



HAPPY ST. PATRICK'S DAY!!!
March 17th



VOL. 2025 #3

MARCH 2025

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2023 - 2025

PRESIDENT <u>Jerry [CJ] Blevins</u>	VICE PRESIDENT <u>Ray [Rita] Kreul</u>	SECRETARY <u>Nick [Linda] Nichols</u>	TREASURER <u>Ken [Diane] Meigs</u>	PAST PRESIDENT <u>Tom [Marie] Krauser</u>
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Other Positions 2023 - 2025

HISTORIAN / CUSTODIAN <u>Larry [Linda] Knutson</u>	WEBMASTER / NEWSLETTER <u>Nick [Linda] Nichols</u>	CHAPLAIN <u>Bruce [Vicki] Stefanik</u>
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REUNION CONTROL CENTER
2025 Stimson Reunion
October 1 - 5, 2025
Groton CT
From the Reunion Committee -
John & Gretchen Glaub

As of Feb. 24th we have 35 registrations submitted to us. The earlier you are able to register the better it is for the committee as they continue planning for the reunion events.

Tom Krauser has agreed to be in charge of door prizes for the reunion. If you have items you would like to donate, send him an email and tell him what you have. If you can, send a picture also. If you're attending the reunion, you can bring the item/s with you.. If you are not attending but have something you would like to donate it can be mailed to Tom. Contact him for further details:

Tkrauser0550@gmail.com

The hotel registration link is on the Reunion Page **655 Reunion #13**

Questions Email:

655reunion2025@gmail.com

We have been able to negotiate the final room rates for the days of the Reunion. Rates with tax:

Weekdays: \$129 + 15% tax = \$148.35
Weekend: \$159 + 15% tax = \$182.85



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

This has been a snowy winter for Lexington - CJ and I once again are looking forward to spring.

It is only 224 days before our Groton-area get together. I ask all my shipmates to register early, if possible, to make it easier on Gretchen and John – and, to reduce their stress levels.

And now a historic moment in the boat's life. An insert from the March 27, 1980 edition of "The Spokesman-Review", Spokane, Washington.

Trident launch 'successful'

CAPE CANAVERAL, Fla. (AP) — One of the Navy's powerful new Trident missiles, which has a range of up to 6,900 miles, was launched from the submerged USS Henry L. Stimson shortly after sunrise Wednesday.

"The firing was successful," said Don Leffler, chief engineer for Naval Ordnance Test Unit at Cape Canaveral.

radiation. Hopefully someone can help me fill in some gaps in my memory.

1. When did we enter SY1 in Newport News, and when did we leave the SY? And after sea trials post SY1, when did the first patrol commence? I think I was on the second post SY1 patrol though.
2. Although I was a Certified Nuclear Welder, fortunately I never had to enter the reactor compartment underway to perform emergency repairs. Had I done so I would not now be alive to write you. But I did spend an inordinate amount of time in the RC doing cleaning, polishing and routine maintenance.
3. Does anyone have any idea where the records of radiation exposure for former shipmates are maintained?

Thanks in advance to my shipmates for any helpful info anyone might be able to provide. // Dwight

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Submitted Articles: As usual, you'll find some interesting articles at the end of the newsletter. All are very good reading. I hope you enjoy them.

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SHARING PICTURES WITH SHIPMATES:

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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SUBMARINE QUALIFICATION CARD & CERTIFICATE

In addition to the qual card page, I am now adding your qual year (if I have it) to the online Sailing List. This can be whether you qualified on the Stimson or another boat. Take a look at the list and if your qual date is missing send it to me with the qual year and command info to

655webmaster@ssbn655.org

Another good month to receive qual cards. There were two added. It would be great if any of you can send me an email with copies of your SS qual cards and pictures of getting your dolphins. Check out the **SS Qual Card & Certificate** webpage. When you find your card either scan it or take a good picture and send it to me at 655webmaster@ssbn655.org. You name will be added to the new page with a link to your

certificate. This is for all Stimson shipmates, not just the ones who qualified on the 655. No matter what boat you qualified on if you were on the Stimson send me a scan or picture and it will be added to the website.

You can include any item related to your SS qualification: Qual Certificate; Qual card, picture receiving your dolphins; etc.

Qualification Cards of Stimson Sailors



The following Stimson Shipmates have departed on Eternal Patrol.

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None reported in February

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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 been added or information has been updated on our Sailing List. Please check the online Sailing List for shipmates contact info.)

NOTE: Don Ort, MM1(SS) G/SY1/G 69-74, CWO4 Ret, continues to locate our Stimson shipmates who are on our Sailing List be without an email address.

LT John Alan Hall G 81

Quals rider from Von Steuben (SSBN 632)

[updated by shipmate and Joe Muth]

BINNACLE LIST UPDATES: If you know of a shipmate who should be on the binnacle list please let me know. I will contact the shipmate for permission to add them to this list. I only add those who have given permission.

I am using the binnacle list as an ongoing story for each person on it. This way you will be able to understand the update better than if you do not remember what their health issues were.

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George Stevens, MT2(SS) G 68-71

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

1.15.25: Email from George: I'm still alive and kicking. Heart was beating 97 bpm and blood pressure was 157/ 96. So at times I am really tired but I'm hanging in there waiting for my heart to get back to a "natural" state.

12.20.24: Email from George: I came through the operation fine but have to wait for the heart to settle down.

12.18.24: Email from George: Came through the operation with a heart that is beating better than it has in 30 years. I did have a bad reaction to the anesthesia and was throwing up for hours after. We are home now. And should be doing better by the weekend. GOD is good!!! //Geo

12.15.24: Email from George: I will be having heart surgery on the 17th.

10.28.24: Email from George: I am awaiting the results of a recent monitor to come in at which point a decision will be made on method of treatment.

9.17.24: Email from George: Basically the Dr said if I don't get my heart fixed, at the rate it's going, long-term prospects are not good. I am trying to get to see my electro cardiologist ASAP. An ablation and or pacemaker and or meds are options.

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John Cole, LT B WEPS 78-80, USSVI Member-at-Large, CDR Ret.

Cards to: 5914 Ruby Dr Pearland TX 77581-8926

NO RECENT UPDATES

7.31.24: Email from John: We pray that you and your loved ones are healthy and happy. Susan and I are doing well as we fight the continuing battle against Parkinson's, Left Shoulder Surgery and now my C1-C6 surgery as well. It just seems like all of the parts are wearing out as time seems to fly by faster and faster. The things I miss the most are hunting, hiking, gardening and just being in the mountains. I must be content with the flowers and a few pots of garden plants on our patio. Bye for now, Very Respectfully. John F. Cole Cdr., U. S. Navy Retired, 100% Disabled 05/12/1964 To 08/01/1994, E1-E9 & O1E-O5 Vietnam through Desert Storm

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

Cards to: 50 Fairway View Dr., Etowah NC 28729

NO RECENT UPDATES

9.22.24: Email from Bruce: Things good here, ALS IS GOING VERY SLOW. Thanking the good Lord for His blessings

6.15.24: Email from Vicki: Bruce is doing great. His neurologist was a little surprised at his May clinic visit at how Bruce has not progressed but Bruce reminded him that he is on both Rx's to slow the progress. He decided Bruce doesn't have to go back to clinic for 6 months instead of 3.

4.17.24: Email from Vicki: The only thing new is that we now have a Toyota Sienna Hybrid Conversion Van equipped to transport Bruce's 425 pound power chair with a 6-way front passenger seat to make it easy for him to transfer into it. Of course he doesn't need it currently but we are prepared for when the need comes. He did have to go to the VA hospital in Salisbury for a driving evaluation which was like taking the test for a first license which Bruce passed with flying colors. The examiner said Bruce was only the 2nd ALS client she had that has passed.

