



HAPPY ST. PATRICK'S DAY!!!



MARCH 29<sup>TH</sup>  
VIETNAM VETERANS DAY



MARCH 2021

VOL. 2021 #3

**USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER**

**Association Officers & Board of Directors 2018 - 2021**

|   |  |  |                                       |   |
|---|--|--|---------------------------------------|---|
| <b>PRESIDENT</b><br>Tom [Marie] Krauser | <b>VICE PRESIDENT</b><br>Steve [Terry] Novic | <b>SECRETARY</b><br>Nick [Linda] Nichols | <b>TREASURER</b><br>Ken [Diane] Meigs | <b>OUTGOING PRESIDENT</b><br>Ray [Rita] Kreul |
|---|--|--|---------------------------------------|---|

**Other Positions 2018 - 2021**

|   |   |                                |  |
|---|---|--------------------------------|--|
| <b>HISTORIAN / CUSTODIAN</b><br>Larry [Linda] Knutson | <b>WEBMASTER / NEWSLETTER</b><br>Nick [Linda] Nichols | <b>CHAPLAIN</b><br>Jake Morris | <b>STOREKEEPER / SHIPS STORE</b><br>Jim [Suzie] Weaver |
|---|---|--------------------------------|--|

**REUNION CONTROL CENTER**

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

=====



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

It's only 8 months until we all meet up again and we are proceeding with all the plans for the 2021 Reunion. I know many of you have already received your vaccinations or have them scheduled. In listening to those in the medical field I believe we will be able to have a safe and enjoyable time in October.

Now is the time to submit your registrations and make your reservations. Remember we do have a very generous refund policy in case something does happen that you can't attend after you've paid your fees. We are trying to make it as easy as possible for our shipmate to attend THEIR reunion this year.

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

[stimson655reunion2020@aol.com](mailto:stimson655reunion2020@aol.com)



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

Marie, her 96 year old mother Viola, and I were able to get our first Moderna Covid vaccine shot on Valentine's Day and will get the second shot the middle of March.

No issues with the first shot. It is a sense of relief knowing that we are getting some protection from the virus.

Hopefully everyone will get a vaccine when eligible and by summer things may start getting to be more normal and by October we should be able to safely have our reunion.

Please protect yourself and others by wearing your masks and practicing social distancing. Where we live the cases have been decreasing lately and we hope they keep going that way. Remember that not covering your nose with the mask is the same as not wearing it.





**The Relief Crew – Giving Aid to the Front Line Fighters** by Mister Mac -

During the World War 2 in the Pacific, one of the groups that had the biggest ability to impact Japanese supply lines was the US Navy Submarine Force. These incredibly brave men began their missions within hours of the attack on Pearl Harbor and brought destruction to the Japanese supply lines that was critical [...] [Read more of this post](#)

\*\*\*\*\*

**You are late for watch – why aren't you ready yet?** by Mister Mac –

Originally posted on [theleansubmariner](#):  
You are late for watch- Dreaded words. Despite your best efforts, you find yourself facing a hostile shipmate. Time on a submarine is precious and you just robbed him of some of his by being late. Let's be honest. It happens to all of us. We think we are going to...[Read more of this post](#)

\*\*\*\*\*

**It is the one thing that brings us all together** by Mister Mac -

Caution: Sensitive subject matter with some salty language. If you are easily offended, turn in your dolphins and stop reading this right now.

Submariners are a unique brand of people. In my lifetime, I have seen the Navy go from conventional powered diesel boats to the most modern form of nuclear powered boats imaginable. Its [...] [Read more of this post](#)

\*\*\*\*\*

**I'd like to be a submariner. How hard could that be?** by Mister Mac -

Originally posted on [theleansubmariner](#):  
Caution: Some salty language may be found in this post.

I belong to a number of very fine military organizations that all have special purposes. The Navy League for instance is a group that supports and promotes the sea services. I think this is important because of the dangers still present...

[Read more of this post](#)

**Be thankful for the struggles you go through. They make you stronger, wiser & humble. Don't let them break you. Let them make you.**



WWW.STONEANDSTARS.COM  
INSTAGRAM.COM/STONEANDSTARS



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



**LCDR(SS) William C. Fasciano G 80-81**  
**Departed on Eternal Patrol - 11 May 2015**  
(verified by John Yarbo, LT(SS) G/SY2/B 80-84)

Reported in the Jan. newsletter. His Memorial Page has been updated with new info.  
**ET1(SS) Ron Bryant G 69-74**  
**Departed on Eternal Patrol - 5 December 2020**  
(verified by Don Ort & Charlie Boehme)

**LCDR(SS) Frank Burgess Scarlett G XO 68-70**  
**Departed on Eternal Patrol - 21 April 2009**  
(verified by Frank Morris)

**SK2(SS) Michael A. Martelli B 65-68 COMM**  
**Departed on Eternal Patrol - 10 January 2020**  
(verified by funeral home obituary)



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 for shipmates contact info.)

\*\*\*\*\*

**YNSN(SS) James Maratta B 67-68**

Retired ISC

(info added per shipmate request)

**RMC(SS) Carl T. Callender G 75-78**

Retired LCDR

USSVI Bremerton Base

(info added per shipmate request)

**BINNACLE LIST 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.

=====

**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

**12.20.2020:** For a 90 year old "sailor" I did very well with the valve replacement. My checkup also went well. We have moved to a Senior Development our address is as follows:

7000 Aston Gardens Drive Apt.308, Venice, FL 34292. Many thanks for the enjoyable newsletter.

Elam Lee and Angie

*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*

=====

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

Cards to: 75 Lambeth Drive, Asheville, NC 28803

**12.20.2020:** I continue to receive my Keytruda infusions and they continue to control my cancer. My oncologist suggested changing the 3-week infusion schedule to every six weeks. This is a new method and it has worked for me as it

better protects the integrity of my veins with fewer needle sticks. Also, it provides a better ability to schedule some family visits (when this again becomes possible). I still get a PET and CT scan every three months. As long as the Keytruda continues to control the cancer, I will be in good shape so thank the Lord it has been working!  
Sandy

*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*

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







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

=====

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

**The Legacy the Recently Discovered USS  
Grayback Left Behind**

**Nov. 14, 2019 | by Katie Lange**

Seventy-five years after a U.S. Navy submarine sank in the Pacific Ocean during World War II, the family members of its 80 lost sailors are finally getting closure as to where their loved ones rest.

Stories of sunken ships have fascinated the world for centuries, including the story of the USS Grayback. It was one of 52 U.S. submarines reported missing during the great conflict. Six have been found in the decades since, and now the Grayback can be added to the list of subs whose demise is no longer a mystery. [READ](#)

[MORE](#)

=====

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

**Do not fish in waist deep water in the  
Northern Territory of Australia.**



**The Computer Corner**

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

**How to protect your privacy in Windows 10**

Sadly, not many days go by without hearing of yet another data breach occurring at some company, which means their customer's information of varying types and detail has been harvested by unknown miscreants for use in unleashing their evil deeds. As a retired financial services IT security professional,

I am amazed that this continues to happen. I currently have several free credit monitoring services in progress, all because the people I did business with did not take security seriously enough.

