



VOL. 2021 #8

AUGUST 2021

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2018 - 2021

PRESIDENT Tom [Marie] Krauser	VICE PRESIDENT Steve [Terry] Novic	SECRETARY Nick [Linda] Nichols	TREASURER Ken [Diane] Meigs	OUTGOING PRESIDENT Ray [Rita] Kreul
---	--	--	---------------------------------------	---

Other Positions 2018 - 2021

HISTORIAN / CUSTODIAN Larry [Linda] Knutson	WEBMASTER / NEWSLETTER Nick [Linda] Nichols	CHAPLAIN Jake Morris	STOREKEEPER / SHIPS STORE 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:



Shipmates,
 We are on the final stretch of the reunion in October. I would like to thank all of those that sent emails of encouragement, the postponement from last year was a difficult decision for us to

make.

Two important issues:

1. We have reached our limit on the bus to the Air Force Base. If you would like to include it on your registration you will be placed on a waiting list if anyone cancels. We have also had a shipmate offer to drive. If you pay and don't go on the bus your fee will be refunded. The cost for the

tour is just to cover the bus fee.

2. The hotel is filling up fast. As of this writing we have 4 rooms left in our block. It's a tough call to make because if we reserve more rooms and they are not filled it will cost us money. We based our block reservation on the attendance from the last reunion. It is possible to have rooms available if the hotel is not booked up after our 4 rooms are filled but there is "no guarantee" they will be available. If you call to book a room, don't forget to mention our discount code which is on the Web Site and the registration form. If you have a problem, feel free to contact me.

We will also be raffling off a room or rooms at the banquet; the number depends on what our final room count is. We will also have a 50/50 (split the pot raffle) and some other submarine items to be raffled.

To those flying in the Hotel is about a 10 minute drive from the airport, they provide a free shuttle, a phone number will be published in the next two newsletters to call the hotel to request a pick up. Note: it is not available between the hours of 0100-0500.

that fact. If you see that note please refer to a prior newsletter to see what the health issue is.

=====

James 'Jim' McDonald, MM2/MM1(SS) G/G 74-76; 77-79

Cards to: 2721 Early St., Norfolk VA 23513-3915

4.1.2021: Email from Jim: I ask an interest in your prayers as I rehab from a stroke I suffered a month ago. Rehab is going good. I should be released on the 9th to go home and from there do out patient rehab.

=====

Andrew 'Andy' McKay, TMC G 85-88

Cards to: 2207 FM 1729, Lubbock TX 79403

4.1.2021: Email from Andy: I was found to have lung cancer in 2007. I had surgery to remove half of my right lung. I did 4 months of chemo. I now have final stage COPD. I am on full time supplemental oxygen

=====



GREAT LINKS TO SPEND TIME WITH

655 Association Website
www.ssb655.org

Submitted by Nick Nichols, TM1 G/B 70-75; FTCS B COB 85-89, 655 Assoc. Life Member, USSVI Charleston Base

Lost the instructions?

If you're not sure how to use a tech gadget [or anything other equipment you have around your house], the instruction manual is usually the best place to turn for answers – especially when customer support is closed for the day. But what happens when you open your drawer and find nothing but cobwebs?

Well, you can wait several weeks for the manufacturer to snail mail you a new manual, or you can check out [ManualsOnline](http://ManualsOnline.com). This website is your instruction manual destination.

It breaks everything down into categories to help answer your questions. Plus, if you want to contribute, you can submit your manuals to help expand the community's knowledge.

Submitted by Linda & Alan Reed, ET2(SS) G 68-71, 655 Assoc. Life Member, USSVI Tri-State Base

Virtual Vietnam Wall

Vietnam Wall-- This is really sobering. First click on a state. When it opens, scroll down to the city where you went to high school and look at the names. Click on the name and it will give details of the person's death, a picture or at least their bio and medals. This really is an amazing web site. Someone spent a lot of time and effort to create it. I hope that everyone who receives this appreciates what those who served in Vietnam sacrificed for our country. Pass the link on to others, as many knew wonderful people whose names are listed.

<http://www.virtualwall.org>

Submitted by Don Ort, MM1(SS) G/SY1 69-74, USSVI Charleston Base

A wonderful way to spend 7 ½ minutes viewing.

Portrait of a Warrior (Texas Country Reporter)

See how one man has made it his mission to honor fallen heroes. Ken "the dauber" Pridgeon Portrait of a Warrior Memorial Art Gallery 308 W. Texas Avenue, Baytown, TX 77520

<https://www.youtube.com/watch?v=IRGWUFEeXZw&list=RDCMUCpgWbutHVhVH92xURuytLcA>

The young man thinks about it for a second and then says, "Okay, why not?"

"You're a Congressman for the U.S. Government", says Bud.

"Wow! That's correct," says the yuppie, "but how did you guess that?"

"No guessing required," answered the cowboy.

"You showed up here even though nobody called you; you want to get paid for an answer I already knew, to a question I never asked. You used millions of dollars' worth of equipment trying to show me how much smarter than me you are; and you don't know shit about how working people make a living - or about cows, for that matter. This is a herd of sheep"

"Now give me back my dog."

AND THAT, FOLKS, IS WHAT THE PROBLEM IS.

=====

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

COVID LOGIC

Some interesting thoughts... Enjoy! Sent to me by a friend...

Me at the Supermarket:

Why is there plastic on the payment keypad?

Cashier: to protect people from Covid.

Me: but isn't everyone touching the plastic keypad the same way they would the regular keypad?

Cashier: no words, confused look.

Me: Why don't you pack the grocery bags anymore?

Cashier: Because of Covid -19 to reduce the spread of catching or spreading the virus.

Me: But a shelf packer took it out of a box and put it on the shelf, a few customers might have picked it up and put back deciding they don't want it, I put it in my cart then on the conveyor belt, YOU pick it up to scan it... But putting it in a bag after you scan is risky??

Cashier: no words, confused look

Me at the drive through

Server: (holds a tray out the window with a bag of food for logical friend to grab)

Me: why is my bag of food on a tray?

Server: so I don't touch your food because of Covid.

Me: didn't the cook touch my food? Didn't the person wrapping my food touch it and then touch it again when placing it in my bag? Didn't you touch the bag and put it on the tray? Didn't you touch the tray?

Server: no words. Confused look.

Me in society:

Society: If you cough or sneeze do it in your elbow or sleeve,

Also society: Don't shake hands or hug anyone or you will spread the virus.. To greet people do an elbow tap instead.

Me: Elbow tap? Isn't that where you tell people to sneeze or cough? Into their elbows?

Now you want people to tap each other with that elbow; wouldn't it be safer to sneeze into elbow and shake hands like we did before Covid

=====

Me at a restaurant:

Hostess: OK, I can seat you at this table right here (4 feet away), but I will need you to wear a mask to the table.

Me: what happens when I get to the table?

Hostess: you can take off the mask.

Me: then it is safe over there?

Hostess: yes.

Me: are those fans blowing above the table? Is that the air-conditioning I feel? Is the air circulating in here?

Hostess: no words. Confused look.

Me in society:

You are not allowed to stand and drink at the pub you have to sit down. But at the shopping center you are not allowed to sit down, all the chairs are roped off. Who thinks this stuff up?

Life is hard for logical people right now. We are being raised without the ability to process and execute logic.

=====

Submitted by Pete Peterson, MM1(SS) B 70-72, USSSVI MAL

THOUGHTS ON EXTENDING YOUR

LONGEVITY LOOK AT THESE FACTS...

1. The inventor of the treadmill died at the age of 54
2. The inventor of gymnastics died at the age of 57
3. The world bodybuilding champion died at the age of 41
4. The best footballer in the world Maradona, died at the age of 60.
5. James Fuller Fixx credited with helping start America's fitness revolution by popularizing the sport of running died of a heart attack while jogging at 52 years of age.

BUT

6. The KFC inventor died at 94.
7. Inventor of Nutella brand died at the age of 88
8. Imagine, cigarette maker Winston died at the age of 102
9. The inventor of opium died at the age of 116 in an earthquake
10. And the Hennessy Liquor inventor died at 98.

