What's The Deal With Nuclear Marine Propulsion?

November 15, 2023 **Miles' additions in green**

If nuclear bombs are fraudulent and nuclear power plants are fraudulent, then what's been powering aircraft carriers, submarines and other craft claimed to run on nuclear reactors for nearly 70 years? Searching up 'nuclear navy' leads directly to the 'Father of the Nuclear Navy', Admiral Hyman G. Rickover so let's begin there. Wiki portrays perhaps the unlikeliest career in modern military history. The life and legacy of Rickover could be distilled down to this – Well known asshole bucks tradition and authority to deliver a product nobody wants but he knows the nation desperately needs. Disliked by all, except much needed supporters at critical junctures. Singlehandedly creates the Navy's nuclear program from scratch, and is its supreme head honcho, overseeing every detail, for over 30 years.

So we already see how they did this: compartmentalization and limiting of access. Rickover invented and controlled the whole thing, so if he said ships were nuclear, then they were. That's it.

But is there another level lurking below the published bio? Here's a slightly longer version with many direct quotes from the mainstream, their own words expose the outlandishness so nicely. Many sources repeat the story of his early life from a Time Magazine cover story (pic under title), published January 11, 1954. In familiar fashion, he rises from the very bottom. Born Chaim Gdala (Godalia) Rykower on January 27, 1900 to a Jewish family (though he later claimed conversion to Episcopalian-ism) in Makow Mazowiecki, Russian Poland. Heading to the U.S. and "fleeing anti-Semitic pogroms during the Revolution of 1905", they "made their way

across Germany, sleeping in bleak dormitories". The usual manufactured sob stories we get from these people. Rickover's mother was a Goldstein/Goldberg, meaning they were probably rich bankers, as you would expect. It's claimed that "During the Second World War the remaining community of Makow Mazowiecki, Poland, were killed or otherwise perished during the Holocaust." After a couple of years in Manhattan, the family settled in the North Lawndale area of Chicago in 1908. Though his father Abraham always had work as a tailor, Hyman also worked from an early age. Back in Poland "Rickover was not allowed to attend public schools due to his Jewish faith. Instead, his education began at the age of four when he attended a religious school. His lessons were in Hebrew using the Tanakh (Old Testament) as his textbook. Lessons began at sunrise and lasted until sunset, six days a week." These long hours prepared him well for the jobs he began at age 9, "earning three cents an hour (equivalent to $0.98 in 2022) for holding a light as his neighbor operated a machine." I guess these morons hadn't heard of lightstands. Later "Hyman went to [John Marshall Metropolitan] high school, but he always worked too, first as a delivery boy, later as a Western Union messenger. Though small, frail and sickly looking, he bicycled solemnly around the streets from 3 p.m. to 11, dutifully turning over his earnings to the family. Hyman was an earnest, bookish student, but his eight-hour job with Western Union did not help him get the best marks." Despite all of these efforts from both Hyman and his father, college tuition was apparently out of the question, so he turned to the Naval Academy. Here the first of many fortuitous connections come into play, as "his friend Leonard Rosenblatt, son of a local politician, wangled appointments for both of them from Chicago's Congressman Adolph Sabath."[1] To top it off, "Rickover was only a third alternate for appointment, but he passed the entrance exam and was accepted." Left unexplained is how poor boys scraping by were running in the same circles as politician's sons.

It's at Annapolis where Rickover begins building his notoriously abrasive reputation. "Rebellious, secluded, intellectual, determined to make high marks, he did not fit the conformism of the Academy. He took little part in athletics; he preferred study to bull sessions; he did not "drag" (date)." We'll keep that last bit in our back pocket, in case it proves relevant later on. Entering the Naval Academy in 1918 and graduating in 1922, a year later he was made an Engineering Officer, the youngest such officer in his squadron. Early years in his career are spent in electrical work and study, including installing "a 500-unit battle telephone system" on the battleship *Nevada* (In-depth knowledge of communications equipment would be useful for Spycraft, would it not?) and earning a Master of Science degree in Electrical Engineering at spook school Columbia University via the Naval Postgraduate School. While attending Columbia Rickover meets the first woman tied to him, "future wife, Ruth D. Masters, a Christian and graduate in International law, whom he married in 1931 after she returned from her doctoral studies at the top university in France, the Sorbonne, located in Paris." Since when is Ruth Masters not a Jewish name?

Upon leaving Columbia, he "knew that young officers in the submarine service were advancing quickly, so he went to Washington and volunteered for submarine duty. His application was turned down due to his age, at that time 29 years. Fortunately for Rickover, he ran into his former commanding officer from Nevada while leaving the building, who interceded successfully on his behalf." Another stroke of great luck! He spends several years in submarine duty, toward the end of which he translates *Das Unterseeboot* (The Submarine), that is "adopted by the Navy as the basic text for submarine service." Though qualifying for submarine

[1] Other versions of the story have him forging the connection with Congressman Sabath directly, via his telegram delivery position with Western Union.

command, he never serves in this capacity. Instead "his first and only seagoing command…was the minesweeper *Finch*, a decrepit rust bucket operating in China waters." This has interesting implications considering during his short tenure the *Finch* "stood out for Shanghai to protect American citizens and interests from the conflict between Chinese and Japanese forces" in response to the suspicious Marco Polo Bridge Incident, where the two sides "exchanged fire at approximately 23:00" (or 11pm) because a Japanese Private had been missing for a bit and the Chinese refused permission to search the area. The private returned before the conflict began, but both sides had begun mobilizing so apparently it was too late to call off action.

Ultimately fired from command of the *Finch* after only 3 months, Rickover next makes his way to "Washington at the Bureau of Engineering which would become the Bureau of Ships (BuShips)…His job was to lead the Design Division where work was focused on the engineering of the Navy's ships and submarines."

But hold on. He was a quick flame-out as a minesweep commander, and did nothing before that except work on phones. So what qualifications did he have to lead any design division in a Bureau of Ships? You would expect such a job to go to a top engineer, not some 30-year-old flame-out. Plus, since he was going to be designing nuclear subs, shouldn't he have some background in nuclear physics? You aren't supposed to ask those questions.

