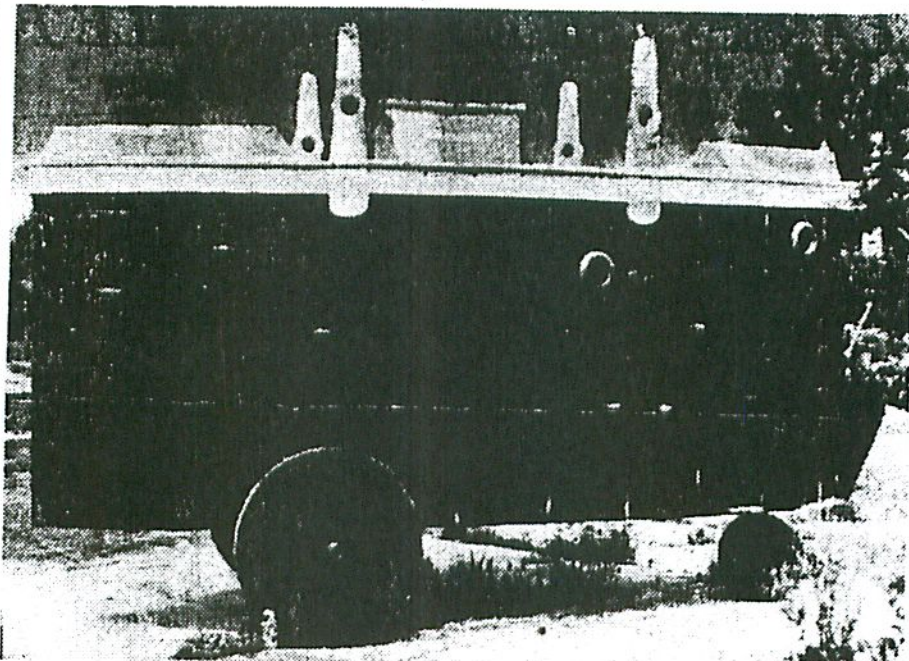


N. J. Group Plans Simon Lake Tribute



SIMON LAKE



This replica of the wooden submarine, Argonaut Junior, developed by the late Simon Lake, will be dedicated Sunday at Atlantic Highlands, N. J.

Thomas A. Edison Lake, of 6284 Main street, will be one of the speakers at a memorial ceremony in Atlantic Highlands, N. J., honoring his father, Simon Lake, a pioneer in submarine development.

The ceremony will take place Sunday and will honor Mr. Lake's development of the wooden submarine, the Argonaut Junior, at Atlantic Heights.

A full scale replica of the Argonaut Junior has been constructed and will be dedicated as a memorial to Simon Lake. The ceremonies will take place

in front of the administration building on Simon Lake drive in the Atlantic Highlands Municipal Yacht club area.

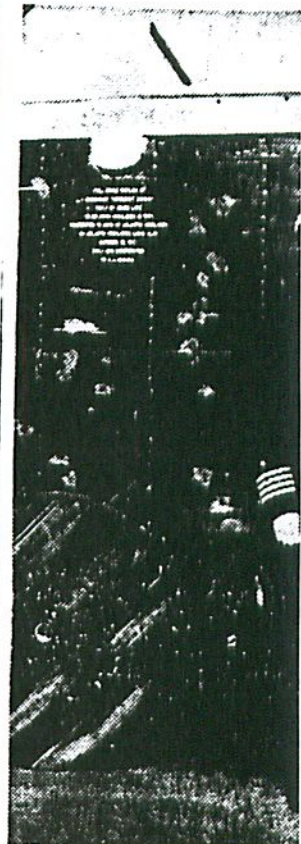
The replica, with a suitable plaque on it, will be placed there as a permanent location.

Guests for the dedication will be Waldron P. Smith, former mayor of Atlantic Highlands; Capt. A. G. Hamilton, Jr., Commanding officer of the N. A. D. Earle; Lieut. Commander R. W. Ullman, of the U. S. Naval submarine base, New London; Jay M. Kellers, mayor; Edward G. Walder, chairman of the dedi-

cation committee, and G. C. Gunderson, historian.

