IMPORTANT - PLEASE READ

I have been notified by our ssbn655.org email host of a very serious problem that threatens my ability to keep you informed of Association news and activities. I am making every effort to correct this issue but it may take me some time to do so. Until then I will have to find a work around to send the newsletter to our mailing list.

The information I was given said that some of my recipients (that's you) are complaining to their ISPs that the **655webmaster@ssbn655.org** is spamming them. The ISPs then complains to our email host. Our email host runs the risk of being blacklisted, which could effectively shut down his business. And we would like for that not to happen.

Long story short, our email host will not allow me to continue sending bulk messages (i.e., the monthly newsletter) via his server unless, and until, I verify and cleanup my email list. And that will take some time to do via the method he recommends. Until I can begin to send my bulk email through our current server I will be maximizing use of our website which means you will need to go there more often.

Make a link to **www.ssbn655.org** on all of your devices; it will make it easier to get to the website for Association information.

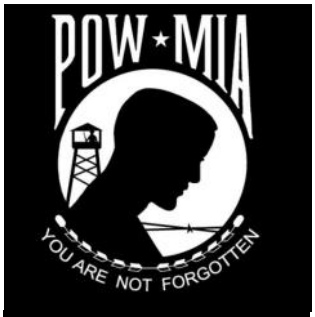
1. The newsletter will not be sent via email attachment. It will be placed on the website where you can pick it up each month sometime after the 1st of the month.
2. I will be setting up a "Current News" Page and post any flash traffic / updates there.
3. I will begin using MailChimp for all bulk email as soon as I can learn how it works. You will receive an initial email requiring you to either OPT IN or OPT OUT for email from my webmaster address.

You should check your email client settings, or with your ISP, to see if the Association email from **655webmaster@ssbn655.org** is being wrongly identified as SPAM. Some ISPs have very aggressive spam filters in place, but you can whitelist mail addresses you want to receive mail from. I'd like to keep you updated so make sure your Spam filters on your devices and at the ISP that hosts your e-mail address know that I'm OK!

Please help me keep you informed of our Association activities and please let me know by return email if this is something you no longer wish to receive. Thanks for your understanding and cooperation!!! // Nick

September 2nd, 1945

the NEW STIMSON DRAFT



National Recognition Day
September 18th

VOL. 2021 #9 SEPTEMBER 2021

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2018 - 2021

PRESIDENT	VICE PRESIDENT	SECRETARY	TREASURER	OUTGOING PRESIDENT
Tom [Marie] Krauser	Steve [Terry] Novic	Nick [Linda] Nichols	Ken [Diane] Meigs	Ray [Rita] Kreul

Other Positions 2018 - 2021

HISTORIAN / CUSTODIAN	WEBMASTER / NEWSLETTER	CHAPLAIN	STOREKEEPER / SHIPS STORE
Larry [Linda] Knutson	Nick [Linda] Nichols	Jake Morris	Jim [Suzie] Weaver

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

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

Shipmates,

We are quickly approaching the October reunion, It's been a long go on this one and I appreciate your patience. Our total attendance is now up to 97 which is outstanding, Thank You all! Just to clear up a few loose ends. The bus to the AFB Museum tour is full, if you would still like to go we can possibly make arrangements but it's not guaranteed.

We are also planning a Pizza party on Thursday evening for those not wishing to use the hotel restaurant or leave the hotel, I will need the number for those that will attend (if you haven't emailed me and plan on attending, please do so ASAP), we are up to 24 as of today. we just ask for a small donation to cover the costs since this was a last minute addition.

VERY IMPORTANT for those flying in, you have to call the hotel for the shuttle, the number is **859-371-2233**, I would call just as you get off the plane, it takes 10 to 15 minutes for the shuttle to arrive, it does not operate between 0100-0500 but I don't think anyone would arrive that early/late but if you do my cell is 513-615-2910, I'll come and get you. The pickup location is clearly marked in baggage just follow the signs to hotel and/or rental car shuttles.

Don't forget a Continental Breakfast is included Wednesday thru Sunday mornings.

I've also had some questions on the dress for the Banquet, Casual to suit and tie, it's your choice, USSVI Members usually wear their vests.

One Driving note: if you are driving in from North of Cincinnati on I-75,I-71 or I-74, I suggest you avoid downtown, there is work on the bridge over the Ohio River and it backs up a lot. Use the circle freeway I-275, the hotel is at exit 2.

Please feel free to email me if you have any

Reunion questions.

Make your speed Ahead Flank for October!

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

The reunion is next month in October.

Marie and I are fully vaccinated and, hopefully, we should be protected and able to go to the reunion in October with some precautions. Hopefully everyone will get a vaccine and by October we should be able to safely have our reunion with minimum precautions.

We hope the rapid rise in Delta-Variant Covid cases will not affect our reunion plans. The Board is keeping a close eye on the surge in cases and what we can do to keep everyone safe.

Look for Dick's discussion about the 2021 reunion in the newsletter.

If you read the story at the END of the August Newsletter about the four Blevins shipmates connection to the Stimson, I have continued the story about the Blevins Family Connection to Submarines and Nuclear Power at the END of this newsletter. If you are interested in ancestors you may find it interesting.

In August, Marie and I went to Connecticut to visit John and Gretchen Glaub with who we have been friends since the summer of 1972 when I went aboard the Stimson. Just think, next summer will be 50 years since I reported aboard the Stimson. We had a great time there and recalled a lot of memories and played a lot of Pinochle (which ended as a draw of games won). We all still maintain friendships with several individuals/ couples from the Stimson 50 years later.

On the way back home, Marie and I stopped in Norwich CT to have dinner with Doug Blevins and his sister Sheila who, if you read the story at the END of the August Newsletter, was one of the four Blevins Ancestors who served on the Stimson. We had a great time visiting with Doug and Sheila and looked at pictures of Stimson reunions and found pictures of Doug in the Patrol 18 photos on the Stimson website. Doug was in the Supply Division as a baker.

Please think about where the 2023 reunion could be and if you would like to explore the possibility of chairing it.

If you have any questions or concerns for the board, please feel free to contact us so we can address them. The Stimson Board had a ZOOM meeting in August and Nick sent the meeting notes out to our shipmates.

From the Association Historian/Memorabilia Custodian - Larry Knutson, MMCS(SS) B 79-81 USSVI-Charleston Base:

We still have the box of Gold Crew check-in cards that were from the time of Bob Weeks CO tour. 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.

From The Editor

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Sharing Pictures with Shipmates:

Submarines Lost During the Month of September		
USS S-5 (SS 110)	Sep 1, 1920 – Practice Dive	No loss of life
USS GRAYLING (SS 209)	Sep 9, 1943 – 8th War Patrol	Lost with all hands – 76 souls
USS S-51 (SS 162)	Sep 25, 1925 – Collision off Block Island	Lost with 33 souls; 3 survivors
USS CISCO (SS 290)	Sep 28, 1943 – 1st War Patrol	Lost with all hands – 76 souls
USS POMPANO (SS 181)	September, 1943 – 7th War Patrol	Lost with all hands - 77 SOULS

Four Boats and 185 Men Lost

If anyone has pictures you would like to share with your shipmates please either email them to me or contact me and I will send you directions to upload to our Stimson Dropbox file.
655webmaster@ssbn655.org
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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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Seeing the world by Mister Mac –

I always wanted to see the world. When I was young, there was something inside me that loved adventure. I read Rudyard Kipling's books from cover to cover and marveled at the mysteries of faraway places. Surely there had to be more to the world than my dingy old home town. I say dingy because […]

Read more of this post

The following Stimson Shipmates have departed on Eternal Patrol.

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None this month

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The direct link to the Association Eternal Patrol page is: **http://ssbn655.org/eternal-patrol/eternal-patrol.html**

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.)

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MM1(SS) John Horvath G 84-87

(info added per member request)

MM1(SS) Dan Grimsbo G 86-89

LCDR Retired

(shipmate joined USSVI - USS Sea Turtle Base)

MM1(SS) Jack F. Shaw G 85-89

(info added per member request)

BINNACLE LIST UPDATES: So that I don't continue printing the same information in the binnacle list, beginning this edition if I have not received an update on a shipmate, I will only note that fact. If you see that note please refer to a prior newsletter to see what the health issue is.

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James 'Jim' McDonald, MM2/MM1(SS) G/G 74-76; 77-79

Cards to: 2721 Early St., Norfolk VA 23513-3915

4.1.2021: Email from Jim: I ask an interest in your prayers as I rehab from a stroke I suffered a month ago. Rehab is going good. I should be released on the 9th to go home and from there do out patient rehab.

