

Nautilus Alumni Association, Inc.



NEWSLETTER—SUMMER EDITION—JULY 15, 2011

THE TOUGH LUCK FOUR AND A QUARTER

EMCS(SS) Harry Hedin, USN, Ret. — My Pre-Nautilus Days

The years following WWII, well into the '60s were noted in the submarine force for accelerated programs aimed at up grading and stream lining the boats that survived the war. New construction brought about the *Trigger* class ... smaller and faster ... not too reliable. Strip and streamline ... *Odax* ...nineteen knots submerged for thirty minutes! Give everyone a snorkel (two engine) (four engine) ... series/parallel battery capability ... no deck guns, etc. What a way to treat those old warriors. Electric Boat, Portsmouth and Mare Island going full bore on conversions. A missile firing boat came next ... *Halibut* ... *Gudgeon*? Shoot from a housing on deck, dive and hide. Nuclear power ... Boomers ... Fast Attacks just on the drawing boards. *Nautilus* in the late '50s would soon seal the fate of the old diesel boats. No longer was heard, "answer bells on four main engines".

The *Trumpetfish* (SS-425) ... constructed on Portsmouth plans ... Cramp shipyard, Philly, was about to

enter the world of the GUPPY. Snorkel ... series/parallel batteries, etc. The dinky engine pulled from aft engine room. A not so effective air conditioning plant in it's place. The air compressors were crowded out of pump room by the snorkel mast plus other new gear. They were "stuffed" into the forward engine room lower level flats. They were also "stuffed" down the throats of the engine room gang. If you run'em you fix'em! One engineman "busted" over those Hardy-Tynes. Dockside trials after conversion were interesting. An aircraft altimeter was installed at the main engine throttle station ... when the snorkel head valve was shut a system of solenoids and linkage would shut down the fuel racks and kill the engines. The altimeter was to perform this task at a comparable altitude of 6,000 feet. With two engines on line ... snorkel head valve was shut ... altimeter response so violent the needle flew off ... throttle man had to shut down engines

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President's Message

I had the good fortune to hear from John Livingston's brother Erich. If you remember John was a crew member of the Scorpion along with Francis Slattery, Richard Kerntke and Jimmy Wells. John was in the RC Division with me and the other 60's ROs and was a great friend and shipmate. I have a picture of John and I back aft, top-side on Nautilus, over the years I have looked at it often. The picture brings home the sacrifices that crew and family make for our country and the submarine service. Maybe this is why our reunions are so important.

Meeting and greeting my shipmates from almost 50 years ago never gets old and seems more fun each and every time. But there are always shipmates that can't make it or have gone on eternal patrol. I miss them. I don't know who can replace my lobster partner Fradell Pugh; we must have had at least one lobster every meal for four days, not including snacks. We all are touched by the loss of shipmates that occurs to frequently now days so I look forward to having a brew with Midgets (even if I have to go to Texas to get one), Claude, Whales, Boy Wonder, Yurak, Ingraham, PANOPOs, Warren (maybe he will tell a sea story, you think), you get the idea. This is my request: run, walk, or crawl but please make the next reunion. These next few reunions are really important and we need all you to make it, at least to buy this president a beer.

Next topic is the NAAI board positions for next year. I want to stress the importance of getting volunteers and especially for the Secretary position. The secretary is the keeper of the keys, our corporate knowledge and database administrator. In light of the importance of the job I would like to see a 70s shipmate step up and volunteer. This will guarantee the continuity of our organization for the decade to come.

That's all folks, be safe and well. I look forward to the next reunion and seeing you all there.

Rich Young

SHIPMATE'S & FRIENDS

If you received this copy of your NAAI newsletter via the post office (snail mail) ... and, if you have an email address ... please, send an email to ss_ssn_ssbm@wavecable.com in order for me to update the sailing list Thank you ... Tommy



NAAI OFFICERS & OTHER KEY FOLKS

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Warren "John" Johnson, '64 - '70
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2012 REUNION CHAIRMAN

Robert "Bob" Childs, '66 - '69
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Do you know how many Admirals served on *USS Nautilus (SSN-571)* before their selection to Flag Rank?

Answer: 5 9 15 21

See page 11

Tough Luck Four and a Quarter < page 1

by hand.

Number two sanitary tank inboard vent was piped and valved through the forward engine room bulkhead and terminated a short distance from number one engine air intake silencer. Number two sanitary must have been near full when this exercise was started. That Fairbanks sucked up toilet paper plus some "wrinkled neck trout" so the throttle man said. A hacksaw increased distance between inboard vent and engine. Number one main engine was no longer referred to as a "rag burner".



Free at last! *Trumpetfish* back in Key West. Heavy duty sea trials scheduled. North Atlantic ... snorkel ops. CO was K.G. Schact, *USS Perch* ... Navy Cross, ex-POW. All ahead full skipper. Forty seven days of pure misery. The much hated snorkel took it's toll ... earaches ... sinus ... unable to sleep ... waiting for the next heavy sea to short our snorkel head valve electrodes and valve shut ... the wait for engine vacuum or heard valve to reopen. Life's a bitch.

Key West ops once again. New CO Herman "The German" Miller. New problems. The snorkel once raised wouldn't lower. Steel mast had rust pitted and would jam when being lowered. Many buckets of diesel fuel and much use of wire brushes might coax it down. We found out accidentally that a hard astern bell ... when entire boat shuddered the mast would lower. The order was, "maneuvering, prepare to answer hard astern bell - control, prepare to lower snorkel mast," in that order. Life's a bitch.

In the fourteen months I served in the four and a quarter I don't remember completing an equalizer

charge. An equalizer required every twenty eight days. Battery age ... condition, ambient temp drove battery temp to 128 deg and charge secured. This after two engines on line for as long as seven or eight hours. Life's a bitch.

