

NAAI Facebook Page: <https://www.facebook.com/groups/964349679134624/>



REUNION NEWS

Almost all reunion plans are now solid. Monday night's **Channel Fever** BBQ/Lobster Bake is set for 6-9 pm at the Groton Elks Lodge. The **NAAI Business Meeting/Election of Officers** will be Tuesday morning from 9-11 am. That afternoon from 1-3 pm we will have **Lunch With the Crew** at the Museum followed by our **Boat Tour of Historic Ship Nautilus** from 3-5 pm. **Sea Stories Night** is on for Tuesday evening at the Hilton hospitality room when we will encourage family/legacy members to tell stories, along with Historic Ship crew members. The **Water Taxi Tour** of Thames River Heritage Park (SubBase, USCG Academy, Electric Boat, etc.) will launch from the new water taxi pier at the Museum on Wednesday leaving at 11 am, 12 noon, and 1pm. And, the most important event, the **Reunion Banquet** is set for the Officers/Consolidated Club at the U.S. Coast Guard Academy Wednesday evening from 6-10 pm.

Regardless of inflation we are keeping the prices the same as the 2024 reunion. So **Register Now** with the form on page 33.

President's Message

I trust this newsletter finds you and your families well and making plans to attend the 2026 reunion in Groton. It's certainly panning out to be a fabulous reunion. Get the word out to your Nautilus friends and encourage them to attend along with you.

Spring marks some significant anniversaries, both sad and joyous. We lost the USS Thresher (SSN593) on 10 April 1963 and the USS Scorpion (SSN589) on 22 May 1968. Several former Nautilus shipmates went down with those boats. We continue to mourn these tragic losses. Please keep them in your thoughts and prayers.

40 years ago on April 11, 1986, Historic Ship Nautilus and the Submarine Force Library & Museum opened to the public. We will celebrate this significant event along with the current crew during this reunion.

I hope to see you in Groton! Call or email me if you have questions or suggestions. Phone: 401-644-6839, email: lonbarham1@gmail.com

OIC/Director's Report

Brian C. Lucas, LCDR, USN
Submarine Force Museum & Historic Ship Nautilus

With the winter months finally behind us, we're welcoming the transition into spring with a great deal of relief. This year's record snowfall along the Connecticut shoreline presented some real challenges, forcing the museum to close on multiple occasions as we worked through snow removal and ice management to ensure the safety of our visitors and staff.

As the weather improves, we're shifting rapidly into our busy season. Our spring schedule is filling up quickly with a wide range of events, tours, and education and outreach programs. We're especially looking forward to engaging with student groups, community organizations, and visitors from across the country as activity continues to ramp up.

At the same time, we're making strong progress on several exhibit upgrades throughout both the museum and the Nautilus. These enhancements are in their final stages and will roll out over the coming weeks, further improving the visitor experience and helping us better tell the story of the Submarine Force and the legacy of nuclear propulsion.

We look forward to a full and productive spring and, as always, appreciate the continued support of the Nautilus Alumni Association and the broader submarine community!

NAUTILUS ALUMNI ASSOCIATION INC

CHECKING BALANCE 11/10/2025 \$ 8,698.81

NOVEMEBR-DECEMEBR 2025 EXPENSES

11-3-2025	QUICKBOOKS	\$38.00
12-2-2025	QUICKBOOKS	\$38.00
12-4-2025	CT SEC OF STATE(annual Filing)	\$50.00
12-23-2025	NAAI CREDIT CARD PAYMENT	\$636.36
	ZOOM 11-19-25 (\$18.18)	
	ZOOM 12-19-25 (\$18.18)	
	Hilton Garden Inn 11-5-25 (\$600)	
	Hospitality Suite Reunion 2026	
	TOTAL EXPENSES	\$762.36

DEPOSITS NOVEMBER-DEC 2025

NONE

CHECKING BALANCE 12-31-2025 \$7,936.45
COIN INVENTORY 46

Submitted by Rick Faircloth, Treasurer 12/31/2025

TREASURER'S REPORT

Treasurer Rick Faircloth



Scholarship Report

The application period for Nautilus Scholarships and other Dolphin Scholarship Foundation Scholarships closed on March 15th.

67 applications were received for Nautilus Scholarships. **20** were confirmed as eligible with their sponsors having served aboard Nautilus and a familial relationship established. Of that 20, **13** completed the rest of the required paperwork—e.g., letters of recommendation, transcripts, etc.

Of the 13 successfully completed applications, there was **one** applicant for a trade/vocational school, **one** for a 2-year/junior college, and **11** for 4-year colleges/universities.

All applications have been forwarded to the scholarship selection committee organized by the Dolphin Scholarship Foundation, our scholarship administrator, and results will be announced in May.

Now is the time to start encouraging your family members to prepare to apply for next year. The application period opens in October. Last year we gave out multiple \$3500 scholarships. Your spouse, child, grandchild or great-grandchild could be next.

FIRST-HAND ACCOUNT

After reading the article in the winter edition of this newsletter that featured an old newspaper story headlined, “The Day We Almost Lost the Nautilus,” shipmate John Yuill sent us this first-hand account of what happened. So, as Paul Harvey used to say, “Here’s the Rest of the Story.”

How I spent My 21st Birthday

John Yuill, QMSN(SS), USS Nautilus, 1957-1960 (PANOPO)

It was Thursday, April 23, 1959, my 21st birthday, and I had just gotten off the QM mid watch. *USS Nautilus* (SSN 571) was submerged at about 600 feet somewhere in the Atlantic playing “cat-n-mouse” games with two ‘tin cans’ (destroyers). I crawled into my rack in the lower starboard bunk room located in the forward, or torpedo room, and immediately drifted off to sleep. It seemed I had just fallen asleep when I was jarred awake by the stern command, “surface, surface, surface” over the 1-MC, the boat’s “public address system”. This was followed by the usual three blast of the klaxon alarm. Now on some submarines, at the Commanding Officer’s discretion, the word, “surface”, precedes the sounding of the klaxon alarm. That was *not* the case in *Nautilus*. Such a change in procedure rang an alarm bell in my head and I was awake and out of my rack in a heartbeat. The surfacing alarm was closely followed by the collision alarm and the words, “flooding in the engine room”. Now *that* really got my attention. I started up the 3 or 4 steps from the bunk room to where the watertight door that separates the forward room from the crews mess was located. Also at that location were the bulkhead flapper valves, ventilation valves that separate one watertight compartment from another and can be operated from either side of the bulkhead. William P. O’Neill, a torpedoman, had already secured both by the time I reached his side. We stood there, glancing at each other --- wondering what had happened, as the deafening roar of 3000 lb air rushed into the main ballast tanks. The boat took an ever increasing up-angle until it was close to 45 degrees. Bill and I discussed the question as to whether we were going up or down, waiting for some tell-tale sense of motion. In the background was chatter from the 21-MC, another communication circuit that connected the forward room, the control/attack center areas and the engineering spaces. It was clear while listening to that that the engine room was taking on a lot of water. There was apprehension but no fear as we waited to see what would happen next.

During such times it is not unusual for the most bizarre and peculiar thoughts to occur. It certainly did with me. I remember joking to Bill that if we failed to surface I would never get my first legal drink.

Finally, after what seemed an eternity, to our relief, we sensed an upward motion, much like one would feel in an elevator. Well, from the original 600 foot depth to whatever the maximum depth the boat attained during the flooding, (the depth could only be estimated based on the angle of the boat) the sudden positive buoyancy resulted in an ever increasing speed as she raced toward the surface. The destroyers that we were operating with, having been warned of our predicament via ‘Gertrude,’ the under water telephone, promptly peeled off in some direction, hopefully turning away from where they

thought we might be. It must have been one hell of a sight to them as we broached from the depths like a whale and then slammed back onto the surface of the ocean.

