



VOL. 2022 #7



JULY 2022

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

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

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As we celebrate the 4<sup>th</sup> of July next week, we need to remember that our Freedom comes at a very high price. We can count the numbers...52 boats lost during WWII,

over 4,000 submariners lost over the history of the submarine program, the War on Terror claims more American lives each day. I have heard throughout my life that "Freedom Isn't Free." Many of us know too well just what that means.

On this Independence Day I would ask that you take time in your celebrations to remember the reasons you rode the boats...the reasons you made those long patrols,..the reasons so many of our young men and women wake up each day (if they've even been able to sleep), put on the uniform of an American Patriot and go about their daily duties.

I thought it would be appropriate to send along this link to an amazing video of a group of Hollywood stars who really knew what Independence Day was really about. Enjoy!!!

**John Wayne 1970 Variety Show Celebrating America's History**

In 1970, John Wayne hosted a variety show celebrating America's history. Included in the cast were the following: (some were uncredited)

Ann Margret, Lucille Ball, Jack Benny, Dan Blocker, Roscoe Lee Browne, George Burns, Owen Bush, James Caldwell, Glen Campbell, Johnny Cash, Roy Clark, Bing Crosby, Phyllis Diller, Edward Faulkner, Lorne Greene, Harry Hickox, Celeste Holm, Bob Hope, Kay E. Kuter, Michael Landon, Forrest Lewis, Dean Martin, Dick Martin, Ross Martin, Greg Morris, Ricky & David Nelson, Hugh O'Brian, Dan Rowan, William Shatner, Orville Sherman, Red Skelton, Tom Smothers, Leslie Uggams, Jesse Vint, John Wayne, Patrick Wayne, Dennis Weaver, Dan White, Hal Williams, The Doodletown Pipers  
The closing piece featured many of the show's guests. Enjoy!



[https://www.youtube.com/watch?v=UFv-fqQ9D\\_Y](https://www.youtube.com/watch?v=UFv-fqQ9D_Y)







**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 for shipmates contact info.)

**NOTE: MANY THANKS TO DON ORT, MM1(SS) G/OVHL1/G 69-74, FOR THE EFFORTS HE IS MAKING TO LOCATE OUR STIIMSON SHIPMATES WHO ARE ON OUR SAILING LIST BUT WITH NO EMAIL ADDRESS.**

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**MM1(SS) Walter Upchurch B 72-75**  
[info updated per member request]

**QMCM(SS) Harry Nettles G COB 91-92**  
**USSVI Charleston Base; Holland Club**  
[info updated per member request]

**QM2(SS) William 'Bill' J. Clark G 76-79**  
[info added per member request]

**HM2(SS) Thomas 'Doc' Clayton B 71**  
**CWO4 Retired**  
Assoc. Life Member; USSVI Thresher Base;  
Holland Club  
[info updated per member request]

**Shirley Lee Speakman Gnodle**  
**March 12, 1945 – May 26, 2022**  
**Moncks Corner, SC**



**Shirley Gnable, wife of John Gnable**, passed away on May 26<sup>th</sup>. John was a previous member of USSVI Charleston Base. John and Shirley attended many of the Charleston Base events prior to the shutdown. Services are private.

**BINNACLE LIST UPDATES:** If you know of a shipmate who should be on the binnacle list please let me know. I will contact the shipmate for 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 there 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**

**6.27.2022:** This morning's very early visit to the ATC turned out very well. From the blood tests, her hemoglobin was 9.4 and all of her other blood numbers are steadily improving. But wait! There's more! We received a report from her bone marrow biopsy from the other day. Her bone





13. Consider political ramifications

**READ MORE HERE**



**11 Supermarkets That Give Seniors a Discount**

**By Donna Fuscaldo, AARP** May 26, 2022

With food prices soaring, here's how you can save

Everyone is looking for ways to save these days, and the grocery store may be an option if you're an older adult. Many supermarkets across the country offer people over a specific age a percentage off their bill. The grocery stores typically pick one day per week, known as senior discount days, to extend this deal to their older shoppers. The discounts tend to range from 5 percent to 10 percent off your grocery bill or select items.

Keep in mind that some big grocery chains, including Safeway and Giant, don't have a corporate-wide senior day on the books, but individual stores may extend a discount, so it's best to check with your store. Veterans can also save at the grocery store, with some supermarkets offering similar discounts to individuals who have served in the military. With that in mind, here's a list of 11 grocery stores across the country that have set senior discount days.

**1. ALBERTSONS**

**Locations:** Arizona, California, New Mexico, Texas and other central and western states

**Age for discount:** Varies

**Deal:** Senior discount is available at select stores throughout the country. Customers are encouraged to reach out to their store to confirm if there's a senior discount.

**2. BASHAS'**

**Locations:** Over 100 stores in Arizona

**Age for discount:** 55+

**Deal:** The first Wednesday of every month, customers 55 and older get 10 percent off their purchase. Customers are required to use their Thank You rewards card to receive the discount. The discount cannot be used for prescriptions, alcoholic beverages, tobacco products, postage stamps, gift cards, Western Union, taxes, fuel or lottery tickets.