His roles continued to expand in scope. "During World War II (WWII), Rickover would head the Electrical Section of BuShips and develop his unrelenting leadership style. In this role, he would visit every damaged ship and inspect with absolute precision…he expanded the electrical division dramatically and developed interesting work habits such as the Pinks system. The pinks were carbon copies of all correspondence going in and out of his section in BuShips. He read them all and carried them with him everywhere he went." So literally nothing went on in his department that he was unaware of. Feathers were ruffled here because "He would also develop the habit of wearing civilian clothes on business trips…This practice of wearing civilian attire for official business, as opposed to his military uniform, was particularly annoying to military leadership. One of many components that would define the rocky relationship between Rickover and the military." Like Custer, Rickover was special. Regulations didn't apply to him. And "His section grew prodigiously as the Navy's ships grew fuller of electrical and electronic gear. Sharp-tongued Hyman Rickover spurred his men to exhaustion, ripped through red tape, drove contractors into rages. He went on making enemies, but by the end of the war he had won the rank of captain." He's even sent to "Pearl Harbor to organize repairs to the electrical power plant of the USS California. He was the leading person in putting the ship's electric alternators and motors back in operating condition, enabling the battleship to sail under her own power from Pearl Harbor to Puget Sound Navy Yard." We know what to think of his involvement in the aftermath of the Pearl Harbor 'attack'.

Now let's look at how 'Atomic Energy' comes into play. "In 1946, Rickover began a new chapter in his naval career. A new initiative begun at the Clinton Laboratory [now the Oak Ridge National Laboratory] was focused on developing an electric generating plant based on nuclear power. The US Navy sent eight men to participate, one of whom was Rickover…He had also been assigned to…create a nuclear propulsion plant for the Navy's destroyers. At the Clinton Laboratory, Rickover served as deputy manager of the entire project and his former CO, Rear Admiral Earl Mills, gave him carte blanche access to all facilities, files and reports. He now worked with numerous physicists attached to the Manhattan Project and quickly became an early convert to the use of nuclear marine propulsion."

I guess you see more problems there. The Navy chose eight men, but their top man Rickover was only a captain and didn't know the first thing about nuclear power. So that makes absolutely no sense. It makes sense only once we realize the whole thing was a papermache front and Rickover just a scarecrow.

Rickover determines submarines are the better path for the Navy. [Of course they are: they are hidden underwater most of the time.] This supposedly does not go over well: "he soon found that few Navy bigwigs were even slightly interested...As the postwar Navy settled down, his stock went down, too. Called back from Oak Ridge, he was reduced to vague "advisory duties" in an office that was once a ladies' room." Right. You see how they are pretty much admitting this is all a conjob. There is no way a real program or a real person could experience this sort of yoyoing.

Undeterred, and working out of a toilet stall, in 1947 he jumps chain of command, going straight to the Chief of Naval Operations, Admiral Chester Nimitz. "Nimitz saw the point at once and signed a letter (prepared by Rickover) to the Secretary of the Navy, recommending work on an atomic sub. From the ladies room stall to Admiral Nimitz overnight: because that is the way things work in the Navy. Secretary John L. Sullivan approved the project, and Rickover became chief of the Navy's newly created Nuclear Power Division in the Bureau of Ships", appointed by longtime mentor, Admiral Earle Watkins Mills. With one major title under his belt, Rickover went to work on the Atomic Energy Commission (AEC)[2], the civilian side of nuclear power development. Wow, so it just keeps getting crazier. This guy who wasn't qualified to command a minesweeper and who didn't know the first thing about the nucleus is now head of both military and civilian nuclear divisions. But it gets better:

"Rickover and Mills immediately recognized the immense bureaucratic battle they would face between the military and civilian nuclear oversight. In response, they proposed that the AEC create a liaison division, the Naval Reactors Branch (NRB), to coordinate with Rickover's nuclear propulsion section at BuShips. Mills also recommended that Rickover be named the head of NRB." "This bureaucratic tour de force made Rickover boss of both the Navy and the AEC ends of his project. He could, and did, write letters to himself, answer them right off, and so get Navy-AEC "agreement" for the record." Amazing, he's set up to grant his own requests.

So, it was just as I said above: Rickover would control everything so that no one else could see what was going on. No chance of whistleblowers that way. You can't tell what you never see. Not only was there no oversight, there was no undersight or co-sight. It was a completely self-enclosed project, with Rickover reporting to himself.

"He would run a tight ship over everything having to do with the nuclear program - ships, technology and personnel – tens of thousands of highly impressionable events - for the next 30 years." Blurring of the military/civilian lines continued as "He assembled the bright young officers of his Oak Ridge days, told them not to wear uniforms, mixed them with civilian scientists. He moved them into an AEC building called Tempo 3, on Constitution Avenue." That's an office space, not an engineering space. So again, it isn't clear where any nuclear engineering was going on. Where exactly were these nuclear power plants being developed and built? No answer.

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[2] It's interesting to note that previously "President Harry S. Truman signed the McMahon/Atomic Energy Act on August 1, 1946, transferring the control of atomic energy from military to civilian hands, effective on January 1, 1947."

The extensive power and unpleasantness he wielded are further described, "Rickover personally interviewed every officer candidate for nuclear power training, and those interviews, numbering in the thousands, are legendary for their invective, unfairness, and personal destructiveness." Here's a sample of the wildly inappropriate interview tactics. 1) "In his office he kept a chair whose front legs were shorter than its rear ones" so that interviewees would constantly be sliding forward as he peppered them with questions. The famous chair is apparently kept on display outside the director's office. And 2) "sending candidates to a broom closet for several hours if they gave what he deemed to be stupid answers." I suppose number 1) could be chalked up as merely a Hall of Fame level dick-move, but wouldn't 2), if true, be unlawful detention?

