

Remembering USS SCORPION (SSN 589) – Lost, May 1968

USS SCORPION (SSN 589), a 3500-ton *Skipjack* class nuclear-powered attack submarine built at Groton, Connecticut, was commissioned in July 1960. Assigned to the Atlantic Fleet, she took part in the development of contemporary submarine warfare tactics and made periodic deployments to the Mediterranean Sea and other areas where the presence of a fast and stealthy submarine would be beneficial.

SCORPION began another Mediterranean cruise in February 1968. She operated with the 6th Fleet into May, and then headed west for home. On May 21, SCORPION's crew indicated their position to be about 50 miles south of the Azores. Six days later she was reported overdue at Norfolk. A search was initiated, but on June 5, SCORPION and all hands were declared "presumed lost." Her name was struck from the Naval Register on June 30, 1968. In late October 1968, her remains were found on the sea floor over 10,000 feet below the surface by a towed deep-submergence vehicle deployed from USNS MIZAR (T-AGOR-11). Photographs, taken then and later, showed that her hull had suffered fatal damage while she was running submerged, and that even more severe damage occurred as she sank. The cause of the initial damage continues to generate controversy decades later.



One of the first photographs of SCORPION (SSN 589), taken on 27 June 1960, off New London, Connecticut, during builder's trials. The trials were under the direction of VADM Hyman G. Rickover, shown on sailplanes with CDR James F. Calvert, former skipper of USS SKATE (SSN 578), who described the performance of the ship and crew as "outstanding." SCORPION's commanding officer, CDR Norman B. Bessac, of Vallejo, California, is on the bridge.



One of the last known photographs of SCORPION and her crew, taken outside Claywall Harbor, Naples, Italy, April 1968, alongside USS TALLAHATCHIE COUNTY (AVB-2), shortly before departing on her last voyage. SCORPION was lost with all hands in May 1968, while returning to the U.S. from this Mediterranean deployment. BELOW: Letter from SCORPION's commanding officer to the commanding officer of TALLAHATCHIE COUNTY.



COMMANDING OFFICER
U.S.S. SCORPION (SSN 589)

14 April 1968

CDR C. M. Walker, USN
Commanding Officer
USS TALLAHATCHIE COUNTY (AVB-2)
FPO, New York, N.Y. 09501

Dear Chuck,

During these past five days while SCORPION has been moored alongside TALLAHATCHIE COUNTY in the outer harbor of Naples, I have been extremely pleased with the excellent cooperation and services and the can-do attitude of TALLAHATCHIE COUNTY. Your assistance has been a very large factor in making our stay in Naples both memorable and pleasant. Please convey my sincere thanks for their help to your officers and crew.

Your task was made immeasurably more difficult by the incompatible hull shapes of our two ships. The ingenious methods devised by your crew to overcome these obstacles mark them as truly fine seamen, and men with whom I am sure you are proud to serve.

Even though my professional submariners have been trained for years to "hate" aviators, they tell me that they were surprised to learn that AVB sailors have a degree of competence which equals or exceeds their own. In spite of the lack of humility of my sailors, I translate this to mean that your people have earned their respect. In the long run I feel there is no greater tribute to your leadership than a reaction of this kind by another ship.

Sincerely,


F. A. SLATTERY

Copy to:
COMFAIRMED

U.S. Nuclear Submarine With 99 Overdue

Search for Scorpion Is Begun by Craft of Atlantic Fleet

By The Associated Press

WASHINGTON, May 27—The nuclear-powered United States submarine Scorpion was reported overdue at sea tonight with 91 officers and men aboard.

The Defense Department said the Scorpion had been scheduled to return to Norfolk, Va., at 1 P.M. today at the end of a routine training operation.

There was no hint of what might have happened.

Submarines, surface ships and aircraft of the Atlantic Fleet are conducting a broad search, the Navy said.

The Pentagon said the Scorpion was last heard from last Tuesday. But it noted that "it is normal for a submarine making a submerged passage to observe radio silence for extended periods."

The 3,075-ton submarine had been on extended training operations with the Sixth Fleet in the Mediterranean, the Penta-

gon said. She sailed from Norfolk Feb. 15.

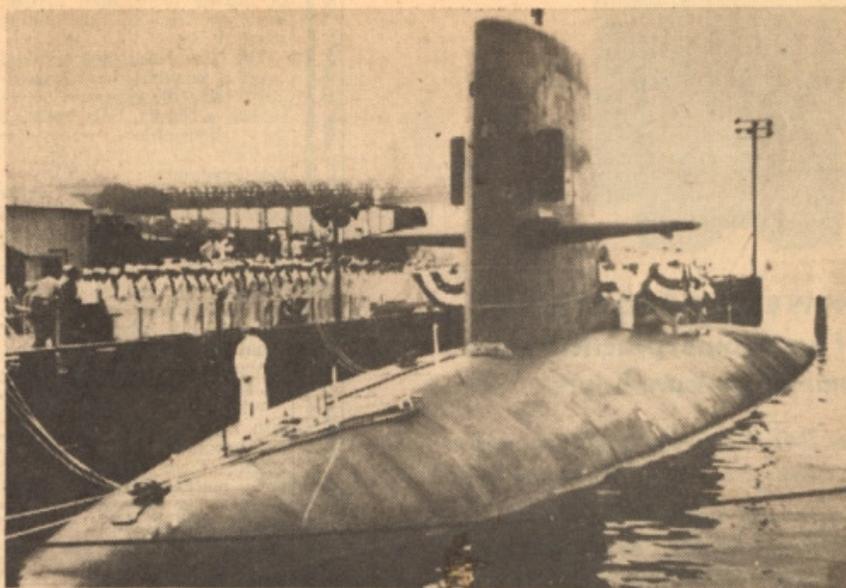
The Scorpion is under the command of Comdr. Francis A. Slattery of Virginia Beach, Va.