**3. BROOKSHIRE'S FOOD & PHARMACY**

**Locations:** Arkansas, Louisiana and Texas

**Age for discount:** 60+

**Deal:** Every Tuesday and Thursday, customers 60 and older can save 5 percent off their grocery purchase when they use their Brookshire's Thank You Card. Eligible adults need to ask for the discount at checkout. The discount doesn't apply to milk and other dairy products and a host of other things including fuel, tobacco and prescription drugs.

**4. DECICCO FAMILY MARKETS**

**Locations:** New York

**Age for discount:** 62+

**Deal:** Seniors get a discount on regular-priced items one day per week. The individual store sets the percentage off and day of the deal. Customers are required to have a DeCicco Preferred Card to receive the discount.

**5. FOOD BAZAAR**

**Locations:** Connecticut, New Jersey and New York

**Age for discount:** Varies

**Deal:** Monday through Friday from 7 a.m. to 3 p.m., seniors get 5 percent off their grocery bill. Sales found in the weekly circular are not eligible for the senior discount.

**6. FRED MEYER**

**Locations:** Alaska, Idaho, Oregon and Washington

**Age for discount:** 55+

**Deal:** The first Tuesday of every month, adults 55 and older get 10 percent off select items including private-brand groceries, apparel, shoes, accessories, all home goods and most electronics.

**7. HARRIS TEETER**

**Locations:** North Carolina, South Carolina, Virginia, Georgia, Florida, Delaware, Maryland, Washington, and D.C.

**Age for discount:** 60+

**The deal:** Every Thursday customers 60 and older receive a 5% discount on their bill. To receive the discount a shopper must have a valid VIC rewards card. Let the cashier know at checkout to get the savings.

**8. HY-VEE**

**Locations:** Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, South Dakota and Wisconsin

**Age for discount:** Varies









Store. I found that many products are in the store but also that some software that is “free” on the internet has a charge in the Microsoft Store for downloading it.

If you go to the Microsoft Store and type “browsers” to see what other browsers are available I found Firefox and Opera plus a lot of browsers I have never heard of listed but not Google Chrome, CCleaner Browser, or other browsers I like to use. You can install other “browsers” from the Microsoft Store, however, you cannot set any other browser but Microsoft Edge as the “default” browser while in the “S” mode. Microsoft Edge must be the “default” browser.

If you decide that acceptable software is available in the Microsoft Store you can leave your new computer in the “S” mode which prevents “malicious” software from being installed on your computer and thus “safer”.

If you have “must have” software in your list that is not in the Microsoft Store then you may decide to “deactivate” the “S” mode. For example, I use Family Tree Maker 2019 to track my ancestry on my local computer which works well with Ancestry.com, but that program is not available in the Microsoft Store. Thus, this was a “must have” program for me to have on the new computer.

If you decide that you want other software you own to be installed on your computer then you have the option of switching Windows out of the “S” mode. Once the “S” mode is deactivated, you CANNOT return to the “S” mode. It is a ONE-WAY process. If you feel you may want to start over in the “S” mode you should make a “clone” of your initial hard drive and put it in safe place. This will allow you to “restore” the hard drive back to the original setup at a later time if desired.

It is a fairly simple process to switch out of the “S” mode. The following link gives simple instructions for deactivating the “S” mode. Open the link then select “How do I get out of the “S” mode?” and follow the instructions.

<https://support.microsoft.com/en-us/windows/windows-10-and-windows-11-in-s-mode-faq-851057d6-1ee9-b9e5-c30b-93baebee85>

This “deactivates” the “S” mode and switches

Windows to the “normal” mode which allows you to install any software and choose any browser as the “default” browser. It also makes it possible for malicious software to be installed by bad sites. Remember deactivating the “S” mode cannot be reversed.

Remember to periodically “clone” your hard drive to ensure you can recover from a failed hard drive or malicious software.

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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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### **The Future USS Montana Was Commissioned In Virginia Saturday**

(KFBB-TV ABC GREAT FALL 24 JUN 22) ...

Meridith Depping

HELENA, Mont. - This Saturday, the newest Virginia-class attack submarine, the future USS Montana (SSN 794) was commissioned at Naval Station Norfolk, Virginia.

This will be the third of the Block IV Virginia-class attack submarines to be delivered, and the second commissioned warship bearing the name according to a press release from the U.S. Navy.

The first USS Montana (ACR-13) was an armored cruiser, also built at Newport News Shipbuilding and commissioned in July 1908 and was decommissioned in 1921.

Two other vessels named after Montana never saw commissioned service.

"This boat is a true treasure of the U.S. Navy, and will play an integral part in protecting and

promoting American prosperity and security abroad," said Secretary of the Navy Carlos Del Toro. "I am so proud of the brave men and women who will man this submarine, and I look forward to their success on the high seas."

