

JUNE 6TH

JUNE 2022

VOL. 2022 #6

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

**Association Officers & Board of Directors 2021 - 2023**

<b>PRESIDENT</b> Tom [Marie] Krauser	<b>VICE PRESIDENT</b> Jerry [CJ] Blevins	<b>SECRETARY</b> Nick [Linda] Nichols	<b>TREASURER</b> Ken [Diane] Meigs
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**Other Positions 2021 - 2023**

<b>HISTORIAN / CUSTODIAN</b> Larry [Linda] Knutson	<b>WEBMASTER / NEWSLETTER</b> Nick [Linda] Nichols	<b>CHAPLAIN</b> Bruce [Vicki] Stefanik
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**REUNION CONTROL CENTER**

**2023 Stimson Reunion  
2023**

**Hotel: [Possibly North Charleston Marriott]**

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**From the Reunion Chairman -  
Harry Nettles, QMCM(SS) G  
COB 91-92, USSVI Charleston  
Base, Holland Club:**

The reunion committees has been assembled and we are awaiting a call from the Marriott to discuss the venue. Looking forward to putting together a great reunion and seeing old shipmates next year.

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

June is here. The magnolia flowers have come and gone replaced by the leaves. The birds that had a nest on our back porch have hatched and flown away. My son David and his girlfriend both got Covid in May. They were both fully vaccinated and they did not

get too sick. Both recovering but David's smell and taste are affected.

Marie and I are looking forward to the next reunion in Charleston in 2023.

If you have any questions or concerns for the board, please feel free to contact us so we can address them



**From the Association Vice  
President -  
Jerry Blevins, LT(SS) B 76-79,  
USSVI Groton Base, 655 Assoc  
Life Member:**

Hope you enjoy these excerpts concerning Memorial Day.

**The First Official Memorial Day:**

In 1868, Commander in Chief John A. Logan of the Grand Army of the Republic issued General Order Number 11, which designated May 30 as a memorial day [sic]. He declared it to be *"for the purpose of strewing with flowers or otherwise decorating the graves of comrades who died in defense of their country during the late rebellion, and whose bodies now lie in almost every city, village, and hamlet churchyard in the land."*

**Henry Cabot Lodge Memorial Day, 1882**

*“for memorial day [sic] is thus in the order of development taking on a broader and deeper significance. It is coming to stand as the annual recognition of an era in the life of the nation, and to represent the war and all the work and results of the war. For more than a hundred years we have celebrated the Revolution which freed us from colonial dependence, and the Fourth of July is still strong in our affections, and as I believe valued and valuable. So this day is growing to be the emblem of our recognition of that mightier revolution by which the Union was preserved, slavery destroyed, and true democracy firmly established. It is well for a people to set up these rare landmarks, in order to point out to their posterity the great epochs of their history. It is meet and proper that a pause should now and then be made in every-day life, so that we may turn our eyes from the present to the past, and in the past learn our duty to the present. Rightly applied, rightly used, such days ought to be full of instruction and of improvement. If we cannot draw lessons in patriotism and devotion to one's country from a day like this, whence can we get them 1 It will be a sorry time for us when we cannot spare two days in the year to the two greatest events of our national life, or when we cease to care for the great examples of sacrifice and devotion which have given us a country. Many years will pass, many centuries I hope, before we become so indifferent to the Revolution and the War of the Rebellion that we cannot give a few hours to learn the lesson taught by the men*

*and the events which have caused those days to be set apart.”*



**Custodian - Larry Knutson, MMCS(SS) B 79-81 USSVI-Charleston Base, Holland Club, Assoc Life Member:**

We still have the box of Gold Crew check-in cards that were from the time of Bob Weeks CO tour. Several Gold Crew members have contacted us for their card. If you were on the Gold Crew during any time when Bob Weeks was the CO you completed a check-in card for him. The box of cards is now held by our base secretary. If you would like a copy of your card sent to you please contact our Secretary at [655webmaster@ssbn655.org](mailto:655webmaster@ssbn655.org).



**Chaplain's Corner - Bruce Stefanik, MS1(SS) B 73-77, USSVI USS Asheville Base, 655 Assoc Life Member:**

Summer is almost here. The trees are green and the flowers are growing.  
 May your life and friendships be brighter than ever.  
 God has shown us great love. Let us show great love for each other.  
 May you and your families be blessed as we think of each other this month.  
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**Submarines Lost During the Month of June**

<b>USS HERRING (SS-233)</b>	<b>June 1, 1944 – 8<sup>th</sup> war patrol</b>	<b>LOST WITH ALL HANDS - 83 SOULS</b>
<b>USS R-12 (SS-89)</b>	<b>June 12, 1943 – practice torpedo approach near Key West FL</b>	<b>LOST WITH 42 SOULS - 21 SURVIVORS</b>
<b>USS GOLET (SS-361)</b>	<b>June 14, 1944 – 2<sup>nd</sup> war patrol</b>	<b>LOST WITH ALL HANDS - 82 SOULS</b>
<b>USS BONEFISH (SS-223)</b>	<b>June 18, 1945 – 8<sup>th</sup> war patrol</b>	<b>LOST WITH ALL HANDS - 85 SOULS</b>
<b>USS S-27 (SS-132)</b>	<b>June 19, 1942 – grounded off Amchitka Island Alaska</b>	<b>NO LOSS OF LIFE</b>
<b>USS O-9 (SS-70)</b>	<b>June 20, 1941 – foundered off Isle of Shoals NH</b>	<b>LOST WITH ALL HANDS - 34 SOULS</b>
<b>USS RUNNER (SS-275)</b>	<b>June 30, 1943 – 3<sup>rd</sup> war patrol</b>	<b>LOST WITH ALL HANDS - 78 SOULS</b>

**SEVEN Boats and 404 Men Lost**





permission to add them to this list. I only add those who have given permission.

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**John Cole, LT [CDR Ret] B AWEPS 78-80 [E1-E9 & O1E-CDR), May 12, 1964-July 30, 1994  
Cards to: 2523 E 2830 S, St George UT 84790-4744**

**4.30.2022: Email from John;** COPD, Aspiration Pneumonia, Cardiac Arrest & Parkinson's Disease! Agent Orange And Other Carcinogens Finally Caught Up With Me It Seems!

