



Veterans Day  
Nov. 11, 2020

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**USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER**

**Association Officers & Board of Directors 2018 - 2021**

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**A VETERAN'S DAY PRAYER**

**“Father, please turn your gaze to those men and women who in their military service have sacrificed time, comfort, strength, ambition, health and prosperity for the peace and safety of family and friends and others they’ve never even known. Please reward them a hundredfold for all their sacrifice and service. Bless them far beyond all their expectations. Reward them richly for all they have given.”**

**REUNION CONTROL CENTER**

**2021 Stimson Reunion  
October 13-17, 2021  
Hotel: Holiday Inn  
1717 Airport Exchange Blvd.  
Erlanger, KY 41018**

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**From the Reunion Chairman - Dick Young, SN(SS) G 70-71, USSVI Cincinnati Base, Assoc. Life Member:**

Shipmates,

We are now less than one year from our Reunion 2021 which will be October 13-17, 2021. We currently have 52 registrations but many of them have not made hotel reservations. It will really help the committee if you will send your registration early and if everyone will make their hotel reservations soon.

Please feel free to contact me if you have any questions using the Reunion email address.

//Regards, Dick

[stimson655reunion2020@aol.com](mailto:stimson655reunion2020@aol.com)

**From the Association President - Tom Krauser, MM1(SS) B 72-74:**



Happy Thanksgiving, like our family I am sure you are thinking about whether the family Thanksgiving gathering will be safe or not. Many Covid outbreaks now happen at these family functions. At







**WELCOME ABOARD: Found & Updated Shipmates**

(Shipmate has contacted us to be added or have info updated on our Sailing List. Please check the online Sailing List to for shipmates contact info.)

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**ET1(SS) Joseph Getchel B 73-76**  
(info updated by shipmate)

**George Stevens, MT2(SS) G 68-71**

Cards to: 3025 Winterhaven Dr Lake Havasu City, AZ 86404

**8.6.2020:** Had a heart operation. Made it through OK. Feel like I've been run over by a semi but I survived. No more operations available for this problem. Don't know yet how effective it was. I'm in recovery ... I will be for a bit. A lot of bruising and swelling that needs to get back to normal. Thanks again for all prayers.

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**Elam Mauk, EMCM(SS) B 65-69 Plank / COB 66-68, USSVI USS Sailfish Base, Holland Club, Association Life Member**

Cards to: 509 Clubside Cir., Venice Fl 34293

**4.12.2020:** From Elam & Angie: I am preparing for a Heart Valve replacement in the near future. Hope to make the next reunion. Sincerely, Elam

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**William 'Sandy' Hastie, CAPT B CO 80 (Oct-Dec)**

Cards to: 75 Lambeth Drive, Asheville, NC 28803

**07.04.2020:** Friends, We are celebrating Sandy's good report this week. He had his 3-month PET/CT scan on Sunday, June 28. The report was good and sufficient to continue his 3-week Keytruda immunotherapy infusions. We are so blessed that both his oncologists (Pardee and Duke) agreed to continue the Keytruda when the mesothelioma returned last summer. The Keytruda manages and controls this very aggressive cancer and allows a good quality of life. The cancer is still there, but in the new area

that we have been so concerned about has decreased from 11.5 SUV in March 2020 to 8.1 SUV currently. No new areas of cancer uptake were noted. We are so grateful for this immunotherapy treatment, for the doctors who manage it, and for our God that holds Sandy firmly in his grip. It is a "glory hallelujah" time at the Hastie home. We only wish we could be together to celebrate; but until then, we will be "together apart" and hold you close in our thoughts and heart. Though it is a challenging time, we think one of the things the pandemic has invited us to, is to allow God to come to us, to allow Him to visit us. We are so blessed!

Until we are next together, keep safe, keep hopeful, keep in touch, and enjoy the concert. God Bless America - Donna and Sandy  
*5.17.2020: Concerning Sandy Hastie's battle with cancer, there is good news. We got the results back from the March 29, 2020 PET/CT scan. Some cancerous activity is still present; however, the activity is slight and is being controlled by the Ketruda immune therapy. We will continue the every three weeks Ketruda infusions. So all goes well. Donna & Sandy*

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**Bob Faulkner, MT1(SS) B/G 80-86 OVHL2**

Cards to: 2901 N 81st Place, Scottsdale AZ 85251

**11.7.17 Last Update**

**GREAT LINKS TO SPEND TIME WITH**  
*(all links from "The Draft" will be on the website)*

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**655 Association Website**

[www.ssbn655.org](http://www.ssbn655.org)

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**How Did The Bismarck Manage To Sink HMS Hood So Quickly? | History Documentary | Reel Truth History**

[https://www.youtube.com/watch?v=4\\_jDaUSSPhc](https://www.youtube.com/watch?v=4_jDaUSSPhc)

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**Third Atomic Bomb Attack - Japan 1945**

If Japan did not surrender on 15 August 1945, a third atomic bombing was planned. In this programme we examine how Japan's surrender





dizzying height, only to swoop down almost to sea level in a breathtaking dive. He loops back next to the Airbus and asks, "Well, how was that?"

The Airbus pilot answers: "Very impressive, but now have a look here!"

The jet pilot watches the Airbus, but nothing happens. It continues to fly stubbornly straight, at the same speed. After five minutes, the Airbus pilot radioed, "Well, what do you say now?"

The jet pilot, confused, asks: "What did you do?"

The other laughs and says, "I got up, stretched my legs, went to the back of the aircraft to the bathroom, got a cup of coffee and a cinnamon cake and made an appointment in a 5-Star hotel, which is paid for by my employer."

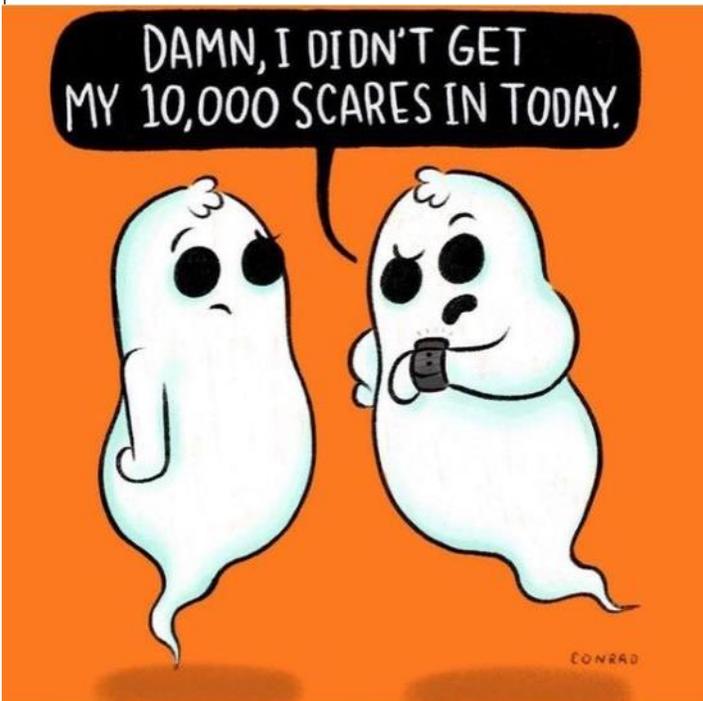
The moral of the story is when you are young, speed and adrenaline seem to be great. But as you get older and wiser, comfort and peace are not to be despised either.