According to the release, Montana is the third Block IV Virginia-class submarine to enter service, designed to carry out the core missions of the submarine force: anti-submarine warfare; anti-surface warfare; delivery of special operations forces; strike warfare; irregular warfare; intelligence, surveillance, and reconnaissance; and mine warfare. These capabilities allow the submarine force to operate anywhere, at any time, and contribute to regional stability and the preservation of future peace. [https://www.montanarightnow.com/news/the-future-uss-montana-was-commissioned-in-virginia-saturday/article\\_3b7e7882-f4b3-11ec-9b69-3f4a5eaa0911.html](https://www.montanarightnow.com/news/the-future-uss-montana-was-commissioned-in-virginia-saturday/article_3b7e7882-f4b3-11ec-9b69-3f4a5eaa0911.html)



### **Navy Commissions Sub SSN-793, Completes Refit Of SSGN-727**

(DEFENSE DAILY 01 JUN 22) ... Rich Abott

The Navy recently commissioned the Virginia-class attack submarine USS Oregon (SSN-793) and also completed a refit of the guided-missile submarine USS Michigan (SSGN727).

SSN-793 was commissioned at a traditional ceremony held at Naval Submarine Base New London, Conn. on May 28, the first regular ceremony of its type since February 2019 due to the COVID-19 pandemic.

The Oregon was built by General Dynamics' [GD] Electric Boat division in Groton,

Conn. The vessel was previously christened at the Groton shipyard in October 2019.

Electric Boat delivered SSN-793 to the Navy in February (Defense Daily, March 1).

SSN-793 is the second Block IV Virginia-class boat. That variant includes design changes meant to reduce total ownership cost of the submarine. Incorporating these smaller-scale design changes to increase component-level lifecycle of the submarine, the Navy seeks to increase the time between depot maintenance availabilities and increase the number of deployments per vessel.

The Navy said while Blocks I-III Virginia-class submarines are expected to undergo four depot maintenance availabilities and 14 deployments, Block IV vessels are planned to have only three depot maintenance availabilities and up to 15 deployments.

Separately, the Navy completed an extended refit period of the Ohio-class guided-missile submarine USS Michigan (SSGN-727) at the Puget Sound Naval Shipyard and Intermediate Maintenance Facility and the ship got underway on May 27.



SSGN-727 first entered dry dock in July 2019, four months before the first COVID-19 cases were confirmed.

There are four Ohio-class SSGNs, which are nuclear armed submarines converted to conventional cruise missile roles. Each submarine can field up to 154 Tomahawk missiles.

The SSGNs are expected to retire between fiscal years 2026 and 2028, but Navy officials recently said the service is examining the possibility of extending the vessels while the Navy waits for more SSNs with the Virginia Payload

Module (VPM) to be built. The VPM increases the number of cruise missiles each attack submarine can hold from the current 27 to about 65. Twenty-two VPM-equipped SSNs will equal the four-ship SSGN fleet (Defense Daily, May 16).

Ohio-class submarines were originally expected to last for 30 years, but were previously extended to 42-year service lives.

Melissa Kittrell, assistant project superintendent on the USS Michigan project, Code 392, Operations Department said this team was the first to try out new equipment, saving time in maintenance compared to the original work timeline.

"We were the first availability to try out new equipment developed by (Naval Undersea Warfare Center) Keyport," she said. "This allowed the project to more efficiently conduct some repair work, and saved two weeks to the project timeline."

Kittrell underscored the amount of work the maintenance team was able to do despite the pandemic.

<https://defensedaily.com/navy-commissions-sub-ssn-793-completes-refit-of-ssgn-727/navy-usmc/>



*Submitted by Bob Peterson, MM1(SS) B 70-72*

**For all of us getting older by the day!**

**The 1% Age Group.**

This **special group** was born between 1930 & 1946 = 16 years. In 2021, the age range is between 75 & 91. Are you, or do you know, someone "still here?" Interesting Facts.

- \* You are the smallest group of children born since the early 1900s.
- \* You are the last generation, climbing out of the depression, who can remember the winds of war and the impact of a world at war that rattled the structure of our daily lives for years.
- \* You are the last to remember ration books for everything from gas to sugar to shoes to stoves.
- \* You saved tin foil and poured fried meat fat into tin cans.
- \* You saw cars up on blocks because tires weren't available
- \* You can remember milk being delivered to your house early in the morning and placed in the "milk box" on the porch.
- \* You are the last to see the gold stars in the front windows of grieving neighbors whose sons died in the War.
- \* You saw the 'boys' home from the war, build their little houses.
- \* You are the last generation who spent childhood without television; instead, you "imagined" what you heard on the radio.
- \* With no TV until the 1950s, you spent your childhood "playing outside." There was no Little League.
- \* There was no city playground for kids.
- \* The lack of television in your early years meant that you had little real understanding of what the world was like.
- \* On Saturday mornings and afternoons, the movies gave you newsreels sandwiched in between westerns and cartoons.
- \* Telephones were one to a house, often shared (party lines), and hung on the wall in the kitchen (no cares about privacy).
- \* Computers were called calculators; they were hand-cranked.
- \* 'INTERNET' and 'GOOGLE' were words that did not exist.