==========

Andrew 'Andy' Mckay, TMC G 85-88

Cards to: 2207 FM 1729, Lubbock TX 79403

4.1.2021: Email from Andy: I was found to have lung cancer in 2007. I had surgery to remove half of my right lung. I did 4 months of chemo. I now have final stage COPD. I am on full time supplemental oxygen

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GREAT LINKS TO SPEND TIME WITH

(all links from "The Draft" will be on the website)

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655 Association Website

www.ssbn655.org

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The Day You Got Your Dolphins

Bobby Reed Oct 3, 2018

This Video is dedicated to all those who have been tested for their exorbitant knowledge of submarining and demonstrated their abilities to perform unimaginable jobs under extreme pressure situations in the depths of the oceans. As a result, you have earned the title "QUALIFIED IN SUBMARINES."

Let's be honest, unless you have endured the arduous passage, you will never get us. No matter

what, “WE” are truly, “Brothers of the ‘Phin.”
Watch Video Here

****

Submitted by Don Ransel, MMCS(SS) G 83-86, USSVI Pocono Base

Where Are The Clowns?

Please take a minute and watch the entire video…it’s worth a couple of minutes if only for Sinatra singing and Orson Welles ending. All the clowns are wonderful and I know most of us will remember most of them.

Just a bit of nostalgia that is supposed to bring a smile to your face and some fond memories of their talent. However, it may also bring a tear to your eye because "Those were the days." Sorry if you may be too young to remember some of these entertainers but they were so much better than what passes today for humor!
https://www.theretrosite.com/uploads/videos/6c636bd484d7.mp4

****

USS Cod in Donjon Shipyard, Erie Pennsylvania

21 June 2021 by amigodiver

Cod is an afloat museum boat at Cleveland OH and is now in the shipyards being refurbished and then moved back to Cleveland when finished.
https://www.youtube.com/watch?v=6cxLDHukRF4&list=WL&index=4

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Submitted by Don Ort, MM1(SS) G/SY1 69-74, USSVI Charleston Base

SUBMARINE FIRING TORPEDOES IN A BOTTLE / Diorama - Epoxy Resin Art

4THECRAFT

Video of the making of a diorama showing a submarine firing torpedoes inside a bottle. It is amazing what this artist and model maker has done. Just shy of 13 minutes of fascinating work.
Watch Video Here

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Watch The Ex-USS Ingraham Frigate Get Its Back Broken By A Torpedo

(THE DRIVE 24 AUG 21) ... Joseph Trevithick

While cruise missiles and bombs are very capable, nothing wrecks a ship like a well-placed torpedo shot from a prowling submarine.

The U.S. Navy has released a video montage from a recent Sinking Exercise, or SINKEX, off the coast of Hawaii. The footage includes clips showing the Navy, together with the Marine Corps, pummelling the ex-USS Ingraham, the last Oliver Hazard Perry class frigate ever built, with a variety of weapons, before a Mk 48 torpedo fired from the Los Angeles class nuclear attack submarine USS Chicago finally breaks the ship in two.

The SINKEX was one part of the unprecedently huge Large Scale Exercise (LSE) 2021, which began on Aug. 2 and ended on Aug. 16. LSE 2021 was centered, in large part, on helping the Navy and Marines explore and refine various new expeditionary and distributed concepts of operations. The SINKEX portion was focused on demonstrating various long-range maritime strike capabilities that both services have now or are in the process of fielding.
Watch Video Here

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Submitted by George Stevens, MT2(SS) G 68-71

Questions About Infamous Lost Sub Resurface as Navy Releases New Documents Tied to Decades-Old Mystery

Almost 60 years have gone by since the Thresher, then the Navy's newest nuclear-powered submarine, plummeted to the bottom of the sea during a deep-dive test. Now, recently declassified documents are adding to the confusion and debate around the service's deadliest submarine loss.

Documents released by the Navy in July describe a series of events aboard the submarine Seawolf -- one of the ships that was searching the area after communications were lost with the Thresher on April 10, 1963. The Seawolf heard a series of sounds that have led to speculation that the Thresher's crew may have been alive longer than previously thought.

However, experts on the submarine's sinking dismiss the possibility.
READ THE COMPLETE STORY HERE

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Submitted by Ray Fritz, USSVI Carolina Piedmont Base Chaplain

Nukes, Nubs And Coners: The Unique Social Hierarchy Aboard A Nuclear Submarine

BY AARON AMICK JUNE 16, 2020

Getting assigned to your first sub doesn't make

you a submariner and once you become one you'll find yourself in a social structure unlike any other.

Living in a machine with over 100 sailors requires a person to be flexible socially and sometimes physically. I spent two decades on United States Navy submarines performing sonar duties among eccentric personalities in incredibly stressful situations. When sailors report to their first submarine, they are joining a work culture unlike any other. Surrounded by crew members busily moving about tight spaces and narrow walkways, announcements over the circuit boxes, roving watchstanders, equipment humming to 400hz fans, it can be anxiety-inducing to any sailor.

READ HERE

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Submitted by Ray Fritz, USSVI Carolina Piedmont Base Chaplain

Modern Submarine Torpedo Attacks Are Nothing Like What You See In The Movies

BY AARON AMICK APRIL 14, 2020

We break down how modern torpedo attacks really go down and the types of torpedoes that are used to sink ships and other submarines.

Most modern submarine-launched torpedoes are dual-purpose, meaning they are able to sink a ship or submarine, but they have different characteristics and methods for achieving those goals. Single-purpose torpedoes have a very specific method of attack and can be difficult to evade. In this article, we will cover the capabilities of both kinds of submarine-launched torpedoes and how they actually work, which is very different than what you have probably seen in the movies.

READ HERE

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Submitted by Ray Fritz, USSVI Carolina Piedmont Base Chaplain

Veteran U.S. Navy Submariners Explain Why Fire Is So Deadly Aboard A Submarine

BY TYLER ROGOWAY JULY 6, 2019

After the tragic incident aboard the Russian special missions submarine Losharik, we asked the experts why fire is so dangerous to submarines.

The harrowing fire aboard the Russian nuclear-powered mini-submarine *Losharik* that claimed the lives of 14 of Russia's most experienced submariners and shocked the world community this week is a reminder of just how threatening fire is to submarines and the brave people who operate them. Any fire aboard any vessel can be perilous, but flames, and the noxious smoke and gasses they produce, unleashed within tight confines and self-contained atmosphere of a submarine present a whole other level of danger for ship and crew. But don't take it from this landlubber. Instead, veteran U.S. Navy submariners Aaron 'Jive Turkey' Amick and Eric Moreno offer candid and detailed explanations of the threat of fire on submariners in the wake of the *Losharik* incident.

READ HERE

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THINGS YOU NEED TO KNOW IF YOU MOVE TO THE SOUTH

1. A possum is a flat animal that sleeps in the middle of the road.
2. There are 5,000 types of snakes and 4,998 of them live in the South.
3. There are 10,000 types of spiders. All 10,000 of them live in the South, plus a couple no one's seen before.
4. If it grows, it'll stick ya. If it crawls, it'll bite cha.
5. Onced and Twiced are words.
6. It is not a shopping cart, it is a buggy!
7. Jawl-P? means: Did you all go to the bathroom?
8. People actually grow, eat, and like okra.
9. Fixinto is one word. It means I'm going to do something.
10. There is no such thing as lunch. There is only dinner and then there's supper.
11. Iced tea is appropriate for all meals and you start drinking it when you're two. We do like a little tea with our sugar. It is referred to as the Wine of the South.
12. Backwards and forwards means I know everything about you.
13. The word jeet is actually a question meaning, 'Did you eat?'
14. You don't have to wear a watch, because it doesn't matter what time it is, you work until you're done or it's too dark to see.
15. You don't PUSH buttons, you MASH em.

16. Y'all is singular. All Y'all is plural.
17. All the festivals across the state are named after a fruit, vegetable, grain, insect, or animal.
18. You carry jumper cables in your car for your OWN car.
19. You only own five spices: salt, pepper, mustard, Tabasco, and ketchup.
20. The local papers cover national and international news on one page, but require 6 pages for local high school sports, motorsports, and gossip.
21. Everyone you meet is a Honey, Sugar, Miss (first name), or Mr (first name)
22. You think that the first day of deer season is a national holiday.
23. You know what a hissy fit is..
24. Fried catfish is the other white meat.
25. We don't need no dang Driver's Ed. If our mama says we can drive, we can drive!!!
26. You understand these jokes and forward them to your Southern friends and those who just wish they were from the SOUTH.
AND one more:
27. Why did the chicken cross the road? To show that stupid possum that it CAN be done!

