

never forget
09-11-01



VOL. 2025 #9

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>
---	--	---	--	---

Other Positions 2023 - 2025

HISTORIAN / CUSTODIAN <u>Larry [Linda] Knutson</u>	WEBMASTER / NEWSLETTER <u>Nick [Linda] Nichols</u>	CHAPLAIN <u>Bruce [Vicki] Stefanik</u>
--	--	--

REUNION CONTROL CENTER

2025 Stimson Reunion

October 1 - 5, 2025

Groton CT

From the Reunion Committee -

John & Gretchen Glaub

93 registrations received as of 29 August

Registered Attendees Sailing List

One month to our reunion! We are looking forward to everyone coming. We are working diligently to get things in place. There will be plenty of free time to visit the area attractions. There is a free shuttle bus to the Mohegan Casino. We hope everyone enjoys being in Connecticut.

Come have some fun in Connecticut where the boat was built and homeported until 1971! Enjoy visiting the Groton SUBVETS, now the new home of the national USSVI. Enjoy touring the USS Nautilus and Museum! Come and enjoy New England seafood and visit nearby Mystic! We are looking forward to hosting everyone. We have been working tirelessly to get things in order to have a great reunion!

We have an early departure time for Friday for SUBSCHOL Graduation and base tour. We will be providing a buffet breakfast on that morning since the hotel does not offer a free breakfast.

For those of you who have submitted your registrations, please do not forget to send us your FORM 5512 if you do not have a retired military or DOD ID card. These forms need to be submitted to Base Security one month prior to our visit to the base. The form is located on the reunion website.

655 Reunion #13

Email Tom with a picture of any items you will provide for door prizes. tom0550@yahoo.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:

CJ and I are looking forward to seeing everyone at the reunion.

Association Members,

The 2025 reunion will be held next month in Norwich CT. During our business meeting there are two items that must be addressed and voted on and the Board of Directors (BOD) requests your help.

ITEM 1. Election of officers occurs during the Reunion business meeting every two years. A slate of candidates will be presented to those in attendance to be voted on. The elected positions are President, Vice President, Treasurer and Secretary. Send any nominations to filling these positions to the Secretary [655webmaster@ssbn655.org] as soon as possible. You must have the persons agreement to run for the position before submitting the name. Although some currently holding these positions may be willing to continue to serve the Association, all positions are open for our members to nominate others to that job.

The chart below shows past and current officers and their years serving on the BOD. Our bylaws state: "Officers may normally serve no more than two consecutive terms in the same office unless election to subsequent terms is in the best interest of the Association. Officers elected to more than two consecutive terms shall consent to re-election."

YEAR	PRESIDENT	VICE PRESIDENT	TREASURER	SECRETARY	PAST PRES	WEBMASTER	CHAPLAIN	HISTORIAN
2005	Phil Johnston	na	Phil Johnston	Loree Riggs	na	Jeff Bricmont	JB Helms	na
2005-07	Phil Johnston	Robert Callahan	Phil Johnston	Loree Riggs	na	Randy Allen	JB Helms	Loree Riggs
2007-09	Chuck Hladik	Robert Callahan	Ken Meigs	Loree Riggs	Phil Johnston	VA Host	JB Helms	Loree Riggs
2009-11	Chuck Hladik	Neal Anderson	Ken Meigs	Loree Riggs	Phil Johnston	VA Host	JB Helms	Loree Riggs
2011-13	Chuck Hladik	Neal Anderson	Ken Meigs	Loree Riggs	Phil Johnston	VA Host	JB Helms	Loree Riggs
2013-16	Ray Kreul	Tom Krauser	Ken Meigs	Nick Nichols	Chuck Hladik	Nick Nichols	JB Helms	Loree Riggs
2016-18	Ray Kreul	Tom Krauser	Ken Meigs	Nick Nichols	Chuck Hladik	Nick Nichols	Ken Meigs Acting	Larry Knutson
2018-21	Tom Krauser	Steve Novic	Ken Meigs	Nick Nichols	Ray Kreul	Nick Nichols	Jake Morris	Larry Knutson
2021-23	Tom Krauser	Jerry Blevins	Ken Meigs	Nick Nichols	Ray Kreul	Nick Nichols	Bruce Stefanik	Larry Knutson
2023-25	Jerry Blevins	Ray Kreul	Ken Meigs	Nick Nichols	Tom Krauser	Nick Nichols	Bruce Stefanik	Larry Knutson

ITEM 2. Reunion location and chairman for 2027 Reunion #14. It cannot be emphasized enough how important this decision is to continuing our Association and gathering together every two years. This question on location and chairman usually takes the most time in our meeting so come prepared to volunteer.

The BOD is asking for nominations for location and names of a possible chairman for that reunion. Any Association Member whether or not attending the current reunion, can nominate a location & chairman. Send your nominations to both the Association President [jlb.ssbn655b@gmail.com] and to the Association Secretary [655webmaster@ssbn655.org]. Guidelines for reunion and chairman are located in our current bylaws: Article VI. Meetings and Reunions [[2310 655BylawsRev101423.pdf](#)]

Submarines Lost During the Month of September		
USS S-5 (SS 110)	Sep 1, 1920 – Practice Dive	No loss of life
USS GRAYLING (SS 209)	Sep 9, 1943 – 8 th War Patrol	Lost with all hands – 76 souls
USS S-51 (SS 162)	Sep 25, 1925 –	Lost with 33 souls; 3 survivors
	Collision off Block Island	
USS CISCO (SS 290)	Sep 28, 1943 – 1 st War Patrol	Lost with all hands – 76 souls
USS POMPANO (SS 181)	September, 1943 – 7 th War Patrol	Lost with all hands - 77 souls
Five Boats and 262 Men Lost		

Sometimes my skin feels like it's on fire. Even my exercise program is in shambles. I will see the VA doc next month. My heart is doing better but I do occasionally have a bad day when my heart is racing - and I'm not LOL

=====

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

=====

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*

=====

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.

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

=====

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.

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

Jean/Ron

DID YOU KNOW??

+++++

3-second tech genius: Take a screenshot. On iPhone, press the Side button + Volume Up. On Android, it's usually the Power button + Volume Down.

Customize your Start Menu: On Windows 11, you can add folders like Documents, Downloads, Music and Pictures next to the Power button. Go to **Settings > Personalization > Start > Folders** and toggle **On** what you want. Next time you open the Start Menu, you'll see those icons right at the bottom.

Add emergency contacts to your lock screen: This lets first responders call important numbers without unlocking your phone. On iPhone, go to Health > Medical ID, add your emergency contacts, and enable Show When Locked. On Android, go to Settings > Safety & Emergency > Emergency Contacts and add them there.

3-second tech genius: Need an emoji fast? On Windows, press Windows key + . (period) to

open the emoji keyboard. On Mac, it's Command + Control + Space. No excuse for dry replies.

Can't pin an app to the Windows 11

taskbar? Usually, you right-click the desktop shortcut and select Pin to taskbar. If that option's missing, use the search bar instead. Just type the app's name, and when it appears, click Pin to taskbar on the right side of the menu.

GREAT LINKS TO SPEND TIME WITH

655 Association Website

www.ssbn655.org

SEA STORIES, COMMENTS and JUST GOOD THINGS From Our Shipmates

=====

*Submitted by Trin Rios LCDR B NAV 76-78
USSVI-HC Tri-State Base*

An Old Friend passed this to me and I have to share this with my "OLD FRIENDS".

ENJOY...

THE BACK NINE ... AND THEN IT IS WINTER

You know ... time has a way of moving quickly and catching you unaware of the passing years. It seems just yesterday that I was young, just married and embarking on my new life with my mate. Yet in a way, it seems like eons ago, and I wonder where all the years went. I know that I lived them all. I have glimpses of how it was back then and of all my hopes and dreams.

But here it is... the back nine of my life and it catches me by surprise. How did I get here so fast? Where did the years go and where did my youth go?

I remember well seeing older people through the years and thinking that those older people were years away from me and that I was only on the first hole and the back nine was so far off that I could not fathom it or imagine fully what it would be like.

But here it is ... my friends are retired and getting gray. They move slower and I see an older person now. Some are in better and some worse shape than me ... but, I see the great

change. Not like the ones that I remember who were young and vibrant ... but, like me, their age is beginning to show and we are now those older folks that we used to see and never thought we'd become.

Each day now, I find that just getting a shower is a real target for the day! And taking a nap is not a treat anymore ... it's mandatory! Cause if I don't on my own free will... I just fall asleep where I sit!

And so...now I enter into this new season of my life unprepared for all the aches and pains and the loss of strength and ability to go and do things that I wish I had done but never did!! But at least I know, that though I'm on the back nine, and I'm not sure how long it will last. This I know, that when it's over on this earth...it's over. A new adventure will begin! Yes, I have regrets. There are things I wish I hadn't done ... things I should have done, but indeed, there are many things I'm happy to have done. It's all in a lifetime.