- \* Typewriters were driven by pounding fingers, throwing the carriage, and changing the ribbon.
  - \* Newspapers and magazines were written for adults and the news was broadcast on your radio in the evening.
  - \* The Government gave returning Veterans the means to get an education and spurred colleges to grow.
  - \* Loans fanned a housing boom
  - \* Pent-up demand, coupled with new installment payment plans opened many factories for work.
  - \* New highways would bring jobs and mobility
  - \* The veterans joined civic clubs and became active in politics.
  - \* The radio network expanded from 3 stations to thousands.
  - \* Your parents were suddenly free from the confines of the depression and the war, and they threw themselves into exploring opportunities they had never imagined.
  - \* You weren't neglected, but you weren't today's all-consuming family focus.
  - \* They were glad you played by yourselves until the street lights came on
  - \* They were busy discovering the postwar world.
  - \* You entered a world of overflowing plenty and opportunity; a world where you were welcomed, enjoyed ourselves and felt secure in your future although the depression poverty was deeply remembered.
  - \* Polio was still acrippler.
  - \* You came of age in the '50s and '60s.
  - \* You are the last generation to experience an interlude when there were no threats to our homeland.
- The second world war was over and the cold war, terrorism, global warming, and perpetual economic insecurity had yet to haunt life with unease
- \* Only your generation can remember both a time of great war and a time when our world was secure and full of bright promise and plenty.
  - \* You grew up at the best possible time, a time when the world was getting better...
  - \* You are "The Last Ones."

More than 99 % of you are either retired or deceased, and you feel privileged to have "lived in the best of times!"

Amen! It's great being part of the 1% Special Group!

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### **History Of The Drunken Sailor Sea Shanty** (NAVY TIMES 31 MAY 22) ... Sarah Sicard

There is something about sailing the open seas that comes with the stereotype of being a rum-soaked scalawag.

One of the most popular sea shanties of all time is that which we've come to know as "What Shall We Do with the Drunken Sailor?"

The original music reportedly comes from an Irish tune called 'Oró Sé do Bheatha 'Bhaile,' which means "Óró, you are welcome home."

The song's lore dates back to the early 1800s, but references are scant. Its chorus, however, is referenced in some whaling ship records out of New London, Connecticut, in 1839, according to Financial Times.

It's easy to understand why seafarers are so often associated with excessive spirit consumption. Before filtration and modern-day water storage aboard ships, it was much easier to keep alcohol as the main source of potable liquid.

The U.S. Navy indeed had a long history with drink on its vessels before its prohibition over 100 years ago.

On March 27, 1794, Congress enacted a daily drink ration, which included "one half-pint of distilled spirits" or "one quart of beer."

After that, limits on alcohol increased until finally the U.S. Navy banned it on July 1, 1914, under General Order 99. The regulation stated, "The use or introduction for drinking purposes of alcoholic liquors on board any naval vessel, or within any navy yard or station, is strictly prohibited, and commanding officers will be held directly responsible for the enforcement of this order."

However, American sailors have had dalliances with drunkenness since — typically at port.

For example, U.S. sailors stationed in Japan were also banned from drinking in the country, on- or off-base, after a sailor was arrested on

suspicion of drunken driving on the island of Okinawa in 2016. Restrictions were eased shortly after, limiting drinking to on-base only.

In Iceland in 2018, a couple thousand U.S. sailors and Marines drank the entire beer supply of the capital city of Reykjavík while stationed there on a NATO mission.

So what do you do with a drunken sailor?

According to the song, there are several things you can do with a drunken sailor: Shave his belly with a rusty razor, put him in a long boat 'til he's sober, stick him in the scupper with a hosepipe on him, or put him in the bed with the captain's daughter.

Whether or not the U.S. Navy has ever utilized any of these methods of punishment is not known. However, any captain who found a drunken sailor in bed with his daughter is likely to turn to the bottle himself.

<https://www.navytimes.com/off-duty/military-culture/2022/05/31/history-of-the-drunken-sailor-sea-shanty/>

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### **First Columbia Class Submarine Keel 'True And Fairly Laid' At Electric Boat**

(THE DAY 04 JUN 22) ... Sten Spinella



NORTH KINGSTOWN, R.I. — Electric Boat held a keel-laying ceremony Saturday morning to mark the beginning of construction for the submarine District of Columbia (SSBN 826), the first of its new namesake class of boats.

Political and military dignitaries converged on the Quonset Point facility in North Kingstown for the keel laying — the ceremonial start of construction for a submarine. U.S. Rep. Eleanor Holmes Norton, D-DC, sponsored the ship and

inscribed her initials on it Saturday.

