

## 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](mailto: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.

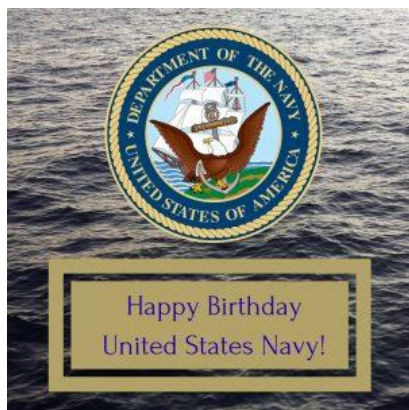
Long story short, our email host will not allow me to continue sending bulk messages (i.e., the monthly newsletter) via his server unless, and until, I verify and cleanup my email list. And that will take some time to do via the method he recommends. Until I can begin to send my bulk email through our 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](http://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](mailto: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



October 13, 2021 - 246 Years

VOL. 2021 #10



2021 Stimson Association Reunion Oct 13 - 17

OCTOBER 2021

## USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

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

|   |  |  |                                       |   |
|---|--|--|---------------------------------------|---|
| <b>PRESIDENT</b><br>Tom [Marie] Krauser | <b>VICE PRESIDENT</b><br>Steve [Terry] Novic | <b>SECRETARY</b><br>Nick [Linda] Nichols | <b>TREASURER</b><br>Ken [Diane] Meigs | <b>OUTGOING PRESIDENT</b><br>Ray [Rita] Kreul |
|---|--|--|---------------------------------------|---|

### Other Positions 2018 - 2021

|   |   |                                |  |
|---|---|--------------------------------|--|
| <b>HISTORIAN / CUSTODIAN</b><br>Larry [Linda] Knutson | <b>WEBMASTER / NEWSLETTER</b><br>Nick [Linda] Nichols | <b>CHAPLAIN</b><br>Jake Morris | <b>STOREKEEPER / SHIPS STORE</b><br>Jim [Suzie] Weaver |
|---|---|--------------------------------|--|

### 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,

It's hard to believe that we are less than 2 weeks away from the **2020/21 REUNION**. There are a few topics I'd like to cover, mostly housekeeping items and to answer a few questions I've received.

**1. Important number for the Free Hotel Shuttle if you are flying in: 859-371-2233**, call when you are still in the concourse, they do not make regular trips only when called, it takes about 15 Minutes for them to arrive and if you call when you get off the plane and let them know you are on your way to baggage your wait time is less.

You will be picked up on the East side of baggage, signs are posted for bus shuttles for hotels and rental cars. Any problems at the Airport or anywhere in the area, call me on my cell: **513-615-2910**.

**2. I've been asked about dress codes for the River Cruise and Banquet.** There is none. You can make it what you want, be relaxed on the cruise or dress up if you want, at the 2010 National Convention it was a wide variety of what was worn, the banquet is usually a dress up affair but nothing formal. Slacks and Polo and/or dress shirt, tie if you want (not required). If you belong to the USSVI the vests can be worn at both and we encourage them.

**3. WPAFB Museum Tour.** The bus is filled, it holds 55 and we have 65 registered so 10 are on standby, a few of you indicated you can drive a shipmate or two, that would help, if you can drive, your cost will be refunded since the price of this event was only to cover the transportation expense. You will also be compensated for gas and vehicle use. **Email me if you would like to drive.** My son is on standby with our Explorer that holds 7 passengers. They have a snack bar if you get hungry or thirsty, you will be there about 4

hours. The planes are fantastic, and some big ones B-47, B-52, B-36, SR -71, B-17, B-25 and much, much more.

**4. I've been torn in several directions this last month** not only for the reunion but a Submarine Sail project I've been working on here locally. If you indicated that you can bring an item for the raffle or decorations can you please resend what ITEMS you are bringing, it will save me hours of time from having to go through my thousands of emails received, this is one area I slipped on for organization.

**5. PIZZA PARTY:** As indicated, we added a party on Thursday evening, Pizza and Salad in the Hospitality Room. After speaking to the Hotel yesterday I need an accurate count. These are the people that showed interest Testa, Nichols, Reed, Birmingham, Andress, Getchel, Blevins, Riggs, Owen, Glaub, Morris, Weisser, Ort, Long. **if you are not on the list and want to attend please email me.** Since this is an added on event we will be asking for donations to cover the costs. pizza's will be made by the hotel restaurant chef.

**6. If you plan on staying at the Holiday Inn** and you have not yet registered please do so ASAP. they still have rooms available but not many and they are not a part of our reserved block so when they are gone there is no more room at the INN (sorry on that). Some have indicated you are staying elsewhere which is fine but I have a few on my list that do not show up on the list I get from the hotel and I want to be sure you are taken care

of.

Any questions please feel free to contact me.  
**SEE YOU IN OCTOBER.....**

Safe travels to YOU! Have a great time, enjoy being with your shipmates who you were locked in a 425 foot tube for months at a time! I know my memories are like I lived them yesterday!

Dick Young

stimson655reunion2020@aol.com

=====

### **What Does it Take to Run the Reunion?**

**By Dick Young**

This is a list of items that will help you if you decide to become a future reunion chairman. These are the basics; depending on location of the reunion there will always be variances to this list.

1. You must be willing to give a lot of time to the reunion planning and implementation; the closer to the reunion the more time you will spend.
2. Being ORGANIZED is a must.
3. Having another shipmate living close to you that is willing to help is an asset. I had guys visit the hotels with me before we chose.
4. Locating a suitable hotel and being able to negotiate with them, such things as: Comp rooms as door prizes; providing free items such as a free breakfast is a plus: provide a hospitality room location to socialize: free parking; a nice facility; being close to an airport is a plus. You must secure enough rooms in advance to accommodate everyone, previous chairmen can

### **Submarines Lost During the Month of October**

|                              |   |  |
|------------------------------|---|--|
| <b>USS SEAWOLF (SS-197)</b>  | <b>October 3, 1944 – 15<sup>th</sup> War Patrol</b> | <b>Lost with all hands – 100 souls<br/>(83 crew and 17 Army)</b>       |
| <b>USS S-44 (SS-155)</b>     | <b>October 7, 1944 – 5<sup>th</sup> War Patrol</b>  | <b>Lost with 56 souls – 2 men became<br/>POWs and survived the war</b> |
| <b>USS WAHOO (SS-238)</b>    | <b>October 11, 1943 – 7<sup>th</sup> War Patrol</b> | <b>Lost with all hands – 80 souls</b>                                  |
| <b>USS DORADO (SS-248)</b>   | <b>October 12, 1943 – New - training</b>            | <b>Lost with all hands – 77 souls</b>                                  |
| <b>USS ESCOLAR (SS-294)</b>  | <b>October 17, 1944 – 1<sup>st</sup> War Patrol</b> | <b>Lost with all hands – 82 souls</b>                                  |
| <b>USS DARTER (SS-227)</b>   | <b>October 24, 1944 – 4<sup>th</sup> War Patrol</b> | <b>No loss of life</b>   |
| <b>USS SHARK II (SS-314)</b> | <b>October 24, 1944 – 3<sup>rd</sup> War Patrol</b> | <b>Lost with all hands – 87 souls</b>                                  |
| <b>USS TANG (SS-306)</b>     | <b>October 25, 1944 – 5<sup>th</sup> War Patrol</b> | <b>Lost with 78 souls – 9 men became<br/>POWs and survived the war</b> |
| <b>USS O-5 (SS-66)</b>       | <b>October 29, 1923 – near Panama Canal</b>         | <b>Lost with 3 souls</b>   |

**Nine Boats and 563 Men Lost**



give you numbers, and send you the contracts that have been negotiated so you know what to expect from the hotel. They are not all the same but this give a good baseline.