This is called SOS: **S**lower, **O**lder, **S**arter.

Dedicated to all my friends who, like me, are using the SOS approach.

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**THOSE DARN FITBITS ARE EVERYWHERE!!**



Submitted by Bob Peterson, MM1(SS) B 70-72, USSVI Member at Large

**CARP - Canadian Association of Retired People Questions and Answers from CARP Forum**

**Q:** Where can single men over the age of 70 find younger women who are interested in them?

**A:** Try a bookstore, under Fiction

**Q:** How can you increase the heart rate of your over-70 year-old husband?

**A:** Tell him you're pregnant.

**Q:** How can you avoid that terrible curse of the elderly wrinkles?

**A:** Take off your glasses.

**Q:** Why should 70-plus year old people use valet parking?

**A:** Valets don't forget where they park your car

**Q:** Is it common for 70-plus-year-olds to have problems with short term memory storage?

**A:** Storing memory is not a problem. Retrieving it is the problem.

**Q:** As people age, do they sleep more soundly?

**A:** Yes, but usually in the afternoon.

**Q:** Where should 70-plus year olds look for eye glasses?

**A:** On their foreheads.

**Q:** What is the most common remark made by 70-plus-year-olds when they enter antique stores?

**A:** "Gosh, I remember these!"

**SMILE, You've still got your sense of humor, haven't you?**

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Submitted by Bob Peterson, MM1(SS) B 70-72, USSVI Member at Large

The REST OF THE STORY.....

For the older folks this will put a smile on your face from the time of our youth. For you young un's, it's part of US history.

He is engraved in stone in the National War Memorial in Washington, DC, - back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born in 1913 to about 1950 is familiar with Kilroy. No one knew why he was so well known - but everybody seemed to get into it.

So who was Kilroy?

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

'Kilroy' was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark.

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message.

Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.

His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific.

Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin

and Tokyo. To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc de Triomphe, and even scrawled in the dust on the moon.

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GIs there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!

In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts.

And The Tradition Continues... EVEN  
Outside Osama Bin Laden's House!!!

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*Submitted by Bob Peterson, MM1(SS) B 70-72, USSVI  
Member at Large*

### **The Coyote Principle**

#### **CALIFORNIA:**

1. The Governor of California is jogging with his dog along a nature trail. A coyote jumps out and attacks the Governor's dog, then bites the Governor.
2. The Governor starts to intervene, but reflects upon the movie "Bambi" and then realizes he should stop because the coyote is only doing what is natural.
3. He calls animal control. Animal Control captures the coyote and bills the state \$200

testing it for diseases and \$500 for relocating it.  
4. He calls a veterinarian. The vet collects the dead dog and bills the State \$200 testing it for diseases.

5. The Governor goes to hospital and spends \$3,500 getting checked for diseases from the coyote and on getting his bite wound bandaged.

6. The running trail gets shut down for 6 months while Fish & Game conducts a \$100,000 survey to make sure the area is now free of dangerous animals.

7. The Governor spends \$50,000 in state funds implementing a "coyote awareness program" for residents of the area.

8. The State Legislature spends \$2 million to study how to better treat rabies and how to permanently eradicate the disease throughout the world.

9. The Governor's security agent is fired for not stopping the attack. The state spends \$150,000 to hire and train a new agent with additional special training for the nature of coyotes.

10. PETA protests the coyote's relocation and files a \$5 million suit against the state.

#### **TEXAS:**

1. The Governor of Texas is jogging with his dog along a nature trail. A coyote jumps out and attacks his dog

2. The Governor shoots the coyote with his state-issued pistol and keeps jogging. The Governor has spent \$.50 on a .45 ACP hollow point cartridge.

3. The buzzards eat the dead coyote.

And that, my friends, is why California is broke, and Texas is not.



**The Computer Corner**  
**By: George Birmingham, ET1**  
**(SS), Gold 69-74, USSVI**  
**Carolina Piedmont Base,**  
**Holland Club, Association Life**  
**Member**

#### **Downloading apps from the Internet? Don't forget to check the Hash...**

This month we will look at a topic that might apply to many of you who add applications to your

Windows systems from any place other than the Microsoft Store on the Start Menu. Microsoft has provided for a secure and certified location to get signed applications that work with the Windows 8.1 and Windows 10 Operating systems and can be installed right from the Store. Simple enough to do, if the application you want is available. It's also generally safe to use commercially boxed software from known software companies, but make sure it comes from them directly and not from some third-party reseller. However, we sometimes want to use software applications not available in the store. There are some very useful and attractive applications available for downloading from web sites on the Internet.

If you only use apps available from the Microsoft Store, or commercially available software packages with their included CD/DVD, then you can stop reading right here. This article is for our shipmates who want to use software they can download from the Internet.

Downloading from the Internet... Sounds simple enough, right? But is it safe? It can be in most cases, but there are some precautions you should take to be safe. And that brings us to this month's topic. Checking the downloaded file's Hash BEFORE installing.

So what is a Hash? Simply stated, a hash is a mathematical representation of all of the data bits in a file, using a standard hashing algorithm. Hashing algorithms have changed over the years and some are used for specific purposes based on computational speed and some were replaced due to their known collisions where two different files produced the same hash value – which is very bad. Currently the SHA-256 algorithm is the most secure one to use, but there are many to choose from. Hashes are used to make sure a file is not corrupted during travel over the Internet when downloading, and even more importantly, to make sure nothing has been added to the file – like malware, viruses, or backdoors, since it was created and the hash value established

When a downloadable software file is created, the creator will generally run a hashing program to produce the file's hash value, which should be available on the download site along with the file to be downloaded. The web site should identify

what hashing algorithm was used. When you download the file, you should always check the file's hash to make sure it matches the one from the download site. Ideally the file creator stores the hash values in a secure location so that the website can provide a link to the file's location which is separate and secure from the corresponding hash values. So if a hacker tampers with the download file and inserts malicious content, he can't adjust the hash as well. Then you can determine that something is wrong before you install the application on your computer. The following article will give you a good explanation of hashes and how to check them.