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**Ron Hyson, STS1(SS) B 70-75, Assoc. Life Member, USSVI Hampton Roads Base, Holland Club, STSCM(SS) Retired**

Cards to: 3425 MacDonald Rd., Virginia Beach VA 23464

**NO NEW UPDATES**

*3.14.2022: Email from Ron: I wanted to let you know that I was diagnosed last month with Alzheimer's. Do you know of anyone else on the boats that also has this disease? I was thinking this might be connected with Amine that was used on the boats. My short term memory is shot and their is no cure for Alzheimer's. I have another doctor's appointment Thursday, will let you more of my diagnosis. Our world has been turned upside down. Take Care, RG*

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**Kim Sanner (Bill Sanner's wife, ET2(SS) B 73-77**

**Cards to: 2009 Glenda Ave., Haltom City TX 76111**

**5.29.22: Update from Bill:** I've been giving time since Kim's transplant to see how it goes. As you saw with Kim's last update, she's starting to feel some of the effects of changing her body at the most basic level. Now, things seem to be somewhat harder. As we wait for the stem calls to turn into active bone marrow, her blood numbers, such as white blood cells, red blood cells and platelets are hovering right around 0 even though they keep doing transfusions of blood and platelets. She remains hopeful and optimistic as her hair has been falling out all over her pillow and bed. She has decided to go ahead and shave

her head to keep things less messy. Even though we know it's coming, it's still a rude awakening. She's also dealing with extreme headaches, nausea, very poor appetite, and general weakness. Thank God Kim is a strong woman.

*2.24.2022: Update from Bill: At the end of January, we spent a full 12-hour day meeting and greeting with doctors, PAs and Social Workers, having 18 vials of blood taken for tests, and an end of day blood transfusion to finish it off. Since then, we have been patiently waiting for a transplant donor to be determined and located.*

*We have a video appointment slated for this coming Monday (2.28) with Kim's transplant doctor to discuss timelines and procedures. I'm close to ending my computer business because I'm about to begin full time caregiving for her, which is way more work than I expected.*

*Kim's attitude is good, although sometimes her emotions take over and she becomes overwhelmed. She gets winded putting clothes in the washing machine, or even walking from the living room to the kitchen, and gets frustrated from that. She has lived a vigorous lifestyle and just gets frustrated. She is a good woman.*

*Next time we go to Houston, she will be admitted to MD Anderson and immediately begin "extreme chemotherapy" (their words) to kill her immune system and to eliminate her current bone marrow. Then the transplant process will begin.*

*Please remember Kim Sanner when you pray. Our trust for our future together lies in His hands. Bill Sanner, 817-713-3530 cell*

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**GREAT LINKS TO SPEND TIME WITH**

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**655 Association Website**

**[www.ssb655.org](http://www.ssb655.org)**

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*Submitted by George Birmingham, ET1(SS) G/SY1 69-74, USSVI Carolina Piedmont Base, Holland Club, Assoc Life Member*

*This slight of hand magic will leave you amazed! Very good show from Britain's Got Talent indeed!*

<https://biggeekdad.com/2022/05/choreographed-magic/>

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Submitted by Bob Faulkner, MT1(SS) B/SY2/G 80-86

Vet Tix \* provides tickets to events which reduce stress, strengthen family bonds, build life-long memories and encourage service members and veterans to stay engaged with local communities and American life. We support our troops by honoring their service and providing positive family and life experiences, during and after their years of service to our country.

Vet Tix provides tickets to all branches of currently-serving Military and Veterans, including immediate family of troops KIA.

Vet Tix secures tickets to sporting events, concerts, performing arts, educational and family activities across the nation. VetTixers sign up online. We verify their service. VetTixers request tickets to events that interest them, then pay a small delivery fee to receive their free tickets.

You can click on this link or share it with anyone you want to. They ask you to send them a copy of your DD214 and then you will get weekly email for concerts. I have received 4 tickets for the blue man group ticket's for 8 bucks (total not per ticket, but total they call it administrative costs) It costs absolutely nothing to join if you or others might be interested. So share with any one that might be interested.

<https://www.vettix.org/ref/50079>

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### **VIDEO: ABC News Gets Rare Access To American Nuclear Submarine**

***Martha Raddatz goes onboard a U.S. Navy ballistic missile submarine and explores how the most destructive warships ever built are helping keep us safe.***

(ABC'S GOOD MORNING AMERICA 19 MAY 22)

<https://abcnews.go.com/GMA/News/video/abc-news-rare-access-american-nuclear-submarine-84828996>

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Submitted by Tom Timm, MT2(SS) B 76-78

**The 'Corvette' of Navy warships in Duluth for commissioning**

Dan Kraker May 19, 2022 12:45 PM

The nearly 400-foot-long USS Minneapolis-Saint Paul at the Duluth Superior Port Authority ahead of its commissioning ceremony on Saturday, May 21.

The port of Duluth is used to the comings and goings of slow-moving, barge-like, thousand-foot-long freighters, weighted down with hulking loads of iron ore bound for steel mills in the lower Great Lakes.

But it's not every day that a high-tech Navy combat ship, that can travel faster than 45 miles per hour and move nimbly from side to side using water jet engines, pulls up under the Aerial Lift Bridge.



**READ MORE**

### **DID YOU KNOW?**

In Saxon olden times it was the father of the bride's duty to supply his new son-in-law with mead for twenty-eight days after the wedding. Mead is made from honey and thus this became known as the 'honey moon'.

Also in olden times, on the wedding day, the father of the bride would throw one of his daughter's shoes at the happy couple. This symbolized the passing of responsibility for her upkeep from him to her new husband. And you wondered why we tie shoes to the back of the wedding car!





The end of an era is coming for incandescent light bulbs. The Department of Energy put two new rules on the books this week banning the production of these energy-sucking light sources in 2023, at which time manufacturers will be able to sell only energy-efficient light bulbs.

It's part of the Biden administration's push to move to greener lighting, which drives down electricity usage, cuts greenhouse gases and saves consumers money. The rules are a reversal of those under the Trump administration, which rolled back the phaseout of incandescents in 2019, arguing it would be a burden on businesses and the amount saved wasn't worth the effort.

Now, more types of light bulbs will have to meet energy-efficiency requirements, and bulbs that produce under 45 lumens per watt will be banned. Over time that will result in the phaseout of most incandescent and halogen bulbs and a move toward compact fluorescent and LED bulbs (both last 25 to 50 times longer than the incandescent type).

