

We must continue to work to resolve the Cyprus problem and reduce the tensions that exist between Greece and Turkey. When I was a member of the House of Representatives, I cosponsored numerous legislative initiatives to this end, and I will continue to advocate for such solutions as a Senator.

For today, let us celebrate the anniversary of Greek Independence, the richness of the Greek heritage and legacy of democracy that country gave to the world.●

#### TRIBUTE TO CONTOOCCOOK VALLEY REGIONAL HIGH SCHOOL

● Mr. SMITH of New Hampshire. Mr. President, I rise today to pay tribute to Contoocook Valley Regional High School for winning the regional competition of the Second Annual Ocean Sciences Bowl. I commend them for their accomplishment.

The regional competition included teams from fifteen other schools in New Hampshire, Vermont and Maine. Their final match, which was held at the University of New Hampshire, was played against high school students from Bridgeton Maine. It was a close call and Contoocook Valley won by the narrow margin of two points!

Contoocook Valley's team consists of five students. The team members are Amber Carter, Megan Cahill, Sonja Fritz, Cissy Courtemanche, and Emily Dark. Jon Manley, science teacher at the Contoocook Valley, is the coach for the team.

The students train very hard every year for this competition. This is the second year in a row that Contoocook Valley Regional High School has won this competition. They will soon be traveling to Washington, D.C. to compete in the nationals.

As a former high school teacher, I appreciate the hard work the students and the coach have dedicated to this team effort. I look forward to their visit to Washington and wish them the best of luck. It is an honor to represent them in the United States Senate.●

#### RECOGNITION OF THE WAYNE COUNTY MEDICAL SOCIETY

● Mr. LEVIN. Mr. President, I rise today to pay tribute to the Wayne County Medical Society, which is celebrating its sesquicentennial anniversary on April 14, 1999. The Wayne County Medical Society has been an important part of the Metro Detroit community for the past 150 years.

The Wayne County Medical Society was formed in 1849 with 50 physicians, who committed themselves to providing the best quality medical care to the people of Wayne County. The Society has been engaged in many important public health campaigns throughout its history. One of the most notable examples was the Society's massive polio immunization drive of 1964, led by Dr. Francis P. Rhoades, which virtually eliminated the disease from the City of Detroit.

Today, the 4,200 members of the Wayne County Medical Society work together to provide free health care services for people in need. The Society maintains a free medical and dental clinic in Detroit, where needy children receive physical exams, health education and dental treatment. The Society also sponsors an annual Christmas party for children in foster care. In 1998, the Wayne County Medical Society held a conference for more than 500 Detroit Public School children on the subject of teen pregnancy. In addition to its public service endeavors, the Society encourages excellence in health care by offering Continuing Medical Education credits to its members and by joining with the Michigan State Medical Society and the American Medical Association to promote issues of importance to the medical community at large.

Mr. President, the Wayne County Medical Society has been a valued member of the Metro Detroit community since 1849. I invite my colleagues to join me in thanking the members of the Society for their commitment, and in wishing them continued success as they address the health needs of the 21st century.●

#### SUBMISS: PART III

● Mr. MOYNIHAN. Mr. President, today I wish to have printed in the RECORD the final portion of Mark A. Bradley's award winning article on the disappearance of the U.S.S. *Scorpion*. I have had the previous two parts of this article printed in the last two RECORDS. I would like to applaud Mr. Bradley once more for his outstanding achievements, and thank him for serving as a loyal and valued member of my staff.

The material follows:

SUBMISS: THE MYSTERIOUS DEATH OF THE U.S.S. "SCORPION" (SSN 589), PART III  
(By Mark A. Bradley)

Such dire predictions prompted Admiral David McDonald, then Chief of Naval Operations, to follow Admiral Schade's request and approve the development and testing of the experimental "Planned or Reduced Availability" overhaul concept in the submarine fleet. In a June 17, 1966, message to the commanders of both the Navy's Atlantic and Pacific fleets, he wrote that in response to "concerns about [the] percent [of] SSN off-line time due to length of shipyard overhauls, [I have] requested NAVSHIPS develop [a] program to test 'Planned Availability' concept with U.S.S. *Scorpion* (SSN 589) and U.S.S. *Tinosa* (SSN 606). On July 20, 1966, he officially approved the *Scorpion's* participation in this program which aimed at providing the service's submarines with shorter and cheaper but more frequent overhauls between missions. An undated and unsigned confidential memorandum entitled "Submarine Safety Program Status Report" summarizes what lay behind the creation of this new concept: "The deferral of SUBSAFE certification work during certain submarine overhauls was necessitated by the need to reduce submarine off-line time by minimizing the time spent in overhaul and to achieve a more timely delivery of submarines under construction by making more of the indus-

trial capacity available to new construction."