However, computer privacy protection is a personal choice, and depends on what you have stored on your Windows 10 based device and how concerned you may be about that data being exposed without your knowledge or permission. This article will provide you with information on how to adjust the settings on your Windows 10 based device and explain the various settings so you can make an informed choice about privacy. The November 2019 Computer Corner article on Privacy tools and settings provided some information on this issue. So you may want to refer back to that article as well to make sure you have a clear picture of the choices you may want to make.

The following article should provide you with the information you need to protect your privacy in Windows 10. It was created on September 25<sup>th</sup>, 2020 and is applicable *for the Windows 10 May 2020 Update, version 2004. If you have an earlier release of Windows 10, some things may be different.*

[https://www.computerworld.com/  
article/3025709/](https://www.computerworld.com/article/3025709/)

Contained within the article are a number of additional links to information you may find useful

in securing your Windows 10 devices. You may be amazed to discover just how much information you may have been sharing with Microsoft!

In addition to the Windows 10 O/S security, you need to remember that your chosen browser and its security settings can reveal a lot about your PC as well. Here's an article that may help you in understanding that aspect of your digital life as well:

<https://www.lifewire.com/increase-web-browser-security-4767673>

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.

---

**After 45 years, the Navy is planning to 'recycle' a first-of-its-kind missile submarine Benjamin Brimelow - Feb 19, 2021**



US Navy Ohio-class guided-missile submarine USS Ohio gets into position for an exercise off the coast of Okinawa, Japan, February 2, 2021. US Navy/Sgt. Audrey M. C. Rampton

The Navy's most recent 30-year ship-building plan calls for building 404 new vessels and retiring 304 current ones by 2051.

One of the vessels to be retired is USS Ohio, a ballistic-missile sub that was refitted as the Navy's first cruise-missile submarine.

In December, the US Navy **released** its 30-year ship-building plan, which called for building 404 new vessels to reach a 541-ship fleet by 2051, with 304 current vessels retired over that period

Fourteen of the vessels to be retired are

nuclear-powered and thus need to be recycled as part of the Navy's **Ship-Submarine Recycling Program** to ensure safe disposal of their nuclear reactors and fuel.

Those ships include **the first-in-class aircraft carrier USS Nimitz** and 13 **nuclear submarines**: 11 Los Angeles-class attack subs and two **Ohio-class** cruise-missile submarines, known as SSGNs. **USS Ohio**, lead ship of the class, will be one of the two SSGNs recycled. It will be the end of a four-decade career for the first sub of its kind. **READ MORE**



---

**This May Be The Most Fearsome U.S. Navy Weapon In The Pacific**

(CNN 11 FEB 21) ... Brad Lendon

Hong Kong – Born of the Cold War and launched with enough firepower to destroy well over a dozen Soviet cities in a single salvo, the USS Ohio, the largest submarine the United States Navy has ever put to sea, has been stripped of its nuclear missiles.

But it still may be the most fearsome and versatile US weapons platform operating in the Pacific.

As the Biden administration is demonstrating its commitments to US allies and protecting a free and open Indo-Pacific, it has been making statements with naval hardware.

In the past two weeks, Washington has sent a guided-missile destroyer through the Taiwan Strait, demonstrating the US' continued commitment to the self-governed democratic island. The same destroyer then continued to the Paracel Islands to challenge Beijing's island

claims in the South China Sea. Washington also deployed two of its massive aircraft carriers for exercises in the same waters and dispatched one of its newest destroyers to Japan.

And last week it gave the region a fresh look at the Ohio, showing off the 18,000-ton guided-missile submarine as it participated in exercises with US Marines around the Japanese island of Okinawa.

Sidharth Kaushal, a naval expert at London's Royal United Services Institute, describes the USS Ohio and its sister boats, the USS Michigan, USS Florida and USS Georgia, as one-stop shops for getting missiles and troops in close to an adversary's territory.

And that could be significant when compared to adversaries like China, which maintains a robust anti-ship missile capability but whose defenses against submarines are still being upgraded and refined.

#### **'A lot of firepower very rapidly'**

Though it no longer carries nuclear missiles, the USS Ohio is nuclear powered, as are all US Navy submarines. Known as a nuclear-powered guided-missile submarine (SSGN), the Ohio is driven by a nuclear reactor providing steam for two turbines, which turn the sub's propeller.

The Navy calls its range "unlimited," with its ability to stay submerged constrained only by the need to replenish food supplies for its crew.

The submarine's comparatively large size and power allow it to carry 154 Tomahawk cruise missiles, 50% more than US guided-missile destroyers pack and almost four times what the US Navy's newest attack subs are armed with.

Each Tomahawk can carry up to a 1,000-pound high-explosive warhead.

"SSGNs can deliver a lot of firepower very rapidly," said Carl Schuster, a former Navy captain and director of operations at the US Pacific Command's Joint Intelligence Center.

"One-hundred and fifty-four Tomahawks accurately deliver a lot of punch. No opponent of the US can ignore the threat."

While the Navy could amass a larger number of destroyers to deliver missiles in even greater

numbers, as a standalone, hard-to-detect unit, the Ohio-class guided missile submarine is in an ocean by itself in America's arsenal, said Bradley Martin, a former Navy captain turned naval researcher at the RAND Corp think tank.

"The SSGN remains the platform with the single largest ability to deliver conventional missile payloads," Martin said.

The magnitude of that firepower was shown in March 2011, when the USS Florida fired almost 100 Tomahawks against targets in Libya during Operation Odyssey Dawn. The attack marked the first time the SSGNs were used in combat.

Libya is not China, however, and the People's Liberation Army Navy (PLAN) has numerous and improving anti-submarine warfare capabilities that Libya does not.

Beijing has been investing substantial resources in a growing fleet of submarine hunting aircraft and frigates and dozens of hunter-killer submarines, all with the purpose of sinking enemy submarines.

But for all its advancements, China is still playing catch up. It wasn't a Cold War submarine power -- and in sub hunting, numbers need to be complemented with experience.

"The question of whether they can do so is a function of how well networked these assets are, and how well trained the operators are -- with analysts' opinions on the PLAN's progress in this area differing quite a bit," naval expert Kaushal said.

If the USS Ohio is operating out in the Pacific, finding it becomes harder, as China's anti-submarine force was designed to work closer to its shores, he said.

But even closer to shore, the Ohio has a stealthy advantage, the analysts say. It's quieter than other attack subs in the US fleet and still would present a challenge for China to find in waters closer to its shores.

That means it can bring its dozens of land-attack missiles closer to targets well inland, analysts said.

"SSGNs can get into forward positions by virtue of their stealth and strike targets deep within defended hostile areas," Kaushal said.

And they have the element of surprise. Early warning air defenses that search for planes or surface ships moving toward an adversary lose their effectiveness when a sub pops up close to a coastline.

"SSGNs provide the US Navy with a greater long-range strike capability than almost any other asset in its service," said Kaushal.

### Adapting to new threats

The Ohio is one of the quietest submarines ever built.