So, if you're not on the back nine yet ... let me remind you, that it will be here faster than you think. So, whatever you would like to accomplish in your life please do it quickly! Don't put things off too long!! Life goes by quickly. So, do what you can today, as you can never be sure whether you're on the back nine or not!

You have no promise that you will see all the seasons of your life...so, live for today and say all the things that you want your loved ones to remember ... and hope that they appreciate and love you for all the things that you have done for them in all the years past!!

"Life" is a gift to you. The way you live your life is your gift to those who come after. Make it a fantastic one. LIVE IT WELL! ENJOY TODAY! DO SOMETHING FUN! BE HAPPY! HAVE A GREAT DAY! Remember "It is health that is real wealth and not pieces of gold and silver.

LASTLY, CONSIDER THIS:

~Your kids are becoming you ... but your grandchildren are great and your great grandchildren are perfect!

~Going out is good.... Coming home is better!

~You forget names.... But it's OK because some people forgot they even knew you!!!

~You realize you're never going to be really good at anything like golf.

~The things you used to care to do, you aren't as interested in anymore, but you really do care that

you aren't as interested.

~You sleep better on a lounge chair with the TV 'ON' than in bed. It's called "pre-sleep".

~You miss the days when everything worked with just an "ON" and "OFF" switch..

~You tend to use more 4 letter words ... " what? "... when?"... ???

~You notice everything they sell in stores is "sleeveless"?!!!

~What used to be freckles are now liver spots.

~Everybody whispers.

~You have 3 sizes of clothes in your closet... 2 of which you will never wear.

~But Old is good in some things: Old Songs, Old movies, and best of all, OLD FRIENDS!!

Stay well, "OLD FRIEND!" Send this on to other "Old Friends!" and let them laugh in AGREEMENT!!!

It's Not What You Gather; But What You Scatter That Tells What Kind Of Life You Have Lived.

TODAY IS THE OLDEST YOU'VE EVER BEEN,
YET THE YOUNGEST YOU'LL EVER BE,
SO ENJOY THIS DAY WHILE IT LASTS.

=====

Submitted by a SUBVET shipmate

This story is in Elmer Bendiner's book, "The Fall of Fortresses"

Elmer Bendiner was a navigator in a B-17 during WW II. He tells this story of a World War II bombing run over Kassel, Germany, and the unexpected result of a direct hit on their gas tanks. "Our B-17, the Tondelayo, was barraged by flak from Nazi anti-aircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit."

"Later, as I reflected on the miracle of a 20-millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple." On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck.

The crew chief told Bohn that not just one but 11 shells had been found in the gas tanks. 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought. Even after 35 years, so awesome an

event leaves me shaken, especially after I heard the rest of the story from Bohn.

He was told that the shells had been sent to the armorers to be defused. The armorers told him that Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. "Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless."

Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. Translated, the note read:

"This is all we can do for you now... using Jewish slave labor is never a good idea."

The Health Corner

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

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

We all want to feel better and yet we don't always do what's best for our health. Well here are a few things you can focus on. Print out a list and try to incorporate these things in your way of life. Even if you only incorporate one thing in your life, you'll be better off for it. In my opinion, vitamin D, magnesium, exercise and avoiding seed oils are the most important.

1. Eat more eggs - Eggs do NOT cause heart disease. That's one of the worst nutrition myths. How could they be bad when they are the first food for a growing embryo? They're rich in protein, healthy fats and vitamins and minerals, including choline. Choline is vital for your brain and you are probably deficient in it.
2. Creatine – body builders use it but it's not just for your muscles and you can intake 5g a day from supplements and food. However, research shows that it enhances brain function when you take 10g a day. You'll have less chance of brain deterioration and have a better mental attitude too.
3. I mentioned this in a previous article – get lots of sunshine for vitamin D – without the sunburn of course. You can take 5000 IUs of D3 a day with 100 mcg of Vitamin K2 if you can't get out in the sun. You need the K2 to process the synthetic

D. Vitamin D is a steroid hormone and it helps to build your immune system, can lower your risk of chronic disease, and ward off depression and dementia. Vitamin D is essential for good health!

4. Exercise your brain - learning to play a musical instrument, learn to play chess, or learning a new language are great ways to exercise your brain. It's another way to keep your mind sharp and ward off depression and dementia. Physical exercise – pushing your body signals your brain to go into overdrive and generate neurotransmitters.

5. Exercise for your heart - 15 minutes a day of fast walking, medium level exercise (heart rate at 60-70%, resistance training - and sets of exercise that drive your heart rate to 80-90% are good options. Everyone underestimates how important exercise is for your heart AND your brain. Moderate exercise can reduce the age of your heart by years. Exercise outside and you also get that much needed sunshine. Whatever exercise routine you can do, it all helps.

6. Get enough magnesium - Magnesium Glycinate is the most readily absorbed by the body. Magnesium helps organs function properly, helps repair DNA, can help with sleep & reduce stress, can lower blood pressure, and increase insulin sensitivity. Foods that are high in magnesium include legumes - leafy greens - seeds & nuts and 70%+ cacao dark chocolate (my favorite). The different types include: magnesium oxide – heartburn, M. lactate – stress, M. chloride – detox and allergies, M. sulfate – detox and relaxation, M. citrate – purging parasites and constipation, M. malate – stiffness and enhance muscle function, M. glycinate sleep, leg cramps and pain, M. taurate – blood pressure/heart/blood sugar, M. L-threonate – brain function and mood. Most people don't get enough. Magnesium with potassium is excellent.

7. Increase your Omega 3 intake - Eat fatty fish 2-3x/week and supplement 1-2g/day. Omega 3s reduce inflammation, reduce triglycerides, improve brain health, lower blood pressure and boost insulin sensitivity. Krill oil is a super concentrated form. Research the best ones.

8. Here's one you aren't expecting - drink 2-3 cups of black coffee in the morning. Studies show it can cut your risk of an early death by 30% and slows aging. It's rich in polyphenols, antioxidants

and has some vitamins and minerals.

9. Lastly, one thing to avoid. Seed oils! Always avoid seed oils like: canola oil, soybean oil, corn oil, cottonseed oil, sunflower oil, safflower oil, and grapeseed oil. They are better as industrial oils; they can and do a lot of damage to your body. Seed oils are used in a lot of processed foods – read labels!

As usual, I'm not a doctor and this is information I have put together from personal experience and research. Do your own research for your body and your needs.

The Lean Submariner

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

<https://theleansubmariner.com/>

July – August 1925 the US Navy Spends Time Down Under

By **Mister Mac** on August 1, 2025

I was visiting my favorite Library of Congress website today that features newspapers from the history of the US.

One of the featured stories on the front page of the Washington Times for **August 1, 1925**, was about how many American sailors married Australian women after a recent port visit. The story brought a smile to my face as I remember my one and only visit to the land down under. The USS San Francisco had been on a mission somewhere near Australia and part of our reward was to spend a few weeks in Perth.

The people there were phenomenal. 1982 was really not that far removed from World War 2 when Australia was in the bull's eye for the Imperial Japanese Army and Navy. The arrival of the Americans allowed them to repulse the attacks and defend themselves. Every person I met was grateful and kind (with the exception of one drunk good old boy who wanted to piss on my leg as I was making the shore patrol rounds in my dress whites. Note: he did not). To be honest, I don't think any of our crew married any of the fine ladies they met there. And of course, anything that may or may not have happened there has now passed the date known as the statute of limitations.

But the story about the newlyweds really piqued an interest in me. SO, I did some more digging

and learned some really meaningful things about that 1925 visit. It turns out, it was a really big deal. Using my typical search method, this popped up first:

[Read Blog Post here](#)

The Birth of the Atomic Fleet Updated and revised 2025

By **Mister Mac** on August 4, 2025

The Birth of the Atomic Fleet In 1950, the same year the USS Pickerel conducted a remarkable journey from Hong Kong to Hawaii in just 21 days under snorkel, the President of the United States, President Harry S. Truman, authorized the building of an atomic submarine for the first (August 1950). Pundits and politicians had ...

[Read Blog Post here](#)

Congratulations to this year's Navy Chief Selectees

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

A Short Talk With Chief Petty Officers – 1918

If you have read the blog for any length of time, you are probably aware that I collect Blue Jackets manuals. Ever since I was issued my first one in 1972, I have found that this little blue instruction manual has been a great way to understand the training and expectations of sailors through the last hundred plus years when it was first written by Lt. Ridley McLean. McLean rose to the rank of Captain by 1918 and was still instrumental in writing the instructions and determining the content.

Recently a friend sent me a package with some submarine warfare books and in the package was a very rare 1918 Bluejackets Manual in pretty good condition. My earliest one up to that point was in the nineteen thirties so this was indeed a blessing. I have taken some time examining the sections and there are many differences between this one and even the World War 2 version. I was reminded as I looked through some notes that it would have been the same one issued to my Grandfather Mac when he joined during the First World War.