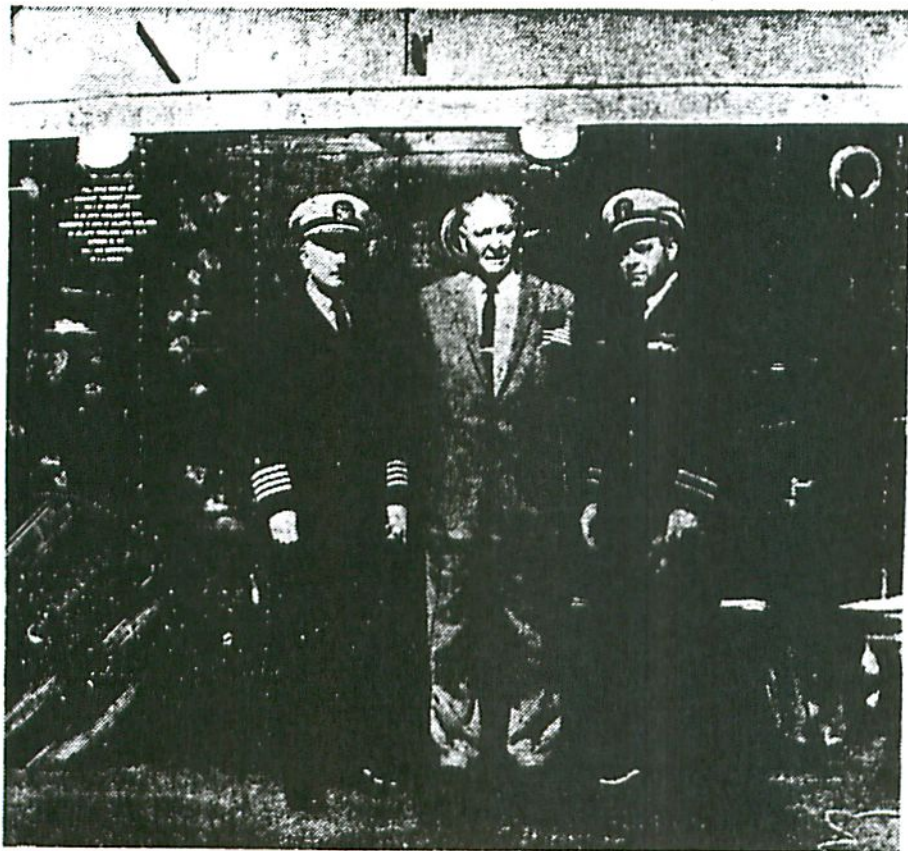
Mr. Lake was a long-time resident of Milford and operated a submarine building firm in Bridgeport.

The dedication is sponsored by the Atlantic Highlands Lions club.



DEDICATING REPLICA — The of the Simon Lake submarine was built in 1 Submarine Co. Shown in the ing Officer at the Earle Nava mander R. W. Ullman, of the

ASBURY PARK EVENING PRESS, Mon., Oct. 23, 1967



DEDICATING REPLICA — The Atlantic Highlands Lions Club dedicated a full-scale replica of the Simon Lake submarine yesterday at the borough's municipal harbor. The original submarine was built in 1894 and was forerunner to the establishment of the Lake Submarine Co. Shown in the photo are (left to right) Capt. A. G. Hamilton, Commanding Officer at the Earle Naval Ammunition Depot, Thomas A. Edison Lake, and Lt. Commander R. W. Ullman, of the U.S. Naval Submarine Base in New London, Conn.