Yes, these are just more fictional stories, to cover up the truth: these people he was hiring were all—like him—spooks. He wasn't hiring engineers or construction workers, he was hiring propaganda professionals. People promoted for their ability not to see what was right in front of them.

At one point it seemed the caustic behavior had finally caught up to him, as selection boards denied him promotion from Captain to Rear Admiral in 1951 and 1952. "A Navy officer who has been passed over twice for a promotion is normally scheduled to retire. He can be kept on as a special case or put to work as a retired officer, but his prestige is gone. He has suffered a vote of no confidence." Help again arrived in his hour of greatest need, "the Senate Armed Services Committee lit such a fire under the Navy that a special selection board was convened with instructions that left the clearest of implications: promote Rickover or the committee will overhaul the promotion system forthwith." "Ultimately an enlightened secretary of the navy, Robert B. Anderson, ordered a special selection board to sit. With some shuffling of feet it did what it had been ordered to do, and neither Congress nor the press cared that the navy's carefully created promotion system had been violated…never before or since have pressures from outside the navy overturned this form of career-termination." "To preserve decorum, the board was not ordered to change its decision, but the next selection board, in spite of the "twice passed-over" rule, selected Captain Rickover to be a rear admiral" in 1953. He's promoted to Vice Admiral in 1958 and reaches the statutory age for retirement in 1962, but "Congress by special act authorized him to continue. The Secretary of the Navy extends his active duty for two-year periods." This extension continues to be renewed every two years until he's eventually forced into retirement in 1982 at age 83. He had been promoted to Admiral in 1973[3], and received two Congressional Gold Medals (one of only four people to do so).

There are a few useful notes that didn't fit organically in the above paragraphs, so I'll list them here.

"When the commanding officer of Nautilus [the first atomic sub launched] was decorated in the White House last August 8, Rickover was conspicuously not invited to attend." It was apparently easy to forget the non-entity Rickover at important junctures like this. It would be easy to forget about the ghost, wouldn't it?

It's claimed that when his career finally came to an end, a "full-length biography of Rickover (in manuscript in 1981) was consulted by the Reagan Administration during the decision to remove him from active duty." The authors of said biography are quite the spooky pair:

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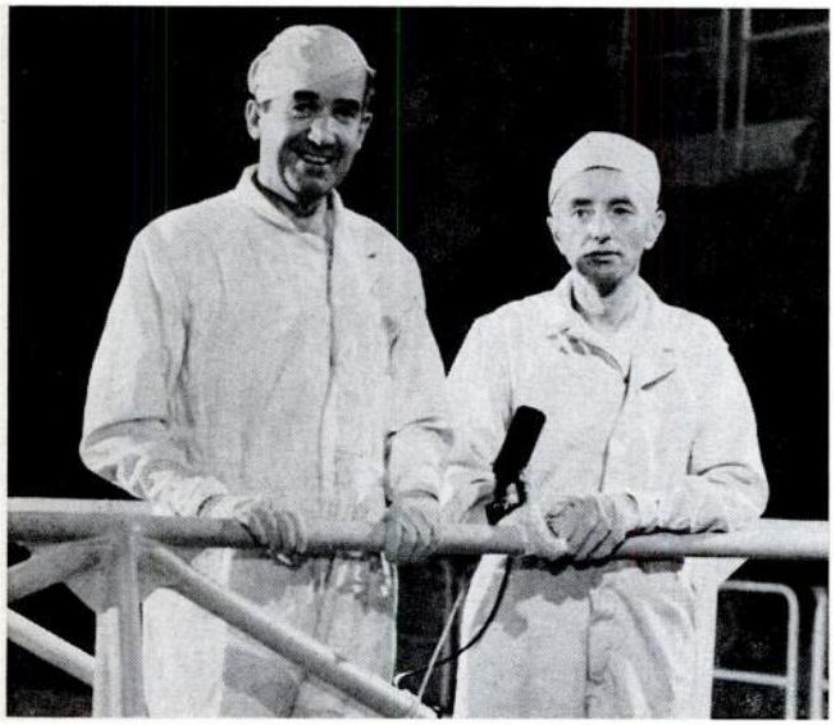
[3] "This was the second time (after Samuel Murray Robinson) in the history of the U.S. Navy that an officer with a career path other than an operational line officer achieved that rank. Also fairly uniquely—and because his responsibilities did not include direct command and control of combatant naval units—technically he was appointed to the grade of admiral on the retired list so as to provide some clarity on this issue."

- Norman Polmar lives in Alexandria, VA – 15 miles from CIA headquarters; specializes in intelligence; and "has been an advisor or consultant on naval issues to three U.S. Secretaries of the Navy and two Chiefs of Naval Operations, as well as to three U.S. Senators and a Speaker of the House of Representatives. He has 50 published books to his credit."
- Thomas B. Allen lived in Bethesda, MD – 10 miles from CIA headquarters; wrote books on history as well as "numerous mystery novels", his best known work was *Possessed: The True Story of an Exorcism*, based on the same case that inspired *The Exorcist*, and for which he was "a frequent guest on talk shows, entertainment shows, and history shows that discuss exorcism"; among his other books are *George Washington, Spymaster: How the Americans Outspied the British and Won the Revolutionary War*, and *The Bonus Army: An American Epic*. (For different takes on those topics, see here and here.)
- These two also together wrote *Spy Book: The Encyclopedia of Espionage* and *Code-name Downfall: The Secret Plan to Invade Japan and why Truman Dropped the Bomb*, "a vivid and **dramatic narrative** of America's war in the Pacific." So, prolific pushers of 'the official' history, with overt intelligence ties.

