

Mamie to Christen 'Deadliest Craft Ever Built,' New A-Sub, Thursday

(Editor's note: When a snub-nosed craft slides down the ways next Thursday, it will be making history. Here is the story behind the first A-sub, whose underwater endurance is limited only by that of her crewmen.)

By ELTON C. FAY
AP Military Affairs Writer

GROTON, Conn. (AP) — When Mamie Eisenhower smashes a bottle of champagne across the sleek nose of the USS Nautilus here Thursday, she will be christening a vessel the Navy expects to be the deadliest and most versatile craft in history — the first atomic-powered submarine.

Designed to demonstrate high underwater speed, ultra-long cruising range and elusive skill, the Nautilus and other A-sub to follow her will be able to fight with either standard explosives or turn to nuclear missiles, torpedoes or mines if a mission requires them.

She will have a choice of power to drive her propellers — atomic, diesel engine, electric motor.

The Navy is confident the submarine will work, even though no craft or vehicle before it — afloat, on land or in the air — has been propelled by the power of the atom.

Test for Months

For months the Atomic Energy Commission (AEC) and the Navy have been test-operating an exact clear power plant. Out on the Idaho desert steam from the atomic firebox has been spinning a turbine and driving a propeller like one of the two on the Nautilus.

But it will be sometime next summer, when the Nautilus puts out for sea trials, before the designers, nuclear physicists, shipbuilders, sliderule experts and

the first of the atom-powered undersea boats will operate. First she must undergo final fitting out. Until then, the engineers can not tell whether she will live up to speed of about 30 knots.

Nor can they be sure about the flexibility of power, general maneuverability of the boat, exact burn-out rate of atomic fuel under actual operating conditions and the noise generated by the submarine when under way — an important factor in working against an enemy's antisubmarine efforts.

The Nautilus must certainly have "bugs." Most existing conventional military equipment — planes, tanks and guns — had mechanical or other defects when first tried which had to be corrected.

Navy Confident

Certainly the world's first sea-going atomic power plant, for which there has been no precedent, will have its share.

But the Navy is so confident it is preparing for the Nautilus all the modern armament needed when she is turned over to the fleet for combat operation.

Built into her are torpedo tubes to fire the new, fast and silent electrically driven torpedoes with target-seeking guidance system. These tubes can handle torpedoes with atomic warheads when such weapons are developed.

The same procedure used in planting conventional mines can be used to release atomic mines through the torpedo tubes.

The Navy plans to equip the atomic submarine with gear for carrying and launching the guided missile named regulus. These missiles already have been fired from submarine decks and could easily be adapted for a nuclear explosive warhead.

All-Purpose Craft

Exponents of the atomic submarine claim it is virtually an all-purpose craft. It will have world-girdling range, they say, and ability to remain submerged for weeks or months, limited only by the endurance of the crew; underwater speed matching most big surface ships; hull strength to dive well below the levels attained by any present boats, where detection is difficult or impossible; and it will be able to use its main, atomic engine for full power submerged without resort to the limited speed of electric propulsion.

With these qualities of a "true submarine" its proponents say, here are some of the missions the A-sub can perform:

Attack enemy war and merchant ships.

Distribute mines along enemy coasts and harbor approaches.

Patrol for long periods to watch for aerial or sea-borne attackers.

With its high speed, new and still secret underwater detection equipment and "homing" torpedoes, it is a natural for hunting down and killing enemy submarines.

Far Faster

With more living space than other submarines, Nautilus class boats can speed in close under water, surface, deliver troops ashore and dart out again — doing what other conventional submarines have done before — but far faster and on a bigger scale.

Shore bombardment: Guided missiles will bring targets even

well inland under the "gun" of the atomic submarine. The Regulus is reported to have a range of about 400 miles.

Under-ice operation: Because Nautilus class boats will operate for long periods completely independent of the atmosphere, the frozen sea capping the northern part of the world will be no obstacle.

Using sonar gear to probe under masses of icebergs or thick ice fields, the A-sub can cruise unseen toward the northern coasts and shipping lanes of Eurasia, where Russian shipping and cities heretofore have been beyond reach of attack.

The day of the atomic submarine has arrived only by tremendous scientific effort, the expenditure of millions of dollars — estimates of the Nautilus cost range to as high as \$5-million dollars, including the boat and the atomic power plant — and some family bickering within the Navy.

Sporadic Study

Although the contract with the Electric Boat Co. to build the Nautilus wasn't awarded until Aug. 21, 1951, much sporadic study had been made before that time.

