



How much more winter will there be?



Don't Forget February 14th Happy Valentine's Day



VOL. 2020 #2

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USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2018 - 2020

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Changes to the Reunion Registration Form

A couple of shipmates have been confused as to what fees they should be paying for the reunion and side trips. Hopefully to make it easier the form has been revised. If you have already completed and mailed your form that is fine. However if you still need to do so, please use the form with revision date of 1/30/2020.

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**REUNION CONTROL CENTER**  
**2020 Stimson Reunion**  
**October 7-11, 2020**  
**Hotel: Holiday Inn**  
**1717 Airport Exchange Blvd.**  
**Erlanger, KY 41018**

Shipmates,

We are full speed ahead for the October reunion. Don't forget if you have reunion and hotel registrations in by April 1st you are automatically entered for a free room raffle, this is for 1 night each a value of \$129.00 per room, there should be at least two rooms to raffle.

All plans are set for the reunion, now is the time to **seriously consider** if you are attending. The

unknown factor of any reunion is how many will attend? Will we meet the minimum number for rooms we have reserved? How many buses will we need for transportation? And of course the number that will attend the various planned functions. **Your help with an early registration will be much appreciated, time goes fast and before you know it, the reunion is here.**

I have recently received a donation from the Hollywood Casino, Lawrenceburg Indiana, of a free room night at their hotel and a dinner at their steakhouse, a \$334.00 value. The casino is about 15 miles from the Holiday Inn. If you would like to spend an extra day before or after the reunion or if you live in the area and want to spend a night at the casino we will raffle this package in August, enough time to make plans for an extra day, the package is good until October 2021. The tickets will be \$5 per ticket or \$20 for 5 chances; just mail me your request to my address on the reunion form. You will receive an email confirmation that we have your chances. The drawing will be made by a board member that did not take any chances. Sorry about this not being on the registration form but it was received after we published the form.

We have many functions planned: 1) Tour of





forged in pressure. They were quenched in the waters of the darkest parts of the ocean. They symbolize a tradition that is shared by only a few. Fire, flooding and the crashing of the waves above [...] [Read more of this post](#)

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- ◆ **The life of a boat... from the crash to the splash to the dash** by Mister Mac - A boat's life first comes the crash followed (hopefully) by the splash the keel was laid what seems like years ago. Bit by bit the submarine starts to come together. The process has evolved over the generations to include changes in all kinds of technology. The boats needed to go deeper and faster so better [...] [Read more of this post](#)

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- ◆ **Who's sail it is anyway?** by Mister Mac - Warning: Some salty language mixed with the metaphors and memories... you have been warned One of my favorite submarine memorials has a personal connection. I qualified in 1974 on board the USS George Washington somewhere in the far reaches of the Pacific Ocean. My joy at the time was that the grueling journey was over [...] [Read more of this post](#)

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- ◆ **We'll say farewell but not goodbye** by Mister Mac - The day has finally arrived. This morning, the Captain and remaining crew will gather with their families and friends and say farewell to the submarine that has been their home and our defender for over 35 years. The USS Pittsburgh will officially begin her inactivation period which will lead to the last act of any [...] [Read more of this post](#)

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- ◆ **First call, first call to colors** by Mister Mac - Yesterday was a really good day. I was proud to have represented the Pittsburgh Council of the Navy League at the inactivation ceremony for the USS Pittsburgh. Tomorrow's post will contain the speech Captain Jason Deichler made to commemorate the day. This morning, I woke up to my phone ringing. My First Mate was calling [...] [Read more of this post](#)

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- ◆ **USS Pittsburgh SSN 720 Commanding Officer's Remarks January 17, 2020** by Mister Mac - For those that follow the blog, you know that I have only had a few people contribute stories for publication. That is not intentional, its just rare that I have been moved to do so. On Friday, January 17th 2020, the USS Pittsburgh Captain and crew hosted an inactivation ceremony at the Keyport Washington U.S. [...] [Read more of this post](#)

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- ◆ **The Heart of Steel will live Forever** by Mister Mac - A Time for Everything There is a time for everything, and a season for every activity under the heavens: 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 tear down and a time [...] [Read more of this post](#)

\*\*\*\*\*

- ◆ **USS Pittsburgh SSN 720 Inactivation Program from January 17, 2020** by Mister Mac - It was an honor to help with the day. For those who were not able to make it, here is the Booklet that was distributed Mister Mac [Read more of this post](#)

\*\*\*\*\*

- ◆ **15811** by Mister Mac - The following information comes from the Naval Heritage and Historic command concerning ship naming convention and ship's sponsor assignment: As with many other things, the procedures and practices involved in Navy ship naming are as much, if not more, products of evolution and tradition than of legislation. The Secretary can rely on many sources [...] [Read more of this post](#)



**The following Stimson Shipmates have departed on Eternal Patrol.**

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**SM1(SS) Miles E. Williams Sr. B Comm 66-69**  
**Departed on Eternal Patrol 30 December 2019**  
(Reported by Keith Post & USSVI National)

**MMCS(SS) Ronald E. 'Ron' Versailles G 74-79**

**Departed on Eternal Patrol 25 February 2007**

(Verified by wife)

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



**WELCOME ABOARD: Found & Updated Shipmates**

(Shipmate has contacted us to be added or have info updated on our Sailing List. Please check the online Sailing List to for shipmates contact info.)

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**ET2(SS) Andrew 'Andy' Neubecker B 84-88**

(email address updated by shipmate)

**QM3(SS) Rick Pannone G 76-79**

(email address updated by shipmate)

**ETC(SS) Thomas 'Tom' Harvey B 65-68**

**Plank Owner**

(email address updated by shipmate)

**MMCS(SS) James 'Jim' Belk G 66-75**

**Plank Owner**

(email address updated by shipmate)

**MS2(SS) Steven Hinkle B 84-87**

(info updated by shipmate)

**MM2(SS) Terry Cellmer G 67-69**

(email address updated by shipmate)

**MT1(SS) Carroll 'Buba' Smith B 85-88**

(email address updated by shipmate)

Many of our shipmates are on FaceBook but are not listed on our Sailing List. Please check the new 'Looking For' Sailing List on the website to help locate these shipmates. When you see shipmates on Facebook ask them if they are on the Sailing List and please send them a personal invite to contact [655webmaster@ssbn655.org](mailto:655webmaster@ssbn655.org) to

be listed and become a member of the Stimson Association.

