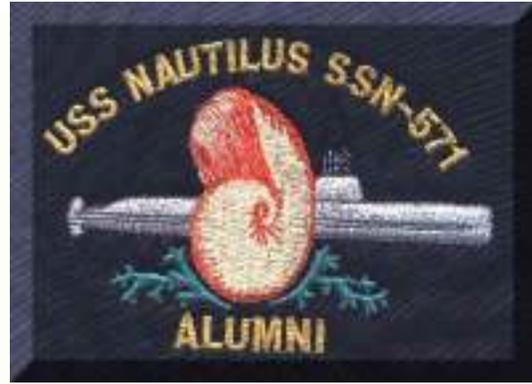
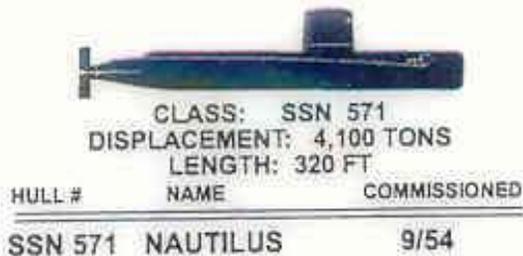


Nautilus Alumni Association, Inc.



NEWSLETTER — WINTER EDITION — January 15, 2013

First-Person Account of Powering Up One of the World's First Nuclear Reactors

By Alexis Madrigal, The Atlantic

Commander E.E. Kintner was the project officer for the world's first nuclear reactor to produce a useful amount of power. The Submarine Thermal Reactor was constructed in the desert of the Snake River plain, fifty miles west of Idaho Falls, Idaho. It was the prototype for the naval propulsion systems that came later, and became the patterning design for the world's nuclear power plants.

In my introduction to this section of the Future of Energy special report, I argued that researchers settled on a design too soon as they rushed to make nuclear power work for the government and industry. Kintner's account of building and testing that first reactor under the hard-driving supervision of H.G. Rickover is a fascinating account of daredevil engineering that demonstrates the uncertainty and contingency of the

entire enterprise. It also shows how much the design of the reactor was driven by the particular use to which it would be put: driving submarines around the ocean for the Navy.

The takeaway is: If the high-risk tests described below had failed, we don't know how the technological path of nuclear power may have been affected. Given that there were dozens of proposed reactors with different characteristics, it's certainly possible that a different, possibly better reactor design may have come to the fore.

We now bring you the first-person account, which ran in the January 1959 issue of *The Atlantic*, and which has never been digitized. Kintner has just finished reciting the litany of issues that were unresolved when the construction of the plant was completed, namely,

Inside This Issue

Continued > page 3

2 President's Message & Officers	7 US Flag & Treasurer's Report	13 Business Meeting Minutes
4 Secretaries Report	8 Sea Stories—The Book	14 Meet Your New Officers
5 Nautilus Scholarship	10 Welcome Aboard & Donors	15 Ship's Store & Security Leaks
6 In Memoriam	12 2012 Reunion Wrap Up	16 Dues Request & Dues Form

President's Message

Shipmates and Friends

The 2012 Groton reunion is behind us and we are already focusing on 2014. I believe attendees had a great time visiting, sipping their favorite libation, and telling sea stories. See "Reunion Wrap Up" page 12. Currently two locations are being considered for the 2014 reunion. Manitowoc, WI and Cleveland, OH have been suggested. Once proposals for each site have been received and reviewed, the Board of Directors (BOD) will make a choice and additional information will be published.

Association business was conducted and new officers elected. For the past two years former President Rich Young provided a steady hand and sound leadership. I will follow his lead in order to keep the "pointy end" of the Association moving in a forward direction. We are very fortunate to have Lonnie Barham elected Secretary. He is the catalyst that holds the Association together. I'm also pleased that a couple of younger shipmates from the 1970's stepped up and were elected to key positions, an Association goal met. See "Meet your new Officers" page 14.

Some topics the BODs are currently focusing on:

- (1) Methods to increase the Nautilus Educational Assistance Fund (NEAF) from the current 35K to 80K for endowment to support the *Nautilus Scholarship*,
- (2) Ways to locate missing crewmembers and bring them into NAAI,
- (3) Encouraging more participation in future reunions.

Member's ideas, thoughts, and recommendations regarding these subjects are welcome.

Please remember, that regardless of which crew you served in, we are all shipmates bound together by a single thread ... the deck plates we walked on, the systems we qualified on, and the dolphins we earned and proudly ware. Fraternaly,

Tommy (Robby) Robinson, '63 - '67



NAAI OFFICERS & OTHER KEY FOLKS

PRESIDENT

Tommy "Robby" Robinson, '63—'67
ss_ssn_ssbm@wavecable.com 360-871-6899

VICE PRESIDENT

Gregory "Greg" Stanosz, '73—'76
gistanosz@yahoo.com 414-258-7846

SECRETARY

Lonnie Barham, '66—'68
NautilusAlum60s@aol.com (401) 739-2488

TREASURER

Richard "Rick" Turner, '66 - '67
treecastle@gmail.com 865-428-0099

BOARD MEMBER

Richard "Rich" Young, '63 - '67
young@g2ss.com 208-465-7205

BOARD MEMBER

Warren "John" Johnson, '64 - '70
ssn571wpjohnson@aol.com 727-539-8331

BOARD MEMBER

Robert "Bob" Childs, '66 - '69
robertchilds@gmail.com 865-348-6105

BOARD MEMBER

Eugene "Gene" Jackman, '70 - '75
gjackman@verizon.net 717-862-3212

BOARD MEMBER—U/I

Kenneth "Bob" Keehn, '68—'70
KrKeehn@gmail.com 214-350-2529

STOREKEEPER

Larry Klein, '63 - '67
ssn571lck@yahoo.com 419-874-6262

NAAI HISTORIAN

Alfred "Al" Charette, '57—'61
al.charette.np146@tvconnect.net 860-536-6076

WEBMASTER

Robert "Bob" Passeri
webmaster@ussnautilus.us 209-295-2029

"The devil is in the details, and everything we do in the military is a detail"

Adm. Hyman Rickover

Continued < page 1

safety, overheating, lubrication with water instead of oil, and the life of the core. When they switched the reactor on, they were flying in the scientific dark:

These and many other serious problems remained unanswered when in late May, 1953, construction of Mark I was completed.