A major all Navy exercise in the Caribbean ... at end of ops "Herman the German" was going to make one more "Battle station torpedo run." Up scope followed by, "Flood negative! Rig for collision! ... followed by a severe jolt and down angle by the stern. An APA had rammed the *Trumpetfish*! Aft torpedo room reached test depth and we were blowing safety plus aft group ballast tanks. On reaching the surface it wasn't a pretty sight ... scopes, radar, snorkel mast and sail sections cluttered that bent. SUBLANT to *Trumpetfish* ... proceed San Juan ... anchor out ... tug to arrive and assist. Tug provided torches and much loose hardware burned off and pushed over the side. A letter of reprimand received later for littering area. SUBLANT to *Trump fish* ... proceed Portsmouth via New London Subase. Surface ops only! The four and a quarter was set up and equipped for tropical waters ... No DC heaters on board ... no foul weather gear, few blankets, fewer shoes, definitely no dress blues.

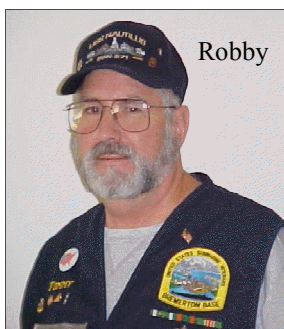
Cape Hateras in March gets real nasty. We would run on two engines ... alternate forward to aft run. When lookouts came off the bridge they would run back to the engine room and lay over those Fairbanks covers to get warm.

Captain Miller gave the OD permission to shut main induction, secure engines and run on battery propulsion if the heavy sea's warranted. The heavy sea's made it so. Forward engine room taking in water ... OD orders main induction shut ... no green light! It didn't shut ... debris found in valve. Throttleman shut-down engines and inboard air supply. Bilges up to engine bedplates. Life's a bitch.

You may have used or heard that old expression, "The best two boats in the fleet ... the one I'm going to and the one I'm leaving." Upon leaving *Trumpetfish* I reduced that old expression by half.

Editor's Note: Over the years Harry has written several short narratives for submarine veterans and local folk. Harry tells me that he has a little spread out west in Blackfoot, Idaho. No more cows but he kept his horses. Life's much better!

Secretaries Scribbles



Robby

On July 15, 2011 the NAAI database (Nautilus Sailing List) contained 2,211 names on four lists distributed as follows

- | | |
|-----------------------------------|----------------|
| 1. Crewmember Mailing List | 658 |
| Plank Owners | 31 + 3 missing |
| PANOPos | 51 + 1 missing |
| Decommissioning Crew | 37 |
| Historic Ship Crew | 46 |
| 2. Auxiliary Mailing List | 152 |
| 3. Eternal Patrol List | 558 |
| 4. Missing List | 901 |

Additional numbers of interest:

Life Members - Crew	299
Life Members – Aux	23
Life Members/Widow – Aux	73
Honored Life Members - SS-168	23

We continue to chip away at the **Unknown Address /Status List** and it's ever so slowly decreasing in size. I appreciate the assistance of those who have helped contact and identify missing shipmates and family members. **A special "thank you" to Laura Holland Alley for her exceptional work in contacting "lost" family members.**

Tommy Robinson, '63 – '67
NAAI – Association Secretary

2115 Opdal Road E
Port Orchard, WA 98366
360-871-6899 (message)
ss_ssn_ssbn@wavecable.com



**SUBMARINER'S WIFE
TOUGHEST JOB IN THE NAVY**

Nautilus Scholarship Fund (NEAF)

Donations received since January 15, 2011

- | | |
|--|----------------------------|
| \$100 | E. Frank Holland |
| In memory of VADM L. Zech, Jr. and CDR A.A. Wood | |
| \$25 | William Soule |
| \$50 | Annette L. Holland (Frank) |
| In memory of RADM Donald P. Hall | |
| \$100 | Theodore Rockwell |
| \$50 | Tommy Robinson |
| In memory of MMCS(SS) Fradel L. Pugh | |
| \$50 | Tommy Robinson |
| In memory of CSC(SS) Wesley L. Behning | |
| \$25 | Jaime A. McLaughlin |
| In memory of MMCM(SS) E. Frank Holland | |
| \$25 | Nancy A. Tinder |
| In memory of MMCM(SS) E. Frank Holland | |
| \$500 | Clarence E Allen |
| In memory of MMCM(SS) E. Frank Holland | |
| \$20 | Bryan T. Alley |
| In memory of MMCM(SS) E. Frank Holland | |
| \$20 | Betty B. Ellis |
| In memory of MMCM(SS) E. Frank Holland | |
| \$100 | RADM & MRS Mike Klein |
| In memory of MMCM(SS) E. Frank Holland | |
| \$50 | Susan G. Charette |
| In memory of MMCM(SS) E. Frank Holland | |
| \$50 | Maureen Ware |
| In memory of MMCM(SS) E. Frank Holland | |
| \$25 | Leslie W. Paley |
| In memory of MMCM(SS) E. Frank Holland | |
| \$200 | James "Doug" Turner |
| In memory of MMCM(SS) E. Frank Holland | |
| \$100 | James McLaughlin, MD |
| In memory of MMCM(SS) E. Frank Holland | |
| \$50 | Susan G. Charette |
| In honor of CDR Al Charette, USN, Ret | |

Thank you for supporting the Nautilus Scholarship!

NAUTILUS SCHOLARSHIP

For Family Members of USS/HS NAUTILUS (SSN 571) & (SS 168)

The Nautilus Scholarship was established in 2009 through donations from members of the Nautilus Alumni Association, Inc (NAAI) and is awarded to family members of those who served on *USS/HS NAUTILUS (SSN 571/SS 168)* who are pursuing an undergraduate education. This independent scholarship is administered by the Dolphin Scholarship Foundation (DSF).



The Nautilus Scholarship was awarded for the first time this year-2011. Congratulations to our first two Nautilus Scholarship awardees. They are:

Benjamin K. Blair (\$1000), grandson of LCDR **William A. Goodrich**, USN, Ret. (ETN3(SS) '61—'62).
Haden T. Cory (\$800), grandson of LCDR **Freddie L. Boswell, Jr.**, USN, Ret (ET2(SS) '57—'58 PANOPO).