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Elam Lee Mauk, EMCM(SS) B 65-69 COB 66-68 Plank, Assoc. Life Member, USSVI USS Sailfish Base Holland Club

Card to: 4000 Ibis Way Unit 201 Venice FL 34292

NO RECENT UPDATES

2.20.2024: Email from Gretchen Glaub: John has joined the USS Sailfish Base and received the following email from the Base Commander. Elam is a member of the USS Sailfish Base:

- I called his home and spoke with his wife. He is in the Douglas T. Jacobson State Veterans Nursing Home in Port Charlotte with dementia. I have added him to our binnacle list. Bill Heck, USS Sailfish Base Commander*

9.17.2023: Email from Angie Mauk: Elam Lee has been in dementia for the past two years, Of course we cannot travel. Hope your reunion is a great success, We will miss you all

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Sandy Hastie, CAPT B 80 (Oct-Dec) CO-1 patrol

Cards to: 75 Lambeth Dr., Asheville NC 28803-3425

NO RECENT UPDATES

10.26.24: Email from Donna: Dear Friends – A Hallelujah Message,

We saw our oncologist Wednesday, October 23, 2024 to get the results of the Sunday PET/CT

scan. It was a very enjoyable experience! The new treatment regime significantly reduced the cancer! Our oncologist was very pleased and said he was amazed at the cancer reduction.

As a result, the new regime treatment will continue. We will make any needed adjustments after each of the succeeding PET/CT scans. The biggest change with the new routine is it makes me tired which is a common result of using the chemo drug I am using, Alimta. Patients often stop the Alimta for that reason Their tiredness usually tends to increase as the treatments continue. We intend on using the new regime as long as Sandy can have a good quality of life.

We thank you for your support and prayers, they work. We are very thankful we have a God who answers prayers!

Warmly, Donna and Sandy

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

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

No recent updates

3.26.2024: Email from Jean: The results of Ron's evaluation on January 2024, compared to last year, scored significantly lower on a test of global cognition. His doctor reported that Ron has transition to the Moderately Severe Stage of dementia. Also, he was prescribed an additional medication to help with his anxiety and agitation. The medicine is working great!! We now have a happier and calmer household.

Thank you for all the prayers, caring thoughts, cards, letters, pictures, and memories Ron has received. They really brighten his day.

Jean/Ron

GREAT LINKS TO SPEND TIME WITH

655 Association Website
www.ssb655.org

SEA STORIES, COMMENTS and JUST GOOD THINGS From Our Shipmates

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Submitted by Joseph Acquisto ETR2(SS) G 67-70
Regarding subs and the unique health issues, immediate and delayed, there is a new-ish

Facebook group called SAG, Submarine Advocacy Group. They seem to be an active and dedicated bunch.

Submariners' Advocacy Group | Facebook

About this group

We are an association of veteran Submariners, all having earned and received the US Navy designation of Qualified in Submarines (SS). All our Board Members, Founders, future Advocates, and first contact associates have been there and done that on US Navy submarines, wherever "there" was and whatever "that" may have been. We have undertaken the arduous Submarine Qualification Program, been tested and tried by our shipmates, and found to be worthy of the moniker "Submariner."

All advocates of the Submariners' Advocacy Group are committed to being a voice for all of our Brother and Sister US Navy Submariners.

Submariners share a very unique bond forged in the depths of the oceans. We cannot adequately describe the experience to those who have never experienced life inside a submarine. Often, some aspects, knowledge, and specifics can never be shared with anyone outside of those who have served in the Silent Service.

Purpose

The purpose of the Submariners' Advocacy Group (SAG) is to become a voice for US Navy Submariners, both veterans and Active Duty. Members of the Silent Service have been faithful to their oaths and training and have been silent for far too long. SAG will advocate for all Submariners.

Mission

- To advocate on behalf of all US Navy Submariners by undertaking all efforts to initiate required research and studies to facilitate proper medical care for submarine-connected health conditions and disabilities.
- To lobby the US Congress and state legislatures to pass and enact laws to provide for proper medical care of Submariners.
- To be a resource for Submariners, their families, survivors, and the medical community to obtain proper and adequate information regarding submarine-related atmospheric contaminants, toxic chemicals, radiation hazards, and related health issues.
- To provide appropriate materials and education

to all interested Submariners.

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Submitted by Bob Gutierrez, LTJG G 66-67 Plank

All the talk about the Panama Canal

When the Hunley deployed to Guam in 1967 we went through the canal on New Year's Eve.

They didn't want us to go through because all the guys who keep the ship centered going through the locks had gone home.

Captain Thomas put a warrant officer and phone talker at the 4 corners of the ship to handle the lines and took full responsibility for any damage to the ship.

We scraped off one life raft and a bracket for the fenders going through the pacific locks.

Exciting going through at nighttime.

Just follow the yellow brick road. The pilot was terrific knew how much rudder to order for each turn.

We were a repair ship put men over the side to install a new bracket and went along our merry way to Guam.

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Submitted by Trin Rios, LCDR B NAV 76-78, SV-HC Tri-State Base

Shipmates, watch these two videos of the **ETHAN ALLEN** launch of the **A2** below:

A 2 BE SURE TO WATCH IN FULL SCREEN...

Here are two You Tube videos that show the **ETHAN ALLEN** missile launch of the **Polaris A2** and the pictures taken from the **USS CARBONERO (SS 337)**: <https://www.youtube.com/watch?v=O-i8mLVt0qc&t=68s>

AND here is a You Tube video of the complete **Operation Dominic**, which shows many nuclear weapon detonations as part of Operation Dominic, including that of the ALLEN launch with more pictures of the

ALLEN and CARBONERO; (TIME 11:53-13:04) IN THE VIDEO:

https://www.youtube.com/watch?v=FCf_yEoLj9o

I qualified as an ET2 (SS) on the **USS CARBONERO (SS337)** and was on CARBONERO from 1960 to 1962 and helped install the cameras used to take the pictures of the nuclear blast. My battle stations was in the conning tower to operate the radar antenna in

the number 2 periscope.

As fate would have it, only 12 years later I would be the Weapons Officer on the **USS ETHAN ALLEN (SSBN 608B)** and made 3 patrols out of Guam and got to fire a **Polaris A3** missile as part of the Fleet Operational Testing (FOT) Program.

The Health Corner

By: George Stevens MT2(SS) G 68-71

(this article is written from the author's research and point of view)

The eyes have it ... or better yet, the eyes have it! Our vision is so important and yet we take it for granted. On my last visit to the eye doc, he told me my left eye was at 20/40 - not good. I used to have 20/10 right eye, and 20/15 left eye. I was not happy. We gradually lose our vision as we get older BUT, we don't have to.

My eyes are now getting better because of a program I learned about. Every day for the past month I do some exercises and I am now able to occasionally read fine print. **We let our eyes get lazy** and trying to read can be frustrating but we can change that. Are you ready to throw away those reading glasses? Here's what I'm doing.

1. Get a 9+ foot piece of line (close line rope is good) and tie a knot 8 inches from one end, another at 4 feet, and another at 8 feet. The foot that is left over is to secure it to stationary object. Then, stretch out the line and hold the loose end up to your nose. Focus on the knot 8 inches from your nose. You should see two lines forming a V or X with very short legs. Then focus on the middle knot. The two lines should make an X with the knot in the middle. Then focus on the 8 foot knot. You should see two lines forming an inverted V - \wedge . If you only see one line, your dominate eye is overriding the weaker eye. This exercise forces your eyes to work together - team work. Repeat 5-6 times.

2. You need a place (like a window) where you can look in the distance and look at something close; I use a pen that has writing on it and hold it about 1 1/2 feet from my eyes. Focus on the distant object for 10-15 seconds and then focus on the close object for 10-15 seconds. This helps to strengthen the focusing eye muscles. Repeat 5-6 times

3. Mark a large black dot in the middle of a

sheet of paper. Hang on a vertical surface at eye height. Stand 1.5 - 2 feet away and focus on the dot for 10-15 seconds then let your eyes relax and look at the white paper. This helps with lens flexibility. Repeat 5-6 times.