It was determined that a 4 inch sea suction flex coupling in the lower level engine room had failed, filling the space with an almost atomized spray of water under the intense pressure. Visibility must have been almost impossible under those conditions, but somehow the watch stander in that space managed to quickly locate and secure the stop and sea valves to that coupling.

We were now on the surface, bobbing around while the engineers tried to restart the reactor which had “scrammed” (shutdown) automatically upon rigging the boat for collision. Now another thought occurred to me. I was always prone to sea sickness and upon knowing beforehand that we were to surface I would take ‘Dramamine.’ Well, it was too late now and the thoughts of barfing into a #10 can had already begun to make my stomach turn (No doubt the power of suggestion). Thankfully, our tired, old reactor was started up in about thirty minutes while repairs were made to the coupling and we bid adieu to the surface and dived into our proper element to continue our operations.

One interesting sidebar to this tale is about the power of the human body when it is fed vast amounts of adrenaline. While the engineers were enabling all the systems to restart the reactor (go critical) it was discovered that some of the valves that had been shut by hand during the flooding casualty were secured so tightly that come-a-longs (a cable winching device) were needed to reopen them.

I’m sure that many of the crew, especially those who dealt first hand with the flooding, later reflected on the ramifications of the casualty that befell our fine submarine, but if they did it was done in private for I never heard anyone discuss the incident to any great extent. It was just something that happened --- it was dealt with and then it was back to business as usual.

Much later in my life, on April 10, 1963, I listened with horror to the radio broadcast of the loss of the USS *Thresher* (SSN 593) and thought, “there but for the grace of God went we.” On board that doomed submarine were two of my former shipmates from *Nautilus*, LT John Wesley Harvey (LCDR & skipper of *Thresher*) and ET2 John Smarz (LT in *Thresher*). A third former shipmate, ICC Ray J. McCool (LT in *Thresher*) had escaped by remaining home on the day of the fateful cruise. But for the heroic efforts of all those who were on watch, *Nautilus* might have met the same fate as *Thresher*.

Since then I mark my calendar every year with the loss dates of all U.S. submarines and when those days arrive, I pause to reflect on those souls still on “eternal patrol” and how much different things could have been for us.

Epilog: (3-29-10)

Just this past month, the story of *Nautilus*’ flooding ‘surfaced’ again and in a discussion with some old shipmates, I was able to at long last learn the names of most of those on watch in the engineering spaces that day. I think they deserve to be recognized and so, here they are listed: **Richard Bearden** had the upper level engine room watch; **Robert Albright** had the lower level engine room watch and was responsible for isolating the flooding; **Frank Holland** had the reactor compartment watch; **Ed Dunn** was the reactor watch supervisor and it was he and Frank Holland that quickly restarted the tired, old reactor, keeping me from a three day appointment with seasickness. Last, but not least, was Lt. **Donald Hall**, the EOW (Engineer Officer of the Watch). The two destroyers were: *Brownson* (DD 868) & *Willis* (DD 929).

Thanks to the research of our membership team, we've found that several new members have yet to be welcomed. WELCOME ABOARD TO THESE MEMBERS OF THE NAUTILUS FAMILY!

WELCOME ABOARD !

Crew Members

Harold S. Davis MM1(SS) EWS 72-76
David L. Hinricks, Decom ET1(SS) 74-79
Richard C. (Mario) Mason, Decom Crew, MM1(SS) 76-80 (1)
YNCM USN, Ret. Frank W. Reinhold, Jr. YN2(SS) 68-69
Gary S. Richard, Decom Crew ET3(SS) 79-80

Legacy Members

John Clancy, son of SFC US Army, Ret. George F. Clancy TM1(SS)
58-63
Heather D. Reinhold, wife of Frank W. Reinhold, Jr.
Tina Richard, wife of Gary S. Richard
Caitlan Richard, daughter of Gary & Tina Richard
Bruce W. Harvey, son of LCDR John W. Harvey, PANOPO
John W. Harvey, Jr., son of Bruce Harvey and grandson of LCDR
John W. Harvey
John W. (Wesley) Harvey, (age 6) great-grandson of LCDR John W.
Harvey
Emerson L. Harvey (age 3), great-granddaughter of LCDR John W.
Harvey
Laura Harvey Blanchard, daughter of Bruce Harvey and
granddaughter of LCDR John W. Harvey
Owen M. Blanchard (age 3), great-granddaughter of LCDR John W.
Harvey
Kandy Hinricks, wife of David L. Hinricks
Makenzie K. Selland, daughter of Michael G. Selland MM2(SS) 74-
77

(1) Richard Mason's wife, Ann, was welcomed aboard in the Winter 2024-25 Newsletter

Way Back When.....

*Seabreeze High School in Daytona Beach, Florida, dedicated its 1960 yearbook to USS Nautilus and asked the Nautilus crew to select Miss Nautilus from among many Seabreeze students who competed. The yearbook was loaded with photos of Nautilus and her crew, and had many graphics that depicted the 1958 PANOPOL trip under the North Pole ice. While some of the graphics depicted unrealistic scenes, the yearbook editors did a wonderful job honoring **The First and Finest.***

MISS NAUTILUS

1960

The Class of 1960 at Seabreeze High School dedicated their annual yearbook to USS Nautilus and ask the crew to select one of several students to represent the boat as MISS NAUTILUS. Captain Zech's letter in response:

Dear Mr. Yates,

You are to be congratulated on the large number of lovely young ladies who attend Seabreeze High School. All hands agree that it has been a pleasure and an honor to pick the winner in your "MISS NAUTILUS" contest.

Briefly, the contest was run as follows: Our ship's photographer made a Polaroid copy of each photo and mounted it on the enclosed board. A list of the crew was posted beneath the board, and each man voted beside his name.

In spirited balloting, Miss Marie Fajardo was elected "MISS NAUTILUS, 1960." The election was extremely close, as the choice was difficult.

I am enclosing the montage used for the voting, as well as a photographic copy for each participant and one for your annual. The winning photograph of Miss Fajardo is enclosed. If another copy could be returned, along with any others of "MISS NAUTILUS", I am sure that the crew would be deeply appreciative.

Our hearty congratulations to the new "MISS NAUTILUS", and the other lovely participants.

Very sincerely,

L.W. Zech, Jr. , LCDR, U.S. Navy , Commanding Officer

As an ironic sidelight, the previous Commanding Officer, Commander Anderson went on to become a U.S. Representative from Tennessee for eight years from 1965 through 1972. During the latter part of his tenure, Commander Anderson's correspondence was handled by none other than our own Miss Nautilus, Marie Fajardo Ragghianti.