**BINNACLE LIST**

(if you would like to be placed on our Association Binnacle List please send an email to [655webmaster@ssbn655.org](mailto:655webmaster@ssbn655.org))

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**William 'Sandy' Hastie, CAPT B CO 80 (Oct-Dec)**

Cards to: 365 Kenmure Dr., Flat Rock NC 28731

**1.9.2020:** Friends,

Sandy had his scheduled PET/CT scan at Pardee Hospital on Sunday, January 5 and we received the official results from his oncologist, Dr. John Hill on Tuesday – and it was very good news. One recent PET/CT scan showed the mesothelioma had returned; and then the next scan showed the mesothelioma was still visible and had grown but not significantly, so the news today that the cancer is decreasing was truly a blessing. Specifically, the scan showed the cancer is “visually slightly decreased and demonstrates slightly less metabolic activity compared with the prior study. And the previously described nodule on the right is no longer visualized.” Though the decreases are small, they are never-the-less decreases and not increases. If the scan on Sunday showed controlled growth or a decrease, the Keytruda would be continued; however, if not, it would have been stopped. So this is another Glory Hallelujah Day for us!

After receiving the good news, Dr. Hill said Sandy would continue to get infusions every three weeks and a PET/CT scan every two months for the foreseeable future. If the mesothelioma remains controlled, we believe they will return to the 3-month scan schedule. Sandy will receive his next infusion January 28, 2020.

This has been a difficult six-months for Sandy and me. Sandy had pneumonia in May, his Keytruda was stopped because the symptoms could have been caused by pneumonia or by the Keytruda. When he recovered the Keytruda was restarted, then two PET/CT scans 2 months apart showed that the cancer had returned and spread. We continued to pray but it would have been easy to become discouraged with one set-

back after another. There was not a lot of encouragement as we know mesothelioma remission and mesothelioma recurrence often go hand in hand. It's the good and bad news reality of this rare and aggressive incurable cancer. So the report on Tuesday was truly a gift from our God that gives us the strength and wisdom to carry on! During these uncertain times we helped each other to remember that Faith moves mountains and held this close in our prayers. What a wonderful thing it is to have a God who hears the prayers of His people!

Normally, when the cancer returns, by protocol the immunotherapy is stopped. However, it is promising that Sandy's Keytruda infusions were stopped for over six weeks and then restarted – and the infusions appear to be starting to work effectively as before. We are very thankful Sandy's doctors agreed to continue the infusions. We are praying that this will give some confidence to continue treatments for a period of time for other mesothelioma patients once the cancer returns. Sandy has friends that when the cancer returned, the treatments are stopped. Sandy's experience may give some confidence to continue treatment unless the cancer shows significant growth.

We continue to downsize and prepare to move the second week in February to Deerfield Episcopal Retirement Community in South Asheville, NC. Our new address will be 75 Lambeth Drive, Asheville, NC 28803. We look forward to the next stage in our journey. We are thankful for our family and many friends who have shared our journey these past three years and for your prayers that sustain us. We thank God for His grace and mercy each day.

We close with incredible gratitude, Donna and Sandy

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**Jim Gray, MM1(SS) B 69-71**

Cards to: 1 Rugby Ct., Toms River NJ 08757

**No new updates**

*7.28.19: I met with my doctors at U of Penn. I gave them permission to access my tissue samples from my operation for checking my T cells. Turns out I have a 95% chance that my T cells will work to help attack the mesothelioma.*

*Will be meeting with a doctor next week to find out further details. I am feeling encouraged about this new information, and keeping an open mind.*

*3.26.19: I have been having quite the time of things with my mesothelioma. Mar 20, 2017 with 2 weeks in the University of Pennsylvania Hospital all cleaned out of my left lung cavity lung sacks still intact with an air pocket in the cavity outside of the sacks (slight problem). Went through 3 cycles of the first rounds of chemo recommended which end on July 26, 2018. CT scan showed that it was mostly clean with a few traces of the mesothelioma which raised concern. So we tried the Keytruda (Immunotherapy) for its rounds. Ct scans showed no improvement as a result of this treatment. Now on the Gemzar chemo which is wreaking havoc on my body more than the previous IV Stuff. Hopefully this will be the combination that will do it. Keeping my positive attitude and praying that all will be better.*

*Thank you all for your concerns and prayers. I am feeling those good wishes in my dreams. Betty and I are blessed to have so many friends in our life. //Jim Gray & Betty Trasko*

*6.20.18: I am still alive. Got out of the hospital after the operation on Apr 2 after 2 weeks being there. Started the chemo May 23 went fine no problems. Then got my 2nd chemo on June 13 and all hell broke loose on evening of the day after. Thursday, Friday and Saturday side effects and humility. Father's day was quiet since I was relaxing and sleeping. Monday another lesson in humility. Yesterday and today moving toward normal.*

*2.5.18: I have been recently diagnosed at my local hospital as having mesothelioma.*

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**Bob Faulkner, MT1(SS) B/G 80-86 OVHL2**

Cards to: 2901 N 82st Place, Scottsdale AZ 85251

**No new updates**

*11.7.17: Remember Bob as he continues to find the best result to manage Parkinson's Disease symptoms.*

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**GREAT LINKS TO SPEND TIME WITH  
(all links from "The Draft" will be on the website)**





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

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*Submitted by Linda Ford, widow of Hank Ford,  
MM1(SS) B 72-76, Eternal Patrol 3/19/01*

Thanks....memories of a submariner who shared a few, was able to get ME on the Stimson twice 72 and 73 maybe. Shipyard was cool because nothing was there and I got to walk all the way to reactor. Later, only the galley. Memories are important even if they are second hand from a time lost but NOT FORGOTTEN even by ME, the wife. Linda Ford (RIP James (Hank) Ford MM3 to MM1 on a great boat)

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*Submitted by CDR(SS) Sam Johnson G Decom  
CO 91-93*

What's this sacrilege about regretting my time in the Navy? I'm so pro-Navy a lot of people can't believe anything, let alone military, could be that good.