Both grandpa's should be pretty proud. Again, congratulations to **Benjamin** and **Haden** and best wishes for your continued success in your academic endeavors.

Editor's Note: The Dolphin Scholarship Foundation will prepare scholar profiles which will be forwarded to NAAI when available for future publishing.

Dr. Dean Dunn said in March, "Just wanted to let the NAAI members know that I will be representing the extended *USS Nautilus* family in Norfolk next month, for the selection of the first Nautilus Dolphin Scholarship award. This will be my second year reading Dolphin Scholarship applications, so I'm looking forward to seeing John Haines (the first Dolphin scholar), the Dolphin Scholarship Foundation staff, and the rest of the volunteer evaluation committee. As an alumni Dolphin Scholar (and former college Professor of Geology for 20 years), it's been an honor to be asked to help in the evaluation of the scholarship applications, and I look forward to helping select the first Nautilus scholarship awardee."

NAAI Treasurer's Report 07/11/2011

Investments at
Edward Jones



Money Market
@ .1% \$5,232.89

Rick Turner
Treasurer

Certificates of Deposit
@ .35% due 05OCT11 \$9,000.00
@ .45% due 04JAN12 \$9,000.00

Total Net Worth \$23,232.89

NEAF as of 06/30/2011 \$19,989.50

Editor's Note: Both DSF and NAAI were most fortunate to have Dr. Dean Dunn volunteer his expertise in the scholarship selection process. Dean is the son of our late shipmate LT Edward D. Dunn, Jr., a Nautilus Plank Owner and PANOPO. As a young man Dean was selected four time for the Dolphin Scholarship. He is a Auxiliary Life Member of NAAI.

NOW HEAR THIS!

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

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

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



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 January 15, 2011 these shipmates have either been reported or researched as having received their final orders.

MR Herbert W. “Herb” Wagoner

‘65 - ‘67 MM2(SS) Passed 1968

EN2(SS) Glen E. Alexander

‘60 - ‘61 MM1(SS) Passed 11/29/80

ET1(SS) Calvin K. Shepard, USN, Ret.

‘58 - ‘60 ET1(SS) Passed 03/01/82

RADM Richard B “Ossie” Lynch, USN, Ret.

‘42 - ‘43 LCDR Passed 01/19/88

WWII SS-168

ETC(SS) Funston B. Bowles, USN, Ret.

?? ETC(SS) Passed 09/20/93

RMC(SS) Ernest D. Rogers, USN, Ret.

‘59 - ‘59 RMC(SS) Passed 07/05/94

QMCS(SS) Norwood C. Outten, USN, Ret.

‘70 - ‘70 QMCS(SS) Passed 06/29/95

MR Archibald “Arch” T. Porter

‘70 - ‘70 ETR2(SS) Passed 08/30/97

MR John C. Allen

‘42 - ‘44 MM2(SS) Passed 12/23/99

WWII SS-168

CWO2 James A. Mangum, USN, Ret.

‘63 - ‘63 EM1(SS) Passed 11/17/01

MR Merton “Mert” E. Twombly

‘62 - ‘64 MM3(SS) Passed 06/04/02

MR Clarence J. “Tony” Previto, Jr.

‘68 - ‘68 STS1(SS) Passed 04/23/03

RADM Ralph C. Lynch, Jr. USN, Ret.

‘33 - ‘36 LTJG Passed 02/13/04

Pre-WWII SS-168

MR Alfred L. Hall

‘59 - ‘59 SD3(SS) Passed 02/29/04

MR Phillip B. Haines

‘62 - ‘63 MM2(SS) Passed 10/19/04

EMP1(SS) Ralph B. Wurster, USN, Ret.

‘41 - ‘44 EM(SS) Passed 10/23/05

WWII SS-168

IC1(SS) Kenneth R. Boisvert, USN, Ret.

‘60 - ‘60 IC2(SS) Passed 01/23/06

PHC(SS) Joseph P. Marchand, USN, Ret.

‘58 - ‘58 PHC(SS) Passed 02/23/07

PANOPO

RMC(SS) William W. Robinson, USN, Ret.

‘68 - ‘68 RMC(SS) Passed 11/02/08

HMC(SS) John A. Aberle, USN, Ret.

‘57 - ‘60 HMC(SS) Passed 02/19/09

PANOPO

LTJG Walter M. McCain, USN, Ret.

‘42 - ‘44 ENS Passed 12/01/09

WWII SS-168

CSC(SS) Wesley L. “Wes” Behning, USN, Ret.

‘62 - ‘68 CS1(SS) Passed 04/28/10

MR Clarence O. Smith

‘44- ‘45 EM3(SS) Passed 06/12/10

WWII SS-168 3 War Patrols

MR Patrick A. O’Brien

‘41 - ‘43 TM1(SS) Passed 07/25/10

WWII SS-168 3 War Patrols

MR Russell E. Tidd

‘44- ‘45 TM2(SS) Passed 09/20/10

WWII SS-168 4 War Patrols

Rev. Charles T. “Tom” Phythian

‘70 - ‘71 MM1(SS) Passed 01/12/11

EMC(SS) Wesley L. Headington, USN, Ret.

‘54 - ‘55 EMC(SS) Passed 01/16/11

Plank Owner

Attend the 2012 reunion ... Visit shipmates & friends before it's too late!