VETERANS AFFAIRS - RETIREE INFO - AARP
https://www.va.gov/
And FLEET RESERVE
<<<<<<<<<<<>>>>>>>>>>>

The 3 Supplements You Might Actually Need After 50

by Jeanette Beebe, AARP, July 21, 2021

When it comes to vitamins and minerals, there's no need to take multiple pills

Taking a dietary supplement or two (or five) every day isn't exactly uncommon. About 70 percent of adults age 60 and older reported taking at least one supplement in the last month — be it a multivitamin or a chocolate-flavored calcium chew. And about 30 percent took at least four, research shows.

Trade that pill for food; or, if you must, have both:

One of the best ways to get all of your essential vitamins and minerals is the old-fashioned way; through a healthy, balanced diet (proteins, veggies, fiber and fluids).

Here's where you can find calcium, vitamin D and vitamin B12:

- Calcium: tofu, broccoli, collard greens, kale and various dairy products
- Vitamin D: yogurt, milk, fatty fish, beef liver, mushrooms
- Vitamin B12: poultry, meat, clams, dairy, eggs

Calcium

How much calcium do you need? Here's what the NIH's Office of Dietary Supplements says:

- 1,200 milligrams (mg) calcium per day for women age 51 and older
- 1,000 mg calcium per day for men age 51 to 70
- 1,200 mg calcium per day for men age 71 and older

Vitamin D
Vitamin B12
Overhyped supplements

Calcium, vitamin D and vitamin B12 — that's the very short list of vitamins and minerals older adults may want to consider taking. Many other dietary supplements lack robust data to support their regular use, and in fact, you might want to steer clear of a few altogether.

• Vitamin E • Vitamin C • Folic Acid
READ MORE HERE
<<<<<<<<<<<>>>>>>>>>>>

8 Warning Signs of a 'Silent' Heart Attack That Are Easy to Overlook

by Rachel Nania, AARP, August 4, 2021 | Comments: 6

Symptoms can be subtle, but that doesn't mean they're any less dangerous

Despite its depiction in the movies, a heart attack doesn't always produce pain or pressure so intense it causes a person to clutch their chest and collapse to the floor. Most people who have a heart attack experience a much less dramatic version. And some have no symptoms at all — or symptoms that are so subtle they're mistaken for something else entirely.

These so-called silent heart attacks account for about 20 percent of all heart attacks, according to the American Heart Association. Some experts estimate that number is even higher — closer to 50 percent.

What is a silent heart attack?

A heart attack happens when the arteries that carry blood to the heart become blocked, thereby depriving the heart muscle of oxygen and nutrients. If a person having a heart attack feels pain or pressure, it's because of this blockage, says Eduardo Marban, M.D., executive director of the Smidt Heart Institute at Cedars-Sinai Medical Center in Los Angeles.

Symptoms of a silent heart attack

Few people actually exhibit no symptoms. But signs of a heart attack can be muted or confused with other conditions. Here's what to look out for:

Shortness of breath
Weakness or fatigue
A general feeling of unease or discomfort
Sweating
Nausea or vomiting
Lightheadedness or dizziness
Mild pain in the throat or chest
Pain in the back or arms, like a sprained or pulled muscle

READ MORE HERE

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Track Your VA Claim or Appeal Status

Do you have a VA claim or appeal under review? You can use **VA's online tool** to review the status of any claims or appeals related to compensation, education benefits, VA health care, and more. **Learn how to track your status online.**

<<<<<<<<<<<>>>>>>>>>>>

Follow Us on Instagram

Do you follow us on Instagram? Be one of the first to learn about updates to your VA benefits and services, events, and inspiring stories of fellow Veterans. **Follow @vabenefits on Instagram today!**

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Top 10 Area Codes for Robocalls

by Kathryn Masterson, AARP, July 19, 2021 | Comments: 27

'Polite' Southerners saddled with more of the calls we love to hate

Robocall volume jumped in June, with Americans receiving 4.4 billion calls that were either scams or telemarketing pitches, an industry estimate says. That's an earful: an average of 13.5 robocalls calls for every man, woman and child in the U.S. For some, the annoyance factor leapt as they were bombarded by even more nuisance calls. Phone numbers in the top 10 area codes received on average at least one scam or telemarketing call every single day of the month.

The estimates are from YouMail, a California-based robocall-blocking company that tallies robocalls, where they go and what they try to persuade consumers to do, such as renew a car warranty.

READ MORE HERE

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5 Things to Know About Taking 5 or More Medications

by Michele G. Sullivan, AARP, July 16, 2021 | Comments: 4

Taking multiple drugs increases your risk for falls, confusion and other serious side effects

Medicines can improve our lives — and save them — by regulating blood pressure, curing infections and calming restless minds and aching joints. But sometimes, too much of a good thing isn't very good at all.

More than 40 percent of older Americans regularly take five or more prescription drugs, and nearly 20 percent take 10 or more, according to a 2020 report from the nonpartisan think tank Lown Institute. When over-the-counter medicines and supplements are factored in, the share of older adults popping five or more pills — a practice known as polypharmacy — shoots up to 67 percent.

READ MORE HERE

SOMETHING FROM OUR SHIPMATES: SEA STORIES, COMMENTS, JOKES, ETC.

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Submitted by Harry Daugherty, LTJG B 77-78 Chop

From John Kelly's column in today's Washington Post:

A Gaithersburg reader named Doug served on submarines in the Navy.

"One thing you learned was to never break wind going down the hatch. Breaking wind going up hatch was okay. It was the people below you who suffered. But going down the hatch kept you in the cloud the whole way down."

I don't think Doug was on the Stimson.

The Computer Corner
By: George Birmingham, ET1(SS), Gold 69-74, Assoc. Life Member, USSVI SV Carolina Piedmont, Holland Club

How to improve Windows 10 speed

It seems like every time I go through a Windows Patch Tuesday, my PCs get slower and slower. Some of that can be expected, as it is likely system programs and the operating system itself have added more lines of program code to fix the bugs. But there is hope. There are system settings and routine maintenance actions we can take to help our PCs run faster. We just need to know where to look.

Here are some articles that you can use to look deeper into your PC settings and perhaps routine maintenance actions you might have overlooked to make thing better and run faster:

14 ways to speed up Windows 10 from Computerworld

12 Simple Tweaks to Speed Up Windows 10 from PC Magazine

20 tips and tricks to increase PC performance on Windows 10 from Windows Central

Tips to improve PC performance in Windows 10 from Microsoft Support

You will see many common suggestions across these articles and in a wealth of similar articles that Google can find for you. Some may not fit your personal preferences, especially with Cloud Storage, so choose what works well with your own preferences.

CAUTION: Before you head off making any changes you find attractive in these articles, refer back to Tom Krauser's October 2018 newsletter article – **"Restoring Your Computer to an Earlier Time/State"**. This may save you time in correcting a change in configurations not to your liking. Personally, I make it a practice to write down every change I have made so that when things go differently than I expected, I know what to change to reverse. And I make changes one at a time.

As always, shipmates, comments and suggestions for future topics are welcomed. I am in need of topics for future articles, so please send your ideas along to me. Contact me at **subvet_ssbn@bellsouth.net**.

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

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

6 Ways to Check Who Is Tracking You Online

Ever wonder who is tracking your internet activities - now you can find out. Most browsers have settings to tell a site not to track, whether they obey is sadly another story. Knowledge is power - enjoy !
6 Ways to Check Who Is Tracking You Online

Skipper: Docs Show No Coverup In Submarine Sinking
(ASSOCIATED PRESS 02 AUG 21) ... David Sharp

PORTLAND, Maine — The release of about 3,000 pages of documents delving into the deadliest submarine disaster in U.S. history has not yielded any sinister effort to hide the truth, a retired Navy skipper says.

Instead, documents show the Navy's policies and procedures failed to keep pace with fast-moving technological advances during the Cold War, allowing a series of failures that led to the sinking of the nuclear-powered attack submarine Thresher on April 10, 1963, said retired Capt. James Bryant, who sued for release of the documents under the Freedom of Information Act.

"There's no coverup. No smoking gun," he said.

That doesn't make it any less tragic, though.