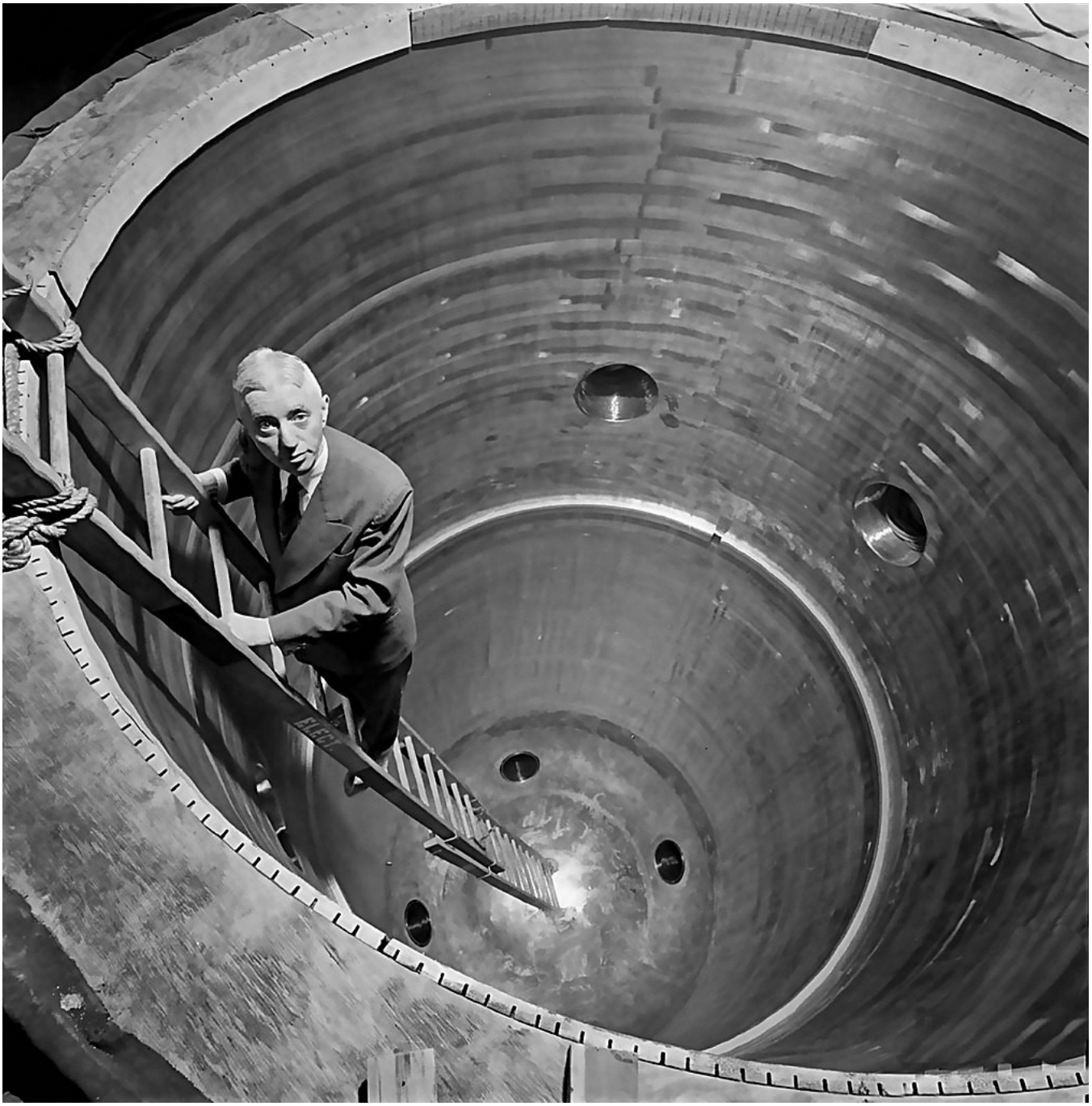
Of course there are suspicious photographs as well.



AT NUCLEAR POWERHOUSE, Rickover and commentator Edward R. Murrow (*left*) wear protective clothing while visiting Rickover-developed reactor in Shippingport, Pa. which supplies electricity for Pittsburgh area.

So, a white jumpsuit and beanie is considered protective clothing in a nuclear reactor? Good to know.

Rickover was known to be “a small man, about five feet, six inches in height and 125 pounds in weight”, and Kennedy is listed at 6’1”, 182; with the President seated in the foreground here at the White House. So obviously Kennedy should appear larger, but he seems way too much so. Rickover looks like a pinhead. But we have already seen from the photo with Murrow that Rickover wasn't 5'6”. More like 5'4”. They inflate all these people in the stats, including Murrow and Kennedy. You can always subtract at least two inches with these people, more with Hollywood actors. Is this photo a paste? Maybe.

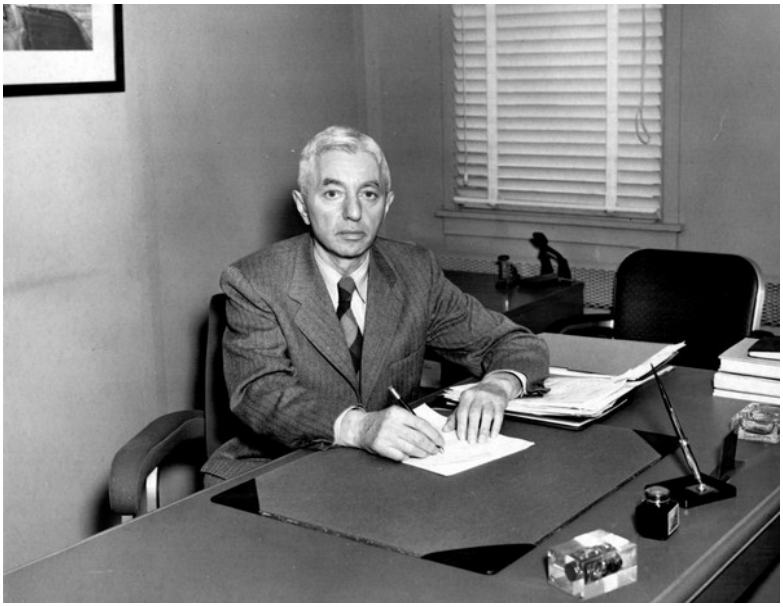


Wow, what a hole. This is Rickover inspecting the reactor shell at the Shippingport Power Facility. Honest questions: Was it considered a good idea in those days to descend dozens of feet into a concrete pit without a hard hat or harness? In full suit and probably dress shoes? At least they lashed the rickety extension ladder to the top of the tube. Is this an actual photograph, run through an Instagram filter? Or nothing but a drawing? As research progresses, I hope to learn what function this shell serves in 'generating power'. I agree it looks like a fake.