Admiral Mooror, who succeeded Admiral McDonald as CNO, expanded upon what he hoped this new plan would accomplish in a September 6, 1967, letter to Congressman William Bates. In that letter, he stated that "it is the policy of the Navy to provide submarines that have been delivered without certification with safety certification modifications during regular overhauls. However, urgent operational commitments sometimes dictate that some items of the full safety certification package be deferred until a subsequent overhaul in order to reduce the time spent in overhaul, thus shortening off-line time and increasing operational availability. In these cases, a minimum package of submarine safety work items is authorized which provides enhanced safety but results in certification for unrestricted operations to a depth shallower than the designed test depth." According to an April 5, 1968 confidential memorandum, the Navy did not expect the *Scorpion* to be fully certified under SUBSAFE until 1974, six years after she was lost.

On February 1, 1967, the *Scorpion* entered the Norfolk yard and began her "Reduced Availability" overhaul. By the time she sailed out on October 6, she had received the cheapest submarine overhaul in United States Navy history. Originally scheduled for more extensive reconditioning, the *Scorpion* was further hurt by manpower and material shortages in the yard because of the overhaul of the U.S.S. *Skate* (SSN 578), Norfolk's first of a nuclear submarine. This retrofit had gobbled up both workmen and resources at an unprecedented rate. This meant that a submarine tender—a maintenance ship—and the *Scorpion's* own crew had to perform most of the work normally done by yard workers. She received little more than the emergency repairs required to get her back to sea and the refueling of her reactor. Out of the \$3.2 million spent on her during these eight months, \$2.3 million went into refueling and altering her nuclear reactor. A standard submarine overhaul of this era lasted almost two years and cost over \$20 million.

When the *Scorpion* left Norfolk on February 15, 1968, on her Mediterranean deployment she was a last minute replacement for the U.S.S. *Sea Wolf* (SSN 575), which had collided with another vessel in Boston Harbor. During her last deployment, the *Scorpion* had 109 work orders still unfilled—one was for a new trash disposal unit latch—and she still lacked a working emergency blow system and decentralized emergency sea water shut-off valves. She also suffered from chronic problems in her hydraulics. This system operated both her stern and sail planes, wing-like structures that controlled her movement. This problem came to the forefront in early and mid-November 1967 during the *Scorpion* test voyage to Puerto Rico and the U.S. Virgin Islands as she began violently to corkscrew in the water. Although she was put back in dry dock, this problem remained unsolved. On February 16, 1968, she lost over 1,500 gallons of oil from her conning tower as she sailed out of Hampton Roads toward the Mediterranean. By that time, she was called "U.S.S. Scrapiron" by many of her crew.

On May 23, 1993, the Houston Chronicle published an article that highlighted these mechanical problems. The article quoted from letters mailed home from doomed crew members who complained about these deficiencies. In one of these, Machinist's Mate Second Class David Burton Stone wrote that the crew had repaired, replaced or jury-

rigged every piece of the *Scorpion* equipment. Commander Slattery also was worried about her mechanical reliability. On March 23, 1968, he drafted an emergency request for repairs that warned, among other things, that "the hull was in a very poor state of preservation"—the *Scorpion* had been forced to undergo an emergency drydocking in New London immediately after her reduced overhaul because of this—and bluntly stated that "[d]elay of the work an additional year could seriously jeopardize the *Scorpion* material readiness." He was particularly concerned about a series of leaking valves that caused the *Scorpion* to be restricted to an operating depth of just 300 feet, 200 less than SUBSAFE restrictions and 400 less than her pre-*Thresher* standards.