5. Local contacts are a big help, such as Convention and Visitors bureau's or a local tourist facility that helps in planning.

6. You have to prepare plans for two years out; hotel must be secured ASAP,

7. Obtain a speaker for the banquet, submarine related is best.

8. The closer to you get to the reunion the busier you will get, usually starting in 4-5 months prior to the reunion date.

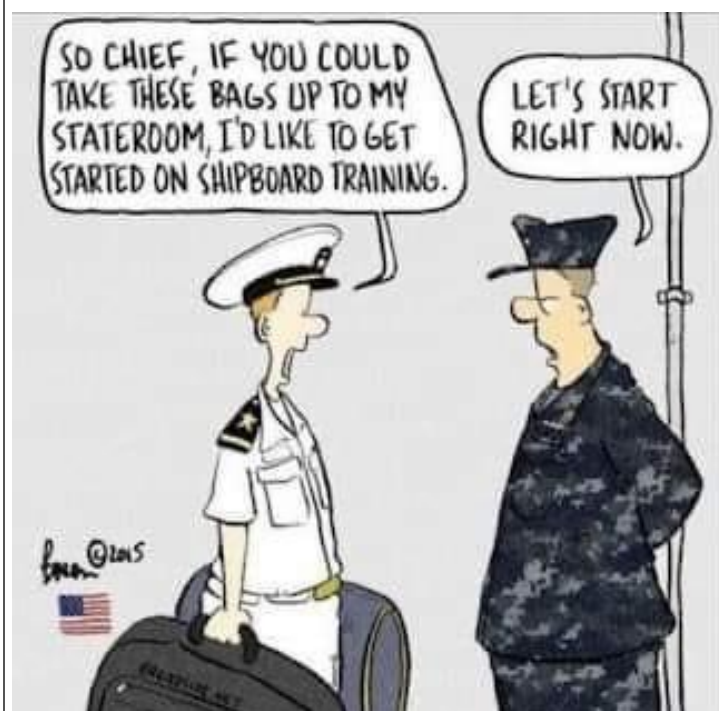
9. Must be willing to field a lot of questions from your shipmates regarding reunion questions.

10. You don't need to be a computer whiz but the more knowledgeable the better, you will get a lot of emails. Many of our shipmates are able to answer questions in the tech area if you just ask.

11. You need to set up a separate reunion email address, if you use your own it will get overloaded and hard to follow reunion questions. The Association Webmaster will work with you to get this done.

12. Help from previous chairmen is a must and we will do all we can to help and give advice as will the administrative board.

// Dick



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



Finally the reunion is upon us. Marie and I plan to drive there so are making plans for what we can see on the way there and back.

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

Just to be safe, Marie and I plan to wear our masks when in group settings. We have Marie's 97 year old mother living with us now and we need to protect her so we will be being extra careful.

Look for Dick's discussion about the 2021 reunion in the newsletter. Dick has done a fantastic job of putting this all together and it has been especially tough on Dick having it postponed and everything up in the air until the last minute.

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.

## Looking for Volunteer for Association Chaplain

The Stimson Board is looking for someone to volunteer to be the Chaplain for the Stimson Association. If you are interested please let the board ([Tom Krauser](#) or [Nick Nichols](#)) know so we can appoint someone at the reunion. We wish to thank Jake Morris for his years of dedicated service as the Association Chaplain. The Chaplain ministers to the Association families as requested and will provide family of a Stimson shipmate who has departed on Eternal Patrol with a sympathy card (if an address is known) along with the duties of the Association Chaplain which are listed in the Bylaws:

**Article II para g.:** The Association Chaplain will serve as a spiritual resource for the Association members, assist the President in the opening and closing of Association meetings (when the Chaplain

=====

We wish to thank Jim Weaver for his years of service as the Storekeeper for the Stimson Association. There are many websites that offer Stimson materials for lower prices than we can procure them so at the recommendation of Jim Weaver and the Board the position of Storekeeper will be eliminated. We will list sites that shipmates have used and recommended on the Stimson Webpage. If you know of a site that you recommend please send the details to the board ([Tom Krauser](#) or [Nick Nichols](#)) so we can add it to the Ship's Store website page.

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



I will not be able to attend the reunion but never fear, what is left of our memorabilia and artifacts will be displayed for you. Gordon Long will be bringing the items from Charleston and then returning

them to me. I hope you enjoy what we do have remaining. As an update, none of the missing/stolen items have been found. It is very unlikely they will ever be returned. I sincerely apologize these items were taken on my watch.

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](mailto:655webmaster@ssbn655.org).

## From The Editor

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

**We've Been Boosted!!** Linda and I have received our booster shots. Don't know if any of you have yet but for us most of day after the shot all we did

was sit in our recliners, read and watch TV. I don't think 'blah' is a medical diagnosis but's that the way we felt.



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

## The Reunion is here!

In less that two weeks, 57 Stimson Shipmates and their families for a total of 99 attenders, will arrive at the Holiday Inn Airport in Erlanger KY to commence the 11th Stimson Association Reunion. This one was an extra year in the making due to the COVID shutdown in 2020. I personally would like to extend my KUDOS to Dick Young for the job he's done to ensure we are still able to have this reunion. His perseverance, and his alone, is the reason we will be able to meet in the same location and attend the same events as was planned for 2020. I can't wait to see each of you at the 2021 Stimson Reunion.

The following are planning on attending:

|                                     |  |
|-------------------------------------|--|
| Gay & Barbara <b>Address</b>        | Dan & Arlene <b>Ballard</b>            |
| George & Connie <b>Birmingham</b>   | Jerry & CJ <b>Blevins</b>              |
| Charles <b>Boehme</b>               | Larry, Christine & Jeremy <b>Bonds</b> |
| BJ & Barbara <b>Boyle</b>           | Tom & Judy <b>Bradish</b>              |
| Calvin <b>Calvird</b>               | Paul & Margaret <b>Clark</b>           |
| Woody & Dorothy <b>Cook</b>         | Doug <b>Cooper</b>                     |
| Harry & Stacy <b>Daugherty</b>      | Steven <b>Duquenoy</b>                 |
| Jim & Bonnie <b>Ermish</b>          | Bob <b>Featheran</b> & Evelyn Hunter   |
| Michael & Pam <b>Flynn</b>          | Bruce <b>Frisch</b>                    |
| Joseph & Karen <b>Getchel</b>       | John & Gretchen <b>Glaub</b>           |
| Ron & Cindy <b>Graham</b>           | Sandy & Donna <b>Hastie</b>            |
| Steven & Tina <b>Hettmansperger</b> | Chuck & Joyce <b>Hladik</b>            |
| Dennis & Peggy <b>Hladik</b>        | David & Karen <b>Huckeba</b>           |
| Bob & Deborah <b>Knight</b>         | Donald <b>Kornowski</b>                |
| Tom & Marie <b>Krauser</b>          | Bill & Joan <b>Lindley</b>             |





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.