<https://www.howtogeek.com/67241/htg-explains-what-are-md5-sha-1-hashes-and-how-do-i-check-them/>

There are a number of hash checking programs available on the Internet, but as the article above noted you can use Windows PowerShell to do the checking. If Windows PowerShell is new to you, then this article will help you understand how to run it. The link above also covers the use of PowerShell.

<https://www.howtogeek.com/163127/how-powershell-differs-from-the-windows-command-prompt/>

So shipmates, there you have a quick introduction into file hashes, how to check them against a downloaded file to make sure what you downloaded matches what the creator of the application provided. And if you were not familiar with PowerShell, you have now been introduced to it as well.

If you have any questions regarding any of my prior articles, please feel free to contact me at [subvet\\_ssbns@bellsouth.net](mailto:subvet_ssbns@bellsouth.net). And if you have a difficult computer or network problem you need help with, please contact me. I'm always glad to help out if I can.

As always, shipmates, comments and suggestions for future topics are welcomed. I am in need of topics for future articles, so please send your ideas along to me. Contact me at [subvet\\_ssbns@bellsouth.net](mailto:subvet_ssbns@bellsouth.net).

And if you have a difficult computer or network problem you need help with, contact me. I'm always glad to help out if I can.

//George

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## **Saying Goodbye To 'Narwhal,' A Submarine Whose Stealth Changed The Navy**

*(KITSAP SUN 05 OCT 20)* ... Josh Farley BREMERTON — It was nearly the nation's 100th nuclear-powered submarine, whose pioneering Cold War innovations inspired systems still used today among the modern fleet.

But after a year of dismantling, the Narwhal is officially no more.

Crews from the Puget Sound Naval Shipyard, experts at the only place in the world that recycles U.S. Navy nuclear submarines, have cut and chopped the former Narwhal into salvageable pieces, a part of roughly 16 million pounds of scrap Kitsap's largest employer produces annually.

But in its prime, the Narwhal was a trendsetter whose prowess for silence under the waves changed the Navy.

"It became what a submarine is supposed to be," said Michael King, a retired submariner who served as a machinist mate aboard the Narwhal in its earliest days. "Completely stealthy, undetectable."

Just about all that's left is its nuclear reactor compartment, which will float out of Puget Sound and up the Columbia River and to the Department of Energy's Hanford Site, where it will indefinitely reside in a trench with fellow former reactors. It's a far different outcome for a vessel once destined to become a museum on the banks of the Ohio River.

### **'One of a kind'**

The USS Narwhal — named for a 20-foot-long gray and white arctic whale whose males possess a twisted ivory tusk — was the third such submarine called by that creature. Its predecessors also broke new ground in the earliest days of subs, and SSN-671, as it was known by its hull number, continued that tradition.

The Narwhal contained cutting edge technologies that gave the Navy the upper hand in the underwater theater of the Cold War. Its new

natural circulation reactor plant could operate without noisy reactor coolant pumps. A "scoop" system injected seawater into its steam-turned turbines. And a direct drive, or directly-coupled main turbine, eliminated reduction gears, another potential source of noise, King said.

"It was a one of a kind," King said.

In 17 deployments over three decades starting in 1969, the Narwhal won numerous medals and commendations for missions still largely classified. But its stealthiness made it among the most effective weapons in the cat-and-mouse played between Soviet and American subs. As a result, the Narwhal and its crew was pushed for long deployments and few breaks.

"We chased Ivan around the Atlantic," recalled Will Harvey, a storekeeper, helmsman and even barber onboard Narwhal from 1973 to 1977. "We were considered the quietest boat in the Navy." Innovations forged on board were copied to submarine classes still among the silent service today, including among the nuclear missile-armed Ohio class, the majority of which are home-ported at Bangor, and the three Seawolf-class submarines, also home in Kitsap and whose secretive missions carry on the work of Narwhal a generation ago.

A well-known but harrowing moment for the Narwhal was in 1989. Tied up at the Charleston Navy Shipyard as Hurricane Hugo approached, Narwhal broke loose from its moorings. The fast-acting crew chose to dive in the Cooper River to ride out the storm, ultimately returning to the surface "without incident," the Associated Press reported.

Inactivated in Norfolk, Virginia in 1999 and towed to Puget Sound in 2001, Narwhal was almost preserved as a museum in Newport, Kentucky. But fundraising efforts failed and the project was scrapped in 2006. It has since bobbed in mooring alpha, a graveyard for submarines awaiting their final dismantling.

### **Sub 'extremely challenging' to take apart**

A force of 150 from various trades across the shipyard this past year worked to take Narwhal apart; those used to cutting up submarines have acknowledged the ex-Narwhal, because of its peculiarities and age, was an "extremely

challenging" project. Shipyard Capt. Dianna Wolfson said "goodbye" to Narwhal officially in her newsletter in September.

Steel and other scrap from the vessel will go to companies that bid pennies on the pound for it. They could melt it down or it could be "reintroduced (into) the manufacturing supply system," according to Dana Thornbury, a spokeswoman for the Defense Logistics Agency, which handles sales of the scrap for the shipyard.

There was a time when the Navy debated sinking the subs "in the deep ocean," but defueled reactor compartments started going to Hanford from Puget Sound in 1986, according to the Navy's "Green Book."

The Narwhal's reactor compartment, like the roughly 135 of them that have been shipped to Hanford, has to be sealed in steel 3/4 of an inch thick on all sides before transport aboard a specially reinforced barge. Only at the Port of Benton, on the bank of the Columbia, will a truck be required to take the reactor compartment the remaining 26 miles to its final resting place.

The whole process of dismantling takes the better part of a year and, on average, about \$27 million, which was the cost of recycling a Los Angeles-class sub.

All the while, it may be a long time before more of Narwhal's special missions become known to the public. For now, only the sailors and their leaders are aware, and, as Capt. William A. Matson, its first skipper, said at the boat's inactivation in 1999, they are "still forbidden to speak of these matters."

"Let me just say that Narwhal went in harm's way and measured up," he said.

<https://www.kitsapsun.com/story/news/2020/10/05/goodbye-narwhal-submarine-whose-stealth-changed-navy-dismantled/3578858001/>

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*Submitted by David Huckeba, MM1(SS) B 71-75*

Source: <https://www.strategypage.com/htmwl/htsub/articles/20201016.aspx>

### **Submarines: The China Crawl**

October 16, 2020: In mid-2020 Chinese media featured stories about another Type 93G SSN (nuclear attack submarine) entering service. This

would be the sixth or seventh Type 93. A seventh Type 93 was unexpected as the next new SSN was supposed to be the first of the new Type 95 SSNs. Such unexpected news is not surprising. China is very secretive about its nuclear submarine program and even with lots of photo satellite coverage it is difficult to keep an accurate count on how many are actually in service and what is coming next.