It has been just over five years since the Navy lost the atomic submarine Thresher, which carried 129 men to their deaths.

On Jan. 26 of this year, the Israeli submarine Swordfish was reported missing in the Eastern Mediterranean about 100 miles west of Cyprus with 69 men aboard. The search was abandoned Feb. 4.

Two days after the Sword-

fish disappeared, the French submarine Minerve also was reported missing in the Mediterranean, with 52 men aboard, about 25 southeast of the French naval base of Toulon. The search was abandoned Jan. 31



United Press International

The crew of the Scorpion lining the pier for her commissioning in 1960 at Groton, Conn.

In the search for the Israeli and French submarines, the United States sent ships to join in the effort.

The Scorpion set an endurance record for sealed atmosphere for 70 consecutive days in 1961.

With an atomic power plant the submarine is supposed to be capable of traveling 60,000 miles without refueling.

She is 252 feet long and is equipped with six torpedo tubes.

Should the Scorpion be disabled, on the ocean floor at a great depth the Navy—despite the experience with the Thresher—would have no way to bring crewmen or vessel to the surface.

After the Thresher tragedy, the Navy embarked on a program to develop means of rescuing such disabled submarines, but nothing has yet been put into operation.

The Navy is developing a small fleet of midget submarines known as deep submergence rescue vehicles, which will be capable of descending to a disabled submarine, attaching themselves to the hatch and taking aboard the crewmen.

One of these is under construction at a cost of about \$30-million.

In the Thresher tragedy of 1963, the Navy said there was no indication that the disaster had been caused by failure of the atomic reactor. Vice Adm.

Hyman G. Rickover, director of nuclear propulsion for the Bureau of Ships, said there was no danger of radioactive contamination from such an accident.

Launched in 1959

When the atomic-powered Scorpion was launched in December, 1959, she was rated among the world's two fastest and most maneuverable undersea craft, rivaled only by a sister ship, the Skipjack. Her cost was put at \$50-million.

The submarine, with its stout, whale-shaped hull, was christened at Groton, Conn., by Mrs. Elizabeth S. Morrison of Arlington, Va., the daughter of the late Comdr. Maxmilian G. Schmidt, Commander Schmidt, the last commanding officer of the Scorpion of World War II, went down with his ship on a Pacific Ocean mission.

The Scorpion is 252 feet long. It was said that in some respects the Scorpion and Skipjack seemed "more like airplanes than submarines." An airplane-type joystick, rather than a ship's wheel, controlled the submarine's maneuvers.

A False Alarm

A previous silence-in-the-deep of the Scorpion caused a false alarm in September, 1960, when the ship was engaging in North Atlantic Treaty Organization maneuvers 300 miles west of Ireland. The British Admiralty reported that there had been no radio contact with the Scorpion for more than 24 hours.

An alert went out to ships, planes and shore stations to lend their sonar ears to a search for the submarine's ra-

dio signals. After some hours of anxiety, the Navy in Washington announced that the Scorpion had been instructed not to receive or send any messages for the first five days of the maneuvers.

The Scorpion had sent a message saying she was diving and would remain out of contact until the predetermined hour.

The Scorpion and the Skipjack were later succeeded as the most advanced undersea craft. On April 9, 1963, the nuclear submarine Thresher began her brief and tragic career at the Portsmouth (N. H.) Navy Yard. She was the first of her class of swift, deep-diving attack craft.

The Thresher, with a crew of 129 men aboard, went out for the usual series of check dives. At about 7:45 the next morning, April 10, she sent out a routine diving message and then slid silently into the sea some 220 miles east of Cape Cod.

Soon a series of hasty, garbled messages began reaching the escort ship, reporting increasing difficulties. Sounds received in the listening post on the surface suggested the breaking up of a sinking ship.

The Thresher, with all hands, was lost. After a fruitless, 25-hour search by planes, surface ships and other submarines, the

ABOVE: Initial news coverage following the declaration of USS SCORPION overdue, 27 May 1968. BELOW: Official declaration of USS SCORPION (SSN 589) presumed lost, issued by the Chief of Naval Operations, 6 June 1968.