Phil Stockhausen, Class of 1960

***Photos and Graphics from Seabreeze High School's
1960 yearbook dedicated to Nautilus***



Miss Nautilus

Marie Fajardo

Other Contestants

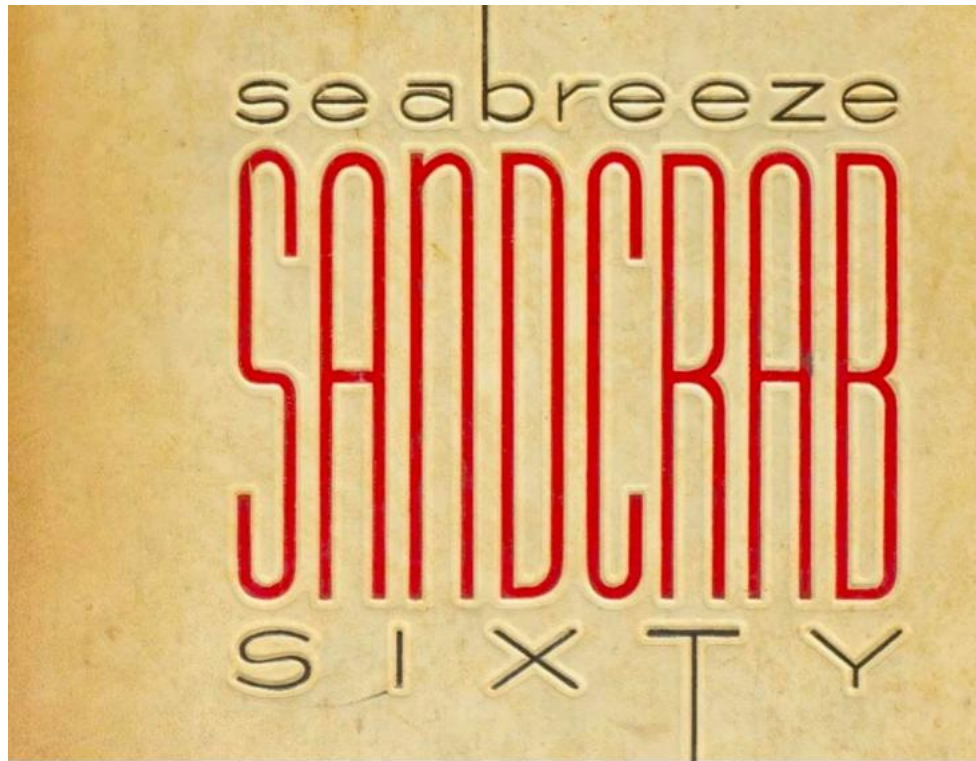




FORE WORD

Jules Verne wrote his famous novel, *Twenty Thousand Leagues Under the Sea*, almost thirty years before the first true submarine was invented. He could not have realized that the exploits of Captain Nemo and his crew would be re-enacted by the United States Navy in a modern-day Nautilus, one-hundred years later. This boat has stirred the imagination of men of every nation and awakened a new interest in the waters which cover more than three-fifths of the earth's surface.

As each crew member of the Nautilus carries out his individual duty to aid the ship in continuing her voyage under the seas of the world, so we as students must perform our duties in order that we may learn to lead successful, productive lives.



DEDICATION

... On December 12, 1951, the Navy Department announced that the world's first nuclear powered submarine would carry the name Nautilus. Her keel was laid by the Honorable Harry S. Truman, President of the United States, on June 14, 1952. A year and a half later, January 21, 1954, Mrs. Dwight D. Eisenhower broke the traditional bottle of champagne on her bow as the ship slid into the Thames River. Nautilus was commissioned September 30, 1954. On January 17, 1955, her lines were cast off. Two years later Nautilus returned to Electric Boat Division to have her first nuclear core replaced. Nautilus had captured all records for submerged endurance and speed during this two year period.

These records proved but a prelude, however, to Nautilus' most significant achievement—the historic transpolar trip in August, 1958. In charting a new route from Pacific to Atlantic, Nautilus, under Commander William R. Anderson, traveled from Hawaii to Europe—8,146 miles in 19 days, nosing under the North Pole at 11:15 p.m. on August 3. After 96 hours and 1,830 miles under the ice Nautilus surfaced near Greenland.

Nautilus proceeded to Portland, England, where Ambassador John Hay Whitney presented the ship with the only Presidential Unit Citation ever issued in peacetime. The citation read as follows:

"For outstanding achievement in completing the

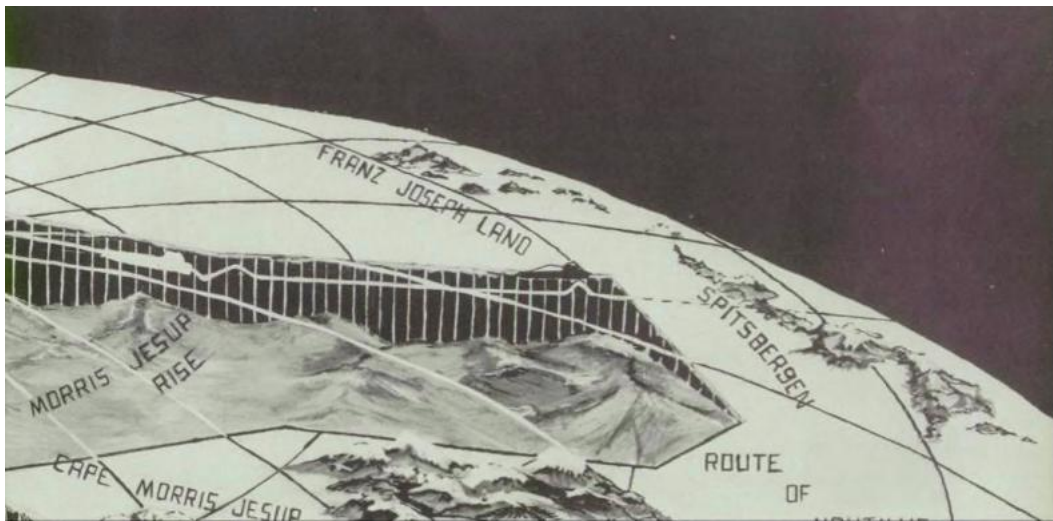
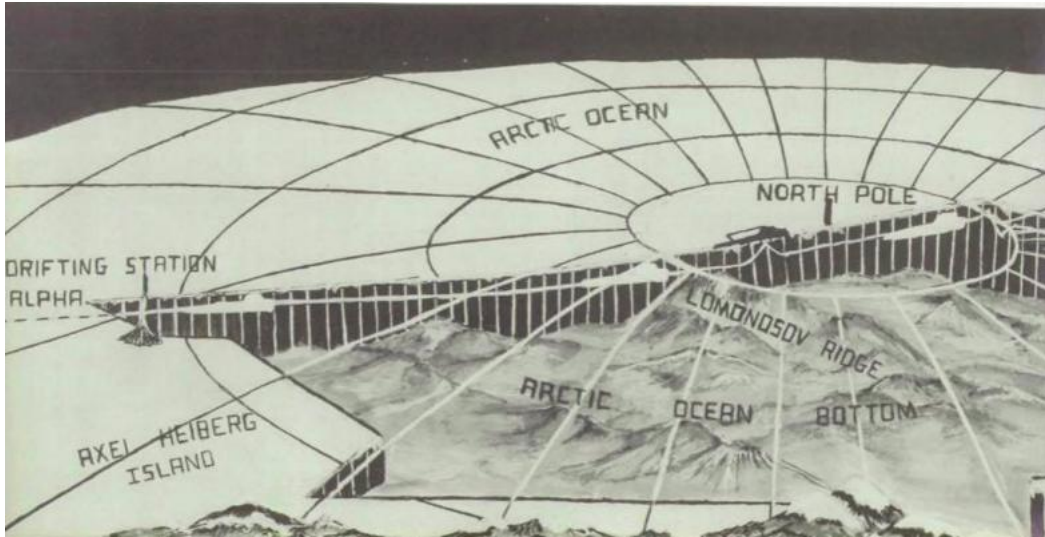
first voyage in history across the top of the world, by cruising under the Arctic ice cap from the Bering Strait to the Greenland Sea. During the period 2 July 1958 to 5 August 1958, U.S.S. Nautilus (SS (N) 571), the world's first atomic powered ship, added to her list of historic achievements by crossing the Arctic Ocean from the Bering Sea to the Greenland Sea, passing submerged beneath the geographic North Pole. This voyage opens the possibility of a new commercial seaway, a Northwest Passage, between the major oceans of the world. Nuclear powered cargo submarines may, in the future, use this route to the advantage of world trade.