Conceived in the 1970s and commissioned in 1981 as the first of the US' Trident nuclear missile submarines, it was the epitome of strategic deterrence.

The Ohio and the 17 identical submarines in its class all carried 24 Trident intercontinental ballistic missiles, each with as many as eight independently targeted nuclear warheads. In theory, one sub could have wiped out multiple cities in the Soviet Union in a single launch.

The subs were designed to stay submerged for months at a time with the mission to rise and deliver a devastating counterattack to any Soviet nuclear missile strike on US territory.



### Navy Finally Confirms Its Trident Missile Test Was What People Saw Off Florida This Week

*The Navy often puts out a press release right after Trident tests, but that was not the case in this instance.*

(THE DRIVE 11 FEB 21) ... Joseph Trevithick

The U.S. Navy has officially confirmed that it carried out a test of a Trident D5 submarine-launched ballistic missile over the Atlantic Ocean earlier this week. An Ohio class ballistic missile submarine, or SSBN, fired the weapon, which did not carry any live nuclear warheads, from within the service's Eastern Range off the coast of Florida, which had quickly grabbed the attention of locals, as you can read about in The War Zone's initial reporting.

The Navy's Strategic Systems Programs (SSP) office provided additional details about the test to The War Zone in a statement on Feb. 10, 2021. SSP oversees the development, acquisition, and sustainment of strategic weapons systems, including the Trident D5 and the Ohio class submarines that presently carry them, as well as work on the future Columbia class ballistic missile submarines. The service did not name the particular submarine that fired the missile.

"Navy Strategic Systems Programs conducted a scheduled Trident II (D5) missile test flight at sea from an Ohio Class SSBN, in the Eastern Range off the east coast of Florida, on February 9th, 2021," Jeff Fatora, an SSP spokesperson, said. "This test was part of a scheduled, ongoing system evaluation test."

"Launches are conducted on a frequent, recurring basis to ensure the continued reliability of the system. Each test activity provides valuable information about our systems, thus contributing to assurance in our capabilities," he continued. "Test missiles are not armed, and Strategic Systems Programs does not routinely announce missile testing. Information regarding the test launch of Trident II (D5) missiles is classified before the launch."

It's certainly true that Trident test launches occur regularly, but the Navy does proactively issue press releases regarding them, as well. It certainly seems curious that the Navy did not

even issue a simple confirmation quickly after it became clear that the test had caught public attention, especially in Florida, where the comet-like trail had sparked reports of UFOs.

Publicly available notices to airmen (NOTAM) had already outlined areas where parts of a missile were expected to fall on Feb. 9, which aligned almost perfectly with previous Atlantic Trident test launches. This includes a spectacularly failed launch in 2016 from a Vanguard class ballistic missile submarine belonging to the U.K. Royal Navy, which also fields Trident D5s as part of an arrangement with the United States. In that instance, the missile reportedly flew in the completely wrong direction and was self-destructed in midair after it looked to be heading toward Florida proper. It was not initially clear which Navy had fired the missile in this most recent test.

However, when The War Zone contacted the Navy's office of the Chief of Information (CHINFO), the service's top public affairs office, yesterday, we were initially redirected to the U.S. Army for unclear reasons.

"Army Futures Command Future Vertical Lift Cross Functional Team is currently participating in a Spike Non-Line-of-Sight [Spike-NLOS] Missile experimentation in Florida," Robyn Mack, the Public Affairs Chief for Army Futures Command, told us. "The tests are part of our Project Convergence campaign of learning designed to inform, develop, and integrate an interoperable Joint Force that is capable of multi-domain operations at echelon."

Mack also said that an overwater test of the Spike-NLOS missile had occurred earlier this week. What was observed in flight off the Florida coast was clearly not this missile, though, which is a much smaller and shorter-range weapon than a Trident. The Army is working toward fielding Spike-NLOS as a new extended-range weapon for current and future helicopters.

The War Zone was subsequently directed to the Office of the Secretary of Defense and, from there, to SSP. In the end, there is no indication, whatsoever, that the Army was in any way involved in this Trident D5 test.

As for what the purpose of this Trident D5 "system evaluation test" was, it remains unclear. There is a need, as SSP's Fatora said, to regularly conduct tests of these missiles to ensure their continued reliability and to demonstrate that capability in a way that potential adversaries can see, at least to some degree, to help maintain deterrence.

There may be an additional need to conduct end-to-end tests of Trident D5s that reflect the introduction of the new W76-2 low-yield warhead for those missiles, the last examples of which were delivered to the Navy in 2020. The W76-2 program has been a contentious and controversial issue. Proponents argue that they provide essential flexibility to deter a lower-tier of threats than could be responded to with existing warheads, while critics have raised fears they only lower the threshold for the use of nuclear weapons in a future conflict. You can read more about these nuclear weapons, which President Joe Biden has previously called a "bad idea," and the issues surrounding them in this past War Zone piece.

An improved version of the W88 warhead, also used on the Trident D5s, is in development, as well, though that work has suffered delays in the past few years. Last year, the Department of Energy's National Nuclear Security Administration (NNSA), which oversees U.S. nuclear weapon development, also revealed that it had started developing a new warhead for the Tridents, called the W93. If it does ultimately enter service, the W93 looks set to be the first entirely new warhead design to enter the U.S. nuclear stockpile since the first W88s were delivered in 1989.

Ohio class submarines have also been involved in the testing of new hypersonic weapons, including a design the Navy is developing together with the Army.

This latest Trident test also notably comes after the United States and Russia agreed to extend the New Strategic Arms Reduction Treaty (New START) through 2026. That agreement places limits on the strategic arsenals of both countries, including provisions that impact how many submarine-launched ballistic missiles each country can have and how many individual

warheads each of those weapons can hold. Each Trident D5 can hold up to 14 warheads, but they are typically only loaded with five or six at a time due to New START, as well as preceding arms control deals with Russia.

Whatever the case, we now know for sure that what people saw flying over the Atlantic off the coast of Florida earlier this week was a Trident missile fired from a Navy submarine.

<https://www.thedrive.com/the-war-zone/39215/navy-confirms-its-trident-missile-test-was-what-everyone-saw-off-the-florida-coast-this-week>

---

### **Former USS Greeneville Skipper Writes ‘Open Letter’ To Families Of Crew Members Who Died In The Sinking Of Ehime Maru**

*(HONOLULU STAR-ADVERTISER 08 FEB 21) ...*

William Cole

Twenty years ago on Feb. 9, 2001, the submarine USS Greeneville, longer than a football field, rocketed upward from a depth of 400 feet nine miles south of Diamond Head, its crew not aware it was on a collision course with a Japanese high school fishing training vessel, the Ehime Maru.

What came at 1:43 p.m. was unthinkable: The big sub smashed through the Japanese ship, with the Greeneville’s steel rudder — reinforced to punch through Arctic ice — slicing through the underbelly of the 190-foot Ehime Maru.

Twenty-six on board survived, but nine others — including four high school students — died. Never in U.S. history had a collision between a nuclear submarine and a civilian vessel killed so many people.

