



the NEW



**STIMSON KEEL LAID
4 APRIL 1964**



HAPPY BIRTHDAY TO OUR SUBMARINE FORCE

VOL. 2025 #5

APRIL 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 March 28th we have 38 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.

We are excited to let you know that we have confirmed we will be attending the SUBSCHOOL Graduation on October 3, 2025. The name of the class will be Henry L Stimson SSBN 655. After the graduation, we will have a tour of the Base and then lunch at SUBVETS.

Tom Krauser is in charge of door prizes for the reunion. If you have items you would like to donate, send him an email with a picture of the items so he will know what you have. You can bring the item/s with you if attending or it can be mailed to Tom if you are not attending. Contact for further details: Tkrauser0550@gmail.com

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

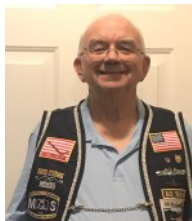
Questions Email: 655reunion2025@gmail.com

Room rates with tax for the Reunion :
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:**

Jerry is recovering from rotator cuff surgery and indicates his one hand typing skills are not pretty. He'll be back next month.



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

There is a time for everything, and a season for every activity under heaven;

a time to be born and a time to die,
a time to plant and a time to uproot,
a time to kill and a time to heal,
a time to weep and a time to laugh,
a time to mourn and a time to dance,
a time to be silent and a time to speak,

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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Jerry Blevins, LT(SS) B 76-79, 655 Assoc Life Member, USSVI Groton Base:

Cards to: 1453 Corona Dr Lexington KY 40514

3.20.25: Email from Jerry: I am recovering from rotator cuff surgery. My first follow-up is on 01Apr, Post-op, the surgeon told CJ that the damage was so severe that I will be strapped in the sling 24x7 for six weeks.

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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

3.17.25: Email from Bruce: I am doing well. I am holding steady with no progression and do not see my ALS doctor again until October after the Reunion.

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.

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George Stevens, MT2(SS) G 68-71

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

3.10.25: Email from George: Update - I wore a monitor for three days in the middle of Feb, the results from that were good. Previous monitor results showed a LOT of missed beats, slow beats, and other abnormalities. This last report showed as only 1%. The doc was pleased (me too!). As the heart takes about 6-12 months to fully recover from an ablation, we are going to wait another 3 months before making any decisions but it looks like I won't be needing a Watchman (device to prevent strokes). I'm still taking

nattokinase and serrapeptase to prevent unwanted clotting/stroke so for now, I think I'm doing good. The heart rate has dropped down to the 80s and BP is running 140/80 more or less. Hopefully in the next three months both BP and rate will continue to improve. All round, good news. I still have some chest pain and shortness of breath but it's nowhere near as bad as it has been. So, thank you GOD for the help and healing!!!

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

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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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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

=====

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.ssbn655.org

I visited the USS Nautilus, the world's first nuclear-powered submarine. Take a look inside.

©Talia Lakritz/Business Insider

- Commissioned in 1954, the USS Nautilus was the world's first nuclear-powered submarine.
- It was the first ship to visit the North Pole and participated in the Cuban missile crisis blockade. Nautilus is now an exhibit at the Submarine Force Museum in Groton, Connecticut.

On January 17, 1955, the USS Nautilus transmitted a historic message: "Underway on nuclear power."

As the world's first nuclear-powered submarine, Nautilus could remain submerged for two weeks at a time and travel at speeds of over 20 knots, or about 23 miles per hour.

Previously, World War II submarines powered by diesel engines and electric batteries could stay underwater for just 12 to 48 hours at a time. Since their batteries only charged while surfaced, diesel-electric US Navy vessels like the USS Cobia had to move at around 2 or 3 miles per hour to conserve power and hit maximum speeds of 9 knots, or about 10 miles per hour.

Nautilus is now part of the Submarine Force Museum in Groton, Connecticut. Visitors can walk through the historic nuclear submarine and see how its crew members lived and worked while submerged up to 700 feet below the surface.

Read the original article on Business Insider

Patriots Point Tribute to Vietnam Vets

Honoring Vietnam Veterans Through Music

<https://www.facebook.com/share/1YpTtTXEGh/?mibextid=wwXlfr>

SEA STORIES, COMMENTS and JUST GOOD THINGS From Our Shipmates

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Submitted by a shipmate

THEY VOTE

I used to work in technical support for a 24x7 call center. One day I got a call from an individual who asked what hours the call center was open. I told him, "The number you dialed is open 24 hours a day, 7 days a week." He responded, "Is that Eastern or Pacific time?" Wanting to end the call quickly, I said, "Uh, Pacific. He also votes!

So, my colleague and I were eating our lunch in our cafeteria, when we overheard one of the admin. assistants talking about the sunburn she got on her weekend drive to the shore. She drove down in a convertible, but didn't think she'd get sunburned because the car was moving." She also votes!

My sister has a lifesaving tool in her car. It's designed to cut through a seatbelt if she gets trapped. She keeps it in the trunk. My sister also votes!

My friends and I were on a beer run and noticed that the cases were discounted 10%. Since it was a big party, we bought 2 cases. The cashier multiplied 2 times 10% and gave us a 20% discount. He also votes!

My girlfriend and I were picking up some sandwiches from the sub place last week and she asked the clerk which of two sandwiches was better. The clerk didn't have an opinion but did say that the first sandwich was more expensive. My girlfriend got a quizzical look on her face and asked, "If that's the case, why are they both listed with the same price on the menu?" To this, the clerk responded, "I don't think we add tax to the turkey." The clerk also votes!

I couldn't find my luggage at the airport baggage area. So, I went to the lost luggage office and told the woman there that my bags never showed up. She smiled and told me not to worry because she was a trained professional and I was in good hands. Now," she asked me, "has your plane arrived yet?" She also votes

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=====

Submitted by Nick Nichols

Here's something I stumbled across and thought was interesting. And we wonder why communication is so hard? Could this be a reason our fraternal organizations have difficulty reaching the military members of today?

Here's Why Capital Letters May Soon Be a Thing of the Past

By Charlotte Hilton Andersen

Gen Z is canceling capital letters—should you join them or fight in grammar's last stand?

As a mother of four, I've learned to just nod and pretend I understand Gen Z slang—no cap, frfr. So when they stopped using capital letters and punctuation, I shrugged and figured it was another skibidi toilet thing. That is, until I had to help edit their school essays. Then I wanted to scream. Why were they so averse to the basic conventions of grammar? Why would they use text speak in formal essays? And—while we're on the topic—why do they bypass the dishwasher and leave dirty dishes in the sink? Teens, amiright?

Apparently, I'm not the only elder millennial baffled by Gen Z's creative approach to grammar. In fact, it's a whole trend, says

generational researcher Jason Dorsey, a business etiquette expert, the president of the Center for Generational Kinetics and the author of *Zconomy: How Gen Z Will Change the Future of Business*. "There's definitely a trend where Gen Z eschews traditional grammar in written communications," he says. "We see this particularly in how they have dropped using capital letters and punctuation."

The moment he said this, I flashed back to a conversation with my 15-year-old daughter. She had just sent me a short text with no capitals and no punctuation. It felt abrupt and a little aggressive. "Your text is so short. Are you mad at me??" I asked her.

Her reply: "Why do you put exclamation points and question marks all over your texts? You don't need them. It looks weird, especially when you do like three in a row."

First of all, how dare she! Second, as an older millennial, I firmly believe that multiple exclamation points show enthusiasm!!! But Dorsey reassured me that this is normal. "Language is fluid, and conventions change all the time as societal norms evolve," he says.

OK, fine. But why this? Or, as Gen Z would say: but why this

Read on to discover why Gen Z hates capital letters, how this affects the workplace and what to do when you receive a text that looks like a ransom note from a very chill kidnapper.

What does Gen Z have against capital letters?

According to Dorsey, Gen Z's aversion to capital letters comes down to two main factors: the rise of casual, social media-driven communication and a decline in emphasis on traditional writing skills in schools.

READ THE REST OF THE STORY : Capital Letters May Soon Be a Thing of the Past—Here's Why

The Health Corner

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

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

Ten years ago, a drug was awarded the Nobel Prize for best drug of the year because of its effectiveness and lack of side effects especially for parasitic diseases. It was the world's first endectocide as a forerunner of a new class of

antiparasitic agents. In 1981, it was first utilized as an animal drug for a wide range of worms, mites, lice and ticks. It literally saved the cattle business in Brazil. Then they found it was effective to treat all animals including pets and even fish.