CAPT **James M. Dunford**, USN, Ret.
'46 - '61 Aux Mbr Passed 01/18/11
Pioneer - Naval Nuclear Power Program

RADM **Donald P. Hall**, USN, Ret.
'58 - '60 LT Passed 01/25/11
PANOPPO

CAPT **Willis "Bill" A Matson II**, USN, Ret.
'59 - '60 LT Passed 02/24/11

MMCS(SS) **Fradell "Rosey" L. Pugh**, USN, Ret.
'65 - '68 MM1(SS) Passed 03/02/11

MR **James H. Dearth**
'59 - '62 ET2(SS) Passed 03/11/11

ENC(SS) **Stanley Chupinski**, USN, Ret.
'61 - '61 ENC(SS) Passed 03/22/11

CDR **Robert "Bob" N. Sollenberger**, USN, Ret.
'56 - '57 YNC(SS) Passed 03/31/11
NAAI Past President '93 - '94

MMCM(SS) **Earnest "Frank" Holland**, USN, Ret.
'57 - '61 MMC(SS) Passed 04/01/11
PANOPPO NAAI Past President '08 - '10

MMCM(SS) **Dennis "Denny" J. Silvernail**, USN, Ret.
'72 - '72 MM3(SS) Passed 04/28/11

CAPT **James "Jim" P. Forsyth**, USN, Ret.
'52 - '54 ET1(SS) Passed 05/06/11
Pre-commissioning Crew

LTJG **Paul G. "Skook" Lovejoy**, USN, Ret.
'57 - '58 MM3(SS) Passed 05/11/11

MS1(SS) **Pedro "Pete" M. Catubig**, USN, Ret.
Unk MS1(SS) Passed 05/31/11

LCDR **Francis "Frank" T. Duba**, USN, Ret.
'54 - '56 ICC(SS) Passed 06/06/11
Plank Owner

RMC(SS) **Thomas "TK" K Powers**, USN, Ret.
'59 - '60 RM2(SS) Passed 06/23/11

ETC(SS) **Maurice C. Walker**, USN, Ret.
'60 - '61 ET2(SS) Passed 7/8/11

SAILORS, REST YOUR! OAR!

Lest We Forget Our Shipmates

I had the pleasure of serving with Don Hall on *Nautilus* and again on SubLant Staff where he was Chief of Staff. Don along with Admiral R.L.J. Long, were the first to congratulate me on my selection to take command of *USS Gudgeon SS 567*. I always suspected that Don had an input into my selection for that command. We had a very positive professional relationship both on *Nautilus* and at SubLant where I was serving as force scheduling officer. Good guy, great Naval officer, but tough. He took professionalism seriously, and if you worked for him, you had better take it seriously also. I liked Don very much.

Bill Gaines

Editor's note:

Capt. William "Bill" Gaines, USN, Ret. Served as a SO1(SS) on Nautilus between 1955 and 1958. He is a PANOPPO who went on to command submarines USS Gudgeon and USS Marlin.

Only a submariner realizes to what great extent an entire ship depends on him as an individual. To a landsman this is not understandable, and sometimes it is even difficult for us to comprehend, but it is so.

A submarine at sea is a different world in herself, and in consideration of the protracted and distant operations of submarines, the Navy must place responsibility and trust in the hands of those who take such ships to sea.

In each submarine there are men who, in the hour of emergency or peril at sea, can turn to each other. These men are ultimately responsible to themselves and each other for all aspects of operation of their submarine. They are the crew. They are the ship.

This is perhaps the most difficult and demanding assignment in the Navy. There is not an instant during his tour as submariner that he can escape the grasp of responsibility. His privileges in view of his obligations are almost ludicrously small, nevertheless, it is the spur which has given the Navy its greatest mariners--the men of the Submarine Service.

It is a duty which most richly deserves the proud and time-honored title of --
Submariner.

Borrowed from Blow & Vent.

From Skimmer to Submariner---Heesen's Way

Don says, "Bear with me on this, it's been awhile some of the crew member's names escape me at this moment ... and please remember, I was a "Hole Snipe" in the true aspects of the term ... 1200 PSI steam engine rooms, and all that stuff ... and after I got out, I built and installed elevators in commercial buildings ... Just one of the "construction boys" ... so, my language may be a little salty. You wanted the story ... deal with it. You'll understand when you get through it."

The following happened in 1976, and I think it is no longer "CLASSIFIED", so here goes...

Home ported in Hawaii on a destroyer (*USS Morton DD-948* ... "The Saltiest Ship in The Fleet") during Vietnam, and being from Boston, I was wanting to get off "the rock" and back to the mainland. MM's were a critical rate in WESTPAC, so the ONLY way I could get stationed on the east coast was to volunteer for sub school. First duty station after school was *USS Nautilus*, in Groton, CT. "The First and The Finest."

Nautilus got underway for the Med within a week after reporting aboard. We had a group of Midshipman assigned to the boat for their maiden/commissioning voyage to earn their Ensign stripes. Oh joy!

I was assigned to the A-Gang and was getting "broken in" to stand watch back aft with the hydraulic pumps, air conditioners and atmosphere control equipment. The First Class Petty Officer breaking me in was a crusty old ex-diesel boat sailor ... salty, very salty, he knew his stuff or, as us snipes used to say, "He had his shit together!" and he explained things quite well. He had spent 16 years on diesel boats, and was retiring after this cruise. Mind you, this was a whole new world for this "skimmer" sailor, but I was cool with it all.

So, the new guy gets to stand the mid-watches while learning the ropes. The MM1 (forget his name at the moment) explained the reasons for "Angles and Dangles" and all the submarine stuff that a "skimmer" sailor has no idea about. It was on the third or forth night after leaving CT, nice and quiet, all machinery running smoothly at around 0230, that his big, wide-base, white ceramic coffee cup with his "crow" painted on it, slid off the work bench of the lower level machinery space, hit the deck plates and broke. I commented, "Geez, I thought they were done screwin' around w/the "Angles and Dangles" up there" ... and then looked over at him. His face was as white as a ghost and he replied, "They ain't screwin' around,

some things very wrong." "We gotta get up to the hydraulic pumps."

Ahhooooogah, Ahhhooooogah, "Jammed dive, Jammed dive - This is NOT a drill." Ahhhooooogah!

Frickin' lovely. Here I am, the new kid, having survived two and a half tours on the gun line in Vietnam, and I got this crusty old guy lookin' like he just crapped his coveralls ... and it's peace time. What the hell did I get myself into now?