4. Put two objects 4-5 feet away from you at the edge of your vision – left and right. Without moving your head, focus on the object to the right as best you can then the object to the left. The side of your nose will block the eye away from the object forcing the closer eye to do the focusing. Repeat 5-6 times.

5. Finally, eye cupping. Rub your hands together vigorously to warm them up and then cup them over your eyes. Your fingers will be on your forehead and your palms cupping your eyes blocking out **all** light. Open your eyes and look in every direction then relax the eyes and look straight ahead. The lack of light, the warmth from your hands, and the trapped moisture are good for the eye itself. Hold for 30 seconds minimum. While rubbing my hands together, I keep my eyes closed and relaxed. Repeat 5-6 times.

This program helps build the eye muscles, makes the cornea more flexible, and makes the eyes more able to focus. I found that blinking helps the focus process and I often close my eyes for a few seconds between switching focus. I've been doing these exercises only for a month and already see improvement. 20/20 or better is my goal ... and getting rid of these glasses!

The Lean Submariner

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

<https://theleansubmariner.com/>

February 2025 Blue Water Navy Update

By **Mister Mac** on February 16, 2025

Agent Orange and Guam... Fifty Years of Consequences

A little over fifty years ago, I came to the island of Guam for the very first time.

The crew flight from Hawaii was one of the longest I had ever been on. Frankly, it was THE longest in my young life. Along with the officers and crew, we departed Hickam AFB in our service dress white uniforms and crossed the wide Pacific Ocean to Guam. The Blue Crew had just completed an Off Crew period of training and relaxation. Now it was time to get back to work.

[Read more here](#)



The Computer Corner

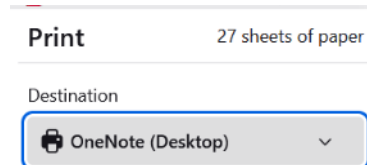
**By: George Birmingham ET1(SS)
G/SY1/G 69-74, Assoc. Life
Member, SV Carolina Piedmont
Base, Holland Club**

Microsoft OneNote

OneNote is your digital notebook for capturing and organizing everything across your devices. Jot down your ideas, keep track of meeting notes, clips from the web, or make a to-do list, as well as draw and sketch your ideas. OneNote is the place for all of your notes!

OneNote comes in two versions, one of which is bundled with the Office365 packages (Personal or Family) with their associated fees, and one that is totally **free** and comes standard with Windows 11. The One that comes with Windows 11 lacks a couple of features that are included with the OneNote desktop app included Office365. I have not missed those features.

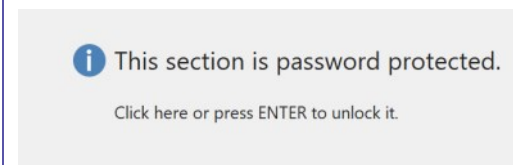
I like the fact that I can print directly to a notebook of my choosing in OneNote, making it easy to save information I come across on the Internet on the technical subjects I work with. OneNote is a selectable printer from your print menu.



Here's a link to a .pdf guide for OneNote that may be helpful if you want to use the app:

[The Only OneNote Guide You'll Ever Need](#)

The other feature I find helpful, especially for the laptop I travel with is that Notebooks containing information like passwords I can't remember, each section can be password-protected. So, when you select a notebook that is protected, you see this:



Pressing your **Enter Key** or clicking on **"ENTER"** presents you with a password dialog to gain access.

Under the **File/Options/Save&Backup** settings you can designate where all items in OneNote are stored. This way you can keep your data secure and safely stored on your computer and not in the cloud. It also also helps you find your OneNote files when moving to a new computer.

This has been a brief look at OneNote. Hopefully you will find it to be a useful app in your digital lifestyle.

As always, shipmates, comments and suggestions for future topics are welcomed. Contact me at subvet_ssbns@bellsouth.net. I'm always glad to help out if I can. //George



The Security Corner
By: George Birmingham ET1(SS)
G/SY1/G 69-74, Assoc. Life
Member, SV Carolina Piedmont
Base, Holland Club

What is Quishing?

We have all observed the increasing use of QR codes in our world. Restaurants have used them for their menus, by placing them on or around the table to reduce menu handling (pandemic driven), TV Ads, like Local Steals and Deals in my area, put them right on the TV screen for your convenience. Web pages sometimes have them for you to use. Any you probably know many more places you have seen them. But like any advance in technology, the bad actors figure out how to use them to their advantage.

QR codes can contain malware. Attackers can embed malicious URLs in QR codes that can lead to malware downloads or phishing sites. This is known as "quishing" or QR code phishing.

Here are some ways to avoid QR code malware:

Be cautious of public QR codes

Hackers can replace or alter QR codes in public places, such as on posters, billboards, or stickers.

Don't scan unsolicited QR codes

Do not scan QR codes sent via email, text message, or social media.

Use your phone's QR scanner

Use the QR scanner that comes with your phone, instead of an app downloaded from

an app store.

Verify the URL

Check the URL for malicious signs, and only click through if the URL is legitimate and the SSL certificate is valid.

Check the QR code for suspicious elements

Look for things like an inappropriate message around the code, or a logo that doesn't appear legitimate.

Be suspicious of requests for too much information

If you're asked to provide what feels like too much information, be cautious.

If you've been tricked into downloading malware, you should reset your phone to factory settings and change any compromised login credentials.

Here are some article links that cover QR codes, how they work, and the potential risks:
[QR Codes: How they work and how to stay safe](#)

[Is That QR Code Safe? How To Evaluate and Stay Protected](#)

Hopefully this short journey into QR Codes and "quishing" will provide you with the information to be a safe and secure consumer of QR information in your travels.

As always, shipmates, comments and suggestions for future topics are welcomed. Contact me at subvet_ssbns@bellsouth.net. I'm always glad to help out if I can. //George

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The Security Corner Pt 2

Getting Rid of a Printer? Do This First—or Risk Getting Hacked

By [Brooke Nelson Alexander](#) [RD.COM](#)

Knowing how to dispose of a printer safely could mean the difference between protecting your personal data and allowing it to fall into the wrong hands

We've all grown savvy to safeguarding our personal data on computers and phones—meticulously encrypting emails, setting up complex passwords and regularly updating our software. But despite our best efforts, there's a vulnerability we often overlook that could be sitting right on our desks: the humble printer. Believe it or not, figuring out how to dispose of a printer could make or break our online security.

Recently, new revelations about certain printers shed light on the unforeseen security risks that could be lurking in our offices and homes. But with the following **tech tips** from cybersecurity experts, you'll be able to combat the unexpected threat found in many printers and fortify your data against hackers.

How can your printer put your personal information at risk?

It boils down to the fact that any digital device that connects to your home Wi-Fi, including your printer, stores data about the network on its hard drive. This is normally a good thing, since it allows the printer to automatically connect to the internet without asking you to re-enter the information every time. When you sell or recycle a printer, you should delete this saved data by performing a memory wipe or factory reset, which prevents cybercriminals from discovering and exploiting the info, according to Chris Pierson, PhD, CEO of the cybersecurity company BlackCloak.

There's just one problem: Canon recently announced that a security flaw in a handful of its printers leaves behind the stored Wi-Fi information even *after* the reset process. If a hacker gains access to the printer after you sell it or throw it away, they could find these wireless settings simply by going to the Wi-Fi option in the main menu. Canon's advisory notes that this issue affects several of its printer models, including the E, G, GX, iB, iP, MB, MG, MX, PRO, TR, TS and XK series.

What type of information is at risk?

Data about your wireless settings—including your Wi-Fi name, Internet Protocol address and the password to the network—could all stick around even after resetting your Canon printer. Once hackers find that information through the menu commands, they could easily log in to your Wi-Fi and spy on your online activity, including sensitive information like your bank account login, credit card numbers and personal photos.