The really interesting part of the story occurred when they started using it on people. The ability of the drug to cure disease has been recognized as one of the greatest medical breakthroughs of the 20th century. In the 1970s, trials began that led to the drug being tested against parasitic diseases in humans. It was first used against a tropical disease called River Blindness. This disease was second on the list in causing blindness by disease - millions were affected. In 1973, the disease was considered a major disease causing massive economic and health issues. In 1980, the first trials were run with this new drug and the success of the trials led to the production of Mectizan. In 1985 it was mass produced and supplied free of charge to any country to fight River Blindness. In 1987, a patent was obtained for the drug.

The drug was also used for the disease Elephantiasis which threatens over a billion people. The drug when used with albendazole opened up the prospect of eliminating the disease. Today that drug is being used worldwide to treat very many diseases and is the drug of choice among the poor of the world.

A 5-day course of the drug has proven to be effective for treating COVID in numerous studies. From personal experience - a friend's mother was not doing well with a case of COVID. The day after administering the drug, she was better. By the end of the week, her symptoms were gone. My friend was thankful I was able to help.

Now it has been discovered that this drug, especially when used with Fenbendazole, will eradicate many forms of cancer. Regarding Fenbendazole, a group of researchers started a trial against cancer. They had mice as subjects which all had cancer induced. They were ready to start work but the mice had worms. Not wanting the worms to interfere with the trial, they gave the mice Fenbendazole (a dog dewormer). When they tried to restart the trial, they discovered that the worms were gone and the cancer was also gone. Numerous other trials gave the same

results. Individuals using Fenbendazole in conjunction with here it is - Ivermectin ... have cured their cancer. I just saw another article today (3/15) about someone else who had stage 4 lung cancer that has substantially reduced the tumors by 75% using Ivermectin and Fenbendazole. Mebendazole is the FDA approved version of Fenbendazole and that has been used in the latest studies and proven to be just as effective. Ivermectin has shown to be one of the most important drugs ever and has even been used to cure skin cancer of every kind.

Why was Ivermectin dismissed and vilified by the establishment for use against COVID? Because, Ivermectin is cheap. One of the regulations is that you can't get a vaccine approved if there is already a cure. How could they make billions off of a fake vaccine if there already was a cure? Remember when the vaccine first came out? They said it was 98% effective. That number kept dropping until they said - Oh, you need a booster. Then they said a booster every six months. Follow the money folks. I am not a doctor and this is just for informational purposes. Please do your own research.



theleansubmariner

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

<https://theleansubmariner.com/>

Learning to see

By Mister Mac on March 2, 2025

It's the little things in life that make you think.

One of the nice things about the new house is that the first owners traded up on a number of things in relation to the construction of the house. One of those items is a very large shower stall. It's got enough room for several people at a time and features one of those oversized shower heads that delivers a rain of shower of water. Heck, it's so nice it would probably make a sonarman blush. (submarine humor - sorry Harry).

I was applying my shampoo and after applying it, my eyes were closed to prevent the soap from getting in them. I instinctively put the bottle down

on the shelf (without looking) and kind of surprised myself that I did it without knocking anything else down. Without looking, my arm automatically knew exactly where to put the bottle despite the fact that we have lived here less than a month. I got to thinking that "learning to see" even without being able to use my eyes was a learned skill from many years ago.

Boot Camp

One of my favorite memories of boot camp was the firefighting trainer. That was a big day for a young crew since we had done nothing but classroom training and watched films up to that point. At Great Lakes, you got a chance to fight an actual fire in a confined space with real smoke. It was a hot summer day, and we had the minimal amount of protective gear. I think they gave us gloves and a weatherproof jacket, but not much more than that. This was long before the advanced gear that sailors wear now. And we had no exotic equipment like infrared or even Airpacks like those that are common for fire departments. We did have old fashioned OBA's (Oxygen Breathing Apparatus's) that had an oxygen candle which once ignited gave you about an hour of oxygen. But most of the time, we just made it a point to not breath too deeply.

Read Blog Here

Del Webb Cane Bay – Veteran Friendly Home for our last Duty Station

By Mister Mac on March 2, 2025

Home at last.

After traveling around the world and the country for over 70 years, we made a decision to settle down for good. Our new place is nice and just the right size after a massive downsizing. But what makes it nice besides the fact that there are no stairs to navigate anymore is the people. We have met some really nice people both inside and outside of the community. There are clubs of every nature here. I am already in the photography club, the sportsman's club and the writers club. But I am also in the Veterans Club.

Read Blog Here

Rear Admiral Robert Stocker – A visionary Constructor that Changed the Course of a War He Never Saw

By Mister Mac on March 4, 2025

Retiring from any long-standing position is always a memorable event.

I retired the first time when I was forty years old. It was sooner than I had planned but circumstances made it a reality and I just went with the flow. It was a nice affair and even thirty years later, I remember how honored I felt that my crew came out in force and supported us as we made the transition.

I was doing a little research about legacy submarine stories from a hundred years ago today and came across this announcement for a gentleman who retired on this day in 1925. (March 4th)

To be honest, he was not a submariner. But the search engine I was using was set to submarines and his name and this announcement came up. Why it did will become obvious as we go through the story.

In the early 1900s, submarines were beginning to come of age.

[Read Blog Here](#)

USSV Charitable Foundation Challenge Coin – 125 Year Anniversary of US Submarines

By **Mister Mac** on March 30, 2025

I am excited to announce that the 2025 USSV Charitable Foundation Coin is now available. This limited-edition coin was struck to honor the 125th Anniversary of the US Navy Submarine Force.

On the reverse side is a rendering of the US Navy's 250th Anniversary.

The proceeds from these coins will go to the Charitable Foundation which benefits Our Submarine Veteran Community.



The QR Code will take you to the web page that handles the transactions

James R Webb – an American Submarine Hero

By Mister Mac on March 11, 2025

Everybody needs heroes.

You know, a bigger than life person that stands out among other people. Someone who lives a life of adventure and leads others through periods of adversity and innovation.

The kind they write books about.

When I was a kid, it was Horatio Hornblower. Hornblower was the most memorable character in a series of book written by C. S. Forester. Cecil Louis Troughton Smith (27 August 1899 – 2 April 1966), known by his pen name Cecil Scott "C. S." Forester, was an English novelist known for writing tales of naval warfare, including the 12-book Horatio Hornblower series depicting a Royal Navy officer during the Napoleonic Wars. I read every one of the books at my school library and I am sure that had as much to do with my dream to become a sailor as my family heritage. Maybe more. I have always had an overactive imagination, and I am positive that I felt myself on the bridge of every ship he sailed on.

The submarine force of the US Navy also had its own Horatio Hornblowers in the early days of development. Chester Nimitz (Class of 1905) comes to mind as does C M Lockwood (Class of 1912). Early on, men like these dared to ride the small submersibles through the changes that would follow. From the incredibly dangerous gasoline powered craft to the sleek fleet boats that would help tip the scales of victory in the Second World War, the evolution of submarines was pushed through by the sheer will of the men who drove them. They did this despite the incredible hair winds of the battleship admirals who saw the tiny boats as a mere distraction and something which syphoned off precious dollars from more important things.

One hero (who probably never thought of himself as a hero)) was a trailblazer that never got the recognition for his part in the submarine story. His name was James Reid Webb (Class of 1913)

James R Webb – an American Submarine Hero

[Read Blog Here](#)

March 1915 – At a Crossroad in the Development of U.S. Navy Submarines

By **Mister Mac** on March 20, 2025

A little under fifteen years from the day the US Navy purchased their first submarine, the future of the small craft was still not settled. In 1915, the United States faced a number of challenges as it observed the growing war in Europe. The conflagration of large-scale war was being brought home to America in the newspaper of the day. This war was being thrust on many nations because of long standing agreements and treaties. Once it began, it grew rapidly like a wildfire.

[Read Blog here](#)



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

Defragmentation – HDD vs SSD

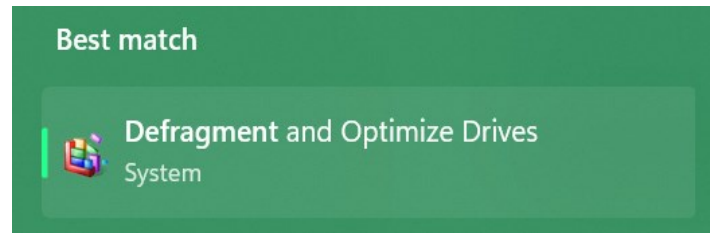
As technology has moved along in the PC world, so has disk drive technology. Anyone who has purchased a new PC lately, especially a laptop, increasingly finds the old rotating platter hard drive has been replaced by a newer Solid-State disk drive, or SSD as they are referred to. HDD disk drive technology was represented by a drive with heavy case, a DC motor, Read/Write heads on a pivot arm to write and read data for the system. Contrast that with a device, mostly comprised of memory chips with a controller, but requiring much less power (longer battery life on that laptop). They provide much faster data access by eliminating R/W head seek time and disk rotational latency to retrieve your data. Try not to dwell on those terms too long as they will give you a headache. But SSDs come with one small drawback – that is that the components they are built from will only last for a measured number of rewrite cycles before they degrade and need replacement. Fortunately, that number is very large, but is a consideration when it comes to the topic of disk (HDD or SSD) defragmentation.