[Read Blog Post here](#)



The Computer Corner

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

Meeting up with Shipmates to stay in touch with Zoom

This month we will take a look at using several approaches to allow us to engage our shipmates for chats between reunions and keep in touch. Each approach has different technology requirements, and all involve having camera capability. So, if you have a newer laptop with a built-in camera, an iPhone/iPad, an Android device, or a standard desktop computer with a USB connected camera, then something described here will work for you, in most cases. If this is something that is of interest, then continue reading. If not, then this is where you depart until next month.

(AI generated text follows:)

To use Zoom on an Android device, you'll need to download the Zoom Cloud Meetings app from the Google Play Store.

To use Zoom on an iOS device (iPhone or iPad), you'll need to download the Zoom app from the App Store. You can also use accessibility features like Zoom to magnify parts of your screen.

To use Zoom on Windows 10 or 11, you'll first need to download and install the Zoom desktop app. You can do this by visiting the Zoom download page on their website, selecting the appropriate version for your system (32-bit *(phased out in December 2025)*, 64-bit, or ARM64), and running the installer. You can also download the app from the Microsoft Store.

(AI generated text ends here)

I checked with Zoom, and the Zoom Workplace Basic (free) version(s) does/do not include any AI capabilities. You have to upgrade to the Pro version if you want that capability. I do not recommend the Pro version for personal use.

Zoom has a myriad of features that would take a long time to explain... But Zoom has a set of "Show me" videos on their website that do an excellent job. These can be found here:

I recommend looking at the Featured and Zoom Meeting videos sections, the other videos below those sections are more oriented to business use.

Zoom "Show Me" Videos

How to join a meeting: [Joining a meeting](#)
Personal Meeting Room and ID: [Personal Meeting Room ID](#)

You will need an account on the Zoom site in order to be the meeting host and thus schedule a meeting and invite others (*up to 100*) for a single 40-minute meeting, which is the maximum time limit for the Basic (or Free) use plan. You can do that here:

Create your free Basic account

And one last note to consider: Everybody viewing on a call can see everything in the camera field of view behind you. Make sure everyone knows you are on a Zoom call so as to not invade the field of view. Zoom is great as long as you or your viewers don't get zoomed! Think about that for a moment...

As always, shipmates, comments and suggestions for future topics are welcomed. Contact me at subvet_ssb@bellsouth.net. And if you have a difficult computer or network problem you need help with, contact me. I'm always glad to help out if I can. //George



The Security Corner

**By: George Birmingham ET1(SS)
G/SY1/G 69-74, Assoc. Life
Member, SV Carolina Piedmont
Base, Holland Club
Recent Scams for May through
June, 2025**

Welcome back Shipmates to the Security Corner for September. As discussed in prior columns, the Scamacide web site has delivered a continuing stream of scams in play, and the scammers and criminals keep inventing new ways to get our identity and our hard-earned money. Hopefully you found the site informative as well and have signed up for the newsletter and the daily e-mail alerts.

So, this month I have chosen a few alerts to share that I thought were most interesting.

May 26, 2025 – New Online Shopping Credit

Card Scam

I see ads while playing games on my iPad for things that look interesting but appear just too good to be true. This article talks about ads that are AI generated and how to watch out for the tell-tale signs of a scam. And the biggest take-away to me was this: Never use a debit card for on-line purchases, because the law does not protect you as much from fraudulent use and a debit card has direct access to all your funds in the attached bank account.

June 23, 2025 – How Scammers Hack Your Bank Account

Having worked for 19 years in the banking industry, this one is pretty important to know about. The article speaks to a number of bad things that can happen if your bank account number and the routing number of your bank were disclosed to scammers. The article also notes, in light of mailbox surfers stealing outgoing mail looking for checks, you really need to take mail that are bearing checks to the post office and not place them in the street mailbox. Although most of us write few paper checks these days, it is still good advice.

And finally – A video featuring Frank Abagnale, Jr regarding check washing and a \$2 pen that can protect you. I actually heard him speak in person at Wachovia Bank where I worked in the Information Security Department. He is an amazing speaker. I hope you enjoy it.

How a \$2 Pen Can Help Protect You from Fraud

I have used the pen he recommended only for check writing since seeing him speak for my check writing activities.

As always, shipmates, comments and suggestions for future topics are welcomed. Contact me at subvet_ssb@bellsouth.net. And if you have a difficult computer or network problem you need help with, contact me. I'm always glad to help out if I can. //George

=====



port of Veracruz in observation of America's soon-to-be, short-lived occupation of the city-state.

The gathering marked one of the last peaceful interactions between the navies for half a decade. The date was June 30, 1914, and the sailors were getting blitzed, courtesy of Uncle Sam and his teetotaler secretary of the Navy, Josephus Daniels.

On April 16, 1914, Daniels issued the infamous Order No. 99, mandating all U.S. Navy ships become dry by July 1, 1914.

"The use or introduction for drinking purposes of alcoholic liquors on board any naval vessel, or within any navy yard or station, is strictly prohibited, and commanding officers will be held directly responsible for the enforcement of this order," reads the century-old order.

The order was met with derision and merciless mockery in the media. Dubbed Daniels "Sir Josephus, Admiral of the USS Grapejuice Pinafore" by the press, editorial cartoons charged him with making the Navy "soft" and showcased Navy warships bedecked with flowers, rocking chairs and potted plants, according to the U.S. Naval Institute.

Since its inception, the U.S. Navy had been providing sailors with a daily ration of rum. In 1794, sailors were to receive "one half-pint of distilled spirits" each day. In 1806, sailors were encouraged to swap out the more expensive rum for a ration of whiskey.

That ration was reduced in 1842 to "one gill" (four ounces) and eliminated altogether during the American Civil War — albeit the Confederate Navy continued to imbibe.

The tradition picked back up after the war, with sailors — at the discretion of their commander — allowed to keep their own stock of beer and undistilled spirits.

The 1899 Philippine-American War once again limited the flow of bevies, banning enlisted men from purchasing alcohol "either on board ship, or within the limits of navy yards, naval stations, or marine barracks, except in the medical department."

"By the time General Order No. 99 was announced," writes the U.S. Naval Institute, "the only alcohol left in U.S. Navy ships was reserved for the wardroom and the captain's wine messes. As the deadline approached, many of the ships of

the Atlantic Fleet were in Mexican ports, part of the occupation of Veracruz."

Enter: One raucous party.

As the shot clock waned on the soon-to-be illicit cargo, commanders rushed to offload as much alcohol as they possibly could before the "bone-dry" date. However, many were unable to sell off their sizable supply of booze and decided to host one final farewell.

With much of the U.S. Navy in and around Veracruz, the Mexican port soon saw its cups, quite literally, runneth over.

Themed parties, such as Wild West saloons, broke out, while other vessels held funerals "where mourners could watch John Barlycorn's burial at sea," writes the Naval Institute.

A few ships decided to absolutely obliterate their collective livers by pouring all the alcohol they had on board into one large bowl, à la bathtub jungle juice.

Soon, the British, French, German, Spanish and Dutch, who were likewise harbored outside of Veracruz, got in on the act, launching roving drinking parties from ship to ship to help the Americans rid themselves of the soon-to-be contraband.

While other U.S. ships around the globe held similar boozy farewells, none matched the scale and international participation of that in Veracruz.

The good times would not last, however. In less than a month, the participants faced the sobering reality of a world at war.

Less than a year after sharing spirits in Mexico, writes USNI, the German cruiser Dresden was subsequently hunted down and scuttled by the Royal Navy.

<https://www.navytimes.com/veterans/military-history/2025/07/31/in-1914-the-us-navy-went-dry-but-not-before-it-threw-a-party/#:~:text=The%20date%20was%20June%2030%2C%201914%2C%20and%20the.Navy%20ships%20become%20dry%20by%20July%201%2C%201914.>

U.S. Navy Ships Are Languishing In Repair Yards

A young submariner's death has highlighted the Navy's struggles to maintain its fleet (WALL STREET JOURNAL 03 AUG 25) ... Alistair MacDonald

The USS Helena was preparing to leave dock after more than six years of stop-start repairs when a young sailor was electrocuted and died. His death further delayed the return to action of a submarine that epitomizes the Navy's struggles to maintain its fleet.

Sonar technician Timothy Sanders had told his mother several times that he was concerned substandard repair work on the submarine would get someone hurt. A Navy report concluded that he died last May after inadvertently touching an electrical source left uncovered by repair workers, his mother said.

President Trump has called attention to U.S. shortcomings in building new naval vessels. The Helena's history of costly, sometimes chaotic repairs highlights another problem: America is also struggling to fix the ships and submarines it already has.

While Sanders' death is an extreme example of what can go wrong in U.S. shipyards, the shipbuilding and repair industries have long complained that a lack of experienced staff has led to mistakes and delays. Limited dry dock capacity and aging equipment are also challenges.