The pumps and valves and heat exchangers, turbines, electrical generators, thermometers, control panels -- all the many hundreds of items which made up the complex and interrelated systems of the plant -- had been mechanically and electrically tested until they were as nearly perfect as they could be made. The crews had practiced for a week at carefully opening the main turbine throttle from an oil-fired boiler so as to disturb the reactor as little as possible. They were rehearsed in casualty drills, and STR Mark I was ready for an attempt at power operation.

Captain Rickover, who had followed preparations on an hourly basis, flew to Idaho in company with Atomic Energy Commissioner Thomas E. Murray, a man who had contributed much support to the Navy's nuclear propulsion program and who was to have the honor of opening the turbine throttle valve, admitting steam generated by a power reactor into a turbine for the first time. Murray knew that eight years had passed since Hiroshima and that, except for the Navy's program, no U.S. atomic power project was anywhere near fruition. He knew also that the Navy and the AEC were committing almost one quarter of a billion dollars to the project whose success was now to be determined.

That first operation was amazingly successful. After a two-hour run, during which power levels of several thousand horsepower were achieved, the reactor was shut down. Six years of study, organization, planning, conniving, fighting for funds, building laboratories, manipulating people, developing new materials and devices had paid off. The first day of Mark I had surprised its most optimistic proponents.

There were many happy people in the Idaho desert the night of May 31, 1953. The happiest was Captain Rickover, who had had the vision,

constantly forced the program against opposition, and provided the technical judgment to steer it through areas far beyond those previously known.

Then followed a month of careful, precise, building up in power level. Test operations went on night and day, seven days a week. Power was increased in small steps. What could happen on these increasing steps could only be conjecture until the trial run had been completed. Every man at the desert site knew the danger associated with each increase in power.

The first feasibility question to be answered affirmatively was that of safety. Mark I turned out to be a calm and stable machine and even when treated roughly, as its inexperienced operators often treated it, showed no tendency to become an atomic bomb. There was no indication of any dangerous overheating in the reactor fuel elements. The shield designers were surprised to find that radiation levels were less than half of those which they had calculated, indicating that Nautilus could easily carry her radiation shield. As additional physics data became available, the estimate of reactor life was greatly increased.

The major difficulty was with the numerous safety circuits, any one of which could cause the reactor to shut down suddenly. These circuits were meant to be extremely tender in their operation; they were, in fact, so sensitive as to provide a serious difficulty to the operators. A submarine propulsion plant not capable of operating without emergency shutdowns under sea motion and depth-charge attack would not be satisfactory, yet the Mark I had a constant plague of "scrams" from such slight causes as vibration from a crew member's walking through the reactor compartment or a bolt of lightning striking a Montana power line three hundred miles away.

As the crew gained operating experience, and as additional information was obtained concerning safety, the number of signals causing "scram" was selectively reduced to less than twenty. By this means, and by intensive crew training, the problem was licked. As a result, Nautilus experienced very little difficulty of this sort.

On June 25, 1953, full design power was reached. Not one part of the plant indicated fail-

Continued > page 4

NAAI & DSF partnered to make this happen ... Spread the word!

2013/2014 Nautilus Scholarship Applications are Being Accepted

The *Nautilus Scholarship* honors crewmembers of *USS Nautilus*, both *SSN-571* and *SS-168*, by awarding undergraduate scholarship to a spouse, child, grandchild, great grandchild, or stepchild, step grandchild or great step grandchild of a current or former *Nautilus* crewmember who served honorably aboard the boat for a period of 30 or more days you are eligible to apply for the *Nautilus Scholarship*.

Application forms and instructions are posted on the NAAI Homepage at www.ussnautilus.us. Applicants can download the Check List and Application Form. If you are unable to download the forms you may request a mailed copy by contacting NAAI Secretary Lonnie Barham either by telephone or email. See page 2 for contact information. Hint: Follow the Check List! **Applications must be received by DSF by March 15, 2013.**

Funding the Nautilus Scholarship

The Dolphin Scholarship Foundation (DSF) and Nautilus Alumni Association, Inc (NAAI) gratefully acknowledge the financial contributions of individuals whose generosity makes possible our joint mission to support the education of *Nautilus* family members. DSF in concert with NAAI manages the Nautilus Educational Assistance Fund (NEAF) which directly funds the *Nautilus Scholarship*. NAAI members have raised \$35K for the NEAF to date. Once the goal of \$80K is reached the *Nautilus Scholarship* will be endowed and will provide an annual \$3500 Scholarship to a *Nautilus* family member. Please consider a donation to the NEAF in support of the *Nautilus Scholarship*.

It is important to indicate "NEAF" or "Nautilus Scholarship" on your donation.

Until the NEAF is fully endowed NAAI will support a \$1000 annual *Nautilus Scholarship* separate from the NEAF.



NOW HEAR THIS!