The rabbit is always jumping up and down but it lives for only 2 years and the turtle that doesn't exercise at all, lives 400 years.

So, take some rest, chill, stay cool, eat, drink and enjoy your life.

=====

Submitted by George Birmingham, ET1(SS) G 69-74, Assoc. LM, USSVI Holland Club / Carolina Piedmont Base
Good advice for parents and grandparents as well.

Sharing your kids' photos online: Should you keep doing it? Should you keep doing it?

Brett Molina USA TODAY

Earlier this week, Hadid shared an Instagram Story discussing why she will refrain from posting pics of her 10-month-old daughter, Kai.

"Our wish is that she can choose how to share herself with the world when she comes of age, and that she can live as normal of a childhood as possible, without worrying about a public image that she has not chosen," Hadid wrote.

When you become a parent, it's difficult to not beam with pride when your child does anything. Like, extremely difficult. He's on his first bike? Post it to Facebook. Lost a tooth? Here comes the Instagram post. Your child hit a game-winning

double? Tweet out that video!

But should you consider your child's privacy when posting, especially as they get older?

A couple years ago, I had a conversation with my oldest child about posting their images to social media. We have an agreement now: I won't post anything without getting their permission first.

Since then, I've posted even fewer pics of my kids to social media. As my Facebook friend circle swells, I've asked myself: Do all these people *really* need to know my child got a bike?

Instead, I stick to text, sharing all these memories with only the closest family and friends.

That doesn't mean you shouldn't post to social media if you still want, but stay cautious. Here are some tips to consider, according to security firm Kaspersky:

- ◆ **Check your privacy settings.**
- ◆ **Turn off metadata or geotagging.**
- ◆ **Avoid personal info.**

[READ MORE HERE](#)

The Computer Corner

By: George Birmingham, ET1(SS), Gold 69-74, Assoc. Life Member, USSVI SV Carolina Piedmont, Holland Club



Windows 10 Task Manager

In our ongoing Windows 10 journey there is one feature that we have not touched on that is important to you as a Windows 10 user. That feature is the Task Manager. Many of you have probably, at one time or another, used task manager to stop an errant process and get back control of your PC, or find out what program is using too much system resources. The use of the famous, or infamous, CTRL-ALT-DEL key sequence is one that should be familiar to all Windows users by now.

But did you know of all the features that Task manager provides besides stopping tasks that are out of control? The following article does an excellent job of explaining all the many features Task Manager is capable of:

Windows Task Manager: The Complete Guide

<https://www.howtogeek.com/405806/windows-task-manager-the-complete-guide/>

Here are additional articles you may find useful as you use the Task Manager:

Seven Ways to Open the Windows Task Manager

<https://www.howtogeek.com/66622/stupid-geek-tricks-6-ways-to-open-windows-task-manager/>

A word of warning is in order here. The Task Manager is a bit of a powerful tool. So be sure you understand what you are changing so that there are no surprises. And use it to get the most out of your PC.

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_ssb@bellsouth.net.

And if you have a difficult computer or network problem you need help with, contact me. I'm always glad to help out if I can.

//George

Website of the day: Purge all your unwanted accounts in one place

If you've ever gone on a deleting spree of all the accounts you don't use anymore, you know what a pain it is to find the right links to click or forms to submit. Justdelete.me is the place to start. This website has a detailed directory of links that can help you disable and delete your accounts from the web's most popular social networks.

It gives you instructions for where to find your deletion options and ranks each site by difficulty. This helpful resource makes the annoying tasks a lot less of a pain.

FCC Anti-Robocall Standards Goes Into Effect

Forbes | June 30, 2021 | Wayne Rash <https://www.forbes.com/sites/waynerash/> Contributor

* <https://www.forbes.com/sites/waynerash/2021/06/30/fcc-anti-robocall-standards-go-into-effect-today-june-30-2021/>

<https://www.forbes.com/sites/waynerash/2021/06/30/fcc-anti-robocall-standards-go-into-effect-today-june-30-2021/>

The FCC's STIR/SHAKEN anti-spoofing standards take full effect on June 30, 2021. The STIR/SHAKEN standards are a means of authenticating Caller ID information, and allowing phone carriers to block spoofed Caller ID information. The new standards currently apply <https://docs.fcc.gov/public/attachments/DOC-373714A1.pdf> to large carriers, with smaller phone carriers getting extra time to comply, in some cases.

However, the FCC also said in its announcement that it has some of those smaller carriers as primary offenders in originating spoofed robocalls. A spoofed robocall is one in which the Caller ID information is altered so that it appears that the phone call is coming from another number and/or from another caller. A common spoofed robocall shows the phone number of the Internal Revenue Service and the IRS name, but is really a scam call trying to extort money from unwitting taxpayers.

Taking on the Scammers

"At last, STIR/SHAKEN standards are a widely used reality in American phone networks," said Acting FCC Chairwoman Jessica Rosenworcel. "While there is no silver bullet in the endless fight against scammers, STIR/SHAKEN will turbocharge many of the tools we use in our fight against robocalls: from consumer apps and network-level blocking, to enforcement investigations and shutting down the gateways used by international robocall campaigns. This is a good day for American consumers who – like all of us – are sick and tired of illegal spoofed robocalls."

STIR/SHAKEN <https://www.fcc.gov/call-authentication> is a pair of acronyms for Secure Telephone Identity Revisited and Signature-based Handling of Asserted information using Tokens. Using this technology allows telephone carriers to identify phone calls with fake Caller ID information. The FCC also requires telephone

carriers to register their compliance in a Robocall Mitigation Database. https://fccprod.servicenow.services.com/rmd?id=rmd_welcome

In addition to implementing STIR/SHAKEN, the FCC has provided detailed information on call blocking tools <https://www.fcc.gov/call-blocking> and resources, including links to each major carrier. The agency has also produced its second annual report on robocall blocking tools, which when taken with the services provided by the carriers will allow consumers to go a long way in eliminating robocalls.

Lowering the Hammer

“Implementing STIR/SHAKEN—and doing it faster as we propose here—will help reduce robocalls over time,” Rosenworcel said. “But we need to do a whole lot more. That’s why we just issued a \$225 million fine—the largest in the agency’s history—to Texas telemarketers for illegally spoofing more than one billion robocalls. That’s why we have sent three sets of cease-and-desist letters to ten different providers that appear to be facilitating illegal robocalls. These letters are a final warning, because if they don’t act within 48 hours we authorize all other providers to block their traffic. That’s why we mandated that all carriers register themselves in a robocall mitigation database and tell us what they are doing to stop illegal robocalls. And failure to register has consequences—we will tell all other providers to block their traffic.”

What Rosenworcel has done is essentially exercise the FCC’s nuclear option. Carriers that facilitate robocalls will have their access to national telephone networks cut off. They will not be able to communicate with anyone. It’s worth noting that when the FCC tells a carrier to block an offending robocall carrier, it’s not a suggestion, it’s a directive. Offending carriers will effectively be dropped into a black hole.

However, as Rosenworcel said, it’s not a silver bullet. Consumers still need to contact their phone company and ask that such calls be blocked. If they aren’t, the FCC has helpfully included a link for consumers to file complaints.

It’s unlikely that this will totally eliminate

robocalls, if only because some of the worst offenders operate from locations outside the United States where they’re beyond the direct reach of U.S. authorities, but now the phone companies in the U.S. who accept those calls have a way to block them and the legal imperative to do so.

/Wayne Rash is a science and technology writer based in Washington, DC. He's a columnist for eWEEK and writes for PC Magazine. He's a former Executive Editor of eWEEK/

BOTTOM GUN ANYONE????

The Navy Now Has A TOPGUN For Submariners

Here's how this aggressor squadron mimics the tactics of enemy subs.

(POPULAR MECHANICS 15 JUL 21) ... Kyle Mizokami

The U.S. Navy is now operating a special unit of submariners designed to train their colleagues in undersea warfare.