The problems reflect a lack of investment in public yards after the Cold War-era and a broader decline in the American maritime industry. Those issues are now coming into sharp relief amid a greater focus on naval preparedness.

Naval experts are concerned that tardy or substandard work in repair yards will keep ships and submarines out of action during a potential war in Asia—a conflict expected to be fought in large part at sea.

Maintenance delays are already causing disruptions. The Marine Corps, for instance, has been prevented from deploying and training on schedule because of the poor upkeep of amphibious warships.

The importance of naval readiness was underscored Friday when Trump ordered two submarines to be "positioned in the appropriate regions," in response to comments by former Russian President Dmitry Medvedev.

Repairing naval vessels often takes longer than scheduled. Roughly a third of surface ship maintenance wasn't completed on time last year, Navy officials have said. In recent years as much

as two-thirds has been late, and officials have said improvement is needed to hit the Navy's combat-readiness target.

One submarine, the USS Boise, will have been out of action for 14 years before it is scheduled to head back to sea in 2029 after more than \$1.2 billion worth of maintenance work.

Repairing ships on time has become a persistent challenge, Admiral Daryl Caudle, Trump's pick as chief of naval operations, told a Senate confirmation hearing in July.

"We need a better approach to how we're doing maintenance," Caudle said. The Navy could learn from cruise lines, he added, which typically have better ship availability.

Getting vessels back to sea quickly matters more than ever because the U.S. fleet has shrunk. In the late 1980s, the Navy had some 600 vessels. Today it has about 295.

Fewer vessels coupled with longer maintenance times creates a vicious circle. Available ships spend longer at sea, suffer more wear and tear, and then require greater attention back at dock.

A Navy official said maintenance times were improving, and that there were 49 construction projects under way—worth about \$6 billion—that would bolster repair infrastructure.

The Navy is committed to addressing the findings of the probe into Sanders' death, and preventing future incidents, the official added.

Persistent delays

The Navy's difficulties with ship repair increased in the 1990s, when the U.S. halved the number of public shipyards mandated to maintain nuclear aircraft carriers and submarines.

The four-remaining government-owned yards were set up over a century ago, designed to build wind- and steam-powered ships. They suffer from aging infrastructure, with more than half their equipment past its expected service life, according to the Government Accountability Office.

A shortage of experienced workers is a major problem. With some shipyard welders earning roughly the same as fast-food workers, many have left the profession, according to a report by the Congressional Budget Office. Inexperience reduces productivity and increases accidents, adding to delays, the CBO said.

To tackle the resulting backlogs, the U.S. needs

to invest in more dry docks, naval experts say. Delays in maintaining and fixing ships means the Navy has fewer vessels to deploy at times of increased activity, said Bryan Clark, a naval expert at the Hudson Institute think tank.

The USS Abraham Lincoln had to endure an extended, 295-day trip to the Middle East—the longest carrier deployment in the post-Cold War era—partly because its replacement suffered electrical issues that took longer than anticipated to fix.

Delays persist. U.S. destroyers took a combined 2,633 extra days to repair than planned last year, according to a Navy official. The figure was an improvement, they said, without giving comparable data.

'A waste of time and money'

The USS Helena, a Los Angeles-class attack submarine first launched in 1986, has become a poster child for the Navy's maintenance problems. In recent years, the vessel has spent more time in dock than out at sea.

Submarines have a particularly strict cycle of inspections and maintenance, typically going into dry dock every two years for up to six months.

But the Navy has been behind on submarine repairs since the 2010s, when it decided to give priority to other tasks including overhauling aircraft carriers, Clark said.

To ease the backlog, the Navy in 2016 decided to send the Helena to shipbuilder Huntington Ingalls Industries' yard in Newport News, Va. The move was supposed to herald the return of private yards to repairing nuclear-powered vessels. However, HII hadn't done repair work in nine years and its skills base had atrophied.

Work on Helena, which started in late 2017, was initially slated to take months but the vessel ended up staying at the company's yard for several years.

Hundreds of millions of dollars were spent on everything from painting and cleaning to fitting new hull tiles that help avoid detection and adding underwater microphones, contract data shows.

Delays on the Helena were cascading, deferring work on other vessels, including the Boise. The Navy said the Helena was the oldest submarine of its type in the fleet and the maintenance required was more complex than initially envisaged. HII declined to comment.

Helena was delivered back to the Navy in January 2022, HII said at the time. The vessel, however, soon needed further work done at a Navy yard.

On May 24 last year, Nicole Sanders was at home when she answered the door to see uniformed naval officers.

Her son had been killed by a 440-volt shock, almost four times the voltage that feeds a standard U.S. lightbulb, she said the Navy report found. The report hasn't been made public.

"It's akin to having an electrician come into your house and leave wires exposed," Sanders said.

After weeks of NCIS inquiries and grief counseling for the crew, Helena sailed to the U.S. naval base at Guantanamo Bay, Cuba. The visit coincided with the arrival in the area of a new Russian submarine.

Shortly after, the Helena left for Puget Sound on what would be her final voyage. Last month, the submarine was decommissioned.

"That long period of repair and maintenance ended up being a waste of time and money," said the Hudson Institute's Clark.

<https://www.wsj.com/us-news/u-s-navy-ships-are-languishing-in-repair-yards-e6358adf>

What This Attack Submarine Sidelined For A Decade Says About The US Navy's Maintenance Failures

(BUSINESS INSIDER 05 AUG 25) ... Chris Panella

Sidelined for over ten years now, the attack submarine USS Boise has become one of the clearest and most damning examples of the US Navy's maintenance problems.

The Los Angeles-class sub came up during the confirmation hearing of Adm. Daryl Caudle, President Donald Trump's pick for top admiral. The Senate recently confirmed him as the new chief of naval operations.

Last month, Caudle responded to fresh concerns about the Boise and questions of whether it might be time to scrap the boat. He told the US Senate Armed Services Committee that if he were confirmed, he'd look hard at the Boise's situation.

"The decision whether or not to actually walk away from Boise is a big one, and I want to make sure I clearly understand the trajectory and

trends," Caudle said, responding to a question from Sen. Mike Rounds, a South Dakota Republican who had asked him if it was time to "just simply pull the plug on that one."

"I hear you loud and clear, senator, on how unacceptable it is, how long she's been in the yards," the admiral said.

He added that the Boise's delays were "a dagger in my heart as a submarine officer." Caudle previously served as commander on three nuclear-powered submarines and was the commander of Submarine Forces Atlantic and Submarine Forces, US Pacific Fleet.

The Boise and the larger US Navy shipbuilding and maintenance issues were major topics of conversation in Caudle's hearing. The Boise was originally launched in 1991 and conducted operations until early 2015, when it wrapped up its last patrol and docked at Naval Station Norfolk for scheduled repairs.

Limited dry dock availability and workforce capacity left the Boise and its crew waiting. In 2016, the vessel lost its ability to perform unrestricted operations, and then it lost its dive certification in the following year. Those developments were then followed by more waiting, leaving the valuable combat asset out of action.

In 2019, then-US Secretary of Defense Mark Esper visited the Boise and praised the crew for maintaining "readiness and lethality" as the vessel was still standing by for repairs.

In February 2024, the Navy awarded prominent shipbuilder Huntington Ingalls Industries (HII) a \$1.2 billion contract to begin an engineering overhaul on the Boise. The work is expected to be completed by 2029, meaning the ship will not have set sail on a patrol for roughly 15 years by the time it's finished. That's a staggering waste of an expensive, front-line asset. Even when the work is done, the ship will be nearing the end of its service life.

The Boise has thus emerged as an example of overstretched and under-resourced shipyards, insufficient planning, and the challenges of budget instabilities that affect Navy readiness. The sea service did not immediately respond to request for comment from Business Insider.

Work on US nuclear-powered submarines is typically handled by one of the Navy's four public

shipyards, which have seen dramatic demands in recent decades due to a lack of investment in maintenance from the Navy and the increased complexity of the subs and nuclear-powered aircraft carriers, Bryan Clark, a retired Navy submarine officer and defense expert at the Hudson Institute, told Business Insider.

A "combination of factors created a huge backlog at the shipyards," Clark said.

The long tail of COVID-19 disruptions, particularly for supply chains and labor pools, added strain to Navy shipyards in the early 2020s. In more recent years, experts have pointed to persistent workforce shortages, uneven investment, and inconsistent Navy planning as critical causes of ongoing delays in major shipbuilding programs and maintenance backlogs.

The Navy's long-standing struggles with routine maintenance stretch back decades, with challenges including persistent shipyard bottlenecks, limited dry dock availability, troubling scheduling missteps, workforce shortages, unreliable or inconsistent maintenance data, and unforeseen issues that tend to emerge during repairs and cause significant delays.

Supply chain problems and shortages of spare parts and critical materials have also added to the strain.

