

# What manner of legacy will you leave?

**In-tes-tate** an adjective, meaning according to Webster's II New Riverside Dictionary, Revised Edition, "not having made a legal will. Or, not disposed of by a will." Sounds foreboding, but what does it mean exactly? It means that if you die, and we all will most certainly die at some point in time we know not when, without having executed a proper will, then the State where you expire will determine disposition of your assets. Said disposition will be made according to the laws of that State, without regard to your final desires.

One of our fundamental rights is the opportunity to dispose of our property the way we want to. We work a lifetime building an estate, providing for loved ones and we should not leave the matter of distribution of our property to state law, law which may not be in line with our wishes. The sad truth is that a majority of us will die intestate whether it is through procrastination, unwillingness or inability to face our inevitable mortality, or ignorance of the law.

How much of your estate will pass to your surviving spouse? All? Depends upon whether you have a proper will. If you do, then you can be sure your intentions will be carried out. If not, then some inflexible state legislative code will be applied and your surviving spouse will have little or no say in the matter. Advantage State. Cha ching! They win; your spouse and other loved ones lose.

**It doesn't have to be that way.** Get with your attorney today and draw up a proper will. It doesn't have to be complex and fancy, but does need to be comprehensive. Once you have a proper will, put it in a safe place and

make sure some person or persons you trust know how to find the will. Then, periodically review the will to make sure it stays current.

The advantages of having a valid will far outweigh the expense of putting it together. We will not attempt here to go into the many potential tax savings to you and your heirs that can result from proper estate planning. We do, however, urge you today to take the steps to ensure your final wishes regarding disposition of assets will be carried out.

Once you have adequately provided for your family and loved ones, consider a charitable bequest to the Submarine Force Library & Museum Association. Such a bequest may enable one to make a significant contribution that may not have been possible during life, and can be deductible from estate taxes for the full value of the gift.

If your will already includes a gift to the Submarine Force Library & Museum Association, we want to take this opportunity to thank you. Also, if you will let us know, we will, with your permission, list your name in the annual donor registry along with others who have made bequests to the museum. Your gift will help ensure the association is able to continue in its mission to support and foster the Submarine Library & Museum for years to come. **Please contact us by email at [Director@Submarinemuseum.org](mailto:Director@Submarinemuseum.org) or by snail mail at PO Box 501, Naval Submarine Base, Groton, CT 06349.**

*This article first appeared in the Klaxon in 2005. The message is relevant today and in fact, the article was published in the July issue of PING. Since most readers of the Klaxon do not yet receive PING we are re-running the article here.*

WOULD YOU LIKE TO MAKE A DONATION TO HELP SUPPORT THE MUSEUM? PLEASE FILL OUT AND SEND IN THE SLIP BELOW WITH YOUR GIFT.

I/We would like to contribute to the Submarine Force Library & Museum.  
 I/We donate:  \$35  \$50  \$75  \$100  \$250  \$500 Other \$ \_\_\_\_\_

Name (printed as you want it to appear) \_\_\_\_\_  
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Make checks payable to SFLMA or charge to: VISA/MC.  
 Name on Card \_\_\_\_\_ Today's date \_\_\_\_/\_\_\_\_/\_\_\_\_  
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 Three digit security code (back of card) \_\_\_\_\_  
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*All gifts are tax deductible to the extent allowed by law.*



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## From the Desk of the President

Summer is half over, we are now in our busiest time of the year, and the economy is jittery at best. But the weather has been agreeable so far, attendance for the month of July was up slightly over last year and it's a great time to come visit the Submarine Force Library & Museum.

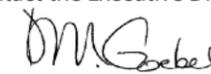
There has been much going on in the education department, with activities for kids nearly every weekend throughout the summer. This will continue well into September at which time we have a special 9/11 remembrance planned. The museum is putting together two large banners that will be on display from 9/11 through about 9/25. One of the banners will have the names of all those who lost their lives on 9/11, the other will have the names of all the service men & women who have lost their lives in the subsequent war on terror. You really must come see them.

We have received several inquiries lately about what's going on with NR-1 and our efforts to get that submarine donated to the museum. We are providing an update in this issue of the Klaxon that will hopefully answer the questions. We are hoping to have a design soon for an outdoor exhibit featuring the sail and other items from NR-1.

We are still looking for email addresses so we can send our electronic newsletter PING to all our members. To date, we have email addresses for less than half our members so we're asking for your help in this area; if you would like to receive PING please make sure we have an accurate, up to date email address. Send your email address to [director@submarinemuseum.org](mailto:director@submarinemuseum.org) and say you would like to be placed on the PING mailing list.

The association annual meeting held on May 13 this year was attended by 67 association members, docents and guests. Following the meeting, all enjoyed a nice reception catered by Gourmet Galley. If you were not able to make it, why not plan on attending next year. In the meantime come and visit your museum and bring your friends.

One last point. When it comes time to distribute your Navy paraphernalia, do not forget the Museum. Whether you are inclined to think of yourself as part of history, you were. And items in your possession will be of great interest to others in the future. The official submarine museum is the place to preserve them. Contact the Executive Director.



