



VOL. 2020 #9

SEPTEMBER 2020

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2018 - 2021

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REUNION CONTROL CENTER
2021 Stimson Reunion
October 13-17, 2021
Hotel: Holiday Inn
1717 Airport Exchange Blvd.
Erlanger, KY 41018

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**From the Reunion Chairman -
 Dick Young, SN(SS) G 70-71,
 USSVI Cincinnati Base, Assoc.
 Life Member:**

Shipmates,

This has been a trying time for all of us, this especially pertains to our next reunion. As you know we had to delay the upcoming 2020 reunion to next year. Back in June I was able to transfer all of our reservations to October 6-10 2021. However, the person I had been dealing with at the Hotel was put on furlough and when she came back to work last week it was determined the week we had rescheduled was not available. The week after was available so we have once again moved our reunion. The new dates will be October 13-17, 2021.

ALL hotel reservations have been moved to

that week, your credit cards will not be charged until you actually stay at the hotel. The room rates of \$129.00 per night before taxes remains the same also.

The outside events will be going forward, Wright-Patterson AFB Museum tours will be on Thursday October 14, Ohio River Riverboat Cruise is Friday October 15th and the Banquet on Saturday October 16th. If this new schedule is a conflict with other plans you have made we understand and a rebate will be issued. I am sorry for any inconvenience this may cause. Just look at it this way, we had a system failure, repair parts are being flown in and we will be going on patrol a week later than planned.

Please feel free to contact me if you have any questions using the Reunion email address. //

Regards, Dick

stimson655reunion2020@aol.com



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

A lot of states seem to be doing a little better but some are not in good shape at all. Normally we have big family gatherings at Thanksgiving



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.)

ET2(SS) Andrew Jordan G 76-80
(info updated by shipmate)

YN2(SS) William 'Carl' Scott B 83-87
(info updated by shipmate)

LTJG(SS) Bruce D. Holtman G 68-70
CDR Retired
(info updated by shipmate)

EM2(SS) Dennis Crump B / SY2 80-84
(info supplied 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 to be listed and become a member of the Stimson Association.

UPDATES: So that I don't continue printing the same information in the binnacle list, beginning this edition if I have not received an update on a shipmate, I will only note that fact. If you see that note please refer to a prior newsletter to see what the health issue is.

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George Stevens, MT2(SS) G 68-71
Cards to: 3025 Winterhaven Dr Lake Havasu City, AZ 86404
8.6.2020: Had a heart operation. Made it through OK. Feel like I've been run over by a semi but I survived. No more operations available for this problem. Don't know yet how effective it was. I'm in recovery ... I will be for a bit. A lot of bruising

and swelling that needs to get back to normal. Thanks again for all prayers.

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

Cards to: 509 Clubside Cir., Venice Fl 34293
4.12.2020: From Elam & Angie: I am preparing for a Heart Valve replacement in the near future. Hope to make the next reunion. Sincerely, Elam

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

Cards to: 75 Lambeth Drive, Asheville, NC 28803
07.04.2020: Friends, We are celebrating Sandy's good report this week. He had his 3-month PET/CT scan on Sunday, June 28. The report was good and sufficient to continue his 3-week Keytruda immunotherapy infusions. We are so blessed that both his oncologists (Pardee and Duke) agreed to continue the Keytruda when the mesothelioma returned last summer. The Keytruda manages and controls this very aggressive cancer and allows a good quality of life. The cancer is still there, but in the new area that we have been so concerned about has decreased from 11.5 SUV in March 2020 to 8.1 SUV currently. No new areas of cancer uptake were noted. We are so grateful for this immunotherapy treatment, for the doctors who manage it, and for our God that holds Sandy firmly in his grip. It is a "glory hallelujah" time at the Hastie home. We only wish we could be together to celebrate; but until then, we will be "together apart" and hold you close in our thoughts and heart. Though it is a challenging time, we think one of the things the pandemic has invited us to, is to allow God to come to us, to allow Him to visit us. We are so blessed!

Until we are next together, keep safe, keep hopeful, keep in touch, and enjoy the concert. God Bless America - Donna and Sandy
5.17.2020: *Concerning Sandy Hastie's battle with cancer, there is good news. We got the results back from the March 29, 2020 PET/CT scan. Some cancerous activity is still present; however, the activity is slight and is being controlled by the Ketruda immune therapy. We will continue the*

every three weeks Ketruda infusions. So all goes well. Donna & Sandy

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

Cards to: 2901 N 81st Place, Scottsdale AZ
85251

11.7.17 Last Update

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

655 Association Website

www.ssb655.org

How do submarines work?

Submarines are some of the most mysterious pieces of military technology. They stay hidden much of the time and details of their capabilities are closely under wraps. But, what do we actually know about them and how exactly do they work?

[https://www.youtube.com/watch?](https://www.youtube.com/watch?v=gdy0gBVWAzE)

[v=gdy0gBVWAzE](https://www.youtube.com/watch?v=gdy0gBVWAzE)

Life on a U.S. Navy Submarine

Sep 19, 2017

The Navy's submarine force is unlike any other community in the military, a small, tight-knit group of approximately 20,000 active-duty and reserve Sailors who spend months at a time sailing deep below the waves. Between their secretive missions and their lack of contact with the outside world, the submarine community is often a mystery to those on the outside.

<https://www.youtube.com/watch?v=DpIR1mcvi>

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Life on nuclear submarine USS Mississippi, partly built at Quonset

Jun 1, 2012

[The Providence Journal](#)

We take a three-day-and-night ride on the Navy's newest-fast attack nuclear submarine, the USS Mississippi (SSN 782), as she heads out from Cape Canaveral, Fla., to Pascagoula, Miss. The ninth ship in the Virginia class has capabilities that are ready to serve the nation's defense with a stealth hand. The ship was partially built at

Quonset, RI. A commissioning ceremony was held on June 2 in Pascagoula.

[https://www.youtube.com/watch?](https://www.youtube.com/watch?v=nMiiCwQKtNE)

[v=nMiiCwQKtNE](https://www.youtube.com/watch?v=nMiiCwQKtNE)

Submitted by Wayne Fourniquet, ETN2(SS) B 72-76

Email from Wayne: This is the 1st and 2nd video of 5 (3 more yet to come), I think, aboard the USS Toledo. One of my sons sent me this link about this guy and YouTube video, I told him back in the day, they may have had to kill him after learning all this. Crazy, just like all the precise GPS now-a-days that everyone has in the palm of their hand. I think Clinton released a lot of info and declassified too much. //Wayne

The following is from a series of YouTube videos by Destin of Smarter Every Day. Enjoy!

When I boarded the USS Toledo I did not know I was going to be given the opportunity to crawl down a torpedo tube. Honestly I was thinking I would have a conversation with someone about the periscope or something but it did not occur to me that when you are under the ice you cannot use the periscope. When they asked me if I wanted to see a torpedo tube I didn't realize I had no clue how they worked. Most people overlook this seemingly simple system, but when you take a moment and analyze it you will realize it is quite complicated. I hope this is the level of detail you were hoping for in the submarine series, because this is what gets me excited. I haven't decided which video is next but I'll tell you this, I did not know one of the methods they use on board to make oxygen. Anyways, thank you for watching the series and please consider subscribing if you feel like this is worthy of your time. I don't know if you're the type of person that likes to share videos with other people, but I would appreciate it if you could pass the submarine series on to a friend or two. As always, I would like to express my gratitude to people who support Smarter every day on Patreon at <http://www.patreon.com/SmarterEveryDay>. I am thankful for the support, and the next video has a special surprise for you, the Patrons.