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USDAOS PASS T O ALUSNAS
 SCORPION

1. AT 052000Z THE CHIEF OF NAVAL OPERATIONS MADE THE FOLLOWING ANNOUNCEMENT RELATIVE TO THE USS SCORPION.

QUOTE AS RHE CHIEF OF NAVAL OPERATIONS IT IS MY SAD DUTY TO DECLARE THAT THE UNITED STATES SHIP SCORPION AND HER CREW OF 99 MEN ARE PRESUMED LOST. THOUGH OUR SEARCH EFFORTS WILL CONTINUE

SCORPION HAS BEEN OVERDUE SINCE 1 PM ON MAY 27TH. THE DATE SHE WAS SCHEDULED TO ARRIVE IN HER HOMEPORT IN NORFOLK, VIRGINIA AND HAS NOT BEEN HEARD FROM SINCE THE EVENING OF MAY 21ST. AT WHICH TIME SHE WAS OPERATING NORMALLY WHILE RETURNING HOME.

AS YOU KNOW, FROM THE VERY ACCURATE AND COMPLETE REPORTING OF HER PLIGHT BY NEWSMEN OVER THE PAST 10 DAYS, ONE OF THE MOST EXTENSIVE AIR AND OCEAN SEARCHES EVER CONDUCTED HAS BEEN MADE ALONG SCORPION'S ROUTE. IN ADDITION, A WIDE AREA EITHER SIDE OF HER TRACK HAS BEEN UNDER CONTINUOUS SEARCH FROM THE AIR. AS A RESULT OF THIS EXHAUSTIVE COVERAGE WE HAVE DETERMINED THAT SCORPION IS NOT ON THE SURFACE IN A

DISABLED CONDITION. I WOULD EMPHASIZE HERE THAT WE WILL CONTINUE TO INVESTIGATE EVERY POSSIBLE CLUE TO THE LOCATION OF THE SCORPION. SEARCHING THE SURFACE FOR DEBRIS THAT COULD BE ASSOCIATED WITH THE SHIP AND THE BOTTOM FOR POSSIBLE WRECKAGE.

AS A MATTER OF PRIORITY, OUR MAJOR EFFORT HAS BEEN CENTERED IN AREAS ALONG THE CONTINIAL SHELF AND NEAR THE AZORES WHERE THE DEPTH OF THE WATER WOULD PERMIT RESCUE AND SALVAGE. WE HAVE SEARCHED WITH AIRCRAFT SURFACE SHIPS AND SUBMARINES. THE THOROUGHNESS OF THIS EFFORT IS ATTRIBUTED TO BY THE FACT THAT DURING THE SEARCH WE HAVE DISCOVERED A PREVIOUSLY UNCHARTED SUBMARINE WRECK AS WELL AS A WRECK OF A MERCHANT SHIP. NOW, BECAUSE OF THE LACK OF ANY EVIDENCE OF SCORPION'S PRESENCE ON THE SURFACE OR IN THE WATERS WHICH WOULD PERMIT RESCUE.

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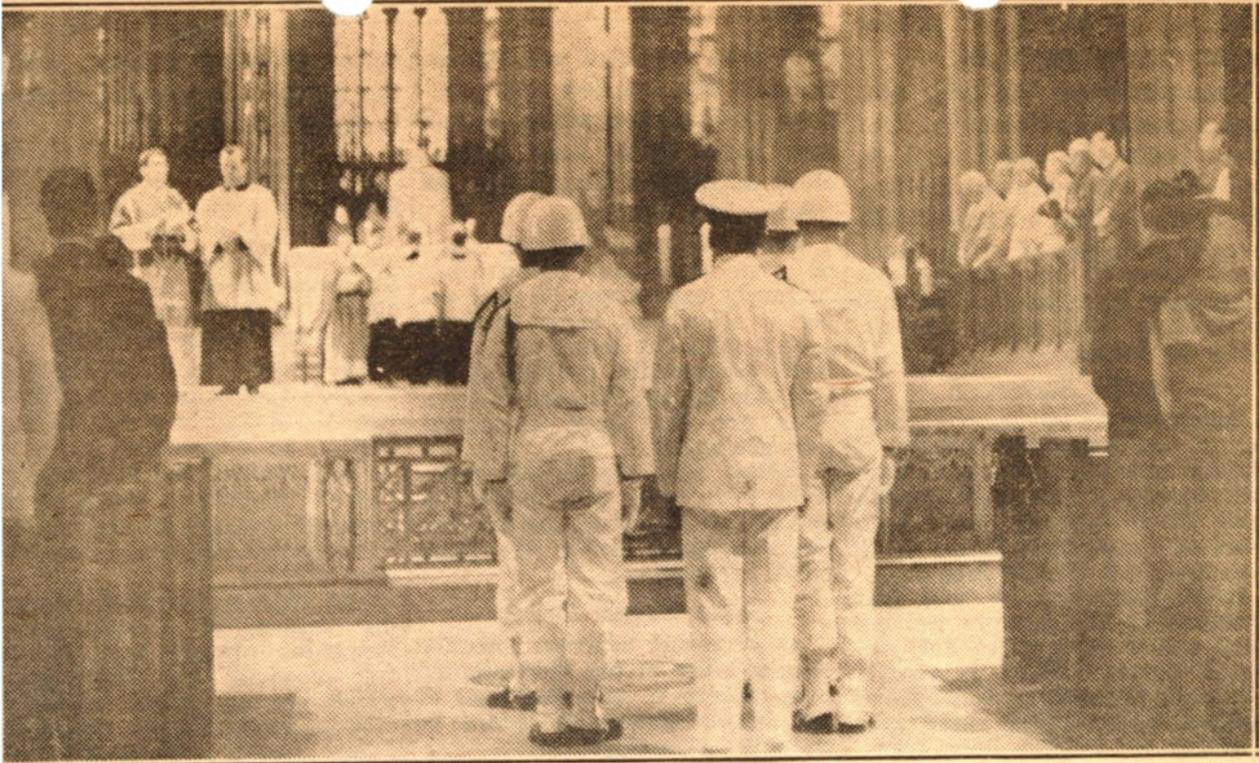
WE MUST CONCLUDE THAT SHE WAS LOST IN THE DEPTHS OF THE ATLANTIC. THIS CONCLUSION IS FURTHER BASED ON THE FACT THAT WE HAVE HAD NO SIGNALS IN THE FORM OF SONAR OR RADIO TRANSMISSIONS, FLARES OR MESSENGER BUOY NOR HAVE WE OBSERVED ANY DEBRIS SPECIFICALLY IDENTIFIABLE WITH SCORPION THESE FACTS COMPEL US TO CONCLUDE THAT SHE IS NOT IN A LOCATION WHERE RECOVERY OF THE CREW WOULD BE EFFECTED OR SALVAGE CONDUCTED.