The loss of the nuclear-powered submarine and all 129 sailors and civilians aboard during a test dive in the Atlantic Ocean was both a tragedy

for the families and a blow to national pride during the Cold War.

The Thresher was the first of a new class of attack submarines that could travel farther and dive deeper than any previous sub.

But the documents suggest the nuclear-powered submarine's capabilities outstripped the Navy's best practices based on older-generation subs.

For example, the ballast system used to surface in an emergency was a legacy system that was never tested at greater depths, and proved to be inadequate, the documents show. There were known problems with the silver-brazed joints in pipes throughout the sub. And training was inadequate for a nuclear reactor shutdown at depth.

The Navy believes the Thresher's sinking was likely caused by a burst pipe and electrical problems that led to a nuclear reactor shutdown.

"The Navy continues to stand by and remain transparent with the families and the public on the conclusions of the 1963 Court of Inquiry and the likely scenarios that caused the loss of Thresher," said Lt. Katherine Diener, a Navy spokesperson. Another 4,000 pages of Thresher-related documents are due to be released, she said.

Bryant, himself the skipper of a Thresher-class submarine, agreed that a series of events led to the sinking: The sub descended far too quickly without stopping to assess for leaks from previous shock testing months earlier; there were training concerns because the location of valves had changed while in dock; and ice buildup prevented the crew from effectively blowing the ballast tanks to resurface.

The main cooling pumps eventually stopped, followed by the nuclear reactor, robbing the submarine of the ability to stop its fatal descent, he said.

No one will know for sure exactly how the disaster played out. But it's clear that precious minutes went by as the crew became aware of their dire situation. At one point, a message from the submarine to a rescue ship referred to "900 north" suggesting the sub was 900 feet beyond its test depth, according to the documents.

The test depth was redacted but previously declassified documents indicated it was 1,300 feet, said Norman Friedman, a naval analyst and author of more than 30 books on naval topics.

The documents reveal many of the submarine's safety systems were based on operations in shallower depths from previous-generation submarines, and were inadequate in the unlikely scenario of a loss of nuclear propulsion while deep underwater, Bryant said.

That World War II mindset during the nuclear age proved fatal for the Thresher crew, he said.

At the time, the Navy's resources and personnel were strained as it pushed to get ballistic missile-equipped submarines deployed quickly to counter the Soviet missile threat, Friedman said.

That contributed to veteran crew members being reassigned and new officers and sailors coming aboard who were less familiar with the Thresher's complicated system of pipes and valves before the fatal dive, he said.

"It's almost a wartime situation and you might consider them casualties of the Cold War," he said of the Thresher's crew.

The sub's destruction caused the Navy to accelerate safety improvements and to create a program called SUBSAFE, an extensive series of design modifications, training and other improvements.

One submarine has sunk since then, the nuclear-powered submarine Scorpion in 1968, and it was not SUBSAFE-certified, the Navy said.

Tim Noonis, whose father, a radio operator, perished on the Thresher, said the loss remains painful for families like his, but he finds comfort that the Navy corrected mistakes for the sake of future sailors.

"No one wants to lose a family member, but if other families have benefited, well, there's some solace in that," Noonis said.

Noonis was born at Portsmouth Naval Shipyard, where the Thresher was built. The sub was based in Groton, Connecticut.

Its final dive took place beyond the continental shelf, about 220 miles off Massachusetts' Cape Cod.

Thresher currently rests at a depth of 8,500 feet. The wreckage is spread over a mile on the ocean floor.

https://www.navytimes.com/news/your-navy/2021/08/02/skipper-docs-show-no-coverup-in-submarine-sinking/

Delayed Navy Torpedo Competition Set For Later This Year

The Compact Rapid Attack Weapon will produce one of the first new torpedoes introduced to the Navy's fleet in decades.

(BREAKING DEFENSE 03 AUG 21) ... Justin Katz

WASHINGTON – After a congressional budget cut forced a schedule day, Northrop Grumman says it expects a Navy solicitation for a new torpedo will come later this year.

David Portner, senior program manager for undersea weapons at Northrop Grumman, told Breaking Defense in an interview last week that he expects a request for prototype proposals on the Compact Rapid Attack Weapon to be published in late August or early September.

The RFPP was originally scheduled for January 2021, but a cut in the fiscal year 2021 appropriations bill forced the Navy to delay. Lawmakers slashed approximately $12 million from the associated account citing "compact rapid attack weapon concurrency."

The Navy has a pre-existing contract vehicle, established by the Undersea Technology Innovation Consortium, which is made up of dozens of companies ranging from small firms to defense primes. Only members of that consortium will be allowed to compete for the contract.

The competition will mark the Navy's first new torpedo in over two decades and comes during a sustained push to pay much more attention to the subsurface threats posed by China and Russia. Northrop, which is touting its Very Lightweight Torpedo as its entry for the competition, is the only major company to have announced its intention to go for the contract award. In addition to being about a third of the weight of most torpedoes, Portner said VLWT's strength is in its modular design which segregates the weapon into four compartments.

"You don't have to rewrite the software every time you improve the capability and say, the sensor, or the warhead, or the power plant, or the control system in detail," he said. The company or the Navy can "make improvements without having to do extensive testing throughout the entire weapon because of the modularity both of the hardware and the software."

While the Compact Rapid Attack Weapon will be an offensive capability, the technology was originally designed to be defensive — marketed as the "anti-torpedo torpedo — and was installed onboard several aircraft carriers. Penn State, which has played a major part in the technology's development since its inception, and the Navy eventually started looking at ways to give the torpedo multiple mission sets.

The Navy in 2018 ultimately canceled that program and has since been sundowning the system from its carrier fleet. But Portner said if the service wanted to employ the VLWT as a defensive capability, it would largely be a matter of using different software.

"Frankly, I think it would not be a stretch that you could actually make it do both simultaneously but that would be a third software package," he added.

A spokesman for Naval Sea Systems Command did not respond to questions about the forthcoming competition.

https://breakingdefense.com/2021/08/delayed-navy-torpedo-competition-set-for-later-this-year/

All Three of the U.S. Navy's Most Powerful Submarines Were Under Way at the Same Time, In the Same Place

(FORBES 04 AUG 21) ... David Axe

The U.S. Navy in July apparently deployed all three of its most powerful attack submarines all at the same time in the same ocean.

In July, every Seawolf-class nuclear attack sub was under way in the Pacific Ocean. The Seawolf surge has serious implications for U.S. naval strategy at a time when America's biggest competitor, China, fast is growing its own fleet.

USS Seawolf, USS Connecticut and USS Jimmy Carter all sail from Bremerton,

Washington. The 1990s-vintage vessels are the biggest, fastest and most heavily armed of the U.S. fleet's roughly 50 attack submarines.

Each Seawolf with its 50 torpedoes and missiles packs enough firepower to sink an enemy convoy or carrier group. The secretive Jimmy Carter also boasts a 100-foot hull extension that affords her special espionage and special-operations capabilities.

One Seawolf in your backyard is bad news for your war plans. Three is potentially decisive against them.

In early July, the northwest chapter of the United Service Organizations, which support U.S. service members in Washington and surrounding states, tweeted photos with a telling caption. "USONW was on hand to serve the families of three deployed submarines—USS Seawolf, USS Jimmy Carter and the USS Connecticut."

The USO unofficially confirmed what the Navy and civilian ship-trackers also implied with their own photos and tweets. All three Seawolfs were under way at the same time. It's not clear when this last happened, if ever.

Normally, ships in a particular class take turns deploying. Since they all depend on the same logistics and training infrastructure, it's most sustainable to divide a given class into thirds.

One third is on patrol. One third is in training. One third is in maintenance. That model explains why the U.S. Navy possesses around 300 front-line ships but deploys only a hundred at a time.

But fleet commanders ideally would be able to surge a class during a crisis—sending out more or all of the vessels at the same time. Imagine a war with China. To have any chance of defeating potentially hundreds of Chinese warships, the U.S. Pacific Fleet surely would need to send out more than its usual 50 or 60 ships.

Surging is hard, as it requires the synchronization of a lot of resources. So it's a big deal when a fleet demonstrates it can do it. It's a bigger deal when the vessels in question also are among the most powerful in any navy.

https://www.forbes.com/sites/davidaxe/2021/08/04/all-three-of-the-us-navys-most-powerful-submarines-were-underway-at-the-same-time-

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U.S. Navy moving forward with large autonomous submarine development

Dylan Malyasov, Defence Blog, August 5

The U.S. Navy is moving forward with a key step in developing a large autonomous submarine, according to a recent Naval Undersea Warfare Center Division Keyport news release.