This portrait is sharply at odds with the one the Navy painted after the *Scorpion* was lost. From the outset, the service claimed the submarine was in excellent mechanical condition. At his first press conference on May 27, 1968, Admiral Moorer told the gathered newsmen that the *Scorpion* had not reported any mechanical problems and that she was not headed home for any repairs. This was followed by other Navy statements that claimed the *Scorpion* suffered only from a minor hydraulic leak and scarred linoleum on her deck before her Mediterranean deployment. On May 29, however, then Secretary of Defense Clark Clifford pointedly asked the Navy's high command for information about the *Scorpion's* participation in SUBSAFE, her overhaul status in general and any known mechanical deficiencies.

The Court of Inquiry did not ignore these questions and asked several of its witnesses what they knew about the *Scorpion's* mechanical condition and her maintenance history. Vice Admiral Schade told the Court that her overall condition was above average and that her problems were normal reoccurring maintenance items. He added that the *Scorpion* suffered from no known material problems that affected her ability to operate effectively. Schade's testimony was supported by Captain C.N. Mitchell, the Deputy Chief of Staff for Logistics and Management and a member of the Vice Admiral's staff. Mitchell testified about the *Scorpion's* Reduced Availability overhaul and stated that she was in "good material condition."

Captain Jared E. Clarke, III, the commander of Submarine Squadron 6, also told the Court the *Scorpion* was sound and "combat ready." In his testimony he said, "I know of nothing about her material condition upon her departure for the Mediterranean that in any way represented an unsafe condition." When asked about the *Scorpion's* lack of an operable emergency blow system, Clarke replied that this was not a concern because her other blow systems were more than adequate to meet the depth restrictions she was operating under.

Admiral Austin also summoned the two surviving crew members the *Scorpion* had offloaded for medical and family reasons on the night of May 16, 1968. When asked about any material problems, crewman Joseph W. Underwood told the Court that he knew of no deficiencies other than "a couple of hydraulic problems." Similarly, crewman Bill G. Elrod testified the submarine was operating smoothly with high morale. When asked to speculate on what did happen, Elrod could not. After hearing all this testimony, the Court determined that the *Scorpion's* loss had nothing to do with her lack of a full SUBSAFE package and that both here ability to overcome flooding and her material condition were "excellent." Although at least one of the dead crewmen's families sent their son's letters spelling out the *Scorpion's* poor state of repair to the Navy, there is no evidence the Court ever received or considered them.

Whatever the truth, the *Scorpion's* loss triggered neither the klieg lights of the national media nor the congressional investigations that followed the *Thresher's* demise. Lost somewhere in the murky twilight among the North Koreans' seizure of the U.S.S. *Pueblo* and the Tet offensive that January and the assassinations of Martin Luther King that April and Robert Kennedy that June, the *Scorpion's* death failed to arouse much interest in a nation whose streets were on fire and whose very fiber was being ripped apart by an increasingly unpopular and bloody war in Vietnam. With phrases like "body count" and acronyms like "MIA" and "KIA" becoming part of the national vernacular, the loss of one nuclear submarine and her crew of 99 men hardly made a ripple.

The Navy added to the country's amnesia by conducting its inquiries under a cloak of extraordinary secrecy. Even now, much about the *Scorpion's* fate remains highly classified and beyond the public's reach, and the crew's 64 windows and over 100 children know little more today about what happened to their husbands and fathers than they did 30 years ago. This gap between what is known and what is not has spawned many conspiracy theories. The most popular is that the Soviets finished the *Scorpion* in an underwater dogfight.

This theory had some credibility after the Federal Bureau of Investigation arrested master spy John Walker on May 20, 1985. Walker, a U.S. Navy warrant officer and the leader of a Soviet-sponsored spy ring for almost 20 years, did enormous damage to America's security by giving his KGB masters many of the Navy's most closely guarded secrets. On May 20, 1968, he was working as a watch officer in the Navy's closely guarded submarine message center in Norfolk. Although there is evidence to believe that Walker gave the Soviets intelligence about the Atlantic Submarine Force, particularly about its coded communications, there is nothing to suggest that he played any direct in the *Scorpion's* demise.