The Aggressor Squadron (AGGRON) takes the latest information on how potential submarine adversaries like Russia and China fight, and uses that intel in exercises against American subs. The result is a force that already knows how the enemy thinks, giving it a vital edge in the underwater battlefield.

Early in the Vietnam War, U.S. Navy fighter pilots shot down 2.42 enemy fighters for every Navy fighter downed. This statistic was lackluster for a world-class navy, and in an effort to rectify the situation, the Navy created the U.S. Navy Fighter Weapons School, popularly known as TOPGUN.

TOPGUN instructor pilots imitated Vietnamese fighter pilots and taught other naval aviators how to prevail in a dogfight over southeast Asia. The program was a great success, and today, TOPGUN is credited with helping the Navy boost its kill ratio from 2.42 to 12.5 enemy jets shot down for every loss.

Modern warfare moves at a rapid pace, and there’s no guarantee that in a future conflict, U.S. forces will have time to digest the tactics of a new enemy. That’s why U.S. Air Force, Navy, and

Marine Corps fighter forces all spar against simulated adversaries using American equipment. In the desert of California, for example, soldiers of the 11th Armored Cavalry Regiment simulate a mechanized enemy, giving the rest of the U.S. Army a realistic training partner for ground combat.

Undersea warfare is no exception; the best submarine hunter is another submarine. So, as China's navy grows and the Russian submarine force rearms with vessels like the new Yasen-class guided missile subs, the U.S. Navy's attack submarine fleet will be in the vanguard countering them.

Think of AGGRON, then, like TOPGUN for American submariners. The Navy's Undersea Warfighting Development Center first established AGGRON in 2019, as this new interview at the Center for Maritime Security explains:

AGGRON goes head-to-head with submarine crews to play the role of an active, thinking, and tactically engaged enemy force. AGGRON personnel engage with submarine leadership to ensure our forces are ready to predict and proactively position for expected adversary behaviors based on the close study of their capability and tactics.

The Russian and Chinese navies both operate a mix of nuclear- and diesel-powered attack submarines, both of which have different advantages and disadvantages. It's not clear how many nuclear-powered subs, if any, are permanently assigned to AGGRON.

The U.S. Navy doesn't operate any diesel-electric submarines. Instead, it uses visiting subs to mimic adversaries or leases them from foreign navies. From 2005 to 2007, for example, the Swedish submarine Gotland acted as an aggressor submarine for the Navy.

This content is imported from YouTube. You may be able to find the same content in another format, or you may be able to find more information, at their web site.

On July 1, the Chilean diesel electric sub Carrera pulled into San Diego harbor for training with the U.S. 3rd Fleet. While the Chileans will almost certainly train alongside the Americans, the usefulness of a diesel-electric sub as a

pretend adversary can't be—and probably won't be—ignored.

<https://www.popularmechanics.com/military/navy-ships/a37026227/navy-aggressor-squadron-topgun-submarines/>

After Delays, the Navy Takes Delivery of First Improved Nuclear Warhead

(MILITARY.COM 14 JUL 21) ... Konstantin Toropin

The first new nuclear warhead that is slated to improve the Navy's Trident II D5 Submarine-Launched Ballistic Missile has finally rolled off the production line, according to a statement released Tuesday. The announcement comes more than a year late, after issues with a minor component caused delays and massive cost overruns.

The unit, called W88 Alt 370, is an update to the original W88 warhead, which has been in service since late 1988. The Department of Energy's National Nuclear Security Administration, or NNSA, noted that the project represents "more than 11 years of design, development, qualification, and component production."

This project is just one of many that are underway to modernize America's nuclear triad -- the three-pronged system consisting of strategic bombers, intercontinental ballistic missiles and submarine-launched ballistic missiles. The endeavor is scheduled to cost billions of dollars over the next two decades and has prompted some military leaders to re-examine the necessity of the long-standing system.

The new warhead was designed to address aging issues with the original and replaced many internal components, including the parts responsible for triggering it, according to a prior statement on the program.

However, in September 2019, an NNSA official told Congress that an issue with a \$5 electrical component would cause an 18-month delay to the program and cost millions to fix.

Charles Verdon, then-deputy administrator for defense programs at the NNSA, explained that the program initially went with off-the-shelf \$5 capacitors for the new warheads, but they failed

stress testing. He said the replacements would cost \$75.

As a result, the first unit was completed earlier this month, not December 2019, as the agency planned in 2016.

However, NNSA officials seemed to ignore the delay and the technical issues the program encountered in their praise of the milestone. Verdon, now the acting NNSA administrator, called the news "an impressive achievement" in a statement.

NNSA's federal program manager for the project, Jay Pape, said in a statement, "The W88 Alt 370 program continues to demonstrate that NNSA can execute our warhead modernization activities and fulfill our commitment to the U.S. Navy."

Verdon added that, as the agency continues to modernize the W88 warheads, "The successes and lessons learned from this program will bolster our future warhead activities to provide a safe, secure, and reliable deterrent."

The agency said that it "is prepared to ramp up production operations in support of the warhead program."

The current W88 warhead is deployed aboard the Navy's 14 Ohio-class ballistic missile submarines, which also are nearing the end of their operational life. The Navy is replacing them with at least 12 new Columbia-class submarines, the first of which is expected to be delivered in fiscal 2027.

<https://www.military.com/daily-news/2021/07/14/after-delays-navy-takes-delivery-of-first-improved-nuclear-warhead.html>

U.S. Navy's Virginia Class Submarines To Get 76% More Firepower

H I Sutton 15 Jul 2021
US Naval Institute News

Quantity has a quality all of its own. And when the quality relates to U.S. Navy missiles, having more of them is inevitably a massive increase in capabilities. The latest Block V Virginia Class submarine will greatly increase the number of missiles which can be carried. In effect this will make it a cruise missile submarine (SSGN). Yet it

will not take away from this otherwise flexible anti-ship, anti-submarine, intelligence and special forces platform.

The Virginia Class submarine is already heavily armed. Each boat can carry up to 37 torpedo-sized weapons, such as Tomahawk cruise missiles. Twelve of these slots are in two vertical launch systems (VLS), known as the Virginia Payload Tubes. The new Block V (5) batch of submarines will add 28 more slots in its VLS. This is an increase of 76% of torpedo-sized weapons.

The U.S. Navy is planning to build between 72 to 78 new attack submarines. Ten of these will be the Virginia Block V boats, 8 of which will be up-armed as described here. Based on a recent briefing document from the Congressional Research Service, reported in US Naval Institute News, a total of 31 Virginia Class submarines will ultimately have this fit.

When it was originally conceived the Virginia Class was seen as a cheaper alternative to the larger Seawolf Class. The Seawolf had been designed during the Cold War to counter the latest Russian submarines. But the Russian types were mostly cancelled (or massively delayed) in the post-Cold War period. Therefore only three of the expensive Seawolves were eventually built. Yet while the Virginia Class was smaller than the Seawolf, it took advantage of new technologies and itself became a world-leading nuclear powered attack submarine.

The Block II Virginias continued to focus largely on production efficiency. The Block IIIs took this further with enhanced construction techniques. At the same time they received a new conformal main sonar array in place of the traditional spherical array found on earlier U.S. Navy submarines. Their vertical launch system was changed from 12 single tubes to two 'Multiple All-Up Round Containers'. These are the Virginia Payload Tubes.

The Block IV, which are mostly still under construction, again focused on reducing cost. They also improved availability. But the improvements were iterative and mostly hard to see. Outwardly Block V will be more visibly different, with a new weapons module and

additional sensors.

They will be extended with the addition of an 84 foot (25 meters) section to accommodate the four new vertical launch tubes. Each of these will be capable of carrying 7 Tomahawks. The new VLS is termed the Virginia Payload Module and will also be suitable for future weapons and alternative payloads.

The Block V Virginia Class Submarine Will Have New Weapons

The latest Tomahawk missiles, coincidentally also known as the Block V, will **add an anti-ship capability** to the existing land-attack mode. They are expected to be operational before the first Virginia Block V joins the submarine force.