Sometimes newly launched SSNs spend an exceptionally long time getting ready for service and sea trials. Nuclear subs can stay submerged all the time and are often docked in berths in caves or with roofs. Given this degree of secrecy the U.S. Navy, which is very interested in detecting and tracking Chinese nuclear subs, won't reveal much about what they know. That's because if the Americans do have an accurate count of Chinese nuclear boats and their movements, they don't want the Chinese to know about and it and change their concealment measures.

Meanwhile this latest Type 93G featured some minor changes in hull shape and no official indication of what that mean. While the Type 93s are meant to emulate the American Los Angeles class SSNs the Type 95 was supposed to be the Chinese answer to the new U.S. Navy Virginia class SSNs. Each of the Type 93s featured some changes, indicating the Chinese were using this class of SSN to practice building all the features that make the most modern SSNs, like the American Virginias, so effective.

For example, in 2016 China released photos and some details of its new Type 93G and created a buzz among naval officers worldwide. The Type 93G was basically the original Type 93 design but with VLS (vertical launch system) tubes added, behind the sail for, carrying anti-ship and cruise missiles. This was a feature pioneered with the later models of the U.S. Los Angeles class of subs. There was immediately speculation that the new shape of the hull in the 93G would make these subs quieter and more difficult to detect. That won't be known until these boats spend some time at sea, where subs from other navies can stalk and monitor the 93Gs in action and measure changes in noise.

The U.S. pioneered the use of collecting samples of undersea noise caused friendly and enemy subs as well as surface ships and all manner of sea creatures and using that growing sound library with faster computers to quickly find matches to any sound a sub detects underwater. This system is now widely used by other navies.

The mid-2016 Chinese press event for the Type 93G was also part of a new openness about nuclear subs that China began in late 2013 when they presented their nuclear subs in the Chinese media for the first time. The theme for this event was that in 42 years of operation no Chinese nuclear sub has ever suffered a nuclear reactor accident. This was an indirect dig at the Russians, who are the only nation with nuclear subs to have suffered nuclear accidents, lots of them. Chatter indicates that the older Russian nukes still in service are notorious for the radiation leakage that results in crewmembers getting transferred to another job because they have been exposed to so much radiation that more exposure would cause medical (and morale) problems. Russia has reduced the radiation levels on its more recent designs, but their radiation leakage is still the highest of any nukes in service. China did a better job controlling the radiation leaks, but not a lot better than the Russians. Chinese nukes borrowed a lot of tech and design concepts from the Russians.

Since the 1950s several hundred billion dollars has been spent on developing and building nuclear powered submarines. Some 300 have been built so far, most of them Russian. Nuclear subs have been used in combat only once, in 1982, when a British SSN sank an Argentinean cruiser. When the Cold War ended Russia began scrapping its large nuclear sub fleet, which included dozens of older boats that were more trouble than they were worth to maintain. With the demise of the Russian sub fleet, the U.S. Navy submarine force, which peaked at 100 boats at the end of the Cold War, shrank to about 50 today. China currently has about fifteen nuclear subs in operation (eight SSNs and seven SSBNs) and their track record since the 1970s has been dismal. The early Chinese SSNs are noisy (easy for Western sensors to detect) and unreliable.

Each new Chinese nuclear sub appears to be quieter and more reliable, a development method favored by the Chinese. Their SSNs rarely go to sea, which is one reason they have had no nuclear accidents. Chinese SSBNs (ballistic missile carrying nuclear subs) are basically enlarged SSNs and have never been on a combat patrol, just brief training missions. China insists it has fixed a lot of noise and reliability problems with the Type 93G.

It took nearly a decade of planning, construction, and tinkering to get the first Chinese nuclear sub, the Type 91 Long March No. 1, into service back in 1974. The first SSN was definitely a learning experience, not entering service until the mid-1980s. The Type 91s are small (4,100 tons) as far as SSN's go and have a crew of about 75 sailors. French sonar was installed, and a lot of the other electronics came from foreign suppliers. The 091s were more dangerous to their crews than to any enemy. Radiation leaks and general unreliability made these boats, which entered service in the 1970s, much feared by Chinese sailors. In the 1980s it was thought the Chinese would just scrap this class but they kept repairing and updating them. The 91s are hopelessly out of date but five were built. Two have been retired and one of those is being turned into a museum ship. The 91s rarely went to sea, although that has changed recently. Apparently the 091s are being used for training crews, a task that is unaffected by inability of these noisy boats to stay hidden when submerged.

Their first generation Chinese SSBN, the 6,500 ton 092 entered service in the early 1980s. The design was familiar, as it was a stretched version of the 091 class SSNs. The 92 SSBNs had only four missile tubes and rarely went to sea. The Chinese spent a lot of time developing solutions to all these problems, before building the following 93 and 94 classes.

The Type 93 class SSNs begin to appear in 2002. This class was also obsolete at birth, and the first of the new Type 95 class was thought to have been launched in 2010 and expected to enter service in 2015. That has not happened and little is known about how this new class is being developed. The "Type 95" launched in 2010

turned out to be another Type 93 and, like other boats in that class, looked different than the previous Type 93.

The basic shape of the Type 93s is a lot like the three-decade old Russian Victor III class. The subsequent Type 94 SSBN looks like a Victor III with a missile compartment added. Taking a SSN design and adding extra compartments to hold the ballistic missiles is an old trick, pioneered by the United States in the 1950s to produce the first SSBNs. The Chinese appear to have done the same thing with their new SSN, creating a larger SSBN boat of 9,000 tons displacement. Priority was apparently given to construction of the 94, as having nuclear missiles able to reach the United States gives China more diplomatic clout than some new SSNs. Despite all the money and effort put into SSBNs, the Chinese have sent many of them out to sea armed with reliable SLBMs (sea launched ballistic missiles). That appears to have changed in 2020 with a successful test the Chinese SLBM. Yet more test firings are needed before an effective Chinese SSBN will be available to threaten the United States.

China was apparently underwhelmed by the performance of Type 93 class SSNs. Not much more was expected from the 94 SSBNs. The 93s are too noisy and have a long list of more minor defects as well. The Chinese have had a hard time building reliable nuclear subs, but they are determined to acquire the needed skills. You do that by building more and more new subs while eating your mistakes. The U.S. believes that if China develops SSN and SSBN designs nearly as effective as Western models they will build a lot of them. Thus, by the 2040s China could have the most powerful navy in the world.