In June, Naval Undersea Warfare Division Keyport was selected as the In-Service Engineering Agent, or ISEA, for the Orca class Unmanned Undersea Vehicle, Large Displacement UUV and Razorback dry deck shelter launch and recovery UUV.

Formally assigned through an Engineering Agent Responsibility Document, or EARD, Keyport is assigned as the primary warfare center focused on the life-cycle sustainment of the aforementioned UUVs.

While executing significant Systems Engineering and Integrated Product Support functions, Keyport will lead broader collaboration across the warfare centers once the vehicles are identified as "In-Service".

"This EARD, which was especially challenging to draft given these programs were and some still are being subjected to significant design efforts, wouldn't have been possible without the extensive collaboration brought by many across the Naval Sea Systems Command enterprise," said Jason Durst , Deputy Director, Unmanned and Theater Undersea Warfare Systems Department. "I'm looking forward to the continued partnership with those at (Naval Undersea Warfare Center Division Newport, Rhode Island and Naval Surface Warfare Center Carderock, Maryland) in the further definition of our processes and interrelationships. Over the last couple of years, we've generated significant respect for one another while forming a deeper understanding of each organization's primary areas of expertise."

These ISEA assignments exemplify Keyport's vast experience in In-Service Engineering and Maintenance functions and reflect its new technical capabilities centered on UUV Maintenance and In-Service Engineering.

"The formal Engineering Agent assignments provided immediate empowerment and positive

assertiveness toward the necessary teaming across the warfare centers," said Nicole Lerner, Orca Technical Project Manager. "For the Orca program, Carderock, Keyport, and Newport leveraged this momentum through the enactment of the Orca Engineering Agent Working Group where we meet periodically to refine processes and tackle program challenges. It's great to see the enactment of the EA assignments through a dedicated working group to continue the conversation started with the EA letters."

By leveraging local infrastructure and the partnership with Unmanned Undersea Vehicle Squadron One, at Keyport, NUWC Keyport is postured to be at the forefront of ensuring these vehicles meet the needs of the Navy's fleet.

Orca is under development by Boeing by Huntington Ingalls Industries. In February, HII acquired Hydroid Inc. from Kongsberg to build Orca, four of which the U.S. Navy plans to acquire.

This long-range autonomous vehicle will perform a variety of missions, enabled by a reconfigurable payload bay. Key attributes include extended vehicle range, autonomy, and persistence.

All Three Of The U.S. Navy's Most Powerful Submarines Were Under Way At The Same Time, In The Same Place

David Axe, Forbes, August 4

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Questions About Infamous Lost Sub Resurface As Navy Releases New Documents Tied To Decades-Old Mystery

(MILITARY.COM 14 AUG 21) ... Konstantin Toropin

Almost 60 years have gone by since the Thresher, then the Navy's newest nuclear-powered submarine, plummeted to the bottom of the sea during a deep-dive test. Now, recently declassified documents are adding to the

confusion and debate around the service's deadliest submarine loss.

Documents released by the Navy in July describe a series of events aboard the submarine Seawolf -- one of the ships that was searching the area after communications were lost with the Thresher on April 10, 1963. The Seawolf heard a series of sounds that have led to speculation that the Thresher's crew may have been alive longer than previously thought.

However, experts on the submarine's sinking dismiss the possibility.

"You could see the men on the Seawolf hoping against hope thinking the sound might be some survivors and recording them," Chris Drew, author of a book that investigated the incident, "Blind Man's Bluff," and a former military journalist, explained. "There's a lot of sounds in the ocean."

The Thresher sank with 129 men aboard. In its wake, the Navy created a submarine safety program, SUBSAFE, to ensure that future submarine hulls would stay watertight and that they can recover from unanticipated flooding.

The new documents show that the Seawolf arrived in the area the Thresher was believed to have sunk on the morning of April 11, 1963, just over 24 hours after the sub disappeared. The declassified log shows that, over a series of four dives, the submarine reported hearing various pings and sounds it thought might be the missing Thresher.

At one point, the Seawolf broadcast: "We hear your underwater telephone. If you will send 5 dashes we will have positive Identification -- send 5 dashes." There is no report of five dashes being received, but the Seawolf continued to try to get a fix on the source of the pings.

About halfway through its search, the submarine reported a "total of 37 pings heard counted."

The Seawolf also reported sailors "may hear very weak voice" over their underwater receivers. They asked for a repeat of the message, but one was never received.

On one dive, the Seawolf reported metal on metal banging heard on sonar. In between requests to "bang 5 times on hull," the submarine reported hearing more bangs, but a later entry conceded "he does not give us number asked for."

The log also notes that what the sailors were hearing "could be sounds from [destroyers] in vicinity."

Crushed by Ocean Pressure

Unbeknownst to the Seawolf at the time, every major investigation has concluded that, by the time it began its first dive search, the Thresher had already been crushed by the ocean pressure after sinking to 2,400 feet -- 400 feet past what its hull could take.

Norman Polmar, an author and naval analyst who wrote the book "Death of the USS Thresher," discounts the possibility that what the Seawolf heard was surviving sailors in a still intact Thresher.

"I don't believe it," Polmar flatly told Military.com in an interview.

Polmar points to the recordings from the Navy's underwater Sound Surveillance System, or SOSUS, as key evidence in forming his opinion.

"We know from the SOSUS tapes ... that the submarine imploded," he said. "If it imploded, that means they collapsed inward. Everyone died instantly -- there was no clanging on the metal."

Drew also pointed out that it's highly unlikely the submarine could still float, or have positive buoyancy.

"[The Thresher] couldn't have just been maintaining positive buoyancy and nobody can find them," he told Military.com in an interview.

Drew noted that both the Seawolf and the surface ships that were part of the search-and-rescue efforts all had sonar systems.

"If a massive submarine is sitting at 1,000- to 2,000-feet deep for a day, don't you think sonar would have picked it up?" he asked. "It doesn't make any sense."

Unsurvivable Waters

Drew, who co-authored Robert Ballard's recently released memoir "Into the Deep: A Memoir From the Man Who Found Titanic," said the famed undersea archaeologist, who surveyed the Thresher wreck shortly before he located the Titanic, confirmed that the submarine sank in unsurvivable deep waters.

"[Ballard] said it was far enough from the continental shelf that it just went straight down and then once they got a little past crush depth ... that was it," Drew said.

Both Drew and Polmar noted that there could be any number of explanations for what the Seawolf crew heard and reported in 1963.

"You can be 500 miles from something and, because [of] underwater currents, the temperature gradients and other things, hear something that's 500 miles away," Polmar said.

He was quick to note, though, that "it might have been the other ships and submarines that were in the area."

In fact, one entry in the Seawolf report notes several times that other Navy ships in the area were making noises that made it difficult to listen for sounds from the Thresher.

The newly released details also draw attention to the fact that disagreement remains on what initially caused the Thresher to lose power and sink.

The Navy's official position is that an inadequate welding technique caused a pipe to fail on the submarine.

Retired Vice Adm. Ron Thunman, who commanded the Thresher's sister sub, the Plunger, summed up the Navy position in an oral history interview in 2012.

"A pipe ruptured, and the spray grounded the electrical systems. ... It caused the reactor to [shut down]," Thunman said.

In addition, the Navy later learned that if you try to blow a submarine's ballast tanks from that deep a depth, as the Thresher did, the air piping would cause ice to form and prevent the sub from surfacing. "So, [the Thresher's commander] had no propulsion; he had no blow system, and they lost the ship," he said.

Thunman went on to become deputy chief of naval operations, and he was the officer who ordered Ballard to survey the Thresher wreck in the 1980s as part of an agreement that also gave the oceanographer funding to find the site of the Titanic.

Electrical Failure?

However, Polmar, along with Bruce Rule, wrote an analysis in Navy Times in 2013, on the 50th anniversary of Thresher's loss, arguing for a different cause for the power failure.

Rule was the analyst who studied the recordings related to the loss of the Thresher and testified before the Navy's court of inquiry on the incident. He went on to serve as the lead acoustic analyst in the Office of Naval Intelligence for 42 years, retiring in 1992.

Rule and Polmar argued that acoustic evidence indicated that an electrical failure, not a leak or flooding, caused the reactor's coolant pumps to shut down.

Polmar, who once spoke with the Thresher's first commander, Dean Axene, said the naval officer told him that one of the Thresher's final messages to ships on the surface supports his theory.