More potent still, although unconfirmed, are likely to be new hypersonic boost-glide vehicles. It is unclear how many will be carried in each VLS but a reasonable guess is three rounds. Because the Block Vs have more VLS slots it seems natural that they will be among the first submarines to carry the hypersonic missiles. With a total of 6 VLS tubes they could carry a mixed load of, perhaps, 12 hypersonic missiles (3 in each of the aft 4 tubes) and 12 Tomahawks in the forward tubes.

The submarines will still have the regular torpedo room (weapons stowage compartment). This can carry the latest versions of the ADCAP (Advanced Capability) family of heavyweight torpedoes. They are also likely to carry the new Hammerhead mine which will replace the legacy Mk.47 submarine launched mobile mine (SLMM). Hammerhead will allow covert deployment of bottom mines. Although less glamorous than missiles this is a particularly powerful capability. The U.S. Navy is also developing a new Clandestine Delivered Mine which will blend technologies from underwater drones with regular bottom mines. This will allow much greater stand-off ranges when sowing mine fields, thus improving both survivability and operational flexibility.

Sonar Enhancements

On the sonar front the Block Vs are expected to receive the Large Vertical Array (LVA) flank

sonars. These are in addition to the six ultra-modern **Light Weight Wide Aperture Arrays** (LWWAA) which are placed along the submarine's side. There are indications that a LVA has recently been fitted to an Ohio Class ballistic missile submarine, the USS Tennessee (SSBN-734).

Taken together the improvements will make the Block V the most heavily armed attack submarine in US Navy history. Whether they will in future receive the classic 'SSGN' designation, like the four converted Ohio Class cruise missile submarines currently in service, remains to be seen. Even if not their impressive cruise missile load will differentiate them from other attack submarines. Even their big brother, the larger Seawolf Class.

<https://www.navalnews.com/naval-news/2021/07/us-navys-virginia-class-submarines-get-more-tomahawk-missiles/>

Ballistic Missile Submarine USS Tennessee Emerges From Refit Sporting A Flank Sonar Array

The three-decade-old submarine appears to have received a big addition to its sonar system during a protracted refit.

(*THE DRIVE 08 JUL 21*) ... Tyler Rogoway

On July 7th, 2021, the U.S. Navy's Trident Refit Facility, or TRF, in Kings Bay, Georgia, posted some great images of a very refreshed USS Tennessee, also known by its hull number SSBN-734, wrapping up a major refit—one that the facility says is the longest and most extensive work package it has executed in its history. Multiple images show this Ohio class nuclear ballistic missile submarine, or SSBN, at the end of her dry dock period, looking in fantastic shape, which is a testament to the TRF's work—the sub has been in service for 33 years. Yet if you look closely, it is clear that there is a puzzling new addition to the 'boomer's' trademark long and sleek hull.

In a message on TRF's Facebook page, the facility touted the occasion to go along with a set of photos showing off the reinvigorated submarine—the 9th of the Ohio class boats and

one of 14 that comprise America's second-strike nuclear deterrent. The post reads:

USS Tennessee Completes Historic Dry Dock Phase: USS Tennessee (SSBN 734) – undergoing the longest and most extensive work package in TRF-KB history – completed its dry dock maintenance period July 1 ... A full 10 days ahead of schedule! Tennessee will be the last submarine in the dry dock for the next 15-months as the dry dock undergoes an extensive \$592 million overhaul. Highlights of the Tennessee Extended Refit Period (ERP) include:

- 239,500 man-hours to date
- 149 total days in dry dock (projected 159)
- Completed full preservation efforts to include entire external hull
- Major upgrades to include Ship Control System and sonar array
- Overhauled entire AFT High Pressure Air System
- Removed/repaired/installed propeller
- Completed overhaul of MBT vent valves
- Removed and reinstalled more than 220K pounds of lead
- Emergency Diesel Engine overhaul
- Torpedo tube upgrades
- Removed/overhauled stern planes ram, rudder and all linkages
- Coordinated more than 4000 crane and rigging evolutions•

And much, much more!

All of the USS Tennessee dry dock work was completed through careful planning and close coordination with Naval Facilities Engineering Systems Command (NAVFAC) to prepare and turnover the dry dock and surrounding areas for the Dry Dock Recapitalization Project.

If you look closely at the images, you will notice there is now a bulge that wraps vertically around each side of Tennessee's hull, midway down the boat's length. The bulges appear to end when they reach near the bottom of the hull and do not connect together. There is even a cutout in the upper fairing that sits flush with the launch tube doors for where the bulge begins before dropping below the waterline.

This feature does not exist on other Ohio class boats, as far as we can tell, and appears to be one of a number of enhancements that will see these absolutely critical assets through until their replacements, the Columbia class ballistic missile submarines, become available. Although the date could and likely will move, the Navy doesn't expect the first of these new American SSBNs to be ready until 2030, at the earliest.

As to what this new feature is, we cannot say for certain, but it does appear very similar to the conformal, or flank, sonar arrays found on some modern submarines. In fact, the blended bulges look similar to the flank arrays on the Virginia class, with one huge difference—they are oriented vertically in a continuous strip, not horizontally and made up of multiple arrays. For instance, the Virginia class has six of them that line the hull from the sail to the stern.

This odd arrangement could represent a new technological evolution, with this passive array working in concert with the main bow sonar array and the towed array to provide enhanced detection and tracking capabilities. This would also fit with the statement from the TRF that the boat's sonar system has been upgraded. We know there has been a big push to develop more reliable and economical flank array systems. It is quite possible that this could be our first glance at a new configuration that leverages these improvements.

It's also possible that this intriguing addition could be something else entirely, maybe having to do with ballast, but that would seem less likely.

After our initial analysis, we reached out to veteran submariner Aaron Amick, proprietor of Sub Brief, and an occasional contributor to The War Zone, about what he thought he was seeing in the images. Here is his take:

The photos show a bulge near the midpoint of the missile compartment of USS Tennessee. The bulge is symmetrical on both port and starboard sides covered topside by the missile battery fairing suggesting that is one complete piece crossing the top of the submarine. While it is not clear what function this addition provides the submarine, its appearance is similar to synthetic aperture sonar arrays used on other submarines.

The location is ideal for near 360-degree sonar coverage reducing the sonar 'blind spot' in the baffles, the region aft of the submarine. If this is a sonar array, it can provide two major benefits to the USS Tennessee. Based on the size of the array, this is most likely a Medium to High-Frequency passive sonar array. This gives the sonar operators another set of data to examine increasing their situational awareness across the broadband and narrowband sonar spectrums. This means USS Tennessee has increased detection capability.

The second benefit of the array position is the data can be digitally merged in the advanced beamformer processors with the bow-mounted sonar and towed array, increasing the directivity of the sonar system. This gives sonar more accurate bearings at very low frequency.

The potential combination of near-360 sonar coverage and increased VLF bearing accuracy gives USS Tennessee a tactical advantage we've not enjoyed since the Cold War.

Regardless, the fact that the Ohio class SSBNs—the most destructive weapons on Earth—are getting entirely new hull features as they enter into the twilight of their service life is a reminder of just how valuable and adaptable these boats truly are.

What do you think? Are we seeing a new conformal array or something else? Let us know in the comments below.

UPDATE:

We can now confirm that this is indeed a conformal sonar array. @lfx160219 posted some PowerPoint slides about this exact system called the Large Vertical Array that is being installed SSBNs, the first being Tennessee, along with some other acoustic enhancements under the Acoustic Superiority Program. The Virginia class boats will be getting a similar array.