We climbed up the ladder, that was a feat in itself considering the boat was at 43° DOWN angle, and the ladder was on the aft bulkhead. As you can imagine, crap was flying and sliding forward ... we only stowed for 20° bubbles. Well, we got to hydraulic room and we had plenty of hydraulic pressure. The pump was working fine. I think he fired up the second pump but that made no difference on the gauges. He said, "Everything's workin' fine here, the problems gotta be somewhere else! Let's go!"

Yessir, boss ... I'm right behind ya ... what the hell do I know? ... nuthin' so I'm stickin' with the guy who does ...

We made our way up to the Control Room faster than humanly possible ... we had gravity propelling us forward along with our feet. The Captain ordered, "All back, FULL! Fishtail the rudder!" When the depth gauge read 800 feet, he ordered it covered. On it's 21st birthday, *Nautilus'* crush depth was much shallower than the original designed crush depth Age and metal fatigue, etc.

Thank God the Chief of The Watch was another crusty bubblehead ... TM1(SS) John McPhilmy ... some guys' names you just DON'T forget, especially the guy who saves your butt. He just took over command of the situation. "Blowing air into the forward ballast tanks!" The Captain acknowledged that command. He did NOT pull the "chicken-switches". I don't know at what depth this happened because

the depth gauge was covered. But you know, you don't just stop one of those puppies "on a dime" ... and we were doing a FULL bell when this all went down.

As you most likely know, most of the bunk's reading lamps were arranged so just about everyone back aft slept head-forward, feet-aft. Well, all the Ahhoogah's, and the rush of blood to the brain from the sustained down bubble woke everyone up. Guys were just getting their poopy-suits on ... and the boat starts leveling off ... next thing ya know she's taking a wicked UP bubble ... 45°. So now, everything that went forward is now sliding and flying aft.

We broached, surfaced, and "trimmed" the boat.

"Holy crap!" That's a helluva way to break in the frickin' new skimmer sailor. Geez, Louise!

So, "What the hell happened?", you ask?

Well, they had the three Midshipmen on the Planes Watch, go through the different modes of operations of the planes and rudders ... Normal, Emergency, and Hand. The Middy on the Rudder station hesitated when he shifted it to Emergency and then slipped it back into VENT and then back into Emergency. The rudder's control valve under his seat got into a hydraulic lock in the VENT position. And there wasn't a damn thing that could be done about it until all the hydraulic pressure got removed and the valve taken apart.

That was tough to put down "on paper". I just relived one of the most scariest hours of my life.

By the way, I did get my "dolphins" on that cruise. I was told I got them sooner than anyone could remember, and no one cut this skimmer sailor ANY slack in getting their signatures on those qual sheets. You can bank on that.

MM2(SS) Don Heesen, '75—'76

Now Hear This!

Now that the first two NAUTILUS SCHOLARSHIPS have been awarded it is MOST important that all of your family members be made aware of NAAI and the NAUTILUS SCHOLARSHIP. Better yet ... please tell your relatives about their opportunity to join NAAI as Auxiliary members. It's a great way to continue the legacy of their loved ones.

Admiral Hyman G. Rickover

Manifold Productions is producing a documentary film about Admiral Hyman G. Rickover for PBS national broadcast. This is the first and will be the definitive film biography of this important American. Manifold Productions has the active support of the Navy, especially the Nuclear Reactors Division. The producers are trying to find material to tell the story of Admiral Rickover's life, particularly his personal side. They are looking for anything visual (or audio) such as home movies, snapshots, films, video-tapes, audiotapes or photos--but not letters and documents. In addition to material featuring the admiral himself, they are seeking material on any of the projects he worked on. For example, the producers would love home movies or candid snapshots of life on board the submarines or surface ships he worked on, beginning with the *Nautilus*, especially during sea trials and/or Admiral Rickover's visits.

Of course, those who provide materials used in the film will be thanked in the closing credits and all items will be returned to senders.

If you have questions regarding the documentary or materials that you would like to share with Manifold Productions regarding Admiral Rickover please contact Nina Ing at:

Nina Ing
Associate Producer
Manifold Productions, Inc.
5508 Surrey Street
Chevy Chase, MD 20815
301.941.0445
301.941.0446 (fax)
ning@manifoldproductions.com
www.manifoldproductions.com

Editor's Note: NAAI Auxiliary Life Member Ted Rockwell, an NR engineer who worked directly for the Admiral, is co-producing the Rickover documentary and other NAAI members are participating. For NAAI newcomers, Ted was at Nautilus' Keel Laying and Launching and he holds a number of historical documents such as Plank Owner, Neutron Owner (Initial Crit), Initial Sea Trials all endorsed by our first skipper, CDR "Dennis" Wilkenson. Ted is truly a "shipmate."

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



Welcome Aboard New Life Members

(Since Jan 15, 2011)

Gregory A. Bushko

'74 - '76

MM2(SS)/ELT

Charles E. Nelson

'70 - '72

ETR2(SS)

CAPT John S. Almon, USN, Ret.

'85 - '85

CDR

OIC in Tow Mare Island to Groton

EMCS(SS) John A. Howard, USN, Ret.

'67 - '70

EMCS(SS)

CDR(SC) John P. Kelly, USN, Ret.

'76 - '78

LTJG

STSC(SS) Keith W. Seiser, USN, Ret.

'75 - '75

STS2(SS)

ENCS(SS) Leland P. Whalen, Sr, USN, Ret.

'56 - '57

EN1(SS)

LCDR Virgil G. Cox, USN, Ret.

'64—'67

LT

New Auxiliary Life Members

Laura J. Alley

Daughter of MMCM(SS) E. Frank Holland
(EP) and past president of NAAI

Erich A. Livingston

Brother of ET1(SS) John Livingston (EP/
Scorpion)

Susan Early Decesari

Daughter of RADM Paul J. Early (EP) and
PANOP

High Flying Submariner did it again!