Secretary of the Navy Carlos Del Toro delivered the ceremony's keynote address. He was one of several speakers who appreciated the work of EB employees.

"I know the hard work that goes into waking up, coming to work, in times of heat and times of cold, to make these ships," he said. "Your role is as important as mine."

The Navy secretary said Columbia-Class submarines "will be the cornerstone of our national security" and represent 70% of the U.S.'s nuclear arsenal.

"Adversaries know our silent service is always on patrol. They don't know where," Del Toro said. "It is imperative that we must now modernize our fleet ... recapitalizing our seabased deterrents as foundational to our national security." He thanked the American people for their "investment and confidence" in the ship-building effort.

He mistakenly and repeatedly referred to Delaware at the beginning of his remarks before self-correcting to Rhode Island, noting President Joe Biden was in Delaware recently.

The seriousness of the ceremony was balanced by a celebratory reception before and after the event that included donuts made to look like submarines. The standing room-only event, which was not open to the public, drew an estimated 1,500 people, according to General Dynamics Electric Boat.

Submarine Columbia (SSBN 826) is the lead ship in the newest class of ballistic submarines for the Navy, which will replace the Ohio class of Trident-missile nuclear submarines that are scheduled to retire from service at the end of the decade.

Connecticut U.S. Rep. Joe Courtney, D-2nd District, also delivered remarks on Saturday. "The Columbia now is the largest single shipbuilding program in the Navy's budget," he said Saturday. "Its production facilities have transformed the skylines of Quonset Point, Groton and Newport News. The dramatic hiring in southern New England over the last decade has elevated Electric Boat to the position of the number one private employer in both Connecticut and Rhode Island, which will continue into the 2030s."

According to EB, the Navy awarded the company a \$9.5 billion contract for the first two Columbia class ships, which includes construction, testing and associated design work. The company also was awarded funds for additional work in 2021 and this year for \$314 million and \$474 million, respectively.

Since 2015, Courtney has been working to finance the construction of the Columbia class.

In 2016, he “helped secure the inclusion of a provision in the year-end continuing resolution that provided a critical funding boost for the Columbia-Class submarine program.” In 2017, the Navy contract for detailed design of the Columbia program was awarded to EB. In 2019, the company broke ground on a new production facility designed expressly for Columbia-class sub construction.

The facility is “part of a \$1.8 billion investment General Dynamics is making to grow its submarine design and manufacturing infrastructure,” a Saturday news release reads. Construction of the Columbia is roughly more than 20% complete.

EB was awarded the Columbia-class construction contract in 2020. In February and March of 2022, two votes in Congress allowed for the continued funding for the first Columbia-class submarine.

The March vote “included a Courtney-authored provision providing \$130 million to continue efforts to improve the nationwide supplier base, as well as \$20 million to support training programs to help support expansion of the skilled submarine workforce to prepare shipyards for an increase in future submarine construction,” according to Courtney’s office.

“The Columbia-class submarine program will be constructed in large part by the men and women at the EB shipyard in Groton, and will support jobs up and down the eastern CT manufacturing supply chain,” Courtney’s office added.

“Keel laying’ is an ancient maritime term whose historic definition is ‘the formal recognition of the start of a ship’s construction.’ ... This submarine’s construction hardly began today,” Courtney said. “In a sense, today’s keel laying

does in fact mark a start — these modules are now poised to be fitted out for final assembly and seaworthiness.” He then paraphrased Winston Churchill, saying, “It’s not the beginning of the end, but it is perhaps the end of the beginning.”

The Navy approached Electric Boat in 2007 about assisting in designing the Ohio-class replacement class. The first Columbia-class boat is scheduled to be deployed in 2030, with a service life that is expected to last until the 2080s.

“The Columbia class of 12 ships will each carry 16 missiles, which in total will represent approximately 70 percent of the country’s nuclear arsenal,” according to a description at Saturday’s event from EB. “At a length of 560 feet and displacing 20,810 tons, the Columbia will be the largest submarine ever built by the U.S. Its reactor will not require refueling during its lifetime of planned service, making the ship more cost effective to operate and maximizing time in deployment. In addition, the submarine will feature superior acoustical performance and state-of-the-art sensors to make it the most capable and quiet submarine ever built.”

The Columbia ultimately will be assembled and tested at Electric Boat, and will be delivered to the Navy in 2027.

“With the Columbia-class program, the Navy has entrusted Electric Boat to deliver the next 60 years of nuclear deterrence for our nation, continuing the company’s legacy of delivering the finest, most technically advanced submarines in the world,” EB President Kevin Graney said Saturday.

U.S. Sen. Sheldon Whitehouse, D-R.I., also thanked those who built “this majestic craft.” 7

“‘Popular Science’ just called you masters of steel,” he said to the workers gathered throughout the facility. “From the nuclear power plant within to the deep ocean pressure without, you craft the most capable ... vessels to ever sail the seas.”

Holmes Norton, who took the opportunity during her remarks to express her support for D.C. statehood, had her initials welded onto a plate by Electric Boat welder Maria Betance-Pizzarro.