New rules will save billions

The Energy Department said that once the rules take effect in 2023, consumers will collectively save close to \$3 billion per year on utility bills. The planet will also benefit, the agency notes, as carbon emissions will be slashed by 222 million metric tons over the next 30 years. That's equal to the emissions produced by 28 million homes in a year.

**READ MORE**



**Where Are My VA Lab Test Results?**

View your results online now

You can make big decisions about your health care by viewing your VA labs and tests in My HealtheVet. There are three ways to find your results.

**Learn more.**



**Diabetic-Friendly Recipes**

If you have diabetes, knowing what to do during family dinners can be tough. VA has healthy recipes to enjoy.

**Learn more.**



**Lung Cancer Warning Signs**

Lung cancer is the leading cause of cancer death in the United States. It's more likely to be treated successfully when found early. Make sure you schedule your screening now.

**Learn more.**



**Check Your VA Claim**

From compensation to benefits, VA has a tool to help you keep track of claims. Check the status of your VA claim or appeal online now.

**Learn more.**



**Self-Screen for PTSD**

Have you ever wondered if you have PTSD? If you have, you can fill out an anonymous PTSD questionnaire. It's a brief set of questions that may help. **Learn more.**



**Five Exercises for Balance**

Strengthen your body with exercises from a VA physical therapist. If your balance sometimes feels unsteady, these exercises can help.

**Watch now.**



**What to Ask Your Cardiologist**

It can be hard to remember everything that happens at your appointments. Prepare a list of questions and details to avoid missing anything.

**Learn more.**



**Tips to Sleep Better**

Did you know that lack of sleep can increase your risk of health problems like high blood pressure? We want to help you sleep better. Here are a few tips.

**Learn more.**



**Living with Arthritis: Exercise**

Exercise has many benefits. It can even ease your pain. If you have arthritis, choose workouts that help you move while gentle on your joints.

**Learn more.**





Browser cache and the message will not reappear.

Usually these “browser” messages only affect the “browser” you were using so a different browser may not be affected. Thus, if you were using Edge then Chrome, Firefox, etc. may not have been affected. If the method above does not get rid of the message you might try getting to the internet using a different browser to research getting rid of the virus or message (or preferably use a different computer).

Another method of closing a dangerous window is to use the Task Manager to “End task”. You can execute the Task Manager by pressing Ctrl-Alt-Del keys simultaneously which brings up a system screen where you can select the Task Manager. When the Task Manager opens, select the running program that has the window with the virus message in it. Then click on “End task” This will close the virus message window without you having to touch that window.

I recommend adding the Task Manager to your Start Menu and to the Task Bar (at the bottom of the page). To add the Task Manager do the following:

- Select the Start Menu.
- Scroll down to Windows System and open that folder.
- Right click on Task Manager and select “Pin to Start”.
- To add to Task Bar, right click on Task Manager again then select More.
- Under More click “Pin to task bar”
- On the Task Bar “grab” the Task Manager icon by holding down the “right mouse button” and drag it to the left side of the Task Bar so you can find it easily if you ever need it.

Thus, if you get a pop-up or any other program you want to get rid of without touching it you can select the Task Manager on the Task Bar. Then select the program you want to close and then select “End task” to close it.

If these methods do not clear the message then malicious software may have been installed on your computer. Another method you can try to get rid of something already installed is to try to “restore” the computer to a time before the

malicious software was installed.

- On the Task Bar, in the Search window next to the Start Flag type “Create a restore point”.
- Select “Create a restore point”.
- Click on “System Restore”
- Click “Next”.
- Select a restore point that was earlier than when the virus appeared.
- Click “Next”
- Confirm the Restore Point and click “Finish”.

The computer will install the restore point data and reboot. This process will take a while.

When the “Restore Point” data has been updated and you can log in again you will see a message saying if the “Restore Point” was restored successfully or not.

If not successful you could try a different Restore Point.

If “System Restore” does not work then you will have to try other steps. You may need to get someone more knowledgeable to help you.

As a last result, if you have made a system backup or clone of your system (see March newsletter), you may be able to use that to recover your system to that point.

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### **What a Technician!!**

A 55-year-old technician is retrenched. Two weeks later, a machine breaks and no one can fix it. The whole factory grinds to a halt. They bring the technician back as a consultant. He opens the front of the machine, drags a chair up and stares at the innards of the machine all day. At the end of the day, he pulls a piece of chalk out of his pocket, chalks an X on one component and says, “Replace that.” They do and the machine works. The technician puts in an unitemized invoice for \$50,000. The accounts payable department refuses to pay an unitemized bill, so the technician sends them a second one.

‘One chalk mark, \$1. Knowing where to put chalk mark, \$49,999.’

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## ***The Lean Submariner***

Here's the latest posts on the blog. Still going strong. The link to his blog is

<https://theleansubmariner.com/>

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### **1930 – the last chance to eliminate the rattlesnakes of the seas is over**

#### **Mister Mac**

The London Naval Conference of 1930 This conference was the third in a series of conferences meant to slow, limit or eliminate large combat shipbuilding efforts among a group of nations that were seen as potential adversaries. From the State Department's Historian: "The purpose of the meetings was to promote disarmament in the wake of [...]"

[Read more of this post](#)

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### **Diesel men are like connoisseurs of old hams or juleps**

#### **Mister Mac**

This story from the Washington Star Newspaper from May 18, 1942, brought back a lot of memories for me. The first part certainly takes me back to all of the training I received as a young man in the Navy. Over the course of my career, I attended over 60 Navy schools related to [...]"

[Read more of this post](#)

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### **Navy Investigation Finds Submarine Crash In South China Sea Was 'Preventable'**

(CNN 23 MAY 22) ... Oren Liebermann

A Navy investigation into the October crash of a submarine into an underwater ridge in the South China Sea was "preventable" and followed navigation planning and risk management mistakes as well as other errors.

The failures "fell far below US Navy standards," according to the command investigation, and the accident left the USS Connecticut nuclear-powered Seawolf-class submarine unable to operate "for an extended period of time" because of the damage.

Eleven sailors suffered minor injuries in the accident, the most serious of which were a scalp laceration and a broken scapula. But on the

journey to Guam, where the Connecticut headed following the crash, the ship's leadership found that more than a third of the crew would benefit from mental health treatment.