The skill, professional competence, and courage, of the officers and crew of Nautilus were in keeping with the highest traditions of the Armed Forces of the United States and the pioneering spirit which has always characterized our country."

COMMANDER WILLIAM R. ANDERSON, USN, son of David H. Anderson was born on a farm at Bakerville, Tennessee, on June 17, 1921. In 1942 he graduated from the Naval Academy, and was on eleven war patrols in World War II. On June 18, 1957 at Seattle, Washington, Commander Anderson assumed command of Nautilus.

After the transpolar voyage Commander Anderson was flown from Iceland to Washington, D. C., where he was presented the Legion of Merit by President Eisenhower at a special White House ceremony.

MORE FROM SEABREEZE HIGH 1960 YEARBOOK





MOST POPULAR

Tony Ceribelli and Claudia Grooms

Her transpolar voyage, the first by any ship in history, made Nautilus the most popular ship in the United States Fleet. Because of their charm and personality, Tony and Claudia are regarded in this same way by their classmates.

BEST LOOKING

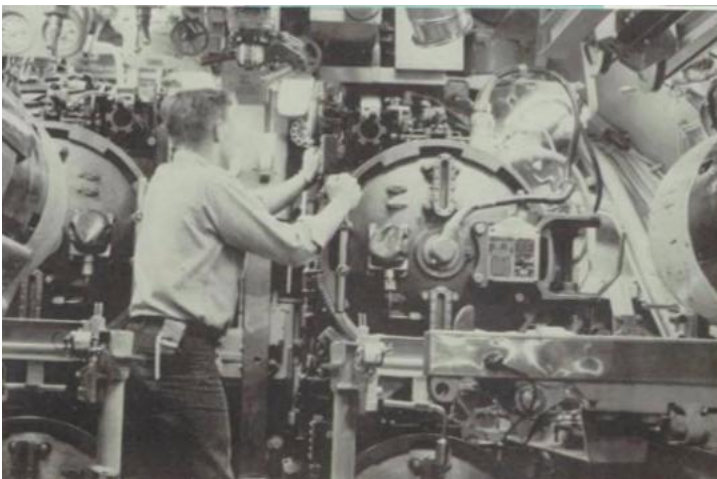
Tommy Nelson and Sally Dunn

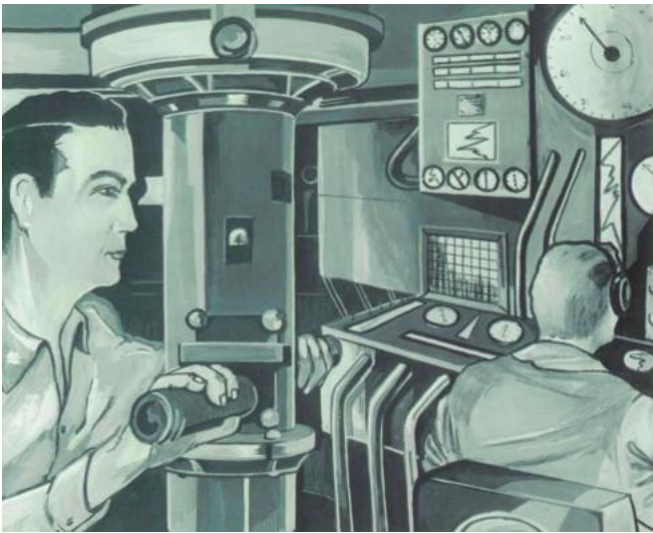
Sleek lines—graceful design—and Nautilus—the words are synonymous. From her stem to her stern, she has been streamlined to make her one of the best looking and most functional of all United States ships. Likewise, Tommy and Sally combine these two traits to make each day a little more pleasant for all of us.

MOST ATHLETIC

Horace Smith and Elizabeth Stark

The amazing endurance of Nautilus during her first four years cannot be compared to that of any other ship. She has traveled a total of 124,635 miles—89,004 of these submerged. Endurance is important for an athlete too, as is skill, hard work, and good-sportsmanship. These qualities are especially evident in Horace and Elizabeth.





As an ironic sidelight, the previous Commanding Officer, Commander Anderson, went on to become a U.S. Representative from Tennessee for eight years from 1965-1972. During the latter part of his tenure, Commander Anderson's correspondence was handled by none other than our own Miss Nautilus, Marie Fajardo Ragghianti.

Phil Stockhausen, Class of 1960

HAPPY BIRTHDAY TO CAPTAIN FOGARTY !!!!!

Only Surviving Commander of USS Nautilus

Two years ago, we asked Nautilus shipmates to send birthday greetings to Captain Frank Fogarty, commander of Nautilus in the 1960s, for his 100th birthday on April 18 2024

We recently heard from Captain Fogarty's son that he is still healthy and relatively active as he approached his 102nd birthday on April 18, 2026.

Captain Fogarty was an outstanding skipper who took Nautilus on a highly successful 70+ day classified surveillance mission in icy, dangerous waters and kept Nautilus from sinking after she struck the USS Essex while at periscope depth back in 1966.

By time you read this newsletter, the birthday will have passed. He will still appreciate belated birthday wishes in honor of his dedicated service, great leadership, and his longevity achievement as "the last man standing" among former Nautilus commanders. **Happy Birthday, Captain!**



Belated birthday wishes can still be sent to:

Captain Francis C. Fogarty
US Navy, Retired
3522 W. Westview
Spokane, WA 99208

Nautilus Trivia Questions

1. How many U.S. Navy ships have borne the name Nautilus?
2. The first sailor to be deemed “Qualified in Nuclear Submarines” was what rate? Multiple Choice: ET, MM, EM, SO, TM, or IC?

[Answers revealed later in this newsletter](#)



IN SPRING WE REMEMBER THE LOSS OF TWO GREAT BOATS

Loss of Thresher

On April 10, 1963 we lost a submarine, *USS Thresher* (SSN-593), and many fellow submariners. Three were former *USS Nautilus* (SSN-571) crewmembers. They are:

SSN-593 LCDR John W. Harvey, Commanding Officer
SSN-571 '55-'58, LT, PANOPO

SSN-593 LT John Smartz
SSN-571 '58-'58, ET1(SS)

SSN-593 HMC(SS) Andrew J. Gallant, Jr.
SSN-571 '59-'60, HM1(SS)

They will be missed but not forgotten. Sailors rest your oar!

Tommy Robinson, '63 – '67



A little known fact of Nautilus history

1963

ICC(SS) Raymond Arthur McCoolle was my Chief in IC gang on *Nautilus*. He later became the Reactor Control Officer on *Thresher*.

Ray was commissioned in Pearl Harbor just before we left for the N90N trip. Captain Anderson wanted Ray to make the trip because the gyro compass was acting up. Ray wanted to get on with his new career and was transferred.

Ray was the LT that stayed home, when *Thresher* was lost, because his wife had been involved in a home accident. The sad part of his side of the *Thresher* story was that Ray blamed the loss on himself. He believed that had he been on watch when the reactor scrambled he would have restarted the reactor, not by the book but, by pulling all the rods up at once, thus regaining propulsion power.

Perhaps, SSN 571 would have met a similar fate during a flooding incident in 1959. Had not ETC(SS) Ed Dunn thrown away the book in order to restart the reactor on that fateful day. Ed received a Letter of Commendation for his actions and Rickover never complained about the lack of procedure. I got a copy of that letter from one of Ed's kids a few years ago. He found the letter in Ed's stuff after he went eternal patrol but did not know why his dad got it.