**David M. Goebel**, RADM USN (Ret)



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 Groton, CT 06340  
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*Note: Personal information, such as your email address or phone number is used for internal purposes only and will not be shared.*



**PING is being sent regularly... and we need your email address so you can join us!**

Our electronic newsletter, **PING** was launched a few months ago and has been received with lots of positive feedback.

Want to start receiving **PING**? Simply send us your email address and we will sign you up. (We thank you if we already have your email and you are receiving it!)

Send us your email info by [signing up online at ussnautilus.org](http://ussnautilus.org) or you can [sign up on our Facebook page www.facebook.com/submarinemuseum](http://www.facebook.com/submarinemuseum) (and while you are at it become a fan if you haven't already).

You can call 860.448.0893 and leave a voice mail. If you use this option, please speak very clearly and spell out the email, otherwise we will probably get it wrong.

Finally, you can send us this slip via mail.

Name \_\_\_\_\_  
 Email \_\_\_\_\_  
 Phone \_\_\_\_\_

Mail to Submarine Force Library & Museum  
 PO Box 501, Naval Submarine Base  
 Groton, CT 06349-5501

# Whence cometh earrings?

**USS Sea Dragon (SS194)** is probably most known for being the first submarine aboard which an emergency appendectomy was performed. While on the fourth war patrol in September of 1942, Seaman First Class Darrel Rector became very ill with acute appendicitis. Med-evac was not an option and so an emergency appendectomy was performed by Pharmacists Mate First Class Wheeler Lipps. The procedure, performed in the wardroom with several ship's officers assisting, was successful and Rector recovered quickly.

There is another story associated with Sea Dragon, one not so well known perhaps. This story comes to us from Ex-Chief Electrician Arthur Killam who served on Sea Dragon in World War II.

## **This is the story, told in his words:**

"I was on a submarine, the USS Sea Dragon, in WWII. As part of the Asiatic Fleet, we were stationed in Manila, Philippines. In December 1941 we were at the Cavite Navy Yard for an overhaul. On the same day, December 7, Pearl Harbor was bombed the Japanese wiped out all the airfields in the Philippines thereby eliminating our air protection.

"At noon on December 10, 1941 the Navy Yard was heavily bombed. Three flights of 27 (81 in total) flew over our Navy Yard dropping 500-pound bombs. We did not have a gun that could touch them; they didn't even break formation. The Jap bombers completely destroyed the Navy Yard and all the ships in dry dock.

'Our Sea Dragon submarine was tied up to the dock and our sister ship, USS Sea Lion was tied up outboard of us. Sea Lion took



a 500-pound bomb down the after-torpedo room hatch, sinking her. (shrapnel from that bomb explosion sprayed Sea Dragon's conning tower and hull) At that very instant one of our officers and I were in the conning tower. The officer was killed there by shrapnel from the Sea Lion. While I was rushing down the ladder to the control room, another concussion knocked me 14 feet below to the control room deck. Four knobs about 2 inches long were all that remained where the railing used to be around the pump room hatch. I fell onto one of the knobs sticking up, landing full force on the tip of my spine. I lay there senseless on the control room deck for quite a while, then heard the Captain yell "abandon ship!" By the time I had picked myself up, managed to get topside and was starting down the dock, the Captain was telling everyone to get back on board.

"A salvage ship, USS Widgeon, tied up to our stern and with some effort pulled us clear of the destroyed Sea Lion. Our sub

had also caught a lot of shrapnel from Sea Lion but luckily the pressure hull was not ruptured. We had many holes in the superstructure and a lot of the deck was gone."

"We managed to get over to Manila where we tied up to the USS Canopus. For three days work was performed on the sub, all night long every night, preparing us to go back to sea. Work was done at night under cover of darkness and during the day we would lie on the bottom of Manila bay until it turned dark again. The reason for this was that the Japanese chose daylight to attack. (The author doesn't say what protected Canopus from daylight attacks.)

"Finally ready for sea on December 13, 1941 we departed for Surabaya, Java, in the Netherlands East Indies. When we passed Corregidor and started south we saw three Japanese destroyers patrolling the entrance to Manila Bay. Corregidor was an Army island fort at the entrance to Manila Bay. As we proceeded to dive the Japanese gave us our first taste of depth charging. After about two hours the three destroyers finally left. We surfaced and after a few days we finally reached Surabaya, Java, where we went into a Dutch dry dock for repairs.

"After our overhaul by the Dutch we went out on our first offensive patrol run. We were assigned a patrol station off French Indochina (Viet Nam). We were located in Cam Ranh Bay, near a Japanese naval base. We made an approach on a Japanese heavy cruiser. The Captain ordered firing four torpedoes as the cruiser was going into its base. The torpedoes missed. We were using Mark 14 torpedoes and having

trouble with them as was everybody else. The miss was costly; we were pretty heavily depth charged.

After 55 days we ended our patrol. We could not go back to Surabaya because the Japanese had already captured it.

Our orders were to go to Perth, Australia. We made five patrol runs from there.