The US Navy put no restrictions on me about

what I should say or how I should present what I learned on this trip. Other than making sure my footage was cleared for Operational Security, I am free to say whatever I want about this experience. Another note: The Navy did not ask me to provide a link to their website (or do anything for that matter), but I'm going to provide a link because I want smart people to become submariners. The US Navy continues to provide stability and security in ways no other organization on earth does. If you are interested to find out how you can join the Navy you can visit the website here: <https://www.navy.com/>

How I Boarded a US NAVY NUCLEAR SUBMARINE in the Arctic (ICEX 2020)

<https://www.youtube.com/watch?v=5d6SEQQbwtU>

Crawling Down A Torpedo Tube -US NAVY Nuclear Submarine - Smarter Every Day 241

<https://www.youtube.com/watch?v=UYEyhB0AGlw&feature=youtu.be>

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

A lady and her car....

She won't buy a new car until she has worn her old one out and it is still in new condition - after all it is only 84 years old (the car that is, oh the lady.....she's 101).

This lady's car is a 1930 Packard.

What a pleasant and spry lady she is!

Take note in the video that she lays a shop rag on the running board to step onto when she gets in and out of the car. Then after she is in the car, she leans all the way down to the running-board to get the rag. She is in great physical and mental shape for her age. The car is not bad either!

Click on the link below to view this beautiful car and listen to this wonderful, seemingly ageless lady.

https://www.youtube.com/embed/qxCpK1W_Gjw?feature=player_embedded

Two Marines Who Once Stood Up to Discrimination Reunite

'All we tried to do was segregate ourselves,

because we weren't being treated fairly.'
(NEW YORK TIMES MAGAZINE 19 AUG 20) ...

John Ismay Harry Wilson jumped up from his booth at the Waffle House when he saw the white sedan with the red Marine Corps license plate pull into the parking lot. He knew it was the man he once considered his best friend, Alexander Holmes. The last time they saw each other was April 1974, when Wilson served as the best man at Holmes's wedding.

<https://www.nytimes.com/2020/08/19/magazine/black-marines-reunion.html11>

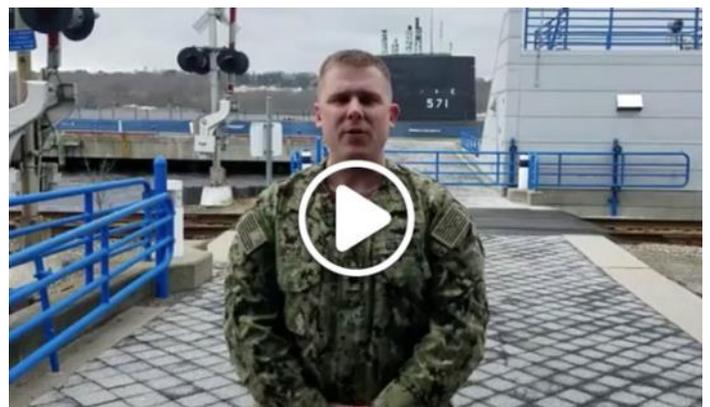
Newsletter of the Submarine Force Museum & USS Nautilus



Summer 2020 • Issue #64

Greetings from all of us here at the Submarine Force Library & Museum Association

Everyone is very excited and looking forward to the Submarine FORCE Museum re-opening soon. The Museum will be fully complying with the guidelines and regulations set by the state, federal, and local authorities and will follow all best practices concerning public health and social distancing to make your visit a safe and great experience. [READ MORE HERE](#)



Nautilus, Behind the Scenes

We are pleased to introduce our new video series *Nautilus, Behind the Scenes*, where Lieutenant Commander Bradley Boyd takes you through areas of the USS Nautilus outside the public tour route and shares in-depth knowledge

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

We Are Veterans.

We left home as teenagers or in our early twenties for an unknown adventure.
We loved our country enough to defend it and protect it with our own lives.
We said goodbye to friends and family and everything we knew.
We learned the basics and then we scattered in the wind to the far corners of the Earth.
We found new friends and new family.
We became brothers and sisters regardless of color, race or creed.
We had plenty of good times, and plenty of bad times.
We didn't get enough sleep.
We smoked and drank too much.
We picked up both good and bad habits.
We worked hard and played harder.
We didn't earn a great wage.
We experienced the happiness of mail call and the sadness of missing important events.
We didn't know when, or even if, we were ever going to see home again.
We grew up fast, and yet somehow, we never grew up at all.
We fought for our freedom, as well as the freedom of others.
Some of us saw actual combat, and some of us didn't.
Some of us saw the world, and some of us didn't.
Some of us dealt with physical warfare, most of us dealt with psychological warfare.
We have seen and experienced and dealt with things that we can't fully describe or explain, as not all of our sacrifices were physical.
We participated in time honored ceremonies and rituals with each other, strengthening our bonds and camaraderie.
We counted on each other to get our job done and sometimes to survive it at all.
We have dealt with victory and tragedy.
We have celebrated and mourned.
We lost a few along the way.
When our adventure was over, some of us

went back home, some of us started somewhere new and some of us never came home at all.

We have told amazing and hilarious stories of our exploits and adventures.

We share an unspoken bond with each other, that most people don't experience, and few will understand.

We speak highly of our own branch of service, and poke fun at the other branches.

We know however, that, if needed, we will be there for our brothers and sisters and stand together as one, in a heartbeat.

Being a Veteran is something that had to be earned, and it can never be taken away.

It has no monetary value, but at the same time it is a priceless gift.

People see a Veteran and they thank them for their service.

When we see each other, we give that little upwards head nod, or a slight smile, knowing that we have shared and experienced things that most people have not.

So, from myself to the rest of the veterans out there, I commend and thank you for all that you have done and sacrificed for your country.

Try to remember the good times and forget the bad times.

Share your stories.

But most importantly, stand tall and proud, for you have earned the right to be called a Veteran.

If you are a Veteran, please copy, paste and share. My dearest friends

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Submitted by Mark Cormier, STS2(SS) G 79-81

We're Arizona bound. Grand Canyon area or somewhere else in the high desert. Diane and I are looking for a change in climate. We have a daughter who works at the Grand Canyon. She just went back last week after being with us for 2 months!





The Computer Corner
By: George Birmingham, ET1
(SS), Gold 69-74, USSVI
Carolina Piedmont Base,
Holland Club, Association Life
Member

Cloud Storage – Use it wisely and securely

Cloud Storage, for better or worse, is with us to stay. So what is cloud storage you may be asking?

Cloud storage is a **cloud** computing model that stores data on the Internet through a **cloud** computing provider who manages and operates data **storage** as a service. It's delivered on demand with just-in-time capacity and costs, and eliminates buying and managing your own data **storage** infrastructure.

So who offers cloud storage? Here are the providers as noted by PC Magazine as the Top 10 Cloud storage providers:

- IDrive Review. MSRP: \$69.50
- SugarSync Review. MSRP: \$89.88
- **Dropbox Review.** MSRP: \$0.00
- **Microsoft OneDrive Review.** MSRP: \$0.00.
- Box (Personal) Review. MSRP: \$10.00.
- CertainSafe Digital Safety Deposit Box Review. ...
- **Google Drive Review.** ...
- SpiderOak ONE Review.
- Apple iCloud Free

<https://www.pcmag.com/picks/the-best-cloud-storage-and-file-sharing-services> (14-Jun-2019)

You will note that Dropbox and Microsoft OneDrive are in the list and they are available either natively in Windows 10 (OneDrive) or as an available app from the AppStore (Dropbox). If you decide to use a cloud storage solution, please read any and all Privacy Statements and Terms and Conditions very carefully before signing up. Since OneDrive and Dropbox are most common in Windows 10, here are some links to look at:

<https://www.dropbox.com/privacy> (01-Jan-2020)

[https://www.itprotoday.com/development-techniques-and-management/ask-winobs-how-](https://www.itprotoday.com/development-techniques-and-management/ask-winobs-how-secure-are-my-onedrive-files)

secure-are-my-onedrive-files (06-Oct-2017)

Be sure to note who has access, how and with whom they share the data they hold, what kind of data they collect about you, where the encryption keys for your files are stored, who can access those keys, and if data is encrypted while in storage. No solution will ever be perfect – Dropbox has been breached once already.