According to EB, “Since submarines have round hulls and do not have a keel, the



ceremonial plate will be mounted in a place of honor on the ship permanently.”

<https://www.theday.com/local-news/20220604/first-columbia-class-submarine-keel-laid-at-electric-boat>

### **Keel Laid For Nuclear Ballistic Missile Submarine District of Columbia**

(USNI NEWS 04 JUN 22) ... John Grady

After inspecting the engraved plate with her welded initials, Rep. Eleanor Holmes Norton (D-D.C.) declared the keel laid for the future USS District of Columbia (SSBN-826).



*Artist's rendering of the Columbia-class SSBN submarine.  
US Navy Image*

The ceremony marks the ceremonial construction start of the first in a new class of ballistic missile submarine that's expected to commission in 2027.

“Though this is not the first time a U.S. Navy vessel has been named Columbia, this is the first time that the name has been used to specifically commemorate the District of Columbia. The Columbia class will be the largest, most capable and most advanced submarine produced by our nation,” Norton said in her remarks during the ceremony.

Norton added the district is home to about 30,000 veterans now and almost 200,000 D.C. residents have served in the armed forces since World War I.

It was appropriate, “the Navy would be recognizing the people of the District of Columbia,” she said.

“It is fitting that it recognizes what will become the 51st state.”

Building the 12 boomers in the Columbia-class

has been the Navy's top priority for the last decade. Preliminary design work on the 520-foot long, 20,000-ton ballistic missile submarine started in 2007. The class will replace the Ohio class ballistic missile submarines as the nation's number one strategic deterrent starting with District of Columbia's first patrol in 2031.

The Columba-class will carry “70 percent of America's deployed nuclear arsenal,” Navy Secretary Carlos Del Toro said at the ceremony at Electric Boat's Quonset Point facility in Rhode Island. He added the ballistic missile submarines are “the smartest investment we can make” to secure the American public.

The D.C.-class will bring to the Navy “unmatched stealth, advanced weapons systems” and a complex electric propulsion system, Adm. Daryl Caudle, a career submariner and commander of U.S. Fleet Forces Command, said

Electric Boat president Kevin Graney added, District of Columbia is expected to “serve well into the 2080s” and will never have to return to a shipyard for nuclear refueling.

In March, USNI News reported the \$110 billion Columbia program and the Virginia Payload Module hull module are refining modular techniques EB developed to build the early Virginia-class submarines to maximize the efficiency of assembling the complex hulls under a timeline with razor-thin margins.

Also like the Virginia-class, Electric Boat is pairing with Newport News Shipbuilding in the submarines' construction. Jennifer Boykin, president of HII's Newport News Shipbuilding, said the work “raised the bar on size and scope” of submarine's modular construction. The bow and stern modules for District of Columbia will be transported by a specially-built ocean-going barge from Virginia to Electric Boat's facility at North Kingstown, R.I.

In 2016, then Navy Secretary of the Navy announced the first in the new class of boomers would be called Columbia after D.C., reported USNI News at the time.

On Friday, Del Toro announced the first boat would officially add “District of” to the name in order to avoid an overlap in names with the existing USS Columbia (SSN-771). The Los

Angeles class attack boat, named for cities in South Carolina, Illinois and Missouri, was also built at Electric Boat and commissioned in 1995. The current Columbia was originally set to leave the fleet before District of Columbia was to commission but is set to see a service life extension, USNI News understands.

While the name Columbia for a U.S. ships and aircraft is not new – at least eight U.S. ships, a Space Shuttle and the Apollo 11 command module have all shared the name – it will be the first time the name has been used to commemorate the U.S. capital.

“The District of Columbia is rich with naval history. The Washington Navy Yard is our oldest shore facility... Marines like Montford Point Marine Herman Darden and Brigadier General Anthony Henderson and sailors like Yeoman Charlotte Louise Berry Winters and Medal of Honor Recipient First Class Fireman John Rush were born and raised in D.C.,” Del Toro said.

“This is why I prefer to call D.C., not just our nation’s capital, but instead, our naval capital.”

<https://news.usni.org/2022/06/04/keel-laid-for-nuclear-ballistic-missile-submarine-district-of-columbia>

### **How U.S. Sailors Pulled Off A Daring High-Seas Mission To Save A Sinking Nazi Submarine And Capture Its Secrets**

(BUSINESS INSIDER 23 JUN 22) ... Benjamin Brimelow

In early June 1944, more than 100,000 Allied soldiers and thousands of ships and aircraft massed on the English coast, preparing for one of the most important battles in history: the invasion of Normandy.

Several hundred miles to the south, the six ships of US Navy Task Group 22.3 were on a rather routine U-boat hunterkiller patrol — a mundane mission in comparison.

After a few weeks at sea, the task force was heading to Casablanca to refuel. On the way, they pulled off one of the most impressive naval feats of the war: capturing the German U-boat U-505 completely intact — including its valuable Enigma machines and the codebooks needed to use them.