Now, I got drafted and when all my relatives literally cried about me going to Vietnam (things were hot then, but I figured it was just my time in the barrel), I joined the Navy. Had a real attitude the first about 2 years, but one day I realized I was doing something really important and —> I was good at it. Epiphany!!

For the next 32 years I was totally gung ho loving every minute of it.

When I was XO of the 657 BLUE, the missile techs had a calendar counting down the days till we got home. So, I put a calendar up in my Stateroom and counted down the days till we left on our next patrol!

OooooGah!

OooooGah!

DIVE, DIVE.

OooooGah!

OooooGah!

Submarines once.

Submarines twice.

Holy jumpin' Je .....

Well, I don't talk that way anymore.

Sam

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*Submitted by Dan Ballard, FTB2(SS) B 86-89*

I really do appreciate reading them [the newsletters] and the time spent putting them together. Thank you!

Thought I would share my Stimson wall. This was done some time ago that was prompted by an article I read in one of the monthly newsletters. I look at it every day and has stimulated many conversations when we have friends over...some of which are veterans themselves. You'll recognize one piece that I had my eye on at the last reunion... Dan Ballard



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

**A Christmas Story Worth Sharing \*\* Submitted  
by General Tom Ryan**

**The Best Christmas Story You "NEVER" Heard**  
Here's a 'today' Yule story that occurred 4

weeks ago – and now, during the holidays, I bring you the best Christmas story you “never” heard.

It started last Christmas when Bennett and Vivian Levin were overwhelmed by sadness while listening to radio reports of injured American troops. "We have to let them know we care," Vivian told Bennett.

So they organized a trip to bring soldiers from Walter Reed Army Medical Center and Bethesda Naval Hospital to the annual Army-Navy football game in Philly, on December 3, 2019.

The cool part is, they created their own train line to do it. Yes, there are people in this country who actually own real trains and Bennett Levin, a native Philly guy and a self-made millionaire is one of them.

He has three luxury rail cars. Think mahogany paneling, plush seating and white-linen dining areas. He also has two locomotives, which he stores at his Juniata Park train yard. One car, the elegant Pennsylvania, carried John F. Kennedy to the Army-Navy game in 1961 and '62. Later, it carried his brother Bobby's body to D.C. for burial. "That's a lot of history for one car," says Bennett.

He and Vivian wanted to revive a tradition that endured from 1936 to 1975, during which trains carried Army-Navy spectators from around the country directly to the stadium where the annual game is played. The Levins could think of no better passengers to reinstate the ceremonial ride than the wounded men and women recovering at Walter Reed in D.C. and Bethesda, in Maryland.

"We wanted to give them a first-class experience," says Bennett. "Gourmet meals on board, private transportation from the train to the stadium, perfect seats – real hero treatment."

Through the Army War College Foundation, of which he is a trustee, Bennett met with Walter Reed's commanding general, who loved the idea. But Bennett had some ground rules first, all designed to keep the focus on the troops alone:

- No press on the trip, lest the soldiers' day of pampering devolve into a media circus.
- No politicians either, because, says Bennett, "I didn't want some idiot making this trip into a campaign photo op" and no Pentagon suits on board, otherwise the soldiers would be too busy saluting superiors to relax.

The general agreed to the conditions, and Bennett realized he had a problem on his hands. "I had to actually make this thing happen," he laughs.

Over the next months, he recruited owners of 15 other sumptuous rail cars from around the country into lending their vehicles for the day (these people tend to know each other).

The name of their temporary train? The Liberty Limited.

Amtrak volunteered to transport the cars to D.C. – where they'd be coupled together for the round-trip ride to Philly – then back to their owners later.

Conrail offered to service the Liberty while it was in Philly. And SEPTA drivers would bus the disabled soldiers 200 yards from the train to Lincoln Financial Field, for the game.

A benefactor from the War College ponied up 100 seats to the game – on the 50-yard line – and lunch in a hospitality suite.

And corporate donors filled, for free and without asking for publicity, goodie bags for attendees:

- > From Woolrich, stadium blankets,
- > From Wal-Mart, digital cameras,
- > From Nikon, field glasses, and
- > From GEAR, down jackets.

There was booty not just for the soldiers, but for their guests, too, since each was allowed to bring a friend or family member.

The Marines, though, declined the offer. "They voted not to take guests with them, so they could take more Marines," says Levin, choking up at the memory.

Bennett's an emotional guy, so he was worried about how he'd react to meeting the 88 troops and guests at D.C.'s Union Station, where the trip originated. Some GIs were missing limbs.

Others were wheelchair-bound or accompanied by medical personnel for the day. "They made it easy to be with them," he says. "They were all smiles on the ride to Philly. Not an ounce of self-pity from any of them. They're so full of life and determination."

At the stadium, the troops reveled in the game, recalls Bennett. Not even Army's lopsided loss to Navy could deflate the group's rollicking mood.

Afterward, it was back to the train and yet another gourmet meal – heroes get hungry, says Levin – before returning to Walter Reed and Bethesda .

"The day was spectacular," says Levin. "It was all about these kids. It was awesome to be part of it."

The most poignant moment for the Levins was when 11 Marines hugged them goodbye, then sang them the Marine Hymn on the platform at Union Station.

"One of the guys was blind, but he said, 'I can't see you, but man, you must be beautiful!' " says Bennett. "I got a lump so big in my throat, I couldn't even answer him."

It's been three weeks, but the Levins and their guests are still feeling the day's love. "My Christmas came early," says Levin, who is Jewish and who loves the Christmas season.

"I can't describe the feeling in the air." Maybe it was hope.

As one guest wrote in a thank-you note to Bennett and Vivian, "The fond memories generated last Saturday will sustain us all – whatever the future may bring."

God bless the Levins ... and God bless the troops, every single one.

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*Submitted by Ron Testa, ETN2(SS) [LCDR Ret.]  
B/G 70-73, Assoc. Life Member*

**U.S. Navy Deep Submergence Insignia** - Last year, the *Additional Qualification Designator* for deep submersible operators became officially listed as "not used" – given all the vessels which provided eligibility to attain this qualification are no longer in service. The attached article provides some historical perspective on this badge of military distinction {Naval Submarine League December 2019 magazine}.