=====

**Ray Kreul, TM2(SS) [TMC Ret] G 65-69 Plank Owner, Assoc. Life Members, USSVI Groton Base, Holland Club**

Cards to: 1015 Worthington Spring Dr., Melbourne FL 32940-7995

Contact via email: [subvette1@gmail.com](mailto:subvette1@gmail.com)

**9.26.2021:** From Rita: Ray had a blockage. One stent inserted. He is doing well...and giving orders.

**9.25.2021:** From Rita: Ray is in the hospital getting tested for a possible heart attack.

=====

**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

=====

## GREAT LINKS TO SPEND TIME WITH

\*\*\*\*\*

**655 Association Website**

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

\*\*\*\*\*

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

While previewing one of 9 submarine DVD's that I will be donating to the reunion, I had one by Periscope Film, regarding Training schools and the Polaris SSBN's. You remember those, right?

Well I went to their site at

**[www.periscopefilm.com](http://www.periscopefilm.com)** and found these titles in Books and Videos...

**[Periscope Film Submarine Books](#)**

## Periscope Film Submarine Videos

I thought you might find these interesting, especially in the Books section.

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

=====

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

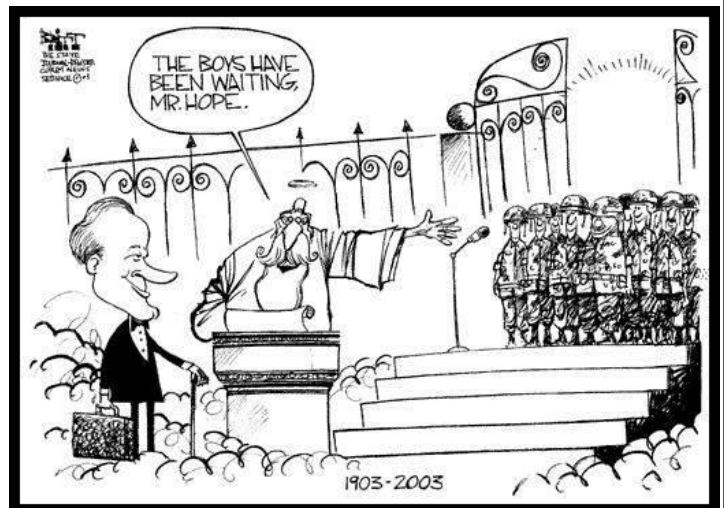
On his death bed they asked him where he wanted to be buried...Bob Hope replied: "Surprise me."

He lived to be 100; it has been over 17 years since he died.

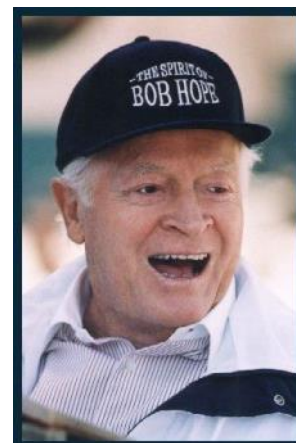
For those of you who remember Bob Hope, tell your grandchildren who he was.

I HOPE THIS WILL PUT A SMILE ON YOUR FACE AND IN YOUR HEART

### **BOB HOPE IN HEAVEN - THANKS FOR THE MEMORIES BOB!!**



This is a tribute to a man who DID make a difference



**ON TURNING 70** - "I still chase women, but only downhill."

**ON TURNING 80** - "That's the time of your life when even your birthday suit needs pressing."

**ON TURNING 90** - "You know you are getting old when the candles cost more than the cake."

**ON TURNING 100** - "I don't feel old. In fact, I don't feel anything until noon. Then it's time for my nap."

**ON GIVING UP HIS EARLY CAREER (BOXING)** - "I ruined my hands in the ring. The referee kept stepping on them."

**ON GOLF** - "Golf is my profession. Show business is just to pay the green fees."

**ON PRESIDENTS** - "I have performed for 12 presidents but entertained only six."

**ON WHY HE CHOOSE SHOWBIZ FOR HIS CAREER** - "When I was born, the doctor said to my mother, congratulations, you have an eight pound ham."

**ON RECEIVING THE CONGRESSIONAL GOLD MEDAL** - "I feel very humble, but I think I have the strength of character to fight it."

**ON HIS FAMILY'S EARLY POVERTY** - "Four of us slept in the one bed. When it got cold, mother threw on another brother."

**ON HIS SIX BROTHERS** - "That's how I learned to dance. Waiting for the bathroom."

**ON HIS EARLY FAILURES** - "I would not have had anything to eat if it wasn't for the stuff the audience threw at me."

**ON GOING TO HEAVEN –**

"I have done benefits for ALL religions. I would hate to blow the hereafter on a technicality."



Dear Lord - Please give me a sense of humor, give me the grace to see a joke, to get some humor out of life, and pass it on to other folk.

=====

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

Yesterday, I went to the doctor for my yearly physical. My blood pressure was high, my cholesterol was high, I'd gained some weight, and I didn't feel so hot.

My doctor said eating right doesn't have to be complicated and it would solve my physical problems. He said just think in colors. Fill your plate with bright colors: greens, yellows, reds, etc.

I went right home and ate an entire bowl of M&M's. And sure enough, I felt better immediately. I never knew eating right could be so easy.

=====

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

The IRS decided to audit Grandpa, and summoned him to the IRS office. The IRS auditor was not surprised when Grandpa showed up with his attorney.

The auditor said, "Well, sir, you have an extravagant lifestyle and no full-time employment, which you explain by saying that you win money gambling. I'm not sure the IRS finds that believable."

"I'm a great gambler, and I can prove it," says Grandpa. "How about a demonstration?"

The auditor thinks for a moment and says, "OK. Go ahead."

Grandpa says, "I'll bet you a thousand dollars that I can bite my own eye."

The auditor thinks a moment and says, "It's a bet."

Grandpa removes his glass eye and bites it. The auditor's jaw drops.

Grandpa says, "Now, I'll bet you two thousand dollars that I can bite my other eye."

The auditor can tell Grandpa isn't blind, so he takes the bet. Grandpa removes his dentures and bites his good eye. The stunned auditor now realizes he has wagered and lost three grand, with Grandpa's attorney as a witness. He starts to get nervous.

"Want to go double or nothing?" Grandpa



asks. "I'll bet you six thousand dollars that I can stand on one side of your desk, and pee into that wastebasket on the other side, and never get a drop anywhere in between."

The auditor, twice burned, is cautious now, but he looks carefully and decides there's no way this old guy could possibly manage that stunt, so he agrees again.