Fortunately, there have been no reports of anyone falling victim to this issue in real life yet. This suggests that Canon got word of this flaw from either a researcher or customer who noticed it, according to Pierson.

Is this a potential problem with all printers?

While the current notice is specific to Canon's printers, it "serves as a reminder [of the risks] to

everyone with any electronic device that connects to a home network," Pierson says. That includes other Wi-Fi-connected printers, as well as smart devices like your Ring doorbell, refrigerator, dryer and even light bulbs.

In fact, you might be surprised by all the devices in your house that access and store your Wi-Fi settings—and consequently might leave your data vulnerable. "Wi-Fi-connected devices have proliferated, and [they include] things that we may not think of," says Alex Hamerstone, a director at the security-consulting firm TrustedSec. "A lot of low-priced consumer electronics from previously unknown manufacturers have Wi-Fi access now, and I would be more worried about those."

That's why it's important to know how to dispose of a printer and any electronic device that you plan to donate or discard. "Given that the holiday season is right around the corner, this is a great reminder that when discarding old devices, ensure you wipe or do a **factory reset** on those devices to mitigate data leakage," Pierson says.

How to dispose of a printer the right way

Before you throw away, donate or even send in your printer for repair, you should always perform a factory reset to erase all stored information. The specific steps for a factory reset will vary depending on your printer model, but the reset function is typically found under the "General" or "Setup" setting in the main menu.

For Canon printers, follow these steps for a factory reset:

1. Go to the Setup option in the main menu.
 2. Select Device settings > OK, then select Reset settings > OK.
 3. Find Reset, then choose OK.
- Select Yes to restore the printer to factory settings.

In addition, users who have one of the affected Canon printers should take the following steps to ensure their Wi-Fi data is deleted:

1. In the menu, go to Reset settings > Reset all.
2. Enable the wireless LAN.

Follow the first step one more time, going to Reset settings > Reset all.

If you have a Canon printer model that does not have the "Reset all settings" function, do this instead:

1. Select Reset LAN settings.

2. Enable the wireless LAN.

Select Reset LAN settings one more time.

What else should you keep in mind about printer safety?

Wiping your Wi-Fi settings isn't the only step you should take to protect personal information stored on your printer. Aside from learning how to dispose of a printer properly, here are more tips to boost your printer-safety IQ:

- Choose a printer model that offers extra security features, such as built-in encryption, authentication, firewall and firmware update capabilities.
- Adjust your printer's privacy settings to better protect your information. For example, try disabling or limiting the printer's network connectivity, such as Wi-Fi, Bluetooth or cloud services, if you don't need or use those features. You can also disable the printer's memory or hard drive to erase your data after printing.
- Enable the printer's password, PIN or biometric authentication to prevent anyone from accessing its data without permission.
- Keep your printer's software up to date, which will fix bugs and patch any security vulnerabilities that hackers could exploit.
- If you are printing documents with sensitive information like bank or financial data, consider using encryption tools or software, such as BitLocker or VeraCrypt, to encrypt your files before printing.
- Wipe or remove the hard drive on your printer before donating or discarding it.

Avoid connecting your printer to public Wi-Fi, which could leave it vulnerable to spyware and other security risks.

FULL ARTICLE HERE



**Veterans Service Officer
John Dudas**

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Your 2025 VA Disability Pay Rates

<https://www.military.com/benefits/veterans-health-care/va-disability-pay-rates.html?>

[ESRC=navy 241231.nl&utm_medium=email&utm_source=navy&utm_campaign=20241231](https://www.military.com/benefits/veterans-health-care/va-disability-payment-schedule.html?)

2025 VA Disability Payment Schedule

<https://www.military.com/benefits/veterans-health-care/va-disability-payment-schedule.html?>

[ESRC=navy 241231.nl&utm_medium=email&utm_source=navy&utm_campaign=20241231](https://www.military.com/benefits/veterans-health-care/va-disability-payment-schedule.html?)

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Your Military Pay Raise for 2025, Plus Veterans Pension and BAH Updates

<https://www.military.com/benefits/military-pay-your-projected-military-pay-raise-2025-plus-veterans-pension-and-bah-updates.html?>

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<https://www.military.com/benefits/burial-and-memorial/will-va-pay-your-funeral-answer-may-surprise-you.html?>

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<https://www.military.com/off-duty/service-members-are-no-longer-banned-displaying-american-flag-horizontally-major-events.html?>

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<https://app.box.com/s/mpuid7oykpopfbr6kmftzyesx7dbeo78>

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The Battle over Veterans' Health Care: How the Republican Majority Hopes to Reshape the VA

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See Your 2025 VA Disability Pay Rates

<https://www.military.com/benefits/veterans-health-care/va-disability-pay-rates.html>
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Tricare West Region Beneficiaries Get Another Chance to Update Payment Information

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VA Declares 300,000 Health Care Jobs Exempt from Ordered Freeze on Federal Hiring

<https://www.military.com/daily-news/2025/01/23/roughly-300000-va-jobs-exempted-federal-hiring-freeze-bid-protect-veteran-services.html>
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Veterans get more time to transition to new online login system

January 31, 2025

WASHINGTON — The U.S. Department of Veterans Affairs today announced it will provide Veterans additional time to transition to a new online login system that lets them more quickly and securely access information about their VA health care and benefits.

In July, VA announced a [phase out of My HealthVet and DS Logon sign-in options](#), in favor of two new options, [Login.gov](#) and [ID.me](#), which will help the department offer stronger protections for Veterans, families and caregivers.

With today's announcement, VA is extending the final deadline by which veterans and beneficiaries can log in to VA.gov, VA mobile applications and other VA online services using their My HealtheVet username and password from Jan. 31, 2025, to March 4, 2025. The deadline to switch from DS Logon to ID.me or Login.gov remains Sept. 30, 2025.

Most VA beneficiaries are already using Login.gov and ID.me to access My HealtheVet and other VA digital services, but VA will use this additional time to ensure as many Veterans and beneficiaries as possible make the switch before the old My HealtheVet username and password system is retired March 4. In addition, VA is increasing outreach to Veterans who have yet to make the switch and will provide in-person assistance at VA Medical Centers across the nation.

All VA beneficiaries are encouraged to visit [Prepare For VA's Secure Sign-In Changes | Veterans Affairs](#) to learn more.

Easy Exercises for Back Pain

Is back pain making your life harder? We have exercises from a VA physical therapist to help reduce your back pain. [Try core exercises](#)

Preventing Heart Disease and Stroke

Heart disease and stroke are an epidemic in the U.S. The good news is there are many ways to lower your risk. [Learn how to protect your heart health](#)

Beware of Dehydration This Winter

We don't often think about dehydration in the winter. But staying hydrated can still be a challenge, especially if you have certain health conditions. [Find out if you're getting enough water](#)

What to Ask Your Cardiologist

Whether you regularly see a cardiologist or you're just starting to, it's important to make the most of your appointment. [Learn about helpful questions to ask](#)

Know Your Vision Benefits VA has you covered

Are you unsure about what vision benefits are

covered? Find out more about your vision care and how to schedule an exam.

[Learn More](#)

Aging and Muscle Loss

Daily tasks can become more difficult as we age. Keeping your muscles strong will help you continue doing the things you love.

[Get helpful tips to prevent muscle loss](#)

Living with Chronic Kidney Disease

It's possible to live a long life with the right treatment plan for your kidney health. Protecting your kidneys is essential and the right diet can help.

[Learn how to protect your kidneys](#)

Try the New Medications Tool on VA.gov

My HealtheVet features are moving, so that you can manage your health care needs in the same place as your other VA benefits and services.

[Learn about the new medications tool](#)

Better Health Isn't Far Away with TeleMOVE!

Reach your fitness goals without leaving home. These changes may help you feel good and have the energy to do the things you want to do.

[Get started with TeleMOVE!](#)

Taking Medications Safely

Not taking medications correctly can be harmful to your health.

[Learn how to stay safe while taking medications](#)

Could It Be Depression?