## **Deep Submergence Officer and Enlisted Badges** [https://en.wikipedia.org/wiki/Deep\\_Submergence\\_insignia](https://en.wikipedia.org/wiki/Deep_Submergence_insignia)

The **Deep Submergence Insignia** is a uniform breast pin worn by officers, both men and a few women (1993 to 1997 before The Department of the Navy changed the policy) of the United States Navy's submarine service who are qualified in submarines and have completed one year of regular assignment to a Manned or Unmanned Deep Submersible. The badge was first approved on 6 April 1981.

The insignia is also authorized to a supporting deep submergence detachment.

The Deep Submergence Insignia is issued in two grades, gold for officers and silver for enlisted personnel (enlisted personnel may wear the gold pin if they have qualified officer watches). The pin shows the broadside of a ***Trieste*** in front of a vertical trident, flanked by heraldic dolphins.<sup>[3]</sup> The badge is considered a "secondary insignia" and is normally worn on the left uniform pocket, beneath award ribbons and any primary warfare badges, such as the Submarine Warfare Insignia. Personnel eligible to wear other secondary insignias, such as the Submarine Combat Patrol Insignia or SSBN Deterrent Patrol Insignia, may only wear one insignia at a time according to their personal desire.

### **Go Navy! Go Deep!**

**Editor's note:** I qualified for the officer badge in 1988 aboard USS Dolphin AGSS 555 {*the triple nicke*} during my last tour of duty in the Navy.

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*Submitted by Ron Testa, ETN2(SS) [LCDR Ret.]  
B/G 70-73, Assoc. Life Member  
Ron was the was the XO on USS Dolphin AGSS-555, '87-'88 in San Diego.*

Every shipmate who admires the important role **Admiral Hyman G. Rickover, USN, Ret** played in the modernization of the U.S. Navy's submarine force should have a visit to these three historic ship memorials on their bucket lists:

**USS Nautilus** SSN 574 (Groton, CT) – nuclear power

**USS Albacore** AGSS 569 (Portsmouth, NH) – hydrodynamic hull shape

**USS Dolphin** AGSS 555 (San Diego, CA) –

deep submergence

Each of these submarines played an initial and on-going role to test various innovative concepts in design, construction and operation of many subsequent nuclear underwater warships. I was honored to be assigned as the Executive Officer of the USS Dolphin (Jul 1987-Dec 1988) during my last Navy tour.

Dolphin was a technological marvel. She was constructed of HY-80 steel, the same material used in all modern submarines. This one of a kind diesel-electric powered 900 ton boat achieves its deep diving capability (depths exceeding 3,000 feet) with its hull constructed as a constant diameter cylinder, closed at its ends with hemispherical heads. It utilizes deep frames instead of bulkheads, narrowly spaced. Hull openings have been minimized for structural strength and minimum hull weight, in addition to eliminating possible sources for flooding casualties. Eventually, the Navy figured out that there was no tactical, competitive advantage to building very deep diving submarines to justify the cost.

Given its deep diving capability and the limitations of compressed air, Dolphin is fitted with a detachable keel instead of a traditional air powered emergency blow system. Its underside has a 20-ton weight, which can be jettisoned by firing explosive bolts for surfacing under emergency conditions. The submarine has no snorkel mast; the main hatch must be open when diesels are running. Battery operated when submerged, we could stay down for about 8 hours if we were very judicious with power. It took about 16 hours to recharge batteries, so daily operations at sea were routinely scheduled to accommodate a comfortable 24 hour cycle of 8 hours submerged/ 16 hours surfaced.

During our many hours of surface steaming, hard-charging Petty Officers First Class and above were offered the opportunity to qualify as Surface OOD. There was no shortage of volunteers, as it was considered to be a competitive advantage to have that qualification listed in their evals.

Crew accommodations were fairly austere, designed with a 3 bunk stateroom for our 4

officers and 21 bunks in crews berthing. We generally had about 38 enlisted assigned, with the majority on-board during at sea operations. Hot-bunking for all was the standard during these deployments, typically scheduled for no more than two weeks. Our lead sonarman loved turning the sonar shack into his private stateroom by keeping a mattress available so he could sleep there privately all to himself while we were recharging. We also had a few racks in the versatile "science package" spaces forward to accommodate riders.

Dolphin's galley used the design right off of a Boeing 707. The one table in the mess accommodated six comfortably. With only one head and one shower on board for all, the crew had to adapt to new challenges when we were called upon to break some undersea social barriers by taking a female NavSea engineer out with us on several overnight at sea operations in 1988.

What fun it was to have a front row seat and witness some pretty inventive concepts tested at sea for the first time. Here is a short list of some of the exciting operations which were conducted on my watch:

- Laser Imaging system of photographic clarity
- Various non-acoustic ASW techniques
- Obstacle Avoidance Sonar system
- Submarine-to-aircraft two-way laser communication
- Remotely operated underwater autonomous vehicles

Ron Testa LCDR, USN, Ret

Leading Seaman & NavET 1970-73

USS Henry L. Stimson SSBN 655 G&B

Go Navy! Go Deep!



### **The Computer Corner**

**By: George Birmingham, ET1 (SS), Gold 69-74**

### **USB Charging Stations and Juice-Jacking**

As our digital lifestyle has embraced more mobile devices, the need for keeping them charged up has also expanded. You now can find USB charging stations at unexpected places, offering the ability to charge

your mobile device while on the go. And those charging stations offer the standard USB port to connect your charging cable into for power. Some even provide a variety of cables in case you don't have yours readily available. While you might expect that USB port to only provide power, you must remember that USB ports can also transfer data to a connected device. And that is where the trouble can begin.

I offer this excerpt from the following web page that introduces a new term, called "juice jacking": <https://www.howtogeek.com/166497/htg-explains-what-is-juice-jacking-and-how-worried-should-you-be/>

Regardless of the kind of modern smartphone you have—be it an Android device, iPhone, or BlackBerry—there is one common feature across all phones: the power supply and the data stream pass over the same cable. Whether you're using the now standard USB miniB connection or Apple's proprietary cables, it's the same situation: the cable used to recharge the battery in your phone is the same cable you use to transfer and sync your data.