These issues, combined with broader weaknesses in the Navy's shipbuilding enterprise, have raised concerns within the service and on Capitol Hill about the fleet's size and overall readiness, particularly as the US emphasizes the need to deter or, if necessary, fight a potential conflict with a major power like China, which has far greater shipbuilding and repair capacity.

<https://www.businessinsider.com/uss-boise-shows-how-broken-navy-sub-maintenance-has-become-2025-8>

Navy Policy Update Extends Annual Drug Testing Deadline For Nuclear Sailors

(USNI NEWS 06 AUG 25) ... Heather Mongilio

The Navy is extending the timeframe for drug testing in the Nuclear Weapons community, according to a late July Navy policy change.

Sailors will now have up to 120 days, compared to 30, to get a drug test prior to their initial Nuclear Weapons Personnel Reliability Program, according to ALNAV 60/25.

Drug testing is required for all military, civilian and contractor personnel who are seeking the Personnel Reliability Program (PRP) certification for the first time or returning to a position that requires it.

To maintain the PRP certification, sailors will need to undergo drug testing once a fiscal year, a change from the previous policy, which followed the calendar year.

Those who test positive for an illegal or unallowed substance will be suspended from the PRP while the result is investigated.

The PRP certification is required to perform specific duties with U.S. nuclear weapons and the nuclear command and control systems, as well as the equipment and materials necessary, according to the Department of Defense manual entry on the Nuclear Weapons PRP.

“Nuclear weapons require special consideration because of their policy implications, military importance, destructive power, and the political consequences of an accident or an unauthorized act,” reads the entry. “The safety, security, control, and effectiveness of nuclear weapons are of paramount importance to the security of the United States.”

<https://news.usni.org/2025/08/06/navy-policy-extends-annual-drug-testing-deadline-for-nuclear-sailors>

Newest Chief Of Naval Operations Assumes Responsibilities

(NAVY TIMES 25 AUG 25) ... Riley Ceder

The U.S. Navy confirmed the 34th chief of naval operations during an assumption of office ceremony Monday, according to a Navy release.

Adm. Daryl Caudle, who previously led U.S. Fleet Forces Command for nearly four years, replaced acting CNO Adm. James Kilby at an event at the Washington Navy Yard in Washington, D.C. Kilby took over for Adm. Lisa Franchetti, whom President Trump dismissed in February without a stated reason.

“The Sailor will be front and center in my vision throughout my tenure as CNO — hands down, no exception,” Caudle said during the ceremony, according to the release. “To ensure that they are ready to fight and win decisively—today, tomorrow and well into the future — we will view everything we do we through an operational lens focused on three priorities: the foundry, the fleet and the way we fight.”

Navy Secretary John Phelan delivered a keynote address emphasizing the importance of strengthening the service’s shipbuilding infrastructure.

Caudle, now a member of the Joint Chiefs of Staff, will serve as an advisor to Trump, the National Security Council, the Homeland Security Council and Defense Secretary Pete Hegseth.

During his confirmation hearing before the Senate Armed Services Committee in July, Caudle said the United States was in the midst of a critical era, “defined by global competition, technological saturation and unpredictable threats.”

He vowed to try and reduce bloated budgets for Navy projects and focus on government accountability for defense programs experiencing problems with late deliveries.

Caudle — who was nominated by Trump on June 17 — told lawmakers that success in his role as CNO would mean increasing the Navy ship count, delivering programs and projects on time, reducing gaps at sea, meeting munition floor requirements and improving training for sailors.

Caudle has been a vocal critic of manning shortages and delayed ship availability in the past.

Prior to his appointment to command U.S. Fleet Forces Command, Caudle held leadership positions with Submarine Forces, Submarine Force Atlantic, Task Force 114, 88 and 46 and Allied Submarine Command.

“As I step into the role as your 34th Chief of Naval Operations,” Caudle said in a video that was posted to X, “I do so with great pride, immense gratitude and an absolute focus on the mission ahead.”

<https://www.navytimes.com/news/your-navy/2025/08/25/newest-chief-of-naval-operations-assumes-responsibilities/>

Russian, Chinese Submarines Sail Together In Sea Of Japan

(USNI NEWS 28 AUG 25) ... Dzirhan Mahadzir

Submarines from the Russian Navy and People’s Liberation Army Navy (PLAN) recently sailed together in the Sea of Japan, marking the two countries’ first joint submarine patrol.

Two Kilo-class submarines, supported by a surface warship and submarine rescue ship each, sailed in the Sea of Japan in early August, the Russian Navy Pacific Fleet announced Wednesday. The submarine patrol indicates an expansion of the bilateral military activities between Russia and China, which already conduct joint naval patrols and joint bomber flights.

Russian submarine RFS Volkhov (B-603) and a

PLAN submarine set out on a patrol route in the Sea of Japan, transiting to the East China Sea before the two returned to their respective naval bases.

Volkhov returned to its base in Vladivostok, Russia, on Wednesday, after traveling more than 2,000 nautical miles. Corvette RFS Gromkiy (335) supported the submarine during its patrol. The Japan Maritime Self-Defense Force (JMSDF) spotted the Russian group Aug. 14 and again Aug. 20 while transiting the Tsushima Strait. Volkhov was sailing surfaced at the time of the transit, JMSDF said.

The Japanese force also tracked PLAN destroyer CNS Urumqi (118) and submarine rescue ship Xihu (841) transiting the Tsushima Strait to enter the East China Sea on Aug. 13. Submarine Great Wall 210, which is believed to have been part of the task group, was not sighted, likely because it transited the strait submerged.

The submarine patrol began after an annual Russian-Chinese exercise, dubbed Maritime Interaction 2025 by Russia and Joint Sea 2025 by China. The Russian Navy and PLAN drilled in Vladivostok and the Sea of Japan from Aug. 1-5. Participating warships included the Russian Navy's destroyer RFS Admiral Tributs (564), corvette Gromkiy, submarine rescue ship Igor Belousov and submarine Volkhov and the PLAN's destroyers Urumqi and CNS Shaoxing (134), fleet oiler CNS Qiandaohu (886), and submarine rescue ship Xihu, as well as submarine Great Wall 210.

During the exercise, the countries' submarines and submarine rescue ships rehearsed a crew evacuation in Peter the Great Bay, the main marine entrance to Vladivostok, the Russian Ministry of Defense said. Russian submarine Volkhov descended to the bottom of the bay, simulating an emergency, while Chinese rescue ship Xihu responded to the situation. Igor Belousov carried out a similar exercise with the PLAN submarine.

Russia and China began joint naval patrols in 2021. The first patrol was considered provocative by Japan as the joint flotilla included 10 ships sailing in international waters off the coast of Japan's main islands of Honshu and Kyushu. Both Russia and China said the patrols were in compliance with international law and not targeted

at any country.

"During the cruise, the joint formation strictly abided by the relevant provisions of international law and did not enter the territorial waters of other countries. This joint maritime cruise aims to further develop the China-Russia comprehensive strategic partnership in the new era, enhance the joint action capabilities of both parties, and jointly maintain international and regional strategic stability," read a China Ministry of National Defense statement at that time.

Since then, the two countries have conducted a joint naval patrol annually, with the exception of last year, which saw two patrols.

The joint patrol in 2023 took place near Alaska and the Aleutian Islands. The July 2024 patrol began south of South Korea's Jeju Island, with the ships sailing through the Osumi Strait to enter the Western Pacific Ocean. They eventually transited the Philippine Sea before concluding the patrol in the South China Sea.

The October 2024 patrol saw the ships sail from Russia's Sakhalin Island through the Pacific Ocean and the Philippine Sea before sailing between Okinawa and Miyako Island to enter the East China Sea. That patrol concluded with the ships docking at the port of Qingdao, China.

Russia and China also conduct joint bomber flights, mainly in the vicinity of Japan. However, last year, the countries carried out a joint bomber flight in the Alaska Air Defense Identification Zone in July.