With the 20th anniversary approaching, the former commander of the Greeneville, retired Cmdr. Scott Waddle, who said he is “solely responsible for the accident,” wrote an eight-page “open letter to the families” of those who died in the Ehime Maru collision.

Waddle, now 61 and living in Cary, N.C., said the purpose of the note is to “apologize to the families who lost loved ones, apologize to those aboard the Ehime Maru who were injured,” and apologize to those who knew them.

The former submarine skipper has apologized to the families several times over since the collision, saying that he has “carried the shame, sorrow, burden and remorse every day since then and will do so until the day I die.”

He said he also “wanted to make it clear” that “I alone am solely responsible for the accident. The collision was avoidable and I failed in my duties as the captain to prevent it.”

Waddle said the letter is not intended “to solicit empathy or sympathy from the reader. The families of those that died and the survivors of the accident warrant that and not me.”

### **Waddle started out by listing those who perished:**

Takeshi Mizuguchi, Yusuke Terata, Toshiya Sakashima and Katsuya Nomoto, all 17, were students at Uwajima Fisheries High School.

Jun Nakata, 33, and Hiroshi Makizawa, 37, were instructors.

Hiroataka Segawa, 60, was chief radioman, Toshimichi Furuya, 47, was chief engineman and Hiroshi Nishida, 49, was an engineman.

The Japan-America Society of Hawaii said this year’s Ehime Maru ceremony at Kakaako Waterfront Park, where a memorial is located, is canceled due to COVID-19 restrictions on gatherings.

“Instead, a private wreath laying ceremony will be conducted by the Ehime Maru Memorial Association staff, which will be filmed and shared with the bereaved families, Ehime Prefecture and Uwajima City officials, Uwajima Fisheries High School as well as our local volunteer groups,” the nonprofit society said. “We ask that the public refrain from visiting the memorial site to comply with the City and County of Honolulu’s Emergency Order regarding gatherings.”

The Japan-America Society of Hawaii said it serves as the administrator of the Ehime Maru Memorial Association “and works to preserve the memory of the lives lost in this tragic accident, and to maintain the memorial in perpetuity.”

For the 10-year anniversary, more than 300 people came out, including families of seven of nine Ehime Maru crew members.

In his letter, Waddle noted that he was born in Japan at Misawa Air Force Base and is proud of that fact. At 27, he climbed Mount Fuji to “marvel at the splendor of the country where I was born.”

“The day nine Japanese mariners on the Ehime Maru died, part of me died with them,” he said. “I felt I had betrayed those that died and their families.”

Twenty years ago this Tuesday, the USS Greeneville was impressing 16 civilian guests south of Oahu with some of the capabilities of a U.S. nuclear-powered submarine.

On the surface, there was open-air time with the Greeneville’s gregarious, cigar-smoking captain, as the vessel powered through the waves.

Underwater there were steep ascents and descents — “angles and dangles” in Navy jargon, at one point reaching a classified depth below 800 feet — as well as high-speed turns.

And finally, there was the demonstration of an emergency main ballast tank blow, an action that forces 4,500 pounds per square inch of air into ballast tanks, causing the 6,900-ton submarine to breach the surface like a humpback whale.

Then came the collision. The Ehime Maru sank within 5 to 10 minutes.

In a book he wrote after the incident titled “The Right Thing,” Waddle recalled watching helplessly and in horror through the periscope as the stern of the Ehime Maru listed, the bow came out of the water, the ship stood vertical for a moment and then it disappeared beneath the waves.

As some crew members clambered into life rafts and others flailed wildly in the water, diesel fuel burning their eyes, Waddle said, he tried to maneuver the Greeneville closer, but the bobbing sub created huge swells that threatened to swamp the rafts.

“Know that my crew and I were not able to rescue survivors due to the rough seas that washed over the deck of my submarine along with the diesel fuel that floated on the ocean surface from the Ehime Maru’s ruptured fuel tanks,” Waddle said in his new letter. “From the bridge of my submarine, I decided not to help to avoid

jeopardizing the safety of the survivors and that of my crew.”

The Greeneville was kept out all night partly as a public relations ploy intended to give the impression the sub was involved in search-and-rescue efforts, but in truth the seas were too rough to get anyone on or off that night, Waddle said in his book.

Waddle said in his book that he was fired Feb. 10, 2001, as captain of the Greeneville, and he saw “20 years of hard work” in the Navy slip away.

His own personal hell grew deeper and darker that night when he could not sleep and was reviewing the accident over and over in his head. He said he briefly considered using a ceremonial Russian officer’s dagger to kill his 13-year-old daughter, Ashley; his wife, Jill; and himself.

“It would be so easy to take that dagger, I thought, and go upstairs and put Ashley down and then take care of Jill, and then myself,” Waddle wrote in his book. “Then our family wouldn’t have to endure any more of this ugliness and pain.”

Two days after the collision, Waddle asked for a chance to meet with the families of those who died to offer an apology, he said in his new letter. Navy officials told him no, and said he “was the last person the families would want to see,” he related.

The first apology he gave was via a press release drafted by Navy and civilian attorneys.

“I questioned the word ‘regret’ instead of ‘apologize’ that was used in the release,” Waddle said, adding that, “In my heart, I knew it was wrong.”

He subsequently visited with the Japanese Consulate General, apologized “for the harm I had caused” and offered letters to each of the nine families, he said.

On March 9, 2001, during the Navy’s Court of Inquiry, Waddle said, he met with families for the first time and “bowed before them and apologized communicating with the assistance of an interpreter.”

Waddle was not tried at court-martial, but he was found guilty at an “admiral’s mast” of dereliction of duty and negligent hazarding of a

vessel. He was allowed to retire with full benefits after 20 years in the Navy.

He was accused of cutting corners, marginalizing key crew members and rushing through procedures leading up to the sinking.

According to testimony from the Court of Inquiry convened after the collision, Waddle was a charismatic and professional naval officer who was “self-confident in his own abilities and quick to take advantage of opportunities to make his command, the Navy, and himself look good.”

Greeneville’s sole mission on Feb. 9, 2001, was to conduct the “distinguished visitor” trip for the 16 civilians — referred to by retired Navy Adm. Richard Macke as “high-rolling CEOs” — despite guidelines that submarines conduct the outings only during training.

Some of those visitors’ hands were on submarine controls during maneuvers, with crew member’s hands over theirs.

The Court of Inquiry found Waddle “inappropriately disposed” to entertaining the guests, while there was an “artificial urgency” created by the commander to complete the afternoon’s events with the sub running late for a 2 p.m. return to “Papa Hotel,” a rendezvous southeast of the entrance to Pearl Harbor.

The Court of Inquiry “was thorough and identified mistakes and errors that were made,” Waddle said in his new letter. “At the end of the day, it was my fault and mine alone. I am responsible and accountable for what happened and no one else.”

Onboard Navy submarines, those responsible for their safe operation and navigation of subs review the details of the accident once a year, he said.

“The past 20 years lessons from this accident have been taught throughout the Navy, all Navy warfare disciplines, submarine training schools, all phases of the submarine officer training and at the United States Naval Academy,” Waddle said.