So here is an article that provides an excellent explanation of HDD vs SSD defragmentation concepts:

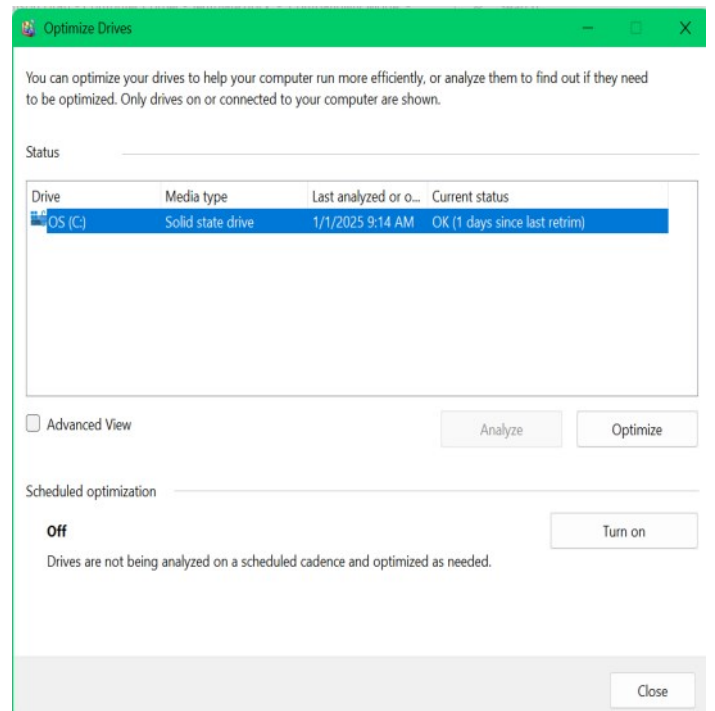
What does defragmenting do for an SSD?

In Windows 11 there is a system setting that

must be considered if your system has an SSD drive installed. Click on the Windows Pane icon then type Defrag. Select the Defrag and Optimize drives system function when displayed:



This will bring up the following screen:



Note here I have an SSD drive, and the scheduled optimization feature is turned Off... SSDs don't need the same level of attention, so I'm extending my drive life. However, if you have a traditional HDD, then click the Turn on button and configure and appropriate time and frequency to perform an analysis and optimization on that HDD. That will keep your system performing at its best.

And one final note: Disk drives store our precious data for us. Back them up to a CD/DVD or a removable USB drive of sufficient size to make sure when time degrades or disables your data drive you are prepared to recover. Tom Krauser provided two articles in the past (2018 and twice in 2022) on backing up your data drive.

Amazon has a product that I use from Western Digital for backups of all my computers. It is **4TB** in size for just under \$90, connects via USB and is quiet. If you are in need of such a device for your

critical backups, look for this:

WD 4TB Elements Portable External Hard Drive for Windows, USB 3.2 Gen 1/USB 3.0 for PC & Mac, Plug and Play Ready - WDBU6Y0040BBK-WESN

So, keep those disk drives, either HDD or SSD, running smoothly, and be kind to the SSDs by minimal defragmentation operations.

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

WhatsApp – How to know if you have been compromised

Some of you may be WhatsApp users, and as you know WhatsApp is a free messaging and calling app that allows users to communicate with others around the world. Has WhatsApp ever been hacked?

Yes, WhatsApp has been hacked:

- **Social engineering:** Hackers may trick users into giving away verification codes by pretending to be a contact or by sending a fake message.
- **Malware:** Hackers may trick users into clicking on links or attachments that contain malware.
- **Spyware:** Hackers may use spyware to inject malware onto a phone.
- **Encryption bypass:** Hackers may bypass WhatsApp's encryption.

Some signs that your WhatsApp account may have been hacked include:

- Strange activity, such as messages from unknown contacts or unread messages marked as read
- Unsolicited verification codes
- Fake messages from you asking for money or personal information
- Your profile details have been changed
- Further devices have been logged in to your account without your permission

Your phone is running slowly

To protect yourself, you can:

Be wary of incoming calls or messages from numbers you don't know

- Don't give out verification codes if you receive a text message with one and a contact immediately asks you to share it

- Make sure everyone in your family knows how to stay protected online

Here are some article links that provide additional information on WhatsApp:

Here's How To Know If Your WhatsApp Is Hacked – 5 Signs

4 Ways Your WhatsApp Messages Can Be Hacked (and How to Protect Your Data)

Can my WhatsApp account get hacked?

How to secure your WhatsApp account from social hacking

WhatsApp is a useful app for staying in touch with family and friends. Hopefully this information will enable you to use it safely and securely and stop the bad actors before they cause trouble.

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
KnowBe4 Security Tips - Steer Clear of Fake Login Pages

For cybercriminals, stealing your login information can be just as valuable as stealing your bank account information. If they gain access to your email and password, they may find clues in your account that they can use to create highly targeted phishing attacks against you, your organization, or your family. Once the hackers have your login information, the hackers can even sell it for payment.

How Does It Work?

A popular method used to steal your credentials is to use fake login pages to capture your login details. These types of attacks usually start with a phishing email that directs you to use a link in the email to "log in to your account". The emails are usually authentic-looking and present a seemingly normal request. If you click this link, you're

brought to a login page that looks almost identical to the one you're used to but is actually a fake page. Once you've entered your email and password on the fake page, you may be redirected to the real website—leaving you unaware that your login credentials were stolen.

How Do I Spot a Fake Page?

As the first line of defense, always navigate to your account's login page by typing the web address in your browser, or using a bookmark that you've saved—rather than clicking through links in an email. Also, be aware of the following tips to help you identify fake web pages:

- Pay attention to the address bar. To be on the safe side, make sure the website starts with https:// before entering any personal information.
- Check the domain name. Make sure that the website that you are on is correctly spelled and not mimicking a well-known brand or company.
- Watch for poor grammar and spelling. An excess of spelling, punctuation, capitalization, and grammar mistakes can indicate that the website was put together fairly quickly with no regard for professionalism.

Look for reliable contact information. If you can find another way to contact the brand or company, reach out to them to confirm the email is real.

Walk away from deals that are too good to be true. Some retailers will discount older merchandise but if the latest item is also heavily discounted, walk away. It's probably too good to be true!

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The Security Corner Pt 3

Finally! A Definitive List of What Those F1 – F12 Keys Do

By Morgan Ctollo [RD.COMTech](#)

You can stop wondering about those function keys. We have the answer.



Haven't you always wondered what those little function keys at the top of your keyboard do? You've probably only used them to adjust your volume or screen brightness, but they actually do a lot more. Keep in mind that some of these function key shortcuts are different depending on the type of computer you have. You are also able to change these features, and some computers come with pre-set functions for these keys that you have to change manually.

So before slamming the keyboard in frustration trying to get them to work, go into your settings and see how your computer has been set up. Pressing the fn button with the F keys will typically enable them to work.

Here's the answer to the mystery of those function keys. You'll be surprised by how much they can do.

F1

- Opens help menu when pressed with Windows button
- Hides/displays ribbon menu in Excel and Word when hit with Control button

F2

- Alt + Ctrl + F2 opens Document Library in Microsoft Office
- Allows you to edit the selected folder or file name in Windows Explorer
- Edits the active cell in Microsoft Excel
- Ctrl + F2 displays a print preview in Microsoft Word

F3

- Opens search feature in Windows Explorer
- Shift + F3 lets you change from lowercase to uppercase to all caps in Word
- Opens find feature in Firefox and Chrome
- Opens Mission Control on an Apple computer running macOS X

F4

- Alt + F4 closes window
- Places the cursor in the address bar in Explorer

F5

- Starts slideshow in PowerPoint
- Refreshes Internet browser pages
- Ctrl + F5 will completely refresh a web page, clearing the cache and downloads all content again
- Opens Find and Replace in Microsoft Office

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The VA Health Chat App

The VA Health Chat app lets you easily connect with VA staff online. Through the app, you can chat by text to a real person to ask questions about your health concerns. You can get medical advice for non-life-threatening injuries or illnesses in minutes. You can even schedule VA appointments, refill VA prescriptions, and more. VA Health Chat services are offered at no additional cost.