<https://www.thedrive.com/the-war-zone/41452/bulges-on-ballistic-missile-submarine-uss-tennessee-after-refit-point-to-new-flank-sonar-array>

U.S.S. Navy Ballistic Missile Submarine's Gibraltar Visit Is First In Over Two Decades

The Navy has shared some additional details about USS Alaska's very rare stopover, which comes amid a flurry of naval activity in the region. (THE DRIVE 29 JUN 21) ... Joseph Trevithick

Following the arrival of the USS Alaska in Gibraltar yesterday, the U.S. Navy has confirmed that this is the first time in more than 20 years that an Ohio class ballistic missile submarine, or SSBN, has visited the U.K. Royal Navy's base in this British Overseas Territory. The service has also now said that this extremely rare stopover was a previously scheduled port visit for logistics purposes.

The Navy had officially announced that USS Alaska had sailed into Gibraltar yesterday, itself an unusual bit of publicity regarding the operational activities of one of its SSBNs, which generally seek to avoid any kind of attention during their nuclear deterrent patrols. Navy Lieutenant Commander Lenaya Rotklein, a spokesperson for U.S. Naval Forces Europe-Africa/U.S. Sixth Fleet, told The War Zone that this was the first time an Ohio class SSBN had paid a visit to the Her Majesty's Naval Base Gibraltar since 1999. It's unclear which of the 18 Ohios traveled there some 22 years ago.

It is important to point out that this does not count visits to Gibraltar since then by any of the four Ohios that were converted into guided-missile submarines, or SSGNs. These boats, which you can read about in much more detail in this past War Zone feature, are truly multi-mission platforms that have robust conventional strike, special operations forces support, intelligence-gathering, and command and control capabilities.

"USS Alaska (SSBN 732) conducted a previously scheduled brief stop for logistics at the Port of Gibraltar [on] June 28, 2021," Lieutenant Commander Rotklein added. "Alaska is on a routine patrol in the U.S. Sixth Fleet area of operations in support of U.S. national security interests in Europe and Africa. This brief stop strengthens cooperation between the United States and the United Kingdom-Gibraltar."

Rotklein did not elaborate on what the submarine's "logistics" needs were that required it to stop in Gibraltar. The scheduled nature of the stop could indicate this was simply a visit to

onload various supplies. It is also worth noting that other types of American submarines do regularly stop at this Royal Navy base, which can accommodate nuclear-powered vessels, for various reasons, including for maintenance.

A picture, seen below, of Alaska at Her Majesty's Naval Base Gibraltar does show it venting what appears to be steam from its sail. However, this is completely normal for nuclear-powered submarines, especially those in port, and is associated with the boat's auxiliary diesel generators.

That image and others also show a Mexeflote barge loaded with shipping containers along the opposite side of the submarine's hull from the pier. It's not entirely clear what the purpose of this is, but it seems highly likely that it is a force protection measure.

Modern military submarines, in general, typically have significant force protection requirements while sailing on the surface, where they are limited in their ability to maneuver, have limited close-in defenses, and are generally more vulnerable to a variety of threats, overall. This goes double for Alaska, which is not only nuclear-powered, but is almost certainly carrying dozens of thermonuclear nuclear weapons. Each of the Navy's Ohio SSBNs can carry up to 20 Trident D5 submarine-launched ballistic missiles.

Each Trident D5 can carry up to 14 individual W76-1 or W88 nuclear warheads, with estimated yields of around 100 kilotons and 475 kilotons, respectively. Various arms control agreements between the United States and Russia mean that these missiles typically only have five or six installed at any one time. In addition, since January 2020, at least some Ohio SSBNs have been conducting patrols with some number of Trident D5s armed with lower-yield W76-2s. These warheads, which are believed to have yields of only around five kilotons, are particularly controversial with proponents arguing that they give the U.S. government valuable additional deterrent flexibility, while critics say that they increase the likelihood of a nuclear exchange. You can read much more about the debate surrounding the W76-2 here.

With all of this in mind, it is hard to see this visit, scheduled or not, as simply a logistical matter. As already noted, an Ohio SSBN visiting Gibraltar is an exceedingly rare occurrence. In fact, the very first time one of these boats sailed into port there was when USS Maryland arrived in 1995. This was also the first time one of them had ever sailed into the Mediterranean Sea. An individual who shared a picture from that stopover on Reddit last December wrote that "it was a show of force. We were supposed to 'sneak' through the straits undetected. However due to a medivac [sic; medevac; medical evacuation] we had had to alter plans." Even without the unexpected need to get a seriously ill or injured crew member off the boat, it can be tricky for a submerged submarine to get through the highly strategic and heavily trafficked Strait of Gibraltar, which links the Atlantic Ocean, to the West, to the Mediterranean, as you can read more about here.

Alaska's arrival in Gibraltar now comes amid a flurry of other maritime military activity on the part of the Navy, as well as other U.S. allies, and Russia, both in the Mediterranean and the Black Sea. The Russians have been carrying out anti-ship drills at the eastern end of the Mediterranean that have notably involved Tu-22M3 bombers loaded with anti-ship cruise missiles and MiG-31K combat jets carrying Kinzhal hypersonic missiles flying from their expanded Khmeimim outpost in Syria, among other aircraft, ships, and submarines. The U.K. Royal Navy's aircraft carrier Queen Elizabeth and its multi-national strike group, which includes U.S. Marine Corps F-35B Joint Strike Fighters embarked onboard and escorting allied warships, is in that area, too.

Just days before Alaska's appearance in Gibraltar, on June 23, the Royal Navy's Type 45 destroyer HMS Defender had an altercation with Russian security forces in the Black Sea off the coast of the Crimean Peninsula, which the Kremlin seized from Ukraine in 2014. The Dutch Navy says that its De Zeven Provinciën class frigate HNLMS Evertsen was also harassed by Russian forces in the same general region a day later. Both of these warships are part of Queen Elizabeth's strike group.

Yesterday, U.S. Naval Forces Europe-Africa/ U.S. Sixth Fleet also kicked off the largest ever iteration of the annual Sea Breeze exercise in the Black Sea, which is focused on Ukraine. A total of 32 countries are participating this year. Russian officials say they are now monitoring this drill, which the Navy says will involve 32 ships and dozens of aircraft.

In addition, as The War Zone reported yesterday, Alaska's visit to Gibraltar is only one of a number of unusually public activities involving Ohio SSBNs just in the past week or so. This includes two brief visits, one on June 21 and another on June 26, by what may have been the same Ohio class submarine to San Diego, which is not a usual port of call for those boats, as well as the Navy's curious official announcement about the departure of the USS Maine on its latest deterrent patrol on June 25. It is important to stress that all this may not be directly related.

At the same time, it is indisputable that the activities of the Navy's Ohio SSBNs, in general, have been oddly public as of late. Whether planned in advance or not, the first visit by America's most destructive weapon system to Gibraltar in more than two decades is a significant show of force in the region at a time when geopolitical friction between the United States, as well as its allies, and Russia seems to be building. <https://www.thedrive.com/the-war-zone/41333/u-s-navy-ballistic-missile-submarines-gibraltar-visit-is-first-in-over-two-decades>

Chilean Navy Diesel-Electric Attack Submarine Appears In San Diego

Working with foreign diesel-electric submarines provides valuable training to the US Navy, which only operates nuclear-powered types.

(THE DRIVE 01 JUL 21) ... Joseph Trevithick

A publicly accessible webcam shows what appears to be a Chilean Navy Scorpene class submarine sailing into the Port of San Diego in southern California earlier today. Though we don't know for sure what the purpose of its visit is, the U.S. Navy's Pacific Fleet has engaged with Latin American navies in the past as part of a program that offers valuable opportunities to work with, and

train against, advanced diesel-electric submarines. Since 1990, the U.S. Navy has only operated nuclear-powered submarines.

The submarine first appeared on the feed from San Diego Web Cam at around 3:30 PM local time. At multiple points in the stream, the Chilean national flag is seen flying atop the boat's sail. At present, the Chilean Navy operates two Franco-Spanish Scorpene class submarines and a pair of German-made Type 209/1400-Ls, known in the country as the Thomson class. The Scorpenes are easy to separate from the Thomsons, with the former type having dive planes on the sail, while the latter does not.