Shortly before contact was lost, the Thresher sent a message that read: "Experiencing minor difficulty, have positive up-angle, attempting to blow."

Polmar told Military.com that Axene said "the only thing that he could think of at test depth, 1,300 feet, that he would describe as a minor difficulty, was a reactor shutdown because that happened periodically, not regularly, but every now and then, and there was a procedure for restarting it."

Rule, in an open letter to Navy leadership in 2013, wrote that the message was "evidence those difficulties did not involve flooding with the catastrophic effects such flooding is known to create at great depth."

Those still passionate about answering all the questions about the Thresher, including former naval officers and family members of the crew, hope to get more answers as the Navy releases more documents.

Ultimately, neither Polmar nor Drew feel that the revelations of the sounds heard by the Seawolf change their understanding of the submarine's sinking.

Drew said the new details are "very intriguing, alluring" but ultimately a footnote in the larger Thresher saga.

Polmar said he "wouldn't even give it that much credit."

In 2019, a memorial to the Thresher's crew was unveiled at Arlington National Cemetery.

"Their sacrifice will now rightfully be memorialized at our nation's most hallowed grounds beside tributes here to generations of fallen heroes," Sen. Jeanne Shaheen, D-N.H., said at the time.

https://www.military.com/daily-news/2021/08/14/questions-about-infamous-lost-sub-resurface-navy-releases-new-documents-tied-decades-old-mystery.html

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Memorial to 84 WWII U.S. Sailors Lost Aboard USS Bullhead Unveiled in Australia

(USNI NEWS 11 AUG 21) ... John Grady

A memorial to the 84 officers and crew of the last U.S. Navy ship lost in World War II, USS Bullhead (SS-332), was recently unveiled in Fremantle, Western Australia, a vital homeport to American, British and Dutch submarines in the Pacific theater.

The memorial, located outside the Western Australian Maritime Museum, was dedicated Aug. 6., the 76th anniversary of the submarine's sinking by Japanese aircraft in the Java Sea, off the coast of Bali near the mouth of the Lombok Strait.

American consul-general David Gainer said at the dedication ceremony that the memorial underscored the United States' unwavering commitment to Australia. "Lives aboard USS Bullhead were lost defending Australia. This memorial is a powerful symbol of their courage and the unbreakable alliance between our two countries."

The submarine left Fremantle on July 31, 1945, on its third patrol after a brief re-fitting and the replacement of its five-inch gun, according to Naval History and Heritage Command.

The man behind the memorial to Bullhead, which received two battle stars during the war, is Tim Baldock, author of Fortress Fremantle: Its Lost Sub & Contributions to World War II.

In an email interview, Baldock said, "I felt very strongly connected to the boat, and the men on board so [I] wanted the memorial to be a lasting legacy to them from my family, and a contribution to the City of Fremantle and the State of Western Australia."

The twin significance of the submarine's sinking and the nuclear bombing of Hiroshima occurring on the same day "inspired me to write the book about Fremantle and dedicate it to the memory of Bullhead."

Leading up to the book's launch in 2018 after three years of research and writing, he decided any profits from it would go to the Fremantle Foundation, a local philanthropy. He had already decided to dedicate the book to the crew's memory. ''When I spoke at the book launch I proposed my idea of a memorial one day to the Bullhead as well. My profits have gone to the Fremantle Foundation, my family paid for the memorial ourselves which I was determined to see through" after the book's release.

After publication, he wrote State Premier Mark McGowan, who is a former Australian naval officer and strong supporter of the effort. McGowan put Baldock in contact with the museum.

During this time, Baldock also contacted the American consulate about his plans for a memorial. "They were supportive of the project from the beginning and offered whatever support I needed," he said.

There were already two memorials to submarine service at the museum's entrance – one to the Submarine Service of Australia and the other a listing of all the submarines that served in Fremantle during the Pacific War.

The Bullhead memorial sits behind the others and is higher so all three can be read by a person standing in front of them. Baldock designed the memorial himself, with help on the wording from Peter O'Donoghue, president of the Submarines Association of Australia Western Australia Branch.

Baldock said as a boy he and his father used to watch old war movies. It was then that he began a lifelong interest in building model battleships. Those activities fueled his interest in military history, particularly World War II. But it was his time as a tour guide at the Oliver Hill Gun Battery on Rottnest Island – off the coast of Perth, Australia – much later that he "learned about the significance if the Fremantle submarine base and the contribution to the outcome of the Second World War."

Fremantle was second only to Pearl Harbor as an allied submarine base during World War II.

"I would like ultimately for this to lead to something far more significant at Fremantle, such as an Interpretive Centre to educate about the significance of the place, the submarine service it supported during WW II, and the impact of these submarines on the outcome of the Pacific War," Baldock said.

According to the Naval History and Heritage Command, Bullhead was laid down on Oct. 21, 1943, at Groton, Conn., by the Electric Boat Co.; launched July 16, 1944; and commissioned on Dec. 4, 1944. Cmdr. Walter T. Griffith was in command from its commissioning to loss.

Bullhead was struck from the Navy list on Sept. 17, 1945.

Baldock said a "bucket list" goal is to visit the USS Bullhead Memorial Park in Albuquerque, N.M., dedicated in 2010.

Baldock's son, Max, is a midshipman maritime warfare officer in the Royal Australian Navy, studying in Canberra. "His goal is to one day command his own frigate or destroyer (or dare I say submarine)."

https://news.usni.org/2021/08/11/memorial-to-84-wwii-u-s-sailors-lost-aboard-uss-bullhead-unveiled-in-australia

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The Blevins Family Connection to Submarines and Nuclear Power

From last month's newsletter we learned that all four Blevins (who we know of) that served on the USS Henry L Stimson SSBN-655 were all related to each other (see the chart at the end of this story).

They were: Michael Blevins (1948-2002) (Gold -67-71), Douglas Blevins (1950-Present) (Gold-69 -71), Thomas Krauser (son of Barbara Blevins) (1950-Present) (Blue-72-74), and Jerry Blevins (1951-Present) (Blue-76-79) who all had the same 5th great grandfather of William Blevins II (1691 RI -1767 VA). Michael and Douglas Blevins were brothers who served on the Stimson at the same time (69-71) before it went into the Newport News Shipyard for overhaul in 1971. Michael and Douglas Blevins also had another connection to Thomas Krauser (Blevins). In 1853 their 2nd great grandfather, Edward Armstrong Blevins (1835-1895) married Susan Blevins (1837-1890), a distant cousin. Susan Blevins' grandfather was Joseph Blevins Sr. (1765 VA-1830 NC) who was also Thomas Krauser's 3rd great grandfather (See chart).

Michael (1948-2002) (Gold 67-71) and Douglas (1950-Present) (Gold 69-71) also had an older brother, Thomas Blevins (1946-1982), who also served on submarines, both conventional and nuclear.

Submarines were in the blood of Thomas, Michael, and Douglas Blevins. Their father, James Andrew Blevins (1924-1970), served on submarines during WW2.

James Andrew Blevins enlisted in the Navy in 1941 at the age of 17, just two months shy of his 18th birthday. James signed up in Ashland, KY. He was in the line to join the Marines, however, that line was extremely long, so the Navy recruiter called a bunch of them over and they ended up enlisting with the Navy.

James Andrew Blevins served on the USS S31 (SS-136) and the USS Peto (SS-265). James made 6 war patrols in WW2 on the USS S31 (SS-136). It was commissioned from May 1922 to October 1945. There was not much sea action going on from 1922 to 1941 for Submarines. The USS S31 was sitting around for long periods of time. Basically, it was sitting in moth balls until late 1941. It was not fully prepared for war. James Blevins was a Commissary man for a short time and changed rates to Gunners Mate. Growing up in Kentucky he loved guns and was a good shot. These guns were a little bigger than the one's he was used to and was also a little different because those planes would be shooting back. When the USS S31 was being decommissioned James transferred to the USS Peto (SS-265) which was stationed in Groton CT. He met his future wife, Gloria Dubreuil, in New London CT and was married. They had six children 3 boys and 3 girls. James Blevins was a gunner's Mate 2nd class when he got out of the Navy in 1946.

James Blevins did a good job of convincing his 3 boys, Thomas, Michael, and Douglas, that being

a Submariner was the best way to serve their Country. The boys were captivated by their father's submarine stories at a very young age. James would take the boys to the Groton Sub Base for a tour of the USS Croaker (SS/SSK-246). The boys showed no fear of going below decks. Their mother Gloria, however, would promise the boys she would go below decks, but she never did. James became a Master Electrician after the Navy. Unfortunately, James died at age of forty six in 1970.