Grandpa stands beside the desk and unzips his pants, but although he strains mightily, he can't make the stream reach the wastebasket on the other side, so he pretty much urinates all over the auditor's desk.

The auditor leaps with joy, realizing that he has just turned a major loss into a huge win. But Grandpa's attorney moans and puts his head in his hands.

"Are you OK?" the auditor asks.

"Not really," says the attorney. "This morning, when Grandpa told me he'd been summoned for an audit, he bet me twenty-five thousand dollars that he could come in here and pee all over your desk and that you'd be happy about it."

Don't mess with old people!

=====

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

### **Ten Things That Will Disappear In Our Lifetime:**

**1. The Post Office** - Get ready to imagine a world without the post office. They are so deeply in financial trouble that there is probably no way to sustain it long term. Email, Fed Ex, and UPS have just about wiped out the minimum revenue needed to keep the post office alive. Most of your mail every day is junk mail and bills.

**2. The Cheque** - Britain is already laying the groundwork to do away with check by 2022. It costs the financial system billions of dollars a year to process checks. Plastic cards and online transactions will lead to the eventual demise of the cheque. This plays right into the death of the post office. If you never paid your bills by mail and never received them by mail, the post office would absolutely go out of business.

**3. The Newspaper** - The younger generation simply doesn't read the newspaper. They certainly don't subscribe to a daily delivered print edition. That may go the way of the milkman and

the laundry man. As for reading the paper online, get ready to pay for it. The rise in mobile Internet devices and e-readers has caused all the newspaper and magazine publishers to form an alliance. They have met with Apple, Amazon, and the major cell phone companies to develop a model for paid subscription services.

**4. The Book** - You say you will never give up the physical book that you hold in your hand and turn the literal pages. I said the same thing about downloading music from iTunes. I wanted my hard copy CD. But I quickly changed my mind when I discovered that I could get albums for half the price without ever leaving home to get the latest music. The same thing will happen with books. You can browse a bookstore online and even read a preview chapter before you buy. And the price is less than half that of a real book. And think of the convenience! Once you start flicking your fingers on the screen instead of the book, you find that you are lost in the story, can't wait to see what happens next, and you forget that you're holding a gadget instead of a book.

**5. The Land Line Telephone** - Unless you have a large family and make a lot of local calls, you don't need it anymore. Most people keep it simply because they've always had it. But you are paying double charges for that extra service. All the cell phone companies will let you call customers using the same cell provider for no charge against your minutes.

**6. Music** - This is one of the saddest parts of the change story. The music industry is dying a slow death. Not just because of illegal downloading. It's the lack of innovative new music being given a chance to get to the people who would like to hear it. Greed and corruption is the problem. The record labels and the radio conglomerates are simply self-destructing. Over 40% of the music purchased today is "catalogue items," meaning traditional music that the public is familiar with. Older established artists. This is also true on the live concert circuit. To explore this fascinating and disturbing topic further, check out the book, "Appetite for Self-Destruction" by Steve Knopper, and the video documentary, "Before the Music Dies."

**7. Television Revenues** - To the networks are

## 8. The "Things" That You Own - Many of the

### 9. Joined Handwriting (Cursive Writing) -

**10. Privacy** - If there ever was a concept that we can look back on nostalgically, it would be

---



**<https://www.va.gov/>**

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

by Rachel Nania, AARP, August 4, 2021

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.

**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:

- 9





bargain? And, ick, did someone actually stick that electric toothbrush in their mouth before you?

AARP asked the experts. We reached out to three thrift specialists who have each written books about garage sales and savvy spending on used items, and they shared their thoughts on the 10 used items you should never — under any circumstances — purchase.

1. Medicine — of any kind
2. Anything for a newborn
3. Mattresses, bedding, pillows and sheets
4. Food items — of any kind
5. Perfumes, colognes, cosmetics or body lotions
7. Helmets for bikers, skiers, boarders or motorcycle riders
8. Stuffed animals
9. Pots and pans
10. Puzzles and board games

**READ MORE HERE**

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

## Five Surprising Health Benefits of Coffee

by Kimberly Goad, AARP, September 20, 2021

Evidence is pouring in that drinking a cup of joe — or three — can help with everything from managing blood sugar to getting more from a workout.

Caffeine lovers looking for a healthy way to get their daily fix have long been led to believe that tea offers greater health and wellness benefits. Not anymore. Nutrition experts and medical researchers are finding all kinds of reasons to recommend indulging in that cup of joe, most of them rooted in the fact that coffee is the single greatest contributor to total antioxidant intake.

“Coffee is abundant in bioactive compounds that promote health,” says Kristin Kirkpatrick, a registered dietitian at Cleveland Clinic. As she explains, research published in *The New England Journal of Medicine* shows that these compounds may improve the [gut microbiome](#) (made up of healthy bacteria that aid in digestion and boost immunity) and reduce what's called oxidative stress, which occurs when free radicals outnumber antioxidants in a way that leads to disease-causing cellular damage in the body. “The beans also have a deep rich hue, and we know that the deeper the color of a plant, the more benefits we can expect

One reason may be that sleep apnea symptoms tend to be more subtle in older adults. “When we think of sleep apnea, we think of people snoring, but that’s not always the case,” says Adam Sorscher, M.D., sleep health director at Alice Peck Day Memorial Hospital in Lebanon, New Hampshire. “As we age, fat tissue replaces

muscular tissue in the throat and neck. This causes our airways to become more collapsible.” When this happens during sleep, it makes it harder to breathe, cutting off oxygen to your body — and causing a host of other symptoms beyond the all-too-audible one.

So it’s important that people with sleep apnea get diagnosed and treated. Untreated sleep apnea has been linked to high blood pressure, type 2 diabetes, stroke and heart attack. Research even shows that older adults with sleep apnea are more than twice as likely to die than those who don’t have it.

1. Uncontrolled high blood pressure
2. Morning headache
3. Impotence
4. Sleep problems
5. Dry mouth
6. Exhaustion

**[READ MORE HERE](#)**

---

## **The Computer Corner**

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



### **Browsers, Search Engines, and Saved Passwords, Oh My!**

Back in November 2017, Tom Krauser provided an article about Browsers and Search Engines. Technology moves rapidly, however, so I thought perhaps an update might be worthwhile. And while we are on the topic, browsers have taken a new approach to storing that growing list of passwords we have to keep up with for access to protected sites across the Internet. So a brief look at the changes that have occurred in that arena might be handy as well. Let’s get started...

If you go to the Microsoft Store from your Windows 10 PC, and search for browsers, you will get an amazing list of all sorts of browsers to choose from. How do we choose the best from the list? The following link is an update to the same article Tom provided in 2017, and may offer some guidance:

**[Chrome, Edge, Firefox, Opera, or Safari:](#)**

**[Which Browser Is Best?](#)** ß From PC Magazine dated 2/4/2020

While you can certainly choose a less popular browser, the ones that hold the top share of the user community will most likely have fewer problems, from both a security and performance perspective.

Also website content will generally support these browsers better than the lesser known browsers.