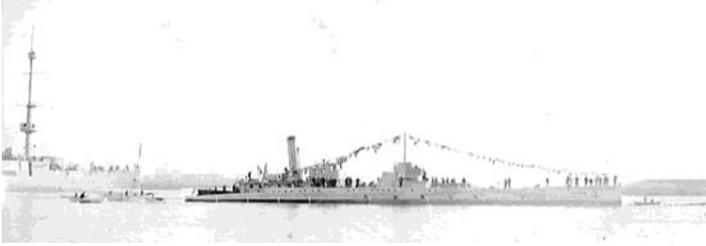
Meanwhile, China is still a minor naval power once you take into account their small nuclear submarine force.

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*Submitted by George Birmingham, ET1(SS) G 69-74, Assoc. LM, USSVI Holland Club / Carolina Piedmont Base*

Math is hard at times, and geometry can be confusing. Knowing it is, well... priceless and may save your life. These guys had a smart skipper indeed...

## Geometry and ingenuity saved submarine crew off Delaware coast



Rescued from a living tomb at the bottom of the sea, the Wilmington Evening Journal reported on Sept. 3, 1920, officers and crew of the U.S. Submarine S-5 were being taken to Philadelphia today on the Steamer Alanthus, while behind them on the end of tow cable, trailed the disabled submersible which sank off Cape Henlopen and nearly cost their lives.

A century ago, the submarine S-5 was one of the U. S. Navys high-tech vessels but it was done in by a low-tech error and the crew was ultimately saved by old-fashioned perseverance, ingenuity and geometry.

During World War I, German U-boats demonstrated the value of submarines and revolutionized naval warfare.

In 1918, two German U-boats, the U-115 and the U-151 planted underwater mines along the Delaware coast that damaged the tanker Herbert L. Pratt and the battleship Minnesota, and sank the cargo vessel Saetia.

The United States Navy responded by building large, modern submarines designed to fight the next war.

In 1920, the new S-5, commanded by Lt. Cmdr. Charles M. Cooke Jr., was conducting sea trials outside the busy shipping lanes off Cape Henlopen. Cooke directed the crew to conduct a crash dive, and almost immediately, Cooke noticed that the 231-foot submarine was diving more rapidly than usual. Something was seriously wrong.

A critical air intake valve had not been closed, and the sea flooded the S-5 forward compartments. Salt water flowing into the battery compartment generated dangerous chlorine gas, and the subs crewmen sealed the hatches to isolate the gas as they quickly retreated to the stern of the vessel.

The flooded bow of the submarine rested on the

bottom of the ocean; but the buoyant stern lifted the vessel to a steep angle. After some difficulties, all of the crewmen were able to reach the compartments in the stern that had been sealed off from the flooded areas of the S-5. The men were safe, but their air supply was limited.

Cooke made some quick geometric calculations. He knew that the water was 170 feet deep, that the submarine was 231 feet long, and the S-5 was resting at steep angle; and he concluded that the stern of the vessel might be protruding above the waves.

After Cooke crawled into the extreme stern of the sub, he could hear waves lapping against the side of the vessel. Although scores of ships passing Cape Henlopen sailed within a short distance of the S-5, only a few feet of the stern of the submarine were visible.

A hand drill was used to cut a hole through the inch steel plates that formed the skin of the S-5. The tiny hole allowed a small, but steady, stream of fresh air to pour into the submarine.

After several hours of additional drilling, and the laborious use of a hacksaw, the trapped sailors created a ragged six by five-inch opening. Attaching a shirt to a piece of pipe, a rudimentary signal flag was run through the hole.

Aboard the steamer SS Alanthus, a lookout spotted what he thought was a buoy. When the Alanthus reached the buoy, a small boat was sent to investigate mysterious object and what appeared to be a crude flag.

When the sailors from the Alanthus reached the stern of the submarine, they spotted a face looking out through the small hole in the hull of the S-5.

After another vessel arrived with metal cutting equipment, the rescuers were able to cut a hole large enough to extract the crewmen from the S-5.

Commander Cooke ended the 37-hour ordeal, when he was the last man to climb through the opening and leave the stricken submarine. A combination of courage, discipline, and an understanding of fundamental geometry had saved all of those aboard the S-5.

**Principal sources:** Evening Journal, Sept. 3, 1920; New York Times, Sept. 4, 6, and 7, 1920; Gary Gentile, Shipwrecks of Delaware and

Maryland, Philadelphia: Gary Gentile Productions, 1990, pp. 149-154; German Submarine Activities on the Atlantic Coast of the United States and Canada, Washington: Government Printing Office, 1920, p. 126.

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### **Let's share some knowledge!**

- A dime has 118 ridges around the edge.
- A cat has 32 muscles in each ear.
- A crocodile cannot stick out its tongue.
- A dragonfly has a life span of 24 hours.
- A goldfish has a memory span of three seconds.
- A "jiffy" is an actual unit of time for 1/ 100th of a second.
- A shark is the only fish that can blink with both eyes.
- A snail can sleep for three years.
- Al Capone's business card said he was a used furniture dealer.
- Almonds are a member of the peach family.
- An ostrich's eye is bigger than its brain.
- Babies are born without kneecaps. They don't appear until the child reaches 2 to 6 years of age! .
- Butterflies taste with their feet.
- Cats have over one hundred vocal sounds. Dogs only have about 10.
- "Dreamt" is the only English word that ends in the letters "mt".
- February 1865 is the only month in recorded history not to have a full moon.
- In the last 4,000 years, no new animals have been domesticated.
- If the population of China walked past you, in single file, the line would never end because of the rate of reproduction.
- If you are an average driver, in your whole life, you will spend an average of 6 months waiting at red lights.
- It's impossible to sneeze with your eyes open.
- Leonardo Da Vinci invented the scissors.
- Maine is the only state whose name is just one syllable.
- No word in the English language rhymes with month, orange, silver, or purple.
- Our eyes are always the same size from birth, but our nose and ears never stop growing.

- Peanuts are one of the ingredients of dynamite.
- Rubber bands last longer when refrigerated.
- "Stewardesses" is the longest word typed with only the left hand and "lollipop" with your right.
- The average person's left hand does 56% of the typing.
- The cruise liner, QE2, moves only six inches for each gallon of diesel that it burns.
- The microwave was invented after a researcher walked by a radar tube and a chocolate bar melted in his pocket.
- The sentence: "The quick brown fox jumps over the lazy dog" uses every letter of the alphabet.
- The winter of 1932 was so cold that Niagara Falls froze completely solid.
- The words 'racecar,' 'kayak' and 'level' are the same whether they are read left to right or right to left (palindromes).
- There are 293 ways to make change for a dollar.
- There are more chickens than people in the world.
- There are only four words in the English language which end in "dous": tremendous, horrendous, stupendous, and hazardous.
- There are two words in the English language that have all five vowels in order: "abstemious" and "facetious."
- There's no Betty Rubble in the Flintstones Chewables Vitamins.
- Tigers have striped skin, not just striped fur.
- TYPEWRITER is the longest word that can be made using the letters only on one row of the keyboard.
- Winston Churchill was born in a ladies' room during a dance.
- Women blink nearly twice as much as men.
- Your stomach has to produce a new layer of mucus every two weeks; otherwise it will digest itself.
- Now you know everything.