Thomas, Michael, and Douglas Blevins all enlisted in the Navy and volunteered for submarines. Their mother, Gloria, had a wall dedicated to her Sub Sailors. James and his three boy's pictures were hanging from that wall with many Submarine pictures, poems, and mementos. There were several King Neptune Certificates from when James (father) and Thomas (son) both crossed the equator (at different times). Also, Doug Blevins is a member of the Order of The Blue Nose, by crossing the Arctic Circle on Patrol 24 in 1972 after he transferred from the Stimson on the Casimir Pulaski SSBN-633.

Thomas Andrew Blevins (1946-1982) was on a conventional submarine fleet boat right after graduating from sub school in Groton CT. Doug cannot recall the name of the fleet boat Thomas was on but it was tied up in Key West Florida, (1964). Thomas was not on it very long and was transferred to the Benjamin Franklin SSBN-640 and commissioned it in 1965. After two patrols Thomas Blevins was qualified submarines. He was a third class commissary man. He was also on the fast attack Scamp SSN-588. The Scamp was stationed out of San Diego CA. Thomas was married and had three children before he died on the Ocean Ranger 30 miles off the coast of Nova Scotia while drilling for oil during a terrible storm in February 1982. 84 men were lost in that terrible tragedy. Tom's body was one of the few recovered and resides at St John's Cemetery in Plainfield, CT.

Michael James Blevins (1948-2002) (Gold-67-71). The Stimson was stationed in Rota Spain, Guam, Charleston South Carolina, and Holy Loch Scotland. Mike came on the Stimson in the Auxiliary Division and qualified submarines during his second patrol. He completed 6 patrols the four years he was with the Stimson. During Mike's tour of duty on the Stimson his brother Doug (Gold 69-71), (who was fresh out of Sub school) joined Mike on his last two patrols. When Doug qualified submarines, Mike was granted permission by Captain Weeks to pin the dolphins on Doug's chest (See pictures in last newsletter). It was a really special moment for both of them. Mike loved the Stimson and had many friends. He could fix anything mechanical. While Mike was on his last patrol at sea his wife, Olive, had the first of two children (a baby boy), and named him James Blevins in honor of his father.

After completing his obligation to his Country, Mike was employed by Electric Boat (another submarine connection) in Groton CT for 35years. Michael started out as a Machinist at EB but then he went to the Test Lab at EB. He did not have a degree in Engineering, so they could not classify him as an "Engineer" so he ended up with the title of Sr. Project Engineer *Asst.*, but Mike could do the jobs the Engineers with degrees did. Mike specialized in shaft seal replacements. His department worked on and tested high pressure air valves and Michael designed a test panel for the lab, which might still be in use. He also traveled extensively for EB in the U.S. and overseas sub bases because they contracted with the Navy to do repairs on submarines. They would send him to do shaft seal replacements. He did work at San Diego and Mare Island California, Bremerton WA, Charleston SC, Virginia Beach, La Maddalena Italy, Guam, and his favorite place - Holy Loch, Scotland shortly before he died. Mike received a letter from Navy Supply Ships commending him for one of his jobs. Mike died in 2002. See Eternal Patrol on Stimson website for Obit.

Douglas Edward Blevins (1951-Present) (Gold-69-71) joined the Navy on July 29th 1969. After Boot Camp Doug volunteered for Submarine duty like his father James, and his two brothers Tom, and Mike. After completing Submarine School Doug joined his brother Mike on the Stimson Gold crew. Doug was put in for Class "A" Food Service

School by LTJG James Seelinger after his first patrol. He completed his school and joined the Stimson for his second patrol as a Commissary man. Doug qualified on the second patrol and had the privilege of having his brother Mike MM3(SS) pin Doug's Dolphins on with permission from Captain Weeks, the Commanding Officer. See pictures at the end of the last newsletter.

Doug completed 3 patrols on the Stimson and in June of 1971, Doug transferred to the Casimir Pulaski SSBN-633 Gold before the Stimson went into the Newport News Shipyard for up keep. Doug re-qualified on the Pulaski and is a member of the Order Of The Blue Nose for crossing the Arctic Circle during its 24th patrol. Doug completed 3 patrols on the Pulaski before discharging June 4, 1973.

Doug took advantage of the GI Bill and graduated from College with a Bachelor Of Arts Degree in "Sociology/ Applied Social Relations" from Eastern Connecticut State University on May 20th 1979. He spent 29 years in the Criminal Justice System with 9 years as a Correctional Officer and 20 years as a Correctional Counselor. He retired in June of 2008 and had a small lawn mowing business until 2015. Doug presently helps and cares for his 12 grand children (not all at once).

Doug's son, Andrew David Blevins has been working at EB for the last seven years in the Pipe Cover installation division and is continuing the Blevins' connection with Submarines.

Thomas Edward Krauser (1950-Present) (Blue -72-74) (mother is Barbara Blevins) entered the Navy in June 1968 into the Naval Nuclear Program from Corpus Christi, Texas. Tom completed Machinist Mate A school then went on a destroyer, the USS Robert H McCard DD-822, before transferring to Nuclear Power School (Class 69-2) in Bainbridge, MD. After Nuclear Power School, Tom went to the Naval Nuclear Power Training Unit in West Milton, NY. After qualifying as a student on the S3G prototype, Tom was selected to become a staff instructor as S3G. After completing a tour as a staff instructor at West Milton, Tom transferred as a MM1 to the Stimson in 1972 in the shipyard at Newport News, VA. Tom was a Mechanical Operator in Engineering. Tom qualified submarines on November 13, 1973. Tom transferred from the Stimson in October 1974 to Naval Nuclear Power Training Unit in Idaho Falls, Idaho at the S1W Prototype. While at S1W, Tom qualified MO, M Division LPO, and EOOW/EWS. Tom was discharged from Navy in October 1976 but continued to work in nuclear power, both commercial and for the Naval Nuclear Program, until he retired in 2010.

Because Tom had qualified EOOW in the Navy as an enlisted person, he was offered a position at Combustion Engineering in Windsor, CT, as an Engineering Specialist without a degree based on his Navy training. From 1977 until October 1987 Tom worked at Combustion Engineering. Tom designed Emergency Core Cooling Systems for Nuclear Power Plants. Then he worked in Nuclear Licensing to obtain/revise operating licenses for commercial nuclear plants from the NRC. After TMI, Tom worked in Nuclear Training at Combustion where he was a Supervisor and Instructor on the Commercial Nuclear Simulator, modeled after the Calvert Cliffs Nuclear Plant in Lusby MD, training commercial nuclear operators from various plants around the US. Tom got his Senior Reactor Operator (SRO) license as a nuclear simulator instructor while teaching on the simulator. Tom got his degrees by taking night classes and achieved an AS in Engineering, a BS in Applied Science and Technology (82), and a MS in Management (84). From 1984 to 1987, Tom spent three years training nuclear operators at Calvert Cliffs Nuclear Plant in Lusby, MD, and St. Lucie Nuclear Plant in Stuart, Florida as a training consultant.

In October 1987 Tom left Combustion Engineering and went back (was there in the Navy) to Knolls Atomic Power Laboratory (KAPL) in Schenectady, NY where he worked in the Naval Nuclear Training Department until he retired in June 2010. KAPL is responsible for the design of nuclear submarine and surface ship nuclear reactors, protection systems, and the training of Naval Nuclear Operators for the fleet on the operating prototypes used to test nuclear reactors/ propulsion system designs at West Milton, NY. This is where Tom originally qualified in the Navy

as a student and served a tour as a staff instructor. In 1988 Tom developed a software program, called the Training Information System (TIS), for tracking the qualification of all Naval nuclear operators, both submarines and surface ships, during their qualification process at all the Naval Nuclear Prototypes in the Naval Nuclear Program (West Milton, NY; Idaho Falls, Idaho; Windsor CT; Charleston, SC). The TIS program used scanned barcodes to track each signature the students received and created various automated reports used for training. The TIS program, or a version of it, is still used today by the Naval Nuclear Program to track student qualification and training scheduling.