Imon Pilcher, '56 – '60

Scorpion Lost

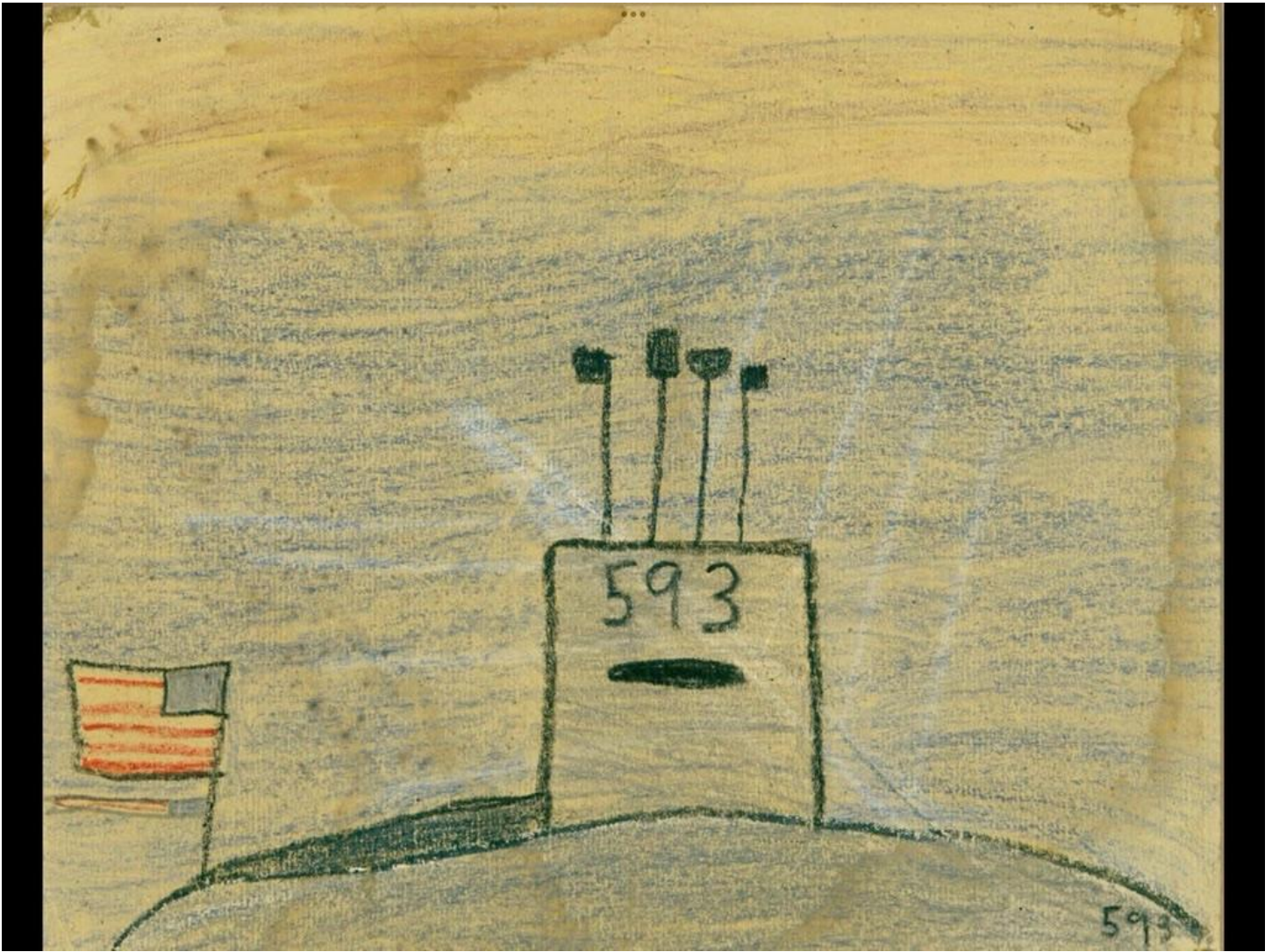
1968

In May 1968 we lost a submarine, *USS Scorpion* (SSN-589), and fellow submariners. The Navy declared *Scorpion* "presumed lost" on June 5. Four who perished at sea were former *Nautilus* crewmembers. They are:

CDR Francis "Frank" Slattery, Commanding Officer --- SSN-571, '61 - '66, LCDR
MMCS(SS) Richard "Dick" Kerntke, Sr. --- SSN-571, '63 - '65, MMC(SS)
MMC(SS) James "Jimmy" Wells --- SSN-571, '61 - '64, MM1(SS)
ET1(SS) John Livingston --- SSN-571, '64 - '66, ETN2(SS)

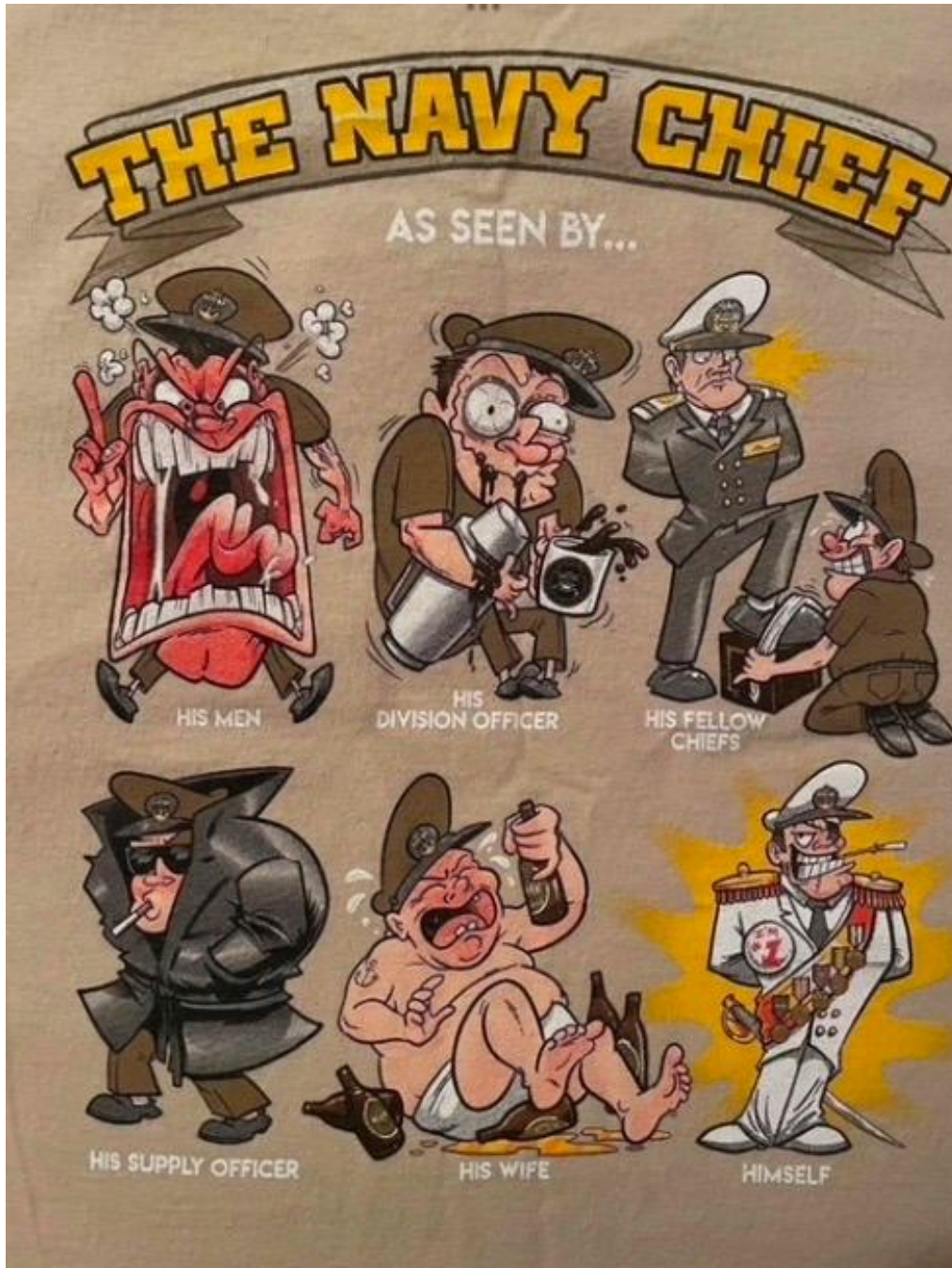
Tommy Robinson, '63 - '67

Please take a few moments to remember and honor these dedicated submariners who left behind wives and children as they sacrificed their lives defending the freedoms we all cherish.