WITH THESE HARSH UNBINDING FACTS I CAN ONLY ASK THAT YOU JOIN ME IN PAYING TRIBUTE TO THE MEN OF THE SCORPION, TO THEIR FAMILIES, AND TO THEIR SERVICE. IT IS WITH THE DEEPEST SENSE OF PERSONNEL LOSS AND ADMIRATION THAT I SALUTE THEIR PATRIOTISM AND DEDICATION.

THEIR FAMILIES THE WIVES AND CHILDREN OF THE SCORPIONS MEN HAVE SHARED THE ACCEPTANCE OF THE SEAS CHALLENGE WITH THEIR HUSBANDS AND FATHERS JUST AS WE THE NAVY, AND INDEED ALL AMERICANS, NOW SHARE SO DEEPLY THE LOSS THOSE FAMILIES HAVE SUSTAINED, THEIR SACRIFICE, THEIR BURDENS THEIR PRIDE AND THEIR GRIEF BELONG TO EVERY AMERICAN UNQUOTE

BT

Mass Offered for Scorpion's Crew



NEWS photo by Jack Smith

Navy honor guard stands at attention during Mass at St. Patrick's Cathedral yesterday. Archbishop Terence J. Cooke offered the special Mass for the crew of the missing nuclear submarine Scorpion.

In a time of national sorrow over the assassination of Senator Robert F. Kennedy (June 5, 1968), Americans took time to grieve, too, for the men of the SCORPION who laid down their lives for the nation.

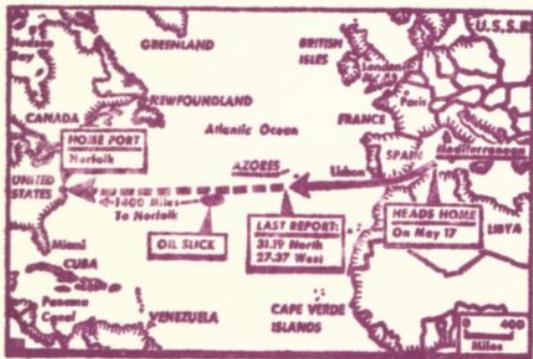
On the morning of 7 June, following the Memorial Service held on the Naval Station, Norfolk, Captain J.C. Bellah, commanding officer of submarine tender USS ORION (AS 18), spoke to his officers and men via the ship's 1MC. He acknowledged the despair that gripped the country in the wake of the assassinations of Martin Luther King, Jr. (April 4, 1968) and Robert Kennedy just two days earlier, and the discouragement many felt about America's future. His comments, in part, were as follows:

"I have seen something these last few days that tells me there is great reason to have hope for our country, and pride in her people. I have seen the families, the wives and parents, of the men on SCORPION facing the most demanding and disheartening situation imaginable. And I have seen them face it with a courage and bravery which words cannot describe. Their bravery has made me proud to be an American. I have seen the men of ORION and of SUBRON SIX responding to this emergency by giving every type of assistance in their power. What I have seen these last few days causes me to be hopeful for the future of America, and proud to be an American, because I have seen the caliber of her citizens."

Commanding Officer
 USS KITTIWAKE (ASR-13)
 Fleet Post Office
 New York, N. Y. 09501



SEARCH FOR SCORPION SSN 589



Cachet issued during the search for SCORPION (SSN 589). Assigned to support and rescue duty with Submarine Squadron 6, the submarine rescue ship KITTIWAKE (ASR 13) was in Rota, Spain, on her Eastern Atlantic deployment in June 1968. While in Rota, KITTIWAKE was called upon to rush to a point 360 miles southwest of the Azores to search for the missing submarine SCORPION. KITTIWAKE conducted a very intensive search for one month and analyzed all debris, however, not a trace of the SCORPION was found. The search continued however, and, at the end of October, the navy's oceanographic research ship, MIZAR, located sections of SCORPION's hull in more than 10,000 feet of water about 400 miles southwest of the Azores.

Scorpion Wreckage FOUND !