This setup, data/power on the same cable, offers an approach vector for a malicious user to gain access to your phone during the charging process; leveraging the USB data/power cable to illegitimately access the phone's data and/or inject malicious code onto the device is known as Juice Jacking."

Forbes magazine, in the article "*Why You Should Never Use Airport USB Charging Stations*", notes that there are ways to avoid getting hacked.

<https://www.forbes.com/sites/suzannerowankelleher/2019/05/21/why-you-should-never-use-airport-usb-charging-stations/#58ae55065955>

"Those oh-so-handy USB power charging stations in the airport may come with a cost you can't see. Cybercriminals can modify those USB connections to install malware on your phone or download data without your knowledge.

"Plugging into a public USB port is kind of like finding a toothbrush on the side of the road and deciding to stick it in your mouth. You have no idea where that thing has been," says Caleb

Barlow, Vice President of X-Force Threat Intelligence at IBM Security. "And remember that that USB port can pass data."

It's much safer to bring your regular charger along and plug it into a wall outlet or, alternatively, bring a portable power bank to recharge your phone when you're low on bars.

If you insist on using public USB ports, Barlow recommends investing \$10 for something called a **Juice-Jack Defender**. "It's a little dongle you can put in front of your charging cord that basically blocks any data from passing down the cord. It only passes the voltage," says Barlow."

<https://www.amazon.com/Juice-Jack-Defender-Security-purchased-employees/dp/B00XYTI5BA>

There are a number of portable power banks available in the market with a variety of power ratings and charging outlet ports. So there are many ways to avoid those charging stations of unknown origin and quality. It is best to be safe with devices that carry so much of your digital lifestyle and personal information inside.

As always, shipmates, comments and suggestions for future topics are welcomed. I am in need of topics for future articles, so please send your ideas along to me. Contact me at [subvet\\_ssbns@bellsouth.net](mailto:subvet_ssbns@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  
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Book Review submitted by George Birmingham

I just finished the book "**Sandworm**", by Andy Greenberg. It is a compelling read about the future of cyber-warfare with quite a bit of history around the continuing conflicts in the Ukraine and election tampering by the Russians. It is an eye-opener...!

Taken directly from the Amazon.com review of the book:

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**"Immensely readable...A hair-raising, cautionary tale about the burgeoning, post-Stuxnet world of state-sponsored hackers."**  
**—Washington Post**

**From *Wired* senior writer Andy Greenberg comes the true story of the most devastating cyber attack in history and the desperate hunt to identify and track the elite Russian agents behind it**

In 2014, the world witnessed the start of a mysterious series of cyber attacks. Targeting American utility companies, NATO, and electric grids in Eastern Europe, the strikes grew ever more brazen. They culminated in the summer of 2017, when the malware known as NotPetya was unleashed, penetrating, disrupting, and paralyzing some of the world's largest businesses—from drug manufacturers to software developers to shipping companies. At the attack's epicenter in Ukraine, ATMs froze. The railway and postal systems shut down. Hospitals went dark. NotPetya spread around the world, inflicting an unprecedented ten billion dollars in damage—the largest, most destructive cyber attack the world had ever seen.

The hackers behind these attacks are quickly gaining a reputation as the most dangerous team of cyber warriors in history: a group known as Sandworm. Working in the service of Russia's military intelligence agency, they represent a persistent, highly skilled force, one whose talents are matched by their willingness to launch broad, unrestrained attacks on the most critical infrastructure of their adversaries. They target government and private sector, military and civilians alike.

A chilling, globe-spanning detective story, *Sandworm* considers the danger this force poses to our national security and stability. As the Kremlin's role in foreign government manipulation comes into greater focus, *Sandworm* exposes the realities not just of Russia's global digital offensive, but of an era where warfare ceases to be waged on the battlefield. It reveals how the lines between digital and physical conflict, between wartime and peacetime, have begun to blur—with world-shaking implications.

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**Got A Military Medical Malpractice Claim? Here's How To File (MILITARY TIMES 10 JAN 20) ... Patricia Kime**

A new Pentagon committee is developing the process for service members or their survivors to file medical malpractice claims against the Defense Department, but in the meantime, those who believe they have a legitimate case can submit a claim to jump start the process.

Army Sgt. First Class Richard Stayskal filed the first claim Jan. 1 under a new law that allows active duty personnel to seek compensation for harm caused by a military health provider in a Defense Department hospital setting.

Skayskal's \$5 million claim is for negligence by Army physicians who failed to recognize a growing lung mass as cancer and instead diagnosed the former Marine and Green Beret with pneumonia. He now has stage 4 terminal lung cancer.

The National Defense Authorization Act signed Dec. 20 included provisions from a bill introduced earlier this year, the SFC Richard Stayskal Medical Accountability Act. It allows troops or their surviving family members to file claims for personal injury or death caused by negligence or wrongful acts by a Department of Defense employed health care provider in a military hospital or clinic.

The law requires the Pentagon to establish a system for personnel to file malpractice claims and provide an update to Congress on the regulations required for implementation.

Pentagon spokeswoman Lisa Lawrence said this week that the department is ready to receive claims for processing when the procedures for reviewing the claims are established.

Military personnel should follow their individual services' policies for filing a claim. According to Lawrence, the addresses for filing are:

- Army: Claims should be presented to the nearest Office of the Staff Judge Advocate, to the Center Judge Advocate of the Medical Center in question, or with U.S. Army Claims Service, 4411 Llewellyn Avenue, Fort Meade, Maryland 20755, ATTN: Tort Claims Division.

- Navy and Marine Corps: Information, directions and forms for filing a claim may be found at <https://www.jag.navy.mil/>. Claims should be mailed to the Office of the Judge Advocate General, Tort Claims Unit, 9620 Maryland

Avenue, Suite 205, Norfolk, Virginia 23511-2949.

• Air Force: Claims should be presented either at the Office of the Staff Judge Advocate at the nearest Air Force Base, or sent by mail to AFLOA/JACC, 1500 W. Perimeter Road, Suite 1700, Joint Base Andrews, MD 20762. POC: Medical Law Branch, AFLOA/JACC 240-612-4620 or DSN 612-4620.

Troops are barred from suing the U.S. government for injury or death resulting from their military duties. Since 1950, this has included all claims of malpractice under a U.S. Supreme Court ruling dubbed the the Feres doctrine.