The following channels are available in VISN 7:

· **Clinical Triage:** Ask questions about non-life-threatening injuries or illnesses.

· **Pharmacy Support:** Ask questions about your VA prescriptions and request refills.

Scheduling and Administration:

Schedule VA appointments or ask administrative questions.

Hours vary by location, but you can connect with VA staff in most participating locations Monday to Friday, 8:00 a.m. to 4:00 p.m. local time, excluding federal holidays. In some locations, staff are available on weekends or 24/7.

To access the app, [sign in to My HealtheVet on VA.gov](#). You can also access VA Health Chat on the [VA App Store](#) or download it from the Apple App Store or Google Play. For security reasons, you'll need to sign in to the app with VA-supported credentials. You may use your [Login.gov](#) or [ID.me](#) account.

Thank you for your service.

Sincerely, The My HealtheVet team

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What to Do if You Haven't Switched to Login.gov or ID.me Yet

On March 5, we removed the option to sign in to VA websites and apps with a **My HealtheVet** user ID and password. Don't worry. You can still use your My HealtheVet health portal and other VA online services. But you'll now need to sign in to them with a modern, secure **Login.gov** or **ID.me** account. If you're ready to create your new account, follow our step-by-step guidance.

[Create your secure sign-in account on VA.gov](#)

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Try the New Medications Tool on VA.gov

We're building the new [My HealtheVet portal on VA.gov](#) so you can manage your health care needs in the same place that you manage your

other VA benefits and services. We're also improving the trusted health tools you use today. And we want your feedback to help us make sure these tools serve your needs.

As part of this effort, we've built a new version of the My HealtheVet medications tool on VA.gov. We encourage you to try it now.

[New Medications Tool](#)

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Veterans and COPD

Discover what else could be affecting your lungs

If you have trouble breathing, it could be a symptom of chronic obstructive pulmonary disease, or COPD. COPD is a combination of ongoing conditions that affect your lungs and breathing. These conditions can include chronic bronchitis and emphysema. COPD can be prevented and treated. It can be recognized by its key characteristic: difficulty breathing, especially when breathing out. However, if you have COPD, you may have other symptoms.

If you think you're experiencing symptoms of COPD, start a conversation with your health care team. Knowing the signs of COPD is important. Here's what we know about COPD and what it might mean for your health.

[Article Here](#)

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**Veterans Service Officer
John Dudas**

Problems with Tricare Contract Transition 'Actively Harming' Military, Lawmaker Tells Pentagon

[https://www.military.com/daily-news/2025/01/24/problems-tricare-contract-transition-actively-harming-military-lawmaker-tells-pentagon.html?](https://www.military.com/daily-news/2025/01/24/problems-tricare-contract-transition-actively-harming-military-lawmaker-tells-pentagon.html?ESRC=eb_250127.nl&utm_medium=email&utm_source=eb&utm_campaign=20250127)

[ESRC=eb_250127.nl&utm_medium=email&utm_source=eb&utm_campaign=20250127](https://www.military.com/daily-news/2025/01/24/problems-tricare-contract-transition-actively-harming-military-lawmaker-tells-pentagon.html?ESRC=eb_250127.nl&utm_medium=email&utm_source=eb&utm_campaign=20250127)

As Hegseth Takes Charge at the Pentagon, Here's What Changes Could Be in Store

<https://www.military.com/daily-news/2025/01/26/hegseth-takes-charge->

[pentagon-heres-what-changes-could-be-store.html?](#)

[ESRC=mr 250127.nl&utm_medium=email&utm_source=mr&utm_campaign=20250127](#)

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?](#)

[ESRC=mr 250127.nl&utm_medium=email&utm_source=mr&utm_campaign=20250127](#)

Trump's Promises to Radically Change the Military

[https://www.military.com/daily-news/2025/01/20/trumps-promises-radically-change-military.html?](#)

[ESRC=mr 250127.nl&utm_medium=email&utm_source=mr&utm_campaign=20250127](#)

Veterans: What's Taxed and What's Not on Your Federal and State Returns

[https://www.military.com/money/personal-finance/veterans-whats-taxed-and-whats-not-your-federal-and-state-returns.html?](#)

[ESRC=mr 250127.nl&utm_medium=email&utm_source=mr&utm_campaign=20250127](#)

Free Lifetime National Parks Passes for Veterans and Gold Star Families: Do You Have Yours Yet?

[https://www.military.com/daily-news/2022/11/09/free-lifetime-national-parks-passes-are-coming-veterans-and-gold-star-families.html?](#)

[ESRC=mr 250127.nl&utm_medium=email&utm_source=mr&utm_campaign=20250127](#)

Costco Military Discount

[https://www.military.com/discounts/costco-military-discount?](#)

[ESRC=mr 250127.nl&utm_medium=email&utm_source=mr&utm_campaign=20250127](#)

Hearing Aids for Military Retirees

[https://www.military.com/benefits/veteran-benefits/hearing-aids-for-military-retirees.html?](#)

[ESRC=navy 250128.nl&utm_medium=email&utm_source=navy&utm_campaign=20250128](#)

GOP Chairmen Launch Effort to Expand Veterans' Access to Private Doctors

[https://www.military.com/daily-news/2025/01/28/gop-chairmen-launch-effort-expand-veterans-access-private-doctors.html?](#)

[ESRC=eb 250129.nl&utm_medium=email&utm_source=eb&utm_campaign=20250129](#)

HARD HAT Heroes – Stepping into the construction world through a Veterans Program

[https://app.box.com/s/5rxv6rfxsmqvcymy0r45t4aoexcsuunv](#)

Tricare Patients Fear Losing Preferred Health Care Providers Amid Contract Transition

[https://www.military.com/daily-news/2024/12/23/tricare-patients-fear-losing-preferred-health-care-providers-amid-contract-transition.html](#)

The Next Deadline for Backdated PACT Act Payments Is Coming Soon. Here's What You Need to Know

[https://www.military.com/benefits/next-deadline-backdated-pact-act-payments-coming-soon-heres-what-you-need-know.html](#)

Veterans Affairs Deems More Than 130 Occupations Ineligible for Trump's Deferred Resignation Plan

[https://www.military.com/daily-news/2025/02/07/veterans-affairs-deems-more-130-occupations-ineligible-trumps-deferred-resignation-plan.html](#)

Easily track your VA claim, decision review, or appeal status online

[https://www.va.gov/claim-or-appeal-status/](#)

No More Female 4-Stars: Franchetti Firing Leaves Top Ranks Filled by Men

She is the CNO who I have been trying to work with on the Submarine Location issues for Agent Orange issues around Vietnam. We will have to wait and see for a replacement. I also included my request for help to the new DOD Secretary Pete

Hegseth.

<https://www.military.com/daily-news/2025/02/27/no-more-female-4-stars-franchetti-firing-leaves-top-ranks-filled-men.html>



Start Managing Appointments on VA.gov We're building a new home for VA health tools

After March 12, 2025, your My HealthVet appointments information will only be available on VA.gov. Start managing your appointments on the new My HealthVet experience on VA.gov.

[Learn More](#)

Prepare for VA's Secure Sign-In Changes

After March 4, 2025, you won't be able to sign in to My HealthVet or other VA online services with a **My HealthVet** user ID and password. You'll need to sign in with a different secure sign-in account. If you don't have a **Login.gov** or **ID.me** account yet, we have resources to help. Find step-by-step instructions, video guides, and support for common issues.

[Prepare for VA's sign-in changes on VA.gov](#)

Toxic Exposure Screening: Myths and Facts

During your military service, you may have been exposed to toxic hazards. A screening only takes an average of 5-10 minutes.

[Learn about common screening myths](#)

Arthritis Exercises: Less Pain, More Mobility

Arthritis can make it difficult to exercise. But gentle exercise improves strength and mobility, reduces joint pain, and helps fight fatigue.

[These exercises can help relieve your pain](#)

Make a Diabetes Plan Fit for Your Life

Living with diabetes takes planning, and VA's Whole Health approach can help you form the right habits.

[Learn how to help manage diabetes](#)

An App to Help You Sleep

No matter how often you struggle to get good sleep, there's help.

[Try the Insomnia Coach app](#)

Is Prostate Cancer Screening Right for You?