Here's one I would like to add myself, since it reminds us of somebody:

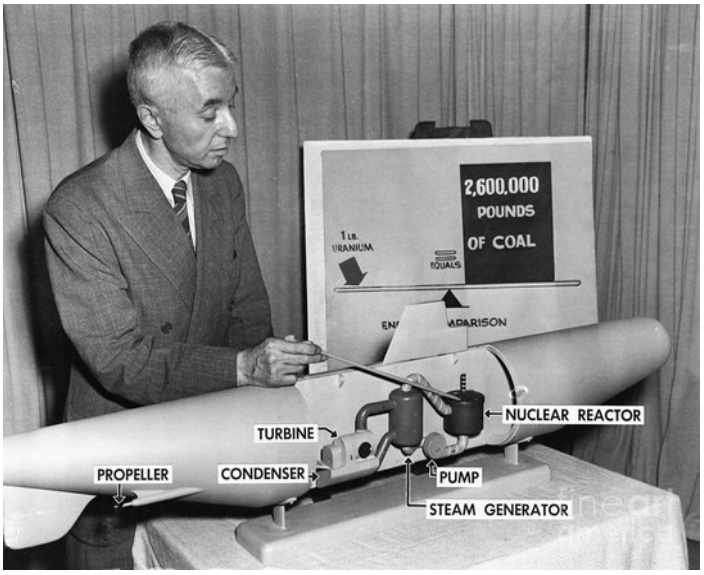
Another absurd photo. This guy loved to be photographed in holes. His psychiatrist probably knew why. But who does he look like there? Try giving him a fedora. Oppenheimer all over again. Tiny bantam-weight Jew sold as tough and uber-competent, but he looks like a wimpy fool. He couldn't dress down a chicken or scare a rabbit. We can see with our own eyes that, like Oppenheimer and Groves, Rickover was a total fraud, just a guy in suit they chose for this part because no one else wanted it. It was too degrading for any real officer, which is probably why Rickover didn't like his uniform. He felt out of place in it, even more than usual.

Still don't believe me? Well here we see him in his office:



Oh my God, how sad is that? Like his expression, the desk and office are empty. He doesn't even have a phone. Even the ashtray is empty. Maybe this was shot in that toilet stall we heard so much about?

We now understand why he was denied promotion in the 1940s and again in the 1950s, though the nuclear sub program was allegedly peaking: the real Navy could see that this guy wasn't actually doing anything except standing around filling holes. They couldn't be told the truth without jeopardizing the whole project, so each time Rickover had to be saved from way above. What I mean is, the real admirals couldn't be read into the script on this nuclear thing, because they knew firsthand that Rickover was a fraud. They could see with their own eyes he wasn't working on any top secret projects and that he didn't have any genius or competency. So if you told them Rickets was heading that project, they would immediately know it was a fraud. So what the Navy needed to do, at least in the early years, is keep Rickover as invisible as possible. All his promotions needed to come from outside, straight from the President.



That's another photo that gives the whole thing away. You have to laugh. It is just to admit how easy it is to label a new gadget "nuclear", tie it into a stream generator, and it is accepted without proof. You will say, "well, they haven't got millions of pounds of coal on the subs, so it must be uranium". Really? Actually, it could be lots of things, including electrical/magnetic. They could be burning seawater. The one thing we know it *isn't* is nuclear, since we have since proved that is a military hoax.

That's all more than anyone probably wants to know about the guy, but it's important background in how the program is administrated. Rickover set the precedent of a single admiral being involved in every aspect, most importantly *all hiring decisions*, that the Navy follows to this day in the program. They have an official gate-keeper deciding which personnel are allowed in the program, and what access level they may attain.

Here's a bit more on the progression of what started as Rickover's dual directorship at the Navy's Bureau of Ships, Nuclear Power Division and the Atomic Energy Commission's Naval Reactors Branch: "When the AEC was abolished, Naval Reactors became a joint effort of the Navy and the Energy Research and Development Administration, which partly replaced the AEC. In 1977, ERDA was combined with the Federal Energy Administration to form the U.S. Department of Energy. On the Navy side of the organization, the Bureau of Ships has transitioned since the 1950s to become the Naval Sea Systems Command (NAVSEA), within which NR

is Code 08, usually abbreviated NAVSEA 08 or SEA 08." "Recognizing the importance of preserving the authority and responsibilities Admiral Rickover had established, President Reagan signed Executive Order 12344. The provisions of the executive order were later set forth in Public Laws 98-525 [1984] and 106-65 [1999]. The executive order and laws require that the Director, Naval Reactors, hold positions of decision-making authority within both the Navy and the Department of Energy (DOE). Because continuity and stature are vital, the director has the rank of four-star admiral within the Navy and Deputy Administrator within the Department of Energy's National Nuclear Security Administration and a tenure of 8 years. Through the Executive Order and these laws, the director has responsibility for all aspects of naval nuclear propulsion." That's Admiral Frank Lee Bowman speaking before the House Committee on Science in 2003, he adds later "Admiral Rickover personally selected every member of his Headquarters staff and every naval officer accepted into the Program. This practice is still in place today, and I conduct these interviews and make the final decision myself."

The Naval Reactors page at Wiki has a list of directors that conveniently points out Rickover's 33 years at the helm.