The warning signs of depression aren't always obvious. My HealtheVet's anonymous screening tool can help you decide if it's time to ask for support.

[Try the screening tool](#)

Access VA Health Chat Through My HealtheVet on VA.gov

You can now access VA Health Chat directly through My HealtheVet on VA.gov.

[Learn how to quickly chat with VA staff](#)

The USS Scorpion: Buried at Sea

By Ed Offley

February 2025

Naval History

The following is presented in conjunction with the seventh annual Western Naval History Association Symposium, being held on board the USS Midway Museum in San Diego, California, on Saturday and Sunday, 1–2 February 2025, where the author will present his theories. The opinions expressed here are the personal views of the author and do not necessarily reflect those of Naval History magazine.

The loss of the *Skipjack*-class nuclear attack submarine USS *Scorpion* (SSN-589) remains to many an unresolved *mystery* more than 56 years after it sank, with all hands, on 22 May 1968. But a closer look at the event suggests a different description: that it is one of the more closely guarded *secrets* of the Cold War.

This is a focused review of the critical 18-day period immediately following the sinking, and eight key events that occurred during that span. It includes the sinking itself; the *Scorpion*'s failure to reach Norfolk as scheduled on Monday 27 May; the formal declaration of "Event SUBMISS" at 1500 EDT that day; the frantic eight-day open-ocean search that ended on 4 June with the Navy's announcement both submarine and crew were presumed lost; and the opening of the Court of Inquiry into the incident the following day. In addition, it includes evidence to suggest the wreckage was not, as the Navy declared, discovered five months later on 28 October, but in early June—less than a week after the Navy pronounced the *Scorpion* was presumed lost.

[READ COMPLETE ARTICLE HERE](#)

Secretary Collins' message to Veterans and VA employees

February 5, 2025

It is my life's honor to serve America's Veterans as secretary of Veterans Affairs, and I thank President Donald J. Trump as well as the U.S. Senate for their confidence in me. America is the greatest nation on Earth precisely because of the Veterans willing to step forward and defend our freedom. I've witnessed this firsthand throughout my two decades in the military, as I've served with some of the finest

men and women our nation has to offer.

In addition to being a Navy Veteran, I am an Air Force Reserve colonel and chaplain. During my time in the military, I've learned that leadership is about listening, serving, motivating and setting a good example for those around you. That is the approach I will bring to the Department of Veterans Affairs.

When President Trump offered me this job, he gave me simple instructions: take great care of America's Veterans. Here is how we're going to accomplish the task the president has set out for us:

- We're going to deliver timely access to care and benefits for every eligible Veteran, family member, caregiver and survivor.
- We're going to put Veterans at the center of everything VA does, focusing relentlessly on customer service and convenience.
- We're going to challenge the status quo in order to find new and better ways of helping VA beneficiaries.
- We're going to celebrate the vast majority of VA employees who do a great job every day and hold employees accountable when they fall short of the mission.
- We're going to provide Veterans with the health care choices they have earned while maintaining and improving VA's direct health care capabilities.

And we're going to do a better job reaching Veterans at risk of homelessness or suicide – especially those who have had no contact with VA.

My commitment to my fellow servicemembers and Veterans will serve as my compass for the way ahead, and I am honored to be working with the men and women of VA to accomplish our noble and vital mission.

Together, we will strengthen VA so it works better for America's heroes. Let's get to work.

[READ COMPLETE ARTICLE HERE](#)

The Navy's New SSN(X) Submarine Will Fight Anything And Everywhere

(19FORTYFIVE 9 FEB 25) ... Reuben Johnson **SSN(X) Submarine Delayed—Can the U.S. Keep Up with China and Russia?**

SSN(X) is a US Navy program for a next-generation nuclear-powered attack submarine

that would ultimately replace the Virginia and Seawolf-class boats.

Not much is known about the program, first, as it is in the design and development stages.

Secondly, the mission of the submarine is highly classified, as are most of the technologies and systems that will make up its configuration.

Even less certain is exactly when these ships will actually be deployed, however, most reports say in the 2040s.

The current US defense budget is being stressed by multiple programs that are vital to national security, and in several cases, newly-deployed assets are desperately needed to replace older, legacy platforms.

The other limiting factor is the raft of technologies which are supposed to be part of SSN(X) design.

The new sub is supposed to be stealthy, incorporate an entirely new generation of sensors, and be heavier but also capable of moving at higher speeds than the boats it will replace.

According to a December 2024 Congressional Research Service (CRS) report, the US Navy is seeking to bring the best of all worlds together in this submarine.

Navy officials have stated that they want the SSN(X) “to incorporate the speed and payload of the Navy’s fast and heavily armed Seawolf (SSN-21) class SSN design, the acoustic quietness and sensors of the Virginia-class design, and the operational availability and service life of the Columbia-class design.”

Special Missions for SSN(X)

Another more specific Navy statement on the submarines states they “will be designed to counter the growing threat posed by adversarial competition for undersea supremacy. They will offer greater speed, increased horizontal payload capacity [i.e., in the torpedo room], improved acoustic superiority, optimized non-acoustic signatures, and greater operational availability. The SSN(X) will conduct full-spectrum undersea warfare and will be capable of coordinating with a larger contingent of external vehicles, sensors, and allied forces.”

The SSN(X) is also supposed to be survivable in more challenging and hazardous environments and be able to defend itself against underwater unmanned vehicles.

Like other next-generation platforms of the different service branches, it is also supposed to be a battle management platform that can coordinate with other friendly forces and sensor nodes.

To accomplish these missions, the SSN(X) is supposed to be equipped with much quieter electric drive propulsion and to be fitted with an X-rudder for enhanced maneuverability.

Technologies and Planning

The development of these new systems and seeing the technology required for them to be mature in time for production has pushed the launch of the SSN(X) from the mid-2030s into the 2040s.

The same CRS Reports point out that the schedule delay “poses a significant challenge for the submarine design industrial base due to the prolonged gap between the Columbia-class design programs and the SSN(X), which will be managed by the Navy.”

Another section in the report discusses the issue of what manner of propulsion technology would be the correct choice given the reactor power density demands that this larger and heavier sub would demand. One report on the program reads that the question is being debated as to which design would be more cost-effective. A “reactor that employs Low Enriched Uranium (LEU) instead of the Highly Enriched Uranium (HEU).”

Power requirements are emerging as a more and more critical requirement as several of the same reports observe that “due to technological advancements over the years to improve stealth and other purposes, the displacement of U.S. Navy submarine designs with similar payload capabilities has tended to increase from one generation to the next.”

Finally, given the delays in the program, there is an additional issue of whether or not more than one shipyard should be engaged for the series-production of the SSN(X) final design.

Given the demands that will be placed on the sub yards with the additional requirements of the AUKUS program, this is another Gordian knot that has to be undone.

<https://www.19fortyfive.com/2025/02/the-navys-new-ssnx-submarine-will-fight-anything-and-everywhere/>

"Grave Threat": North Korea Complains About U.S. Nuclear Submarine At South Korean Port
(REUTERS 10 FEB 25) ... Jack Kim

North Korea's defence ministry said on Tuesday the United States is again posing a grave security threat by sending a nuclear submarine to a South Korean port and its military forces are ready to take any action necessary, KCNA news agency reported.

The emergence of a US nuclear submarine in the Korean peninsula is a "clear expression of the US invariable hysteria for confrontation" against North Korea, an unnamed spokesperson for the north's defence ministry said in a statement.

"We express grave concern over the US dangerous hostile military act that can lead the acute military confrontation in the region around the Korean peninsula to an actual armed force conflict," the statement carried by KCNA news agency said.

Its armed forces will, "unhesitatingly exercise the legitimate right to punish the provokers," it said, without elaborating.

The fast attack submarine USS Alexandria has arrived in South Korea's Busan for supplies replenishment and rest for its crew, South Korean media reported on Monday citing the south's navy.