The Chilean Scorpenes, the first of which, the O'Higgins, entered service in 2005, are fairly modern diesel-electric attack submarines. Among other things, they feature air-independent propulsion (AIP) systems, which allow them to dive for days at a time while remaining very quiet and, as a result, difficult to detect and track. AIP-equipped diesel submarines are now proliferating around the globe and are considered major threat. Each one of the Scorpene class has six torpedo tubes that can be used to fire Black Shark heavyweight torpedoes or Exocet anti-ship cruise missiles.

The reason for this submarine's visit to San Diego is unclear and we have already reached out to U.S. Third Fleet, which is headquartered there, for more information. In 2001, the U.S. Navy did begin working with boats from various Latin American nations as part of the Diesel-Electric Submarine Initiative (DESI), a combined training program that units on the West and East Coasts take part in. Ostensibly, these combined training events are meant to give all of the participants opportunities to practice various core skills sets relating to submarine and anti-submarine warfare (ASW) operations, as well as help broaden ties, in general, between the U.S. military and its partners in the Southern Hemisphere.

However, since the U.S. Navy does not have any diesel-electric boats of its own, DESI has also provided particularly valuable opportunities over the years for it to train against these kinds of submarines, which have distinct operational characteristics and signatures from nuclear-

powered ones. "During these visits, we are able to simulate a variety of wartime scenarios against diesel submarines which adds an additional degree of difficulty and reality to fleet ASW, as diesel submarines have proven to be quiet and elusive," Navy Lieutenant Alexander Papadakos, a member of Submarine Squadron 11, said during DESI engagement with the Chilean Navy's Thomson class submarine Simpson, in 2018.

The U.S. Navy has sought out these kinds of opportunities in different ways since 1990, when it decommissioned the Barbel class attack submarine USS Blueback, its last diesel-electric submarine. Blueback, one of just three Barbels the Navy acquired, had served for a time at the end of its career as an aggressor due to its unique characteristics among the rest of the service's submarine fleet.

In the mid-2000s, the Navy then leased Sweden's AIP-equipped HSwMS Gotland to serve as a diesel-electric aggressor. That period highlighted the value of being able to train against these kinds of submarines, with Gotland famously managing to sneak right into the middle of an aircraft carrier strike groups during exercises, as well as scoring simulated kills against various surface ships and other submarines during training engagements.

The Navy has also acquired at least two large-scale training targets designed to mimic diesel-electric submarines in the past two decades.

More recently, in 2019, the service stood up a new dedicated submarine aggressor squadron, or AGGRON, to help in training submarine and anti-submarine forces. However, as it exists now, this unit's primary job is schooling Navy personnel in enemy tactics, techniques, and procedures, and helping submarines acting as the "opposing force," or OPFOR, to better represent potential threats. At least as of last year, it has no submarines permanently assigned to it and the Navy still has no plans to acquire its own diesel-electric types, which could add greater realism to exercises.

In the meantime, combined training programs, such as DESI, remain the most readily available ways for Navy submarine and anti-submarine forces to train against these threats.

So, while we don't know why exactly this Chilean Scorpene class boat is in San Diego, it is very likely there to, at least in part, provide very useful training for Navy personnel against a type of submarine they might not otherwise encounter on a routine basis during training.

<https://www.thedrive.com/the-war-zone/41387/chilean-navy-diesel-electric-attack-submarine-appears-in-san-diego>

WORLD OF WARSHIPS DEVELOPMENT BLOG 01.07.2021

SUBMARINES TEST RESULTS AND FURTHER STEPS

We would like to thank everyone who took part in the submarines test held on a separate server for the great number of battles played and detailed feedback. Today, we want to share the changes we plan to implement, and further steps.

Changes to mechanics and gameplay

Dive Capacity

Submarines of all tiers will now slowly regain Dive Capacity while surfaced. This will make combat more diverse for the new class. However, full depletion of Dive Capacity will still significantly influence a sub's survivability.

Sonar ping, crosshair, and torpedoes

To make sonar ping usage more comfortable, its speed has been increased. This will make interaction with maneuverable targets — cruisers and destroyers — easier.

A dynamic crosshair has been added so that leading targets with sonar ping at different ranges is easier.

To balance the interaction of subs with different classes we've reduced the chance of a submarine's torpedoes causing flooding and critically damaging modules. The guidance of their torpedoes has also been improved against other submarines and worsened against battleships.

Depth and detectability

We are planning to keep the choice of several depth levels instead of allowing meter-by-meter adjustments, as it gives all the necessary states for submarine gameplay-wise and does not create unnecessary complications in controls.

We increased the diving rudder's shift speed to

make control of submarines more responsive. We want the gameplay difference between subs and destroyers to be more pronounced, so submarines' detectability at periscope and operational depths will be reduced. Surface ships will be detected by submarines from the same range as from planes. Therefore, reconnaissance will not be the main task for subs.

If a submarine is at operational or extreme depth, its Hydrophone will detect enemy subs at these same depths. Paired with improved torpedo guidance, this will enhance sub vs sub combat.

Fighting against submarines

Changes to anti-submarine warfare (ASW) tools will make interactions more convenient for both sides.

- Surface ships' depth charges will sink slower, so submarines will have more time to maneuver and possibly reduce incoming damage;
- It will be easier to hit submarines with the ASW plane attack, and their depth charges will deal more damage;
- It will be easier to hit submarines with shells at periscope depth;
- AP shells will have a small explosion area dealing damage to submarines. HE and SAP shells still will be more effective against subs than AP;
- Some ships won't have depth charges or ASW planes. Much like with other existing tools such as Hydroacoustic search or Main Battery Reload Booster, some features are exclusive to certain ships. Ships without ASW armament will be able to confront submarines thanks to the depletion of their Dive Capacity or in close work with allies that do have ASW tools.

Matchmaking

One of the most discussed submarine-related topics is their influence on matchmaking and the number of ships engaged in artillery combat. One of the frequent suggestions is to increase the size of teams from 12 to, for example, 15.

We don't plan to increase the size of teams in the main type of battle - Random battles:

- The balance is built around the interaction of a certain number of ships. Changing it would lead to a need to completely reconfigure all ships in the game;

- All maps and modes suited for 12 ships per team would have to likewise be changed;
- The more ships in there are in a battle, the less influence on the outcome each of them has. We find the influence of individual ships in the "12 vs 12" format to be optimal for Random battles.

Regardless, we also understand that the matchmaker may need changes with the addition of submarines, and now we're considering additional limitations affecting multiple classes together, for example both submarines and destroyers, or destroyers, submarines and aircraft carriers. E.g. no more than 5 destroyers and submarines combined. At the same time, limits on each class will remain.

Other changes

We continue to work on other game elements related to the new class:

- Updating balance settings;
- Working on skills, upgrades, consumables;
- Work on the underwater world is ongoing — more and more maps are slowly but surely becoming ready for submarines;
- Working on the interface. In future, we'll consider adding a visual representation of a submarine's torpedo launch sector and spread cone while it is submerged.

Further steps

Submarines have been through 6 open tests since their announcement in 2019, and a great number of internal and closed ones. However, testing on a separate server or in a special type of battle can't provide the same amount of data as testing in Random Battles does. We don't want to add submarines directly to the main type of battle, but at the same time, a new class requires a prolonged trial by a wide and stable audience. Ranked battles is a suitable type of battle for such a check, as the most similar to Random battles.

That's why a special season of Ranked battles will start in 0.10.7 which will allow taking part in submarines. They will be available for rent freely from random bundles. Such a distribution method will help to control the number of new class ships and avoid very long queues.

Besides Ranked battles, submarines will be able to enter Cooperative Battles to be tried in more calm surroundings.

The special Ranked season will last for 11 weeks, will be similar in structure to the 3rd season. It will allow players to get to know subs much better than they would during a short test and at the same time provide us with a large amount of feedback and data. During this check and following its results, we will continue to make changes, including to balance. Details about the season and how to get submarines will be published closer to the start of the event, and the closest opportunity to try out a new class with the previously-mentioned changes will be the 0.10.7 Public Test.