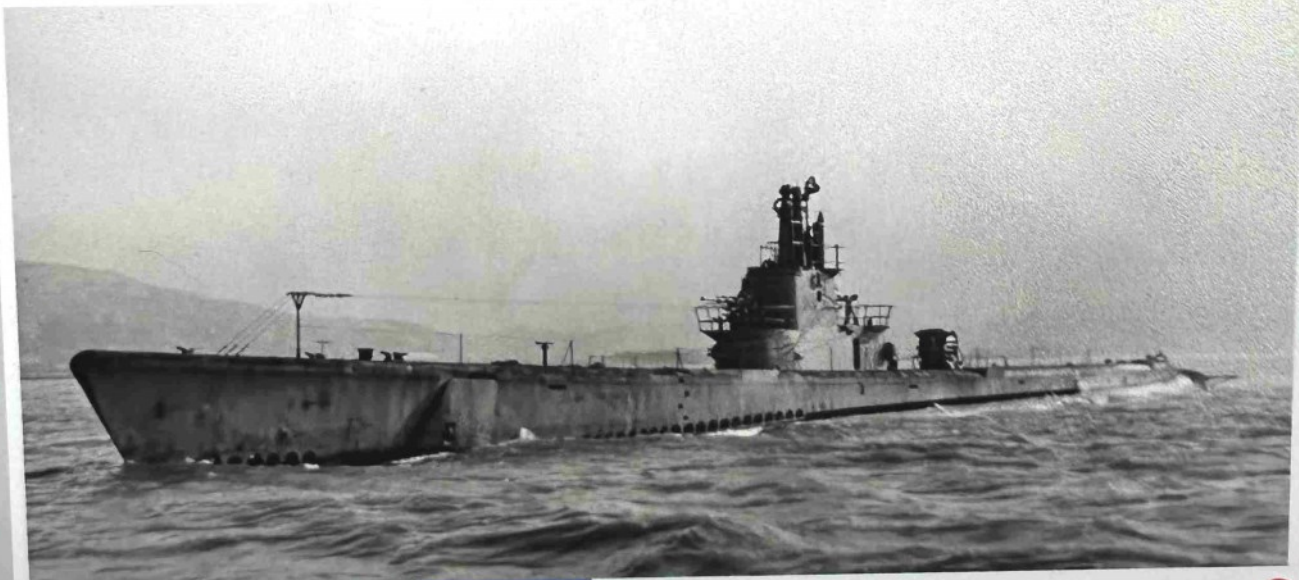
Japan considers the Russian and Chinese military activities that take place in its vicinity as a threatening demonstration to Japan.

"These repeated joint activities are clearly intended for demonstration of force against Japan and are a grave concern from the perspective of the national security of Japan," reads the latest iteration of Japan's annual white paper, Defense of Japan 2025.

<https://news.usni.org/2025/08/28/russian-chinese-submarines-sail-together-in-sea-of-japan>



#OTD in 1882, the simmering Hatfield-McCoy feud erupted into warfare, claiming the lives of dozens of people over the following decade. While serving on the submarine USS Barb in 1945, descendant Billy Ray Hatfield went ashore in Japan with a landing party and used his knowledge of explosives to wreck a train. It was the only ground raid on Japan's home soil during WWII.





Updated 2 hours ago • 7,159 readers

AOL to end dial-up internet service

By John Tomase, Editor at LinkedIn News

Please take a moment of silence for the following: **BEEEEEP, SCREEECH, BEEBONG-BEEBONG**. Some may say to know the sound of AOL dialing in to the internet is to know it forever, but **that cacophony** will soon be a thing of the past. **AOL has quietly announced** that on Sept. 30 it will discontinue dial-up service — something that over **160,000 Americans** still used to access the internet when surveyed in 2023. AOL once dominated dial-up, with its junk-mail CDs ubiquitous, but broadband displaced it in the early 2000s.



U.S. Naval Institute · Follow
9h ·

#OTD in 1882, the simmering Hatfield-McCoy feud erupted into warfare, claiming the lives of dozens of people over the following decade. While serving on the submarine USS Barb in 1945, descendant Billy Ray Hatfield went ashore in Japan with a landing party and used his knowledge of explosives to wreck a train. It was the only ground raid on Japan's home soil during WWII.



Want to feel old?



Bonanza premiered **64** yrs ago.
The Beatles split **54** yrs ago.
Laugh-In premiered nearly **56** yrs. ago.
The Wizard of Oz is **84** yrs old.
Elvis is dead **46** yrs. He'd be **88** today.
The Thriller video is **40** yrs old.
Jimi Hendrix and Janis Joplin dead **53** yrs.
John Lennon dead **43** yrs.
Mickey Mantle retired **55** yrs ago.
Back to the Future is **39** yrs old.
Saturday Night Fever is **46** yrs old.
The Ed Sullivan show ended **51** yrs ago.
The Brady Bunch premiered **54** yrs ago.
The triplets on My Three Sons are **54**.
Tabitha from Bewitched is **59**.
The Corvette turned **70** this year.
The Mustang is **59**.

Updated in 2023

9/11

Something really important to think about in your life – Not just THIS Day but – EVERYDAY.

On this day, in 2001 246 people went to sleep in preparation for their morning flights. 2606 people went to sleep in preparation for work in the morning. 343 firefighters went to sleep in preparation for their morning shift. 60 police officers went to sleep in preparation for their morning patrol. 8 paramedics went to sleep in preparation for their morning shift of saving lives. None of them saw past 10 a.m. September 11, 2001. None. Life is random - In one single moment, life may never be the same.

Tonight, as you go to sleep in preparation for your life tomorrow, kiss the ones you love, Hug your spouse and snuggle a little tighter, and never take one second of your life for granted. Never.

Reflections of a 19-Year-old Sailor and Beyond by Dick Young

It seems like it was just yesterday that I was graduating from high school. I had just one objective; I wanted to be a submarine sailor. You see, my brother enlisted in the Navy in 1960 he was 9 years older than me. He came home on leave in 1962 after he had been in the service for a few years and was wearing these shiny things on his chest. They looked like wings but I found out they were something called “Dolphins” and from then on I was hooked. They really looked neat, then he came home on another leave and he had another shiny thing on his uniform, a “Patrol” pin. Wow, I was even more impressed. So, the time came to graduate from high school, the year 1969. I signed the enlistment papers in the early summer and was scheduled for boot camp in August, just a week after Woodstock and a month after the first moonwalk by Neil Armstrong.

Boot camp was at Great Lakes, it was a hot 95-degree August day when I arrived and snow on the ground in October when I left. It wasn't bad, not as hard as I thought it would be ... they only woke us up once in the middle of the night. I had several choices of duties but fortunately I had it written in my enlistment contract my first assignment would be sub school. Sub school was hard; I was only an average student in high school at best but was able to make it through sub school and on time. About 5 weeks into sub school, they let you request what subs you wanted to be assigned to. My 3 choices were: **Stimson**, **Stimson**, and **Stimson** because that was the sub my brother was on. Upon graduation from sub school I received my orders, the USS Whale out of Charleston. I went to the off-crew office since the Gold Crew was in port and I told my brother “Well, I didn't make it”. He said, “what you washed out of sub school? I told him no, I was going to the Whale. He said take a seat in the office and wait there. About 45 minutes later Captain Weeks came out to meet me and extended his hand and said “Welcome on Board”. I thought “Whew” what a relief I can spend some time with my brother.

That, my friends, was the start of an adventure of a lifetime. I was assigned to the deck gang and got to serve with a bunch of really nice guys that I will never forget. They taught me a lot, especially how to play cards, Gin, Cribbage, Spades and of course Pinochle, mostly in barracks 435, 3rd floor (no card playing on the boat until you were qualified!). Leaving for patrol our first task was to load the truck with sea bags and get up to Rhode Island to fly to Holy Loch. It was an exciting time, first time I was on a Boeing 707, I think it was World Airlines (I never hear of it either), we landed at Prestwick and just like you see in the movies, it was FOGGY. You could not see the ground until you actually got off the plane, and then all you could really see was the big red “Prestwick” sign on the building. We loaded the bags on another truck and then proceeded to the Loch. The deck gang had to stay with the bags and all I can remember is staying in a building with those bags ... must have been some type of Enlisted club because we slept in the club, on pool tables. The next day on to the tender, Simon Lake I think, where we stayed for a week while we changed crews.

Now things got serious, I had that Gold Qual card; it looked overwhelming and at times was. There were a lot of patient chiefs and first-class guys that helped me along. As the patrol started, we alternated weeks being Helmsmen/Planesmen/Messengers (it was scary waking up Capt. Weeks out of a sound sleep. You never knew if he was completely awake, which he was) and of course I mess cooked. While in port we did all of the grunt stuff, chipping and painting and

cleaning everything that didn't move. Imagine an 18-year-old kid steering and diving a ship that had more destructive power than all of the bombs dropped in all of the previous wars of mankind. What fun! You felt like a pilot following the red road that would turn and get bigger if you were off course or depth.

The first patrol was hectic with qualifying. As we were in port at the end of my first patrol my brother asked me "what are you going to strike for"? I said Dad was a machinist mate and maybe that was for me. The best advice I ever got was his next statement: "Go down to the lower level and see what the MM's are doing today". Well, they were cleaning out the Sanitary Tanks ... from the inside! They were all suited up and using EAB's, the smell on that level was overwhelming! Remember, it was right by the laundry and head. Well, I thought, maybe I want to do something a little cleaner. So, I told him maybe I want to be a Sonarman or Radioman. I chose Radioman because I thought it was interesting and since I like to be in the know that was a perfect place for me. While we were the off crew, they sent me to electronics school at the base to see if I could hack it. I had more math in the first hour of that class than all of my previous life. I passed the class, to this day I don't know how, but I did. I would do one more patrol on the 655 then off to "A" school and high-speed Morse Code school in Bainbridge, MD.