Donations to the NAUTILUS EDUCATIONAL ASSISTANCE FUND (NEAF) may be sent directly to the Dolphin Scholarship Foundation noted for 'NEAF' and/or 'NAUTILUS SCHOLARSHIP.' They are tax deductible.

**Dolphin Scholarship Foundation
4966 Euclid Road, Suite 109
Virginia Beach, VA 23462**

Donations may also be may online at
www.dolphinscholarship.org .

Donations written to NAAI and sent to the Treasurer will forward to DSF. However, these Donations are NOT tax deductible.

Nautilus Educational Assistance Fund (NEAF)

funds the

Nautilus Scholarship

*Donations received between
July 15, 2012 and January 15, 2013
As reported by the Dolphin Scholarship
Foundation .*

\$20	Arthur Hogarth
\$164	Larry Warnke
\$565	NAAI—Ship's Store
\$76	Joseph Filkoff (Reunion Jacket Raffle)
\$100	Myra Lovejoy—In memory of Edward M. "Mike" Lovejoy
\$1000	Annette Holland—In memory of Ernest "Frank" Holland

Thank you for supporting the Nautilus Scholarship!

Remember Your Shipmates on Eternal Patrol!



IN MEMORIAM

“There is not one of the ocean’s monsters could trouble the last sleep of the crew of the Nautilus, of those friends riveted to each other in death as in life.

*Jules Verne
20,000 Leagues Under the Sea
Part II, Chapter I*

Since July 1, 2012 these shipmates have either been reported or researched as having received their final orders.

SD2(SS) Remopolis Johnson, USN, Ret.
'60 - '61 SD2(SS) 03/02/1982

ENCM(SS) Donald S. MacPherson, USN, Ret.
'60 - '61 ENCM(SS)/COB 07/27/1988

MR Charles A. Allen
'67 - '68 MM3(SS) 09/10/1992

MR Michael N. Grimm
'70—'72 ET1(SS) 12/20/1997

RM1(SS) George J. “Andy” Anders, USN, Ret.
'55 - '57 RM1(SS) 04/16/1999

ICC(SS) Robert W. Workman, USN, Ret.
'68 - '68 IC2(SS) 09/25/2001

EM1(SS) David B. Wood, USN, Ret.
'69 - '69 EM3(SS) 02/23/2002

MR Truman F. Woodruff
'64 - '65 ETR3(SS) 10/15/2006

MR Ellis H. Willingham
Unk STS1(SS) 04/01/2007

MR Raymond J. Winkelman
'67 - '68 STS3(SS) 07/04/2007

MR Joseph “Joe” Clark
'59 - '60 SD3(SS) 11/25/2010

MR Niles R. Ayers
'44 - '44 FN>MoMM2(SS) 10/10/2011
SS-168

ET1(SS) Frederic “Fred” Carlson, USNR, Ret.
'56 - '57 ET1(SS) 07/01/1012

YNC(SS) Richard L. “Dick” Hyland, USN, Ret.
'71 - '74 YNC(SS) 08/01/2012

TMCS(SS) Robert D. Wytovicz, USN, Ret.
08-11/'63 TM1(SS) 08/19/2012

EMCS(SS) Henry “Hank” G. Ohlmann, USN, Ret.
'63 - '64 EMCS(SS) 09/24/2012

MR Harold “Bud” Gillespie
'43—'45 SN 11/00/12
SS-168

MR Aage C. Jensen
'54 - '55 FT3(SS) 11/07/2012
PLANK OWNER

LCDR John B. “Jack Kurrus, USN, Ret.
'57 - '59 EN1(SS) 12/11/2012
PANOPO

TMC(SS) Mont W. “Big Daddy” Lincecum Jr,
USN, Ret.
'68 - '71 TMC(SS) 12/24/2012

SAILORS, REST YOUR OAR!



NAAI

The Nautilus Alumni Association, Inc. is a non-profit, all volunteer, fraternal membership organization.

Our purpose is to establish for USS NAUTILUS (SSN-571) her permanent place in history and to assist wherever possible in establishing and maintaining the highest traditions of the United States Navy.

Our aim is to account for all former crewmembers and to bring together as many former and present shipmates, family, and friends as possible and to remember those shipmates on eternal patrol.

“Rig for Deep Submergence”



Rules for Saluting US Flag

Traditionally, members of the nation's veterans service organizations have rendered the hand-salute during the national anthem and at events involving the national flag only while wearing their organization's official head-gear.

The National Defense Authorization Act of 2008 contained an amendment to allow un-uniformed servicemembers, military retirees, and veterans to render a hand salute during the hoisting, lowering, or passing of the U.S. flag.

A later amendment further authorized hand-salutes during the national anthem by veterans and out-of-uniform military personnel. This was included in the Defense Authorization Act of 2009, which President Bush signed on Oct. 14, 2008.

Here is the actual text from the law:

SEC. 595. MILITARY SALUTE FOR THE FLAG DURING THE NATIONAL ANTHEM BY MEMBERS OF THE ARMED FORCES NOT IN UNIFORM AND BY VETERANS.

Section 301(b)(1) of title 36, United States Code, is amended by striking subparagraphs (A) through (C) and inserting the following new subparagraphs:

(A) individuals in uniform should give the military salute at the first note of the anthem and maintain that position until the last note;

(B) members of the Armed Forces and veterans who are present but not in uniform may render the military salute in the manner provided for individuals in uniform; and

(C) all other persons present should face the flag and stand at attention with their right hand over the heart, and men not in uniform, if applicable, should remove their headdress with their right hand and hold it at the left shoulder, the hand being over the heart;

Note: Part (C) applies to those not in the military and non-veterans. The phrase "men not in uniform" refers to civil service uniforms like police, fire fighters, and letter carriers - non-veteran civil servants who might normally render a salute while in uniform.