<https://www.cpomagazine.com/cyber-security/the-data-dump-of-2-2-billion-breached-accounts-what-you-need-to-know/> (09-Feb-2019)

Another interesting article regarding Cloud Storage security:

<https://www.itpro.co.uk/cloud-security/34663/cloud-storage-how-secure-are-dropbox-onedrive-google-drive-and-icloud> (18-Oct-2019)

So that gives you some background on Cloud Storage and security. Is there anything else you can do to protect data you store in the cloud? Absolutely!

Before placing your file(s) in cloud storage, do one or more of the following:

If you are using Microsoft Office Products (Word, Excel, PowerPoint, etc.) Under the File Tab, Info Menu item, select the Protect Document, Presentation, etc. and then Encrypt with a Password.

Also you can use a quality ZIPper archiving program to put your file(s) in a .zip/.zipx archive and add encryption (AES-256) and a password.

WinZip <https://www.winzip.com>

7-Zip www.7-zip.org

Be sure to use an 8 character, or longer, password with special characters, upper/lower case letters, and numbers. The following website may give you some ideas:

<https://www.howtogeek.com/195430/how-to-create-a-strong-password-and-remember-it/>

If you are storing a PDF file and use a password to protect it, like Nick does with our Secured Sailing List, then when creating the .pdf file (usually by printing from a word processor, or spreadsheet) find your PDF Printer Security Settings and add a password to the file for security.

If you are storing photos, be sure to remove

the EXIF location data (as discussed in the June 2019 Computer Corner article) before using one of the above methods to containerize the file(s) for storage.

I hope you have found this information useful. With what I have covered here, you should be able to determine your preferences with respect to using Cloud Storage. Using it safely and securely is an important part of living a digital lifestyle.

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.

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

Microsoft finally kills Internet Explorer. Should you use Edge?

BY JAMES GELINAS, KOMANDO.COM
AUGUST 20, 2022

When you boot up your computer, what's the web browser you use? For most of us, it's Google Chrome — currently the most popular browser in the country. For others, it's Mozilla Firefox — a privacy-centric browser that we recommend for savvy users. And let's not forget our Mac users running Safari, of course.

But there are still some people, in spite of the times, that continue to use Microsoft's Internet Explorer. Microsoft has all but replaced the browser in most modern versions of Windows, and agencies like the Department of Homeland Security have advised against using it due to security concerns.

In a new blog post, Microsoft confirmed what many Windows users reluctant to update have feared for some time: Internet Explorer is officially dead. Microsoft stated that by November 30, 2020, the browser will be considered retired forever, which means no more security patches, updates or support from its developer.

https://www.komando.com/technology/microsoft-kills-internet-explorer/750690/?utm_medium=nl&utm_source=notd&utm_content=2020-08-20

Windows 10: 4 steps to update your PC the right way

BY SERENA O'SULLIVAN, KOMANDO.COM
AUGUST 13, 2020

Updates are great — in theory. You get a popup from Microsoft saying there's an update that will make your computer safer and faster than it's ever been. Then you hit "update" and your computer is wrought with newfound problems.

That's what happened when the Windows 10 update first dropped in May 2020. Bugs and compatibility issues make it harder for people to use their PCs. .

In response, Microsoft released a new patch to fix Version 2004, also known as the May Update. But you should take a second before upgrading, according to our IT genius John Davila.

"Now is a good time to go ahead and install the latest Windows updates, but there are a few precautions you can take before proceeding," he said. "The Windows 10 version 2004 update should now only be available to devices that can install it without issue."

Keeping your PC secure and up with the times shouldn't cause you stress. That's why we put together a step-by-step guide on how to upgrade Windows the right way.

1: Make sure you have a backup of the data you care about

It's critical to backup your data. You can use external, physical backup, like a USB. IDrive is a great resource with impassable encryption, and it backs up your information across multiple platforms. The highly-rated program restores lost data and even makes it easy for you to share pictures across devices.

If you're out with friends and you want to show them a picture on your desktop, no worries. You can use the IDrive App to pull up the files and show people the image. Plus, it uses 256-bit AES encryption to protect your information.

2: Remove third party antivirus before installing the updates

This is especially important if you haven't updated your computer in a while. Both antivirus programs and Microsoft updates are programs embedded in your computer's code. They should

work together, in theory, but updates tweak the codes and cause internal clashes.

This is why John recommends removing the antivirus software before you upgrade Windows. “The fewer cooks in the kitchen, the better while upgrading,” he said. “You don’t need AV scanning files as you’re installing new ones.”

Of course, be sure you reinstall your antivirus software after completing the update.

3. Disconnect unnecessary peripherals

A peripheral is any external device that connects to your computer, like printers, webcams, headsets. Essentially, they provide input and output for your PC.

“You will want to disconnect any USB devices that are not needed for the update to proceed,” John said. “Keeping only the mouse and keyboard connected via USB should be all you need.”

This is a good rule of thumb because sometimes, devices can stop working after a software update. In case this happens to you, try switching USB ports on your devices. You can also turn your computer off and plug the device back in after 10 minutes.

If all else fails, try to reinstall the devices through the Device Manager on the start menu.

4. Double check your Windows version

“Just because you did one round of updates does not mean you are finished,” John said. “After your computer reboots from installing updates, be sure to check again for more once you are running the latest version of Windows.”

Here’s how to do that:

Select the **Start** button and then select **Settings**.

Click on **System**.

From there, click on **About**.

Scroll down and you’ll be able to double-check your version of Windows.

Now you know exactly what to do before hitting the “upgrade” button. But what if you’re *still* having issues with the update? Luckily, you can easily revert back to a previous version. Here’s what to do.

How to roll return to an old version of Windows

Taking these steps will remove anything new from the latest update. However, you’ll still have

all your personal files as well as any apps you installed.

1. Press the **Start** button and hit **Settings**

2. Select **Update & Security**

3. A new window will pop up. Click the **Recovery** tab.

4. Under “**Go back to the previous version of Windows 10**,” click **Get started**.

After this, just follow the on-screen instructions. It will take a few minutes, but eventually, you’ll roll your PC back to its last version. Now, most issues you noticed after the update should be completely gone.

If you’re encountering the same issues, however, it’s possible there’s something more serious going on.

5 ways to make your phone last as long as possible

BY ANGELICA LEICHT, KOMANDO.COM

AUGUST 7, 2020

© motortion | [Dreamstime.com](https://www.dreamstime.com)

There was a point in time when it was common to upgrade your smartphone every year or two. This was made simple by cell phone providers, which regularly offered the rolling upgrade option to customers. Those deals are more difficult to come by now.

Not only that, but most people aren’t making significant smartphone purchases thanks to the COVID-19 pandemic and its devastating effects on the economy. After all, some of the new smartphones cost more than \$1,000 and it’s hard to justify a purchase like that when it’s unclear when the economy will recover.

People are opting to keep phones for years at a time instead, which means that it’s important to keep your phone in good working condition. Taking care of the battery is one part of keeping your phone in tip-top shape. Here are five simple ways to help your phone last longer.

How to extend the life of your iPhone or Android device

1. Invest in a good phone case

If you drop and damage your phone display, there may also be damage that isn’t visible to the naked eye in the components or connectors

underneath it. This damage can cause your phone to heat up and drain your battery life. Even minor cracks or scratches can signal other internal damage inside your phone that will affect your battery life.

If you want to protect your phone battery, it's important to start by protecting your display and the external parts of your phone. You'll need a good cover and a screen protector to do that. You can get a solid, well-rated case and screen protector, and these investments will help keep your battery in good working order. Bottom of Form

While the highly-rated cases from companies like OtterBox can run you between \$40 and \$80 or more, there are tons of options for cases and not all of them will require a hefty investment. To find the right case for your phone, you should make sure to read all of the product details available in the listing and dig through the other user reviews before you purchase anything.