### **U-505**



*U-505 shortly after being captured*

Roughly 250 feet long and displacing about 1,200 tons submerged, U-505 was a Type IXC U-boat with a crew of 60. It had six torpedo tubes to fire its 22 torpedoes, one 4-inch deck gun (which had been removed by 1944), and two anti-aircraft guns.

U-505 quickly earned a reputation for being unlucky. Its first deployment was repeatedly delayed by mechanical problems — a constant issue that cut many of its patrols short. Its first commanding officer had his tenure ended by appendicitis, and its second commanding officer had a mental breakdown during a depth-charge attack and killed himself.

Over 12 wartime patrols, U-505 only sank eight ships, including the accidental sinking of a Colombian diplomat's schooner, which contributed to that country declaring war on Germany in November 1943.

In summer 1944, U-505 was commanded by Oberleutnant zur See Harald Lange and operating in its usual hunting grounds off the West African coast.

The Allies had cracked Germany's codes and were using intercepted messages to determine the general area and timing of U-boat operations.

The Allies sent hunter-killer groups with escort carriers and sonar on the offensive, but they still didn't know precisely where German subs would be because the subs' coordinates were encrypted using a newer version of the Enigma that the

Allies hadn't gotten their hands on.

### **The capture**

Task Group 22.3 sailed from Norfolk, Virginia, on May 15. It was commanded by Capt. Daniel Gallery, an anti-submarine-warfare pioneer, with the Casablanca-class escort carrier USS Guadalcanal in the lead and five destroyer escorts: USS Pillsbury, USS Pope, USS Flaherty, USS Chatelain, and USS Jenks.

On a previous anti-submarine patrol, Gallery had sunk U515 and U-68 within 12 hours of each other, but he knew that capturing a German sub could be more valuable. He ordered the crews of Task Group 22.3 to train to capture a U-boat rather than sink it when they next had the chance.

Gallery was able to get the approximate location of U-505 from decrypted German transmissions, but after weeks of searching for the sub off of West Africa, the task group was running low on fuel and headed north for Casablanca.

Coincidentally, U-505 was also running low on fuel and had set a course for France.

At 11:09 a.m. on June 4, USS Chatelain reported possible sound contacts 150 miles off of what is now part of Western Sahara. Two F4F Wildcat fighter planes launched from Guadalcanal to investigate, while the destroyers Chatelain, Jenks, and Pope moved in.

U-505 was only about 60 feet deep, and Chatelain and the Wildcats discovered it almost simultaneously. The destroyers fired Hedgehog anti-submarine mortars and dropped over 60 depth charges, while the Wildcats fired their machine guns into the sea to mark U-505's course.

U-505 began taking on water, leading its crew to believe the hull was cracked and that they would soon sink. Lange ordered them to surface less than 800 yards from Chatelain and abandon ship.

Gallery then put his plan into action. All five destroyer escorts took position around the sub as it surfaced and sprayed it with small-caliber machine-gun fire, which wounded Lange, killed his chief officer, and panicked the crew.

### **A herculean effort**

The destroyers ceased fire after two minutes, and the Germans hurriedly jumped into the water.

They had opened scuttling valves to flood the sub but, in their haste to abandon ship, didn't set the scuttling charges correctly.

An eight-man boarding party from Pillsbury soon boarded U-505. As the F4F Wildcats fired into the water to keep the Germans from returning, the boarding party grabbed as many codebooks, documents, and maps as they could, along with the Enigma machine.

The US sailors then mounted a herculean effort to save U-505. With its rudder damaged and engine running, the sub sailed in a continuous right turn. They had closed the scuttling valves, but when the engine was disabled the sub sank faster, so they turned it back on.

Pillsbury tried to tow the sub but gave up because U-505 kept running into it, tearing a hole in the destroyer's hull. At one point over 90% of U-505 was underwater, with just its bow and conning tower above the surface.

Fortunately for the Americans, a half-Polish member of the German crew named Ewald Felix agreed to help. Felix showed them how the bilge pumps worked, allowing them to pump water out of the sub.

The engine was disconnected, halting the sub's continuous right turn, and Guadalcanal took it under tow. Though the engine was off, the towing made the propellers spin, which charged the sub's battery and allowed the pumps to keep working.

With a large American flag flying over its German ensign, U-505 was now fully secured. It was the first time US Navy personnel boarded and captured an enemy warship since 1815, and one of only six German U-boats captured during the war.

Not everyone was happy — Adm. Ernest J. King, the chief of US naval operations, was initially furious, fearing the Germans would figure out what happened and change their codes — but the value of the sub soon became clear.

To keep news of U-505's capture from spreading, the sub was towed some 1,700 miles to Port Royal Bay in Bermuda, which, because it saw little military traffic, US officials believed likely had few if any German spies. The sub was also painted in US colors and renamed "USS Nemo."

The German crew, all but one of whom survived, was sent to Camp Ruston in Louisiana and held in isolation — a violation of the Geneva Conventions on the treatment of POWs.