SubRion Start Bull, Nov. 1968

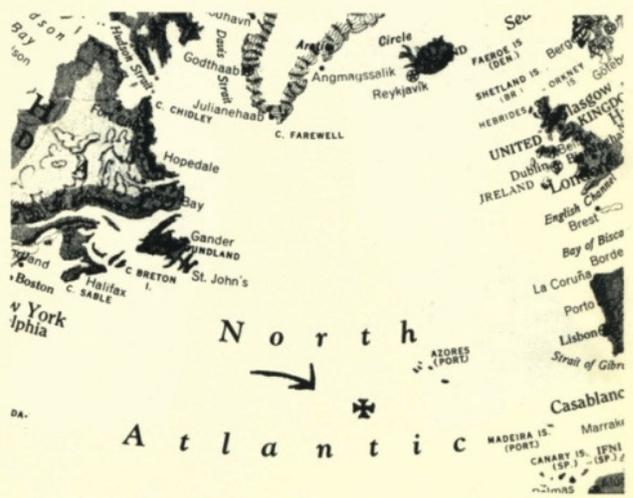
The SCORPION, a fast attack type submarine, became overdue at pier 22 last May 27 on an undersea voyage from the Mediterranean.

Before its crew of 99 men and officers were given up for dead, the Navy carried out one of the most extensive searches in its history, involving at its peak 55 ships and 23 of its aircraft.

The research ship MIZAR, while dragging underwater cameras, discovered part of the wreckage about 400 miles southwest of the Azores. (See location on map)

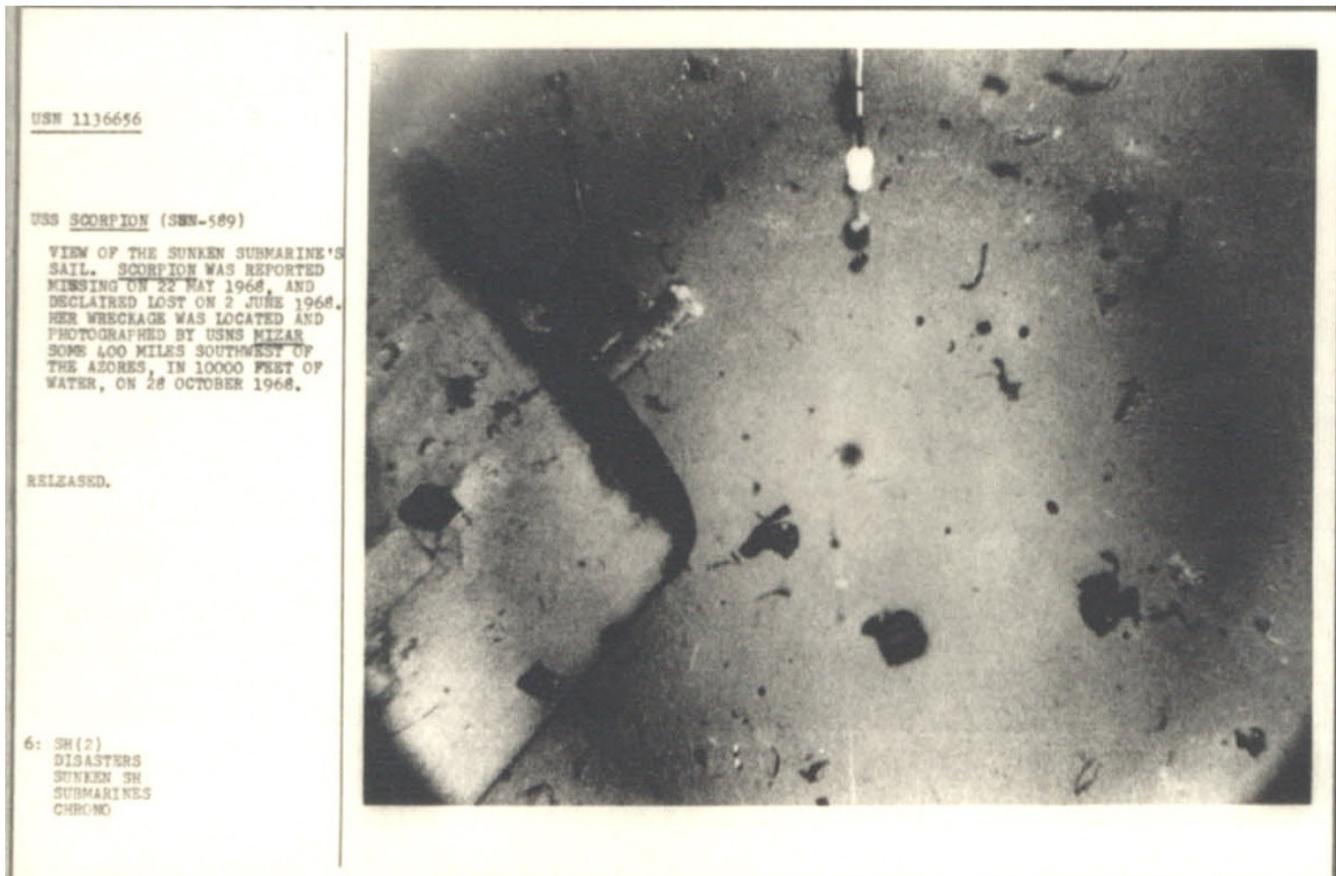
The site of the wreckage, experts said, virtually rules out the possibility that the SCORPION hit an underwater mountain range as once feared.