"A grounding at this speed and depth had the potential for more serious injuries, fatalities, and even loss of the ship," wrote Rear Admiral Christopher Cavanaugh, who led the investigation.

In November, the Navy relieved the ship's leadership of their duties, including the commanding officer, executive officer, and the chief of the boat. The completed command investigation recommends three other crew members be removed from their positions.

The navigation review team, which includes the commanding officer, failed to find and mark at least 10 underwater hazards near the location of the grounding, the investigation found, and the team incorrectly concluded the submarine would be operating in an open area. The submarine also suffered from "low standards" because the ship's leadership didn't hold sailors accountable for navigation errors or deficiencies.

The investigation also revealed a previous accident on the USS Connecticut. In April 2021, the submarine collided with a pier at Naval Base Point Loma in San Diego. At the time, an investigation found "degraded standards" in navigation, planning and seamanship, but the accident was written off as "an anomalous performance and not systemic failure." <https://www.cnn.com/2022/05/23/politics/uss-connecticut-investigation/index.html>

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### **USS Connecticut Underwater Crash Was 'Preventable,' Navy Investigation Finds**

(STARS AND STRIPES 23 MAY 22) ... Caitlin Doornbos

WASHINGTON — Poor navigational planning, management and watch-team execution led to the USS Connecticut's underwater crash in October, according to a Navy investigation that recommended punishment for several of the submarine's leaders and crew.

"This mishap was preventable," Rear Adm. Christopher Cavanaugh wrote in the

investigation's report, which was released Monday. "Prudent decision-making and adherence to required procedures in any of these three areas could have prevented the grounding."

As director of Pacific Fleet's maritime headquarters, Cavanaugh led the investigation, which analyzed what caused the submarine's collision with an undersea mountain that injured 11 sailors and damaged the Seawolf-class submarine's ballast tanks and sonar sphere, according to the Navy.

Ballast tanks help provide a submarine's buoyancy, while sonar spheres allow sailors to sense what is around them in undersea waters.

The submarine, which is based in Bremerton, Wash., was operating "in a poorly surveyed area in international waters" in the South China Sea when it ran aground, according to the report.

The report found in the time before the Oct. 2 crash, the navigation review team "failed to identify and properly mark at least ten charted hazards to navigation in the vicinity of the grounding" before sending the submarine through the waters.

"The [team], including the [commanding officer], incorrectly assessed that Connecticut would be operating in an open ocean environment," the report found. "They should have recognized the ship would be in restricted waters based on the planned track passing near multiple navigation hazards."

"Had they done so, a modified piloting party would have been stationed with additional watchstanders focused on navigation safety," the report added.

While much of the investigation's details are redacted in the report, it indicated at least some of the crew's watch-standing team were aware that something was amiss on the navigational chart, but the information was not communicated effectively.

Before the crash, at least one sailor detected sonar readings were not matching the navigational chart of the undersea area. However, the officer of the deck did not report the hazard to the Connecticut's commanding officer, who was not standing duty at the time.

"The CO was unaware of the ship's proximity to the navigation hazard," the report said. "The [officer of the deck] stated he was concerned with the shallower-than-expected soundings but that he did not assess a need to take aggressive action ... [or] consider ordering a lower speed."

Most other details of what happened in the minutes before the grounding were redacted, but Cavanaugh wrote there were other factors that led to the incident.

"No single action or inaction caused this mishap, but it was preventable," he said. "It resulted from an accumulation of errors and omissions in navigation planning, watch team execution, and risk management."

After the crash, leaders announced the incident and the Connecticut began to sink lower because the ballast systems were damaged, according to the report.

The ship's leaders then worked on other ways to help the Connecticut rise, which included pumping about 100,000 pounds of water out of the submarine, the report said. However, an electrical fire broke out in one of the pump's motor controllers, which was soon extinguished.

The commander of Submarine Group 7, which oversees submarine operations in the Indo-Pacific, then ordered the ship to travel to Guam, according to the report. During the trip, the front part of the submarine, known as the bow dome, fell off, but the Connecticut continued its transit, arriving in Guam on Oct. 8.

"Actions immediately following the grounding were effective," Cavanaugh said in the report. "The crew put the ship in a stable condition on the surface, managed injuries and equipment damage and transited to Guam safely and securely."

Still, Cavanaugh recommended nonjudicial punishments for the Connecticut's commanding officer Cmdr. Cameron Aljilani, executive officer Lt. Cmdr. Patrick Cashin, and several unnamed sailors who were on duty at the time. He also recommended "administrative counseling" for Master Chief Sonar Technician Cory Rogers, the chief of the boat.

The Navy in November fired Aljilani, Cashin and Rogers "due to a loss of confidence" after the

collision.

The submarine is now undergoing repairs and thus “will be unavailable for operations for an extended period of time,” according to the report, which did not detail the cost of the repairs.

<https://www.stripes.com/branches/navy/2022-05-23/connecticut-submarine-undersea-mountain-crash-6104783.html>

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## **Navy Finds USS Connecticut Underwater Grounding “Preventable”**

(THE DAY 23 MAY 22) ... Joe Wojtas

The Navy on Monday released the results of its command investigation that found the USS Connecticut's grounding on an underwater seamount on Oct. 2, 2021, was "preventable" and could have led to the loss of the submarine.

The investigation also revealed previous examples of poor performance by the senior officers aboard the Connecticut in the year leading up to the grounding, including when the submarine struck a pier in San Diego six months earlier.

The Seawolf-class submarine (SSN 22), which was built at Electric Boat and commissioned in 1998, "grounded on an uncharted seamount while operating submerged in a poorly surveyed area in international waters in the Indo-Pacific region."

"This mishap was preventable. It resulted from an accumulation of errors and omissions in navigation planning, watchteam execution, and risk management that fell far below U.S. Navy standards. Prudent decision-making and adherence to required procedures in any of these three areas could have prevented the grounding," states the executive summary of the Navy probe.

The Navy said Monday that in addition to addressing the errors that caused the grounding, the investigation highlighted specific areas for improvement in the training and certification process. It said the Navy is "urgently implementing these improvements across the Submarine Force."