(Press Photo)

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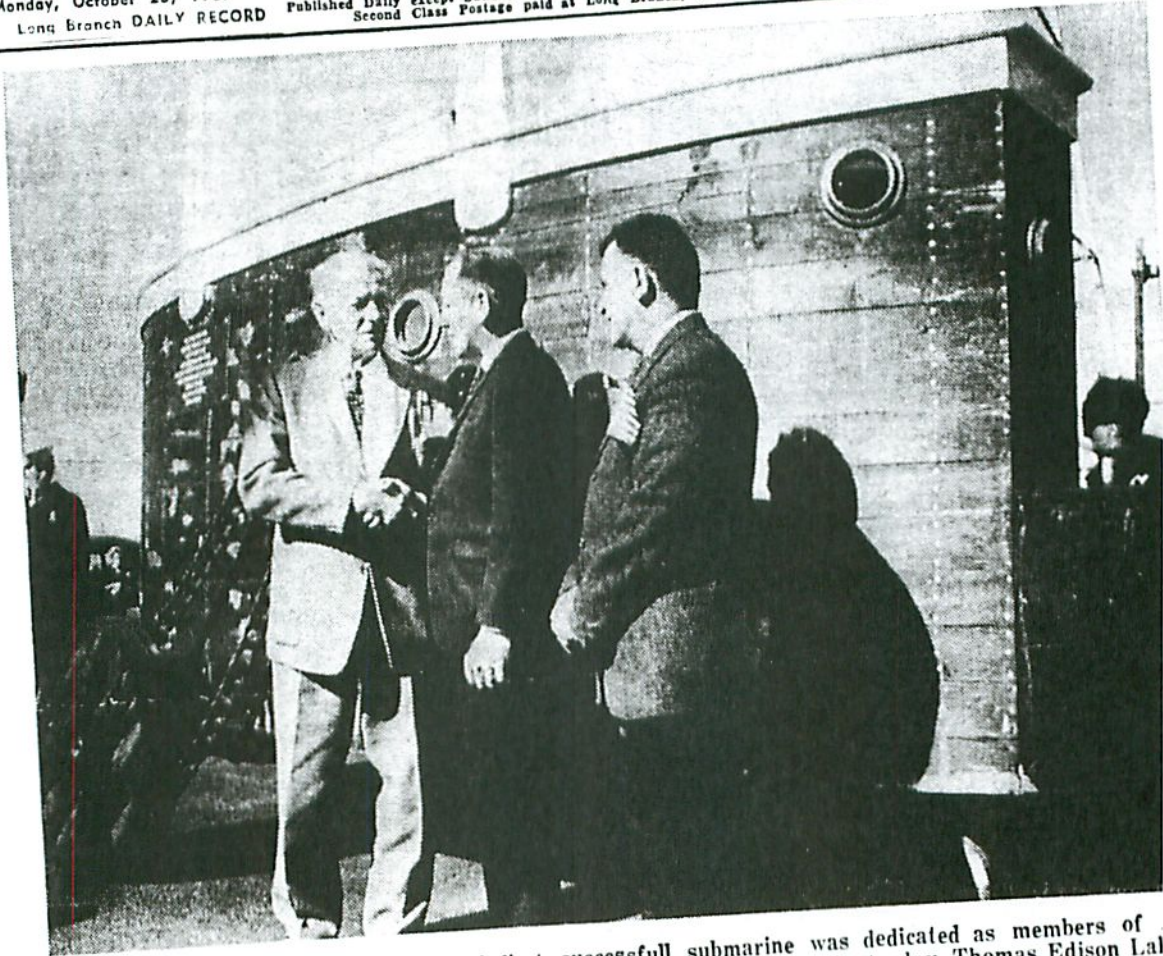
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Monday, October 23, 1967

2 Long Branch DAILY RECORD

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LONG BRANCH, NEW JERSEY



ARGONAUT — Full scale replica of first successful submarine was dedicated as members of Atlantic Highlands Lions Club honored its inventor at Simon Lake Day yesterday. Thomas Edison Lal (left) son of inventor, is congratulated by Mayor Jay M. Kellers while Joseph P. Julian, president club, is at right. The Argonaut Junior, which was built in Atlantic Highlands in 1894, was reproduced for the occasion.

Replica of First Submarine Given to Atlantic Highlands

ATLANTIC HIGHLANDS — The creation of the first successful submarine was commemorated here yesterday with the presentation of a replica of the Simon Lake underwater craft.