Captain **Steve Bowen**, USN, was the first submarine officer to be selected by NASA in July 2000 as a mission specialist after a career working in submarines. He has been into space three times on the *STS-126 Endeavour* mission in November 2008, the *STS-132 Atlantis* mission in May 2010, and the *STS-133 Discovery* mission in February of this year.

During an interview, when ask by **Tessa Hawley**, "What is the hardest thing about being in space?"

He replied, "As far as creature comforts I think ultimately it all comes down fresh fruit and salad—from my previous experience on submarines that's what you end up missing the most. And a shower!"

From Isleofman.com—July 10, 2011

Response of **Robert Bliss** to an article he read titled
NAUTILUS—Travels Under the North Pole.

"Thanks for the article. I was just a kid when *Nautilus* made that historic northwest passage. It was all we kids talked about for weeks. It brought back some great memories. As I recall, one of the cereal companies (Kellogg's or Post) had a tiny version of the *Nautilus* as a premium in it's cereal box. In a small opening on the bottom of the sub you would add a pinch baking powder or soda, place the sub in water and the sub would sink [dive] and then resurface because the baking powder would react with the water and form an air bubble in the sub's underside."

Provided by Honored Life Member Cyril Brodbeck

2012 Reunion—Groton, CT

September 28, 2012—October 1, 2012

In June 2011 we had our first meeting for the 2012 reunion at SubVets in Groton, CT. Ed Childs, Joe Degnan, and Al Charette met with Bob Childs and me, and we discussed an agenda for the 2012 reunion. I will fill you in as things become more solidified. If you have any input for the next reunion, please let me know.

NAAI Treasurer Rick Turner

Admirals who have served on USS NAUTILUS (SSN-571)

(Sorted by years onboard)

	RANK	LAST	FIRST	I	YRS ONBD	RANK ONBD	NOTES
1	VADM	Wilkinson	Eugene	P	51-57	CDR - 1st CO	
2	VADM	Carr	Kenneth	M	53-60	LCDR - Eng	
3	RADM	Axene	Dean	L	54-56	LCDR - XO	Eternal Patrol
4	VADM	Nicholson	John	H	54-57	LCDR	
5	RADM	Synhorst	Gerald	E	55-58	LT	Eternal Patrol
6	RADM	Early	Paul	J	55-58	LCDR - Eng	Eternal Patrol
7	VADM	White	Steven	A	57-60	LT	
8	RADM	Hall	Donald	P	58-60	LT	Eternal Patrol
9	RADM	Burkhardt III	Lawrence	G	58-61	LT	
10	VADM	Zech Jr	Lando	W	59-62	CDR - 3rd CO	
11	ADM	McKee	Kinnaird	R	61-62	LCDR - XO	
12	RADM	Metzel Jr	Jeffrey	C	62-63	CDR - 4th CO	
13	RADM	Oliver Jr	David	R	69-72	LT	
14	RADM	Cockfield	David	W	70-72	CDR - 7th CO	
15	VADM	Riddell	Richard	A	76-80	CDR - 9th CO	

Please email corrections or comments to NAAI Secretary at ss_ssn_ssbn@wavecable.com

Sextant's & Celestial Navigation

A shipmate emailed a question regarding the value of a sextant that he recently obtained and NAAI Life Member Patric Leedom responded as follows:

. While I rode *USS Nautilus (SSN571)* as temporary help in the summer of 1972, I did spend two years on diesel electric submarines in the 1960's—*USS Capitaine (AGSS336)*, and the *USS ROCK (AGSS 274)*, and we, or I, used sextants all the time. I learned as a QM3 in 1965. Later, on board the *USS Jacksonville (SSN 699)* I was required to teach celestial navigation from time to time but we never were on the surface long enough to utilize it. In 1985 the Squadron Inspector came aboard for an Operational Readiness Inspection. One night he announced, OK, tonight you will do your celestial star fix. I turned to the Navigator and said, "You shoot the stars, sir, and I will be your assistant." He turned to me and said, "Master Chief, you have got to be shitting me! You are the only person on board who has ever shot stars. You shoot the stars, and I will be your assistant!" Oh very well. I went to the Rude Star Finder, chose seven likely candidates, got the time on the chronometer, went to the bridge with the navigator, shot all seven stars, and when I worked them out, four of

them came into a perfect "pinpoint" star fix. The Squadron Inspector came over, took a look, and said, "Humpf!" A couple of weeks later, back in port, I went up to the Squadron Inspector's office and knocked. He said, "Come In." I said, "Sir, you did not say much about my star fix!" He said, "Well, you cheated!" I said, "I beg your pardon sir???" He said, "Oh, I know you did not cheat; but I could never get four stars into a pinpoint fix, so I was not going to give you credit!" And then we both laughed.

And yes, your sextant is valuable.

QMCM(SS) Patric Leedom, USN, Ret.

ATTENTION ON DECK

For those of you that have internet access.

Please take a few minutes to visit the NAAI Home Page at <http://users.gotmsky.com/rcave/> Click on the list under "We need Help Finding Lost Shipmates" and "Sailing List-Known". Please contact me at ss_ssn_ssbn@wavecable.com or telephone 360-871-6899 (message) if you can help locate a lost shipmate or you have corrections to the sailing list.

NAAI Secretary Tommy Robinson

Nautilus Memorial Pedestal

My name is **Laura Holland Alley**. In 2005 my father, **Frank Holland**, coordinated the placement of a *Nautilus* memorial pedestal in the Ocala Marion County (FL) Veterans Memorial Park. This pedestal has 10 commemorative granite bricks. The top granite brick is for **Admiral Rickover** with nine granite bricks below having the names of the captains of the *Nautilus* in order of command. There are six red bricks, three bricks on each side of the *Nautilus* plaque, in memory of the *Nautilus* crew members who were lost on the *Thresher* and *Scorpion*. The remaining red bricks are *Nautilus* crew members.