Military.com

Nautilus Shell a Metaphor

"The nautilus is evocative of so much more than a single submarine crew. It creates its shell by outgrowing each previous compartment. It's always moving into a new, bigger space, and it can never go back. It seems the perfect metaphor for NAAI's progressive journey."

Susan and dad, Al Charette

Treasurer's Report January 15, 2013

Current balance at Edward Jones	\$17,200.41
Total NAAI Funds	\$17,200.41
NEAF/Nautilus Scholarship @ DSF	\$35,196.28
Ship's Store funds reported separately. See page 15.	



Rick Turner
Treasurer

Sea Stories—The Book

A hand full of our shipmates, known as instigators, to be named later, have ask me to collect *Nautilus* related sea stories from crewmembers and put them in book form. I accepted the challenge, why I'll never know, but I currently have about 236 pages, and growing, of stories and antidotes from crewmembers who have already contributed to the project. The sea stories range from a single paragraph to a page or two. Your sea stories may be just that, or an event, or remembrance, or just about anything you would like to share with your shipmates. Please contribute.

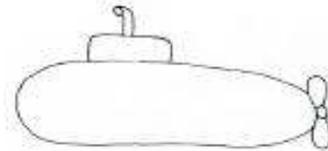
NAAI historian Al Charette says, *"It has been proven by poll after poll, some at the Gallup, that old sailors have been known to remember, in greater and greater detail, as time goes on, circumstances about events that may NEVER have happened!"*

Now is your chance to get your sea stories published before they disappear forever. Your stories will be entered as written with little or no editing. The book is primarily for you and your shipmates but remember that your grand children may also read them. I am arranging, as best possible, the stories by year of occurrence so please include the year and/or approximate time frame. All sea stories will be credited to the author. Brush aside the cobwebs and send me one or two of your favorite stories. I hope to have the book ready to publish later this year. This endeavor is not funded or endorsed by NAAI. It's a "not for profit" venture. The book will be available to all *Nautilus* crewmembers at cost.

Address: 2115 Opdal Rd E., Port Orchard, WA 98366
Email: ss_ssn_ssbn@wavecable.com

Tommy Robinson, '63 - '67

Here are a few examples — Start Writing!



1954—Agravate

When a navy ship goes into commission, it is assigned a voice call. The voice call comes out of a book and cannot be a call that has already been assigned. My voice call on *Volador* was Pokeweed. We made Pokeweed a known name in the Western Pacific with the anti-submarine forces, but it wasn't as grand as my voice call on *Wahoo*, which was Old Ace. When I got to *Nautilus*, the voice call assigned was Club Moss and I hated it. I didn't want to keep referring to myself as Club Moss, so I decided what the hell, I would get it changed before we even went into commission.

My officers and I looked through the book at all the voice calls that weren't assigned. Lieutenant Carr, whose wife's name was Molly, really wanted me to put in for Molly Moe, but I didn't do that. The call that I liked and that seemed best for *Nautilus* was Aggravate. I wrote a letter to the CNO, as voice calls were under his office, and requested that my voice call be changed from Club Moss to Aggravate. The letter went up the chain of command and struck a nerve when it reached the Commander in Chief Atlantic

Fleet. I don't know what his voice call was, but it obviously annoyed him because in his forwarding endorsement he wrote, *"Forwarded, recommended, and what's more I don't like my voice call either and I want it changed!"*

So before *Nautilus* was built, we got our voice call changed, and over the years Aggravate proved to be a good call. We probably aggravated quite a few ships that we were in contact with while operating against the evaluation forces. At least we tried our hardest to.

Vice Admiral Eugene P. "Dennis" Wilkinson (USN ret), First Commanding Officer USS Nautilus Pre-commissioning

1958—President & Admiral

I remember when President Dwight Eisenhower toured *Nautilus* in company of Admiral Hyman Rickover, the celebrated "Father of the nuclear

Navy.” Someone, never identified, said over the ship’s intercom, “*Admiral Rickover, this is God. Request permission to let the sun come up?*” And the admiral trumpeted back, “*Permission granted!*”

Chuck Parshall, '57 – '58

1965-Anti-Semitic XO

Don Worobe and Abie Shuman were the entire Jewish population on board *Nautilus* in 1965. Don transferred off the boat that year and as he departed he made a IMC announcement.

He said, “*Sadly I report the Executive Officer is anti-semitic. With a simple stroke of his pen, he signed my orders, coldly eliminating 50% of the Jewish population on board this submarine.*”

Then Don reported to the Pentagon where he frequently got lost in the miles and miles of corridors.

Tommy Robinson, '63 - '67

1971– Search for Missing Gear

In 1971 we were pulled out of a North Atlantic Op and went at flank speed above the Arctic Circle. Our mission was to retrieve a missing piece of gear from a Boomer before the Russians got it. I doubt the Russians were ever looking, but we found it after searching for three days on the surface above the circle.

There were numerous other interesting sightings; WWII mines, Japanese fishing balls, and an iceberg that turned out to be a snow covered mountain 70 miles away!

I was the OD at initial sighting and I was also the Weapons Officer so the CO relieved me and sent me topside to supervise bringing the item on board. We recovered the missing item and stowed it in the Torpedo Room and, days later, we delivered it to Scotland which leads to another very interesting story. Stand by for more to come.

Wayne O. Henry, '69 – '72

1975 Hard Times/Fine Officers

I spent many a long watch with Mr. Riffer in maneuvering . What a great officer and decent human being who had a tough job to do. In 1975 *Nautilus* was not the "pride of the fleet" as it once was and I said that when I spoke to the *Nautilus* reunion group in 2008. What kept me going was a keen sense of duty and the leadership of some really fine officers such as Mr. Riffer, Mr. Fast, Mr Lisceno, Mr. Erickson, Mr Troxler, Mr. Taylor and the list goes on.