The presentation to the borough was made by Joseph P. Julian, president of the Lions Club. Built in 1897, Mr. Lake's crude but successful underwater craft became the forerunner of the establishment of the Lake Submarine Co.

The work Mr. Lake performed, and subsequent improvements, provided the United States with the most modern underwater fleet in the world.

"Argonaut Junior" was conceived and assembled in Atlantic Highlands. Fourteen years later the Navy adopted the Lake boat by putting three into active service and ordering several for immediate construction.

Among those who attended the public dedication was Mr. Lake's son, 75-year-old Thomas A. Edison Lake.

Inventor-Designer

Like his father, the younger Mr. Lake is an inventor and now a retired marine engineer who designs racing boats in his spare time.

From the appearance of the craft, one would hardly consider it a submarine, by today's standards.

In fact, those who have seen it have declared it would take a lot of real courage to go beneath the surface in it.

G. C. Gunderson, historian for the Atlantic Highlands Lions Club, explained why the craft was successful and why Mr. Lake decid-

ed on this location for his experiments.

"Mr. Lake studied many areas but returned to his native Atlantic Highlands to make his maiden voyage underwater because of the contour of the bay floor.

"Since this first model had to travel on wheels it was necessary to have the smoothest possible surface."

Mr. Gunderson said it was 73 years ago "at nearly this same location," Mr. Lake "launched a new era of progress and transportation."

Permission was granted by the Borough Council and Harbour Commission allowing the Lions Club to permanently locate the replica on the area in front of

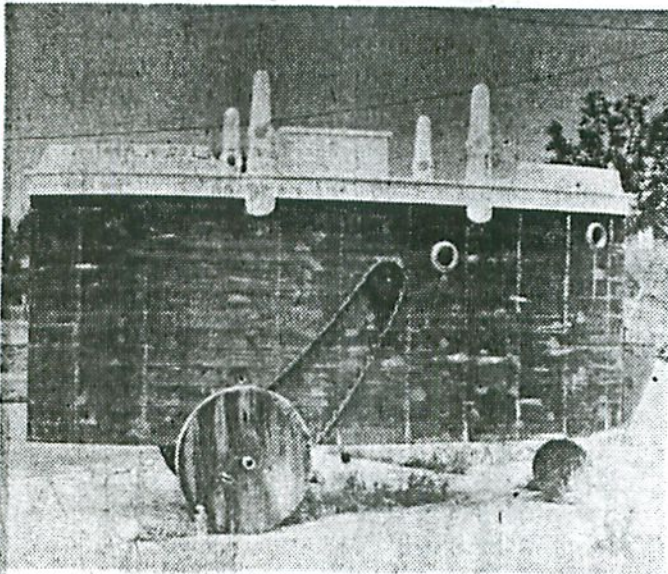
the administration building at the marina.

Mayor Jay M. Kellers accepted the replica.

Mr. Lake was a descendant of the founders of Atlantic Highlands. His great-grandfather was a Methodist Evangelical minister who helped settle what was originally a camp meeting town similar to Ocean Grove.

The formal dedication was made by Lt. Commander R. W. Ullman, engineer and repair officer of Naval Submarine Base, New London, Connecticut.

A salute to the accomplishments of Mr. Lake was made by Captain A. G. Hamilton, commanding officer of the Earle Naval Ammunition Depot.



THE ORIGINAL SUB DAY — Lions Club yesterday dedicated this full-scale replica of Lake's first successful submarine built in 1897. (Register Staff Photo)

MEMORIAL DEDICATION

TO

S I M O N L A K E

October 22, 1967

ATLANTIC HIGHLANDS MUNICIPAL MARINA

SPONSORED BY

ATLANTIC HIGHLANDS LIONS CLUB

P R O G R A M

BIOGRAPHICAL SKETCH

G. C. GUNDERSON
Historian

DEDICATION

LT. COMMANDER R. W. ULLMAN
U.S. Naval Submarine Base
New London

PRESENTATION TO BOROUGH

JOSEPH P. JULIAN
Pres. Lions Club

ACCEPTANCE

HON. JAY M. KELLERS
Mayor Atlantic Highlands

SALUTE TO SIMON LAKE

CAPTAIN A. G. HAMILTON, USN
Commanding Officer N.A.D. Earle

ACKNOWLEDGEMENT

THOMAS A. EDISON LAKE
Son of Simon Lake

INTRODUCTIONS

EDWARD G. WALDER
Ch. Dedication Comm.