Please note that all information in the development blog is preliminary. Announced adjustments and features may change multiple times during testing. The final information will be published on our game's website.

Ten Reasons

"My Mom lives back home and I haven't seen her in a couple of years, but we talk on the phone at least once a week. We talked yesterday and when I'd hung up I got to thinking about Mom and I came up with ten reasons why I owe my mother.

- My mother taught me to appreciate a job well done. "If you're going to kill each other do it outside. I just finished cleaning.
- My mother taught me religion. "You better pray that will come out of the carpet.
- My mother taught me about time travel. "If you don't straighten up I'm going to knock you into the middle of next week."
- My mother taught me logic. "Because I said so, that's why."
- My mother taught me foresight. "Make sure you wear clean underwear in case you're in an accident."
- My mother taught me about irony. "Keep crying and I'll give you something to cry about."
- My mother taught me about the science of osmosis. "Shut your mouth and eat your supper!"
- My mother taught me about contortionism. "Will you just look at that dirt on the back of your neck?"
- My mother taught me about stamina. "You will

sit there until all of that spinach is gone. But most of all my mother taught me patience. "Just you wait until your father gets home!"

Submitted by Don Ransel, MMCS(SS) G 83-86, USSVI Pocono Base

FOR THOSE WHO ARE 60 yrs OLD AND ABOVE PLEASE READ THIS.

▶ Between 60 and death. It's time to use the money you saved up. Use it and enjoy it. Don't just keep it for those who may have no notion of the sacrifices you made to get it. Remember there is nothing more dangerous than a son or daughter -in-law with big ideas for your hard-earned capital.

▶ Warning: This is also a bad time for investments, even if it seems wonderful or fool-proof. They only bring problems and worries. This is a time for you to enjoy some peace and quiet.

▶ Stop worrying about the financial situation of your children and grandchildren, and don't feel bad spending your money on yourself. You've taken care of them for many years, and you've taught them what you could. You gave them an education, food, shelter, and support. The responsibility is now theirs to earn their own money.

▶ Keep a healthy life, without great physical effort. Do moderate exercise (like walking every day), eat well, and get your sleep. It's easy to become sick, and it gets harder to remain healthy. That is why you need to keep yourself in good shape and be aware of your medical and physical needs. Keep in touch with your doctor, do tests even when you're feeling well. Stay informed.

▶ Always buy the best, most beautiful items for your significant other. The key goal is to enjoy your money with your partner. One day one of you will miss the other, and the money will not provide any comfort then, enjoy it together.

▶ Don't stress over the little things. You've already overcome so much in your life. You have good memories and bad ones, but the important thing is the present. Don't let the past drag you down and don't let the future frighten you. Feel good in the now. Small issues will soon be

forgotten.

▶ Regardless of age, always keep love alive. Love your partner, love life, love your family, love your neighbor and remember: "A man is not old as long as he has intelligence and affection."

▶ Be proud, both inside and out. Don't stop going to your hair salon or barber, do your nails, go to the dermatologist and the dentist, keep your perfumes and creams well stocked. When you are well-maintained on the outside, it seeps in, making you feel proud and strong.

▶ Don't lose sight of fashion trends for your age, but keep your own sense of style. You've developed your own sense of what looks good on you – keep it and be proud of it. It's part of who you are.

▶ ALWAYS stay up-to-date. Read newspapers, watch the news. Go online and read what people are saying. Make sure you have an active email account and try to use some of those social networks. You'll be surprised at what old friends you'll meet.

▶ Respect the younger generation and their opinions. They may not have the same ideas as you, but they are the future and will take the world in their direction. Give advice, not criticism, and try to remind them that yesterday's wisdom still applies today.

Never use the phrase: "In my time." Your time is now. As long as you're alive, you are part of this time.

▶ Some people embrace their golden years, while others become bitter and surly. Life is too short to waste your days on the latter. Spend your time with positive, cheerful people, it'll rub off on you and your days will seem that much better. Spending your time with bitter people will make you feel older and harder to be around.

▶ Do not surrender to the temptation of living with your children or grandchildren (if you have a financial choice, that is). Sure, being surrounded by family sounds great, but we all need our privacy. They need theirs and you need yours. Even then, do so only if you feel you really need the help or do not want to live by yourself

▶ Don't abandon your hobbies. If you don't have any, make new ones. You can travel, hike, cook, read, dance. You can adopt a cat or a dog, grow a kitchen garden, play cards, checkers, chess, dominoes, golf.

▶ Try to go. Get out of the house, meet people you haven't seen in a while, experience something new (or something old). The important thing is to leave the house from time to time. Go to museums, go walk through a park. Get out there.

▶ Speak in courteous tones and try not to complain or criticize too much unless you really need to. Try to accept situations as they are.

▶ Pains and discomfort go hand in hand with getting older. Try not to dwell on them but accept them as a part of life.

▶ If you've been offended by someone – forgive them. If you've offended someone-apologize. Don't drag around resentment with you. It only serves to make you sad and bitter. It doesn't matter who was right. Someone once said: "Holding a grudge is like taking poison and expecting the other person to die." Don't take that poison. Forgive, forget, and move on with your life.

▶ Laugh. Laugh away your worries Remember, you are one of the lucky ones. You managed to have a life, a long one. Many never get to this age, never get to experience a full life.

My valued friends, enjoy peaceful life at this point in your life



The USS Henry L Stimson SSBN-655 and Blevins Family Connection

Michael Blevins (Gold-67-71)

Douglas Blevins (Gold-69-71)

Thomas Krauser (Blevins) (Blue-72-74)

Jerry Blevins (Blue-76-79)

Michael Blevins (Gold-67-71), Douglas Blevins (Gold-69-71), Thomas Krauser (Blevins) (Blue-72-74), Jerry Blevins (Blue-76-79)

At one of the reunions, Tom Krauser (Blue-72-74) ran into Jerry Blevins (Blue-76-79) and they started talking about the fact that Tom's mother was a Blevins with ancestors from Tennessee.

Jerry stated that his ancestors were from Kentucky so they were not sure if they had ancestors in common. Later Jerry and Tom shared family trees and they discovered that they had a common great grandfather in both their family trees of Daniel Blevins born about 1714 in Montgomery County, VA and died about 1790 in North Carolina or Virginia (or 1771 depending on sources). This was Tom's 4th and Jerry's 5th Great Grandfather making them 5th cousins 1x removed. Later research showed that the actual connection might be to William Blevins II (1691 RI-1767 VA) which was Tom's 5th great grandfather. Jerry and Tom are still researching this.

Assuming the above is true, Tom's ancestor was Daniel Blevins Sr. (1714-1790) who migrated from Virginia to North Carolina. Jerry's ancestor was Daniels' brother William Blevins III (1719-1777) who migrated from Maryland to Virginia. (Note there are still some differences between Jerry Blevins' and Thomas Krauser's family trees in this area which need to be resolved yet). Tom's tree is based on information from the book "The Longhunters" where the ancestors in Jerry's tree seem to line up with Blevins ancestors in this book.

Recently Tom was looking at the Stimson Sailing List and Tom noticed that, besides Jerry, there were two other Blevins listed on the Sailing List. They were Michael James Blevins (1948-2002) (Gold-67-71) who was deceased in 2002 and Douglas Edward Blevins (1950-Present) (Gold-69-71).

Using Ancestry Tom started tracking family trees for Michael Blevins' working up the tree. Tom was surprised to find that Michael's family tree went back to William Blevins (abt. 1691), Tom's 5th great grandfather, making Michael a 4th cousin 1x removed. According to the family tree Tom found, Michael's ancestor was James Blevins (1718-1801), Daniel's brother, who migrated from Westerly, Rhode Island to Virginia. Further research shows that Michael's 2nd Great Grandfather, Edward Armstrong Blevins (1835-1895), married a distant cousin, Susan Blevins (1837-1890). When Tom followed Susan's ancestors up the tree, her grandfather was Joseph Blevins Sr. (1765-1830), who was Tom's 3rd great grandfather, making Mike's great grandmother, Susan Blevins, Tom's 1st cousin 3x removed. Thus, Michael was related to Tom Krauser by two different great grandparents (3rd and 5th).