Let’s turn now to the search engines that your selected browser will use. Hand’s down, Google, owns the Search engine space – it has become a verb - “Googling”. And for nearly all browsers, Google is the default. However, there are others like Bing, DuckDuckGo, and these can be selected in the browser setting page for the search options. And what makes them different is how much data they collect about your search habits. This article discusses 17 alternate search engines and what data they collect – or don’t.

**[17 Great Search Engines You Can Use Instead of Google](#)** ß from the SearchEngineJournal

And finally, let’s look at the issue of storing passwords in the browser to make logins faster. Most IT professionals will say absolutely not - the risk is too high. And to some degree that is true, but there is always a risk present when accessing password protected sites on the Internet. As browsers have progressed so too has the ability to store and even sync passwords across devices. The following articles should help you get started on a journey to learn about browser password storage and ultimately decide what your preference will be with respect to that capability. You can also get tips on how to check your browser configuration to understand what your browser can do, and is currently doing, with your passwords.

**[Password managers: Is it OK to use your browser’s built-in password management tools?](#)**

**[Are password managers safe to use in 2021?](#)**

If you choose a password manager plugin or app, make sure you know where your passwords

are stored, how they are backed up, and who has access to them - besides you and your browser. Many password manager apps have an annual subscription cost, so be sure to determine how much the subscription to use the manager will cost.

This is a very high level look at browser password security, and protecting the passwords that unlock the doors and provide access to the assets of your digital lifestyle. This should get you started looking closely at your browser settings for saved passwords, if you want to use that capability, and how you want to manage them.

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\\_ssbm@bellsouth.net](mailto:subvet_ssbm@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 Ron Varley, Grand Strand Base Chaplain*

### **IN MEMORIAM: The people behind the numbers in Afghanistan**

USA TODAY Published August 20, 2021

Too often, America's longest war is simplified into numbers. Twenty years. Hundreds of thousands of U.S. troops deployed. At least \$2.26 trillion spent.

The most important numbers, however, reflect the Afghanistan War's toll in lives.

At least 2,443 American service members have died in operations Enduring Freedom and Freedom's Sentinel. More than 3,800 U.S. contractors and Defense Department civilians have been killed. At least 47,000 Afghan citizens, and about 66,000 Afghan military and police members, died, as well as 1,144 allied troops. Even more staggering are the numbers of American warriors who returned home with injuries both seen and unseen. Over 30,000 active duty personnel and war veterans of post-9/11 conflicts are estimated to have died by suicide—**four times the number that died in**

### **combat.**

As this war comes to an end, **USA TODAY honors the men and women in uniform from every corner of our country who made the ultimate sacrifice for their nation.**

Scroll down to learn more about those we lost, listed by date of death.

**READ MORE HERE**

---

### **This Is How the Skipjacks Made the Modern U.S. Submarine Navy Possible**

*Mark Episkopos, National Interest, September 7*

The Skipjacks lived a fairly uneventful service life throughout the Cold War and Vietnam War years, with one tragic exception.

One of the most forward-looking submarine classes ever to serve in the U.S. Navy, the Skipjacks paved the way for the country's modern nuclear-powered submarine fleet.

The Skipjack submarines were not “just” a serially-produced class of nuclear-powered attack submarines—though, in the mid-1950s, that alone would have been a respectable achievement. Rather, the Skipjack class combined two of the great submarine engineering innovations of its time: nuclear power and a teardrop hull design. Whereas the earlier Skate-class attack submarines housed an S3W nuclear reactor in a conventional design that resembled the submarines of yore, the Skipjacks employed a forward-looking teardrop hull design that emphasized superior underwater performance. Moreover, the Skipjack class was the first submarine to feature the newer S5W that remained the Navy's go-to nuclear reactor until the 1970s introduction of the S6G reactor that powered the Los Angeles-class.

These two revolutionary features were not just individually beneficial but actively complemented one another. The Skipjack boats' S5W nuclear reactors allowed them to stay submerged most of the time, all but removing the need for surface handling optimizations. At the same time, the class registered excellent underwater performance due to its teardrop hull.

It is this potent blend of high-ticket features, skillfully woven into a single submarine class, that arguably earned the Skipjack the title of the U.S.



Navy's first modern submarine. At thirty-three knots submerged, the Skipjacks were the fastest U.S. nuclear submarines until the introduction of the Los Angeles class. They also boasted a fairly robust weapons loadout, consisting of six 533mm torpedo tubes that accepted weapons including the Navy's workhorse Mark 14 and Mark 16 torpedoes, the Mark 37 anti-submarine homing torpedo, nuclear-capable Mark 45 torpedoes, and advanced Mark 48 torpedoes for high-value submarines and surface targets.

Six Skipjack submarines—Skipjack, Scamp, Scorpion, Sculpin, Shark, and Snook—were rushed into service from 1959 to 1961.

The Skipjacks lived a fairly uneventful service life throughout the Cold War and Vietnam War years, with one tragic exception. The Scorpion became one of only two nuclear submarines to be lost by the U.S. Navy, with the other being the USS Thresher. In May 1968, the Scorpion vanished without a trace while away on an espionage mission in the Atlantic. Parts of Scorpion's hull were found later that year; the entire, 99-strong crew was presumed to have perished along with the submarine. The Scorpion's demise remains a topic of conjecture, with theories ranging from a Soviet torpedo attack to a hydrogen explosion. The Navy's reports on the incident proved inconclusive. The military initially ascribed Scorpion's loss to an inadvertent torpedo detonation, but that account has been vigorously disputed in subsequent expert analysis. Making matters even more bizarre, the Scorpion incident was one of four submarine disappearances in 1968—the others being the Israeli INS Dakar, French Minerve, and Soviet K-129—all within the span of five months.

The last submarines in the Skipjack series were decommissioned in the early 1990s. Their three decades of service is a lasting testament to a submarine class well ahead of its time.

---

### **Watch the U.S. Navy Literally Snap a Warship in Half**

#### **R.I.P. USS Ingraham.**

(POPULAR MECHANICS 16 SEP 21) ... Kyle Mizokami

A new video shows the firepower the U.S.

Navy and Marines brought to sink a warship during its recent Large Scale Exercise 2021 (LSE 21). The two services threw the kitchen sink at the retired USS Ingraham, blasting it from all directions, but it was the shot from underwater that literally broke the ship's back.

LSE 21 is a globe-spanning naval exercise involving 25,000 sailors and Marines and more than 25 ships. The exercise was designed to test a new naval operating concept, known as Distributed Maritime Operations, enabling fleet commanders to control carrier and amphibious groups, as well as individual ships, across vast areas. Under DMO these individual assets might operate separately to cover more ocean but come together to mass overwhelming firepower against an enemy target.

LSE 21 included a SINKEX, or sinking exercise. A SINKEX basically involves towing a decommissioned ship out to sea and then plastering it with firepower. This gives the Navy the ability to test weapons in their entirety, from the moment the rocket motors or turbine engines spool up to the moment the high explosive warhead tears into the target ship. A typical SINKEX will see several types of weapons used at once against a single ship.