MUSIC BY MEMBERS ATLANTIC HIGHLANDS MUNICIPAL BAND

Enclosure (1)

RESUME OF DEDICATORY CONTENT
MEMORIAL DEDICATION TO SIMON LAKE AT ATLANTIC HIGHLANDS, N.J.
22 OCTOBER 1967

1. Following an introduction, during which I acknowledged the presence of Mayor Kellers, Mr. Thomas A. Edison Lake and the other honored guests such as those of the local Lions Club, I expressed my appreciation for being invited to speak in behalf of the Submarine Service.

2. In my approach to the basic portion of the dedication, I stated that Simon Lake was not the first man to dream of submarine craft (and I mentioned earlier pioneers) nor did he consider himself the inventor of the submarine (as some, in his day, considered him to be). I submitted, however, that Mr. Lake was the first man to design, build and successfully test the "even-keeled" submarine, which provided for the effective use of the vessel at periscope depth and which included a margin of safety in regard to depth control not known in previous submarines of his day. I referred to "PROTECTOR", "DEFENDER" and "LAKE" as his earlier achievements, within which he developed his ballast control systems, hydroplanes and optical/navigational systems for submarine vehicles.

3. Next, Mr. Lake's interest in the submarine for peaceful use was mentioned, including:

- a. Ocean exploration
- b. Commercial traffic (cargo submarines)
- c. Ocean salvage operations

The fact that Mr. Simon Lake's interests were primarily those of a man who envisioned the submarine as a non-military vehicle were stressed. Despite this, it was pointed out that he was fully aware of the submarine's potential as a weapon and that many of those he built were for military purposes, a number being purchased by the U.S. Navy; prior to, during and following WWI. In treating this subject, I pointed to the fact that Mr. Lake's ideas were so well conceived and so advanced that they were copied by others (including foreign nations) and the result was both a safer vehicle and a more effective weapon. However, he proposed (during WWI) means for combating the (then) German Submarine problem by the use of

submarines as cargo vessels. In bringing to the fore both Mr. Lake's continuing interest in the non-military use of the submarine and his patriotism, I read a letter of his dated 21 June 1918 (which I had obtained from the Submarine Library Files) which proposed such a development and in which he volunteered his services on such an effort free of charge. Mr. Lake's deep concern that the Allies might lose the war due to German Submarine effectiveness and his belief that submarines could not be countered by other than submarines were clearly depicted in this letter.

4. I touched briefly on Mr. Lake's effort between WWI and WWII to further the art of ocean bottom exploration and salvage (Captain HAMILTON had indicated to me that he would include specifics on this subject in his discussion) and stated that it was my belief that Mr. Lake, were he alive today, would be extremely interested in (and contributing to) our current efforts along these lines.

5. In conclusion, I summarized Mr. Simon Lake's achievements, again stressing his interest in the use of submarines for peaceful employment, and stated that it was appropriate, therefore, that a monument in his honor (such as the one constructed at Atlantic Highlands) be patterned after one of his designs for a non-military craft -- not only because it was his first effort but because it truly represents his own most cherished desire for submarine application.

6. Following the above, I dedicated the replica of "Argonaut Junior" as a most fitting tribute to Mr. Simon Lake in behalf of the Lions Club of Atlantic Highlands.

Note: Immediately following my dedication, Mr. Joseph P. Julian (President of the Lions Club) presented the monument to the city of Atlantic Highlands and Mayor Jay M. Kellers made the acceptance speech.