You should spend some time looking for the right screen protector, too. There are tons of different materials used for screen protectors, including tempered glass or PET plastic, and you'll want to choose one that protects from cracks, drops, and scratches. You'll also want to make sure that the specs and dimensions for the screen protector you're considering will line up with your phone, as each phone has a slightly different display.

2. Learn when to charge your battery

Another important factor in protecting your smartphone battery is learning when to actually charge your phone. All batteries have a limited lifespan, and charging your phone unnecessarily can take a heavy toll on your battery lifespan.

To protect your phone battery, you need to learn the do's and don'ts of charging, which include:

- **Don't let your battery drain to 0%.** Cell phones have lithium-ion batteries and allowing them to drain to zero actually diminishes the capacity of the battery.
- **Do charge your phone to between 40% and 80% instead of 100%.** The upper mid-range is the ideal level for a stable battery, as it will

help you get the most out of its lifespan.

- **Don't charge your phone overnight.** Doing this keeps your phone battery in a high-stress, high-tension state. This wears down the chemistry within and can cause your battery to gradually lose its capacity with each charging cycle. Plus, it's probably not necessary to charge your battery for that long anyway.
- **Do unplug the phone once it's reached a full charge.** If you want to charge your battery to 100%, unplug it once it's at full charge. Leaving your phone plugged in after it's reached a full charge allows small amounts of power to seep into the battery to maintain the full charge, which can stress and damage it over time.
- **Do store your phone at 50%.** If you're planning to put your phone away while powered off for an extended period of time you should allow the battery to drain to 50% before powering it off. You should also power it back on occasionally and charge it to 50% if you plan to store it for an extended period, which will keep the battery from destabilizing over time.

It's also important to understand that if for some reason, your smartphone battery is completely destroyed; it will be cheaper to replace the battery rather than the entire phone. So, consider doing that before buying a new phone. It could save you a ton of money.

3. Avoid exposing your phone to extreme temperatures

You can protect your phone battery by avoiding exposure to extreme temperatures. Repeated heat exposure damages the battery, and so does allowing your phone to get too cold.

If your phone overheats, it can cause data loss and corruption, or even cause battery leakage, which can cause it to catch fire. If your phone gets too cold, the battery will die more quickly — plus you risk damaging the battery.

To cut down on the risk of damage by extreme temperatures, you should avoid:

- Using your phone outside for prolonged periods of time, especially when it's extremely hot or cold out.

- Using your phone for prolonged periods indoors, too — using your phone nonstop could cause it to overheat.
- Leaving your phone in your pocket for long periods could cause it to overheat.
- Leaving your phone in the car — whether it's hot or cold out.
- Charging the phone in direct sunlight, and try to avoid exposing your phone to direct sunlight altogether.
- Charging your phone under blankets, pillows, or other heavy warming material.

You should also be sure to always use certified charging cables to charge your phone's battery. The off-brand or uncertified cables may be cheaper and may work in a pinch, but they could cause your phone to become damaged, overheat, or even damage the charging port and battery.

4. Install all updates and security patches

If you want to protect your phone, you need to keep its operating system and apps up-to-date with the latest versions. You also need to make sure to install any security patches and complete other vulnerability fixes, as these often focus on issues that affect your phone.

To get the latest Android operating system updates:

- When you receive a notification, open it and tap the update action.
- If you cleared your notification or your device has been offline:
 - Open your phone's **Settings** app.
 - Near the bottom, tap **System** > **Advanced** > **System update**.
 - You'll see your update status.

Follow any steps on the screen.

To get the latest Android security and Google Play updates:

To check if an update is available:

- Open your device's **Settings** app.
- Tap **Security**.
- Check for an update:
 - To check if a security update is available, tap **Security update**.
 - To check if a Google Play system

update is available, tap **Google Play system update**.

Follow any steps on the screen.

To get the latest iOS updates on your iPhone: If a message says that an update is available, tap **Install Now**. You can also follow these steps:

- Go to **Settings** > **General** and then tap **Software Update**. If you're already running the most recent update, you will see "Your software is up to date."
- If an update is available, tap **Download** > **Install**. You can also tap **Later** > **Install Tonight** or **Remind Me Later**. If you tap **Install Tonight**, your device will update automatically overnight.

If asked, enter your **passcode**.

To get the latest iOS app updates:

Follow these steps to update your apps:

- Open the **App Store**.
- Tap your profile icon at the top of the screen.
- Scroll down to see pending updates and release notes.
- Tap **Update** next to an app to update only that app, or tap **Update All**.

You should also keep your phone backed up. Doing this won't necessarily affect your phone battery, but it will protect you in case your phone or battery is damaged to the point where you can't access any of the information on it.

To make sure your automatic backup is on for iOS:

- Open the **Settings** app.
- Tap on your **name** at the top of the screen.
- Tap **iCloud** > **iCloud Backup** and make sure it's switched on.

Instructions for making sure your automatic backup is on for Android will vary by device, but in general, you should:

- Open the **Settings** app.
- Toggle to **Google** > **Backup**.

5. Maintenance is key

You may not think it's necessary to clear out the apps you only use occasionally, but uninstalling apps that you never use could help to improve phone performance and energy consumption.

To delete apps on iOS:

- Open the **Settings** app.
- Tap **General > Storage**.
- Select the app you want to delete.
- Tap **Delete App > Delete**.
- Confirm that you want to delete the app.

To delete apps on Android:

- Open **Settings > Apps**.
- A list of apps will appear.
- Select the app and tap **Uninstall**.

Go back to your display window to remove the widget.

You should also make sure to watch out for risks like malware. Malware isn't as common on iOS devices because Apple keeps the App Store pretty locked down, but it *can* happen. And Android devices are huge targets for cybercriminals — especially with app downloads. Some Android phones can even come preinstalled with malware, so you need to regularly check your phone for these types of issues.

Keeping your phone free of malware and other security threats, making sure its battery is in prime condition, and having a good case and screen protector will go a long way in extending the life of your phone. See, that wasn't so difficult, was it?

Good example of a Brain Study:

**7H15 M3554G3 53RV35 7O PR0V3 H0W 0U
M1ND5 C4N D0 4M4Z1NG 7H1NG5!
1MPR3551V3 7H1NG5! 1N 7H3 B3G1NN1NG
17 WA5 H4RD BU7 N0W, 0N 7H15
LIN3 YOUR M1ND 1S R34D1NG 17 4U70M47
1C4LLY W17H 0U7 3V3N 7H1NK1NG
4B0U7 17, B3 PROUD!
ONLY C3R741N P30PL3 C4N R3AD 7H15.
PL3453 F0RW4RD 1F U C4N R34D 7H15**

Henry M. Jackson Sub Marks Rare Feat: 100 Nuclear Deterrent Patrols

(KITSAP SUN 18 AUG 20) ... Josh Farley
BANGOR - The USS Henry M. Jackson, a ballistic missile submarine based at Naval Base Kitsap, glided into Hood Canal earlier this month with something to boast about: its 100th completed patrol.

It's a rare feat for the Trident missile-tipped

Jackson, today among 14 submarines whose mission is to hide under the waves should the country's military leaders ever ask for a nuclear strike.

The Navy reported that only the USS Alaska, a fellow Ohio-class "boomer," as they're known, has completed 100 such strategic deterrent patrols.

Cmdr. Matthew T. Freniere, commanding officer of the Jackson's gold crew that made the 100th patrol, said the boat performed at sea for as long as it had in its first patrol — "a testament to these sailors' superior maintenance skills, ingenuity and grit," he said in a Navy release.

It also did so during a global pandemic. "Being able to get through all the hurdles and challenges of the training and maintenance periods on time is a challenge on its own, but to have 'Team Jackson' execute their mission flawlessly during COVID-19 was an achievement in itself," said Senior Chief Torpedoman's Mate Brett Michael Olivieri, Jackson's chief of boat.