He appears to have played a much more important role when he passed on to his Russian handlers much of the top secret traffic that came through the message center immediately after the submarine was reported lost. This highly classified information included how the Navy conducted its search, what the U.S. intelligence community knew about the Soviet vessels operating off the Canary Islands, what part SOSUS had played in detecting the disaster and what the service's main theories were for the *Scorpion's* loss. While it is tempting to blame the Soviets and Walker for this disaster, the probable truth is far different but no less disturbing.

Although the theory of a weapons accident on board the *Scorpion* has officially never been discounted, the physical evidence does not seem to support it. None of the thousands of photographs taken of the wreckage show any torpedo damage nor does the *Scorpion's* approximately 3,000 feet by 1,800 feet debris field contain any items from her torpedo room as would be expected if that area had suffered a major explosion. All the debris is from her operations center, the locus of her galley and above her huge battery.

The more likely cause of the *Scorpion's* death lies in the Navy's failure to absorb the lessons learned from the *Thresher*. Hyman Rickover, the father of the Navy's nuclear program, warned after that disaster that another would occur if the service did not correct the inadequate design, poor fabrication methods and inadequate inspections that caused it. Through SUBSAFE, the Navy instituted a program to correct these and maintain and build a nuclear submarine fleet that was both safe and effective. Unfortu-

nately, the strains of competing with the Soviets in the Cold War while fighting an actual one in Vietnam derailed this concept and forced the service to look for ways to decrease the off-line time of the submarines it already had while freeing its already choked yards to build more.

The Reduced Availability concept arose from these pressures and allowed the Navy to defer what the *Thresher* taught could not be delayed. Through an accident of timing, the *Scorpion* was the first nuclear submarine chosen for this program. She was selected because her next regulatory scheduled overhaul was predicted to set a record in duration, and the Navy's high command believed that the work she received during her 1963-1964 reconditioning in Charleston provided enough of a safety margin to see her through until her next overhauls. She also was chosen because her 1967 overhaul came due during a time when the service was feeling enormous pressure to compete with the Soviets and reduce the amount of time its submarines and yards were tied up with safety retrofits.

Rushed to the Mediterranean after the cheapest overhaul in U.S. nuclear submarine history and lacking full SUBSAFE certification, the *Scorpion's* mechanical condition and safety capabilities were far from what the Navy advertised. A trash disposal unit flood could have set into train a deadly chain of events that triggered a succession of material and systemic failures in an already weakened submarine that left her unable to recover. Although the Court doubted that a hydrogen gas explosion from the *Scorpion's* battery could have generated enough force to rupture her hull, it did not consider its exploding after being swamped with cold sea water from uncontrollable flooding and filling her with deadly chlorine gas.

Even under the best of circumstances, the submarine force was a dangerous place to serve in the 1960s. Its sailors and officers often were engaged in extremely hazardous missions in warships that were like no others that had come before them. With far greater speeds, diving capabilities and complex operating systems, nuclear submarines required far greater care in their construction and maintenance than their diesel predecessors. This was the key lesson from the *Thresher* and if may well have taken the loss of the *Scorpion* finally to hammer home this point to the Navy's high command.

After this tragedy, the Navy quietly dropped the Reduced Availability concept. In a May 21, 1995, article published by the Houston Chronicle, the Naval Sea Systems Command stated that it had no record of any such maintenance program. The reason for this may lie in a March 25, 1966, confidential memorandum from the Submarine Force: [The] "success of this 'major-minor' overhaul concept depends essentially on the results of our first case at hand: *Scorpion*." Although the cause of her death is still officially listed as unknown, the United States has never lost another nuclear submarine.

#### A NOTE ON SOURCES

In the 30 years since the *Scorpion's* loss, not one book has been written on her. The only newspaper articles written about her are eight by Ed Offley for the *Virginian-Pilot & Ledger-Star* and the *Seattle Post-Intelligencer* and four written by Stephen Johnson for the *Houston Chronicle*. The most important primary sources are the U.S. Navy Court of Inquiry Record of Proceedings and the Supplementary Record of Proceedings. In addition, the Naval Historical Center has over 11 boxes of *Scorpion* material currently available to researchers and expects to have more as already declassified material is cataloged. These boxes include the sanitized

testimony of many of the witnesses who appeared before the two courts of inquiry. Although the Chief of Naval Operations currently is considering releasing more of the Navy's *Scorpion* material, much still remains beyond the reach of researchers and the Freedom of Information Act. On December 19, 1997, the Navy denied my attempt to get copies of the first Court of Inquiry's Annex. Those documents still retain their top secret rating and are withheld because "of information that is classified in the interest of national defense and foreign policy."