300/5050
24 October 1967

From: Engineer and Repair Officer
To: Commanding Officer
Via: Comptroller

Subj: Trip Report - Trip to Atlantic Highlands, New Jersey
on 22 October 1967

Ref: (a) Atlantic Highlands Lions International ltrs dtd
13 Sep, 3 Oct, 12 Oct and 16 Oct 1967
(b) Subbase NLon TEMADD Orders T-5008-68 of 12 Oct 67

Encl: (1) Schedule of Events, Memorial Dedication to Simon
Lake on 22 October 1967
(2) Resumé of Dedicatory Contest

1. Scope: In response to reference (a) and as directed by reference (b) I departed from the New London, Groton, Connecticut area at (about) 0830 hours on Sunday, 22 October 1967. I arrived in Atlantic Highlands, New Jersey at (about) 1230 hours and, subsequent to a meeting with Captain A. G. HAMILTON, Jr. (Commanding Officer, N.A.D. Earle, New Jersey) and Mr. E. G. WALDER (Counsellor, Lions International) regarding the afternoon's program, I delivered the dedicatory portion of the Simon Lake Memorial Ceremonies at (about) 1430 hours. Following the program, and for a period of approximately two hours, I took part in discussions with members of Lions International and Mr. Thomas A. Edison Lake (son of Simon Lake) about early submarining and the difficulties encountered during trails aboard his early submarines such as the "PROTECTOR" (1902), the "DEFENDER" (1906) and the "SEAL" (1912). At (about) 1715 hours I departed Atlantic Highlands, New Jersey. I returned to the New London, Groton, Connecticut area and duty at (about) 2200 on 22 October 1967.

2. Purpose. The purpose of this trip was to represent the Commanding Officer, Naval Submarine Base New London (and the Submarine Force) at a ceremony, the purpose of which was to dedicate to his memory a full scale replica of Simon Lake's first submarine vehicle, the "ARGONAUT JUNIOR", at the place where he built and tested it and to the city which was founded by his forefathers, Atlantic Highlands, New Jersey.

3. Background. Simon Lake was born in Pleasantville, New Jersey on 4 September 1866. He grew up and attended public schools in Philadelphia, Pa. and Toms River, New Jersey and graduated from the Clinton Liberal Institute at Fort Plain, New York. Mr. Lake was influenced at an early age by Jules Verne and envisioned craft, of his own design, which could operate below the ocean's surface for the purpose of exploration and salvage. His first effort in this endeavor was

"ARGONAUT JUNIOR", which he built and tested (successfully) in 1894-5 at a point on the New Jersey coast now known as Atlantic Highlands. This craft was designed to move along the bottom only; but it could (and did) discharge and retrieve divers. This first design was only the forerunner of "ARGONAUT 1st" and "ARGONAUT 2nd" which, between 1897 and 1900, could operate on or below the ocean's surface as well as on the bottom. In fact, the "ARGONAUT 2nd" (with 5 men aboard) is credited with logging 2000 nautical miles in various attitudes of surfaced and submerged operation. In 1902-3 Mr. Lake built and tested the "PROTECTOR", the first "even-keeled" submarine ever successfully operated. This submarine had three torpedo tubes (two forward and one aft), twin screws and 60 h.p. gasoline engines, a periscope (of his own design), a ship's battery, hydroplanes and an advanced ballasting system, complete accommodations for eight men (sanitary, sleeping and cooking) and a cruising range of 3000 miles. I have read the complete trial report, written by Lieutenant John HALLIGAN, Jr. USN (who took part in all of the 1903 trials), and find that the "PROTECTOR" was extremely stable in all attitudes, including diving, surfacing and operating at periscope depth, that the engines could be operated at periscope depth by use of his, most ingenious, air induction piping system and check-valved underwater exhaust (later adopted by the Germans from design information taken from Mr. Lake's German offices), that the trial crew could, and in fact did, live aboard during the entire trial period (cooking meals both surfaced and while submerged), and that the vessel was far in advance of the current U.S. Navy submarines of the "Diving" type built by Holland (ADDER and MOCCASIN) for reasons of its habitability and numerous advanced operational features, not least of which were its ability to submerge on an even keel and its longitudinal stability at periscope depth. Unfortunately, the U.S. Navy was slow in recognizing this and "PROTECTOR" and five sister ships were sold to RUSSIA. However, many of Simon Lake's innovations were copied by others; and it is now generally conceded that his early ideas, tested in "PROTECTOR" and developed in his later submarines ("SEAL", USS G-1, being the first one sold to the U.S. Navy in 1912), made possible the submarine we served in prior to and during WWII. In fact, many of Mr. Lake's basic ideas for ballasting and ship control, snorkel operations, etc., are still used in submarine construction today.