U-505 yielded extremely valuable intelligence. Ten sacks full of codebooks, documents, and maps weighing over 900 pounds were recovered, as were two up-to-date Enigma machines and multiple acoustic torpedoes.

The sub's capture was kept secret until the war in Europe was over. It was then used as a prop to encourage war bond sales. U-505 was to be used for gunnery and torpedo practice after the war, but it was instead donated to the Museum of Science and Industry in Chicago in 1954, where it is still on display.

<https://www.businessinsider.com/us-sailors-saved-u505-uboa-enigma-in-high-sea-raid-2022-6>

## T-SHIRTS FOR SENIORS





June 29, 2022

### Statement from the 63 Living Medal of Honor Recipients on the Passing of Recipient Hershel “Woody” Williams

Growing up in Quiet Dell, friends and family of Woody Williams knew him as a West Virginia farmer’s son and the youngest of 11 children who dutifully supported his family after his father died.

Fellow Marines knew him as the corporal who volunteered for a mission on Iwo Jima to clear a lane through enemy pillboxes that were destroying American tanks.

Veterans in West Virginia knew him as their advocate through his work as a Veterans Service Representative.

Gold Star families knew Woody through his work raising money for scholarships and other programs through the Woody Williams Foundation.

And the nation knew him as a hero and the last living World War II Recipient of the Medal of Honor.

We, his fellow Medal of Honor Recipients, knew him as our friend and one of our heroes. We will miss him greatly.

Semper Fi and Godspeed, Woody



### Congressional Medal of Honor Society Announces Passing of Medal of Honor Recipient Hershel “Woody” Williams

The Congressional Medal of Honor Society regrettably announces that Hershel “Woody” Williams, the last living World War II Medal of Honor Recipient, passed away on June 29, 2022, in Huntington, West Virginia, at the age of 98.

President Harry S. Truman presented Williams with the Medal of Honor on White House grounds in Washington, D.C., on Oct. 5, 1945, for his actions during the battle for Iwo Jima.

On Feb. 23, 1945, then-Corporal Williams was a Marine Demolition Operator with Headquarters Company, 1st Battalion, 21st Marines, 3rd Marine Division, which confronted a series of camouflaged, reinforced concrete pill boxes lining the outskirts of an airfield that U.S. Marines were trying to take.

Over the course of four hours, Williams, armed with a flamethrower and guarded by four Marine riflemen, repeatedly ran the width of the beach while under intense enemy fire to

disarm and destroy seven pillboxes. His actions neutralized a considerable obstacle and created an access point for Marine Infantry units.

Speaking about the significance of the Medal of Honor, Williams once said, “The Medal represents what the country has always stood for. Sacrifice. The day I was born . . . . I was handed a gem that is absolutely impossible to buy. That was my freedom. Can’t pay for it. There is not enough money in the world. So this Medal, to me, stands for sacrifice and service.”

Williams was born in Quiet Dell, West Virginia, on Oct. 2, 1923. He served in the Civilian Conservation Corps for one and a half years during the 1930s and then enlisted in the Marine Corps in 1943 while World War II was underway. Following his retirement from the military in 1969 as Chief Warrant Officer Four, he worked for the U.S. Department of Veterans Affairs as a Veterans Service Representative.

In 2010, Williams created the Woody Williams Foundation to honor and remember the sacrifices of Gold Star Families—the immediate family member(s) of a fallen service member who died while serving in a time of conflict. The USS *Hershel “Woody” Williams* (ESB-4) was christened in his name in 2020. He was one of the charter members of the Congressional Medal of Honor Society when it was founded in 1958, and he served as its Chaplain for decades.

He is survived by numerous family members. Burial arrangements are pending.

There are 63 recipients alive today.

### **About the Congressional Medal of Honor Society**

The Congressional Medal of Honor Society, a 501(c)(3) nonprofit organization, is dedicated to preserving the legacy of the Medal of Honor and its Recipients, inspiring Americans, and supporting the Recipients as they connect with communities across the country.

Chartered by Congress in 1958, its membership consists exclusively of those individuals who have received the Medal of Honor. There are 63 living Recipients. The Society carries out its mission through

outreach, education and preservation programs, including the Medal of Honor Museum, Congressional Medal of Honor Outreach Programs, the Congressional Medal of Honor Character Development Program, and the Congressional Medal of Honor Citizen Honors Awards for Valor and Service. The Society’s programs and operations are funded by donations.

As part of Public Law 106-83, the Medal of the Honor Memorial Act, the Medal of Honor Museum, which is co-located with the Congressional Medal of Honor Society’s headquarters on board the U.S.S. Yorktown at Patriots Point Naval & Maritime Museum in Mount Pleasant, South Carolina, was designated as one of three national Medal of Honor sites.

Learn more about the Medal of Honor and the Congressional Medal of Honor Society’s initiatives at [cmohs.org](http://cmohs.org).

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