Stayskal and his attorney, Natalie Khawam of Whistleblower Law Firm in Tampa, Fla., spent the past year pressing Congress to overturn Feres. The resulting legislation still does not permit troops to file civil suits against DoD, but it does provide a means for them or their families to seek compensation.

Khawam said that since Stayskal filed his claim, her firm has filed five more and is reviewing about 30 of what she now refers to as “Stayskal cases.”

“We have dozens of calls coming in. What’s really interesting is that until now, we had no idea where the malpractice was occurring. These cases are really going to bring awareness to the issues at military hospitals,” Khawam said Monday.

The new law designates \$400 million to the Pentagon to investigate claims and award compensation. It gives victims two years after the malpractice incident to file a claim, with the exception of this year. Those filing a claim in 2020 can seek redress for incidents dating to 2017.

A civilian doctor diagnosed Stayskal’s lung cancer in June 2017

<https://www.militarytimes.com/pay-benefits/2020/01/10/got-a-military-medical-malpractice-claim-heres-how-to-file/>

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*Reprinted from USSVI Wyoming Base Jan 2020 Newsletter*

### **Decommissioned Naval Reactor Compartments at Hanford**

Since 1986, the U.S. Navy has disposed of reactor compartments from 131 deactivated

nuclear-powered submarines and surface warships at the Hanford site in Washington state. These reductions in the nuclear fleet are the result of the retirement of aging weapons systems and cutbacks in the number of U.S. Navy ships in the post-Cold War era. The reactor compartments are prepared for disposal at the Puget Sound Naval Shipyard and Intermediate Maintenance Facility in Bremerton, Washington.

### **The Decommissioning and Dismantling Process**

Naval reactor compartments are located in the middle of a submarine. The compartments contain the reactor vessel, steam generators, pumps, valves, and piping. The Navy removes the nuclear fuel from the reactor as part of the deactivation process. Fluids are drained from the reactor systems and pipes are sealed. The entire reactor compartment and some adjoining areas are then cut from the remainder of the submarine and steel plating is welded on each end to seal the compartment. The two remaining hull sections are then welded together for storage.



The submarine reactor compartments that have been taken to Hanford are about 33 feet high and 40 feet in length. They weigh between 1,130 and 1,680 tons. Eventually, the Navy will deactivate the 2 Long Beach reactors and the 8 Enterprise Reactors in the same manner. Those compartments will be much larger and heavier than the submarine reactors. Deactivation is similar as with the submarines – spent fuel is removed, fluids are drained, and pipes are sealed. The compartments are then cut from the ship and sealed.

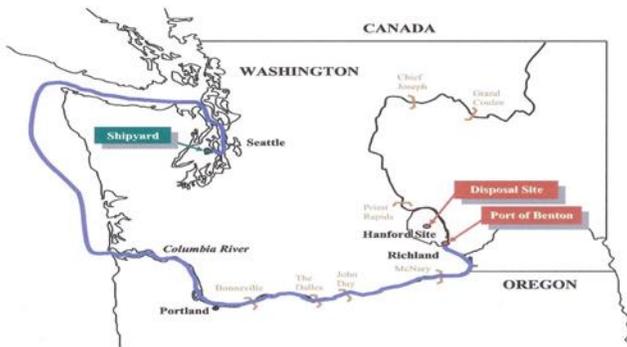
The Reactor compartments are classified as low-level radioactive waste. They do not contain loose radioactivity or contaminated fluids and their exteriors are not contaminated. The iron and

metal alloys within the reactor vessel have become radioactive after years of reactor operations.

### The Transportation and Storage Process

The Navy must comply with U.S. Department of Transportation (USDOT) regulations when shipping the reactor compartments. Radiation levels must meet USDOT limits. The Navy performs radiation surveys of each reactor compartment before it leaves for Hanford. The external radiation levels of the compartments are so low that they are not detectable more than a few yards away.

The reactor compartments are welded on barges that have been modified to increase their strength and stability. A flooding detection system alerts the tug crews if the barge begins to take on water. If a barge should sink, transponders automatically activate to allow response crews to locate the barge. A salvage buoy also automatically deploys to mark the barge's position. Cables attached to the reactor compartment allow the compartment to be raised.



The barges are towed by a commercial tugboat. A backup tug and a Navy or Coast Guard escort vessel accompany each shipment. The barges use normal commercial towing lanes. After traveling north through Puget Sound and south along the Washington coast, the shipments enter

the Columbia River and are guided across the Columbia River bar by a licensed bar pilot.

River pilots guide the shipment during the entire 310-mile trip shown below up the Columbia River to the Port of Benton in Richland, Washington.

Once there, the reactor compartments are transferred from the barge to a large trailer for the 6-mile trip onto the Hanford site. The entire trip usually takes about five days. Shipments are usually made in the spring or fall, when ocean and river conditions are more acceptable.



The Hanford site occupies 567 square miles of south-central Washington desert. The sealed reactor compartments are placed on footers in open pit 94 located in the 200 East Area of the site, on a plateau about seven miles from the Columbia River offloading spot.



Reactor cores in Trench 94

See <https://www.google.com/maps/@46.5656001,-119.5191458,239m/data=!3m1!1e3>

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### **Crew, Commanders Bid Farewell to USS Pittsburgh at Sub's Inactivation Ceremony (SEAPOW MAGAZINE 24 JAN 20)**

As the last commanding officer of the USS Pittsburgh said Jan. 17, "the old must be replaced by the new." And with that salutation, the crew of the Los Angeles fast-attack submarine, past commanding officers, Navy League members and supporters bid farewell to the boat during its inactivation ceremony at the U.S. Naval Undersea Museum in Keyport, Washington.

The USS Pittsburgh Relief Crew under the auspices of the Pittsburgh Council has provided significant support to the submarine over its 35 years of active service. Though the boat, named for the city in Pennsylvania, has been deactivated, a scholarship sponsored by the council for current or past crew members and dependents of the sub will live indefinitely at the Pittsburgh Foundation, a Pittsburgh metropolitan area philanthropy organization.

The ceremony was the crew's final event before their ship is decommissioned and stored at Puget Sound Naval Shipyard in Bremerton, Washington.