Like the others of the Ohio class, the 560-foot-long submarine possesses 20 nuclear missiles whose warheads contain the explosive energy of up to 475 kilotons. The atomic bomb dropped on Hiroshima, Japan in August 1945, by comparison, had the energy of 15 kilotons.

Along with bombs and land-launched missiles, boats like the Jackson make up a leg of the so-called "nuclear triad" but the subs are thought to be the "most survivable" given their clandestine location under the water.

Eight of the 14 of those submarines, including Jackson, are based in Kitsap. The average patrol is 77 days, according to the defense department.

The 1984-commissioned sub is named for Sen. Henry M. "Scoop" Jackson, the longtime U.S. senator who represented Washington state and supported a robust defense department and higher military spending throughout his career. That included pressing for the development of the Navy's first nuclear-powered submarine, the USS Nautilus, and the Ohio-class submarine and Trident ballistic-missile programs.

The Jackson is the only boat in the Ohio class not named for a state — upon Jackson's death, President Ronald Reagan renamed what was to be the USS Rhode Island in Jackson's honor.

Sailors a part of the historic voyage said it took a lot of work to get the boat through No. 100.

"It is the tireless work of thousands of sailors that has allowed Henry M. Jackson to make it to where she is today," said Electronics Technician (Nuclear) 1st Class Jacob N. Kessler. <https://www.kitsapsun.com/story/news/2020/08/18/henry-m-jackson-sub-marks-rare-feat-100-nuclear-deterrent-patrols/5603263002/>

Commander's Coins, also called Challenge Coins

As far back as during the Roman Empire, soldiers were rewarded with coins for a special achievement. In the time before special coins were minted, a soldier who'd conducted himself bravely in battle was given a coin to buy a drink by his superior. Sometimes, the coin was just handed over, but more often, it was a spectacle, with the coin slapped down loudly on the bar, to call attention to the soldier. Coins from a high-ranking officer were felt to be more valuable, and were often saved rather than being used for a drink, instead carried as a tangible reminder of glory.

During World War I, prior to the entry of the U.S. into the war, volunteers left college and jobs to form flying squadrons, including some aviators from wealthy families. In one such squadron, a wealthy lieutenant ordered bronze medallions for his unit as a gesture of solidarity. One pilot wore his in a leather pouch. When his aircraft was damaged by ground fire, his forced landing put him behind enemy lines, and he was captured by a German patrol, who confiscated his ID. He was able to escape during a bombardment that night, found some civilian clothes, and made it to a French outpost. However, the French assumed he was a saboteur and were going to execute him. Though he had no ID to prove he was American, he showed his medallion to them, and one recognized the unit insignia, and delayed his execution long enough to confirm his identity. Instead of a bullet, they gave him a bottle of wine.

His squadron saw the value of the medallions, and it became tradition to for members to challenge each other to produce the coin. If a member could not, they were required to buy the

challenger a drink. If the servicemember came up with the medallion, the challenger had to buy the other guy a drink.

Challenge coins are still used today, both to foster unit morale, and to reward special achievements. The "rules" vary from branch to branch, and within units, but some general rules apply. The act of challenging is called a "Coin Check." It often begins with the challenger drawing a coin and slapping it onto the bar, or rapping it loudly to call attention. Everyone challenged must produce their organizational coin or any special achievement coin they possess. Failing to do so means they must buy a round of drinks for the challenger and everyone who has their coin. If all of the challenged servicemembers are able to show their coin, the challenger must buy for the group. If someone drops their coin in a hideous show of disrespect, they'd better be prepared to open their wallet for everyone there.

Most coin holders carry them in their pockets or billfolds, but a coin within "a step and a reach" is permitted, so someone with an extra coin might choose to pass one to a buddy. Coins on belt buckles or key chains don't count, however. If one is so careless as to allow someone to steal a challenge coin, they must buy a round for the thief and the entire group. In addition, the holder of the highest-ranking coin gets a drink from everyone. Some people never have to buy again!

The "rank" of the coin is determined in part by the rank of the giver, e.g. a coin given by a Captain outranks one given by a Lieutenant, and an Admiral's coin outranks both. A coin's rank is also determined by the difficulty of the achievement for which the coin was given: a special achievement counts for more than a unit coin.

Coins given for merit are often handed out at the time by high-ranking officers, or the servicemember is called in later for recognition. In either case, the rewarding officer palms the coin, disguised as a handshake, and presses it between them. It's a fun moment, to feel the hard, smooth edge, and wonder what it looks like.

Submitted by Ron Testa, ETN2(SS) B/G 70-73, Assoc. Life Member

The Revolt of the Admirals

In the United States, it was assumed that nuclear weapons would be widely employed in future conflicts, rendering conventional land armies and fleets at sea irrelevant.

(This article appeared earlier in 2019.)

In the wake of the mushroom clouds that blossomed over the Japanese cities of Hiroshima and Nagasaki, it swiftly dawned on political and military leaders across the globe that warfare between superpowers would never again be the same. But what exactly were the implications of nuclear weapons when it came to planning military force structure?

In the United States, it was assumed that nuclear weapons would be widely employed in future conflicts, rendering conventional land armies and fleets at sea irrelevant. The newly formed Air Force particularly argued that carrier task forces and armored divisions were practically obsolete when (ostensibly) just a few air-dropped nuclear bombs could annihilate them in one fell swoop.

The Air Force touted its soon-to-be operational fleet of ten-thousand-mile-range B-36 Peacemaker nuclear bombers as the only vital war-winning weapon of the nuclear age. This logic resonated conveniently with the postwar political program mandating sharp cuts to U.S. defense spending and force structure—which the Air Force naturally argued should fall upon the Army and Navy.

The Army responded by devising “Pentomic Divisions” organized for nuclear battlefields, with weapons ranging from nuclear-armed howitzers and rocket artillery to bazooka-like Davy Crockett recoilless guns. The Navy, meanwhile, sought to find a way to integrate nuclear bombs into its carrier air wings. However, early nuclear bombs were simply too heavy for World War II-era carrier-based aircraft.

In 1945, the Navy began commissioning three larger forty-five-thousand-ton Midway-class carriers which incorporated armored flight decks for added survivability. The decks were swiftly modified to angular, effectively lengthened

configuration for jet operations. Neptune P2V-C3 maritime patrol planes converted into nuclear bombers could take off from Midway-class carriers using rocket-pods but would have no way landing on the carrier deck.

Therefore, the Navy decided it needed huge supercarriers from which it could operate its own fifty-ton strategic bombers. These would displace over 40 percent more than the Midway at sixty-eight thousand tons, and measure 12 percent longer at 330-meters. In July 1948, Defense Secretary James Forrestal approved plans for five such carriers, the first named USS United States with hull number CVA-58.

The naval heavy bombers (which didn’t exist yet) were expected to have such wide wings that naval architects decided that CVA-58 would have a completely flush deck without the standard “island” superstructure carrying a radar and flight control tower. Instead, the carrier would feature side-mounted telescoping smokestacks that could be raised should smoke impeded flight operations, and a similarly retractable wheelhouse that could be extended to observe navigation and flight operations.

The ship’s air wings would include twelve to eighteen heavy bombers that would mostly remain parked on the flight deck, exposed to the elements. Four side-mounted elevators would ferry forty to fifty-four jet fighters between the hangar and flight deck to escort the bombers. Eight nuclear bombs per heavy bomber would also be stowed in the hangar. The combined ship’s company and airwing would total 5,500 personnel.

The carrier’s oddly-shaped deck included four steam catapults—two for use by bombers, and two axial “waist” catapults.

Because the ship would be effectively blind without an elevated radar and control tower, a separate cruiser was intended to serve as the carrier’s “eyes.” Nonetheless, CVA-58 still incorporated eight 5-inch guns for air defense, and dozens of rapid-fire short-range cannons.

The “Revolt of the Admirals”

Though theoretically capable of contributing to conventional strike and sea control missions, the heavy bomber-equipped CVA-58 was clearly an

attempt by the Navy to duplicate the Air Force's strategic nuclear strike capabilities.