The sinking was a public relations disaster for Waddle, the Navy and the United States. The events of that day commanded international news for months to come and led to permanent changes in how the U.S. submarine force trains.

President George W. Bush apologized on national television as Japanese Prime Minister Yoshiro Mori immediately requested that the sunken vessel be raised. The families of the dead bitterly criticized Waddle for his actions.

The Navy spent \$60 million to recover the Ehime Maru and eight of nine missing crew, \$11.47 million for compensation to Ehime prefecture, \$16.5 million to compensate families and \$2 million to repair the Greeneville.

Waddle remains involved in consulting, executive coaching and public speaking.

“I have shared the story of this accident and my failures/shortcomings to businesses and audiences around the globe,” he said in the letter.

He said he is committed to sharing the story not for personal gain but in the hope of preventing accidents like this from happening again.

“The message to the recipients is clear,” he said. “Mistakes and failure will happen. When they do, do what is right. Be accountable for your actions, tell the truth, atone to those you harm or hurt. Be a person of integrity, be accountable and be responsible for all that you do.”

<https://www.staradvertiser.com/2021/02/08/breaking-news/former-uss-greeneville-skipper-writes-open-letter-to-families-of-crew-members-who-perished-in-the-sinking-of-ehime-maru/>

---

**Navy Questions How Launches From Proposed Spaceport Would Affect Kings Bay**  
(*THE BRUNSWICK NEWS 11 FEB 21*) ... Gordon Jackson

Limited trajectories and autonomous termination systems make it unlikely a launch malfunction would reach Naval Submarine Base Kings Bay from a proposed spaceport in Camden County about 5 miles away from the base.

That's the answer given to the Department of Defense when a consultant representing Camden County responded to specific questions about potential impacts to King Bay from a rocket malfunction.

"While specific analysis was not completed to analyze ordnance facilities at NSB Kings Bay, flight safety analysis models conducted by

Aerospace Corporation demonstrated that with the use of limit lines and Autonomous Flight Safety Systems it is possible to reduce the chance of debris in the vicinity of NSB Kings Bay to near zero," consultants with Kimbley Horn said.

DOD officials wanted to know if an analysis had been done for buildings at Kings Bay that may house large ordnance. The base maintains and stores nuclear ballistic missiles that are carried aboard Ohio-class submarines deployed from Kings Bay.

The probability of a rocket malfunction turning toward Kings Bay, combined with a failure of the autonomous termination system, has not been considered, consultants said. But a safety analysis of the launch system and termination system would be required for the launch operator to receive a license to operate from the spaceport.

"This probability question would be best addressed at that time for the specific launch system analyzed," consultants said.

The failsafe devices did little to reassure Kevin Lang, an Athens lawyer and property owner on Little Cumberland Island. He said the memorandum addresses the Navy's concerns, which are different from the ones he and other Little Cumberland Island residents have.

"We share the Navy's concerns with rockets that may veer off their intended trajectories," he said. "Those situations may result in the rocket being destroyed by a flight termination system with the debris raining down on whatever happens to be below it. Our biggest concern is the likelihood that some of that debris will be on fire or hot enough to ignite a fire on impact."

A fire on a barrier island with no fire department and homes in hard-to-reach locations has potential to be catastrophic, he said.

"A multi-point fire on Little Cumberland Island could result in the loss of every home on the island in a matter of hours," Lang said. "Obviously there is also substantial risk that one or more members of our community could be injured or killed in that scenario."

The Federal Aviation Administration is scheduled to make a final decision on the Environmental Impact Statement next month that

will determine if Camden County officials get a license to establish a spaceport. Individual launches would need additional FAA approval.

The license request is to launch small sub-orbital and orbital rockets from the site. Lang said most small rocket companies won't be able to afford the insurance for mitigation. He said a small rocket company in Alaska had several launch failures over land that the state ended up paying to mitigate.

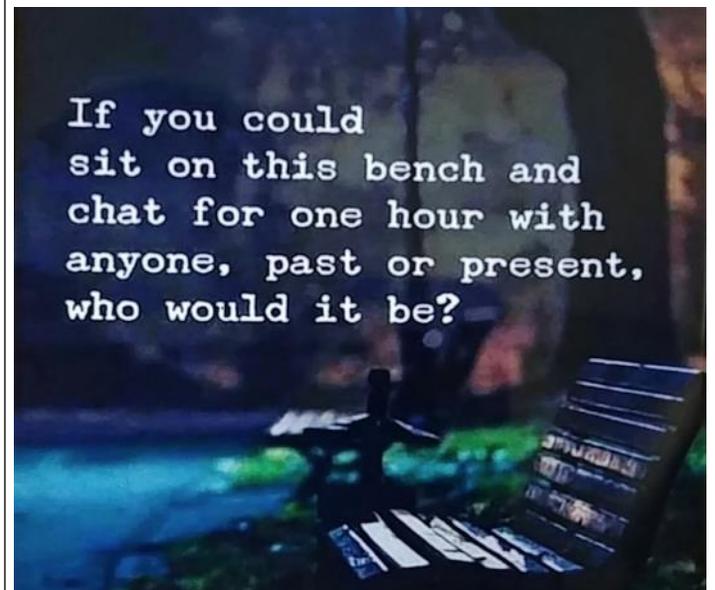
It would be even more costly and complicated for an environmental cleanup of saltwater marshes.

"You can very easily cause even more damage to these fragile ecosystems by introducing equipment and other disruptive means of removing rocket debris and chemicals," Lang said.

It's likely the launch site operator — Camden County — would be responsible for the cost to mitigate a rocket explosion or crash.

"Camden County does not have the funds to handle a costly mitigation, so the ultimate cost would likely fall on taxpayers of the state of Georgia with DNR handling the mitigation of their jurisdictional areas (salt marshes, tidal creeks, and rivers)," Lang said. "National Park Service could also be compelled to pay for mitigation for failures that impact Cumberland Island."

<https://www.stripes.com/news/navy/navy-questions-how-launches-from-proposed-spaceport-would-affect-kings-bay-1.661801>



**Japanese submarine collides with commercial ship while surfacing in Pacific Ocean**  
**The Telegraph - Our Foreign Staff**  
Tue, February 9, 2021



Japanese Maritime Self-Defense Force submarine Soryu off Kochi port in the western Japan main island of Shikoku on Feb. 9, 2021, following its collision with a commercial vessel in the Pacific Ocean off Shikoku the previous day - Kyodo/Newscom / Newscom

A Japanese submarine crashed into a commercial ship while surfacing off the country's southern coast on Monday.

The navy submarine was damaged in the collision near the tip of Shikoku Island, with three officers sustaining minor injuries.

Soryu, the first submarine in Japan's fleet to be powered on electricity and diesel, scraped its mast on the underside of the cargo ship's hull. Pictures taken upon breaching showed damage to the fairwater planes - wings along the mast to help tilt the vessel up and down.

"Soryu scraped the hull of the vessel as it was surfacing. It is extremely regrettable the MSDF [Military Self Defence Force] submarine has collided with a commercial ship," Defense Minister Nobuo Kishi said.