Screening may help find prostate cancer early, when it can be treated before it spreads. But it may not be the right choice for everyone.

[Learn more about your options](#)

Virginia-Class Attack Boat Makes Port Visit To Perth, Australia

(USNI NEWS 26 FEB 25) ... Mallory Shelbourne

A Virginia-class attack boat is in Perth, Australia for a port visit as part of the ongoing AUKUS partnership that's gearing up to base U.S. nuclear-powered attack submarines out of Western Australia.

USS Minnesota (SSN-783) pulled into HMAS Stirling on Tuesday for training with Royal Australian Navy sailors, according to a news release from Naval Sea Systems Command's AUKUS program office.

"This year, USS Minnesota (SSN 783) is conducting at-sea operations as part of the Submarine Command Course, a training program for naval officers preparing to take command of a submarine," the release reads. "At HMAS Stirling, the U.S. Navy will have the opportunity to share and compare procedures, such as weapons handling, with their Australian counterparts."

Under the AUKUS pact between Australia, the United Kingdom and the United States, the U.S. and U.K. plan to start basing nuclear-powered attack boats out of Perth in 2027.

"Every time a nuclear-powered submarine ties up in HMAS Stirling, we take a meaningful step closer to establishing Submarine Rotational Force – West and a sovereign conventionally armed, nuclear-powered attack submarine capability for Australia," RAN Rear Adm. Tom Phillips, who leads submarine capability for the Australian Submarine Agency, said in a statement. "Each visit is unique with specific goals and objectives designed to ensure we are moving at pace to host the first rotational U.S. attack submarine in late 2027."

The port visit comes six months after a Virginia-class submarine came to Perth for the first maintenance availability of a U.S. nuclear-

powered attack boat on foreign soil. USS Hawaii (SSN-776) and submarine tender USS Emory S. Land (AS-39) spent several weeks in Perth in August and September as RAN and U.S. sailors wrenched on the boat for a maintenance overhaul. The availability allowed the U.S. and Australia to test ongoing exchanges between their two navies and provided the RAN sailors with real-life experience maintaining a nuclear-powered boat, USNI News reported at the time.

During Hawaii's visit to Perth, the Australian government announced it would hire 200 people for apprenticeships in preparation for the rotational force coming to HMAS Stirling. The basing of boats out of Perth and the ongoing exchanges are part of the overall goal to help Australia develop and maintain an indigenous nuclear-powered submarine capability by the 2040s.

"Minnesota is the fourth U.S. submarine to execute an AUKUS-specific port visit to HMAS Stirling since the Optimal Pathway announcement," reads the Navy news release. The optimal pathway is a reference to the three-pronged approach of the AUKUS Pillar I initiative that will help Australia pursue its own nuclear-powered attack boat capability. The first prong is the 2027 rotational force out of Perth, followed by the U.S. selling a minimum of three but up to five Virginia-class boats to Australia. The final stage is in the 2040s, when Australia and the United Kingdom finish building the SSN AUKUS boat.

"USS North Carolina (SSN-777) conducted the first visit in August 2023, USS Annapolis (SSN 760) visited in March 2024 and, most recently, USS Hawaii (SSN 776) visited HMAS Stirling in August through September 2024," the release continues.

<https://news.usni.org/2025/02/26/virginia-class-attack-boat-makes-port-visit-to-perth-australia>

A 3D-Printed Submarine? Not Likely, But Maybe Something Close

The Navy is bumping up its use of additive manufacturing to make critical, delay-prone submarine parts, said Christopher Miller, NAVSEA's executive director.

(DEFENSE ONE 28 FEB 25) ... Lauren C. Williams

More and more U.S. warship and submarine

parts are being 3D-printed—and now the Navy is going after the "really hard problems," a top official says.

"I could go anywhere in the Navy, and you will see additive manufacturing, but it's not solving our biggest problems," Christopher Miller, the executive director of Naval Sea Systems Command, said during Govini's Defense and Data Summit in Washington, D.C., on Wednesday.

But in the last year, the Navy—especially its Maritime Industrial Base Program office—have been upping their efforts.

"We have really pressed the accelerator in going after the really hard problems. Not the simple polymer things, but really hard material combinations that really do provide parts into our availabilities," Miller said.

For example, one boat is using additive manufacturing for more than 100 critical parts. But it's taken time to get the supply chain and technical communities comfortable and skilled with the technology.

"We are starting to see a return on additive manufacturing," Miller said. "We've spent, in the last couple years, over \$200 million just in added manufacturing areas to try to accelerate this area...but we still have a lot of work to do."

He said it's unlikely that any U.S. sub will ever be fully 3D-printed.

"I'm not sure it'll ever be 100 percent but clearly we can do better than we're doing today," Miller said. "We can build bigger components...the challenge is some of these things get to be very, very large, and so you still have to be able to bring these together, integrate them, stack them on top of one another. But we have been having some really good conversations about how far [we can] really press those materials to build bigger and bigger, because we all recognize there's great opportunity there."

Additive manufacturing is also key to the trilateral AUKUS agreement. Earlier this year, Australian tech manufacturing company AML3D announced delivery of prototype tailpiece components made of copper-nickel for the Virginia-class nuclear submarine. Production took five weeks, a fraction of the 17-month average, according to the news release.

Efforts to boost production

As the Navy has been struggled with a years-

long backlog in submarine production, officials have suggested that 3D-printing might be the only way to get parts fast enough. But that hasn't stopped the service from trying a lot of other things as well.

From 2014 to 2023, the Pentagon poured nearly \$6 billion into the shipbuilding industrial base in a bid to get more ships faster, according to a Government Accountability Office report released Feb. 27. That number, which includes contract incentives and direct investments, is expected to double to \$12.6 billion through fiscal year 2028. The investment is an attempt to correct decades-long slowdown in naval shipbuilding capacity and an atrophied workforce that goes with it. But it's unclear whether those investments will have a lasting impact.

"The Department of Defense (DOD)—specifically the Navy and Office of the Secretary of Defense (OSD)—spent billions to support the shipbuilding industrial base. This included funding for infrastructure and workforce improvements for shipbuilders and their suppliers. But it has yet to fully determine the effectiveness of that support (i.e., its return on investment), though it has taken steps to do so," GAO wrote in its report.

The Pentagon and Navy have awarded contracts to look into supply-chain needs and evaluate how investments are spent. But those efforts, broadly, have not been coordinated "to prevent duplication or overlap in spending. For example, the Navy and OSD do not coordinate across all investment efforts—such as between submarines and surface ships—though they both make related investments in workforce and infrastructure for these ship categories," GAO wrote.

Moreover, the Navy hasn't created performance metrics to measure investments' effectiveness.

"Without better visibility across investments and established performance metrics, the Navy and OSD cannot ensure their investments in the shipbuilding industrial base are an effective use of federal funds to help build a larger fleet," the report states.

On the workforce side, one of those investments is the Navy-backed ad campaign—"We Build Giants"—often seen at sporting events which promotes the job-hunting site Buildsubmarines.com.

Miller said the ad campaign seems to be going well, but the jury is still out on turning clicks into careers.

"It's working in terms of getting people interested," he said. "I just want them in the workforce," whether that's for the Navy or at a public or private shipyard.

Then he said: "What I'm really monitoring right now is our ability to retain...we have to show commitment to that workforce, keep them actually excited about the work, get them in the game, and get them to stay in the game."

Workforce constraints are a frequent point of contention as the Navy pushes to make more submarines in preparation for a potential conflict with China in the Indo-Pacific region---an issue is likely to be a major focus of the Trump administration.

"There's a lot of turnover---higher than what you would normally see in attrition. And so that's what I think is our next big challenge. I think that we're getting there in terms of recruiting, we're partnering with the regional community college and then tech, tech schools. The next big thing is we got to talk about all the other stuff that keeps people into the job," from creature comforts like Hill's Chik-Fil-A in the shipyard to quality of life needs such as childcare and housing.

"This generation coming into the workforce has a desire to serve...but they also have a very short tolerance until they really want to start seeing where they're making a difference. And so we've got to do more," Miller said.

"We've put over \$500 million in workforce development, but we've got to work closely with the states and the regions to make sure we're addressing these things. A lot of these issues are regional...but we've got to attack it everywhere we can so those people actually stay on the job."

Brent Sadler, senior research fellow at the Heritage Foundation said the turnover rate for commercial and naval shipyards can be as fast as six months--which is a problem for highly technical jobs.

