

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 CONTOOCOOK 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-