Simon Lake built (about) 100 submarines in all, many of which were purchased by the U.S. Navy. The last of these, the S-51, was commissioned in 1924 and was then lost at sea following a collision off Block Island on 25 September 1925. However, Simon Lake's first and overriding interest throughout his life was in building submarine vehicles for exploration and salvage and in convincing the world of the commercial advantage in the peaceful use of the submarine. His last vehicle, built primarily for exploration and salvage, was tested in 1932 and can be seen today in Milford, Connecticut (where it is preserved as a monument to him). Although less active in his later life, he retained his interest in submarines and served the United States

Government in an advisory capacity during World War II, up to his death on 23 June 1945.

In recognition of Simon Lake's achievements and the fact that his first sub-surface marine vehicle was tested off their shores, the Lions Club of Atlantic Highlands, New Jersey caused a full scale replica of his first effort to be made and a suitable ceremony to be held on 22 October 1967, at which time the replica was dedicated to his memory in a program which included addresses by local officials, members of the United States Navy and Mr. Thomas A. Edison Lake, son of the late inventor. My participation in this event was as representative for Commanding Officer Naval Submarine Base New London in fulfillment of a request made by the Atlantic Highlands Lions Club.

4. Detailed Report:

a. Departed New London/Groton, Connecticut via private automobile at (about) 0830 hours and arrived in Atlantic Highlands, New Jersey at (about) 1230 hours on 22 October.

b. Following lunch, and from (about) 1300 until 1400 hours, I met with Mr. E. G. Walder (Counsellor, Lions International) and Captain A.G. HAMILTON, Jr. (Commanding Officer, N.A.D. Earle, New Jersey) and discussed the ~~the~~ Simon Lake-Memorial program. (enclosure (1) refers).

c. At 1400 hours the Memorial Ceremony commenced, my portion of which began at (about) 1430 and continued to (about) 1450 hours. (enclosure (2) refers).

d. At the conclusion of the Memorial Ceremony and after the taking of some news photographs, I took part in discussions with members of Lions International and Mr. Thomas A. Edison Lake from (about) 1520 hours to (about) 1715 hours at the Atlantic Highlands Yacht Club.

e. At (about) 1715 hours I departed Atlantic Highlands, New Jersey and returned to the New London/Groton, Connecticut area, arriving and returning to duty at (about) 2200 hours on 22 October 1967.

5. General:

a. I found the people of Atlantic Highlands extremely hospitable. The program was well organized and thoughtfully handled. The replica appeared to be built in exact accordance with Mr. Simon Lake's original plans. I consider myself honored to have been given the opportunity to speak for the Submarine Force in tribute to one of the great pioneers in submarining in such a program.

b. Perceiving that I might be able to talk to Mr. Thomas A. Edison Lake, I "borrowed" some old photographs and documents from the Lake file at the Submarine Library prior to my trip. I found Mr. Lake, who was aboard "PROTECTOR" during her launching and who took part in many of his father's submarine trials (including the 1912 trials of "SEAL" during which she made a historic dive to 256 feet), to be an exceptionally alert man in his early seventies. Mr. Lake could recall the names of personnel, historic events which preceded and problems encountered which influenced submarine development. I am most grateful for having had the opportunity to talk with Mr. Lake about some of his experiences and found the material I brought with me to be both useful in this regard and of considerable interest to him personally.

c. Mr. Lake expressed his intention to visit Submarine Base New London, soon. I invited him to do so and volunteered my services as guide, should he have the time and desire to see our repair facilities.

Very respectfully,


R. W. ULLMAN