Because of continuing interest and before his death, my father had expressed his desire to add another *Nautilus* pedestal in the Veterans Park. Because I share my father's love and admiration for this Veterans Park and the historic legacy of the *Nautilus*, I am undertaking this project in his honor.

We have received approval from the Park administration to place another *Nautilus* pedestal behind the existing one. This pedestal will have only red bricks. The design for the granite identification plaque has yet to be decided, but will be discussed with NAAI.

The new pedestal will have room for approximately 80 red bricks on a first come first serve basis. The cost to have a commemorative red brick placed in the pedestal is \$40. We are also asking for a minimum \$10 donation to be made toward the cost of building the pedestal in the park and the purchase of the granite plaque for the pedestal as these costs are not covered by the \$40 brick charge.

If you desire to have a red commemorative brick placed in this pedestal, please e-mail me at ljalley@bellsouth.net (specify *Nautilus* pedestal in subject line) or call me at (919) 734-2337 with your name, address and phone number. I will be compiling a list in order to see if there is enough interest to proceed with this project.

The Ocala Marion County Veterans Memorial Park is approximately 5 acres. It currently has about 300 granite memorial benches, over 5,000 commemorative bricks and about 100 plaques. Ocala is also home to the USSVI-*Nautilus* Base. My father, with the help of this Base, made a 28 foot long 1/13th scale model of the *Nautilus* submarine which is seen at the

Veterans Park during special military holidays and events, and is included in local parades. The members of this Base share the history of the *Nautilus* with those they meet at these events. I believe that the Ocala Marion County Veterans Memorial Park is an appropriate place for the *Nautilus* memorial pedestal. I hope you will consider being a part of this project. Space is limited so please do not procrastinate and miss a chance to be a part of this memorial.



The Current Nautilus Memorial Pedestal

NAMES LISTED ON THE CURRENT PEDESTAL

Frank M Adams	William Furnholm
Clarence Allen	Joseph A. Gallant
Alex Anckonie	Philip Griffith
W R Anderson	Norman E. Griggs
Dean L. Axene	Donald P. Hall
Nils A Berquist	Randolph Harrell
Raymond E Binns	John Wes Harvey
F. L. Boswell Jr.	Kenneth D. Hayes
George Boyle	Stony Hilton
Lawrence Burkhardt	E. Frank Holland
John T. Butler	James H. Johnson
Richard H Cain	Leslie D Kelly
Fred Carlson	Bruce V T Kinne
Kenneth M. Carr	Ronald L. Kloch
Roland L. Cave	John Krawczyk
Alfred Charette	James Kronenwetter
George F. Clancy	John B Kurrus
David Cockfield	Mike LeCompte
John C. Dixon	Allen R Lewis
John A. Dyer	John Livingston
Paul J. Early	Paul G. Lovejoy
Kurt J Engle	Gennor Marchese
Lance J Engle	Kinnaird R. McKee
Carl L. Eubanks	Jeffrey C. Metzel
Bobby Faircloth	John H. Michaud
Frank C. Fogarty	Edward Montague

Names > page 11

Names < page 10

Stewart N. Nelson
John H. Nicholson
James R Norris
Clemente Ortega
Christopher J Pauli
John E. Pendleton
Tom C Reece
Hyman G. Rickover
Richard Riddell
Leonard Scherer
Gary D Schmid
Robert Simonini
Francis Slattey
Clarence A. Sloan

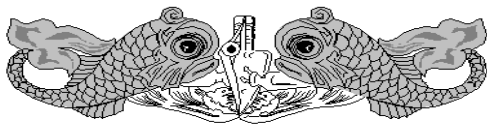
John Smarz Jr.
James R. Sordelet
Howard Sorensen
Gerald Synhorst
John Teixeira
Frank L. Thompson
Bobby J. Ward
James M. Wells
Steven A. White
Eugene Wilkinson
Rick Williamson
Richard R Wood
John C. Yuill
Lando W Zech Jr.

Wilkins Nautilus

USS O-12(SS-73), stricken from the Navy Register, 29 July 1930, and converted for use as a civilian submarine for use by Sir Hubert Wilkins Arctic Expedition in 1931. She had been renamed *NAUTILUS* and on 20 November 1931, she was scuttled and sank in a Norwegian fjord. Raised and broken up in Norway. O-submarines stricken in 1930 were scrapped in accordance with the London Naval Treaty. A number of "O" boats saw action of operations in both World Wars, those boats not being scrapped before the Second World War being used in a training role.

Submitted by Honored Life Member Cyril Brodbeck, USS Nautilus (SS-168), WWII

The Nautilus Alumni Association, Inc. is a non-profit, all volunteer, 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 crewmen and to bring together as many former and present shipmates and friends as possible and to remember those shipmates on eternal patrol.

I CAN TOP THAT!

I know of a CPO who saved *Nautilus* in 1959 from pre-joining *Thresher* and *Scorpion*!

He received a 'letter of commendation' in his service file. Being aware of this, I nearly puked when I read of the CO's of a couple of boats who were awarded THE silver star for hurling a few rockets into Iraq. (which is deliberate!)

In 1959, *Nautilus*, just before I joined her was about at the end of the useful life of her reactor and was heading into PNSY for a years overhaul and replacement of the reactor core. She was assigned to work with a Destroyer to check out some Sonar equipment just off the NE Coast near Portsmouth NH/Kittery ME. After a days operations she went deep for trim check for operations in the AM. An engine room gauge line ruptured and caused a flooding in the largest compartment on the boat. The watch shut a few valves which starved the reactor of cooling water and caused the reactor to SCRAM/shut down. *Nautilus* needed power to 'drive to the surface' but without it and sinking she approached test depth and beyond.

With the reactor degraded the EOW had to be extremely creative to save the boat with all hands. It should be known that at "Test Depth" it is virtually impossible to overcome sea pressure and BLOW water out of the tanks. Thus the need for power to "DRIVE to the surface!"