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### **When you were born really matters...**

Born 1925 - 1955

The best years to be born in the history of Earth & we got to experience it all. Thank God for all the times, the adventures, wars won, technology developed. Generations after future generations will never experience what we did. What a

generation we turned out to be.

~~~~~

## **TO ALL THE KIDS WHO SURVIVED THE 1930's, 40's and 50's !!**

First, we survived being born to mothers who may have smoked and/or drank - While they were pregnant.

They took aspirin, ate blue cheese dressing, tuna from a can, and didn't get tested for diabetes.

Then, after that trauma, we were put to sleep on our tummies in baby cribs covered with bright colored lead-based paints.

We had no childproof lids on medicine bottles, locks on doors or cabinets, and, when we rode our bikes, we had baseball caps not helmets, on our heads.

As infants and children, we would ride in cars with no car seats, no booster seats, no seat belts, no air bags, bald tires and sometimes no brakes.

Riding in the back of a pick-up truck on a warm day was always a special treat.

We drank water from the garden hose and not from a bottle.

We shared one soft drink with four friends, from one bottle, and no one actually died from this.

We ate cupcakes, white bread, real butter and bacon. We drank Kool-Aid made with real white sugar. And we weren't overweight. WHY? Because we were always outside playing..that's why!

We would leave home in the morning and play all day, as long as we were back when the streetlights came on.

No one was able to reach us all day and, we were OKAY.

We would spend hours building our go-carts out of scraps and then ride them down the hill, Only to find out that we forgot about brakes. After running into the bushes a few times, we learned to solve the problem.

We did not Have Play Stations, Nintendo and X-boxes.

There were No video games, No 150 channels on cable, No video movies Or DVDs, No surround-sound or CDs, No cell phones, No personal computers, No Internet and No chat rooms.

WE HAD FRIENDS and we went outside and

found them!

We fell out of trees, got cut, broke bones and lost teeth, and there were no lawsuits from those accidents.

We would get Spankings with wooden spoons, switches, ping-pong paddles, or just a bare hand, and no one would call child services to report abuse.

We ate worms, and mud pies made from dirt, and the worms did not live in us forever.

We were given BB guns for our 10th birthdays, 22 rifles for our 12th, rode horses, made up games with sticks and tennis balls, and although we were told it would happen - we did not put out very many eyes.

We rode bikes or walked to a friend's house and knocked on the door or rang the bell, or just walked in and talked to them.

Little League had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Imagine that!!

The idea of a parent bailing us out if we broke the law was unheard of...they actually sided with the law!

These generations have produced some of the best risk-takers, problem solvers, and inventors ever. The past 60 to 85 years have seen an explosion of innovation and new ideas.

We had freedom, failure, success and responsibility, and we learned how to deal with it all.

If you are one of those born between 1925 &1955, CONGRATULATIONS!

You might want to share this with others who have had the luck to grow up as kids before the lawyers and the government regulated so much of our lives for our own good.

While you are at it, send this to your kids so they will know how brave and lucky their parents were.

Kind of makes you want to run through the house with scissors, doesn't it?

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*This article is not meant to be a political statement of any type. It is factual information for you to think about.*

**How many coal fired power plants are there in the world today?**

The EU has 468 - building 27 more... Total 495  
Turkey has 56 - building 93 more... Total 149  
South Africa has 79 - building 24 more... Total 103  
India has 589 - building 446 more... Total 1035  
Philippines has 19 - building 60 more... Total 79  
South Korea has 58 - building 26 more... Total 84  
Japan has 90 - building 45 more... Total 135  
China has 2,363 - building 1,171 more... Total 3,534  
That's 5,615 projected coal powered plants in just 8 countries.  
USA has 15 - building 0 more... Total 15

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*Submitted by Bob Peterson, MM1(SS) B 70-72, USSVI Member at Large*

### **Did I Read That Sign Right?**

- "Toilet out of order, please use floor below."
- In a Laundromat: Automatic washing machines. Please remove all your clothes when the light goes out.
- In a London department store: Bargain Basement Upstairs.
- In an office: Would the person who took the step ladder yesterday please bring it back or further steps will be taken.
- In an office: After tea break, staff should empty the teapot and stand upside down on the draining board.
- Outside a second-hand shop: We exchange anything – bicycles, washing machines, etc. Why not bring your wife along and get a wonderful bargain?
- Notice in health food shop window: Closed due to illness.
- Spotted in a safari park: Elephants, please stay in your car.
- Seen during a conference: For anyone who has children and doesn't know it, there is a day care on the 1<sup>st</sup> floor.
- Notice in a farmer's field: The farmer allows walkers to cross the field for free, but the bull charges.
- Message on a leaflet: If you cannot read, this leaflet will tell you how to get lessons.