This latest SINKEX is documented in a new video released by the U.S. Navy, shown above. The video shows a number of air, surface, subsurface, and land assets preparing for the shoot-off. This includes the aircraft carrier USS Carl Vinson and her embarked F/A-18E/F Super Hornet fighters, older land-based Hornet fighters, a P-8 Poseidon maritime patrol aircraft, the nuclear-powered attack submarine USS Chicago, and a land-based anti-ship missile carrier.

The end of the Cold War left the U.S. Navy the world's preeminent, undisputed naval power. The Navy was so dominant it focused on other missions, including supporting land wars and building all-purpose strike fighters at the expense of the ability to sink other ships. The rise of China's People's Liberation Army Navy and the slow rebuilding of the Russian Navy, however, caused the Navy to recently start building back anti-ship capabilities.

The SINKEX shows the progress the service

has made in getting back to the ship-striking business. The video shows Joint Standoff Weapon (JSOW) guided glide munitions wheeled across the Carl Vinson's flight deck before being loaded onto F/A-18E/F Super Hornet strike fighters. At an unidentified land base, a pair of Marine Corps F/A-18C Hornets are armed with AGM-84 Harpoon anti-ship missiles.

A naval aviation maintainer takes the protective nose cap off a Harpoon anti-ship missile mounted on the wing of a P-8 Poseidon, and sailors aboard a nuclear attack submarine load a green canister marked UGM-84D into a torpedo tube. UGM-84D is the submarine-launched version of the Harpoon missile, a system withdrawn in the 1990s but recently brought back to the sub fleet.

Last but not least, a U.S. Navy transport hovercraft hauls itself up on a Hawaiian beach and disgorges a brand new weapon system, the Navy Marine Expeditionary Ship Interdiction System (NMESIS). NMESIS is a remote-controlled truck armed with two Norwegian-designed Naval Strike Missiles (NSM). NSM is the U.S. Navy and Marines' latest anti-ship missile, equipping both littoral combat ships and the NMESIS system.

Once the show starts it's clear Ingraham is doomed. A montage of launch scenes, including a rare submarine periscope view of a Harpoon missile lighting off, shows the plethora of ordnance winging its way to the hapless frigate. One after another they impact the ship: most hit the ship dead center, sending shrapnel flying into the surrounding water. Several impact moments from one another, indicating a coordinate attack. One missile smashes into the fantail, where it destroys the helicopter flight deck and would have crippled the ship's gas turbine engines.

The coup de grace, however, is the moment the 1,600-ton ship is lifted into the air, her keel snapped in half like a twig. That bears all the hallmarks of a Mk.48 Advanced Capability (ADCAP) torpedo launched from USS Chicago. Air and ship-launched missiles both do damage through the onboard high explosive warhead. Submarine torpedoes, however, use their high explosive warheads to create an even more

powerful underwater shockwave. Although the Mk. 48's 650-pound high explosive warhead is just 30 percent more powerful than a Harpoon missile's, it does an outsized amount of damage.

As for the keel snapping, the website Globalsecurity.org describes what happened to the poor Ingraham:

"When a warhead is detonated at close range beneath a ship, the steam void initially lifts the ship upwards from the middle. This tends to weaken the ship's keel. After the steam void has reached its maximum volume the surrounding water pressure will collapse it. The ship then falls into the void, still supported on its ends. The keel will then break under the ship's own weight."

The last we see of Ingraham she is slipping under the waves, bow pointed defiantly upwards as she sinks to her final resting place.

<https://www.popularmechanics.com/military/weapons/a37399443/watch-the-us-navy-literally-snap-a-warship-in-half/>

---

### **The Submarine That Got Away**

(*THE DAY 04 SEP 21*) ... John Ruddy

On a crisp December day in 1987, a decaying submarine was pushed into the Thames River channel by tugboats and towed away by a Navy salvage ship.

That quiet departure closed the book on a saga unlike any in the seafaring annals of southeastern Connecticut. Most of our submarine stories are triumphant, like Nautilus' North Pole voyage, or tragic, like the loss of the Thresher.

But this story ends in simple failure. It's the tale of a doomed attempt to preserve the past that was spurred by determination and undone by money.



"Does anyone know the name of the submarine that was on the river 30 years ago?" a reader asked. "I remember touring it but can't remember the name."

The name was USS Croaker, and it helped win World War II, sinking 11 enemy ships. But unlike its contemporaries, immortalized by their Pacific adventures, this submarine was defined by what happened to it later.

In Croaker's biggest battles, it didn't launch torpedoes but was a bystander to clashes over its fate as a museum ship.

\* \* \*

The fanfare that attends the launch of a submarine was absent on Dec. 19, 1943, the day Croaker slid down the ways at Electric Boat's Victory Yard, where Pfizer is now. Wartime urgency had made launches commonplace.

EB was building submarines at a furious pace. The shipyard launched two in one day in October 1943, then repeated the feat a month later. Croaker's was the 25th and final launch of the year, which averages out to one every other week.

The following August, Croaker (SS-246) was seven days into its first patrol when a warship came into view off Japan. The crew fired torpedoes and waited. When an explosion was heard, the captain yelled, "We hit him!"

The grim sounds of a ship breaking up followed, and a blurry periscope photo shows the Japanese cruiser Nagara going down by the stern. As it disappeared, Croaker rushed off to avoid depth charges.

Three more sinkings followed, and Navy Secretary James Forrestal called the crew "unrelenting, daring and tenacious" when he awarded them the Navy Unit Commendation. Croaker dispatched another seven ships on five later patrols.

After the war it sat in Groton, out of commission, for five years. Then, with submarine technology advancing on several fronts, the Navy converted Croaker and six other Gato-class boats into "hunter-killers" for anti-submarine warfare, the wave of the future.

Croaker emerged from its 1953 conversion so changed it no longer looked like one of the "fleet

boats" that had humbled the Japanese navy. Instead it became an artifact of a Cold War moment that was soon overtaken by the nuclear era.

Stricken from the Naval Register in 1971, Croaker seemed to have reached the end of the line.

But its next chapter hadn't even begun.

\* \* \*

Frank Scheetz was born in West Virginia and never made it past sixth grade, quitting school to work in a coal mine. In 1942 he joined the Navy and did six submarine war patrols. When he left the service after 21 years, he stayed in Groton, where he had spent most of his Navy career.

With a blunt, no-nonsense demeanor and the kind of smarts that don't come from books, Scheetz, a contractor and developer, built houses, started businesses and made money. A shopping plaza on Route 12 still bears his name.

In 1972 Scheetz set his sights on a big prize: the New London train station, set to be torn down. He wanted to create a transportation center and made an offer for the building, which was rejected. Meanwhile, someone else floated the idea of turning the station into a submarine museum. Scheetz made that plan his own and again tried to buy the building. He also offered to lease City Pier and dock an old submarine there.

New London was lukewarm on the idea, but a fire had been lit under Scheetz. His goal became a submarine tourist attraction to honor the Silent Service in which he had served. He formed a group called the Submarine Memorial Association and, in 1974, pitched his plan to Groton.