What did the Navy prepare me for? LIFE! You learned discipline, how to get along in close quarters with others and how to manage time and money, how to follow directions and how to be a leader. Every job I had outside of the Navy you had to pass an interview, then, every promotional opportunity was done with an oral interview, most of which lasted 15 to 20 minutes. After one of my interviews my boss asked me what I thought of the process. I said, easy as pie, because it was nothing like that 4 ½ hour qual board on the Stimson! Plus, I didn't have to wait in the torpedo room to see if I passed (they already knew, but made you sweat it out for about 30 minutes anyway). Thanks to the Stimson I entered the field of radio communications and have been there since 1973.

Every sub sailor has stories just like mine. We are an exclusive brotherhood and have seen and done things very few people can say they have experienced. I have to pinch myself that later this year I will have been qualified for 55 years. Where has the time gone? I tried like heck to get back on the 655 after radio school but it was not to be ... they were going in for refit and the radio gang billets were filled, but I did get on another boomer. The Benjamin Franklin was in EB for overhaul and that was another completely different experience. I spent a year in EB, took the 640 up and down the east coast and then to Cape Canaveral for a missile shot, I also did 2 Med patrols. Going through the Straits of Gibraltar was a highlight of my time on the 640 and also getting to see Mt. Etna erupt at night through a periscope is something I will never forget. The crew was also a great bunch of guys but nothing can ever match the first boat you were on. The 655 ... memories of a lifetime. A last highlight was my second patrol on the 655, I was a messenger and had the privilege of waking up my brother on our second patrol to tell him he made CHIEF!



CAPTAIN WEEKS PRESENTING MY QUAL CERTIFICATE/MY BROTHER RON PINNING ON MY DOLPHINS

I'd like to say something about Captain Weeks. If not for him changing my orders to the 655 my career might have taken a different direction. He was truly a sailor's captain. When I left the 655 in 1971, I did not see him again until 1999 when we were changing planes in Minneapolis heading to Bismark, ND for our first reunion. My wife and I were walking in the concourse when I saw him walking toward me. I nudged my wife and said "Here comes my captain". He approached me and said "Hi Dick, how's your brother and sister-in-law doing". I was floored; he remembered a lowly SEAMANS name after 28 years. We kept in touch until he passed then I kept in contact with his wife Gerry until she passed.

How did I take my experience from the Navy and use it in civilian life? Upon my return home in 1973 I did not have any job lined-up so I applied for unemployment while living at home and enjoying a month of rest and relaxation. Then I received a call from the unemployment bureau stating the Cincinnati Police were looking to start a new program using civilians in the emergency dispatch center to replace the officers so that they would have more police on the road. They chose me because of my radio experience in the Navy. Once again, I got lucky and found something that I enjoyed doing, and was good at. I'm proud to be the first civilian hired by CPD in 1973, there were 3 of us hired and I stayed for 5 years. Unfortunately, there was no program to advance in the position. I applied for the same position at the Hamilton County Communications Center, they surround Cincinnati and dispatched for 35 police departments and 38 fire departments. This was a big step up and there was room for advancement, I eventually was promoted to Watch Commander which was equal to a Lt. in the police departments. During my time at the county, I was able to purchase my military and CPD time which added 9 years to my retirement. In 2001 I had the required 30+ years to retire.

I decided in 2002 that I was too young to retire and I applied for a dispatch position at the Cincinnati/Northern Kentucky International Airport Police and Fire Departments. It was a job that I really enjoyed. I liked being around aircraft, it was also a position that was not as hectic at my previous position but it did have its exciting times. We had a few plane crashes in my tenure, we worked with the Secret Service when POTUS flew into town, we had 600 CCTV's around the airport that we monitored. On top of the airport control tower, we had several camera's that we could look as far away as downtown Cincinnati. Two of these camera's were infrared we could count deer on the airport property, one night we counted 50 of them. I also had the opportunity

to do runway checks with the fire department at night, going down a 12,000-foot runway at 90 MPH was exciting.

I feel like I've lived a very fortunate life. I took the advice my Dad gave me when I was in High School, he said "Do something you enjoy doing and whatever you do find a job that is warm in the winter and cool in the summer". His advice came from his experience of working in a factory for the Ford Motor Company. He was my great example for hard work and dedication to a job and lessons for a lifetime. I ended up working for the government in several capacities for 48 years.

I didn't keep in contact with the submarine service or former crew until that first reunion, I have since attended almost all of the reunions. I hosted the 2021 655 reunion. I have also been working on a Submarine Memorial in Cincinnati since 2000. We are using almost 200 tons of the SSN-693 to construct a full size 360-foot replica, this will be used as a memorial and educational center for children of all ages using a STEM program. Dedication is slated for May 16, 2026. The site is the former "Voice of America" which was a Cold War entity just like the 693. Out of this project we also started a USSVI Base in Cincinnati in 2002, I was the first Base Commander, we also hosted a very successful USSVI National convention in 2010.



My HealtheVet Is Moving on June 4, 2025

What to know about this change

My HealtheVet on VA.gov is our new health portal for managing your health care online. After June 4, 2025, you'll need to use this new experience instead of the previous My HealtheVet experience. We want you to know what's changing from the previous My HealtheVet experience, how to get started, and how to get support if you need it.

What to expect

After June 4, when you sign in to the current My HealtheVet, you'll notice that we've moved over to the new experience on VA.gov. You'll need to go to My HealtheVet on VA.gov to access appointments, medical records, medications, and messages. We encourage you to start using the new My HealtheVet experience today.

[Manage your health care with My HealtheVet on VA.gov](#)

Important note: Veterans who receive care from a VA health facility that uses the My VA Health portal will still need to go to that portal to manage their health care needs for now.

What's new

You can now manage your VA health care in the same place where you manage your other VA benefits and services. And our new mobile-first design and accessibility improvements make it easier to use on any device. We've also added these features and more:

- Track messages more easily with threaded conversations and faster autosave
- Review, print, and download specific parts of your medical records
- Add VA health appointments to your personal digital calendar
- Review your submitted travel pay reimbursement claims and file simple mileage claims
- Review your after-visit summaries
- Order certain medical supplies and equipment online

[Learn more about what's new for My HealtheVet tools](#)

Other important changes to note

Self-entered health information

You can use our Share My Health Data app to track your vitals and share them with your provider.

[Get the Share My Health Data app from our mobile app store](#)

You can no longer use My HealtheVet as a personal health record to enter and store your own health information outside of your electronic health record. This change helps us make sure that all your important information is in the record your care team has access to. Tell your team about new information you would like added to your record.

To access your previously self-entered information, go to the medical records section of the new My HealtheVet experience on VA.gov. Then select the **self-entered health information report**. This report includes historical data entered in these My HealtheVet features:

- Caregivers
- Health History
- Journals
- My Coverage
- Self-Entered Medications and Supplements
- Self-Entered Tests
- Self-Entered Vitals
- Treatment Facilities

[Review medical records on VA.gov](#)

Shared Vitals

We're replacing the Shared Vitals feature with the web version of Share My Health Data. After June 4, you'll be able to launch Share My Health Data from the medical records section of the new My HealtheVet experience on VA.gov. There you can securely add health details from your device and share them with your VA care team.

[Learn more about the Shared Vitals transition](#)

VA Blue Button report

After June 4, the VA Blue Button report will no longer include My Goals, Wellness Reminders, or VA Electrocardiogram (EKG) information. If you want to save your historical information for your records, download a VA Blue Button report before this date.

[Sign in to My HealtheVet to download your VA Blue Button report](#)

How to get started

Sign in to My HealtheVet on VA.gov with your identity-verified **Login.gov** or **ID.me** account. There, you'll find links to the new versions of your trusted health tools.

After you use the new versions of these tools, select **Feedback** from any page within the portal. Then answer the 3 questions to tell us what you think. We use your feedback to keep improving our tools for you and all Veterans.

[Manage your health care with My HealtheVet on VA.gov](#)

How to get support

- **For My HealtheVet:** Call us at [877-327-0022](tel:877-327-0022) (TTY: [800-877-8339](tel:800-877-8339)). We're here Monday through Friday, 8:00 a.m. to 8:00 p.m. ET. [Or contact our My HealtheVet help desk staff online.](#)
- **For other questions about VA online services:** Call us at [800-698-2411](tel:800-698-2411) (TTY: 711). We're here 24/7.

[Sign in or create an account](#) to manage your VA health care and benefits online.

Having trouble viewing this email? [View it as a Web page.](#)

Forward this newsletter to a friend?

And if you received this from a friend, you can [subscribe yourself!](#)

[Sign in to My HealtheVet today.](#)

Keep updated & let us know how we're doing.



You have received this message because you are subscribed to Veterans Health. Access your [Subscriber Preferences](#) to make changes to your subscription or [Unsubscribe](#). Get this as a forward? [Sign Up](#) to receive updates from Veterans Health. Having questions or problems? Please visit [Subscriber Help](#) for assistance.