Mr. Riffer gave me some advice when I transferred to *NR-1*. I remember to this day, he said, “*Stanosz, you are the best electrician I have served with in the fleet, but you have got to learn to watch what you say*”. It was a privilege to serve with those officers. AND, I was compelled to be outspoken on *NR-1*. I had to be with only a crew of 15.

Anyway, I have for the last five or six years been giving my version of the 1975 jam dive from the engineering/NUC to officer candidates at Marquette University ... No non-vols ... more awe! Thanks Mr. Riffer.

Greg Stanosz, '73 – '76

1980—Overcoming Adversity

I reported to *Nautilus* in January 1979 and immediately went to work straightening out Service Records and doing other administrative tasks. I also interfaced with the Crew. What great people! An important event for me was being selected, by the CPOs of *Nautilus*, to receive the last Bronze Plaque for Sailor of the Year. I was so excited that I was speechless.

After reporting to *Nautilus* I went legally blind in my left eye. Doctors said I would lose my other eye later. In May 1980, after decommissioning *Nautilus*, I was assigned Pentagon duty. While there I saw Doctors at Bethesda Naval Hospital who used laser treatment to save my right eye until I got just over twenty years of Active Duty. I was then forced into retirement and became legally blind in my right eye too.

I’m pleased that I was assigned to *Nautilus*. I had a very enjoyable tour of duty and met some really great people. Now that I am retired there is nothing better than the camaraderie that can be enjoyed by every ex-serviceman.

Robert J. Tyndall, '79 – '80

The best of the best ... or creme de la creme.



Welcome Aboard New Life Members

(Since July 15, 2012)

Richard Cox

'58—'61 EM2(SS)

Kenneth Matheny

'63—'67 EM2(SS)

New Auxiliary Life Members

Julie Nash

Daughter of CDR(SC) Thomas Deane Jr.,
USN, Ret., (Eternal Patrol)

Peggy McFadden

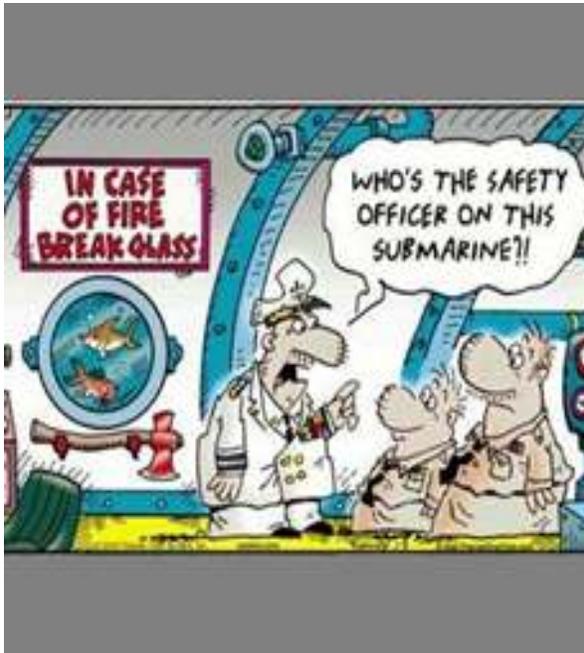
Sister of Captain Alex Anckonie III, USN,
Ret., 8th CO, (Eternal Patrol)



Catching Some ZZZZ Topside

This picture I believe was taken at D&S Piers near or at Norfolk around 1972. We were operating off the southern U.S. Atlantic coast when the air conditioning failed. I believe the coolest place below decks was about 140' f. Those that had to stay on board during repairs slept on the deck during the night.

Rick Wood, '70—'74



Joining the Navy

As the family gathered for a big dinner together, the youngest son announced that he had just signed up at a Navy recruiter's office. There were audible gasps around the table, and then some laughter, as his older brothers shared their disbelief that he could handle this new situation.

"Oh, come on, quit joking," snickered one.
"You didn't really do that, did you?"
"You would never get through basic training," scoffed another.

The new recruit looked to his mother for help, but she was just gazing at him. When she finally spoke, she simply asked, "Do you really plan to make your own bed every morning?"

"Oh no, Mom! I'm going to be a submariner."

Continued < Page 4

cooks." A veteran marine engineer, familiar with the large quantities of fuel oil which would have been required to drive a ship so far with a conventional propulsion plant, pointed to the propeller shaft and then to the reactor and said, "So much comes out back here, and nothing goes in up there!"

At the sixtieth hour, however, difficulties began. Carbon dust from the brushes depositing in the windings caused difficulty in the vital electrical generating sets. Nuclear instrumentation, operating perfectly at the beginning of the run, became erratic, and the crews could not be sure what was happening within the reactor core. One of the large pumps which kept the reactor cool by circulating water through it began making a worrisome, intermittent whining sound. We had not had any check on "crud" build-up; we feared that heat transfer would be so reduced by this point that the core would burn up. The most pressing problem, however, was caused by the failure at the sixty-fifth hour of a tube in the main condenser into which exhausted turbine steam was being discharged. Steam pressure fell off rapidly.

The Westinghouse manager responsible for the operation of the plant strongly recommended discontinuing the run. In Washington, the technical directors of the Naval Reactors Branch was so concerned that he called a meeting of all its senior personnel, who urged Rickover to terminate the test at once. But the Captain was adamant that it should continue until an unsafe situation developed. "If the plant has a limitation so serious," he said, "now is the time to find out. I accept full responsibility for any casualty." Rickover had twice been passed over by Naval selection boards for promotion to Rear Admiral. As a result of congressional action, he was to appear within two weeks for an unprecedented third time. If the Mark I had been seriously damaged, Rickover's prospects for promotion and his Naval career were ended.