The commercial ship, the Hong Kong-registered Ocean Artemis, was not damaged, according to the Japanese coast guard. Japan's Defence Ministry said that the communications systems of Soryu were able to operate despite minor disruption.



Japan submarine collides with commercial ship off Shikoku  
Original description: Photo taken from a Kyodo News helicopter shows Japanese Maritime Self-Defense Force submarine Soryu off Kochi port in the western Japan main island of Shikoku on Feb. 9, 2021, following its collision with a commercial vessel in the Pacific Ocean off Shikoku the previous day. A fin (L) on the starboard side of the submarine is seen bent over - Kyodo/Newscom / Newscom / AvalonMore

Officials also stressed that that vessel's seaworthiness had not been affected. Some experts disputed that assessment, with the former US Navy Captain Bradley Martin telling CNN, "I wouldn't call that damage 'minor'. That ship can't dive and can't communicate."

In 2009 Britain's HMS Vanguard and the French Triomphante, two nuclear-powered ballistic missile submarines, collided in the Atlantic Ocean. Reports suggested neither had been using active sonar, as they were not on patrol.

Eight years before, in 2001, a US attack submarine surfaced below a Japanese fishing vessel near Honolulu, wrecking the ship and killing nine people.

The US government paid \$16.5 million compensation to families of the victims, four of whom were high school students from a fisheries school gaining experience on the boat.

<https://www.yahoo.com/news/japanese-submarine-collides-commercial-ship-184830513.html>

---

## **Boeing Is Refurbishing Harpoon Missiles For U.S. Navy Submarines** (*SEAPOW*

*MAGAZINE 09 FEB 21)* ... Richard R. Burgess  
ARLINGTON, Va. — Boeing has begun work to return the Harpoon cruise missile to operational status in the U.S. Navy’s submarine force after a more than 20-year absence.

Boeing received an \$10.9 million Naval Sea Systems Command contract late last month to refurbish 16 Harpoon missile capsules and four all-up rounds of encapsulated Block 1C Harpoon missiles for the Navy’s submarines. Work is scheduled for completion by December 2022.

The UGM-84A Harpoon Block 1C missiles will be integrated on the Navy’s Los Angeles-class submarines. The UGM-84A is encapsulated to be fired from a torpedo tube and has a rocket booster to propel it above the surface of the water and into flight.

“I am happy to report that we will have the first refurbished [Harpoon] missiles delivered to the fleet in [fiscal] ‘21,” said Rear Adm. Thomas Ishee, director of undersea warfare in the Office of the Chief of Naval Operations, speaking Nov. 7 at the Naval Submarine League’s annual symposium in Arlington.

In a demonstration in the 2018 Rim of the Pacific exercise, a Harpoon was fired from the Los Angeles-class attack submarine USS Olympia at a target ship, the first time one was fired from a U.S. Navy submarine since the UGM-84A Harpoons were withdrawn from the force in 1997.

The UGM-84A is encapsulated to be fired from a torpedo tube and has a rocket booster to propel it above the surface of the water and into flight.

“The Navy has a deep inventory of Harpoon Block IC missiles,” said Sally Seibert, director, Cruise Missile Systems at Boeing, in a statement. “These missiles can be refurbished and reintegrated into the fleet in a shorter timeframe, and at a fraction of the cost, compared to purchasing new missiles — and that is exactly what our team is doing.”

The Harpoon cruise missile is a combat-proven, all-domain anti-ship missile used by the Navy and more than 30 international customers, a

statement from Boeing said. “Evolving over the years to keep pace with emerging threats, the Harpoon Block II includes a GPS-aided guidance system that allows for autonomous, all-weather capability — and can execute both anti-ship and land-strike missions. The more advanced Harpoon Block II+ adds a data link that allows for in-flight targeting updates.”

“The shelf life of the Harpoon missile allows us to maximize existing capability by bringing this weapon back to the submarine fleet,” Seibert said. “Customers who currently have Harpoon missiles in their inventory are prime candidates for refurbishments, or even upgrades, to add this extremely viable and cost-effective weapon to their arsenal.”

Currently, more than 600 ships, 180 submarines, 12 different types of aircraft and several land-based launch vehicles across the world are integrated with Harpoon missiles, Boeing said.

<https://seapowermagazine.org/boeing-is-refurbishing-harpoon-missiles-for-u-s-navy-submarines/>

---

## **STRATCOM: U.S. Needs ‘Broader-Based Strategic Review’ To Assess Threats**

*Mallory Shelbourne, USNI News, January 5*

The United States should conduct a new broad strategic review to evaluate global threats and determine its strategy, the head of U.S. Strategic Command said Tuesday.

During a virtual roundtable hosted by the Defense Writer’s Group, Adm. Charles Richard said he supports reassessing the nuclear posture review, but argued for a holistic approach to examine threats across the spectrum, as opposed to multiple reviews for different domains and capabilities.

“The threat is moving so fast that even given the time since the last nuclear posture review warrants another look at it to make sure that we still endorse our strategy and we have sufficient capability to execute that strategy,” Richard told reporters.

“But more broadly, I think a Nuclear Posture Review is too narrowly defined. We face global

threats and then to parse our examination of those into a nuclear posture review, a missile defense review, a space review, a cyber-review, kind of misses the totality of what the strategic threat to this nation and our allies are. And I would recommend a broader-based strategic review as opposed to parsing it out in pieces.”

Richard, who previously served as the Navy’s commander of the service’s submarine forces, said a reassessment should include looking at the evolved threat from adversaries, substantiating the strategy and determining if the United States can achieve its objectives.

“Any service, any force, anything that the Department of Defense does is underpinned by an assumption that strategic deterrence – and inside that nuclear deterrence – is holding. And if strategic deterrence fails and in particular if nuclear deterrence fails, then we just ripped the underpinnings out of every [operation]-plan and the [concept of operations] for every other capability inside the department,” he said. “And so by whatever review mechanism we go do – whether we do it in pieces or we do it as a whole – recognizing that and acting accordingly I think is very important.”

President-election Joe Biden’s incoming administration is likely to reassess the nuclear posture review, a document that analyzes how nuclear weapons fit into the Pentagon’s strategy. The Trump administration published its own review in 2018, as did the Obama administration in 2010.

House Armed Services Committee Chairman Rep. Adam Smith (D-Wash.), who does not support buying the low-yield nuclear weapons the Trump administration called for in its 2018 assessment, told reporters in October he expected a Biden administration to reevaluate the nuclear posture review.

“So what I would want us to have is a nuclear arsenal that is sufficient to deter anyone from thinking that it makes sense to start a nuclear war because we can make it clear that the cost will be too high for them to do that,” Smith said at the time. “We have a nuclear arsenal that still envisions ‘winning’ a nuclear war; alright, that’s

what I find insane.”

Speaking during today’s call, Richard posited that deterrence also requires a holistic approach.

“There’s no such thing as nuclear deterrence all by itself, or deterrence in cyber or deterrence in space, right.