VA



U.S. Department of Veterans Affairs
Veterans Health Administration

JoJo Hines was an RM3 and as such, he was responsible for the distribution of Family Grams for the Crew. His wife gave him a stuffed bunny to take on patrol. An unscrupulous IC man, (Harry The Dog), snatched the bunny and hid him.

Since we weren't getting any family grams, a plan was hatched to write a ransom note. The fun was to hold the bunny until we got family grams.

I think the bunny was held captive for about three weeks until family grams started coming in.

The bunny was returned unharmed after that event.

Soon after JoJo left the Navy, he was a passenger involved in a vehicle accident that caused him to lose his life.

When I see that ransom note, I think of a great shipmate that has gone on eternal patrol.

Fair winds shipmate.

---- US Submarine Veteran



January 31, 2023

D B Cooper AKA Bob Lane

Bob Lane was trained to be a Sky Diver by Ben Gutierrez and Hank Gabaldon in Albuquerque, New Mexico.

Our gang went under the name of Los Conquistadors to commemorate our ancestors who explored and settled the Southwest of what is now part of the United States of America.

Bob was from Chicago and had a thick Chicago accent. He was smart, slick, and amoral. He liked to brag, with many of his stories never being able to be printed.

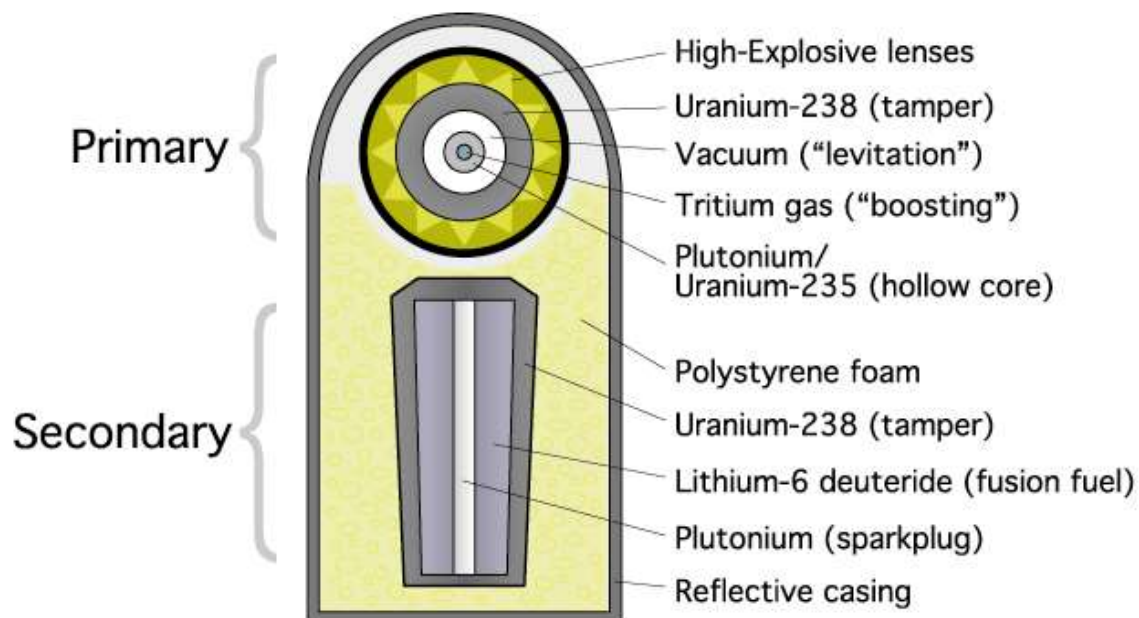
In 1971 he hijacked an airplane, demanding \$200,000 and four parachutes. He had the pilot put down the tail gate on the Boeing 727 and jumped out with the money. He was never seen again. Now we have **the legend of DB Cooper, the skydiving bandit**. The History Channel and others have made him famous, or should we say infamous.

He left a scarf on the airplane with Los Conquistadors and APC embroidered on it as if to give credit to the Skydiving group that trained him.

The FBI tried to find him. They went to Albuquerque and interviewed Hank Gabaldon, a past president of the Albuquerque Parachute club. Showed him and the artist's sketch which was a dead ringer for Bob Lane. Hank told the FBI, "I have never seen him before in my life."



Many guys have come forth seeking notoriety claiming they were DB Cooper. I knew Bob Lane; we jumped out of airplanes just for the fun of it. He would not hang around the USA since he knew the law was after him. He headed for Mexico. Two hundred grand would go a long way south of the border. He had marketable skills, he worked for CF Industries in Albuquerque manufacturing thermonuclear weapons.



Proud to have known and trained someone who has created a legend.
James Gutierrez, LT USN

The Small World of Ancestry on the Stimson

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

When looking at the world of Ancestry it can be a very small world. A few years ago, Tom did an article showing that there were several Blevins on the Stimson and when he looked at their trees, he found that they were all related to each other.

Tom Krauser's mother's maiden name was Blevins so when looking at the Stimson's Sailing List, he noticed that there were three Blevins on it.

Douglas Blevins (CS2- 69-71), Michael Blevins (MM3-67-71), and Jerry Blevins (LT-76-79). Doug and Michael were brothers who were onboard the Stimson at the same time. Michael was on first (67-71) then Doug came aboard (69-71).

Tom researched Doug and Mike's tree and found that they were Tom's 5th cousins 2x removed. Mike is on Eternal Patrol (September 20, 2002) but Doug lives in Norwich, CT. Tom contacted Doug and met him when visiting CT.

Their common great grandparent was Daniel Blevins (1712-1790) (their 5th GGF and Tom's 4th GGF)

When Tom first met Jerry Blevins at a reunion, they discussed whether they could be related or not. Jerry said his family had been in the Bath, Kentucky area for many generations and Tom's Blevins line had come through Tennessee and no connection was evident at the time. Some time later, they shared trees and after both doing research, Tom found that they were 6th cousins going back to a common great grandfather, William Blevins II (1691-1767) (Jerry's 6th GGF and Tom's 5th GGF).

With Tom's encouragement and support Don's tree also shows connections to the Blevins family tree. Don and Jerry are a bit further apart than Tom and Jerry. Don and Jerry are 25th cousins four times removed. Their common ancestor is Bleddyn ap Cynfyn, the King of Wales who lived 1025-1075. The other Blevins who served on the Stimson, Doug and Mike, are 24th cousins five times removed. Don served onboard the Stimson with both Doug and Mike. Tom is the mastermind of these genealogical finds and continues to help find their common ancestors.

When Tom Krauser and Don Ort started working together on Ancestry and shared trees with each other, they started looking at names in each of their trees. They both noticed a lot of similar names in both their trees.

As Don and Tom did more research on their trees, they determined that, not only did they have a common ancestor, but so far, they have discovered that they have "many" family lines

in common and share a lot of their trees with each other. So far, Don and Tom are 6th cousins 4x removed, but this could get closer at they discover more connections between their trees.

The most direct great grandparent “so far” is Simon Miller (1642-1684) (Don’s 5th GGF and Tom’s 9th GGF) but we found many more lines in common.

Another shipmate on the Stimson was Bruce Rutherford (EMCS-67-73). Both Don and Tom have Rutherford lines in their trees. We contacted Bruce to see if we could find any ancestors in common but at the time none were evident. After Bruce went on Eternal Patrol on July 21 2025, Tom did more research on his Rutherford line. Tom discovered that Bruce and Tom were 12th cousins (so far) and that Don and Bruce were related by marriages between his ancestors and the Rutherford’s. We are still looking at other connections that may be closer.

The following is a link to Don’s tree in Ancestry:

<https://www.ancestry.com/family-tree/tree/194890495/family?cfpid=232543127052>

The following is a link to Tom’s tree in Ancestry:

<https://www.ancestry.com/family-tree/tree/156016012/family?cfpid=182055469745&fpid=182689368274>

If you happen to see family names that may connect you to Don or Tom, please let us know.

As an experiment, Tom looked at Henry Lewis Stimson family tree to see if there may be any connections to Tom and Don’s trees. Using WikiTree, Tom was able to go up Stimson’s family line several generations. As Tom went up the tree, he noticed several surnames in common with their trees. He actually saw a name that was in his tree as the spouse of one of his ancestors. Tom added Henry L Stimson to his tree with this connection as related by marriage. As Tom began researching these connections, he was able to connect Henry L Stimson to Tom as his 22nd cousin 2x removed, to Don as his 23 cousin 2x removed, and to Jerry Blevins as his step 27th great-grandson of 42nd great grandmother. Tom is still trying to make other connections which may be a lot closer since there are still a lot of surnames in common with Tom and Don.

These are only a few of the Stimson connections so far. If you have any ancestors in England or Europe in your tree then you may be also related to Don and Tom.

Thus, it a “very small world in Ancestry” and we may all be closer related than you realize.