By then he had a specific boat in mind: Croaker, still in storage at the sub base.

Groton was receptive, but opposition to specifics came in from all sides. Environmental officials feared the impact of fill at the dock site. City voters nixed the sale of a building. Even the Submarine Veterans of World War II were against charging admission and worried Croaker would become an "eyesore."

"Anybody who objects to this memorial is throwing rocks at the American flag," Scheetz said.



When he chose a different site off Thames Street just north of EB, things fell into place. On July 27, 1976, Croaker was floated down the river to its new home. But the sub, on loan from the Navy, needed thousands of dollars' worth of work.

After nearly a year of scraping, painting and replacing parts, Croaker opened to the public in May 1977. For the first time, the Submarine Capital of the World had a submarine on display. That summer, 40,000 people visited, fulfilling the old sailor's dream.

\* \* \*

World War II subs were a hot item. As the conflict receded and wartime boats were scrapped, the dwindling number of survivors became prized as portals to the past, even if they hadn't seen combat. A photo taken in Groton just after the war shows six decommissioned subs, including Croaker; five were destined to become memorials.

On July 4, 1969, one of the five, Drum (SS-228), was dedicated in Mobile, Ala., the first wartime sub open to the public. As the Navy jettisoned its remaining diesel boats in the early 1970s, many found second lives as museum ships. Today, 16 U.S. subs from the war remain, including six built by EB.

Groton was in the market early for one of them. In 1958 the town's chamber of commerce tried to secure Flasher (SS-249), which also appears in that postwar photo. The Navy promised it to the Subvets, but the group couldn't raise enough money. They still managed to get the conning tower before the boat was scrapped, and today it's the centerpiece of the National Submarine Memorial at Bridge and Thames streets.

Croaker had been open barely a month when Scheetz began another quest on Groton's behalf: Nautilus, the first nuclear submarine, which was near the end of its service life. His goal was to bring it home and dock it next to Croaker. But the Navy wanted it in either Washington or Annapolis, Md.

At a politically opportune moment, Scheetz assembled a save-the-Nautilus coalition that included power brokers as high up as the vice president of the United States. But he again faced opposition from the Subvets, who felt putting the

landmark vessel next to Croaker would only line Scheetz's pockets.

"I'm getting damn tired of people saying that Frank Scheetz is trying to make money off the Nautilus," Scheetz said. But for the sake of unity he reluctantly declared his support for a berth near the sub base, where the historic ship ended up in 1985.

Scheetz helped win the battle for Nautilus, but it may have cost him the war for Croaker.

\* \* \*

A stern letter Scheetz received in September 1986 listed six problems Navy inspectors had found with Croaker that "require your immediate attention," including a pronounced list to port. The words "severe deterioration" were used repeatedly.

The sticking point was ongoing replacement of the deck. Scheetz was using fiberglass; the Navy wanted teak, which was 10 times as expensive.

Since the Nautilus had returned, Croaker's attendance was down, and money was tight. To fund the repairs, Scheetz proposed renting the boat to the University of Connecticut as an off-season laboratory. But when the Navy greeted the idea with silence, he told them to come repossess their submarine.

Croaker's decade as a Groton tourist attraction ended on July 23, 1987, as tugs nudged it across the river to a temporary berth at the Naval Underwater Systems Center at Fort Trumbull. The previous day, Scheetz was asked if he would be there to watch the move.

"I don't think so," he said. "I don't go to funerals."

With Croaker's fate up in the air, New London and Norwich briefly considered claiming it. Groton weighed a plan to put it on land near the National Submarine Memorial. Town officials were still talking about that in December when a salvage ship towed the sub to Virginia for winter storage. But when the projected cost of the land berth doubled, interest dried up. Six months after Croaker had departed, Groton gave up trying to get it back.

"We already have our memorial," a town councilor said. "I don't think that having more is necessarily better."

That's the end of the story but not the end of Croaker. The Navy, which might have used the boat for target practice, instead found a taker.

In late 1988, Croaker was towed to the Buffalo and Erie County Naval & Military Park in Buffalo, N.Y., where it was fully restored. Alongside a cruiser and a destroyer, it's been there uneventfully ever since.

These days, the old submarine is well past its time in combat, in the Pacific and especially in Groton.

<https://www.theday.com/local-news/20210904/submarine-that-got-away>

### **Navy Sub Tests Unarmed Trident II Missiles Off Cape Canaveral**

(FLORIDA TODAY 19 SEP 21) ... J.D. Gallop

The U.S. Navy test-fired two unarmed Trident II missiles off the coast of Cape Canaveral on Friday, dubbing the launches a successful test of the operational readiness of the weapons system.

The missiles were fired from the USS Wyoming, an Ohio-class ballistic-missile submarine homeported at Kings Bay, Ga., as the 134-member crew prepares for deployment.

Although Navy officials said the launch was unrelated to ongoing world events, the tests of the missiles come as tensions with the Chinese and the United States' Pacific allies continue to escalate. The tests, however, are scheduled years in advance, the Navy reported.

The missiles, first deployed in 1990 and equipped with the capability of delivering multiple nuclear warheads, were fired over the Atlantic where they landed in the ocean, Navy officials reported.



An unarmed Trident II D5 missile launches from the USS Rhode Island submarine off the coast of Cape Canaveral on May 9, 2019. U.S. Navy

"The Demonstration and Shakedown Operation test, and others like these, underscore our readiness and capability for 21st Century Strategic Deterrence," said Rear Adm. Thomas E. Ishee, director of global operations for the U.S. Strategic Command, in a prepared Navy statement.

"(Submarine) crews undergo constant training and regularly planned testing to ensure the weapons systems remain ready and reliable. The sailors and support element who make up the silent service prove every day they are capable and prepared to protect America and its allies," Ishee said.

The area off Cape Canaveral, along with the Space Coast, has seen occasionally seaborne missile launches and other military testing offshore. The Navy did not say just how far out to sea the launches took place Friday.

The Wyoming — which has 24 missile tubes — had also been upgraded with a 27-month-long upgrade and engineered refueling overhaul, Navy officials reported.

The Trident II missiles, part of what the military describes as the U.S. nuclear deterrent strategy, also underwent mechanical reviews to minimize the impact of aging. In February, the Navy held four similar launches along the Florida coast to test Trident II's readiness.

"(Friday's) test demonstrates the unmatched reliability of our sea-based nuclear deterrent, which is made possible by a dedicated team of military, civilian, and industry partners who bring expertise and dedication to the mission that is truly extraordinary," said Vice Adm. Johnny R. Wolfe, director of the Navy's Strategic Systems Programs, in the prepared Navy statement.

Wolfe added that "this same team is now developing the next generation of the Trident Strategic Weapon System, which will extend our sea-based strategic deterrent through 2084."