Deterrence has to do with an opponent’s decision making, right. It’s a fundamental equation for whatever aim the other guy or person desires – can I either deny that or impose a cost greater than what they seek, such that they choose restraint over action,” Richard said. “And that can play out in any domain. It plays out worldwide. It plays out with nuclear capabilities, conventional capabilities, cyber capabilities. And you’ve got to look at it as a spectrum.”

“If that equation fails at any point in its boundary conditions, then deterrence as a whole fails,” he continued.

“And I think that’s an issue sometimes – that we talk about pieces of deterrence, but we don’t look at it in its totality.

But that’s how it’s executed in practice.”

Asked what a low-yield nuclear weapon on a submarine would do, the chief of U.S. Strategic Command argued it would enhance America’s deterrence against a country like Russia.

“The fact that Russia has several thousand nontreaty accountable weapons is evidence that they at least perceive a deterrence gap where they think they have an advantage and that we would not be able to respond,” Richard said. “The low-yield nuclear weapon . . . enables me to close that perception gap and it improves deterrence and it improves the defense of this nation and our allies.”

The Defense Department in February acknowledged it had fielded a low-yield nuke on one of the Navy’s ballistic missile submarines.

Richard said he has participated in briefings with Biden’s transition team and will continue to do briefings as needed.

“They have gone well. We have some more planned in the future that we’re working on. And we’re fully ready to support the joint staff at [Office

of the Secretary of Defense] in any other briefing requirements that they may ask of us,” he said.

---

### **Navy plans to retire 48 ships during 2022-2026**

***Richard Burgess, Seapower Magazine, December 11***

A defense bill that includes funding for the development and procurement of Columbia-class submarines to replace the Ohio-class boats stationed at Naval Submarine Base Kings Bay has been approved by the U.S. House of Representatives.

The first Columbia-class submarine is scheduled to arrive at Naval Submarine Base Kings Bay in 2028. The base is currently undergoing renovations costing in excess of \$1 billion in preparation of the new submarines.

Funding for construction of the new ballistic missile submarines is considered a priority because of their role in national defense. The existing ballistic missile submarines, Ohio-class, are aging and will all exceed their lifespans when the boats were commissioned in the 1980s and 1990s.

U.S. Rep. Buddy Carter, a strong supporter of Kings Bay, has been a vocal advocate for the new fleet of submarines and the importance of the boats completed on schedule.

“This legislation ensures construction on the Ohio class replacement continues to prevent any interruption in future missions at Kings Bay,” Carter said. “The submarines at Kings Bay play a critical role in our nuclear deterrence as the United States continues to face uncertain threats from around the globe. Kings Bay is the elite home to the Atlantic ballistic submarine fleet, and I will continue to support both this mission and Kings Bay.”

---

### **Navy to add new attack submarines by 2045 in massive surge**

***Kris Osborn, Fox News, January 7***

New Virginia-class attack submarines are being built with a massive increase in firepower, much more sensitive and with powerful sonar detection and a new generation of computing,

navigation, and command and control systems ... and the Navy does not have enough of them.

It is a challenge that the Navy’s recently released 30-year shipbuilding plan seeks to correct, by calling for an increase in submarine production and acquisition in coming years to address emerging threats, meet growing requests from Combatant Commanders and greatly expand the mission scope for attack submarines to include more reconnaissance and clandestine undersea patrols.

The prospect of a rapid uptick in attack submarine production has been discussed and advocated now for several years by both members of Congress and senior U.S. Navy leaders who have for quite some time voiced concerns about the size and reach of the service’s submarine fleet in coming years.

As more Los Angeles class submarines, which have functioned well for decades, retire, there will be a fast-evolving and pressing need for larger numbers of submarines to replace them and also advance the technical curve by engineering a new generation of attack submarine capability.

---

### **Congressional Vets**

#### **117th Congress by the Numbers**

- 91 total veterans in the 117th Congress.
- 17 will serve in the Senate, 74 will serve in the House.
- 28 are Democrats, 63 are Republicans.
- 13 served in the military in the 1960s or earlier.
- 50 served in the military after 2000.
- More than half (49) had overseas combat deployments.
- 15 are first-time lawmakers.
- 6 are women, a decrease of 1 from last Congress
- 44 served in the Army, Army Reserve or Army National Guard.
- 15 served in the Air Force, Air Force Reserve or Air National Guard.
- 15 served in the Marine Corps or Marine Corps Reserve.
- 17 served in the Navy or Naval Reserve.
- None served in the Coast Guard. 31

□ Texas has the most veterans in their state delegation, with nine.

□ 12 states have no veterans in their state delegations (Idaho, Missouri, Minnesota, Montana, New Hampshire, New Mexico, North Dakota, South Dakota, Vermont, Washington, West Virginia, Wyoming)

Refer to

<https://republicans-veterans.house.gov/resources-for-veterans/veterans-in-congress.htm>

---

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

### **The Rugged Outdoor Woman**

During her physical examination, a doctor asked a retired woman about her physical activity level.

The woman said she spent 3 days a week, every week outdoors. When pressed for more information, she replied:

"Well, yesterday afternoon was typical; I took a five hour walk about 7 miles through some pretty rough terrain. I waded along the edge of a lake. I pushed my way through 2 miles of brambles. I got sand in my shoes and my eyes. I barely avoided stepping on a snake. I climbed several rocky hills. I went to the bathroom behind some big trees. I ran away from an irate mother bear and then ran away from one angry bull Elk. The mental stress of it all left me shattered. At the end of it all I drank a scotch and three glasses of wine."

Amazed by the story, the doctor said, "You must be one hell of an outdoor woman!"

"No," the woman replied, "I'm just a really, really bad golfer"

---

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

Makes one wonder about the mentality of politicians. A Washington DC 'airport ticket agent' offers some examples of why the USA is in so much trouble!

1. I had a New Hampshire Congresswoman (C... S...-P.....) asked for an aisle seat so that her hair

wouldn't get messed up by being near the window.

2. I got a call from a Kansas Congressman's (M....) staffer, who wanted to go to Cape Town. I started to explain the length of the flight and the passport information, and then he interrupted me with, "I'm not trying to make you look stupid, but Cape Town is in Massachusetts "

'Without trying to make him look stupid, I calmly explained, "Cape Cod is in Massachusetts , Cape Town is in South Africa ." His response -- click.

3. A senior Vermont Congressman (B..... S.....) called, furious about a Florida package we did. I asked what was wrong with the vacation in Orlando. He said he was expecting an ocean-view room. I tried to explain that's not possible, since Orlando is in the middle of the state. He replied, 'Don't lie to me!, I looked on the map, and Florida is a very THIN state!'" (OMG)

4. I got a call from a lawmaker's wife (L..... R...) who asked, "Is it possible to see England from Canada?" I said, "No." She said, "But they look so close on the map" (OMG, again!)