The South Korean defence ministry did not immediately respond to a request for confirmation and comment.

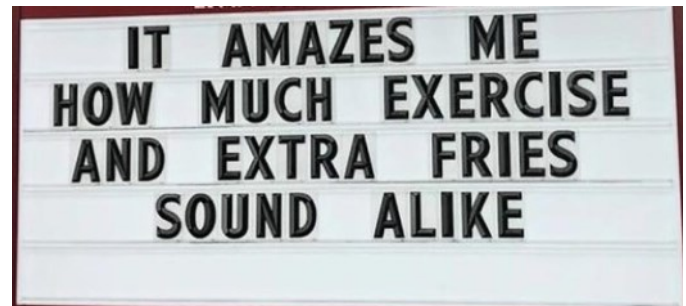
The nuclear-powered submarine is part of the US Pacific Fleet armed with Tomahawk cruise missiles, according to the U.S. navy.

North Korea routinely criticises the presence of US military assets and joint drills by US and South Korean forces. On Sunday, it warned of "undesirable consequences" criticising a series of exercises conducted by the allies.

The north's defence ministry spokesperson did not mention separate live-fire drills conducted jointly by South Korean and US armies at a firing range south of the militarised Korean border since last week.

The north has stepped up aggressive rhetoric since Donald Trump took office last month for his second presidency despite his comments suggesting he would reach out to North Korean leader Kim Jong Un for direct dialogue.

<https://www.reuters.com/world/asia-pacific/north-korea-says-us-nuclear-submarine-south-korea-port-posing-grave-threat-kcna-2025-02-10/>



**By the time you are 80, you've
learned all you need
to know**



The trick is in REMEMBERING IT!

**NO ONE SUBMITTED AN ANSWER
RUNNING IT AGAIN!!!
KNOW WHAT THIS IS?**

Send answer to
655webmaster@ssbn655.org for
publishing in the March newsletter.





USSVI 2025 National Convention



USSVI 2025 National Convention

August 31 – September 6

Rosen Shingle Creek, Orlando, FL



[2025 USSVI NATIONAL CONVENTION ONLINE REGISTRATION](#)

[2025 USSVI NATIONAL CONVENTION PAPER REGISTRATON](#)

Registration Fee: \$30.00 pp

Welcome Aboard Party: \$35.00 pp

Holland Club Breakfast: \$30.00 pp

Men's & Women's Luncheon: \$35.00 pp

Banquet: \$65.00 pp

Various Tours & Events: prices on the registration form

[2025 USSVI NATIONAL CONVENTION HOTEL RESERVATIONS](#)

\$120 Per Night Excluding taxes and fees

Submitted by Trin Rios, LCDR B NAV 76-78, SV-HC Tri-State Base
Shipmates, here is a brief history of the **US Navy's FBM Program**:

"1 JULY 1956 On this date, the FBM program had as its objective a ship-based liquid propellant missile adaptation of JUPITER.

1 JULY 1957 On this date, the FBM program had as its objective to provide an FBM submarine weapon system with a 1500 nautical mile range missile ready for operational evaluation not later than 1 January 1963.

1 JULY 1958 Submarine Squadron Fourteen was established in the office of the Chief of Naval Operations to formulate plans for operational logistics support, crew training, crew rotation, patrol-doctrine, refit procedures, and to provide input from experienced submariners to the Special Projects Office, Bureaus, contractors, and shipbuilders.

1 JULY 1958 On this date, the FBM program had as its objective a complete POLARIS/Submarine weapon system with a 1200-mile range missile in 1960 with a three-submarine capability by mid-1961.

Three submarines were authorized at this time.

1 JULY 1959 On this date, the FBM program had as its objective a complete POLARIS/Submarine system with a 1200-mile range missile in 1960. Nine submarines and one submarine tender were authorized.

1 JULY 1960 On this date, the FBM program had as its objective a complete POLARIS/Submarine system with a 1200-mile range missile by October 1960. Nine submarines and two submarine tenders were authorized.

1 JULY 1961 On this date, the FBM program had as its objective the deployment of two more submarines carrying the 1200-mile range POLARIS missile by the end of the calendar year 1961 and the deployment of the 1500-mile range POLARIS (A2) missiles in **ETHAN ALLEN** Class submarines during 1962. Nineteen SSBNs and three tenders were authorized.

6 MAY 1962 On this date, as part of **OPERATION DOMINIC, FRIGATE BIRD** Nuclear Weapons testing done in the southern Pacific in 1962, a Polaris Missile A2 was fired from the **USS ETHAN ALLEN (SSBN 608B)**. The missile warhead flew 1,000 NM in 12.5 minutes and detonated as an airburst at 11,000 ft.

1 JULY 1962 At this date, the FBM program had as its objective the deployment of three additional submarines carrying the **POLARIS (A2)** missiles and delivery to the fleet of the operational 2500-mile range POLARIS (A3) by mid-1964. Twenty-nine submarines and three tenders were authorized.

1 JULY 1963 On this date, the FBM program had as its objective the deployment of additional submarines carrying the POLARIS (A2) missiles and the deployment in 1964 of FBM submarines carrying POLARIS (A3) missiles. Thirty-five SSBNs and four tenders were authorized with long lead-time items authorized for an additional six SSBNs.

1 JULY 1968 The last production-line POLARIS (A3) missile was turned over to the Navy by Lockheed Missiles and Space Company, the prime contractor.

1 JULY 1974 **USS THOMAS JEFFERSON (SSBN 618)** commenced overhaul at Mare Island Naval Shipyard, Vallejo, CA.

1 JULY 1976 **USS PATRICK HENRY (SSBN 599)** commenced its third overhaul at Mare Island Shipyard, Vallejo, CA.

1 JULY 1979 Treaty negotiations between Spain and the United States in 1975 resulted in a planned withdrawal of Squadron Sixteen from Rota Spain, and the Chief of Naval Operations ordered studies to select a new refit site on the East Coast. The study led to the selection of King's Bay, GA. as the TRIDENT SSBN east coast refit site. The treaty with Spain was ratified.

1 JULY 1980 SWFPAC activation completed. POMFPAC became SWFPAC. 1 JULY 1981 Submarine Base at Bangor, WA, was activated under the command of the Commander in Chief U.S. Pacific Fleet (CINCPACFLT). This was done to support the Navy's TRIDENT fleet ballistic missile submarines.

1 JULY 1981 The third FBM advance anchorage site, at Apra Harbor, Guam, was closed with the departure of **USS ROBERT E. LEE (SSBN 601)**. The base became operational on 1 December 1964 with **USS PROTEUS (AS 19)** as the FBM tender. The **USS PROTEUS (AS 19)** had opened all three FBM anchorage sites.

1 JULY 1993 **USS OHIO (SSBN 726)** commenced the first TRIDENT SSBN engineered overhaul (EOH) at Puget Sound Naval Shipyard, Bremerton, WA. The EOH was completed on 10 June 1994, a duration of approximately 11-1/2 months. The strategic weapons portion of this availability included the first installation of TRIDENT Navigation Commonality Program (TNCP) equipment on a Bangor-based SSBN. During post-EOH shakedown, the Gold Crew successfully launched a TRIDENT I (C4) DASO missile on 22 October 1994. The submarine completed strategic loadout and redeployed on 25 January 1995."

I feel very honored to have served on one SSBN as Navigation ET, two SSBNs as a Weapons Officer and one SSBN as Navigator. I made 8 Patrols out of Guam and 4 out of Rota. I first qualified on a diesel boat, **USS CARBONERO (SS 337)** for three years out of Pearl Harbor HI. My last Navy tour was on the staff of **COMSUBLANT (N6) STRATEGIC WEAPONS**

The FBM Program is the most successful program that the US Military has ever created.
GOD BLESS AMERICA!

GO NAVY!!!