"In implementing these significant improvements, the Navy will become a more effective fighting force. Given the inherently

dangerous nature of Naval operations, we cannot become a risk-averse or zero-defect organization, but prioritizing safety will engender a culture of greater attention to detail in operational tasks, enhanced procedural compliance, and a questioning attitude that constantly seeks improvement — which increases the readiness of our forces and the Navy's lethality in combat," it added.

U.S. Rep. Joe Courtney (D-2nd District), who serves as chairman of the House Armed Services Subcommittee on Seapower and Projection Forces, issued the following statement Monday night after the Navy released the results of its investigation.

"The Navy's release of the investigation that concluded the USS Connecticut collision was 'preventable', although not unexpected, is still nonetheless disheartening. As one of the three Seawolf-class attack subs with the highest level of lethality and speed in our undersea fleet, even the temporary sidelining of Connecticut is an exasperating loss to our nation's defense. The Seapower Subcommittee, which has already received a briefing on this fiasco, will continue to monitor Connecticut's repairs, as well as ways the Navy can ensure that future operations of our attack submarines will be conducted with higher proficiency for the safety of its crews and platforms."

Last November, the Navy announced that it had relieved the submarine's two senior officers — Cmdr. Cameron Aljilani, who had commanded the boat for 26 months, and Lt. Cmdr. Patrick Cashin, the executive officer. Master Chief Sonar Technician Cory Rodgers, the chief of the boat, was also relieved from his position.

Monday's report recommends Aljilani be subject to nonjudicial punishment for dereliction of duty and improper hazarding of a vessel and that the administrative chain of command initiate detachment for cause.

According to the Navy, detachment for cause is the removal of an officer from the officer's current duty assignment before their normal transfer or planned rotation date.

It also recommends Cashin be subject to

nonjudicial punishment for dereliction of duty and the administrative chain of command initiate detachment for cause.

It recommends administrative counseling for Rodgers and the administrative chain of command should determine, based on his overall performance, whether Rodgers "has the requisite leadership abilities to return Connecticut to standards."

It further recommends disciplinary action for four other crew members whose names are redacted from the report.

### **Earlier problems aboard the sub**

The report states that in July 2020, Aljilani received a Letter of Performance that addressed "inadequate supervisory oversight, ineffective accountability practices, and superficial self-assessment."

In February 2021, he was issued a formal Letter of Instruction "directing him to address the command's 19 overall performance, lack of improvement, and reluctance to accept feedback."

Then two months later, on April 14, the report states the Connecticut struck a pier while mooring at Naval Base Point Loma in San Diego, Calif. The squadron officer investigating the pier incident found that it "could have been prevented with early, decisive action" and recommended Aljilani, Cashin and six other crew members "receive administrative or disciplinary action for dereliction of duty."

But while the squadron investigator found the pier incident "revealed degraded standards in navigation, planning, poor seamanship, and ineffective command and control, it represented an anomalous performance and not systematic failure." The investigator then wrote that he "observed a safe landing from the bridge of Connecticut on May 13, 2021, indicating appropriate reflection and training of the crew" and then "certified the safe navigation of the ship through all phases of submarine operations."

The submarine was certified to deploy on May 27, 2021. Many details about the action taken by the crew in the minutes leading up to the Oct. 2 grounding on the seamount, are redacted in the report released to the public on Monday.

A pump system failed, and there was an electrical fire aboard the submarine after the grounding, which damaged the submarine's ballast tanks but not its nuclear reactor or propulsion system.

"A grounding at this speed and depth had the potential for more serious injuries, fatalities, and even loss of the ship," it states. "Actions immediately following the grounding were effective. The crew put the ship in a stable condition on the surface, managed injuries and equipment damage, and transited to Guam safely and securely. It criticized various crew members for multiple errors in navigation that led to the grounding.

The crash caused minor injuries to 11 crew members, the most serious being a fractured right scapula and a mild head trauma. The reports states 50 crew members were identified as needing mental health treatment after the incident. The submarine then made its way to Guam for a damage assessment. The report, written by Rear Adm. Christopher Cavanaugh, states the submarine, whose homeport is Bremerton, Wash., "will be unavailable for operations for an extended period of time due to damage sustained during the grounding."

The report states a cost estimate for repairs was not available at the time of the report's writing.

<https://www.theday.com/local-news/20220523/navyfinds-uss-connecticut-underwater-grounding-preventable>

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### **U.S., French, U.K. Nuclear Submarines Rendezvous In Scotland**

The unusual multinational submarine gathering comes at a time of unprecedented tensions in Europe around Russia's war in Ukraine. (THE DRIVE 28 APR 22) ... Joseph Trevithick

The U.K. Royal Navy's main submarine base in Scotland appears to currently be hosting something of a small multinational submarine meet. Yesterday, U.S. Navy's Virginia class nuclear-powered attack submarine USS Indiana was spotted heading in the direction of Her Majesty's Naval Base Clyde. That came a day

after one of the French Navy's Rubis class submarines, another nuclear-powered attack type, the specific identity of which is unknown, was seen arriving in the area.

None of the navies involved appear to have said anything specifically about the convergence of these submarines at Clyde. The base is home to the bulk of the Royal Navy's submarine force, including its Vanguard class ballistic missile submarines and Astute class attack submarines, both of which are also nuclear powered.

The USS Indiana's stop there is to "strengthen cooperation between the United States and United Kingdom" and "demonstrate US capability, flexibility, and continuing commitment to NATO allies," the Navy said, according to a report yesterday from U.K. Defence Journal. Indiana had left its homeport at Naval Submarine Base Groton in Connecticut for what the Navy described simply as "routine operations" in January.

Virginia class submarines, among other American types, regularly make stops in Clyde, which is one of a limited number of allied ports in Europe with the ability to handle visiting nuclear-powered submarines. French Rubis class submarines have called at the Royal Navy base before, including one spotted there in October 2021, but their presence is a much rarer occurrence. There were reports that the French boat that visited in October had its towed sonar array removed at the Royal Navy base for some reason.

The back-to-back arrival of American and French submarines at Clyde could very well be just a coincidence. At the same time, the activities of submarine forces worldwide are typically relatively secretive affairs, so unusual public movements, such as American, French, and almost certainly British nuclear submarines all now being present at Clyde, often draw attention and are assumed to be some form of signaling. In Europe in recent years, American submarines have often made appearances at notable locations, including the Royal Navy's submarine hub in Scotland and its base in Gibraltar, as well as off the coast of Norway, when tensions have spiked with Russia. This gathering has certainly

come at a time of extremely high tensions in the region as a result of Russia's invasion of Ukraine, which began at the end of February. In the lead up to the conflict, submarines had been part of U.S. and NATO signaling aimed at Moscow, including the Navy's deliberate publicizing of the presence of USS Georgia, one of its four Ohio class guided missile submarines, an extremely capable multi-purpose platform that you can read about more here, in the Eastern Mediterranean Sea near Cyprus.