Total recovery of the wreckage is not expected. Most of the search work will be done by camera, and attempts will be made to salvage only the parts of the submarine that would give clues to what caused the disaster.



MAP OF THE AREA

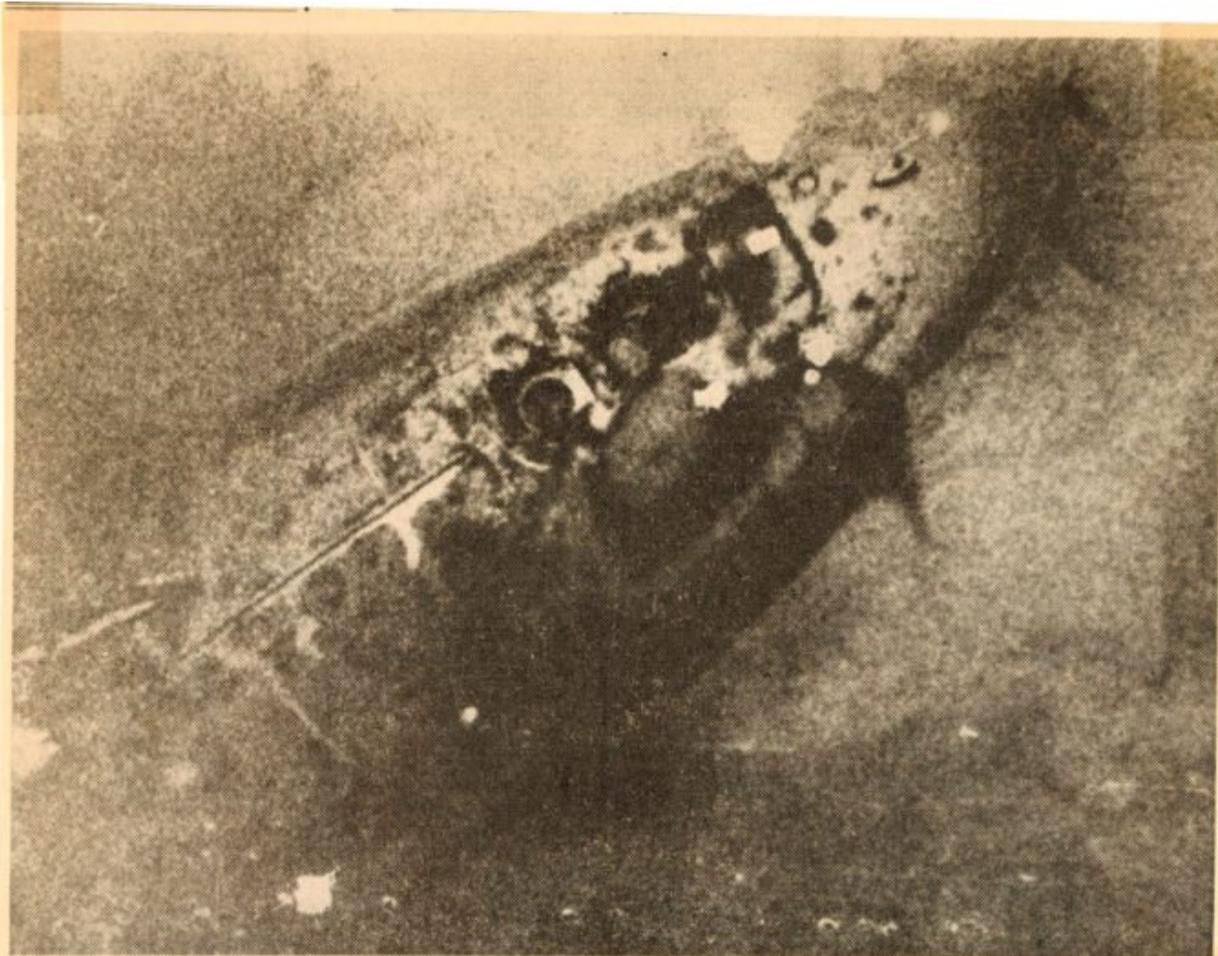
Clipping from USS ORION (AS 18) ship's newsletter announcing the discovery of SCORPION's wreckage.



ABOVE: Official US Navy index photo showing the sail of the sunken ship – with masts visible extending from the top of the sail.

SCORPION rests at the bottom of the Atlantic in two major sections. The forward hull section including the torpedo room and most of the operations compartment is located in a trench that was formed by the impact of the hull section with the bottom. The sail is detached. The aft hull section including the reactor compartment and engine room is located in a separate trench that was formed by the impact of the hull with the bottom. The aft section of the engine room is inserted forward into a larger diameter hull section in a manner similar to a telescope.

BELOW: Newspaper clippings of released Navy photographs of SCORPION's wreckage. Subsequent to finding the wreckage, the Court of Inquiry was reconvened and other vessels, including the submersible, TRIESTE, were dispatched to the scene, but, despite the myriad of data and pictures collected and studied, the cause of the loss remained a mystery. The headlines accompanying the images below read, "Scorpion Loss Still Unexplained."