The most useful books for this article have been the following:

On submarines, *Modern Submarine Warfare* by David Miller and John Jordan, New York: Military Press (1987); *Jane's Pocket Book of Submarine Development*, ed. By John Moore, New York: MacMillan (1976); *The American Submarine* by Norman Polmar, Annapolis: The Nautical & Aviation Publishing Co., (1981); and *Nuclear Navy 1946-1962* by Richard Hewlett and Francis Duncan, Chicago: The University of Chicago Press (1974).

On intelligence matters, Jeffrey Richelson, *The U.S. Intelligence Community*, Cambridge: Ballenger Publishing Company (1989) and Pete Early, *Family of Spies*, New York: Bantam Books (1988).

Stephen Johnson, a reporter for the *Houston Chronicle*, was the first to concentrate on the *Scorpion's* maintenance and overhaul history and was very generous with both his time and research. Vice Admiral Robert F. Fountain (Ret), a former executive officer on the *Scorpion*, very kindly consented to an interview as did Rear Admiral Hank McKinney (Ret), the former commander of the U.S. Navy's Pacific Submarine Force.

In May 1998, the Chief of Naval Operations declassified a 1970 study undertaken by a specially appointed Structural Analysis Group that pointed to a battery casualty as the most likely cause for the *Scorpion's* loss.●

#### SENATOR KENNEDY AND THE AMERICAN IRELAND FUND AWARD

● Mr. LEAHY. Mr. President, on March 16, the American Ireland Fund hosted a dinner to honor Senator EDWARD KENNEDY and his longstanding efforts to promote peaceful and constructive change throughout Ireland. The individuals that gathered together that night—Taoiseach Bertie Ahearn, Nobel Prize Winners John Hume and David Trimble, Sinn Fein Leader Gerry Adams, Secretary of State for Northern Ireland Mo Mowlan, among many others—are the best indication of the significant progress that has been made to replace violence and mistrust with cooperation and dialogue. It is also an indication of the Irish community's high esteem for Senator KENNEDY and his key role in bringing the parties to the negotiating table. While differences still impede full implementation of the Good Friday Agreement, pride in Ireland's past and present, and a strong commitment to a peaceful and prosperous future was the common bond that united all of those in attendance on the eve of Saint Patrick's Day.

Mr. President, Senator CHRISTOPHER DODD was among those who introduced Senator KENNEDY that night, and I ask that Senator DODD's insightful remarks from the evening be printed in the RECORD.

The remarks follow:

Members of the clergy, leaders of Ireland—both north and south—with a particularly warm welcome to the Taoiseach, Bertie Ahearn, my colleagues from Congress, members of the diplomatic corps, members of the Kennedy family—Eunice Kennedy Shriver, Ethel Kennedy, my colleague in the House of Representatives, Patrick Kennedy, and a special welcome to the former American Ambassador, Jean Kennedy Smith, and a warm welcome to the light of our honoree's eyes, Vicki Kennedy; distinguished guests and friends, and, while he is not with us this evening, a particularly warm greeting to the President of the United States, William Jefferson Clinton; and, last but not least, our honoree, the recipient of the National Leadership Award, my colleague and best friend in the Senate, Ted Kennedy.

At the outset, I want to commend the American Ireland Fund for the marvelous work it has done on behalf of the people of Ireland;

Secondly, I want to pay a special tribute to the two most recent recipients of the Nobel Peace Prize who are with us this evening and ask you to join me in expressing our admiration for the work that these two men have done for peace in Northern Ireland and will continue to do—John Hume and David Trimble.