- On a repair shop door: We can repair anything (please knock hard on the door – the bell doesn't work.) Proofreading is a dying art, wouldn't you

say?

- Man Kills Self Before Shooting Wife And Daughter: This one I caught in the SGV Tribune the other day and called the Editorial Room and asked who wrote this. It took two or three readings before the editor realized that what he was reading was impossible!!! They put in a correction the next day.
- Something Went Wrong in Jet Crash, Expert Says Really? Ya' think?
- Police Begin Campaign to Run Down Jaywalkers. Now that's taking things a bit far!
- Panda Mating Fails; Veterinarian Takes Over. What a guy!!!!
- Miners Refuse to Work after Death. No-good-for-nothing' lazy so-and-so's!
- Juvenile Court to Try Shooting Defendant. See if that works better than a fair trial!
- War Dims Hope for Peace. I can see where it might have that effect!
- If Strike Isn't Settled Quickly, It May Last Awhile. Ya' think?!
- Cold Wave Linked to Temperatures. Who would have thought!
- Enfield (London) Couple Slain; Police Suspect Homicide. They may be on to something!
- Red Tape Holds Up New Bridges. You mean there's something stronger than duct tape?
- Man Struck By Lightning: Faces Battery Charge. He probably IS the battery charge!
- New Study of Obesity Looks for Larger Test Group. Weren't they fat enough?!
- Astronaut Takes Blame for Gas in Spacecraft. That's what he gets for eating those beans!
- Kids Make Nutritious Snacks. Do they taste like chicken?
- Local High School Dropouts Cut in Half. Chainsaw Massacre all over again!
- Hospitals are Sued by 7 Foot Doctors. Boy, are they tall!
- And the winner is...Typhoon Rips Through Cemetery; Hundreds Dead. Did I read that right?

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### **THINGS YOUR MOTHER SHOULD OF TOLD YOU**

1. Stuff a miniature marshmallow in the bottom of a sugar cone to prevent ice cream drips.
2. Use a meat baster to "squeeze" your pancake

batter onto the hot griddle and you'll get perfectly shaped pancakes every time....

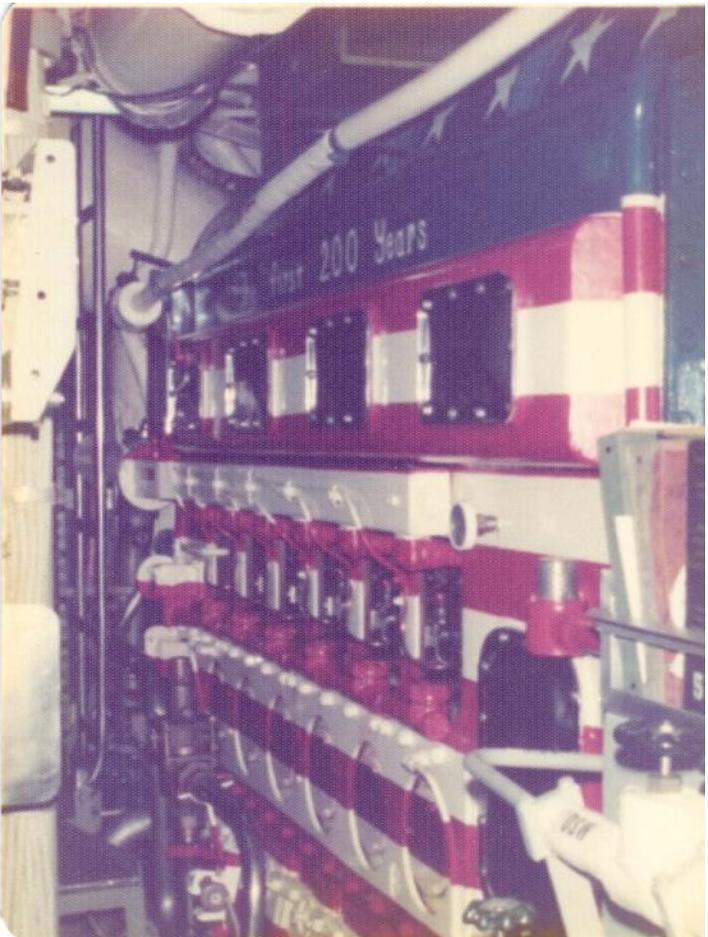
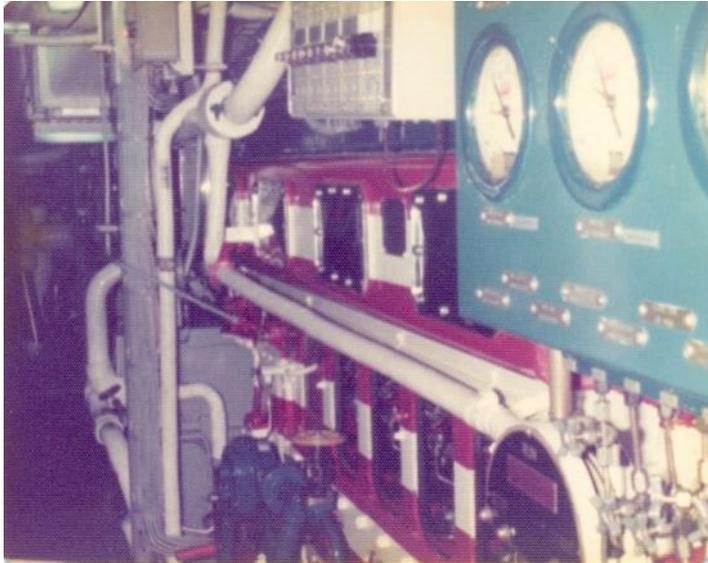
3. To keep potatoes from budding, place an apple in the bag with the potatoes.
4. To prevent eggshells from cracking, add a pinch of salt to the water before hard-boiling.
5. Run your hands under cold water before pressing Rice Krispies treats in the pan and the marshmallow won't stick to your fingers.
6. To get the most juice out of fresh lemons, bring them to room temperature and roll them under your palm against the kitchen counter before squeezing.
7. To easily remove burnt on food from your skillet, simply add a drop or two of dish soap and enough water to cover bottom of pan, and bring to a boil on the stovetop.
8. Spray your Tupperware with nonstick cooking spray before pouring in tomato-based sauces and there won't be any stains.
9. When a cake recipe calls for flouring the baking pan, use a bit of the dry cake mix instead and there won't be any white mess on outside of the cake.
10. If you accidentally over-salt a dish while it's still cooking, drop in a peeled potato and it will absorb the excess salt for an instant "fix me up."
11. Wrap celery in aluminum foil when putting in the refrigerator and it will keep for weeks.
13. Place a slice of apple in hardened brown sugar to soften it.
14. When boiling corn on the cob, add a pinch of sugar to help bring out the corn's natural sweetness.
15. To determine whether an egg is fresh, immerse it in a pan of cool, salted water. If it sinks, it is fresh, but if it rises to the surface, throw it away.
16. Cure for headaches: Take a lime, cut it in half and rub it on your forehead. The throbbing will go away.
17. Don't throw out all that leftover wine: Freeze into ice cubes for future use in casseroles and sauces.
18. If you have a problem opening jars: Try using latex dishwashing gloves. They give a non-slip grip that makes opening jars easy.
19. Potatoes will take food stains off your fingers.

Just slice and rub raw potato on the stains and rinse with water.

20. To get rid of itch from mosquito bites, try applying soap on the area and you will experience instant relief.
21. Ants, ants, ants everywhere ... Well, they are said to never cross a chalk line. So get your chalk out and draw a line on the floor or wherever ants tend to march. See for yourself.
22. Now look what you can do with Alka Seltzer. Clean a toilet. Drop in two Alka-Seltzer tablets, wait twenty minutes, brush and flush. The citric acid and effervescent action clean vitreous china. Clean a vase. To remove a stain from the bottom of a glass vase or cruet, fill with water and drop in two Alka-Seltzer tablets. Polish jewelry. Drop two Alka-Seltzer tablets into a glass of water and immerse the jewelry for two minutes. Clean a thermos bottle. Fill the bottle with water, drop in four Alka-Seltzer tablets, and let soak for an hour (or longer, if necessary). Unclog a drain. Clear the sink drain by dropping three Alka-Seltzer tablets down the drain followed by a cup of Heinz White Vinegar. Wait a few minutes, then run the hot water.



**DIESEL PAINT JOB CIRCA 1975**  
**PICTURES COMPLIMENTS OF MIKE SNYDER,**  
**MM1(SS) G 74-78 / MMCM(SS) RETIRED**



Print a copy, complete and mail with your check to the address below:

### Event Registration 655 Reunion #11

13-17 October 2021

Holiday Inn Cincinnati Airport

1717 Airport Exchange Blvd.

Erlanger, KY 41018

888.294.5067

[www.holidayinn.com/cvg-airport](http://www.holidayinn.com/cvg-airport)

Call the hotel number above or reserve on their website.

Reserve Group Rates using either:

Henry L. Stimson 655 Reunion OR Block Code R65

Hotel Reservation Deadline SEPT 8, 2021

Hotel Reservation is the responsibility of the individual.

Reunion Registration Deadline SEPT 8, 2021

[http://ssbn655.org/reunions/2020\\_Reunion11](http://ssbn655.org/reunions/2020_Reunion11)



Please complete (print legibly), print the form and return along with a check payable to: **Henry L. Stimson Reunion**  
**Mail to:** Dick Young, 7209 Austin Woods Ln., Cincinnati OH 45247 **Email:** [stimson655reunion2020@aol.com](mailto:stimson655reunion2020@aol.com)

Shipmate Name: \_\_\_\_\_ Guest Name: \_\_\_\_\_

Relationship: \_\_\_ Spouse \_\_\_ Significant Other \_\_\_ Family \_\_\_ Friend

Street Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Home: \_\_\_\_\_ Cell: \_\_\_\_\_ Work: \_\_\_\_\_

E-mail: Home: \_\_\_\_\_ Work: \_\_\_\_\_

Number who will be attending this event in your group: \_\_\_\_\_

# Patrols on STIMSON: \_\_\_\_\_ Total # Patrols on all boats: \_\_\_\_\_

| Dates Onboard | Rate  | Crew  | Dates Onboard | Rate  | Crew  |
|---------------|-------|-------|---------------|-------|-------|
| _____         | _____ | _____ | _____         | _____ | _____ |

Special Needs: \_\_\_\_\_

(Event attendance will be through advance payment only.)

I am registering for the following per person (Association Member and all guests):

Registration Fee: (required for all) \$45.00 ea Number: \_\_\_\_\_ = \_\_\_\_\_

Saturday Banquet: (if attending) \$35.00 ea Number: \_\_\_\_\_ = \_\_\_\_\_

Wright Patterson AFB Tour (if attending) \$30.00 ea Number: \_\_\_\_\_ = \_\_\_\_\_

Ohio River Cruise/M meal (if attending) \$75.00 ea Number: \_\_\_\_\_ = \_\_\_\_\_

Total Enclosed \_\_\_\_\_

|                         |
|-------------------------|
| <b>REUNION USE ONLY</b> |
| Check # _____           |
| Date Rcvd _____         |
| Registration # _____    |
| Hotel Resv: _____       |

Two are two scheduled events. Please indicate your interest. **Include fees with your check for the reunion.**

- Thursday:** Wright Patterson AFB Museum Tour in Dayton OH. This is a 70 mile trip (just over an hour) and we will go by coach bus/s. Cost for the tour/transportation is \$30.00 per person.  
(Include the fee in your check for registration.)
- Friday:** Ohio River Cruise and Meal. The cruise departure is less than a 30 minutes from the hotel and we will go by coach bus/s. Cost for the Cruise/M meal and transportation is \$75.00 per person.  
(Include the fee in your check for registration.)

The Association has established a refund policy for reunion registrations and it is located within our Bylaws in Article V.g. You can view this policy at:

<http://ssbn655.org/association/bylaws/1610%20655BylawRev.pdf> or on the back of this form.

g. Cancellation of reunion registration and the refund of monies paid will be based on the timing of the cancellation. Registration cancelled prior to the reunion registration cutoff date will result in refund of monies paid minus the registration/office fee. For cancellation after the registration cutoff date, there will be no refund of monies paid.

Cincinnati is located in Southwest Ohio and just across the Ohio River is Northern Kentucky where the reunion will be held. It's only 10 miles from Indiana. There are 3 Interstates that lead to Cincinnati: I-74, I-75 and I-71. We are located a day's drive (8-10 hours) from most of the East Coast. There will be plenty of **free parking at the hotel for cars and RV's**.

If you are flying there are 7 major airlines that service Cincinnati (CVG) and several are discount airlines. They include Air Canada, Allegiant, American, Delta, Frontier, Southwest and United. A free shuttle service from the airport (1.5 miles) is provided by the hotel.

Along with the planned activities here are a few activities that you can do on your own if you arrive early or stay late or don't plan on going to the Wright Patterson AFB Museum on Thursday.

The baseball season will be over but the Reds have one of the best Museums in the Professional Baseball and it's located next to the Great American Ball Park. The Museum is free to veterans.

<https://www.mlb.com/reds/hall-of-fame>

Our Zoo and Botanical Gardens are second to none with a White Tiger display and Baby Fiona, a hippo raised from birth at the zoo.

<http://cincinnati-zoo.org/>

The Creation Museum is about 7 miles from the hotel. It's a state of the art Adventure through biblical history with stunning exhibits, botanical gardens, planetarium, zoo, zip lining ...and dinosaurs. In the Bible??? For real??? You gotta see it to believe it.

<https://creationmuseum.org/>

The Ark Encounter is 20 miles south and has a real wooden Ark based on the size described in the bible; it is huge.

<https://arkencounter.com/>

Kentucky Horse Park is about 45 miles away near Lexington Kentucky.

<https://kyhorsepark.com/>

The Cincinnati Museum Center is near the downtown area and housed in the old Art-Deco Union Terminal Train Station. It has a natural history museum and the Cincinnati History Museum. You can also tour the old railroad control station housed on the top floor. It also features an IMAX theater.

<https://www.cincymuseum.org/>

The Hofbrauhaus in Newport, KY features the best German food outside of Munich.

<https://www.hofbrauhausnewport.com/>

You may want to check out the restaurant on the top of the Radisson Hotel located in Covington, Ky (5 miles from the hotel) on the Ohio River. It sits on the 18th floor of the hotel and revolves once every 45 minutes, giving a great view of the downtown area, and the food is delicious.

<https://www.restaurantcovingtonky.com/>