The tensions surrounding the test increased the challenge to the crews, and as each watch came on duty it resolved it would not be responsible for ending the run prematurely. Crew members worked hard to repair those items which could be repaired while the plant was in operation. Finally, the position indicator on the chart

reached Fastnet. A nuclear-powered submarine had, in effect, steamed at full power non-stop across the Atlantic without surfacing. When an inspection was made of the core and the main coolant pump, no "crud" or other defects which could not be corrected by minor improvements were found. It was assured that *Nautilus* could cross an ocean at full speed submerged.

A month after nuclear power was first produced, the most doubting among those who had participated in the STR project knew that atomic propulsion of ships was feasible, that it was only a matter of time before the technology developed for Mark I would bring about a revolution in Naval engineering, strategy, and tactics. We knew, too, that industrial nuclear power could be built on the same technological foundations. The Pressurized Water Reactor at Shippingport, Pennsylvania -- the world's first solely industrial power reactor -- was in fact developed from STR experience under Admiral Rickover's direction.

To those of us who had participated in the STR project, who knew how many chances were taken, how far previous engineering knowledge had been extrapolated, the fact that all the unknowns had turned out in our favor was a humbling experience. Rickover, paraphrasing Pasteur, put it this way: "We must have had a horseshoe around our necks. But then Nature seems to want to work for those who work hardest for themselves."

STR Mark I is now a flexible facility providing much of the experimental information for the Navy's nuclear propulsion program, which today includes thirty-three submarines, a guided missile cruiser, and the first nuclear-powered aircraft carrier. It provides the practical training for all the hundreds of officers and enlisted men who will man our nuclear fleet. The courage, the will, the judgment and resourceful which went into STR Mark I have made the United States Submarine *Nautilus* an outstandingly successful venture in man's long struggle with nature.

Which WWII Submarine Skipper said, "Put four cases of beer in the cooler." before each torpedo attack, and celebrated each ship sinking by eating a piece of cake and "splicing the mainbrace" with his crew?
See page 14.

2012 Reunion Wrap Up

Approximately 185 crewmembers and their families and friends met in Groton, CT at the end of September for our 2012 Reunion. Reunion Chairman Bob Childs and his committee members scheduled a great series of events. Groton Inn & Suites, the reunion hotel, provided a warm setting for visiting, imbibing, and dining. Subvets-Groton Base opened their club house and welcomed NAAI members.

Channel fever night, advertised as a clam bake, actually seemed more like a good old New England lobster feed. They were big and plentiful. It reminded me of Benny's every Friday fresh lobsters on the living barge during the 1964 - 1965 PNSY overhaul. What a great way to kick off the reunion.

A "return to sub school" crew's private tour of the Big frame 45 and crewmembers were It always amazes me how much years. A last minute active boat eral members toured the USS private time for sightseeing and casinos.

The Board of Directors bined and was well attended by were held and several items of by a show of hands. See the

As expected, the banquet actor and author, Gannon McHale delighted everyone with a very entertaining presentation about his journey from submarine sailor to Broadway actor. Two Letters of Appreciation were presented: One to Roland Cave (via mail) for his early work in establishing the NAAI Webpage; and one to Laura Alley for her very helpful research regarding missing crewmembers and their families.

Treasurer Rick Turner reported the reunion finished in the black by about \$608 exclusive of a tidy Ship's Store profit thanks to our members who made purchases. Store Keeper Larry Klein returned in excess of \$4000 to the Treasury.

Finally, a huge **thank you** to Reunion Chairman Bob Childs and his committee, Treasurer Rick Turner, Storekeeper Larry Klein, and anyone that I may have overlooked. Your combined efforts and long hours of work resulted in a very successful reunion. BZ!

tour was conducted and, of course, the "N". Family members toured forward of allowed aft to tour the engineering spaces. those passageways have shrunk over the tour was authorized by the Navy and sev-Virginia (SSN-774). There was ample even dropping a buck or two at the local

and General Business meeting were com-membership. Officer and Board elections importance was discussed and voted on Business Meeting Minutes on page 13. was superb. Guest speaker, Broadway



The Editor

OVER HEARD—COMMENTS

I just got home from the reunion in Groton... had a wonderful time with Knouse, Harmody and Aquizap. Those guys are crazy!

So glad to finally put a face to your name. The Ingle brother you saw was *Lance*, not Kurt. I spent some time catching up with him and was glad to see him again. I agree that NAAI is in good hands. We are blessed to have such knowledgeable and younger (relatively) guys to slip into the traces. I just hope more of the 70s & 80s guys come on board.

Had a beer at Ernie's, came back with photos and a T shirt to prove it. Didn't spend enough time with Yuill or Charette.

Sorry that Danforth, Ross, Clancy and Roberts were not there

The banquet was extremely enjoyable and moving. I felt so proud to be there with my Dad Al Limson at the banquet. I was also so pleased he was able to attend the tour of the *Nautilus*. Again thank you for all your help and the great work on organizing such a memorable event.

Tommy and Lenny want to know why Kenny Shelton didn't show up for the party. We miss you, man!



Every day a holiday ... every meal a banquet.

NAUTILUS ALUNI ASSOCIATION, INC

MINUTES

of

ANNUAL BUSINESS MEETING

November 29, 2012

1000 Meeting called to order by NAAI President Rich Young in the Groton Inn & Suites, Groton, CT. All Officers and Board Members were present except Board Member Jon Cavallo and Bob Boyce. About 70 voting members were Present.