5. An aide for a cabinet member (J.... N.....) once called and asked if he could rent a car in Dallas. I pulled up the reservation and noticed he had only a 1-hour layover in Dallas. When I asked him why he wanted to rent a car, he said, "I heard Dallas was a big airport, and we will need a car to drive between gates to save time." (Aghhhh)

6. An Illinois Congresswoman (J.. S.....) called last week. She needed to know how it was possible that her flight from Detroit left at 8:30 a.m, and got to Chicago at 8:33 a.m. I explained that Michigan was an hour ahead of Illinois, but she couldn't understand the concept of time zones. Finally, I told her the plane went fast, and she bought that.

7. A New York lawmaker, (J..... N.....) called and asked, "Do airlines put your physical description on your bag so they know whose luggage belongs to whom?" I said, 'No, why do you ask?' He replied, "Well, when I checked in with the airline, they put a tag on my luggage that said (FAT), and I'm overweight. I think that's very rude!" After putting him on hold for a minute, while I looked into it. (I was dying laughing). I came back and explained the city code for Fresno, CA is (FAT -

Fresno Air Terminal), and the airline was just putting a destination tag on his luggage.

8. A Senator J... K.... aide called to inquire about a trip package to Hawaii. After going over all the cost info, she asked, "Would it be cheaper to fly to California and then take the train to Hawaii?"

9. I just got off the phone with a freshman Congressman, B.... B..... from Ala. who asked, "How do I know which plane to get on?" I asked him what exactly he meant, to which he replied, "I was told my flight number is 823, but none of these planes have numbers on them."

10. Senator D..... F..... called and said, "I need to fly to Pepsi-Cola, Florida. Do I have to get on one of those little computer planes?" I asked if she meant fly to Pensacola and fly on a commuter plane. She said, "Yeah, whatever, smarty!"

11. M... L....., LA. Senator, called and had a question about the documents she needed in order to fly to China. After a lengthy discussion about passports, I reminded her she needed a visa. "Oh, no I don't. I've been to China many times and never had to have one of those". I double checked and sure enough, her stay required a visa. When I told her this she said, "Look, I've been to China four times and every time they have accepted my American Express!"

12 A New Jersey Congressman (J... A....) called to make reservations, "I want to go from Chicago to Rhino, New York." I was at a loss for words. Finally, I said, "Are you sure that's the name of the town?" "Yes, what flights do you have?" replied the man. After some searching, I came back with, "I'm sorry, sir, I've looked up every

airport code in the country and can't find a rhino anywhere." "The man retorted, "Oh, don't be silly! Everyone knows where it is. Check your map! 'So I scoured a map of the state of New York and finally offered, "You don't mean Buffalo, do you?" The reply? "Whatever! I knew it was a big animal.

*Submitted by Jim McAuliffe, RM2(SS) B 67-68  
This is really an oldie but a goodie*

### Someone asked the other day.....

'What was your favorite fast food when you were growing up?'

'We didn't have fast food when I was growing up,' I informed him, 'All the food was slow.'

'C'mon, seriously. Where did you eat?'

'It was a place called 'home,' I explained! 'Mom cooked every day and when Dad got home from work, we sat down together at the dining room table, & if I didn't like what she put on my plate, I was allowed to sit there until I did like it.'

By this time, the kid was laughing so hard I was afraid he was going to suffer serious internal damage, so I didn't tell him the part about how I had to have permission to leave the table.

Here are some other things I would have told him about my childhood if I figured his system could have handled it:

- Some parents NEVER owned their own house, wore Levis, set foot on a golf course, traveled out of the country or had a credit card.
- My parents never drove me to school. I had a bicycle that weighed probably 50 pounds, and

Tuesday February 23, 2021 *Simulation Nonsense*





Submitted by Thomas Atchley,  
MM1(SS) G Decom 92



USS CANOPUS AS 34  
KINGS BAY - 1984

Submitted by Art Baisley,  
MT2(SS) G 76-78  
May 1977 Gold MT Division



Submitted by Glen Belton,  
ETN2(SS) G 80-81  
1981 Blue Navigation Division



Submitted by Allen Evans, QM2(SS) G 80-84

**Kent and I served on the Hog from 80-84 Gold Crew**

1<sup>st</sup> one is me still a striker (Allen T Evans)

2<sup>nd</sup> is TM Kent J Manor topside of the Hog (best guess 80-82?)

Kent was on board from 80-84 like me.

3<sup>rd</sup> is me at the QM stand on patrol



**Seaman Allen Evans 80's**

**TM3(SS) Kent J. Manor 80s**



**QM2(SS) Allen Evans 80's**

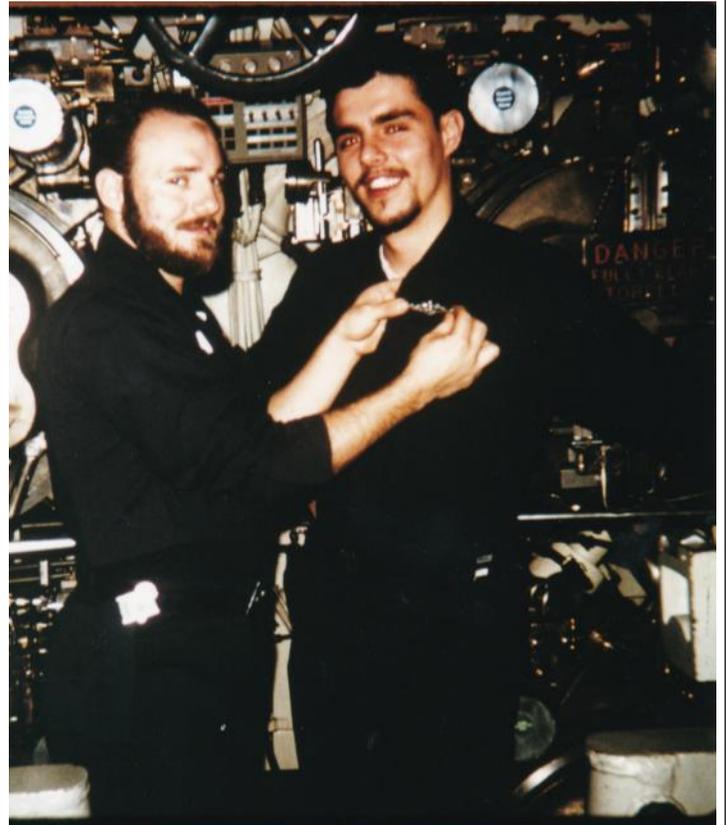
Pictures submitted by Olive Blevins, widow of Michael Blevins, MM3(SS) 67-71, Eternal Patrol: September 20, 2002

I found a few more "Oldies But Goodies" I thought you might like. Maybe Ray Kreul or Orville McCord will be attending the upcoming reunion.

There was a funny family story associated with the photo of Mike with the coffee mugs on deck. My aunt asked him why they were there and he told her they tied them to the tower with a rope and when the boat submerged, the mugs got washed and the cooks didn't have to wash them - and she believed him!



MICHAEL BLEVINS - 1st Patrol  
Fall 1967



RAY KREUL & MIKE BLEVINS  
SPRING 1969



ORVILLE "SMILEY" McCORD & MIKE BLEVINS  
Fall 1968

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 USS

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 \_\_\_\_\_

|                         |
|-------------------------|
| <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/>