"The only way you're going to get through that is you have to push through it and just keep [up] those demands for contracts for work. And eventually that 10 percent that decide to stay for 20 years will compound and you'll actually have a much more robust, much more capable,"

workforce, Sadler said during the Govini panel on shipbuilding and manufacturing.

But the regional challenge is a bit trickier because there have to be considerations about where shipyards are built near a population that would want the jobs.

"Are we building ships where people want to build ships? Not the customer or the industry, but the workforce," Sadler said. "Moving to the southeast makes sense...but also from strategic perspectives, the lakes, Great Lakes, but also looking over to the West Coast. Because if we do get into a war with China, we're going to need to have places on the west coast to do the repairs. And so if you have yards big enough to build a Virginia-class submarine, build a four class aircraft carrier. In that region, the country, you can also repair them if they get hit and they have to be repaired quickly to get back into the fight with China. So there's a geographic piece to this that also is informed by a labor demographic."

<https://www.defenseone.com/technology/2025/02/hypersonics-autonomous-systems-top-depsecdef-noms-emerging-tech-priorities/403287/>

Misadventures On A Nuclear Submarine: A Swollen Knee, A Gush Of Water, And A Man Overboard

(*WAR HORSE 05 MAR 25*) ... David Chetlain

When you're serving on a Navy submarine with dozens of torpedoes and nuclear-tipped missiles, the best days are the boring ones. Boring on a submarine is good. Boring means everything is working like it should and everyone is doing what they are supposed to do.

But, like with so many aspects of military life, there are a million and one things that can go wrong. And when they do, the crew must lean on its training and respond within seconds—or everyone dies.

In October 1988, I faced such a day when a humanitarian transfer in rough seas led to a man overboard in frigid waters.

In the 1980s, finding and retaining enough qualified submariners to meet the character, physical, and aptitude requirements to serve beneath the ocean's surface was a constant challenge. So deployments were often completed using crew borrowed from other subs or bringing

people out to sea who didn't quite meet minimum standards.

That explains the fix we were in when interior communications electrician Mike Kent injured his knee 48 hours before the USS Nevada SSBN 733 had to depart for a 78-day patrol. The injury was severe enough that under normal circumstances, he would have been replaced and left behind. But in this case, Mike was the only person trained and qualified on the oxygen generators, the machines that allowed us to remain submerged for months at a time. There wasn't enough time to find a replacement, and we couldn't leave port without his expertise. So even though he could barely walk up and down ladders, Mike joined the rest of the crew when we departed Bangor Base, Washington.

A few days into patrol, Mike's knee started to swell until it reached the size of a softball. The corpsman worked to drain his knee and get him back to work, but not long after, Mike's knee became infected and started to swell up even more. His mobility became so limited he was confined to the crew's lounge, and if the injury was left untreated, there was a risk that Mike might lose his leg or even his life.

We didn't have the medical facilities on board to handle an amputation or properly deal with such an infection. At this point in the story—in just about any other part of the military—Mike would have been evacuated and given proper medical care. But we were in our designated and classified "patrol box" and on "alert"—meaning we were on standby to launch Trident missiles at a moment's notice. This was during the Cold War, and we were not allowed to break radio silence or surface as it might reveal our position in the Gulf of Alaska and compromise national security.

We had brought Mike on patrol because of his skills, but now he was not only useless, he had become a liability. The crew's morale sank as we all fretted about his declining state and the command's inability to do anything about it.

Miraculously for Mike, he was given a reprieve. Another shipmate had a death in the family and the family contacted the Red Cross. We couldn't break radio silence to inform headquarters about Mike, so ComSubPac had no idea of the opportunity it gave us when authorities directed the Nevada to leave the patrol area so the

grieving crew member could transfer off via helicopter. We took advantage of this window to include Mike in the transfer.

We left the patrol area and signaled our proximity once we were within helicopter range. It was a cold October day; the seas were rough and the water was 34 degrees Fahrenheit. The transfer was delayed for a few hours while we waited for a break in the weather. A Trident submarine displaces 18,700 tons while submerged. Normally when we would surface, we would blow 2,000 tons of water out of the ballast tanks so we could sit higher in the water. But since we were only intending to surface for a few minutes, we drove to the surface with the ballast tanks full, causing us to sit low in the water. An ominous decision.

My role as ship's photographer was to document the transfer for the patrol report. The plan was for me to climb into the bridge where I could safely take photos from an optimal vantage point. But once we surfaced, officers went up to the bridge first for some sightseeing while I waited at the bottom of the ladder since there was no more room. Nobody wanted to leave the bridge so the officer of the deck eventually ordered me to head back to the missile compartment hatch and take photos from there.

I walked 80 yards to the hatch, and by the time I arrived I heard, "Helicopter inbound, send photographer topside ASAP!" I didn't have a safety harness or life jacket on so I said, "I can't safely go topside yet." The response: "Petty Officer Chetlain, this is an order—you will go topside NOW to take photos!"

So here we were in the Gulf of Alaska wallowing with 20 degree rolls, sitting low in the water, and I'm being ordered into harm's way for pictures. I was pondering what to do when Brian Friends stepped up.

Brian was already properly suited and worked as one of my assistant photographers. I gave him the camera and he climbed up out of the hatch behind Mike and the grieving shipmate.

Suddenly an ocean swell came over the sub and pushed it down into the ocean while the hatch was open. I was standing at the bottom of the hatch when a solid wall of icy green water suddenly poured into the boat. We were underwater and sinking with a 30-inch hole to the

ocean above us! For a second everyone stood paralyzed. Then Petty Officer Phil Dornes plunged into the breach and grabbed the cable lanyard that hung on the bottom of every lower hatch and muscled it closed. Authorities estimated that we took on over 30,000 pounds of water in just a few seconds. Water made it all the way to the mess decks hundreds of feet away.

While we were shutting the lower hatch, the upper hatch slammed down on Petty Officer Randy Taylor's leg—pinning him in the hatch and dragging him underwater.

That's when we heard, "Man overboard port side!"

It was Brian. He later recalled snapping a few photos before strapping Mike into the litter for transport. "We had just given the signal to hoist Mike up when I saw his eyes get as big as saucers. The next thing I knew, I was in the ocean. I was wearing a lifejacket, but in my haste I had forgotten to clip my harness into the safety track."

The swell washed him into the sea. The submarine was moving at a fast clip to weather the rough seas, and Brian's first thought was to start swimming as fast as he could to avoid getting chopped up in the propeller. His next thought was, "Holy crap it's cold," as his muscles started to freeze up. Then he blacked out.

Fortunately, the helicopter pilot saw this unfold and left the sub to follow Brian's track and pulled him to safety. The Helo crew revived Brian and told him he had been in the water for about two and a half minutes. The pilot was ready to take all three crew members back to shore when he was ordered to drop Brian back on board, which he did.

Brian and Randy made it below decks and both had to be treated for hypothermia. Randy's leg wasn't broken by the hatch, but he had a nasty bruise for a few weeks. Mike made it to an ER in Alaska; he was given some painkillers and then flown back to Bangor where he spent the following week in the Navy hospital recuperating under doctor's supervision. Mike and his leg both made it home intact. He met us on the Delta Pier when we returned home in December.

In the end, everyone survived, and that's more than I can say for the camera I handed Brian and the mailbag, which are still sitting on the bottom of

the Pacific Ocean. In typical submarine gallows humor, Brian was immediately given the nickname “Splash.”

I spent nearly six years assigned to submarines. In that time, I experienced fires, flooding, a collision at sea, loss of depth control, countless reactor scrams, and multiple losses of life. In each situation, the training and readiness of the crew kept bad situations from becoming catastrophic ones. That’s what happened here with crew members closing the hatch and the pilot rescuing Brian. Our sub could have never reached him in time.

It’s not a stretch to believe that Brian saved my life that day by taking the camera from me and going topside with it. Had I been washed overboard without a life jacket, odds are I would not have survived in the frigid waters. And that’s why when anyone asks for stories about my time on a submarine, eagerly awaiting tales of adventure, I tell them about the comfort of the boring days. For Brian’s intervention that day I will be eternally grateful. Thanks, shipmate! But I’m still calling you Splash!

<https://www.military.com/daily-news/2025/03/05/misadventures-nuclear-submarine-swollen-knee-gush-of-water-and-man-overboard.html>

North Korea Unveils Nuclear-Powered Submarine For The First Time

(AP 08 MAR 25) Hyung-Jin Kim

North Korea unveiled for the first time a nuclear-powered submarine under construction, a weapons system that can pose a major security threat to South Korea and the U.S.