Volunteers. Rich discussed the need for volunteers for Officer and Board positions and stressed the necessity of having 1970's crew members step up. Bob Keehn volunteered to be a Board Member (U/I) in training with Gene Jackman then he intends to run for a Board position in 2014.

Records. Rich and Tommy discussed NAAI records storage provided by the SFL&M. Currently NAAI archived records are stored there. Wendy Gulley is the point of contact. The stored items are property of NAAI as opposed to items donated to the Museum which becomes property of the Navy.

Nautilus Scholarship. The Treasurer reports that NAAI has about \$35K in the Nautilus Educational Assistance Fund (NEAF) and we need about \$80K in order to make the scholarship self sustaining. Interest from the \$80K would then fully fund one scholarship of about \$3,500 annually. Proposals that were discussed: (1) disestablish the scholarship because we may never reach the goal of 80K. The \$35K would then revert to the Dolphin Scholarship Foundation per the Memorandum of Agreement; (2) Continue to solicit donations to the NEAF and concurrently fund one or two \$1,000 scholarships annually from the NAAI Treasury until we reach the goal of \$80K. A vote was taken and proposal (2) was approved. Some conclusions were also made that we need an aggressive advertisement program to draw more applicants and donations to the NEAP.

Guest Speaker. Seaman 1/C Joe Filkoff related his adventures while onboard *USS Nautilus (SS-168)* during WWII.

Future Reunions. Rich lead a discussion regarding aligning future reunions with USSVI and Groton Base. A vote was taken to retain our current reunion schedule and solicit proposals for the 2014 reunion. Greg Stanosz has volunteered to host the reunion in Manitowoc, WI and Dimitri Wallick indicated that Cleveland, OH was a possibility. The Board will take proposals, make a decision on the 2014 reunion location, and notify the membership.

Election. Name of members running for election were read and a call for nominations from the floor was announced. Bob Childs volunteered for Board Position 2, an appointed position, in relief of Ed Childs. Warren Johnson accepted a nomination for Board Position 3 to run against Bob Boyce. The following Officers and Board Members were unanimously elected by a show of hands: President Tommy Robinson; Vice President Greg Stanosz; Secretary Lonnie Barham; Treasurer Rick Turner; Board #1 Rich Young (Ex Officio); Board #2 Bob Childs (Appointed); Board #3 Warren Johnson; Board #4 Gene Jackman.

Treasury. Rick reports \$28,059.63 in the treasury; \$16,024.00 was collected for the reunion; the reunion paid for itself with some money left over. A final report will be submitted in the near future.

Lonnie Barham, NAAI Secretary

Commence Snorkle Ventilating"

Editor's note: As one might expect, NAAI Historian, Al Charette is reading a history book. He shares some interesting details ...

I am now reading a National Bestseller, *The Pirate Coast*, by Richard Zachs, 2005, about President Thomas Jefferson, the First Marines and the Nation's first secret mission, to capture Tripoli, on the Barbary Coast in 1805.

Hence the stanza, "From the halls of Montezuma to the shores of Tripoli", in the Marine Corps Hymn. I mention that because the first *USS Nautilus*, a 12-gun schooner, under the command of Lieutenant John Dent, was involved there.

So, not only is *USS Nautilus (SSN-571)* the first and finest, the very first *USS Nautilus* also was involved in the first secret mission of the U.S. Marines in capturing the city of Derne, part of the Regency of Tripoli.

It was also the first time the American Flag, the 15 star, 15 stripe version, had ever been planted in battle on foreign soil outside of North America. The flag was planted at approximately 3:30 PM on April 27, 1805 and party left Derne at about midnight on June 12, 1805.

Al Charette, '57 - '61

War Brides

The Pentagon once did a study on why so many American servicemen marry women in the countries where they're stationed. Contrary to popular belief, loneliness had nothing to do with it. Once the men rotated back to the U.S., all of their in-laws were thousands of miles away.



Meet Your New Officers

(Some are recycled)

President

Tommy "Robby" Robinson
Life Member, Secretary six years,
RM1(SS) onboard '63 - '67. CWO4, USN, Ret.

Vice President

Gregory "Greg" Stanoz
Life Member.
EM2(SS) onboard '73 - '76, CAPT, USA-R, Ret.

Treasurer

Richard "Rick" Turner
Life Member. Treasurer two years. 2010 Reunion
Chairman.
ETN2(SS) onboard. ETC(SS), USN, Ret.

Secretary

Lonnie Barham
Life Member. SK3(SS) onboard. COL, USA-R, Ret.

Board Member #1 (No vote - Ex-Officio)

Richard "Rich" Young
Life Member. Immediate past President two years.
Treasurer four years.
ETR2(SS) onboard '63 - '67, CDR, USN, Ret.,

Board Member #2

(No Vote - Appointed by incoming President)

Robert "Bob" Childs
Life Member. 2012 Reunion Chairman.
MM2(SS) onboard '66 - '69. MMC(SS), USN, Ret.

Board Member #3

Warren "John" Johnson
Life Member. Board Member two years.
Vice President two years.
MM1(SS) onboard, '64 - '70. LT, USN, Ret.

Board Member #4

Eugene "Gene" Jackman
Life Member. Board Member two years.
EMC(SS) onboard '70 - '75. EMC(SS), USN, Ret.

Board Member U/I

(Thanks for volunteering)

Kenneth "Bob" Keehn
Annual Member. IC3(SS) onboard '68 - '70.

CDR Eugene Flucky, CO, USS Barb—MOH

Tell me what you need ... I'll get it!