It has to be remembered that Lola's [*Nautilus*] crew(s) wrote the procedure/operating manuals! This procedure became known as EMERGENCY SCRAM RECOVERY . . . The CPO's name was **Ed Dunn**. God rest his soul.

Christopher J. Pauli, A-Gang, 1959 to 1962

Naval Statistics

A recent study found that the average American sailor walks about 900 miles a year. Another study by the American Beer Institute found that the average sailor drinks 22 gallons of beer a year.

This means, on average, sailors get approximately 41 miles per gallon. Not bad!!!

I love statistics!!

Ron Jett sends an open invitation to his Nautilus friends. "Come on down and live like one of the Australian Natives. We are all friendly!"



"Meet the natives ... and the birds!"



"Have a beer with the natives."



"Bask in the sun on nude beaches with little chocolate drops all around."

Editor's note: I "found" Ron Jett living down under. Ron was a TM3 on Nautilus '58—'59. Bob Kassell another crewmember living in Australia, was a LT on Nautilus in '58—'60. They are both PANOPOs.

Government Pipe Specs

1. All pipe is to be made of a long hole, surrounded by metal or plastic centered around the hole.
2. All pipe is to be hollow throughout the entire length - do not use holes of different length than the pipe.
3. The I.D. (inside diameter) of all pipe must not exceed the O.D. (outside diameter) - otherwise the hole will be on the outside.
4. All pipe is to be supplied with nothing in the hole so that water, steam or other stuff can be put inside at a later date.
5. All pipe should be supplied without rust - this can be more readily applied at the job site. N.B. Some Vendors are now able to supply pre-rusted pipe. If available in your area, this product is recommended as it will save a lot of time on the job site.
6. All pipe over 500 ft (153m) in length should have the words "long pipe" clearly painted on each end, so the Contractor will know it is a long pipe.
7. Pipe over 2 miles (3.2 km) in length must have the words "very long pipe" painted in the middle, so the Contractor will not have to walk the entire length of the pipe to determine whether or not it is a long pipe or a very long pipe.
8. All pipe over 6" (152 mm) in diameter must have the words "large pipe" painted on it, so the Contractor will not mistake it for small pipe.
9. Flanges must be used on all pipe. Flanges must have holes for bolts quite separate from the big hole in the middle.
10. When ordering 90 degrees, 45 degrees or 30 degrees elbow, be sure to specify right hand or left hand; otherwise you will end up going the wrong way.
11. Be sure to specify to your vendor whether you want level, uphill or downhill pipe. If you use downhill pipe for going uphill, the water will flow the wrong way.
12. All couplings should have either right hand or left hand thread, but do not mix the threads, otherwise, as the coupling is being screwed on one pipe, it is unscrewed from the other.

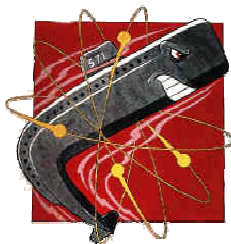
Submitted by an Auxiliaryman who wishes to remain anonymous ... Geez, I wonder why?

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!**



Larry

Contact Storekeeper Larry

ssn571lck@yahoo.com

419-874-6262

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

Please Stay in Contact with NAAI

Shipmates and friends please stay in contact with NAAI. It is very important that you keep us up to date with changes regarding your contact data. Email, phone, or snail mail your changes to NAAI Secretary Tommy Robinson [see page 4 for contact info]. Also please notify your family members and relatives about our Association and their opportunity to join NAAI as Auxiliary Members and stay in touch with other *Nautilus* folks.

This is equally applicable to our Auxiliary List, in that some on that list have sons, daughters, brothers, sisters, etc., that are not on the list. In the event that a shipmate passes away or an Auxiliary Member passes away, it would be good to know where we can pick up the chain again to continue to perpetuate the legacy of crewmembers and *Nautilus*. As a start, just knowing their names would be helpful. Continuity of connection is important, even for those who don't necessarily want to join NAAI but want to stay in touch. Al Charette says it best, "I guess you might say we are still "family".

And finally, another obvious reason for keeping in contact with NAAI is the *Nautilus Scholarship*. Only family of crewmembers are eligible to apply. We need to know who you are.

Editor

As an old retired Chief Petty Officer was driving down the freeway, his car phone rang.

Answering, he heard his wife's voice urgently warning him, "Herman, I just heard on the news that there's a car going the wrong way on Interstate 280. Please be careful!"

"It's not just one car," said Herman. "It's hundreds of them!"

A-Ganger's Law of Mechanical Repair: After your hands become coated with grease, your nose will begin to itch.

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

2011 Dues

Thanks to all of our members who have paid dues for 2011 and beyond and our shipmates who have taken Life Memberships. For all others please join your shipmates and send our NAAI Treasurer a \$10 check for 2011 dues.

We are NOT collecting past dues.

Please send your check noted DUES together with the adjacent Dues Form, to NAAI Treasurer, Rick Turner, 2559 Walnut Ridge Way, Sevierville, TN 37862.

If you have any questions regarding your membership status please contact NAAI Secretary, Tommy Robinson, at ss_ssn_ssbn@wavecable.com or phone 360-871-6899 (Message).

Thanks to all who continue to support our fine Association.

A SEA STORY

There's an old sea story about a ship's Captain who inspected his sailors, and afterward told the first mate that his men smelled bad.

The Captain suggested perhaps it would help if the sailors would change underwear occasionally.

The first mate responded, "Aye, aye sir, I'll see to it immediately!"

The first mate went straight to the sailors berth deck and announced, "The Captain thinks you guys smell bad and wants you to change your underwear."

He continued, "Pittman, you change with Jones, McCarthy, you change with Witkowski, and Brown, you change with Schultz."

THE MORAL OF THE STORY:

Someone may come along and promise "Change", but don't count on things smelling any better.

Nautilus Alumni Association, Inc Dues Form

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

_____ Life Membership
_____ 2011 _____ 2012 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**