After being told of the loss of USS Thresher, the young son of the submarine's captain, CDR John W. Harvey, created this crayon drawing of the boat lying on the ocean's floor. That young boy is now a member of the Nautilus Alumni Association - Bruce W. Harvey. Bruce and his family, and several other descendants of CDR John W. Harvey are all tremendous supporters of NAAI and are regular attendees at Nautilus Reunions.





Chiefs, Division Officers and Wives: Let us know if any of these caricatures fit yourself or “Your Chief.” LOL

Trivia Answers

Question 2: The first sailor to be deemed “Qualified in Nuclear Submarines” was what rate? Multiple Choice: ET, MM, EM, SO, TM, or IC?

Answer: **Torpedoman (TM).** Information from Dr. Thomas J. Brames (Ed.D), LCDR (Ret.), RM3 aboard Nautilus from 1954-1956, the first sailor to be designated “Nuclear Qualified” was TM1(SS) George Fields

The Sixth Ship of the Fleet to Bear the Name

NAUTILUS is a name which has long been associated in the United States Navy with proud, fighting ships. NAUTILUS first appeared on the Navy list in 1803 as a schooner of 12 guns. Under the command of LT Richard Somers, she was with Commodore Preble's Squadron in the Mediterranean during the campaign against the Tripolitan Pirates. Her battle plaque is inscribed with the names of Tripoli and Derne from this early war of our infant Navy. She continued in active service until she was captured by a British squadron at the outbreak of the War of 1812.

NAUTILUS next appeared as a schooner which was commissioned in 1847 and played a role in the Mexican War.

In 1911, NAUTILUS made her first appearance in the Submarine Force although later that year her name was changed to H-2. Built at San Francisco, she saw service until 1922 when she was decommissioned.

During World War I the name and tradition were carried on by a motor patrol boat commissioned in 1917 and assigned to patrol and escort duties.

The fifth NAUTILUS (SS168) was built at Mare Island Naval Shipyard in 1930 and was one of the largest submarines ever built for our Navy. With the outbreak of war in the Pacific, NAUTILUS quickly joined the fight, and established the reputation which was to characterize her throughout the next three years of combat. On her first war patrol, at the Battle of Midway, she sank the Japanese aircraft carrier SORYU which had been previously damaged by aerial attacks.

On her second patrol she carried out the first of many special missions which her size particularly suited her for. Carrying a detachment of the Second Marine Raider Battalion and in company with the ARGONAUT she attacked and captured the enemy held island of Makin.

On her third patrol she accounted for three ships. For her distinguished service on these three war patrols she was awarded the Presidential Unit Citation, the Navy's highest award to a fighting ship.

Finally in 1945 after fourteen war patrols in which she sank seven ships and helped write the battles of Midway, Makin, Guadalcanal, Attu, Gilbert Islands and Leyte, she was retired from combat service and decommissioned on June 30, 1945.

On 12 December 1951 the Navy Department announced that the world's first nuclear powered submarine (SSN571) would carry the name NAUTILUS. Authorized by the Congress in July 1951, her keel was laid at the Electric Boat Division, Groton, Connecticut by the Honorable Harry S. Truman, President of the United States on June 14, 1952. A year and a half later, on January 21, 1954, Mrs. Dwight D. Eisenhower broke the traditional bottle of champagne on her bow as the ship slid down the ways into the Thames River.

Today with the commissioning of the NAUTILUS she joins the long line of Navy ships which have proudly borne this name.

USS Nautilus Eternal Patrol Announcements

Our previous Newsletter reported over 60 Eternal Patrols “researched” from USSVI. That prompted further research beginning with US Mail and Email failures. We found another 60 passings of Shipmates, Honorary Members, and Associates listed here. So many passings is of course saddening. We offer a final salute to these shipmates, their wives, and to associates who supported our NAAI purpose. You have done your duty. Job well done. Let us take up the oar.

We will continue our research. Please keep NAAI informed of your address changes.

Eternal Patrol					
<u>Shipmate</u>	<u>Crew</u>	<u>Yrs onBd</u>	<u>Rate/Rank OnBd</u>	<u>Retired</u>	<u>EtPatrol</u>
Renaldo Z. Azotea		1971	SN(SS)		2/28/22
Scott R. Bauska		70-74	MM2(SS)/ELT		12/31/2025
Robert R. Beach		63-67	LCDR/Weaps		6/2/2024
Roy T. Beckner		57-58	ET1(SS)	LT USN, Ret.	8/19/21
Albert A. Bucholz, Jr.		58-61	ICC(SS)	LCDR USN, Ret.	3/30/25
Lester W. Dimmick II		58-60	FT3(SS)		4/22/2024
Clifford W. Durgin		1961	EM1(SS)	EM1 USN, Ret.	10/5/2015
Robert R. Eksteen	SS-168	WWII	TME3(SS)		9/16/22
Leeland R. Fischer	Plank Owner	54-58	EMCA(SS)	EMC USN, Ret.	7/13/19
Milanio L. Gameng		1965	SD3(SS)	MS1 USN, Ret.	12/25/2020
Walter R. Garrett		1968	IC1(SS)		8/4/20
William P. Grasham	SS-168	WWII, 42-44, 5 war patrols	BM2(SS)		6/18/94
Leonard J. Heikkinen		56-57	SN(SS)		5/29/2022
Glenn F. Houghton	SS-168	WWII, 40-41	TM1(SS)	TMC USN, Ret.	3/17/84
David E. Johnson		54, 65-66	IC1(SS), LCDR/OPS	LCDR USN, Ret.	3/27/09
William J. Kinney		62-66	EM2(SS)		12/30/2020
James M. Kirkland	SS-168	WWII 42-43	QM(SS)	QMC USN, Ret.	6/17/19
William H. Kittelson		75-76	TM1(SS)	TMCM USN, Ret.	2/27/2008
John H. Knuti		70-72	IC1(SS)		1/24/2004
Paul Kruger	SS-168	WWII	ET3(SS)		8/29/04
Henry S. Kudzik	SS-168	WWII, 42-44, 8 war patrols	GM1(SS)		5/15/24
Claude L. Little		65-67	EM1(SS)	EMC USN, Ret.	7/17/2025
Leonard A. Manners		69-71	IC3(SS)		7/22/2024
Paul J. Meaney, Sr.		59-60	EMFN(SS)		12/4/2015
William C. Nesheim		63-66	CS3(SS)		3/25/05
Otho L. Oakley	SS-168	WWII	TM3(SS)		4/16/09
James T. Phelps	PANOPO	57-59	SN(SS)		4/7/2024
John M. Piscezek		76-79	YNC(SS)		1/28/19
S. George Platia	SS-168	WWII, 43-45	RM1(SS)		9/28/07
John M. Renwick		56-57	EM1(SS)	LCDR USN, Ret.	2/14/20
Charles J. Roesler		1956	MMCS(SS)		2/22/2024
James F. Scott		61-64	ICCA(SS)		3/5/2024
Alfred P. Shuman		61-66	MM1(SS)		7/5/2025
Glenn F. Spach		76-77	SKC(SS)		5/30/07
Keith W. Swartwout		1960	FT3(SS)	FTC USN, Ret.	4/10/2021
George E. Tinkham, Jr.		61-67	EN2(SS)		4/20/2024
William H. Williams		55-57	ET1(SS)		5/27/2014