This put giant crosshairs on the program during an era of sharp defense cuts. After all, deploying strategic bombers at sea was many times more expensive than basing them on land.

Following his reelection in November 1948, President Harry Truman replaced Forrestal—a naval aviator in World War I, and former secretary of the Navy—with Louis Johnson, who had fewer qualms about enforcing defense spending cuts.

In April 1949, just five days after CVA-58's fifteen-ton keel was laid down in Newport News, Virginia, Johnson canceled the mega-carrier. He also began advocating dissolution of the Marine Corps, starting by transferring its aviation assets to the Air Force.

This upset the Navy bigwigs so much that Navy Secretary John Sullivan resigned, and numerous admirals began openly opposing the termination of a project they viewed as essential to validating their branch's existence in the nuclear age.

This "Revolt of the Admirals" developed into a crisis in civil-military relations, as the Navy's top brass defied the authority of their civilian commander-in-chief and resorted to covert methods in an attempt to influence public opinion. The Op-23 naval intelligence unit formed by Adm. Louis Denfeld secretly circulated a memo called the Worth Paper alleging that Johnson had corrupt motivations due to being a former director of Convair, manufacturer of B-36 bombers, which were also claimed to be deficient.

The bitter inter-service rivalry, and the utility of land-based bombers versus carriers, was publicly litigated in congressional hearings. The Army also piled on against the Navy, and public opinion turned against the sea-warfare branch as Op-23's activities were revealed.

As Gen. Douglas MacArthur would later discover, Truman had no qualms about squashing military leaders that questioned his authority. His new secretary of the Navy, Francis Matthews, torpedoed the career of several admirals that spoke against the CVA-58's termination despite an earlier promise that those testifying before Congress would be spared retaliation.

The irony of this tempest in a teacup, which resulted in the political martyrdom of many senior Navy leaders, was how misguided both sides swiftly proved to be.

In June 1950 the Korean War broke out, and the U.S. found itself desperately short of the necessary conventional land, air and sea forces. U.S. aircraft carriers and their onboard jet fighters soon bore the brunt of the initial fighting, and continued to play a major role until the end of the conflict.

And the Air Force's vaunted B-36s? They never dropped a single bomb in anger—fortunately, as they were only intended for use in apocalyptic nuclear conflicts.

It turned out that plenty of wars were liable to be fought without resorting to weapons of mass destruction.

However, the Navy also had cause to count itself fortunate that the CVA-58 had been canceled. That's because in just a few years the size of tactical nuclear weapons rapidly decreased, while high-thrust jet engines enabled hauling of heavier and heavier loads. By 1950, nuclear-capable AJ-1 Savage hybrid jet/turboprop bombers were operational on Midway-class carriers, starting with the USS Franklin Roosevelt.

These were soon followed by nuclear-capable capable A-3 Sky Warrior and A-5 Vigilante bombers, A-6 and A-7 attack planes, and even multirole fighters like the F-4 Phantom II. Carriers with these aircraft were far more flexible than a CVA-58 full of B-36 wannabees ever could have been. Arguably, by the 1960s the Navy's ballistic missile submarines would amount to scarier strategic nuclear weapons than any aircraft-based delivery system. The schematics for CVA-58 nonetheless informed the Navy's first supercarriers, named rather appropriately the Forrestal-class, laid down during the Korean War. But the heavy-bomber carrying United States remains notable as the supercarrier the Navy absolutely thought it needed—but which with literally just a couple years more hindsight it discovered it truly could do without.

WHISKEY & GUNPOWDER

Thursday, August 6, 2020

UNSUBSCRIBE

Byron King, Managing Editor

Bonfire of the *Bonhomme Richard*

Today, it's a mess; probably a total loss. You may have heard the story last month out of San Diego.

It was hard to miss a massive Navy ship burning in the harbor of a major American city.



USS Bonhomme Richard burns at the pier. US Navy photo.

The fire quickly transformed from local to international news.

The U.S. military lost a major, naval capital asset — among the most significant losses of a fighting ship since World War II.

And it was just sitting in port!

While investigators piece together exactly what happened, I'm afraid one critical factor will be overlooked.

That's because a disaster of this scale makes me wonder (again) if there's something wrong with the Navy.

Or if there are larger problems, higher up in the Department of Defense...

Maybe even higher... up in the ethereal oversight — if not very framework — of the U.S. government.

After all, the Navy is mandated in no less than the U.S. Constitution. And how the government runs its Navy tells us much about what else is going on in the country.

Let's take a look...

"There is fire and water damage, to varying degrees, on 11 of 14 decks," wrote Chief of Naval

Operations Michael Gilday after touring the charred vessel.[2]

"The island [aka the ship's control tower] is nearly gutted," he reports, "as are sections of some of the decks below; some perhaps, nearly encompassing the 844 ft length and 106 ft beam of the ship.... Sections of the flight deck are warped/bulging."



Interior spaces of USS Bonhomme Richard. U.S. Navy photo.

Fortunately, no one was killed in the *Bonhomme Richard* fire... although there were injuries.

But from an institutional perspective, the ruined *Bonhomme Richard* is among the most significant losses to the Navy since World War II.

There hasn't been a loss of this tonnage since *USS Lexington (CV-2)* at the Battle of the Coral Sea and *USS Yorktown (CV-5)* at Midway.

The Navy has experienced other disasters, of course. Fires, collisions and even sinkings. And there were nuclear-related losses too, such as submarines *USS Thresher (SSN-593)* in 1963 and *USS Scorpion (SSN-589)* in 1968.

Perspective matters, though...

Coral Sea and Midway were wartime battles, where fate and chance played roles. And the lost

submarines went down in operational settings.

But *Bonhomme Richard* was tied to a pier, undergoing maintenance. No one was shooting at her. No battle glories. No operational pressures, in any respect...

Yet something went wrong.

Teams of engineers and naval architects are still swarming about, investigating the fire.

They're assessing if what's left is reparable, or if the Navy should just cut the loss and send her to the breakers.

Either way, this is an expensive hit.

In 1998, when *Bonhomme Richard* was new, she cost about \$750 million in "then" dollars. To replace her today would ring in at about \$4 billion.

That's what inflation will do over 22 years, especially with unique, bespoke items like aircraft carriers.

Meanwhile, the sad fact is that the U.S. has limited capacity to build large ships. It's another consequence of the long-term deindustrialization of the country. Many a fine old Navy shipyard is now closed, recalling historic places like Boston, Philadelphia, Long Beach and Mare Island.

With what limited industrial base remains, scheduling new construction at the scale of *Bonhomme Richard* is a challenge. Just "fixing" the ship, let alone constructing another, means that other large projects will have to slide on the schedule.

And of course, the military had plans for *Bonhomme Richard*. She was just finishing up a major, \$250 million upgrade to accommodate the new Marine Corps F-35B aircraft; strengthening the flight deck, installing new electronic systems and maintenance capabilities to keep the Marine birds flying, and generally sprucing up.