The Director of Naval Reactors also concurrently serves as a Deputy Administrator of the National Nuclear Security Administration.[11]

No.	Director		Term			Commission
	Portrait	Name	Took office	Left office	Term length	
1		Admiral Hyman G. Rickover (1900–1986)	February 1949	1 February 1982	~ 33 years, 0 days	1922 (USNA)

We'll briefly hit the six subsequent directors:

- Admiral Kinnaird Rowe McKee, 1982-1988
  - Entered the Naval Academy in 1947.
  - "He served in the Pacific fleet destroyer USS Marshall (DD-676) during the Korean War and in eight submarines of the Atlantic fleet since that time.
  - After completion of submarine training in 1953, he served in three diesel-powered submarines" also "three deterrent patrols on the USS Sam Houston".
  - "He graduated from nuclear power training in 1958 and joined the commissioning crew of USS Skipjack (SSN-585), the Navy's first high performance nuclear-powered attack submarine." "As Skipjack's engineer, he worked closely with the Royal Navy in the nuclear training of the Royal Navy's first nuclear submarine, HMS Dreadnought."
  - He served as Commander, Submarine Group Eight and later Commander, Third Fleet, his reassignment there announced on August 18, 1978.
  - "On August 1, 1975, he became the forty-eighth Superintendent of the U.S. Naval Academy."

- He retired on October 31, 1988.
- "Admiral McKee was honored in 2006 as a Naval Academy Distinguished Graduate. The Navy Submarine League also honored him in 2011 with the Distinguished Submariner Award."
- Abundant numerical markers aside, McKee's experience perhaps most relevant to the original question of this paper is his involvement with the SS X-1 experimental hydrogen peroxide powered sub. We'll circle back to this.

! Admiral Bruce DeMars, 1988-1996

- His major contributions appear to be in fundraising, particularly leveraging 'intelligence' regarding 'lack of superiority'.
  - "As the Deputy Chief of Naval Operations for submarines and SEAWOLF project officer, Admiral DeMars helped win congressional support to strengthen the submarine force."
  - Furthermore, and with **emphasis added** "Admiral DeMars was the "Father" and Leader for the Cold War and Post Cold War battle for submarine supremacy of the United States Navy. With **clear and documented intelligence information, mostly as a result of the Walker Whitworth espionage cases**, the USSR NUCLEAR Submarine Operational and Stealth Technology had achieved major advances compared to the historical superiority of the United States Submarine Force which was well documented by the U.S. Intelligence Community and Operational Experience. As a result, and as a major initiative **Admiral DeMars took the leadership role and Challenged the United States Submarine Leadership, the Submarine Technology Centers and the Submarine Military Industrial Complex to take immediate and effective action to restore the American Worldwide Submarine Stealth and Operational Superiority**."
  - One of his previous positions was Commander, Submarine Development Squadron Twelve, which we find is located in building 3 at Naval Submarine Base New London, CT. This squadron "was the home of the Tactical Analysis Group (TAG)…[which] developed into a formidable tool for justifying new submarine development to the civilian leadership"
    ! Sidetrack: What's going on with the symbology on their insignia? In the background is a lightning bolt, and what I'm guessing is a torpedo, both of which make sense. But what on earth is Aladdin's lamp doing there?

- Retired on October 1, 1996

! Admiral Frank Lee Bowman, 1996-2004

- Graduated from Duke University in 1966 and received a Master's Degree in nuclear engineering and naval architecture/marine engineering from Massachusetts Institute of Technology in 1977.
- He received his fourth star on October 1, 1996.
- More interesting to us is his work as a civilian. First, quoting at length from Wiki, **emphasis added**:
  - "Admiral Bowman served on the CNA Military Advisory Board,[8] the first group of retired generals and admirals to **examine the national security implications of climate change**. Founded in 2006 by Sherri Goodman, the CNA Military Advisory board brought together

military leaders from the United States Army, Navy, Air Force, and Marine Corps. **The landmark report of the CNA Military Advisory Board, National Security and the Threat of Climate Change, established the concept of climate change as a "threat multiplier."** [2] Admiral Bowman tackles a debate that is underway over a potential set of climate-induced global changes that could have a profound impact on America's national security interests. He remarks in the 2007 report, "Our nuclear submarines operate in an unforgiving environment. Our Navy has recognized this environment and has mitigated the risk. … **We should begin planning for a similar approach in dealing with potential climate change effects on our national security**." In doing so, these plans must recognize the interdependency of energy and security.[3]"

- ! He's crossing over projects here, helping sell the 'Climate Change' project as real and piggybacking off it to increase defense budgets.
- ! There are some footnote shenanigans in that section on Wiki, as [8] does not exist on the page at the time this paper is written. Also, [2] and [3] link to the same PDF.

- "Bowman retired from the United States Navy in December 2004. He was appointed president and chief executive officer of the Nuclear Energy Institute (NEI) in February 2005."
- "Since November 8, 2010, he has been a non-executive director of BP."[4]
  - ! Funny how he's involved in nuclear energy from at least the 1970's, then signs on with a petroleum company. Ostensibly he was to help improve safety following the Deepwater Horizon 'spill' on April 20, 2010
- "March 6, 2006—Retired Admiral Frank L. "Skip" Bowman…was made an Honorary Knight Commander of the Most Excellent Order of the British Empire (KBE)…in recognition of his commitment in support of Royal Navy submarine programs during his tenure as director of U.S. Naval Reactors…The Most Excellent Order of the British Empire was founded in 1917 by King George V to recognize those serving in World War I in different capacities. This award honors civilians and service personnel for public service or outstanding contribution to society. Knight Commander (KBE) is among the highest within the realm of the Most Excellent Order of the British Empire. The Knighthood is honorary because Bowman is an American citizen."