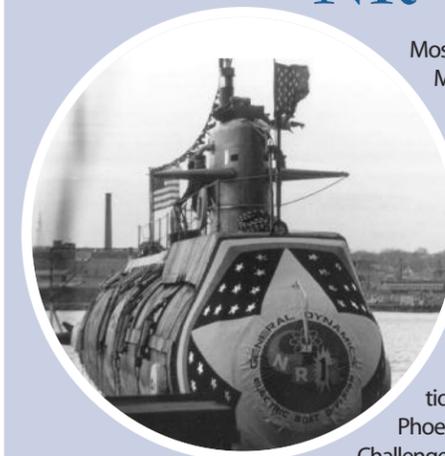
"I had to tell this story to get to the point of why modern man wears earrings: there was this certain Japanese woman who had a radio show from Tokyo, Japan...you know who she was.

Well, Tokyo Rose had broadcast that a Japanese destroyer had sunk a red pirate submarine off the coast of French Indochina. This crock of prop (sic) was supposedly us, USS Sea Dragon! You see, due to the bombing in Cavite and several depth charge attacks, most of the black paint on our hull had long disappeared. The red lead undercoating that was left gave us the red appearance; hence, a Red Pirate Submarine.

"Back to the earrings. Our Pharmacist's Mate decided if we were being called a pirate ship we should all wear earrings like pirates. He then proceeded to pierce everyone's ears, officers excluded. By the time we finished our 5<sup>th</sup> patrol the entire submarine had pierced ears."

**Therefore don't attribute the custom of men wearing earrings to rock groups and rappers; give credit where credit is due...to the USS Sea Dragon!**

## NR-1 Update



Most of you are aware that the Submarine Force Library & Museum Association has an ongoing effort to acquire **Submarine NR-1** as an exhibit at the museum. We have received many inquiries of late as to what progress is being made. So we decided it is time for an update.

First for some background; NR-1 was deactivated in a public ceremony at the Naval Submarine Base New London on 21 November, 2008, following nearly 40 years of active service during which she distinguished herself through many unique operations. These included recovery of F14 Tomcat and Phoenix missile in 1976, support of Space Shuttle Challenger investigation in 1986, search and recovery associated with Egypt Air Flight 990 in 1999. She was also involved in numerous shipwreck investigations including Britannic (sister ship to Titanic), Andrea Doria, and USS Monitor. There were also additionally countless geologic survey missions and several classified military missions.

Following deactivation, NR-1 was towed to Portsmouth Naval Shipyard for defueling and preparation for transport to the west coast for dismantlement. Once the reactor was defueled, the sail removed for clearance and numerous items of equipment removed for safekeeping and transfer to the museum, NR-1 was placed on a specially configured barge and loaded in the well deck of an LSD for transport to the west coast.

NR-1 is currently awaiting reactor compartment removal and dismantlement at Puget Sound Naval Shipyard, Washington. She is due to come up in the queue for dismantlement in 2015.

Prior to inactivation the Association had prepared and written a letter to CNO, Admiral Gary Roughead requesting that NR-1 be preserved as a museum piece and donated to the Submarine Force Library & Museum Association to be subsequently put on permanent display at the Submarine Force Library & Museum in Groton, CT. Included in the letter request was a detailed list of equipment we had asked to be removed from the ship for safekeeping pending a favorable disposition of our request.

Our request was for as much of the ship as we could possibly get for the museum. We recognized that the reactor compartment and surrounding irradiated sections of the hull would have to be removed for disposal at the Hanford site along with other decommissioned submarine reactor compartments. But, it would have been desirable to have something that would float that could perhaps be placed alongside Nautilus or on the other side of the pier. Alas, that is apparently not to be. Although the Navy has never officially answered our request, we have learned backchannel that the most we would ever receive would be the forward, approximately 60 foot, section of the hull comprising the operations compartment.

We have also learned that the cost to prepare the forward 60 foot hull section as a museum display and transport it back to the Submarine Museum in Groton would be approximately \$10 million. Additionally, costs to construct a suitable addition to the museum to house NR-1 and to put the hull section in place would conservatively run another 6 to 10 million. So, you can see in addition to the Navy bureaucracy, the costs are even a larger obstacle to overcome.

Now for the good news; we have received the sail, fairwater planes, upper rudder, propellers, wheels, and manipulator arm from NR-1. All of these components could be assembled into a nice outdoor exhibit. We had, in fact, planned to place the sail as an outdoor exhibit sort of as a place holder and to keep the ship top of mind while we awaited the dismantlement process in Puget. That may now become the permanent option as we look at the tremendous costs of museum expansion in light of the current economic climate. Museum staff are working on the design and placement of an outdoor exhibit featuring the NR-1 components currently in possession. We hope to have something soon to show you all in that regard. This does not mean that the possibility of obtaining the forward 60 foot section is dead. It is too early for that. But, for practical reasons, the probability of accomplishing this feat is very low.

Photo above: NR-1 launching at the Electric Boat Division of General Dynamics Corp., Groton, CT, January 25, 1969.  
US Navy photo # NPC K-66940 courtesy of ussubvetsofwii.org.