United Press International

WRECK OF SUBMARINE: Bow section of the Scorpion, lying in 10,000 feet of water, 400 miles southwest of the Azores, is seen in photo made by camera lowered from research ship Mizar. Picture, taken last October, has just been released.



Associated Press

CLOSE-UP OF THE SCORPION: The Defense Department describes this photo as showing an empty buoy locker in the vessel's after section. A mooring line drops into the

cavity of the locker. Other parts visible are two circular ballast tank vents, two rectangular hatches and snorkel exhaust piping. Photo was made last October.



Rear Adm. James R. Lewis dedicates Cross Hall

(Day photo)
589

DAY - from 5 OCT 76
Scorpion crewman honored at base

In the years since the loss of SCORPION (SSN 589), Submarine Base New London has honored the memory of her crew by renaming its enlisted dining facility (in 1978) after SCORPION's steward, Petty Officer 1st Class Joseph Cross, and by naming one of its barracks (in 1999) after Chief of the Boat, TMC (SS) Walter Bishop.

12° THE DOLPHIN • THURSDAY, MAY 13, 1999



SUBBASE Commanding Officer CAPT H. A. Lincoln Jr. recounts memories of TMC(SS) Walter Bishop. Bishop Hall, Barracks 560 below, was dedicated during a ceremony May 5.

By .



JOSEPH CROSS

Steward First Class

UNITED STATES NAVY

Joseph Cross was born on October 4, 1920, at Maringouin, La., and entered the Navy in May 1942. During his naval career he served aboard the submarines *Halibut*, *Tambor*, 0-2, *Brill*, *Sirago*, *Sea Lion*, *Tigrone*, and *Grampus*; and the nuclear attack submarines *Triton* and *Shark* prior to reporting aboard U.S.S. *Scorpion* in July 1967.

He made eight war patrols aboard U.S.S. *Tigrone* during World War II. Joseph qualified in submarines in March 1943.

He was authorized to wear the Bronze Star Medal with combat "V"; Navy Unit Commendation Ribbon with star in lieu of the second award; Good Conduct Medal with one silver star and three bronze stars in lieu of the second through eighth award; American Theater Medal; Asiatic Pacific Medal; World War II Victory Medal; Occupation Medal with Asiatic Clasp; National Defense Service Medal with bronze star in lieu of second award, and the Submarine Combat Insignia with five stars in lieu of second through sixth awards.

Joseph is survived by his widow, the former Anna Mae Brown of Norfolk, Va., and a son Joseph Fabain.



WALTER WILLIAM BISHOP

Chief Torpedoman

UNITED STATES NAVY

Walter William Bishop was born June 7, 1930, in Pittsfield, N.H. He attended Pittsfield Memorial Grammar School and graduated from Pittsfield High School. In high school he won four letters in baseball and basketball and two letters in track.

He entered the Navy on June 14, 1948, and reported to Great Lakes, Ill., for recruit training. He graduated from submarine school, Groton, Conn., in December 1948, and reported to U.S.S. *Corporal* for his first duty in submarines. He later served on the commissioning crews of the submarines *Wahoo* and *Sargo* before reporting to U.S.S. *Scorpion* in September 1959. Walter qualified in submarines on February 10, 1950, while serving in the *Corporal*.

In addition to the silver dolphins of a submariner he wore the Good Conduct Medal with three bronze stars in lieu of the second through fourth awards; Navy Unit Commendation Ribbon; United Nations Service Medal; Korean Service Medal; and National Defense Service Medal.

Walter was selected as Chief of the Boat of U.S.S. *Scorpion* in July 1962, while he was still a petty officer first class. This was done in recognition of his superb leadership characteristics, despite the presence of a number of chief petty officers in the crew. During his time as Chief of the Boat, *Scorpion* was awarded the Navy Unit Commendation (1962), the Battle Efficiency "E" (1963, 1965, 1966), and the Award for Excellence in Fire Control, Torpedo Firing, and Tactics (1963).

Walter is survived by his widow, the former May Theresa Kollar of Youngstown, Ohio; sons John Charles and Michael Walter; and a daughter Mary.