Ship's Store

PATCHES — SHIRTS — HATS — AND MORE!

- 001 Round Patch Design—Available
- 002 Square Patch Design—Available
- 003 Blue Sweat Shirt—\$32 (+) \$2 for XX
- 004 Gray Sweat Shirt—\$32 (+) \$2 for XX
- 005 Oval Shell Design—Available
- 006 Window Decal-White—\$3.80
- 007 Window Decal-Clear—\$3.80
- 008 Bucket Hat -Tan—\$20
- 009 Bucket Hat-Blue—\$20
- 010 Ball Cap-Blue—\$20
- 011 Ball Cap-White-Crew Member—\$12
- 012 Ball Cap-Blue-Crew Member—\$12
- 013 Sew on 50th Patch—\$4.50
- 014 Sew on Crew Member Patch-White—\$2
- 015 Peel & Stick 50th—\$1.50
- 016 Ships Patch-Jacket Size—\$6.50



**PRICES ARE
SUBJECT TO
CHANGE!**

... AND MORE!



Larry

Contact Storekeeper Larry

ssn571lck@yahoo.com

419-874-6262

**Larry Klein,
11 New England Lane,
Perrysburg, OH 43551**

I want to take a moment to thank everyone that purchased items from the ships store before, during and after the reunion. It was the generosity of these people that made it possible for the ships store to forward the following amounts to the NAAI Treasurer. The ships store sent the NAAI Treasurer \$4,000.00. In addition to that the ships store also sent to the NAAI Treasurer \$565.00 for the NAAI scholarship fund. I still have many items left over from the reunion which I would be very happy to pass along to my shipmates at reasonable prices. Most of the items can be seen on the NAAI web page. I will be more than willing to answer any question about any items, just send me an email at ssn571lck@yahoo.com or phone me at 1-419-874-6262. I hope to hear from some of you soon.

Current Inventory (at cost): \$2,900.00 ... Cash on hand: \$1,035.94

Larry Klein, QM2(SS), '64—'67

Security Leaks

While Americans lost 52 submarines in the Pacific theatre, there is little doubt their losses would have been substantially less had it not been for a serious operational security lapse on the part of a U.S. congressman.

In his excellent book, *Senseless Secrets*, historian Michael Lanning points out that while visiting U.S. forces in the Pacific, Rep. Andrew Jackson May (D) was given a briefing in which he was told that the American submarines were mostly invulnerable to the Japanese navy since their warships' depth charges were fused to

explode at too shallow a depth.

After returning home to the states, May promptly held a press conference where he repeated the information he had learned from his Navy hosts. Not long after his public revelations, the Japanese started to sink our submarines with their (no doubt) newly fused depth charges.

According to Vice Admiral Charles A. Lockwood, the commander of our submarine forces in the Pacific at the time, as many as 10 submarines and 800 crewmembers were lost because of the congressman's thoughtless words

Contributed by Joe Thompson, '65—'66

If you have not joined NAAI ... You should!

2013/2014 Dues

Thanks to all of our members who have paid dues for 2012 and beyond and our shipmates who have taken Life Memberships. For you who have not yet paid annual dues please join your shipmates and send the NAAI Treasurer a \$10 check made out to NAAI and noted DUES to:

NAAI Treasurer, Rick Turner
2559 Walnut Ridge Way
Sevierville, TN 37862.

We are NOT collecting past dues.

Please include the adjacent Dues Form in order to keep the database current. 

If you have any questions regarding your membership status please contact NAAI Secretary, Lonnie Barham, at NautilusAlum60s@aol.com or phone 401-739-2488.

Thanks to all who continue to support our fine Association.

NAAI HOMEPAGE & EMAIL & NEWSLETTER

For those of you who have internet access please visit the NAAI Homepage at <http://www.ussnautilus.us/> . Webmaster Bob Passeri has done an outstanding job constructing the Homepage and he updates it frequently. It contains a wealth of current information regarding NAAI. Bob is still soliciting photos and sea stories.

For those of you who receive this newsletter via snail mail but have email addresses **PLEASE** take a moment and email Secretary Lonnie Barham at NautilusAlum60s@aol.com with your valid email address in order to update the NAAI database.

The newsletter, published twice annually, is emailed, posted on the NAAI Homepage, and snail mailed only to those members without email in order to save the Association a few dollars. If you have a slow internet connection and would prefer a mailed copy let me know at ss_ssn_ssbn@wavecable.com .

The Ed

Nautilus Alumni Association, Inc Dues Form

Life Membership = \$100
Annual Membership = \$10 /Yr.

_____ Life Membership
_____ 2013 _____ 2014 Annual Dues

Name: _____

Address: _____

City: _____ State: _____

ZIP: _____ - _____

Phone: (_____) _____ - _____

Email Add: _____

Date of Birth: _____

Spouse Name: _____

TYPE OF MEMBERSHIP (Please check one)

SSN-571: _____ - Ships company or attached personnel serving 30 or more days aboard *Nautilus*.

Auxiliary: _____ Any person interested in establishing for Nautilus its permanent place in history and/or establishing a legacy for a family member who has served on *Nautilus*, e.g.

Spouse ___ Son ___ Daughter ___ Grandchild ___

FOR CREWMEMBERS

Served in Nautilus from (YR) _____ to (YR) _____

Rank/Rate (Duty) while onboard? _____

Military Retired? ___ Retired Rate/Rank?: _____

Plank Owner? _____ PANOPO? _____

Decom Crew? _____ Historic Ship Crew? _____

Please make checks payable to NAAI and mail with this form to:

**NAAI Treasurer
Rick Turner
2559 Walnut Ridge Way
Sevierville, TN 37862**