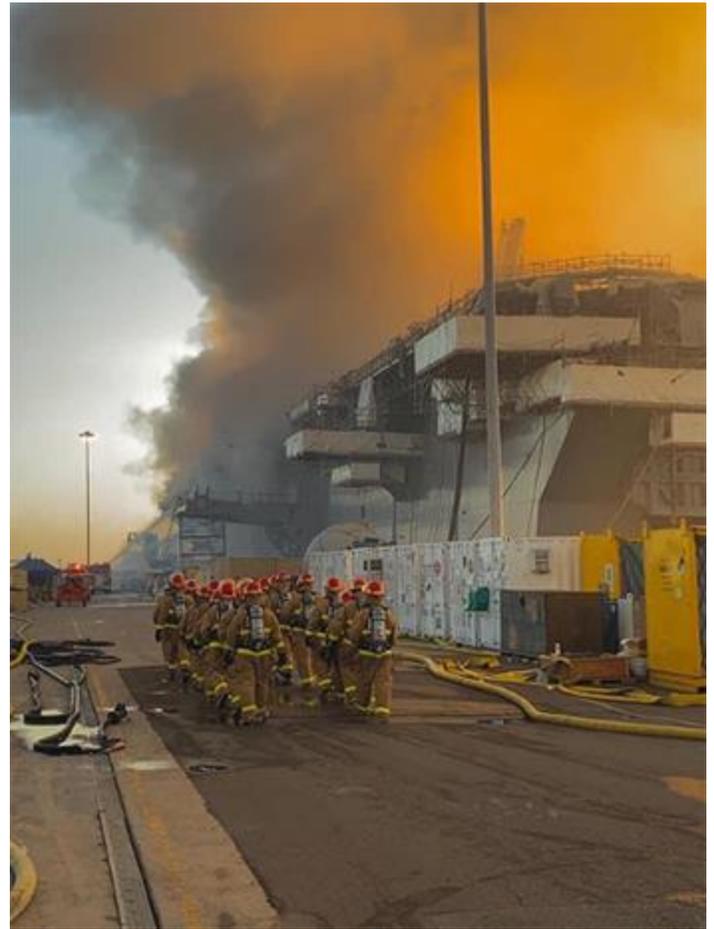
This ship was scheduled to deploy to "WestPac" and the Indian Ocean, carrying those F-35Bs and much else.

Not anymore. *Bonhomme Richard* isn't going anywhere. The Navy must now scramble to find a suitable replacement for this ship if Marines are to deploy with their shiny new airplanes.

They'll also need to figure out what to do with all those Sailors who suddenly find themselves without a ship.

But along those lines, there is an upbeat takeaway here — a critical point on which there's no debate...

Just take a look at this epic photo, shot while the fire was still raging...



Navy fire crews march towards the flames. U.S. Navy photo.

In the midst of calamity, the brightest light was the people... The Sailors.

The crew of *Bonhomme Richard*, and other Sailors from other Navy ships, suited up and marched to the fight.

It's a "thing" in the Navy... They drill it into your head from Day 1: Everyone is a firefighter.

Certainly, this is true at sea... When your ship catches fire, you own it. There's no bailing out. No running away... You put on your gear and move.

In the course of my life I've attended many great schools. I've benefitted from many superb teachers.

But hands-down, the best course I ever took was "Shipboard Firefighting," long ago at Naval Station San Diego.

Navy firefighting is legendary. Navy damage control training is second to none.

When a fire breaks out, the training kicks in. There's no turning back. It's just part of the culture. It's part of the character of any real Navy person.

You strap on the gear and go fight the damn fire!

Now that the flames are quenched, though, what do we make of the bonfire of Bonhomme Richard?

Ideally, the fire never should have occurred. At the very least, a small, containable fire never should have raged out of control.

The Navy's investigation will take many months.

The final report will reveal things, no doubt. Issues with safety and fire prevention, fire watches, firefighting systems...

I suspect we'll learn of lapses in leadership, pre-fire. Although we'll also learn of true heroism from the deck-plate Sailors who rose to the occasion.

Yet what does the fire tell us of the larger Navy? And what of the Navy's place within the U.S. defense complex, and beyond that, of control by the U.S. government?

Institutionally, today's Navy is paying the costs of strategic and policy mistakes that go back 30 years, to the end of the Cold War.

I was part of the Navy during that 1990s/2000s era of so-called "transformation."

The idea was that, per the end of Cold War, the country could slash the budget, lay up ships and lay off people. Of course, that is what happens when wars end, even "Cold" ones.

But in many respects, while the Cold War ended, many of the Navy's routine missions never went away. Policy guidance from on high tended to be some variation of that old chestnut, to do more with less.

Sure... you can do more with less, until you wind up doing less with less.

Within the bureaucracy, many Navy programs adopted the money-saving mantra of "lower manning." People are expensive, so presto... Get rid of people!

Over time, Navy outsourced much of its traditional skill-set to defense contractors. Instead

of the old "Bureau of Shipbuilding" (now known as NAVSEA) designing ships, the job was farmed out to companies like Lockheed and General Dynamics.

It's fair to say — and I've heard top-level admirals say it — that the Navy lost much of its "technical authority" over the very ships and weapons that it is expected to use.

It's also fair to say that more than a few new programs and systems were promised and premised on little more than PowerPoint light and magic. I've seen and heard of plenty of briefings that described things that simply never worked.

The sturdy old idea of "build-test-refine" transformed into "spend the budget and for God's sake, don't test" — lest testing demonstrate failure of the underlying concept.

A long list of major programs began life facing south, so to speak. And then continued the journey. Indeed, some of these "brilliant" ideas never should have seen light of day.

Consider the Littoral Combat System (LCS), two classes (2!) of too-small vessels with minimal armament that now have long-established records of poor performance.

Or consider the three gold-plated destroyers, in a program called "DDG-1000." Their gun systems are so complex and the ammunition so expensive that they can't support Marines ashore. Instead they just sail around as "test beds" for other stuff.

Or the Ford-class aircraft carrier, with its electromagnetic gizmos that still don't work right.

Or the bottomless hole of funding that went into the long-delayed Navy/Marine versions of the F-35 aircraft (F-35C and F-35B, respectively).

Or the long-term, ongoing lack of aerial refueling capability for the typical Navy air wing on an aircraft carrier.

The list goes on and on...

Of course, for two decades the U.S. chose — actually, the politicians and policymakers chose — to spend massive funds (and lives & limbs) on land wars in the Middle East, with no true theory of victory along the way. You may have noticed...

All this while U.S. relative power deteriorated as compared with a rising China and a reborn, revitalized Russia whose weapons are astonishing in capability.

Now throw in the general transformation of U.S. culture. Think about the deindustrialization of the country. Entire supply chains have been offshored, to the point where we don't make most of the basic medical equipment and supplies that the nation needs during the current pandemic.

Or consider the deteriorating U.S. educational system, K-12, as well as many alleged "colleges" that teach fluff-courses when they're not running remedial reading and writing for ill-prepared students.

Getting back to the Navy, it's worth noting that a not insignificant amount of military "training" is devoted to sociological issues. For example, a recent message that passed through Navy echelons at Norfolk recommended that officers and senior enlisted personnel read the book, *White Fragility: Why It's So Hard for White People to Talk About Racism*.

I'll take a wild guess here... Pure speculation on my part... But I rather doubt that Chinese or Russian naval officers are reading such books.

So where does the United States Navy go from here? What are the lessons of the Bonhomme Richard?

Indeed, looking beyond "lessons" ... What are the omens to take from this massive fire?

And please, don't say that it was a bad day. Or that it was just "bad luck" on the waterfront. No...

Because first, you make your own luck.

And second, we don't want unlucky captains running our ships, or unlucky admirals commanding our fleets or our Navy...

And finally, we don't want unlucky people running our country.

On that note, I rest my case.

That's all for now... Thank you for subscribing and reading.

Best wishes, Byron King

Managing Editor, Whiskey & Gunpowder

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

Why Parents Drink

The boss wondered why one of his most valued employees was absent but had not phoned in sick. So he dialed the employee's home phone number and was greeted with a child's whisper, 'Hello?'

'Is your daddy home?'

'Yes, he's out in the garden' ' whispered the small voice.

'May I talk with him?'

The child whispered, 'No'

So the boss asked, 'Well, is your Mommy there?'

'Yes, but she's out in the garden, too'

The boss asked; 'May I talk with her?'

Again the small voice whispered, 'No'

Hoping there was somebody with whom he could leave a message, the boss asked, 'Is anybody else there?'

'Yes' whispered the child, 'a policeman'

Wondering what a cop would be doing at his employee's home, the boss asked, 'May I speak with the policeman?'

'No, he's busy' whispered the child.

'Busy doing what?'

'Talking to Mommy and Daddy and the Police Dog Man'

Growing more worried as he heard a loud noise in the background, the boss asked, 'What is that noise?'