The state media agency on Saturday released photos showing what it called “a nuclear-powered strategic guided missile submarine,” as it reported leader Kim Jong Un’s visits to major shipyards where warships are built.

The Korean Central News Agency, or KCNA, didn’t provide details on the submarine, but said that Kim was briefed on its construction.

The naval vessel appears to be a 6,000-ton-class or 7,000-ton-class one which can carry about 10 missiles, said Moon Keun-sik, a South Korean submarine expert who teaches at Seoul’s Hanyang University. He said that the use of the term “the strategic guided missiles” meant it would

carry nuclear-capable weapons.

“It would be absolutely threatening to us and the U.S.,” Moon said.

U.S. National Security Council spokesman Brian Hughes said that “we’re aware of these claims and do not have additional information to provide at this time.

“The U.S. is committed to the complete denuclearization of North Korea,” Hughes said.

A nuclear-powered submarine was among a long wish list of sophisticated weaponry that Kim vowed to introduce during a major political conference in 2021 to cope with what he called escalating U.S.-led military threats. Other weapons were solid-fueled intercontinental ballistic missiles, hypersonic weapons, spy satellites and multi-warhead missiles. North Korea has since performed a run of testing activities to acquire them.

North Korea obtaining a greater ability to fire missiles from underwater is a worrying development, because it’s difficult for its rivals to detect such launches in advance.

Questions about how North Korea, a heavily sanctioned and impoverished country, could get resources and technology to build nuclear-powered submarines have surfaced.

Moon, the submarine expert, said that North Korea may have received Russian technological assistance to build a nuclear reactor to be used in the submarine in return for supplying conventional weapons and troops to support Russia’s war efforts against Ukraine.

He also said that North Korea could launch the submarine in one or two years to test its capability before its actual deployment.

North Korea has an estimated 70-90 diesel-powered submarines in one of the world’s largest fleets. However, they are mostly aging ones capable of launching only torpedoes and mines, not missiles.

In 2023, North Korea said that it had launched what it called its first “tactical nuclear attack submarine,” but foreign experts doubted the North’s announcement and speculated that it was likely a diesel-powered submarine disclosed in 2019. Moon said that there has been no confirmation that it has been deployed.

North Korea has conducted a slew of underwater-launched ballistic missile tests since

2016, but all launches were made from the same 2,000-ton-class submarine which has a single launch tube. Many experts call it a test platform, rather than an operational submarine in active service.

In recent days, North Korea has been dialing up its fiery rhetoric against the U.S. and South Korea before their upcoming annual military drills set to start on Monday.

During his visits to the shipyards, Kim said that North Korea aims to modernize water-surface and underwater warships simultaneously. He stressed the need to make "the incomparably overwhelming warships fulfill their mission" to contain "the inveterate gunboat diplomacy of the hostile forces," KCNA reported Saturday.

<https://apnews.com/article/north-korea-nuclear-submarine-missiles-kim-us-183cde96a36844fdce559081551fc0a7>

U.S. Starts To Build Submarine Presence On Strategic Australian Coast Under AUKUS

(REUTERS 16 MAR 25) ... Kirsty Needham

In the control room of the American Virginia class attack submarine USS Minnesota, off the Western Australian coast, sonar operators adjust to the chatter of dolphins in new waters where the U.S. submarine presence will soon grow significantly.

On a training exercise from its home port in Guam, USS Minnesota is a forerunner to four Virginia class submarines that will be hosted at a Western Australian naval base from 2027, under the AUKUS partnership to transfer nuclear submarine capability to Australia.

Crew use video game joysticks to interrogate screen images from a photonic mast that has replaced a periscope. Life aboard can mean up to 100 days without seeing sunlight, and intermittent communication with families via email to maintain stealth.

Commanding officer Jeffrey Corneille says the Virginia class submarine is "the most advanced warship in the world".

"If someone wakes up and they say 'Is today the day?', we make sure that they say 'Maybe not'," he says, describing its deterrent role.

Around 50-80 United States navy personnel will arrive by the middle of the year at Western Australia's HMAS Stirling base, which is

undergoing an A\$8 billion (\$5 billion) upgrade to prepare for the "Submarine Rotational Force West", Australian officials have said.

In two years, those numbers will swell to hundreds of U.S. navy personnel and support crew.

The location of HMAS Stirling, closer to Asia and the Indian Ocean than the U.S. Pacific fleet headquarters in Hawaii, is strategically important to the United States, said Peter Dean, director of Foreign Policy and Defence at the United States Studies Centre at the University of Sydney.

"Defending the Indian Ocean against rising Chinese capabilities and power is important," he said.

The Virginia submarine program has been exempted from Pentagon budget cuts as the Trump administration focuses less on the Middle East and Europe, and more on the Indo Pacific, he said.

The Trump administration's number three Pentagon official, Elbridge Colby, told a U.S. Senate confirmation hearing this month the attack submarines are "absolutely essential" for making the defence of Taiwan viable, and production rates must be lifted to first meet U.S. needs and also to fulfill its obligations to sell submarines to Australia under the AUKUS pact.

The USS Minnesota moved its home port from Hawaii to the U.S. Pacific territory of Guam, closer to Taiwan and the only forward-deployed U.S. submarine base, in November.

A Chinese navy task group that circumnavigated Australia in February and March, holding unprecedented live fire drills off the east coast that disrupted commercial airlines, before passing Western Australia to coincide with the USS Minnesota's port call and heading into the Indian Ocean, has highlighted China's ambition to operate more frequently in Australia's neighbourhood, Australian officials said.

Under AUKUS, Australia's most expensive defence project, Australia will buy two used Virginia class submarines next decade, and build a new class of nuclear powered submarine with Britain, to replace its ageing diesel powered fleet.

In preparation, there are 115 Australians in the U.S. nuclear navy training pipeline or on Virginia submarines, plus 130 training for nuclear

submarine maintenance at Pearl Harbor in Hawaii, U.S. navy officials said.

<https://www.reuters.com/business/aerospace-defense/us-starts-build-submarine-presence-strategic-australian-coast-under-aucus-2025-03-16/>

USS Ohio Submarine Completes Modernization Overhaul

(NATIONAL INTEREST 18 MAR 25) ... Maya Carlin

Vital U.S. assets like the Ohio-class submarines are critical to projecting American power out at sea.

The Navy's USS Ohio completed an extensive overhaul earlier this month, marking a big milestone for the service's first nuclear-powered guided-missile submarine of its class. Naval Sea Systems Command (SEA 07) granted the vessel certification for unrestricted operations following its modernization, allowing the Ohio to return to the Indo-Pacific theatre. The restoration of Ohio's operational readiness is crucial for carrying out America's policy of "peace through strength," especially in light of China's naval developments.

The People's Liberation Army Navy (PLAN) has more than doubled in size over the last two decades. As tensions in the South China Sea continue to ramp up, vital U.S. assets like the Ohio-class submarines will undoubtedly play an outsized role in projecting American power out at sea.

According to the Navy, the Ohio overhaul project included more than 512,000 resource days of work, with contributions from "PSNS & IMF, ship's force (USS Ohio Gold and USS Ohio Blue), International Marine and Industrial Applicators; Alteration Installation Teams; Naval Information Warfare Center, Pacific; Naval Information Warfare Center, Atlantic; Commander, Submarine Force; U.S. Pacific Fleet and Squadron 19." The timely reintroduction of Ohio to the fleet will only enhance the Navy's underwater prowess.

A Brief Overview of the Ohio-class

The Ohio-class submarines were derived from Cold War-era needs. During the 1970s, the U.S. Navy required new vessels capable of carrying the then-new Trident submarine-launched ballistic missile. While the existing Lafayette-class boats could already field submarine-launched ballistic

missiles at this time, the Ohios were designed around the idea of extended patrols. The Navy essentially desired a submarine class able to loiter in undisclosed locations in preparation for launching a retaliatory nuclear strike, if necessary. These formidable submarines, known as SSBNs and equipped with Trident missiles, were considered to be America's sea-based leg of its nuclear triad policy. However, following the collapse of the Soviet Union and the termination of the Cold War, the 1994 U.S. Nuclear Posture Review study determined that America no longer required eighteen Ohio-class SSBNs to achieve nuclear readiness. To rectify this apparent surplus, the decision was made to convert four of the Ohio-class boats into serving as cruise missile submarines (SSGNs).