Tom's daughter, Amy Krauser, followed in his nuclear footsteps. She got her degree in Material Science and a certificate in Non-Destructive Testing (NDT). For several years she went to commercial nuclear plants during refueling outages performing NDT inspections on nuclear reactor piping (Amy actually has more radiation exposure than Tom does !!). Then Amy worked at KAPL, where Tom worked, in the nuclear materials department doing material testing work for about 5 years. Then Amy moved to Johnson City, TN where she setup and ran the NDT department inspecting Bell helicopter parts (rotors, blades, and transmissions, etc.) for cracks and flaws when they were brought in for routine maintenance for about 9 years. Amy then went to work at Calvert Cliffs Nuclear Plant in Lusby, MD (where Tom's SRO Simulator Instructor license had been based on and Tom had been a training consultant developing their simulator lesson plans when they purchased their own simulator after TMI). Amy worked for Exelon (owner of Calvert Cliffs) as the corporate project manager and Level III stationed at Calvert Cliffs overseeing the NDT programs for about 5 years. Then in 2019 the River Bend Nuclear Plant (owned by Entergy and located near Baton Rouge, LA) offered Amy a position at their plant in their NDT department where she still works as the NDT Level III.

Jerry Lynn Blevins (1951 – Present) (Blue- 76-79) entered the Navy in February 1974, by happenstance one of the first 4 NUPOCS (an effective E-5, while completing college). He reported to OCS in Newport, RI June, 1974; received his commission November, 1974; and, reported directly to Poseidon Weapons Officer School at Dam Neck, VA. Subsequently, completed Nuclear Power School, Mare Island, CA (class of 7502) In July, 1975 and qualified on the A1W Plant, at Naval Nuclear Power Training Unit Idaho Falls, Idaho in December, 1975. He reported aboard the Stimson Blue Crew at the COMSUBGRU 6 offices in March, 1976 after completing Submarine School in Groton. He relieved Dick Massa as MPA at the beginning of the Rota refit in April and qualified EOOW/EDO mid-patrol. He served as Electrical Officer his 2nd patrol. Jerry relieved Mike Rader as Communicator/RM-Div Officer prior to his 3rd patrol and continued in that position his remaining time on the Stimson. Jerry qualified in submarines in October, 1977. He left the Navy and the Stimson in February, 1979.

After the Navy, Jerry went back to his first love chemical engineering. He spent 19 years at Polaroid, in the Boston area, starting as an off-shift supervisor (which seemed wonderful – only 40 hrs./week with a shift premium.) A host of positions followed: computer programmer, production manager, product manager. Eventually, obtaining a professional engineer license, he returned to chemical plant design and project management. When Polaroid outsourced engineering support, Jerry moved to East Windsor, CT as a project manager/operations manager for a small company doing design/ construct/install of large industrial lasers. Two years later, SAIC, a defense contractor, hired him to lead the design of a chemical weapon destruction facility in Pine Bluff, AR. After turnover of that project to the build contractor, Jerry led various programs as a project manager almost exclusively for the U.S. Army through retirement in July 2021. His only connection with the Navy, during the last 20 years was as lead engineer on a Joint Services Chem-Bio shelter design program.

As you can see, there are many connections carried down through the Blevins family with submarines and nuclear power.

The following is a chart of the ancestors of each of the Blevins on the USS Henry L Stimson

<table>
<tr><th>Michael Blevins
1948 CT-2002 CT
Gold 67-71</th><th>Douglas Blevins
1950 CT-Pesent CT
Gold 69-71</th><th>Thomas Krauser (Blevins)
1950 TX-Present NY
Blue 72-74</th><th>Jerry Blevins
1951 OH-Present MD
Blue 76-79</th></tr>
<tr><td colspan="2">James Andrew Blevins
1924 KY-1970 CT</td><td>Barbara Jean Blevins
1933 TX-Living</td><td>Henry Samuel Blevins
1920 KY-1993 OH</td></tr>
<tr><td colspan="2">Galliehue Blevins
1896 KY-1930 KY</td><td>Walter Robert Blevins
1892 TN-1969 TX</td><td>Taylor Lee Blevins
1900 KY-1983 OH</td></tr>
<tr><td colspan="2">Elijah “Eli” Blevins
1869 VA-1922 KY</td><td>John Wesley Blevins
1856 TN-1916 TX</td><td>John S Blevins
1869 KY-1949 KY</td></tr>
<tr><td>Edward Armstrong Blevins *
1835 NC-1895 OH</td><td>Susan Blevins *
1837 NC-1890 VA</td><td rowspan="2">Squire J Blevins Sr.
1815 NC-1889 TN</td><td>Elias Blevins
1824 KY-1873 KY</td></tr>
<tr><td>Rev. Armstrong Blevins
1818NC-1868 NC</td><td>Andrew Zachariah Blevins
1805 NC-1889 VA</td><td>James Wesley Blevins
1798 VA-1870 KY</td></tr>
<tr><td>James B Blevins
1760 VA-1820 NC</td><td colspan="2" rowspan="2">Joseph Blevins Sr
1765 VA-1830 NC</td><td rowspan="2">James Blevins
1751 VA-1843 KY</td></tr>
<tr><td>James Blevins Jr.
1740 VA- ?</td></tr>
<tr><td>James Blevins Sr.
1718 RI-1801 VA</td><td colspan="2">Daniel Blevins
1714 VA-1790 NC</td><td>William Blevins III
1719 MD-1777 VA</td></tr>
<tr><td colspan="4">William Blevins II
1691 RI-1767 VA</td></tr>
<tr><td colspan="4">Notes: * Edward Armstrong Blevins married his distant cousin Susan Blevins.</td></tr>
</table>

Submitted by Steve Ball, QM2(SS) B 72-76

Captain W. Smith - Steve Ball QM2

Claude Owens QMC-Steve Ball QM2-Fred Gustavson CMDR NAV-Warren Fillius QM1-Walters

Steve Ball Topside

xx Green-xx Pope-Scot Thomas-Woody Cook

Steve Ball Topside

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

Event Registration 655 Reunion #11

13-17 October 2021
Holiday Inn Cincinnati Airport
1717 Airport Exchange Blvd.
Erlanger, KY 41018
888.294.5067
www.holidayinn.com/cvg-airport
Call the hotel number above or reserve on their website.
Reserve Group Rates using either:
Henry L. Stimson 655 Reunion OR Block Code USS
Hotel Reservation Deadline SEPT 8, 2021
Hotel Reservation is the responsibility of the individual.
Reunion Registration Deadline SEPT 8, 2021
http://ssbn655.org/reunions/2020_Reunion11

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

Shipmate Name: _____ Guest Name: _____
Relationship: ___ Spouse ___ Significant Other ___ Family ___ Friend
Street Address: _____ City: _____ State: _____ Zip: _____
Phone: Home: _____ Cell: _____ Work: _____
E-mail: Home: _____ Work: _____
Number who will be attending this event in your group: _____
Patrols on STIMSON: _____ Total # Patrols on all boats: _____

Dates Onboard	Rate	Crew	Dates Onboard	Rate	Crew
_____	_____	_____	_____	_____	_____

Special Needs: _____

(**Event attendance will be through advance payment only.**)

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

Registration Fee: (required for all)	$45.00 ea	Number: _____	= _____
Saturday Banquet: (if attending)	$35.00 ea	Number: _____	= _____
Wright Patterson AFB Tour (if attending)	$30.00 ea	Number: _____	= _____
Ohio River Cruise/Meal (if attending)	$75.00 ea	Number: _____	= _____
		Total Enclosed	_____

REUNION USE ONLY

Check # _____

Date Rcvd _____

Registration # _____

Hotel Resv: _____

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

1. **Thursday**: Wright Patterson AFB Museum Tour in Dayton OH. This is a 70 mile trip (just over an hour) and we will go by coach bus/s. Cost for the tour/transportation is $30.00 per person.
   (Include the fee in your check for registration.)

2. **Friday**: Ohio River Cruise and Meal. The cruise departure is less than a 30 minutes from the hotel and we will go by coach bus/s. Cost for the Cruise/Meal and transportation is $75.00 per person.
   (Include the fee in your check for registration.)

The Association has established a refund policy for reunion registrations and it is located within our Bylaws in Article V.g. You can view this policy at:
http://ssbn655.org/association/bylaws/1610%20655BylawRev.pdf or on the back of this form.

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

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

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

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

The baseball season will be over but the Reds have one of the best Museums in the Professional Baseball and it's located next to the Great American Ball Park. The Museum is free to veterans.
 https://www.mlb.com/reds/hall-of-fame

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

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

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

Kentucky Horse Park is about 45 miles away near Lexington Kentucky.
 https://kyhorsepark.com/

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

The Hofbrauhaus in Newport, KY features the best German food outside of Munich.
 https://www.hofbrauhausnewport.com/

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