'It's a helicopter' answered the whispering voice

'What is going on there?' demanded the boss, now truly apprehensive.

'The search team just landed in a helicopter'

'A search team?' said the boss. 'What are they searching for?'

Still whispering, the young voice replied with a muffled giggle....

'Me'

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 and embarking on my new life. 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 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 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.

LIVE HAPPY IN 2020 !

LASTLY, CONSIDER THIS:

~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 don't 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!"

## Answers To Quiz:

1. The one sport in which neither the spectators nor the participants know the score or the leader until the contest ends: Boxing.
2. North American landmark constantly moving backward: Niagara Falls ... The rim is worn down about two and a half feet each year because of the millions of gallons of water that rush over it every minute.
3. Only two vegetables that can live to produce on their own for several growing seasons: Asparagus and rhubarb.
4. The fruit with its seeds on the outside: Strawberry.
5. How did the pear get inside the brandy bottle? It grew inside the bottle. The bottles are placed over pear buds when they are small, and are wired in place on the tree. The bottle is left in place for the entire growing season. When the pears are ripe, they are snipped off at the stems.
6. Three English words beginning with dw: Dwarf, dwell and dwindle...
7. Fourteen punctuation marks in English grammar: Period, comma, colon, semicolon, dash, hyphen, apostrophe, question mark, exclamation point, quotation mark, brackets, parenthesis, braces, and ellipses.
8. The only vegetable or fruit never sold frozen, canned, processed, cooked, or in any other form but fresh: Lettuce.
9. Six or more things you can wear on your feet beginning with 'S': Shoes, socks, sandals, sneakers, slippers, skis, skates, snowshoes, stockings, stilts.

**My local pub is  
literally 6 minutes  
walk from my house..**



**Yet my house is 56  
minutes walk back  
from my local pub..  
The difference is  
staggering!!**

**REMINDS  
ME OF  
TRYING TO  
GET BACK  
TO THE  
LIBERTY  
LAUNCH  
FROM THE  
ARGYLL IN  
HOLY  
LOCH!!**

# SHIPMATE

**"SHIPMATE IS AN HONORABLE WORD  
THAT IS EARNED, NOT GIVEN. BEING  
CALLED A SHIPMATE IS THE HIGHEST  
COMPLIMENT ONE CAN EARN IN HIS  
LIFE. SHIPMATE IS A WORD EQUAL TO  
NONE IN THE ENGLISH LANGUAGE. IT  
IS FILLED WITH COURAGE, LOVE, HATE,  
DUTY, HONOR AND COUNTRY. IT IS A  
BOND FORGED IN STORMS, ADVERSITY  
AND VICTORY; AND IT IS EQUALED ONLY  
BY A MAN'S LOVE FOR HIS WIFE AND  
FAMILY. IT IS FORMED AT SEA IN A  
SHIP WITH A CAPTAIN OF CHARACTER  
WHO CAUSES CAN-DO SPIRIT TO PASS  
DOWN THE LINE; CAPTAIN, TO EXECU-  
TIVE OFFICER  
TO JUNIOR OFFICERS;  
CHIEFS, PETTY OFFICERS AND CREW.**



**Accidentally  
rubbed ketchup in  
my eyes....now I  
have Heinzsight**

**WITHOUT A SINGLE DEGREE, THEY BUILT US  
ROADS THAT HAVE LASTED AN ETERNITY..**



**AND THEN, THE ENGINEERS ARRIVED!!!**



**Could it be nuclear trained  
engineers???**



I was with that which others did not want to be,  
I went to where others feared to go, and did what others failed to do.  
I asked nothing of those who gave nothing,  
and reluctantly accepted the thought of eternal loneliness that I feel.  
I have seen the face of terror, felt the stinging cold of fear,  
And enjoyed the sweet taste of a moments love.  
I have cried pain and hope,  
But most of all I have lived times others would say were best forgotten.  
At least some day I'll be able to say,  
That I was proud what I am,  
*A Submariner.*

PICTURES FROM  
JAMES GRAHAM SR., SN(SS) G 72-74,  
USSVI CHARLESTON BASE  
CIRCA 1973



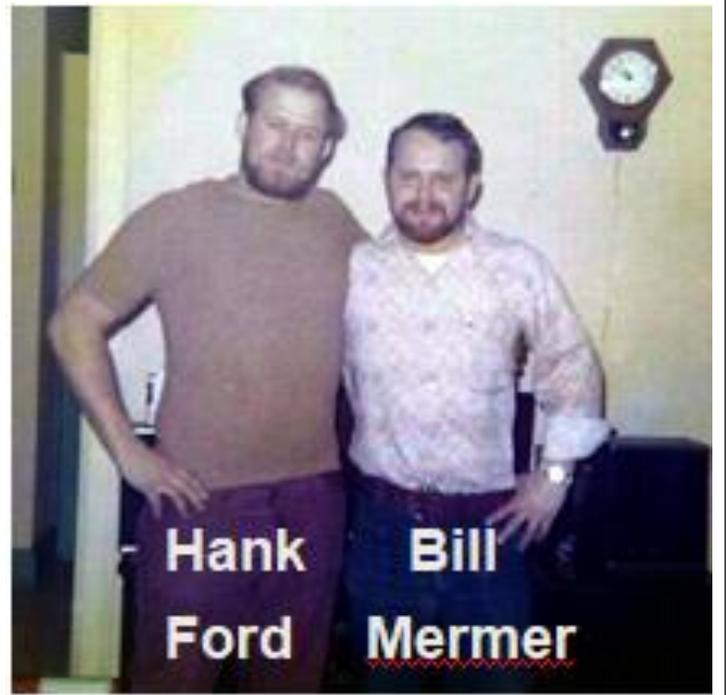
*H+ SRA*



*Loading Food*



*Aug Hatch Loading Food*



**Hank**      **Bill**  
**Ford**      **Mermer**



**Missile Div Stimson Blue Patrol 32**



**Messdecks Gold 1969**



**NavET Div Blue Patrol 26**



**CPO Mess Decomm**





**Patrol #46, Gold Crew E-Div - 17DEC1980 - 31MAR1981**

**Photo provided by David Janka, EM1 B/G 79-85**

**Title & names provided by Gary Silverman, EM1 G 80-82**

- |                                             |                                          |
|---------------------------------------------|------------------------------------------|
| 1 IC2(SS) Bruno de Stefano von Neis "Bruno" | 2 LTJG Bill O. McKeag, DIV Officer       |
| 3 EMC(SS) Russ H Mengel "Wingnut" Div CPO   | 4 EM2(SS) Dave Janka "Tweedle Dee"       |
| 5 IC2(SS) Jim G Kynast (IC2)                | 6 EM2 Mark C Wood                        |
| 7 EM2(SS) James E Enoch "Big Ern"           | 8 IC1(SS) Elmer L Elfrank, Leading First |
| 9 EM2(SS) Fred J Hudson "Tweedle Dum"       | 10 EM2 Gary W Silverman                  |
| 11 EM1(SS) Danny L Bass                     |                                          |



## Gold Crew Radio Shack 1981

Names provided by Gordon Long

- |                                    |                                    |
|------------------------------------|------------------------------------|
| <b>1 LT Gary Mills (COMMO)</b>     | <b>2 RMC Raymond (Ray) Dominey</b> |
| <b>3 RM2 Brian Williams</b>        | <b>4 RM2 Robert (Bob) Roush</b>    |
| <b>5 RM3 Gordon Long</b>           | <b>6 RM3 Keith (Jimi) Hendrix</b>  |
| <b>7 RM2 Richard (Rick) Layton</b> |                                    |

Print a copy, complete and mail with your check to the address below:

### Event Registration 655 Reunion #11

13-17 October 2021  
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 8, 2021**

*Hotel Reservation is the responsibility of the individual.*

**Reunion Registration Deadline SEPT 8, 2021**

[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 _____  |

#### REUNION USE ONLY

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/>