IN MEMORIAM

CDR Francis Atwood Slattery, USN
Commanding Officer

FTG2(SS) Keith A. M. Allen
IC2(SU) Thomas Edward Amtower
MM2(SU) George Gile Annable
FN(SS) Joseph Anthony Baar, Jr.
RM2(SS) Michael Jon Bailey
TMC(SS) Walter William Bishop
IC3(SU) Michael Reid Blake
MM1(SS) Robert Harold Blocker
MM2(SS) Kenneth Ray Brocker
MM1(SS) James Kenneth Brueggeman
MMC(SS) Robert Eugene Bryan
LT John Patrick Burke
RMSN(SG) Daniel Paul Burns, Jr.
IC2(SS) Ronald Lee Byers
MM2(SS) Douglas Leroy Campbell
MM3(SS) Samuel "J" Cardullo
MM2(SS) Francis King Carey
SN(SU) Gary James Carpenter
MM1(SS) Robert Lee Chandler
MM2(SS) Mark Helton Christiansen
SD1(SS) Romeo Constantino
MM1(SS) Robert James Cowan
SD1(SS) Joseph Cross
RMC(SS) Garlin Ray Denney
FN(SU) Michael Edward Dunn
ETR2(SU) Richard Philip Engelhart
LT George Patrick Farrin
FTGSN(SU) William Ralph Fennick
LT Robert Walter Flesch
IC3(SS) Vernon Mark Foli
LTJG James Walter Forrester, Jr.
SN(SU) Ronald Anthony Frank
CSSN(SS) Michael David Gibson
IC2(SS) Steven Dean Gleason
LT William Clarke Harwi
STS2(SS) Michael Edward Henry
SK1(SS) Larry Leroy Hess
ET1(SS) Richard Curtis Hogeland
MM1(SS) John Richard Houge
EM2(SS) Ralph Robert Huber
TM2(SS) Harry David Huckelberry
EM3(SU) John Frank Johnson
RMCS(SS) Robert Johnson
IC3(SS) Steven Leroy Johnson
QM2(SS) Julius Johnston, III
FN(SU) Patrick Charles Kahanek
TM2(SS) Donald Terry Karmasek
MMCS(SS) Richard Allen Kerntke
ETR3(SS) Rodney Joseph Kipp
MM3(SU) Dennis Charles Knapp
LT Charles Lee Lamberth
MM1(SS) Max Franklin Lanier
ET1(SS) John Weichert Livingston
LCDR David Bennett Lloyd
ETN2(SU) Kenneth Robert Martin
QMCS(SS) Frank Patsy Mazzuchi
ET1(SS) Michael Lee McGuire
TM3(SU) Steven Charles Miksad
TM3(SU) Joseph Francis Miller, Jr.
MM2(SS) Cecil Frederick Mobley
QM1(SS) Raymond Dale Morrison
LTJG Michael Anthony Odening
EMC(SS) Daniel Christopher Petersen
QM3(SS) Dennis Paul Pferrer
EMI(SS) Gerald Stanley Pospisil
IC3(SU) Donald Richard Powell
MM2(SU) Earl Lester Ray
CS1(SS) Jorge Louis Santana
HMC(SS) Lynn Thompson Saville
ETN2(SS) Richard George Schaffer
SN(SU) William Newman Schoonover
SN(SU) Phillip Allan Seifert
ETC(SS) George Elmer Smith, Jr.
LTJG Laughton Douglas Smith
MM2(SS) Robert Bernard Smith
ST1(SS) Harold Robert Snapp, Jr.
LCDR Daniel Peter Stephens
ETN2(SS) Joel Candler Stephens
MM2(SS) David Burton Stone
EM2(SU) John Phillip Sturgill
YN3(SG) Richard Norman Summers
TMSN(SG) John Driscoll Sweeney, Jr.
LT John Charles Sweet
ETN2(SS) James Frank Tindol, III
CSSN(SU) Johnny Gerald Veerhusen
TM3(SS) Robert Paul Violetti
STS3(SS) Ronald James Voss
FTG1(SS) John Michael Wallace
MM1(SS) Joel Kurt Watkins
MMFN(SS) Robert Westley Watson
MM2(SU) James Edwin Webb
YNCS(SS) Leo William Weinbeck
MMC(SS) James Mitchell Wells
SN(SU) Ronald Richard Williams
MM3(SU) Robert Alan Willis
IC1(SS) Virgil Alexander Wright, III
TM1(SS) Donald Howard Yarbrough
ETR2(SS) Clarence Otto Young, Jr.

List of crew members lost aboard SCOPRION (SSN 589), published in USS ORION (AS 18) ship's newsletter.

THE SILENT SCORPION

*We salute you, lost "Scorpion" of the deep
Silent peacemakers, your vigil keep
What mystery, your fate?
If we could but contemplate—
A phenomenon of the sea
Or forces of the unforeseen.*

*Giants of our time
Crewmembers, ninety-nine
Skilled young lads, already learned men
Life just beginning—now at end
God's ways—fathomless oceans—eternity
Blindly trusting, faith we keep.*

*Never again son, your smiling face
Handshake or fond embrace,
All your dreams of life gone asunder—
Soft hands of your babes
And the love of a wife
Yet in our hearts your spirit lives on.*

*Devotion to duty, you answered the call
Love for your countrymen, martyrs all
"Mission accomplished", the last message told
In the book of life inscribed in gold
Men of Dolphins, men of the sea
Rest in peace eternally.*

*The science of sea, a wealth unknown
Strong men press on, research takes its toll
Crushed is the "Scorpion" in deep seaways
Swallowed are the temples of humanity gone awry
May we who are lessened carry on with a will
And the Helmsman above your souls fulfill.*

MARIE BURKE
Sister of Lt. JOHN P. BURKE

LT John Patrick Burke reported to SCORPION in September 1966, and served as weapons officer and duty officer. This poem, written by his sister, was published in the commemorative book, "United States Ship Scorpion (SSN -589) In Memoriam." BELOW: Post card depicting SCORPION (SSN 589) on deployment.



U.S.S. SCORPION (SSN-589)

By C.G.Evers

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