Question 1: How many U.S. Navy ships have borne the name Nautilus? **Answer: 6**

USS Nautilus Honorary & Associate Member Passings

In Memoriam

NAAI Honorary Life Members

		Deceased
Joyce I. Burnside	Widow of Robert Burnside III 56-58	1/4/2020
Alice Canter	Widow of Richard Canter 55-57	3/19/14
Marilyn E. Charette	Widow of Alfred Charette, Jr. PANOPO 57-61	5/27/2022
Ruth E. Childs	Widow of Edward Childs 63-68	1/16/2022
Gloria A. Cohenour	Widow of Boyd Cohenour PANOPO 57-61	11/9/23
Rita Denholm	Widow of John Denholm SS-168 WWII	5/29/25
Pauline C. Hughes	Widow of Robert Hughes Plank Owner 54-55	12/15/2016
Della Larch	Widow of Lynus Larch PANOPO, COB 57-59	10/14/2012
Lorraine M. Mulack	Widow of William Mulack 55-57	3/17/2014
Angela C. Pendleton	Widow of John Pendleton PANOPO 57-58	10/9/2024
Joyce E. Ringer	Widow of Robert Ringer Plank Owner, COB 54-57, 60-66	6/23/2022
Carol Sarisky	Widow of George Sarisky, Jr., Plank Owner 53-57	3/14/2018
Vassiliki (Bess) Slebodnick	Widow oh John Slebodnick COB 65-69	6/9/2020
Betty R. Statzula	Widow of Francis Statzula Plank Owner 54-55	5/31/2020
Lois M. Trimmer	Widow of Newton Trimmer 62-63	6/23/2020
Carol J. Wheeler	Widow of Donal Wheeler Plank Owner 54-56	4/30/2025
Marlene Wood	Widow of Richard E. Wood PANOPO 57-60	6/26/2016

NAAI Associate Life Members

		Deceased
R. William Bass	Project Officer for Commissioned Nuclear Submarines	10/9/13
John T. Conway	Atomic Energy Commission	2/12/16
Walter H. Esselman	Electric Power Research Insitute	3/12/08
Alfred J. Poulter	Gould Battery Rep.	8/10/21
Robert Ramey	Westinghouse Reactor Controls Systems	3/7/15
Bernard T. Resnick	Nuclear Reactors Rep.	11/20/16
John F. Ropek	Naval Research Ctr.-1st Ice Exploration	11/9/09



Eternal Patrol Notifications Since Last Newsletter

Frank L. (Les) Kindred, ETR2(SS), Serve aboard Nautilus 1967-1969, Departed on Eternal Patrol on February 28, 2026.

We came across these stamps for sale on Ebay. The government of Liberia issued them back in 2024 to celebrate the 70th anniversary of the launch of USS Nautilus. **Thank You, Liberia!** for remembering and recognizing the importance of “The First and Finest.”



70th anniversary of the launch
of the first nuclear submarine USS NAUTILUS



LIB230407a

Photos from the 126th Submarine Birthday Ball, April 11, 2026, at Foxwoods Resort Hotel. 2300 sailors, family members and friends registered for the ball. It was loud and somewhat raucous, but it was a great experience.

The theme of the ball was “Submarines on the Silver Screen.” Every attendee received one of the coins pictured below. (Not pictured is the last-minute addition of “Hunt for Red October.”) The editors will strive to obtain the entire collection and auction them at the 2026 reunion in Spetember.



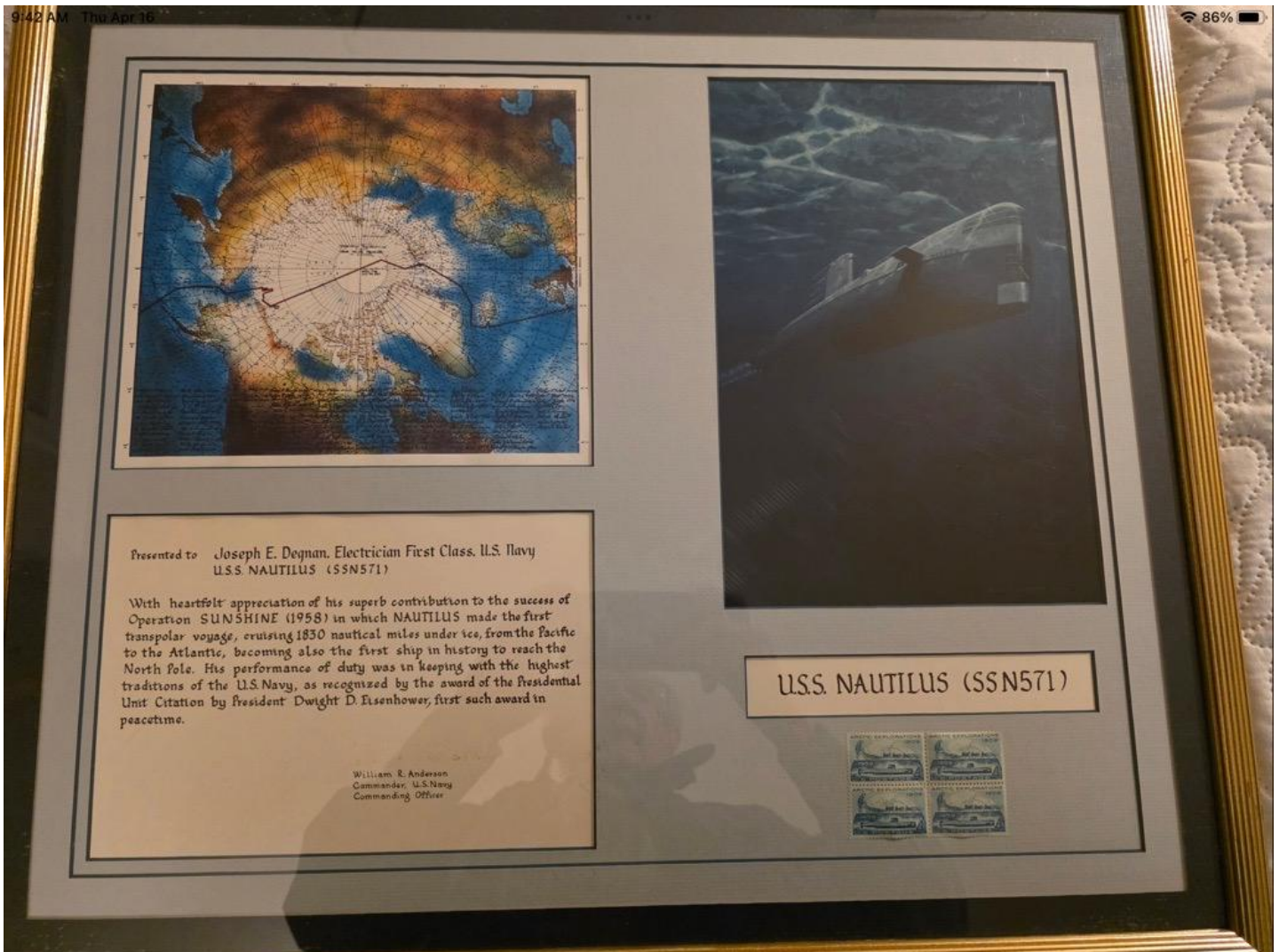


A PANOPO REMEMBERS HIS OLD SKIPPER

PANOPO Joe Degnan—EM1(SS) aboard Nautilus who retired as a Lieutenant—sent us information about an amazing project that PANOPO skipper Commander William Anderson did in his retirement years after his naval career and his political career as a U.S. Representative of Tennessee for 3 terms.