Ohio-class Ships are Heavily Armed

Today, the Navy's fleet of Ohio-class SSGNs represents more than half of the submarine force's vertical launch payload capacity combined. Instead of carrying nuclear-tipped Trident missiles, these submarines are equipped with 154 Tomahawk cruise missiles that are capable of striking targets within 1,000 miles with non-nuclear warheads. As explained by The Nuclear Threat Initiative "Assuming an average of twelve operational submarines with 20 launch tubes each and four warheads per missile, these boats carry roughly 960 warheads. However, given that normally only eight to ten of the Ohio-class submarines are deployed at one time due to regular minor repairs, the actual number of warheads in the field is closer to 720."

Until the Navy's upcoming Columbia-class submarines come to fruition over the next decade, the Ohio-class SSGNs and SSBNs will remain the backbone of the service's underwater fleet.

<https://nationalinterest.org/blog/buzz/uss-ohio-submarine-completes-modernization-overhaul>

Finding Direct Ancestors When Traveling on Your Ancestry Phone App

Don Ort - Gold/SY1/Blue 69-74 and Tom Krauser - Blue 72-74

There may be times when you are traveling that you want to know if any of your direct ancestors (grandparents or great-grandparent) that are in your Ancestry tree came from that area. If you have the Ancestry app on your phone you can easily see which of your “direct ancestors” are associated with that location. In Ancestry the desired location information must have been entered previously for the app to show ancestors for a given location.

The app appears to use information from the birth, marriage, and death fields to determine which ancestors have “events” that occurred in that local area. Thus, it is important for you to enter as much location information about your “direct ancestors” as possible when adding information to your tree in order to make the app useful.

You can download the free Ancestry mobile app for your phone or tablet from the Apple Store (for IOS devices) or Google Play (for Android devices).

After installing, you have to log in using your Ancestry user ID and password. It should save this login so clicking on the icon next time should automatically start the app.

This app can then be used to find your “direct ancestors” in your tree around the world. For example, Tom was traveling and was in Savannah, Georgia and wanted to know if any of his direct ancestors in his tree were associated with that area

Clicking on the Ancestry icon on the phone shows a screen similar to Figure 1.

Clicking on “Tree” on the bottom of the screen gives a screen similar to Figure 2.



Figure 1



Figure 2

In Figure 2, clicking on the map symbol (looks like an upside down teardrop) on the right side of the top row where the Profile picture is shown gives an image similar to Figure 3 showing a map of the world where direct ancestors from your tree are located.

We can zoom in using a spreading motion with your fingers on the screen which gives Figure 4 showing 9 direct ancestors in the Savannah Georgia region.

Continuing to zoom in shows Figure 5 where the 9 ancestors are shown more localized as 5 and 4 direct ancestors in the Savannah area.



Figure 3

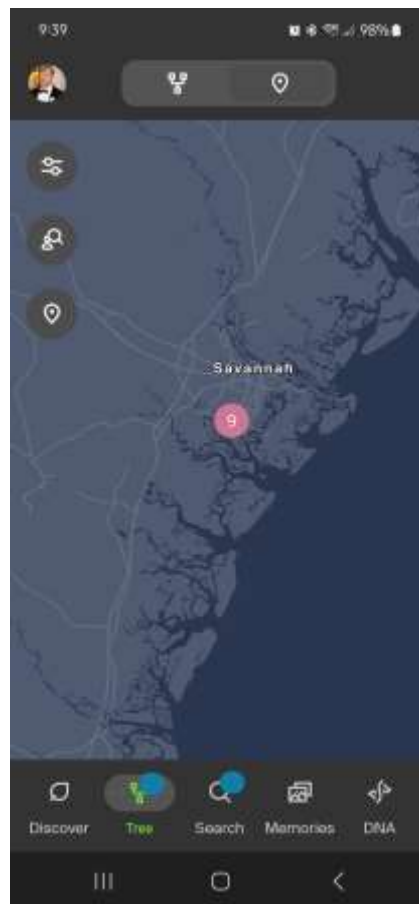


Figure 4



Figure 5

Clicking on the number 5 in Figure 5 shows the information about the events that occurred in that region. If we scroll down we see more information as shown in Figure 6.

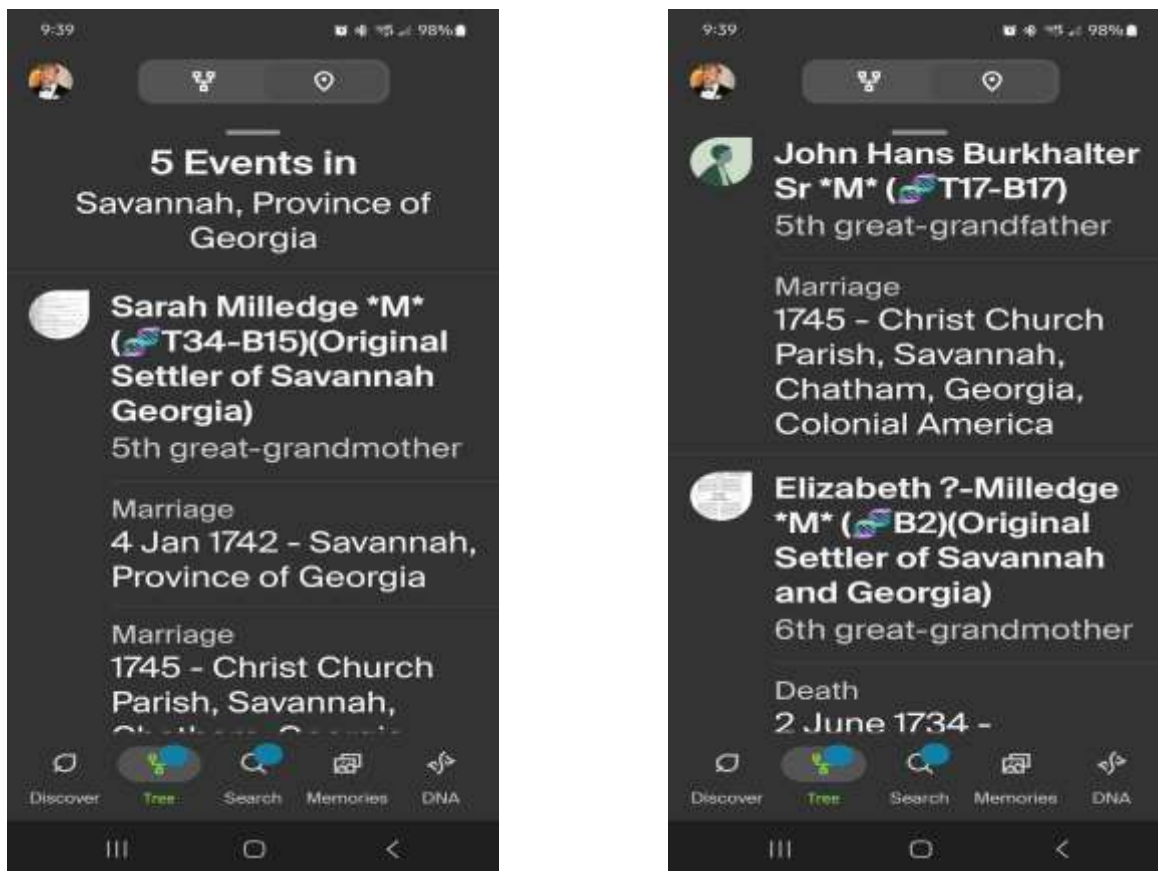


Figure 6

Noting that Sarah Milledge (Tom's 5th great-grandmother) was married in 1742 in Christ Church (to Nicholas Rigby (who died in 1754)). Nicholas Rigby is not shown since he was not Tom's great-grandfather. After Nicholas died, she married John Hans Burkhalter in 1745 who was Tom's 5th great-grandfather and parents of Mary Martha Burkhalter (Tom's 4th great-grandmother).

It also shows Elizabeth ?-Milledge who was Sarah's mother who died in Savannah on June 2, 1734.

This made Tom do more research on Sarah. While in Savannah Tom found Christ Church near the waterfront and also discovered that Sarah was one of the 112 individuals that came over from England on the ship Ann with General James Ogelthorpe (credited with founding Savannah, Georgia and the state of Georgia) on January 20, 1733. She was 9 years old and her parents were Thomas and Elizabeth Milledge (6th great-grandparents) with 4 children who were 6 of the original settlers of Savannah and thus Georgia. Thomas and Elizabeth died in the first 2 years leaving the children as orphans who were placed with their older brother and with other families by James Ogelthorpe.

When Savannah was expanded, many cemeteries were moved from around Christ Church to make way for the city.

Thus, when traveling you can use the Ancestry app on your phone or tablet to see if any direct ancestors are in the area you are traveling to. But remember it will only show this if you have added that information to your tree.



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

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.