! Admiral Kirkland Hogue Donald, 2004-2012

- He "holds an MBA from the University of Phoenix and is a graduate of Harvard University's John F. Kennedy School of Government Senior Executive Fellows Program."
- Like Admiral DeMars before him, he served as Commander, Submarine Development Squadron Twelve. Later he was assigned as Commander, Submarine Group Eight.
- Like Admiral Bowman before him, he was made Honorary Commander of the Order of the British Empire

[4] This quote is from his Wiki page, however BP's press release is dated November 7, 2010

- Donald was assigned by Secretary of Defense Robert Gates to investigate the 2007 United States Air Force nuclear weapons incident where nuclear missile fuses were mistakenly sent to the island of Taiwan. His report resulted in the firing of both Secretary of the Air Force Michael W. Wynne and Chief of Staff of the Air Force General T. Michael Moseley
- As of April 2022 he was Chairman of Huntington Ingalls Industries, the largest military shipbuilding company in the United States.

! Admiral John Michael Richardson, 2012-2015

- Richardson attended and received master's degrees from the Massachusetts Institute of Technology, the Woods Hole Oceanographic Institution, and the National War College.
- Like Admirals Bowman and Donald before him, he served as Commander, Submarine Development Squadron 12, and Submarine Group 8
- Had shortest tenure as Director of Naval Reactors because he was promoted to serve as the 31st Chief of Naval Operations, the highest ranking officer of the United States Navy. He was 33 years into his naval service at the time.
- Upon retirement in 2019 he was immediately elected to Boeing's board of directors as a member of the Aerospace Safety Committee and the Special Programs Committee. And was named as a Senior Fellow at the Johns Hopkins Applied Physics Laboratory; this is the nation's largest university-affiliated research center, and serves as a technical resource for the Department of Defense, NASA, and other government agencies.
- "In March 2023, documents provided to the United States Congress by the Pentagon showed that Richardson was one of dozens of former military officers given a job as a consultant for the Australian Department of Defence. In Richardson's case, his contract started in November 2022 through Burdeshaw Associates and pays him US$5,000 a day with compensation for travel and lodging expenses." That's over $1.8M/year base salary. Sounds quite high for what's essentially his side hustle, until you find out that Australia is committing to spend $368 Billion to revamp its nuclear sub program. Richardson's millions are a pittance given that perspective.

! Admiral James Franklin Caldwell Jr., 2015-Incumbent

- He is a fifth generation Naval Academy graduate. Son of Captain James Frankin 'Pooch' Caldwell Sr. Grandson of Captain Rex A. Caldwell Sr. G-Grandson of Admiral Jehu Valentine Chase.[5] 2G-Grandson of Admiral Henry Clay Taylor
- Like Admirals Bowman, Donald and Richardson before him, he commanded Submarine Development Squadron 12

As you can see, the bios get thinner the more recent we progress in time. Beyond that, the pages are positively dull compared to Rickover's, as if you're being deflected from paying them any attention at all. Gone are the accounts of antics and empire building, replaced with bland summaries of education/career/decorations. Summoning our strength of focus though, we can spot some trends. 1) All eventual Directors, Naval Reactors

[5] This family history looks seriously fun to unwind, but it would be too far off topic here so I shall resist (for now).

are brought up through the submarine force, with Commander, Submarine Development Squadron 12 especially prevalent. 2) When we are actually provided some insight on what they're accomplishing from their time as Director, and into retirement, it's usually financial in nature. They expand the fleet here, develop new classes of ships there, spending heavily all along the way. 3) They're alleged to be safety experts, since the Navy has gone all these decades without a reactor issue. (Couldn't just be that they've felt no need to fake a seaborne meltdown yet.) Accordingly they're called in when industry (BP, Boeing) or the government (NASA) need to show action being taken after some incident. 4) They work closely with foreign navies, receiving prestigious awards and generous compensation in return.

Yes, the safety record of things that don't exist generally are stellar. We could also claim the safety record of unicorns is spotless. Not once in the entire history of unicorns has one of them gored someone to death.

We'll now turn our sights on the technology in question, to see what evidence can be ferreted out. All submarines, including nuclear, carry batteries to operate at depth. Up to the 1950s these batteries were charged by conventional diesel engines, running only with the vessel completely surfaced or just below it with a snorkel feeding air and releasing exhaust. The experimental SS X-1 came up earlier in our research. Though air-independent power (AIP) generation dates back to 1837, this midget sub was the U.S. Navy's first official attempt to eliminate the constraint. Would you believe that it was built by Fairchild Engine and Airplane Corporation? Which Miles has already tied to military tomfoolery. The X-1 utilized concentrated hydrogen peroxide to feed oxygen to the diesel engine, a strategy tested also by the Royal Navy in their *Explorer*-class subs, as well as Germany and the Soviet Union. While effective in it's power generation, the hydrogen peroxide was claimed volatile and prone to explosion, thus all of these projects were ultimately shelved. But the premise lives on to this day with modern subs carrying liquid oxygen tanks to expand underwater performance. Pair this with ever improving battery technology and you get subs that can match a significant portion of what's touted for nuclear subs. We're talking weeks below the surface, at which point vessels are limited to the amount of food storage available.

So why bother with nuclear? Claimed nuclear reactors also require pumps to circulate coolant, creating detectable noise, versus virtually silent AIP or battery operation. The Navy may as well leave their fancy nuclear subs in port as show pieces, and send out conventional craft to do the real work, assuming there is any to be done. So the 'nuclear subs' likely spend most of their lives hooked up to shore power. And they carry batteries like every other sub, ostensibly as backup power, but nonetheless capable of propelling the ship when it is taken out on the occasional voyage. Already this confirms Miles' suspicions.

On to aircraft carriers. Essentially floating cities, home of up to several thousand at any given time, these vessels are obviously much more visible and much more active than any submarine. The first section at Wiki conveniently tells us that "As of November 2023, there are 47 active aircraft carriers in the world operated by fourteen navies. The United States Navy has 11 large nuclear-powered fleet carriers—carrying around 80 fighters each—the largest carriers in the world"; ten of these are 333 meter long, 101,000 ton *Nimitz*-class, the other is the first *Gerald R. Ford*-class, of which nine more will be built to replace the *Nimitz* fleet. Each new vessel carrying an estimated $12-14.5 billion price tag. But we're getting ahead of ourselves, let's touch on the original nuclear-powered carrier *Enterprise*, said to carry not one or two but 8 reactors.