There are indications that more discreet underwater posturing between NATO, to include the United States and the United Kingdom, and Russia has been happening since the fighting broke out. A number of Russian nuclear-powered ballistic missile submarines reportedly headed out into the North Atlantic after Russian President Vladimir Putin announced he had put his country's strategic forces on special alert on February 27, according to a story from The Times newspaper in Britain that was published in March.

"Tracked by western militaries four weeks ago, the decision to send the submarines closer to European shores was seen by British navy chiefs as 'posturing' and a warning, rather than an actual threat," The Times reported. "They returned towards Russia shortly afterwards and normal levels of activity resumed. Since then, western intelligence agencies have kept a closer eye on the Kremlin's nuclear arsenal."

Increased Russian submarine activity in the Atlantic has already caught the attention of U.S. and other NATO navies in recent years. The U.S. Navy went so far as to activate an entirely new command, U.S. 2nd Fleet, in response to the increased threat environment in 2018 and has been working to step up its anti-submarine capabilities on both sides of the pond since then.

Whatever the exact reasons that led an American Virginia class submarine to join a French Rubis class boat at the Royal Navy's submarine base at Clyde, it is certainly a notable display of NATO undersea warfare capabilities and their ability to operate from shared facilities at a time when Europe is experiencing its most significant security crisis in decades.

<https://www.thedrive.com/the-war-zone/u-s->

## french-u-k-nuclear-submarines-rendezvous-in-scotland

### **Navy's Latest Fast-Attack Sub, The New Jersey, Launches At Newport News Shipyard (DAILY PRESS 28 APR 22) ... Dave Ress**

The Navy's newest Virginia-class submarine took to the water in the James River, as the New Jersey left its floating drydock at Newport News Shipbuilding.

Tugs nudged it alongside the shipyard's submarine pier for final outfitting and testing.

At that pier, shipyard workers will make final refinements over the next several months. Those refinements, testing and certifications are one of the final steps in a process that started with the contract award in 2014 and will end with delivery to the Navy, slated for next year.

It took three days last month to move New Jersey from the shipyard's cavernous Modular Outfitting Facility to the drydock, traveling the 960 feet on 56 heavy duty sets of railcar wheels. After several weeks there, the sub was ready to get wet.

"We now look forward to executing our waterborne test program, and working toward sea trials so we can deliver to the Navy," said Jason Ward, Newport News' vice president of Virginia-class submarine construction.

The New Jersey is the first Virginia-class sub that was designed from the start for a crew of male and female sailors, said Jason Ward, vice president of the shipyard's Virginia class submarine program.

The 7,800-ton submarine is the 23rd Virginia-class fastattack submarine, and the 11th boat to be delivered by Newport News Shipbuilding under a partnership with General Dynamics Electric Boat shipyard in Connecticut. Newport News builds the bow, stern, sail and nuclear propulsion sections of the boats, while the two yards alternate final assembly.

<https://www.pilotonline.com/business/shipyards/dp-nw-shipyard-sub-20220428-mcs2owkqhnatloc3w5pzz5h5dy-story.html>

### **Navy Eyeing Life Extension Of Nine Ohio Class Submarines**

## **The U.S. Navy is considering tacking a few more operational years onto a number of its aging Ohio class submarines.**

(THE DRIVE 18 MAY 22) ... Emma Helfrich

Up to five Ohio class ballistic missile submarines, or SSBNs, as well as four others that were previously converted into guided-missile submarines, or SSGNs, are currently under evaluation by the U.S. Navy for possible short-term life extensions. The motivation behind the evaluations stems from the Navy's inclination to maintain these aging submarines' critical capabilities even if the development of future submarines, namely the Columbia class SSBNs, is delayed.

During an Advanced Nuclear Weapons Alliance Deterrence Center online event held on May 12, Rear Adm. Scott Pappano, Program Executive Officer for Strategic Submarines confirmed that the nuclear-armed ballistic missile submarines (SSBNs) and additional SSGNs will be examined for "short-repair availability."

The Navy's Ohio class is made up of 18 submarines. The fleet consists of 14 SSBNs that were originally engineered to hold 24 Trident II submarine-launched ballistic missiles, although four of these tubes have been permanently sealed in response to armed control treaty obligations. It should also be noted that each one of the missiles is capable of carrying multiple independently targetable reentry vehicles (MIRVs) — nuclear warheads — that can hit their own specific targets.

The remainder of the fleet is comprised of four of the oldest SSGNs that were converted into cruise missile and special operations platforms beginning in the 2000s, concluding in 2007. The SSGNs no longer participate in nuclear deterrent patrols, but can carry up to 154 Tomahawk cruise missiles. The SSGNs are also used to deploy teams of Navy SEALs and other special operators, as well as their minisubmarines. Intelligence-gathering operations and command-and-control work, which can be helped by unmanned systems, round out the remarkable mission set of the SSGNs. They are among the most elite, highly tasked, and in-demand, boats in the U.S. Navy's entire submarine fleet. You can

read all about their origins and capabilities in this past War Zone special feature.

According to Defense Daily, the Navy had been looking into extending some of the Ohio class submarines' lifespans since late 2020, but it was never made clear how many could be included in such an initiative.

The latest information about the potential life extension comes after the scheduling of the first new Columbia class SSBN delivery to the Navy, which is slated for 2027, with its first patrol to take place by FY2031. It is within this timeline that the Navy hopes to eventually start replacing the Ohio class SSBNs with the Columbia class SSBNs, but the individual life extensions that the Navy is presently evaluating are intended to address any risk presented by gaps in the schedule.

This is because the current timeline offers a very limited margin for error if the Columbia class — a massively complex new design — were to be delayed. The Ohio class SSBNs were initially built to last 30 years, but their lifecycles were since extended to 42 years, and service lives were set to expire between 2027 and 2040. That may change if the Columbia delivery isn't carried out on time.