JIM GUTIERREZ GOES NAVY

FIRING MISSILES TO TRANSFER TO THE HUNLEY

1967 We watched the Blue Crew launch two missiles at the Cape and then it was our turn. We shot our two. They splashed down in the South Atlantic near Ascension Island. I asked the assistant weapons officer, Lt Denny Joyce how accurate these birds were. He replied, "Its measured in tenths of a mile."



That was the Polaris A-3. In comparison, we now have the Trident missile now with an accuracy of 61 feet. It takes a star fix in flight before it releases its multiple warheads.

Since the Stimson was a new boat, it was modified to fire Poseidon and ultimately the Trident missile. One of my shipmates in USSVI served on my old boat and told me how the bird had a flip out device that could take a star fix in broad daylight. He told me about how they had some obsolete version of the Trident missile available. Rather than scrap them they loaded three tridents with dummy warheads and took them out and shot all three. They flew over Africa to splash down in the Indian Ocean near Diego Garcia. I was wowed when I heard the story.

POST SHAKE DOWN AVAILABILITY

We were in drydock. On one of my duty days, I spent the night crawling up into the main ballast tanks with a painter to inspect the paint job. Everything had to be signed off by an officer.

The Blue Crew took the boat down to Saint Croix and did their torpedo qualification. They brought it up to Charleston where we changed crews. Now it was our turn to go down to Fredrickstead, Saint Croix to do our torpedo qualification. But first we had to do a liberty port on San Juan. I saw the lights

JIM GUTIERREZ GOES NAVY

of San Juan for the first time through the Periscope. We pulled into Roosevelt Roads, Puerto Rico. I got to pull liberty in San Juan.

Clean air Cleats, [Clean air came from the fact that he was in charge of all the equipment that made our air breathable on The Boat] Denny Joyce and I were making the rounds to all the night clubs in the area. I got up to go to the restroom and when I got back, they were gone. I was the most junior officer on board. The big kids didn't wanta hang out with me that night. It didn't bother me in the least. I headed down the road and ended up at one of the classy casinos.

I found my way to the dice table. I always liked to play craps. You don't have to put out a lot of money and if you play the Pass Line you can make your money last and you get at least one complimentary drink. Lady luck was with me that night and I was winning. And then my luck got better. There were two attractive girls from Boston watching. There is something sexy about a guy winning at a casino. Must be all those James Bond movies. We struck up a conversation and then we sat down, and I bought them a drink with my winnings. I told them I was on a brand-new Polaris Sub tied up over at Rosie Roads. I invited them to come over for a visit and I would show them what a Submarine looked like on the inside. I thought nothing more about the night and took a bus back to the base.

Two days later we were all sitting around the wardroom and Chief Helms comes in from Control and holds up two fingers. Without a word he points to me. I went up to Control and much to my surprise, there were the two hunnies I had met at the casino. I brought them down to the wardroom and the guys were all duly impressed. When a sailor comes into a port, he normally must go out to beat the bushes and spend some money to find girls. When you can get them to come to your boat it requires charm and a little bit of luck. We all went to the club and had a good time.

Next, we pulled into Fredericksburg, Saint Cory for torpedo qualification. The water was crystal clear, which is why we went there to fire torpedoes. They track the torpedoes in a three-dimensional array. I remember standing at the end of the pier and looking down in 60 feet of water. I could see the star fish on the bottom. I took a bus over to Christiansted. An old city from the days of pirates. One of the things I remember was how they used old cannon from the ships as bumper guards on the sidewalks. Nowadays they make bumper guards that look like old cannons to decorate fancy neighborhoods. If the founding fathers of all those old towns in the Caribbean only knew they were setting a trend. Beautiful Island!

We all bought our allotted one gallon of liquor and locked it up in missile silo 8.

We gave the boat back to the Blue Crew in San Juan harbor.

They put me in charge of the bachelors to fly back to New London. Of course that was the last flight out. We had to sit around on the tarmac with all our gear and the liquor safely locked up in one of the cruise boxes. Finely we climbed aboard our C-130 and headed north. Over the Atlantic and far from land we lost an engine. The pilots considered the options. The closest place to land was on one of our Aircraft Carriers. In 1963 this was tried successfully. We had a light load, so it was considered. We decided to take a vote. The flat top or head for land. Head for land beat the flat top option 25-3.

JIM GUTIERREZ GOES NAVY



C-130 Landing on a Carrier

We headed for the mainland. The closest air base in North Carolina just happened to be the home port for the C-130 and crew. The word went out that they just wanted to go home to Mama, so they cut one of the engines.



C-54

JIM GUTIERREZ GOES NAVY

So here we are again on a different tarmac but still with our gear and it's the middle of the night. The booze is still locked up, at least that's what I thought at the time. We climbed on board and stowed our gear. When I say "We" I mean the crew did the stowing. I was there to make sure that everything and everybody got on board. Our continued flight north was a bit more pleasant. The C-54 had actual seats for us to sit in. Once we got airborne and leveled out one of my men came up from the back with a cup of coffee. The airplane had coffee, but this cup was special. After I took a sip, he asked me, "Mister Gutierrez, how do you like the coffee." To this I replied, "Its good." I leaned back and enjoyed the ride. The guy sitting next to me could smell my special coffee and I even offered him some. He declined. Kind of uptight about drinking on a military aircraft. One of the things I learned about leadership. Take care of your men and they will take care of you. As dawn broke in Road Island we landed. There were buses standing by to take us to our home in New London.

The Blue Crew left from San Juan, Puerto Rico and made their first patrol.

We flew to Rota Spain where we took the boat back and made our first patrol.

While on patrol I finished my signed offs on all the watch stations in the engine room and auxiliary spaces. That's when the Capt. bob decided to see how well I would handle a scram and snorkel. After dropping rods, The OOD brought us up to snorkel depth and I got the emergency diesel lit off. I then proceeded with pulling the rods to bring the reactor critical and producing enough steam to light off the main steam turbine. I secured the emergency diesel and told the OOD we were ready to answer all bells. Keep in mind that there is a throttled man, the reactor control man, and the man on the electrical panel in front of me doing all the work. I was talking to the men in the engine room and auxiliary spaces over the 7 MC.

Although I did not sink the boat, they were not happy with my performance. The Officer under whom I was standing watch with told me I was going to get a lot more drills.

This never happened. I took a month's leave in Europe and when I got back to New London, I was told I was being transferred. I was offered a Diesel Boat but turned it down since I was due to get out next June.

Meanwhile Congress passed a law to extend all Regular Naval Officers for one year.

When my Gold Crew went back to Rota I was sent to COM-SUB-FLOT 2 to sit in limbo.

Next, we got a call from the Submarine Desk, "Don't send him anywhere until you hear from us."

Suddenly I am in demand!!!

I personally called the surface desk and they said, "Yes you are going to the Shangri-La.

Don't these guys talk to one another?

Well, the Hunley was deploying from Charleston to Guam and back via the Panama Canal and Capt. Thomas wanted a Line Officer to be Navigator.

Of course you don't hop on board to relieve as Navigator. I navigated alongside John Kalinowsky, an LDO who had reported on board to be the First Lieutenant. He's the guy in charge of the divers who swim out the Boomers before they leave port.

We had two navigation teams all the way to Guam. That was the way Capt Thomas wanted it. He did not want to depend on either me, a young LTJG, or John K. He was rough on John. He once dressed him down with the phrase, can't you get it through your tiny little brain..."

I relieved John in Guam.

We went to Guam to relieve the Proteus. She was due for an overhaul but feared she was in too bad a shape to make it to Bremerton, Washington.

Proteus went across Apra Harbor and overhauled herself. We returned to Charleston in May-June 1968.

JIM GUTIERREZ GOES NAVY

Although I was disappointed that I did not qualify in submarines, it was exciting to navigate across the Pacific twice. Much of the trip there and back we had nothing but Celestial Navigation. The only course in Naval Science I got an A in. All the rest were C's

1968

My last year in the Navy was easy for the Navigator. We only got underway once to dump radioactive waste.