"The backbone of any crew, of any service member, is the family that supports them at home," said Jason Deichler, the 14th and final commanding officer of the USS Pittsburgh, who himself is a Pittsburgh native.

"To the families of current and crewmembers here today, thank you. The power of your faces, smiles, family grams, small tokens and love enable the strength required for the impossible tasks we ask the crew to perform. It is what sets us apart in many ways from the armed services of other nations. We know the faces of our family, and we work to truly honor them."

Carol H. Sawyer, a professor of organizational leadership at University of La Verne, California, also spoke of what it's meant for her to have been the submarine's sponsor and a part of the Pittsburgh family since the ship's commissioning in December 1984.

"It means that every day for 35 years, I have embodied the gratitude of the American people. In my very person, in who I am, I have literally lived our gratitude for the commitment, the service, the professionalism, the sacrifice and the patriotism that I have witnessed," Sawyer said.

Rear Adm. Douglas Perry, commander of Submarine Group 9, and a prior crew member aboard Pittsburgh, served as the ceremony's guest speaker. Pittsburgh completed its last deployment on Feb. 25, 2019. Then the boat and her crew made their first arctic transit for a final homeport change from Groton, Connecticut, to Bremerton, arriving on May 28 to begin the inactivation and decommissioning process. Pittsburgh is the fourth U.S. Navy vessel to be named for the city of Pittsburgh.

<https://seapowermagazine.org/crew-commanders-bid-farewell-to-uss-pittsburgh-at-sub-inactivation-ceremony/>

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### **Lamont Gets Keepsakes From His Uncle's Time Aboard Lost WWII Submarine (NEW LONDON DAY 26 JAN 20) ... Julia Bergman Groton —**

For 65 years, Gov. Ned Lamont's father kept a photograph of his older brother next to his bed.

Last week, the governor took home his own keepsake of his uncle, Thomas W. Lamont II, a Navy sailor who served on the World War II-era submarine USS Snook, which went missing 75 years ago with all 84 crew members on board.

Officials at the Naval Submarine Base presented the governor with several artifacts from the Snook, whose location in addition to the cause of the sinking is still unknown.

Lamont, who was visibly moved and surprised by the gesture, said to base commander Capt. Todd Moore, "You don't really understand what missing in action means until you see my grandmother every day expecting her son Tommy to come back soon." Lamont said while his family has a lot of memorabilia from his uncle's Navy service, they don't have anything from the Snook. He received a copy of the menu from the 1944 Christmas dinner on board the Snook which featured Waldorf salad, roast turkey and pumpkin pie, and included the names of all the crew

members.

"I'm afraid it ended up being a last supper," Lamont said, as the submarine went missing in the spring of 1945.

He also received a copy of the thank you note sent by the commanding officer's wife to each crew member, and a letter from a crewmate of his uncle's, who regularly wrote home. The letter references a Christmas tree that was sent from Connecticut overseas to the Snook.

"The cedar tree was very dry but still smelled cedarish and Connecticutish," wrote Harry Julian, of Deep River, a sailor aboard the Snook. Referring to another crew member who was from Willimantic, Julian said, "Jack Regan agreed it smelled just like home."

Lamont said he wished his father were still alive so that he could see the documents.

"He would've memorized that letter and Christmas menu," he said.

Lamont also got to hold a piece of the Snook's periscope, which fell off when the sub was departing for its ninth and final war patrol after it smacked into one of its escort boats. The piece that broke off was given to the commanding officer, Cmdr. J.F. Walling. The Navy does not know whom he sent it to, but they believe he sent it to his wife.

"No! Oh my god!" Lamont exclaimed upon being shown the scope. And then he quipped, "That's really from the Snook. You sure?"

Lamont, who was born nearly 10 years after his uncle died, said his family members talked regularly about him.

"You would've thought he had died yesterday the way everybody talked about him," the governor said.

During its ninth war patrol, the Snook, proceeding westward from Guam, was tasked in April 1945 with joining a coordinated attack against the enemy.

Snook was lost while conducting its ninth war patrol in the South China Sea and Luzon Strait. The submarine reported its position to the submarine Tigrone on April 8, 1945, but did not acknowledge messages sent from Tigrone the next day. Despite that, it was presumed that Snook had headed toward Luzon Strait in the

Philippines, and several days later the submarine was ordered to head north toward the Sakishima Islands in Japan in support of British carrier air strikes.

On April 20, 1945, the commander of the British carrier task force reported that he had a plane down in Snook's assigned area but that he was unable to contact the submarine by radio. Snook did not respond to an order to search the area, so the submarine Bang was sent to try and locate the Snook to no avail. Snook was presumed lost on May 16, 1945. The Navy says it believes the Snook was sunk by a Japanese escort ship. It's also possible that a Japanese submarine torpedoed the Snook.

Throughout its prior eight war patrols, Snook was credited with sinking 22 enemy ships, totaling more than 123,600 tons and damaging 10 ships, totaling 63,300 tons.

<https://www.theday.com/article/20200126/NWS09/200129497>

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### **What's next for enlisted female submariners** **Mark D. Faram, NavyTimes, July 17**

The Navy's effort to integrate submarine crews with women reached an important milestone on Monday when officials announced a "genderneutral" process for female sailors seeking to join the silent service.

Female officers have been going to sea in submarines since 2011 and a plan to incorporate enlisted women was announced three years later.

Since then, the Navy has called four times for female sailors to convert their careers into submarine ratings, the last of the selections coming last year. Enlisted women now serve in the Blue and Gold crews on board four guided-missile submarines Ohio, Michigan, Florida and Georgia. Going forward, new volunteers will be converted on a case-by-case basis, just like the men, according to NavAdmin 159/19. "Today, we have eight submarine crews that are integrated," said Lt. Cmdr. Adam Cole, spokesman for the chief of naval personnel.

"With that pool of enlisted female submariners already in place, we can now manage the community using a holistic process of planning for

planned rotation dates and expected vacancies on each submarine while continuing to integrate future crews.”

The total number of women on subs remains small. As of Monday, the Navy counted roughly 85 commissioned officers and 200 female sailors in a force with more than 3,000 officers and 20,000 enlisted men, according to Cole.