In retirement he personally constructed 116 of these beautifully framed NAUTILUS photos, the set of “4 cent” Arctic Exploration postage stamps and he personally signed letters to all PANOPOS. His wife, Pat Anderson, said he loved accomplishing these in memory of the magnificent Crew he sailed with.

Pat, with the assistance of Wanda Sells, her son John, his wife Dawn and Panopo John Yuill, authored the fabulous book NAUTILUS TRILOGY. Actually 3 books in one: “SHELL to SUBMARINE,” “The GRAND ERA OF THE USS NAUTILUS,” and “PANOPO. Pacific to Atlantic via the North Pole.”



Some of the venues, and attractions you will enjoy at the 2026 Nautilus Reunion

The Hotel



The Groton Elks - Channel Fever BBQ/Clambake



Lodge #2163 Facilities



Lodge #507 Photo Gallery



Lodge #2163 Facilities

The Thames River Heritage Park Water Taxi Tour



The U.S. Coast Guard Academy and Consolidated Club - Venue for the Wednesday night banquet



Navy around the WEB...articles, links, humor and tidbits from around the submarine/ Navy / Veterans community

By Associate Editor Paul Doucette

Growing up in the Greater Boston area the Navy was something we learned about over the course of many grade school field trips. USS Constitution, BB 59 the USS Massachusetts, the Mayflower (II), Drydock one in Charlestown...the list goes on. This year we get to celebrate 250 years of Navy Heritage. I know every sailor ok...most believe their commands were the best....some go above and beyond. Like the USS Constitution don't get into a rock fight with her! Then there's our gal SSN 571 USS Nautilus, "the bus" from the later crews...She was given what seemed impossible orders over and over and proved hard work, proper training, superior technology and a "can do attitude" will always prevail.

Happy 250th shipmates and families. Come to the reunion tip a glass. Make new friends hug some old friends!



The left side of a ship was originally called larboard, while the right was starboard. Because the two sounded too similar, especially during shouted commands, it caused confusion. To fix this, larboard was replaced with port in the 19th century, the side that faced the dock during loading.

<https://ussconstitutionmuseum.org>
Thanks Joe Degnan Facebook posting

Have you ever wondered what happened to so-and-so?
VISIT <https://www.ussnautilus.net>

Crew Members



ETERNAL PATROL LIST

SS-168 SAILING LIST

SSN-571 CREW LIST

MISSING CREW MEMBERS LIST

AUXILIARY MEMBERS LIST

NAUTILUS ADMIRALS LIST

LET'S WELCOME THE NEWEST KID ON THE BLOCK!

USS MASSACHUSETTS VIRGINIA CLASS SSN-798



In case you were wondering....

Key Nuclear Submarine Production Highlights:

Total Operations: The U.S. Navy has operated over 19 classes of nuclear-powered submarines since 1954.

Major Classes: The Los Angeles-class represents the largest single class, with 62 built, followed by extensive numbers of Sturgeon, Permit, and Virginia-class vessels.

Active Fleet: As of recent reports, the U.S. Navy operates approximately 70-83 nuclear-powered ships, with over 70 being submarines.

Current Production: The Navy is currently producing Virginia-class attack submarines at a rate of 1.2 per year, with plans for further expansion

NEW COINS DESIGNED FOR THE 2026 NAUTILUS REUNION



Sorry about the company's name obscuring the coin's face somewhat.

Our Vice President, Frank Reinhold, Jr., with the assistance of his wife Heather—who serves as our webmaster, has designed an outstanding coin for our 2026 reunion. More information about the coin's availability will be published in the summer newsletter. It's going to be a great memento of a great reunion!





Submarine USS R-14 ran out of fuel 100 miles from Hawaii in 1921. Crew made SAILS from blankets and hammocks, rigged them to the periscope, and SAILED the submarine home using only wind power over 5 days.

JUST BECAUSE WE SPEND MOST OF OUR TIME UNDERWATER DOESN'T MEAN WE'RE NOT STILL "SAIL..ers." LOL

NAUTILUS ALUMNI ASSOCIATION 2026 REUNION



**September 28 - September 30, 2026
Groton-New London, Connecticut**

Registration Form

(Please complete a form for each individual attending)

Name _____ Address _____

Crew Member? Yes ___ No ___ Years Aboard _____ Rank While Aboard _____

Plank Owner? ___ PANOPO? ___ Decom Crew? ___ Historic Ship? ___

If non-crew, name of related crew member _____

Phone _____ Email _____

EVENT

(Circle Cost & No Cost for all Events You are Attending)

COST

Registration Fee (Non-Refundable) **\$20.00**
(Mandatory)

Monday, September 28, 2026

9 am - 4 pm: **Arrival/Check-in Hilton Garden Inn** **No Cost**

6 pm - 9 pm: **Channel Fever** **\$30 BBQ**
BBQ & Lobster Clambake (Circle choice if attending) **\$65 Lobster**

Tuesday, September 29, 2026

9 am - 11 am: **NAAI Business Meeting/Election** **No Cost**

1 pm - 3 pm: **Lunch Honoring Historic Ship Crew & 40th Anniversary of Museum/Ship opening to Public** **No Cost**

3 pm - 5 pm: **Tour of Museum & Historic Ship Nautilus** **No Cost**

7 pm - 9 pm: **Hist. Ship Crew & Legacy Sea Stories** **No Cost**
Pizza, Calzones & Drinks - Hilton Hospitality Room

Wednesday, September 30, 2026

11 am - 2 pm: **Tour Thames River Heritage Park** **\$15.00**
Aboard Water Taxi (Departs Museum 11, 12, & 1)

5pm - 9 pm: **Nautilus Reunion Banquet. Cocktail** **\$65.00**
Hour 5-6 pm, Banquet 6-9 pm

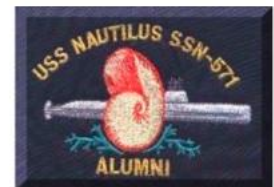
Total \$ _____

Make Hotel Reservations at the Hilton Garden Inn, 224 Gold Star Hwy (Rt. 184), Groton, CT, by calling **860-445-6800**.

Use Group Code USSNR for Reunion Rates. (Rate also applies to Sept 27 and Oct. 1 for longer stays.)

Or make reservations online by typing or copying and pasting this link into your browser window:

<https://www.hilton.com/en/book/reservation/deeplink/?ctyhocn=GONNLGI&groupCode=USSNR&arrivaldate=2026-09-27&departuredate=2026-10-01&cid=OM,WW,HILTONLINK,EN,DirectLink&fromId=HILTONLINKDIRECT>



Make Checks Payable to
NAAI
Send this form and check to:

2026 NAAI Reunion
Rick Faircloth, Treasurer
PO Box 104
Baconton, GA 31716

**Send Form & Check
No Later Than Aug. 15, 2026**



END OF NEWSLETTER

**Please register for the reunion as soon as possible!
Bring your family and friends!**

And join our Facebook Group at:

**<http://www.facebook.com/groups/964349679134624/>
(Copy and Paste into your browser window)**