Tom could find no family tree information on Douglas Blevins (Gold-69-71) but on the internet, Tom was able to find a phone number in Norwich CT, which Tom called. Tom was surprised to hear that it did belong to Doug Blevins who confirmed he was on the Stimson. Doug and Tom had about a long conversation and Doug stated that Michael Blevins was Doug's older brother and they were both on the Stimson in the Gold Crew before it went into the yards at Newport News, VA. Thus, Doug's and Michael's ancestors are the same making Michael, Douglas, Thomas, and Jerry all distant cousins with the same common great grandparent ancestors.

Thus, the four Blevins (that we know about), who served on the Stimson, were all related with the same common ancestors. The chart at the end shows the lineage of each person and where they are connected.

The Blevins came to America from Great Britain in the 1600's and were originally from Wales. Their lineage can be traced in Wales for many centuries before that. The Blevins family history is documented in a book by Leslie W. Blevins Jr. called "The Longhunters- A Report on the History and Family of William Blevins Sr. of Virginia Showing 25 Ascendants and Uncounted Descendants". William Blevins Sr. is a common

ancestor to all the Blevins above.

Doug Blevins has a sister, Sheila, who had taken a DNA test and his sister Shelia's DNA matches Tom's mother, Barbara Blevins, DNA as a distant cousin. Sheila's DNA shows also she is 1% Indigenous American-North (Indian) which matches information from Tom's tree because some of the early Blevins took Cherokee wives in Virginia to keep peace with the Cherokee Indians allowing them to hunt on Cherokee land as Longhunters. Shelia and her brothers also have Cherokee and Creek Indian connections to other branches of their great grandparents (Sizemore branch).

Doug also said that his other brother, Thomas Blevins (1946-1982), was also on a conventional submarine and nuclear submarines (SSBN-640 Benjamin Franklin and SSN-588 Scamp). Doug's father, James Blevins, was on submarines during WW2 (USS S31 (SS-136)) and the USS Peto (SS-265).

NOTE: In the next newsletter the story of the submarine service/nuclear power connections of Blevins Family will be presented.



Brother Mike pinning Dolphins on Doug Blevins

CAPT Weeks presenting Submarine Qualification Certificate to Doug Blevins



Michael James Blevins (1948-2002) (Gold-67-71). Mike came on the Stimson and made MM3 in the Auxiliary Division. He qualified submarines

during his second patrol. He completed 6 patrols during the four years he was with the Stimson. During Mike's tour of duty on the Stimson his brother Doug (Gold 69-71), (who was fresh out of Sub school) joined Mike on his last two patrols. When Doug qualified submarines, Mike was granted permission by Captain Weeks to pin the dolphins on Doug's chest. It was a really special moment for both of them. Mike discharged as a MM3(SS). Mike died in 2002 (See Eternal Patrol on website).

Douglas Edward Blevins (1950-Present) (Gold-69-71) joined the Navy on July 29th 1969. After Boot Camp Doug volunteered for Submarine duty like his father James, and his two brothers Tom, and Mike. After completing Submarine School, Doug joined his brother Mike on the Henry L Stimson SSBN-655 Gold crew. Doug was put in for Class "A" Food Service School by [LTJG James Seelinger](#) after his first patrol. He completed his school and joined the Stimson for his second patrol as a Commissary man. Doug qualified on the second patrol and had the privilege of having his brother Mike MM3(SS) pin the Dolphins on his chest with permission from Captain Weeks, the Commanding Officer.

Doug completed 3 patrols on the Stimson and in June of 1971, Doug transferred to the Casimir Pulaski SSBN-633 Gold before the Stimson went into the shipyard for up keep. Doug re-qualified on the Pulaski and is a member of the Order Of The Blue Nose for crossing the Arctic Circle during its 24th patrol. Doug completed 3 patrols on the Pulaski before discharging June 4, 1973 as a CS2(SS)

Thomas (Tom) Edward Krauser (1950-Present) (Blue-72-74) (mother is Barbara Blevins) entered the Navy in June 1968 into the Naval Nuclear Program from Corpus Christi, Texas. Tom completed Machinist Mate A school then went on a destroyer, the USS Robert H McCard DD-822 out of Charleston, before transferring to Nuclear Power School (Class 69-2) in Bainbridge, MD. After Nuclear Power School, Tom went to the Naval Nuclear Power Training Unit in West Milton, NY. After qualifying on the S3G prototype as a student, Tom was picked up as a staff instructor. After completing a tour as a staff instructor at

West Milton, Tom transferred in 1972 as a MM1 to the Stimson in the shipyard at Newport News, VA. Tom was a Mechanical Operator in Engineering. Tom qualified submarines in November 1973. Tom transferred from the Stimson in October 1974 to Naval Nuclear Power Training Unit in Idaho Falls, Idaho at the S1W prototype where he qualified Mechanical Operator, M Div LPO, and EOOW. Tom discharged from Navy in October 1976 as a MM1(SS).

Jerry Lynn Blevins (1951 – Present) (Blue-76-79) entered the Navy in February 1974, by happenstance one of the first 4 NUPOCS (an effective E-5, while completing college). He reported to OCS in Newport, RI June, 1974; received his commission November, 1974; and, reported directly to Poseidon Weapons Officer School at Dam Neck, VA. Subsequently, completed Nuclear Power School, Mare Island, CA (class of 7502) in July, 1975 and qualified on

the A1W prototype, at Naval Nuclear Power Training Unit Idaho Falls, Idaho in December, 1975. He reported aboard the Stimson Blue Crew at the COMSUBGRU 6 offices in March, 1976 after completing Submarine School in Groton. He relieved Dick Massa as MPA at the beginning of the Rota refit in April and qualified EOOW/EDO mid-patrol. He served as Electrical Officer his 2nd patrol. Jerry relieved Mike Rader as Communicator/RM-Div Officer prior to his 3rd patrol and continued in that position his remaining time on the Stimson. Jerry qualified in submarines in October, 1977. Jerry left the Navy and the Stimson in February, 1979 as a LT qualified in subs.

The following is a chart of the ancestors of each of the Blevins on the USS Henry L Stimson SSBN-855. Some connections are still being researched to verify them.

Michael Blevins 1948 CT-2002 CT Gold 67-71	Douglas Blevins 1950 CT-Pesent Gold 69-71	Thomas Krauser (Blevins) 1950 TX-Present Blue 72-74	Jerry Blevins 1951 OH-Present Blue 76-79
James Andrew Blevins 1924 KY-1970 CT		Barbara Jean Blevins 1933 TX-Living	Henry Samuel Blevins 1920 KY-1993 OH
Galliehue Blevins 1896 KY-1930 KY		Walter Robert Blevins 1892 TN-1969 TX	Taylor Lee Blevins 1900 KY-1983 OH
Elijah "Elif" Blevins 1869 VA-1922 KY		John Wesley Blevins 1856 TN-1916 TX	John S Blevins 1869 KY-1949 KY
Edward Armstrong Blevins * 1835 NC-1895 OH	Susan Blevins * 1837 NC-1890 VA	Squire J Blevins Sr. 1815 NC-1889 TN	Elias Blevins 1824 KY-1873 KY
Rev. Armstrong Blevins 1818NC-1868 NC	Andrew Zachariah Blevins 1805 NC-1889 VA		James Wesley Blevins 1798 VA-1870 KY
James B Blevins 1760 VA-1820 NC	Joseph Blevins Sr. 1765 VA-1830 NC		James Blevins 1751 VA-1843 KY
James Blevins Jr. 1740 VA- ?			
James Blevins Sr. 1718 RI-1801 VA	Daniel Blevins 1714 VA-1790 NC		William Blevins III 1719 MD-1777 VA
William Blevins II 1691 RI-1767 VA			
Notes: Edward Armstrong Blevins married his distant cousin Susan Blevins.			

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

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



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

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/>