"It is very hard to get past 42 years, we're going to at least evaluate that in the background and say, okay the first time we'd have to actually start thinking about doing that, actually do one, would be in about the FY '29 timeframe," Pappano said. "So we're doing the evaluations right now on what it would take to do a short repair availability, short-ish repair availability to extend those ships for a couple of years as a risk mitigator if need be."

The converted SSGN life cycle extension evaluations are supported by reasoning similar to the scheduling overlap currently facing the Ohio class and the Columbia class. However, in this instance, it's Block V Virginia class nuclearpowered attack submarines (SSNs), which are themselves designed to be highly capable multi-purpose boats, that are poised to begin gradually replacing, at least to some degree, the converted Ohio class SSGNs. The converted Ohios are on track to retire from FY2026-2028, but again, that may also change if the Block V

Virginias aren't delivered on schedule.

Block V Virginia class SSNs also feature a Virginia Payload Module (VPM), which will augment the amount of Tomahawk cruise missiles each vessel can hold from the current 27 to approximately 65. Concurrently, the VPM will be capable of accommodating other larger payloads, like the Navy's future Intermediate-Range Conventional Prompt Strike hypersonic missile. If the four Ohio class SSGNs' lifecycles are to be extended, it would be because the Navy wants to make sure that the vertical launch cell capacity offered by the SSGNs isn't lost from the fleet, as well as some of their other capabilities.

During the virtual event, Pappano insisted that the evaluations will only be carried out in an attempt to understand the opportunities and risks that could be presented by the life extensions. He explained that while the Navy may not even pursue this course of action pending the results of the evaluations, it will still be important information to have in case the life extensions become necessary further on down the line as retirement years approach.

Because of the sheer amount of capability that the SSGNs possess, they are heavily tasked and forward-deployed, and Pappano himself implied that the submarines have been worked to the bone as a result. While the Block V Virginia class with its VPM will be able to take up some of the slack for the SSGNs, they cannot fully replace the incredible capability these boats provide, especially in terms of special operations and command and control capacity.

There has already been real talk of using the Columbia class design, or a derivative thereof, as the basis for a future multi-purpose SSGN sub-variant, which would provide 35 capabilities unlike any submarine on earth. This would not happen anytime soon though and the cost of producing them would be very large and the SSBNs are slated to be replaced first, with 12 Columbia class SSBNs planned. New SSGNs would have to be mixed into that schedule, which would likely be problematic, or they would have to come after the 12 SSBN variants are fielded. So, no matter what, there will be an SSGN gap for a substantial number of years once the first four converted

Ohio finally get retired. How much that gap could be mitigated by further life extensions is yet to be seen, but the Navy will find out. Extending the SSGNs even a few years could keep their highly valued capabilities a bit longer while also taking the pressure off the Block V Virginia class and VPM timeline.

"As part of [the initiative], we'll also evaluate the SSGNs right now," Said Pappano. "That's a bit more of a challenge because those ships are operated a little bit more vigorously than the SSBNs are in the current roles they have right now, but we will continue to look forward to doing that."

Both the Ohio class SSBNs and SSGNs have received many upgrades in the course of their service lives and, according to Pappano, are said to be performing well. With no room for fielding delays, the Navy hopes it can rely on these seasoned submarines to hold down the fort while the new Columbia class SSBNs and Block V Virginia class SSNs are prepared for service. Just how long they can do that, in a pinch, remains to be understood, but with this new initiative, hopefully, that won't be for long.

<https://www.thedrive.com/the-war-zone/navy-eyeing-life-extension-of-nine-ohio-class-submarines>

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## **Inside The Submarine Capable of Launching Nuclear Missiles**

***The submarine's missiles can strike targets up to 4,000 miles away.***

(ABC NEWS 19 MAY 22) ... Luis Martinez and Martha Raddatz

America's main nuclear deterrent glides undetected under the oceans as it carries a cargo of ballistic missiles that will hopefully never be used.

Off the coast of Hawaii, ABC News visited the USS Maine, one of 14 Ohio Class U.S. Navy submarines capable of launching nuclear-tipped ballistic missiles.

Measuring two football fields in length and weighing 18,000 tons, the massive submarine carries 20 Trident 2 D5 missiles capable of striking targets up to 4,000 miles away.

Each missile is capable of holding up to 12 nuclear warheads -- one reason why these submarines are able to carry about 70% of the nation's active nuclear arsenal allowed by the New START Treaty.

"I'd say it's the most powerful force in the world right now," Vice Adm. Bill Houston, the commander of the U.S. Navy's Submarine Forces, told ABC News.

But in keeping with U.S. policy, Houston could neither confirm nor deny whether there were missiles with nuclear warheads aboard the submarine.

The Navy screened ABC News' footage of the visit to the submarine for operational and security reasons.

Developed at the height of the Cold War with the Soviet Union, the submarines have continued with their classified missions, serving as a key part of America's nuclear triad that includes strategic bombers and intercontinental ballistic missiles (ICBMs) housed in the western plains' states.

Recent comments by Russian leaders about their strategic nuclear capabilities following the invasion of Ukraine have shined a spotlight on America's nuclear deterrence mission.

Houston characterized comments by Russian leaders about Russia's nuclear weapons capability as "very dangerous," "irresponsible" and "unprofessional."

"It gives more meaning to this mission," said Houston. "But we view our mission as a peace mission, purely defensive is what we do."

He added, "And so when they saber rattle, this deterrent here is meant to prevent that from occurring."

A main part of why Ohio Class submarines are a powerful nuclear deterrent is because they are undetectable in vast stretches of ocean, making an adversary susceptible to a retaliatory strike should it carry out a strategic attack against the United States.

To stay hidden, the submarine will surface very rarely -- if at all -- during what could be a months-long patrol underwater.

"This submarine, once it's underwater, it will

not be detected," said Houston. "It is the one portion of our deterrent that will always be available if needed."

And maintaining that deterrent means that not even senior military leaders will know where the submarine is at any given time. That's a privilege available only to the submarine's senior leaders.

The crew will regularly train for the unthinkable, like the launch of nuclear-armed missiles in a retaliatory strike against a country that has carried out a strategic attack against the United States.

ABC News was allowed to witness a simulated launch exercise where redundancies are an integral security measure intended to ensure the validity of a presidential order to launch missiles.