But the Navy’s gender integration plan for subs was based on lessons learned after a 1978 federal court ruling prodded the sea service to begin putting women on ships. For the next decade, Navy leaders confronted a flood of junior enlisted women into the surface fleet with no female leaders or support networks in place to help them. The silent service has not been without problems since the first group of female submariners reported for duty in late 2011.

In 2014, a dozen men were implicated in a scandal involving the filming of female crew members in showers on board the ballistic missile submarine Wyoming, which is now undergoing a midlife refueling at Norfolk Naval Shipyard. More recently, Navy leaders fired Capt. Gregory R. Kercher, the commanding officer of Florida’s “Gold Crew,” for what they say was his failure to properly address rumors of lewd lists circulating on the boat that sexually rated female shipmates.

But officials say that overall the integration process has gone well and about one out of every five members of an integrated crew is female. Naval Submarine Forces spokeswoman Cmdr. Jodie Cornell said those numbers are expected to grow, thanks to a plan “to integrate 21 crews with female officers and 14 crews with female enlisted sailors.” That’s up from today’s 19 crews integrated with female officers and 8 with female enlisted sailors. When it leaves the yard after its Engineered Refueling Overhaul, Wyoming will become one of those boats. Its modernization work includes adapting and expanding berthing spaces for women. “As with each integrated submarine crew, female officers report first, followed by female E-7 and above sailors, and finally female E-6 and below sailors,” Cornell said.

Although female officers are serving on board fast attack subs, Navy leaders decided not to retrofit existing Los Angeles- or Virginia-class

boats to accommodate an influx of enlisted women. Instead, officials plan to build those berthing spaces into future Virginia-class subs, such as the New Jersey, and the new Columbia-class ballistic missile boats.

Female officers are expected to begin reporting to the New Jersey in 2020, with women in pay grades E-7 and above arriving in late 2022. First class petty officers and below will begin flowing in about six months after that, according to Cornell. Although Navy recruiters already enlist women into the Navy as submariners in both nuclear and nonnuclear ratings, the initial conversion process outlined in Monday’s message only involves sailors with non-nuclear skills.

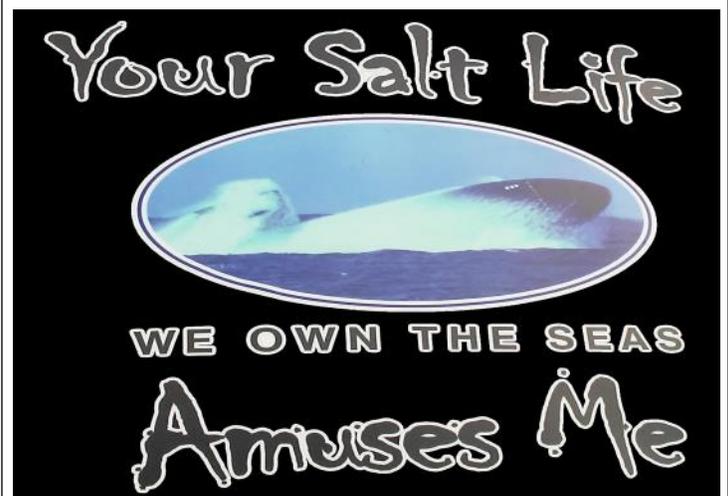
But Cole said enlisted submarine billets eventually will be filled the same way they are across the rest of the fleet.

“In general, our enlisted community managers look to fill rates with the most qualified sailors,” he said.

“This means that a male enlisted submariner can replace a woman in a specific rating and crew — and the other way around — so long as the “overall male-to-female ratio of the specific submarine” is maintained,” Cole said.

The NavAdmin specifies which ratings the Navy is trying to fill in the submarine community and gives guidance on which surface ratings have the best chance for conversion.

Women who apply to convert to submarine ratings can expect a response from Navy Personnel Command within two months, according to the NavAdmin message.





### Event Registration 655 Reunion #11

7 – 11 October 2020  
Holiday Inn Cincinnati Airport  
1717 Airport Exchange Blvd.  
Erlanger, KY 41018  
**888.294.5067**



[www.holidayinn.com/cvg-airport](http://www.holidayinn.com/cvg-airport)

Call the hotel number above or reserve on their website.

Reserve Group Rates using either:

**Henry L. Stimson 655 Reunion OR Block Code R65**

**Hotel Reservation Deadline SEPT 16, 2020**

*Hotel Reservation is the responsibility of the individual.*

**Reunion Registration Deadline SEPT 16, 2020**

[http://ssbn655.org/reunions/2020\\_Reunion11](http://ssbn655.org/reunions/2020_Reunion11)

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

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

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

Special Needs: \_\_\_\_\_

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

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

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

<b>REUNION USE ONLY</b>
Check # _____
Date Rcvd _____
Registration # _____
Hotel Resv: _____

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

- Thursday:** Wright Patterson AFB Museum Tour in Dayton OH. This is a 70 mile trip (just over an hour) and we will go by coach bus/s. Cost for the tour/transportation is \$30.00 per person.  
(Include the fee in your check for registration.)
- Friday:** Ohio River Cruise and Meal. The cruise departure is less than a 30 minutes from the hotel and we will go by coach bus/s. Cost for the Cruise/M meal and transportation is \$75.00 per person.  
(Include the fee in your check for registration.)

The Association has established a refund policy for reunion registrations and it is located within our Bylaws in Article V.g. You can view this policy at:

<http://ssbn655.org/association/bylaws/1610%20655BylawRev.pdf> or on the back of this form.

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

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

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

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

The baseball season will be over but the Reds have one of the best Museums in the Professional Baseball and it's located next to the Great American Ball Park. The Museum is free to veterans.

☐ <https://www.mlb.com/reds/hall-of-fame>

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

☐ <http://cincinnati-zoo.org/>

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

☐ <https://creationmuseum.org/>

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

☐ <https://arkencounter.com/>

Kentucky Horse Park is about 45 miles away near Lexington Kentucky.

☐ <https://kyhorsepark.com/>

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

☐ <https://www.cincymuseum.org/>

The Hofbrauhaus in Newport, KY features the best German food outside of Munich.

☐ <https://www.hofbrauhausnewport.com/>

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

☐ <https://www.restaurantcovingtonky.com/>