Navy officials had predicted in 1946, a year after the first atomic explosion, that nuclear power could be harnessed to drive a naval craft. Indeed, they say that as early as 1940 the naval research laboratory had organized a nuclear power research group.

In the discussions and planning that followed, the submarine found favor as a test vehicle. One reason may have been the submariners' quest for new and better power, while the rest of the Navy was giving primary attention to aviation, carriers, bigger and faster cruisers and destroyers.

In 1946 the Navy formed another small group and assigned its members to study at the AEC's Oak Ridge, Tenn., atomic laboratory. One was Capt. H. G. Rickover.

Rickover, an untiring zealot, plunged deeply into the subject of nuclear power propulsion. After ups and downs in the program, a nuclear power branch of the Navy's Bureau of Ships was formed, with Rickover as its chief.

His administrative techniques, including bypassing superiors when he decided delays were unreasonable, brought him into considerable disfavor with some high brass. Twice a selection board passed him over for promotion to rear admiral.

There is an unwritten, but usually firmly followed rule, that a man twice passed over for promotion is retired. That's what faced Rickover, in the midst of his big job.

But pressure from congressional and other sources kept him on the job, and when his name came up a third time, a selection board made him an admiral.

Second Craft

While the hull of the Nautilus was still building, and before the first land-based prototype for her atomic engine had been tested, the Navy recommended to Congress and received approval for the construction of a second nuclear submarine, the Sea Wolf.

A third craft, which the Navy says will have "significantly higher speed" than even the high underwater speeds designed for Nautilus and Sea Wolf, has been approved for construction.

The Sea Wolf still will be built because it will use an atomic reactor of a type different from those in the Nautilus and the third sub. The Navy wants experience with all the types it can get.

The Nautilus' power plant was built for the AEC by Westinghouse Electric Corporation.

Fuel for the reactor is uranium-235, one gram of which produces the equivalent of about 24,000 kilowatt hours of heat. The heat produced in the reactor is transferred by water in heavily shielded pipes to the steam turbine.

The reactor is heavily shielded in a compartment to stop dangerous radiation from reaching crew members who will live and work within a few feet of it.

Steam Pressure Less

Steam pressure in the Nautilus will be only about 300 pounds, well below the 500 or 600 pounds used in the conventional turbines of many naval surface craft or the 1,200 pounds designed for the new Forrestal class supercarriers.

This is not because the atomic reactor couldn't produce almost any temperature, but because the rapid transfer of the water through the pumps and piping of the heat exchange system would wear out the equipment by friction.

Control of power in the plant will be double. Control rods can be inserted into the reactor to dampen or stop the nuclear fission process and thus regulate the atomic "fire." And the turbine also has normal steam control equipment.

Built into the submarine is a multitude of safety gadgets, including automatic controls to stop reaction if an emergency occurs, and various instruments to warn of radiation or leakage of contaminated liquid.

Designers say valves and pipe fittings are made as finely as watches to prevent even a drop of liquid escaping.

Except for her size and an odd rounding, blunt bow to give better underwater speed the Nautilus looks much like a conventional guppy submarine external.

She differs from previous submarines, however, by having only a single-walled hull. The double hull of standard submarines is used for ballast and fuel storage. The Nautilus will use tanks.

DRIVE REACHES GOAL

SPOKANE (AP) — The Washington-Idaho Wheat League has reached its goal of \$75,000 to establish a new agronomy farm at Washington State College, James Cline-Smith, president, announced Saturday.

Condition of Burned Woman 'Satisfactory'

The condition of Mrs. Marion Youngs of 1310 Madison St., seriously burned Saturday when an electric heater ignited her nightgown, was listed as satisfactory late Saturday night at Salem Memorial Hospital.

She sustained first and possibly second degree burns about the hands and legs, hospital authorities said. She was standing in front of the heater at her home when the accident occurred.

Requests to Salvation Army On Increase

Greater unemployment in the Pacific Northwest during the past few weeks has increased the number of requests for aid from the Salvation Army Corps, according to Commissioner Holland French, commanding officer of the Corps' Western Territory.

In Salem Saturday to conduct an area meeting of prospective officers of the Salvation Army, Commissioner and Mrs. French will hold similar meetings in Portland starting today.

While requests for aid have increased, he said, so far all legitimate requests have been filled.

Commissioner French, who has been with the Salvation Army for over 40 years, plans to leave next week for Hawaii, part of the Western Territory. Later this year he will travel to Alaska and the Philippine Islands.