Keel laid down in 1958, launched in 1960, commissioned in 1961, and shakedown completed in April 1962, *Enterprise* was ready to quickly be dispatched to the spooky Cuban Missile Crisis, rushing to blockade the island already heavily occupied by the U.S. It was also deployed multiple times to Vietnam, and on one of these

voyages (its 8th deployment overall) took place its famous fire. The story goes that at about 8:18 am on January 14, 1969 one of the wing-mounted rockets (in No. 8 station) of a plane on board exploded, starting a massive fire and 3 minutes later the next in a chain reaction eventually totaling 18 explosions and tore 8 holes into the flight deck and below. Two of the holes are described on Wiki, one measuring about 8 feet and the other about 18 feet. Wow, couldn't they get aces and eights in there more than six times? All this apparently begun by the exhaust from a 'huffer' unit used to start aircraft, that cooked the first bomb until it exploded. Investigators attributed the event to lack of understanding by crew-members that heat can cause bombs to detonate (358 degrees was sufficient to cook off the warhead in about one minute and 18 seconds, to be precise, per the investigation). Is that believable? These sailors know that their job has them isolated vast distances from help if anything should go wrong, and that there are tremendous quantities of munitions and fuel in their immediate vicinity, but it didn't occur to them to be careful with heat sources? No Standard Operating Procedure covered it either?

The photographic evidence is immediately suspect as well, starting with only these two shots at wiki. The first is just blurry ship background, orange blob and dark cloud foreground. Not very helpful. The second offers a bit more resolution and context, but also a lot more evidence of a paste-up. The separate layers of aircraft deck, support ship, planes, water spray and smoke clouds jump right out at you. Maybe even the crew and fire retardant foam are pasted in? Please do take the links, and do an image search on 'Enterprise fire', to see these and many other full size photos and really take in how unnatural they all look.

That's obviously fake! Look at all the little black people.

IN today's dollars this was over a $1 billion repair and equipment replacement bill. Captain Kent Liston Lee is credited with preventing further damage by steering the ship into the wind to blow smoke away from the ship. Lee is an interesting character in his own right. Enlisted in 1940, the Navy sent him to spook school Columbia in 1947 to study math and physics, received a Master's in Physics from the Naval Postgraduate School. He was aboard the *Enterprise* as Commander of Carrier Air Group Six during the Cuban Missile Crisis and for some reason was forced to eject from his airplane during operations there. Next went for instruction in Nuclear Propulsion at the Atomic Energy Commission (remember from above), then commanded the USS Alamo (LSD-33), then reported as Executive Assistant and Naval Aide to the Assistant Secretary of the Navy (Research and Development), then back to *Enterprise* as skipper. Lee followed that up as head of the Naval Air Systems Command, where he led the development and procurement of the F/A-18 Hornet (first flight, November 18, 1978), what Wiki says he's best known for. Retired as Vice Admiral October 31, 1976, died August 11, 2017, the Washington Post ran his obituary August 18, the archive of which on this page cited by Wikipedia has 33 comments.

Cutting the diversions off there, because as interesting as the ship's dubious events are, the issue at hand is its power. *Enterprise* carried 8 Westinghouse A2W reactors, and each in the *Nimitz*-class carry 2 Westinghouse A4W reactors each. Diagrams of these and the newer Bechtel A1B reactors are available online, but I challenge anyone to locate a photograph. Images abound of their flight decks, but no one gets even a peek at the much

more interesting high-tech power-plant. Even after *Enterprise* was decommissioned in 2012, and 'defueled' in 2016, this historic ship will not be kept on display as many others are. It awaits dismantlement and recycling, when this enormous black box will vanish.

Something to consider is that aside from the U.S. fleet, there is only one nuclear aircraft carrier in the world, French *Charles de Gaulle*. This despite the fact the French are allegedly a lot more in love with nuclear power than we are. All of the dozens of others have some form of conventional propulsion. Is it a stretch to wonder if diesel engines or gas turbines are occupying the 'reactor room' that only few, selectively chosen, are allowed in? Marine turbines evolved from aircraft turbines, and could burn the same fuel as the aircraft onboard. Carriers have capacity for over 1 million gallons of jet fuel, enough to last years between replenishing. Can we put 2 and 2 together?

P.S. - For as long as I can remember, society as it's presented has felt *off*. 9/11 prompted dipping a toe into investigatory waters. My earliest experience seeking answers was on the internet watching Alex Jones sneak around in the bushes at Bohemian Grove. Amusing, but not much more than that. Some voices were easy to dismiss, others hooked me for a spell, but I plodded along screening nuggets of good information from truckloads of bad. Then I found Miles.. Oh, how the reality swept over me. Problems previously puzzled over were fully formed, fit together with each other, and extended to areas never before paid mind.

That short backstory will hardly be revelatory to Miles or his readers, I'm sure it's a common experience. But I said it to then say this. Writing about submarines was the last thing on my mind. Miles was gracious enough to respond to an email in the past, so when his latest paper on nukes put the titular question in my head, I sent it off to him. Maybe it would spark something in his unparalleled insight, I thought, and he'd unveil this mystery of nuclear propulsion for us. He did again respond, not with the full and complete answers I'd foolishly hoped for, but enough to click another understanding into place: I'd learned to reject spoon-fed explanations from our oppressors and their minions, but had also become reliant on Miles to serve up all truth on a platter. A patently unfair expectation. Miles has given us all tremendous gifts, that doesn't make it his job to provide every meal. So I resolved to stop being just an observer, and contribute.

The next lesson arrived immediately, because once you put the method into practice and start reading for sense, the red flags really do jump out at you. There's a whole world of answers well within reach, even if you're not an expert on the topic (see all research above). This particular paper was several weeks in the making, due to meticulousness and shaking off the rust of years of inaction. However, the content revealed itself very quickly, putting it on paper is what took time. And trust me, I didn't do anything special, it was there waiting to be seen. So remember kids, you *can* try this at home.