"United States policy is not to aim our missiles at any adversary or any country," said Cmdr. Darren Gerhardt. "If we said they're targeted, they would be pointing to the spot in the ocean. They don't go anywhere."

Living with the Trident missiles is also a regular part of life for the 150 sailors on the submarine.

The sailors have to maneuver their way through hallways lined by 24 missile tubes that house ICBMs. The missiles are also located near the sleeping berths.

Crew members carry out their assignments in shifts with some gathering for breakfast at 3 a.m.

With the submarine operating hundreds of feet below the surface, the crew has little awareness about what is going on in the world. At times the submarine will come up to periscope depth to receive satellite signals for updates on what's going on in the world. But that maneuver carries risk.

"But when I do come up to periscope depth that makes me vulnerable," said Gerhardt. "So I have to minimize the amount of times I do that."

And when the crew returns to their families, "we're catching up on several months' worth of information that we missed," Gerhardt said.

Both Houston and Gerhardt said they're used to this life under the sea.

"I would say this is where we're more comfortable," said Houston. "A pilot likes to be in the air. We like to be under the sea."

Added Gerhardt, "This is our home."  
<https://abcnews.go.com/Politics/inside-submarine-capable-launching-nuclear-missiles/story?id=84832056>

**MY PARENTS  
SPANKED  
ME AS A CHILD**  
**AS A RESULT, I NOW SUFFER  
FROM A PSYCHOLOGICAL  
CONDITION KNOWN AS  
"RESPECT FOR OTHERS"**

**DO YOU REMEMBER WHEN  
ALL THE STORES WERE  
CLOSED ON SUNDAY?**



**Who remembers?**  
A rotary telephone.  
**WAITING TO CALL LONG  
DISTANCE AFTER 7PM  
BECAUSE IT WAS CHEAPER**

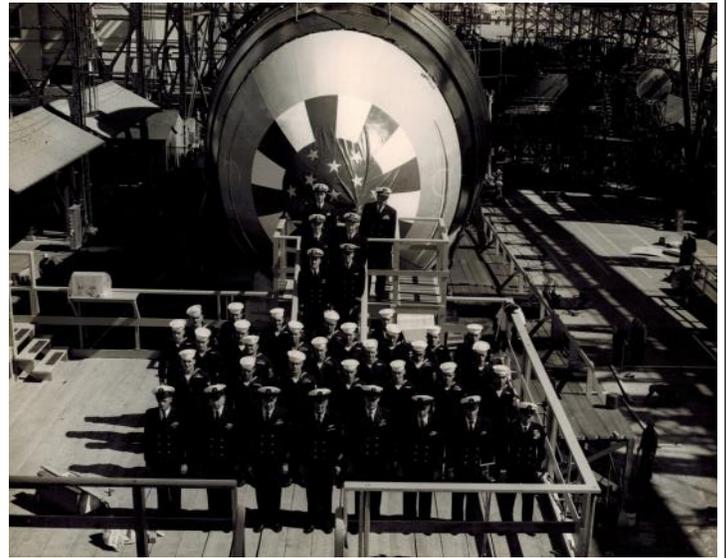
At the end of this newsletter you'll find some pictures of the annual Moonshine Mountain Memorial Service which is held in Burnsville NC. If you look closely you'll see our Chaplain Bruce Stefanik, MS2(SS) B 73-77 and Bill Hinds, QMCS(SS) B COB 76-79.



Submitted by Patrick Winn, SK3(SS) G 75-79 [TCC USCG Ret]. This was a Sonar watch section circa 1978. Patrick is at the far left. Can anyone put a name to the others in this picture? If so email with the answer: [655webmaster@ssbn655.org](mailto:655webmaster@ssbn655.org)



Submitted by Elam Mauk, EMCM(SS) B 65-69  
Commissioning/ Plank Owner COB 66-68, Association Life Mbr

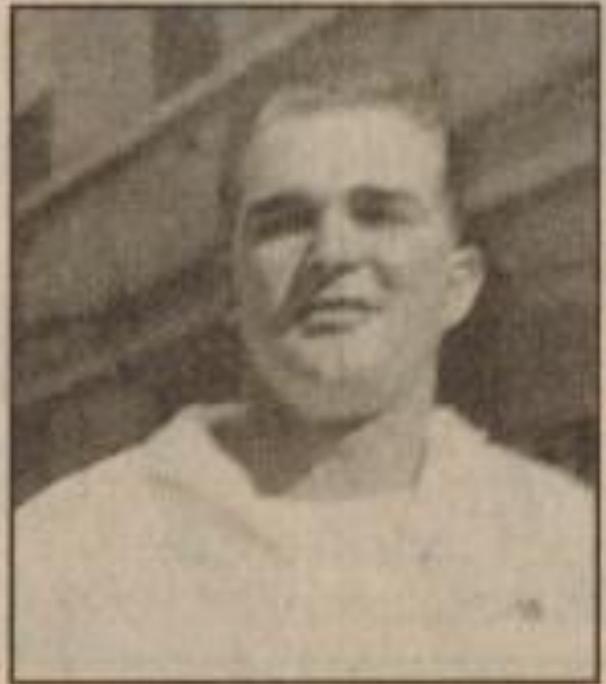


Lee Mauk receives his submarine pin when he first joined the "Silent Service" as an electrician aboard a diesel sub from World War II.

**All submitted by Elam Mauk, EMCM(SS) B 65-69  
Commissioning/ Plank Owner COB 66-68, Association Life Mbr**



Retired Master Chief Lee Mauk of Venice, V.S. Navy, was a senior electrician aboard the USS Skate, the first nuclear sub to crack the polar ice cap in winter during a 1958 cruise.



PHOTOS PROVIDED

This is Lee Mauk in his early 20s. He joined the Navy at 17 in 1948.

**Rank**  
EMCM (SS)

**Service Branch**  
USN

**Service Dates**  
8/1948 - 2/1969

**Born**  
11/12/1929  
CHARLESTON, SC

## GNIFICANT DUTY STATIONS

FLEET ACTIVITY, YOKOSUKA, JAPAN  
USS LAWS DD-558  
USS SKATE SSN-578  
USS THEODORE ROOSEVELT SSBN-600  
USS HENRY L. STIMSON SSBN-655

## SIGNIFICANT AWARDS

NAVY UNIT COMMENDATION  
NAVY GOOD CONDUCT MEDAL (6)