<https://www.floridatoday.com/story/news/2021/09/19/u-s-navy-says-successful-test-launches-trident-take-place-off-cape-canaveral/8411513002/>

## **The U.S. Navy Backed The Hunt For Titanic To 'Drive The Soviets Crazy,' Explorer's Book Reveals**

(BUSINESS INSIDER 23 SEP 21) ... Ryan Pickrell

The man who found the Titanic did so with help from the US Navy, and he got that much needed support in part by convincing the Navy that finding the shipwreck would "drive the Soviets crazy," renowned explorer Robert Ballard reveals in the new book "Into The Deep," which was co-written with investigative reporter Christopher Drew.

Over the course of his celebrated career, Ballard has discovered the wrecks of the Nazi battleship Bismarck, the US aircraft carrier Yorktown, and US patrol torpedo boat PT-109 (commanded by then Lt. j.g. John F. Kennedy). But his most recognizable discovery was the British passenger ship Titanic that sank in the North Atlantic on April 15, 1912, ending more than 1,500 lives.

That famous discovery in September 1985 was backed by the US Navy, which offered its support for two reasons.

The search for the Titanic was a cover for a top secret Navy mission involving the use of undersea systems to explore two submarine wrecks. And Ballard convinced the service his discovery would play into a game of psychological warfare with the Soviets during the later years of the Cold War, "Into the Deep" explains.

Navy Vice Adm. Ronald Thunman, a top submarine officer, initially told Ballard that his dream of finding the Titanic was crazy, but he ultimately agreed to let the persistent explorer piggyback on the Navy mission and pursue the lost passenger ship using any time and funds that remained after looking into the two wrecks.

"You can do whatever you want, but you gotta do it within the time and within the money, and that's it," Ballard recalled the officer saying. The search for the Titanic became cover for the submarine investigation.

Although he had been given something of a green light to look for the Titanic from Thunman, Ballard wanted the support of Navy Secretary John Lehman. He decided to leverage the secretary and President Ronald Reagan's thinking

on psychological warfare to gain that endorsement as well.

Both Reagan and Lehman were eager to confront the Soviets more aggressively, and part of that included rattling them psychologically, specifically making them believe the US had capabilities beyond their own.

Ballard, then a Navy reservist, invited Lehman, who had been behind Ballard since a talk he did on underwater terrain warfare, on an underwater excursion in an exploration and research submersible looking at what Ballard described as "the undersea battlefield."

Thousands of feet beneath the surface, he repeatedly made his pitch to search for the Titanic.

"The president wants to really play with the Soviets' minds," Ballard recalled telling the Navy secretary in a paraphrased conversation presented in his memoir, "to make them think we can do far more than we're capable of."

"Let me find Titanic," the explorer said, explaining that with the gear in his possession, specifically a few robotic submersibles, he was sure he could find it in two weeks.

"I'll find it, and then we'll go public," Ballard told Lehman, "Show videos from the robots roaming through the ballrooms. It will drive the Soviets crazy. They'll think that if we're willing to publicize this capability, imagine what our Navy is doing in secret."

Lehman agreed to pass the recommendation on to Reagan, who, according to the Navy secretary, responded: "Absolutely, let's do it."

### **'May God bless these found souls'**

The hunt for the passenger ship Titanic was the public face of a secret Navy mission to explore and take photos of the wrecks of the USS Thresher and USS Scorpion, which sank with all hands in 1963 and 1968 respectively. They were among the deadliest submarine disasters and ones the US Navy studied intensively for answers.

Ballard returned to active-duty status temporarily so that he could be read into classified material for the missions. He wrote in his book that "the Navy's investigation was my real mission." Searching for the Titanic, while a priority and long-time dream for Ballard, came second.



Sailing aboard the research vessel R/V Knorr, Ballard obscured the true mission from members of his crew.

"Given the highly classified nature of the mission, the Navy would only let me tell those with a need-to-know status what was really happening," he explained. "We told everyone we were testing equipment for the Navy."

"I wanted to do a bang-up job for the Navy, but I was also constantly thinking about how to find Titanic," Ballard wrote. As it turned out, the investigation into the submarine wrecks would prove beneficial to finding the Titanic.

Both the Thresher and Scorpion had debris trails almost a mile long. While some believed Titanic sank in one piece, there had been eyewitness accounts from survivors that it broke apart, which would leave a debris trail like the submarines that imploded.

"I visualized the ship not just breaking in two but falling to the bottom, with the heaviest pieces heading straight down and lighter ones drifting with the current, just as I had seen with Scorpion and Thresher," Ballard wrote.

"It played out like a film in my head, and, all of a sudden, it was clear as a bell," he said. "I shouldn't be searching for the ship. I should be searching for the debris trail. A mile-long trail would be easier to find than 833-foot ship."

Ballard and his team arrived in the area where the Titanic was believed to have sunk toward the end of August 1985 and deployed Argo, a ship-towed video camera sled designed to operate in deep waters that had just explored the wrecks of the Thresher and Scorpion, to scan the ocean floor.

Late one night after several days of searching for the Titanic, the team came upon the debris field, discovering a large metal cylinder over 15 feet in diameter.

"There it was, one of 29 boilers that had created steam for Titanic's engines," Ballard wrote in his book. "It was a signature piece. We'd found the debris field, about 12,500 feet down. Bull's-eye!"

Using the Knorr's onboard sonar, Ballard and his team detected a 100-foot-tall object to the north of their position. They relocated to the place

the object was detected and deployed Argo to scan what turned out to be the wreckage of Titanic.

"We were drifting slowly. Titanic was unveiling herself to us," Ballard said of the moment the ship's hull came into view. "No one was blinking. Our eyes were drying out, because we were not going to close them for a nanosecond. It was an 'Oh my God!' kind of moment."

As the submersible passed over the hull, "everyone exploded," he said. "We'd done it."

In written notes on the place where Titanic sank, Ballard wrote: "It is a quiet and peaceful and fitting place for the remains of this greatest of sea tragedies to rest. May it forever remain that way, and may God bless these found souls."

<https://www.military.com/daily-news/2021/09/23/us-navy-backed-hunt-titanic-drive-soviets-crazy-explorers-book-reveals.html>

## IRISH MIRROR

After living in the remote countryside of Ireland all his life, an old Irishman decided it was time to visit Dublin.

In one of the stores, he picks up a mirror and looks into it. Not ever having seen a mirror before, he remarked at the image staring back at him.

'How 'bout that!' He exclaims, 'Here's a picture of my Fadder.'

He bought the mirror thinking it was a picture of his dad, but on the way home he remembered his wife didn't like his father, so he hung it in the shed, and every morning before leaving to go fishing, he would go there and look at it.

His wife began to get suspicious of his many trips to the shed. So, one day after her husband left, she went to the shed and found the mirror.

As she looked into the glass, she fumed, 'So that's the ugly hag he's running around with.'

Men say that women should  
come with instructions...

What's the point of that?  
have you ever seen a man

Actually read the  
instructions?



**EXERCISE?**  
i thought you said  
"Extra Fries"



## STIMSON BENCH CLEANING

Linda and I decided it was time to go over to the Cold War Memorial (CWM) and clean the Stimson Bench. It was a beautiful day so we loaded up with everything needed which also included plenty of water. No hose connections anywhere near the CWM which meant we took whatever we felt was needed. Here are some before and after pics along with others of us cleaning the bench.