As we gather here tonight on the Eve of Saint Patrick's Day to honor Ted Kennedy with the International Leadership Award, I want to begin by recalling the ancient Kennedy/Fitzgerald Gaelic Prayer:

For you who are with us, may God turn your fortunes bright;

For you who are against us, may God turn your hearts toward us;

And if God cannot turn your hearts, may He at least turn your ankles,

So we may know you by your limp!

I have the unique pleasure of presenting to you tonight a man with whom I have served in the United States Senate for nearly twenty years.

Most of you know the classic story of success in American politics:

Born of a poor and obscure family; deprived of all but the barest necessities; forced to quit school to support the family and finally overcoming all odds working his way through College by waiting tables in the cafeteria.

You know that story. So does Ted Kennedy. But he never let it get in the way. He knew there was another way to do things. And somehow even though he did none of those things, he got elected to the Senate in 1962 when the previous Senator changed his address. And for these past 37 years what a record he has compiled.

He was a friend of Ireland when friends of Ireland were few. In fact, he—and his family—have presided so long and so firmly at the confluence of Ireland and America that a writer in the *Irish Times* recently observed that it was sometimes difficult to tell whether Senator Kennedy's distinguished sister was the United States' Ambassador to Ireland or Ireland's Ambassador to the United States.

There is a reason for this, and it's quite simple. Throughout the adult lives of most people in this room, Ted Kennedy has worked unremittingly, day in and day out, to better the lot of the least fortunate of our fellow men and women. Ted Kennedy's efforts regularly reach across the borders of nation, race and religion.

It was only natural, then, that the conflict and injustice in Northern Ireland would make a claim on Senator Kennedy's conscience. His unceasing interest in achieving peace in Northern Ireland was, and is, the

one constant over the many ups and downs on the still fragile road to resolving that conflict.

Ted Kennedy's efforts to find the path to peace have not been limited by the category of nationality. He labors not only as a distinguished representative of the United States, and a loyal son of Ireland, but as an ambassador from what the Irish poet Seamus Heaney refers to as "the Republic of Conscience."

"The Republic of Conscience", according to Heaney's poem of that name, is a quiet place, and one where you might meet some of your ancestors. According to Heaney's narrator:

When I landed in the Republic of Conscience; It was so noiseless when the engines stopped; I could hear a curlew high above the runway. At Immigration, the clerk was an old man;

Who produced a wallet from his homespun coat;

And showed me a photograph of my grandfather.

When Heaney's narrator was leaving the republic, that old man told him what all of us here tonight would tell Senator Kennedy, namely that he is a "dual citizen" and, therefore, on permanent assignment. Heaney's narrator put it this way: The Republic of Conscience

. . . Desired me when I got home;

To consider myself a representative;

And to speak on their behalf in my own tongue.

Their embassies, he said, were everywhere;

But operated independently;

And no Ambassador would ever be relieved.

Teddy, you will never be relieved of your portfolio to speak on behalf of the "Republic of Conscience" for the rights of those least able to speak for themselves, and to continue your splendid work in furthering peace and reconciliation in Ireland and in the United States.

Reflecting on the way you have led so many of your colleagues over so many years—many of whom are here tonight—down the tortured path that must inevitably lead to peace, I am reminded of the figure of the great Irish poet, William Butler Yeats, standing amidst the portraits of his contemporaries in the Dublin Municipal Gallery of Art, and urging history to judge him not on this or that isolated deed but to:

Think where man's glory most begins and ends;

And say my glory was I had such friends.

I know that all of us here tonight are proud to say that it is our glory to have you, Teddy, as our friend, and unstinting friend of the United States, an unwavering friend of Ireland, and an Ambassador from the "Republic of Conscience" who will never be relieved.●

#### SUPPORT FOR U.S. TROOPS IN KOSOVO

● Mr. JOHNSON. Mr. President, yesterday, American men and women joined their military counterparts from 18 NATO countries in attacking the forces of Slobodan Milosevic in Yugoslavia. I had hoped that recent diplomatic efforts by the United States and others would have led instead to a peace agreement in the Balkans. However, Slobodan Milosevic's continued aggression toward Kosovar Albanians and his unwillingness to seek a lasting peace could no longer go unchecked.

My wife and I know first hand what thousands of American families are