During this time, I was able to get my commercial pilots license (single engine land) complements of the GI Bill. I needed a total of 200 hours. Spent lots of those hours making bombing runs on bridges on John's Island.

Made a trip to Freeport, the Bahamas but I had to file a separate flight plan from West Palm Beach since Hawthorn Aviation did not allow their planes to fly over water. I had to leave at 10:00 AM when the clouds came rolling in. With no Instrument rating I had to fly at 700 feet to stay under the ceiling. With no flotation gear over the Gulf Stream.

The Welfare and Recreation Fund had lots of money because I ran Casino night twice on patrol.

Pit boss in the depts Of the Norwegian Sea. Best job ever.

James Gutierrez, LT USN 2016

STIMSON Chiefs of the Boat

K	J	E	D	L	O	T	S	P	E	I	C	H	J	R	W	Q
M	D	Q	G	V	R	S	E	C	S	E	L	T	T	E	N	H
A	Y	R	K	D	N	R	S	G	D	L	O	W	E	R	Y	Y
G	N	E	O	F	E	r	O	E	D	N	O	S	W	A	L	T
R	O	B	S	F	A	L	J	B	N	I	S	D	N	I	H	B
I	T	S	C	O	F	R	T	S	E	I	R	D	I	A	Z	E
F	M	D	K	D	P	A	R	I	R	R	V	K	W	J	K	M
F	V	B	A	M	V	W	T	E	H	E	T	A	C	V	R	A
I	J	N	I	C	H	O	L	S	L	W	G	S	C	O	A	U
T	A	H	G	U	O	L	B	C	F	L	A	O	O	J	L	K
H	E	J	M	C	N	E	L	L	Y	Q	K	E	R	N	C	J
N	O	T	G	N	I	H	T	R	O	W	V	Z	Y	T	T	G
W	H	D	O	R	S	T	E	V	E	N	S	O	N	B	A	X
Z	M	N	Q	U	C	B	R	U	T	H	E	R	F	O	R	D
Y	M	M	J	H	A	A	K	E	N	S	O	N	B	Z	J	X
Y	Y	L	T	H	G	I	L	O	G	S	J	S	A	S	S	E
D	M	A	C	H	E	N	B	A	C	H	P	D	P	E	C	K

ATROGERSJr
 EMAUK
 DPECK
 DLOWERY
 JCAVINESS
 RSTEVENSON
 BHINDS
 WPOSEY
 SGOLIGHTLY
 JNICHOLS

AGRIFFITH
 DLOTSPEICHJR
 JSASSE
 FSTAFFORD
 VWORTHINGTON
 JLOCKRIDGE
 BRUTHERFORD
 RDIAZ
 JMCNELLY
 TCLARK

RROBERTSON
 TLAWSON
 MACHENBACH
 EAWHITLEDGE
 CBLOUGH
 KFARRELL
 HNETTLES
 MJHAAKENSON

Print a copy, complete and mail with your check or money order to the address below.



655 Reunion #13 - Registration

Dates: 1-5 October 2025
Holiday Inn Norwich
10 Laura Boulevard | Norwich, CT 06360
860.889.5201



To Reserve Rooms: call the number above or link to

<https://hinorwich.info/HenryLStimson>

Reserve by phone reference HenryLStimson

Hotel Prices are good for Mon-Mon 29 Sept-6 Oct

Hotel Reservation **Deadline 1 September 2025**

Hotel Reservation is the responsibility of the individual.

Reunion Registration **Deadline 1 September 2025** Reunion Web Page: [655 Reunion #13](#)

Transportation is not provided from the airport.

Complete (print legibly), print the form and mail along with a check (payable to **John Glaub**) or money order to **John Glaub, 2 Terrace Ave., Niantic CT 06357**. Reason for **2025 HLS Reunion**.

For any questions contact the committee at: 655reunion2025@gmail.com

Shipmate Name: _____ Guest Name: _____

Relationship (place X beside correct one): 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: _____

Reunions Attended: 1999 ND 2001 CT 2003 WA 2005 MO 2007 CT 2009 GA

X beside each one 2011 SC 2013 AL 2016 SC 2018 OK 2021 KY 2023 SC

Event attendance will be through advance payment only [pp = per person]

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

Registration Pkg Fee: (required for all) \$160 pp Number: _____ = _____

(This fee includes registration, Saturday banquet, all hospitality room food & beverages, bus transportation.)

OR

Individual pricing: [select what you want to do]

Registration Fee: (required for all) \$65 pp Number: _____ = _____

Saturday Banquet – 3 options for dinner \$65 pp Number: _____ = _____

Buses:

USS Nautilus Museum \$10 pp Number: _____ = _____

Use of bus is required for the SubSchool, Base Tour, SSN Tour – no personal transportation

SubSchool Graduation/ SubBase Tour /

WWII Memorial / Lunch at SUVBETS Club \$10 pp Number: _____ = _____

SSN Tour [if available] \$10 pp Number: _____ = _____

If an SSN tour is available to us, you must be physically able to climb the ladders.

REUNION USE ONLY

Check # _____

Date Rcvd _____

Registration # _____

Hotel Resv: _____

General Comments from the committee.

In order to get onboard NAVSUBASE everyone will be required to have a Military retiree ID card or complete some method for security verification. It may be by completing a special form or going online and completing security information. At this point we do not know which method will be used but as soon as known it will be put out to everyone via email.

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>

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.

THINGS TO DO IN THE AREA

MYSTIC AQUARIUM - 55 Coogan Boulevard, Mystic, CT

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

Veterans get in free (proof of veteran status required). \$10.00 off for accompanying household family members. As a side note, they have kiosks to purchase tickets and John did not have to prove he was a veteran.

MYSTIC SEAPORT - 75 Greenmanville Avenue, Mystic, CT

<https://mysticseaport.org/>

Mystic Seaport is the nation's leading maritime museum.
Open daily 10:00 am to 5:00 pm.

OLDE MYSTIC VILLAGE - 75 Coogan Boulevard, Mystic, CT

<https://oldemistickvillage.com/>

An open-air village with unique shops

MASHANTUCKET PEQUOT MUSEUM - 110 Pequot Trail, Mashantucket, CT

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

FOXWOODS RESORT CASINO - 350 Trolley Lane Boulevard, Ledyard, CT

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

MOHEGAN SUN CASINO - 1 Mohegan Sun Boulevard, Uncasville, CT

<https://mohegansun.com/>

The hotel provides a free shuttle to and from Mohegan Sun Casino.

FORT TRUMBULL STATE PARK AND MUSEUM - 90 Walbach Street, New London, CT

<https://ctparks.com/parks/fort-trumbull-state-park>

Fort Trumbull has a legacy of service spanning two and a half centuries, from the American Revolution to World War II to the Cold War. Along with serving as a federal military facility, the fort played a pivotal role in the country's coastal defense system. Originally built in 1777 to protect the New London Harbor from British attack, the first masonry structure was destroyed after Benedict Arnold successfully raided the fort and the British burned New London to the ground.

FORT GRISWOLD BATTLEFIELD STATE PARK - Park Avenue and Monument Street, Groton, CT

<https://ctparks.com/parks/fort-griswold-battlefield-state-park>

The historical park is the site of the largest Revolutionary War battle in Connecticut, the 1781 British massacre of colonial militia. On September 6, 1781, British Forces, commanded by infamous traitor, Benedict Arnold, captured the Fort and massacred 88 of the 165 American patriots stationed there, including commander Colonel Ledyard.

GENIUS MUSEUM - 1650 Hartford-New London Turnpike, Montville, CT

<https://naturesartvillage.com/attraction/genius-museum/>

Take a historic walk and discover a timeless town displaying the rapid transformation of American technology over two centuries, along with the geniuses who created it all! The Genius Museum is a great place for families to share memories, older adults to feel nostalgic, and the young to learn how everyday life has developed with technology's advances.