Death Takes C. O. Worley Of Silverton

SILVERTON — Carl Orlando Worley, resident of this community for many years, died in a Silverton nursing home Saturday at the age of 77 years.

Surviving are his widow, Mrs. Eva Worley, Silverton; children, Chester Worley, Hanston, Kan., Lester Worley, Basehar, Kan., Carl Worley Jr., Salem, Wilmont, Worley, Los Angeles, Calif., and Mrs. Helen Foley, Pongonasi, Kan.; step-mother, Mrs. Mattie Worley, half-sister, Marguerite Worley and half-brother, Robert Worley, all of Klamath Falls; 12 grandchildren and 11 great grandchildren.

Services will be announced later by the Ekman Funeral Home.

Whales have no external ears and the outer ear openings are tiny.

Aiken to Divide Farm Program Into 3 Pieces

By EDWIN B. HAAKINSON
WASHINGTON (AP) — Sen. Aiken (R-Vt.) said Saturday it will be necessary to split President Eisenhower's new farm program into three legislative packages to get it through Congress.

"And we may have to battle on each part," said Aiken, chairman of the Senate Agriculture Committee.

With controversy already boiling, Secretary of Agriculture Benson will go on the firing line Monday with public testimony before Aiken's committee.

"The secretary will be here to give us his estimate of the general outlook for agriculture," Aiken said. "I'm fairly certain he'll also get into the programs."

Aiken said the main package is the Eisenhower proposal to shift gradually from the present system of rigid price supports for cotton, wheat, corn, tobacco and other basic crops to a flexible plan, based on supply and demand.

Other Parts

The chairman said the two other parts of the presidential farm program are:

1. An increase of nearly two billion dollars in funds for the Commodity Credit Corp., the agency that handles farm price support operations.

2. The new proposal to offer production incentive payments to domestic wool growers to encourage "efficient production and marketing," as Eisenhower put it.

The Commodity Credit Corp. now has about five billion dollars invested in farm products under price support operations ordered by Congress. Its present ceiling is \$4 billion dollars.

Aiken has introduced a bill to increase the agency's funds to \$4 billion dollars, and said "this is necessary just to carry out existing price support operations on this year's crops."

Aiken said the wool program must be handled separately because "it involves incentive payments and other new features."

Present law provides for high-level government price supports and loans to wool growers in an effort to increase domestic production to more than 360 million pounds a year.

Wool Piled Up

This is about one-third of the wool used here annually and officials are disturbed because lower-priced domestic wool piled up in government storehouses under the present system of price supports and loans.

Wool is classed as a strategic item because of its use in uniforms and other items needed by the armed services.

President Eisenhower told a recent news conference he pondered for a long time before backing the production incentive payment plan.

Under it, domestic growers would market their wool in competition with foreign imports and then get a government payment to bring the price they received up to 90 per cent of parity. Parity is a computed price intended to provide a fair return in relation to other prices.

Aiken said these payments should cost the taxpayers "less than piling up wool in warehouses."

NEW YORK (AP) — Retail sales of both television and radio-sets in the first 11 months of 1953 ran ahead of the like 1952 period, the Radio-Electronics-Television Manufacturers Assn. reported Saturday.

Eleven-month TV retail sales came to 5,600,423 sets compared with 5,095,220 in the corresponding months the previous year. Radio sales amounted to 5,608,477 sets, exclusive of automobile radios, against 5,363,859 in the like 1952 period.

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Death Takes W. B. Bohle Of Lebanon

Statesman News Service

LEBANON — Services for William Edward Bohle, prominent Oregon horseman and businessman who died at his home in Lebanon Thursday night, will be held from the Huston Funeral Home here Monday at 2 p.m. He succumbed to a heart attack.

He was born in Johnston, Neb., March 3, 1889, moving to Salem in 1908, and to Lebanon in 1912. The same year he founded the Bohle Creamery with his brother Edward, continuing to operate it until selling it in 1952.

Since 1952 Mr. Bohle has been associated in the furniture business here with his two sons, Loren and Harold.

He was married to Mildred Von Gal on Oct. 8, 1913, who survives. Other members of his family include three sisters, Caroline Bohle, Portland; Bertha Groff, Mt. Vernon, Wash., and Nora Groves, Lebanon. There are three grandchildren.

Bohle was a member of the Presbyterian Church, Elks Lodge, past president of Lebanon Lions Club, and was extremely active in the Santiam Wranglers, a group of Linn County horsemen.

Vault entombment will be in the Odd Fellows Cemetery here.

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Screenplay by ALLAN SLOANE and LOTHAR WOLFF

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