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MARCH 12th—Set your clocks before going to bed Saturday night.

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HAPPY ST. PATRICK'S DAY!!!

VOL. 2023 #3

MARCH 2023

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2021 - 2023

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HISTORIAN / CUSTODIAN Larry [Linda] Knutson	WEBMASTER / NEWSLETTER Nick [Linda] Nichols	CHAPLAIN Bruce [Vicki] Stefanik
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REUNION CONTROL CENTER

2023 Stimson Reunion

October 11-15, 2023

Charleston SC

Hilton Garden Inn (Summerville SC)

[information and directions to the hotel venue are on the Reunion #12 Webpage]

42 registrations have been received as of 9 February 2023. Check here to see who has signed up to attend:

Registered Attendees Sailing List

The state list of reunion attendees

Location Map of Registered Attendees

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From the Association Reunion 2023 Reunion Chairman, Harry Nettles, QMCS(SS) G COB 91-92, [QMCM Ret.], USSVI Charleston Base, Holland Club:

Shipmates, the Reunion will be here before we know it. If you haven't yet

registered and are planning on coming please go ahead and send in your registration forms and fees. This is very important for us to plan the best reunion possible for those who will be here.

I have two items I'd like to mention:

1. DOOR PRIZE DONATIONS: It has been customary to have door prizes to give those attending. The last few reunions have shown us many of our members are very talented. If you are an artisan, a hobbyist or have a talent you would like to share with your shipmates it would be great to hear from you. Please contact Gordon Long [longg11@bellsouth.net] to let him know what you have and determine how to get it to him. If you are going to attend the reunion you can bring the door prize with you.
2. BOAT HISTORY: As you may remember we had a large amount of our Ship's History items stolen from the storage area. When we had all the items we tried to make sure they were put out where you could see and read the history

of the boat. We still have many paper documents but not so much physical items now. If you have anything you would like to bring to the reunion to share the memories, that would be great.

We look forward to seeing you in Charleston in October!



From the Association President - Tom Krauser, MM1(SS) B 72-74, 655 Assoc Life Member, USSVI Albany-Saratoga Base

Our vacation was way too short!!!! Back to the NY winter, although, the weather lately has not been too bad.

Going to Virginia Beach at end of March to visit our granddaughter, Caitlin. Will spend a couple of days on the beach hopefully enjoying some sun. Maybe we will get some site seeing done also.

Marie and I are looking forward to the next reunion in Charleston THIS October. Look for details about the reunion progress in the newsletter.

If you have any questions or concerns for the board, please feel free to contact us so we can address them.



From the Association Vice President - Jerry Blevins, LT(SS) B 76-79, USSVI USS Groton Base, 655 Assoc Life Member:

Thought it appropriate to insert a little history on the CSS Hunley - since the USS Housatonic was sunk 17 Feb. Our October tour is rapidly approaching!!

The following transcript is public domain from the National Archives:

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Report of Lieutenant Higginson, U.S. Navy, executive officer of the USS *Housatonic*.
U.S.S. CANANDAIGUA, *Off Charleston, S. C., February 18, 1864.*

SIR: I have the honor to make the following report of the sinking of the U. S. S. *Housatonic*, by a rebel torpedo off Charleston, S. C., on the evening of the 17th instant.

About 8:45 p. m. the officer of the deck, Acting Master J. K. Crosby, discovered something in the water about 100-yards from and moving toward the ship. It had the appearance of a plank moving in the water. It came directly toward the ship, the time from when it was first seen till it was close alongside being about two minutes.

During this time the chain was slipped, engine backed, and all hands called to quarters.

The torpedo struck the ship forward of the mizzenmast, on the starboard side, in a line with the magazine. Having the after-pivot gun pivoted to port we were unable to bring a gun to bear upon her.

About one minute after she was close alongside the explosion took place, the ship sinking stern first and heeling to port as she sank.

Submarines Lost During the Month of March

USS PERCH (SS-176)	3 March 1942 – 1 st war patrol	61 POWs; 55 survived the war; 6 died as POW
USS GRAMPUS (SS-207)	5 March 1943 – 6 th war patrol	Lost with all hands – 71 souls
USS H-1 (SS-28)	12 March 1920 – grounding	Loss of 4 souls
USS TRITON (SS-201)	15 March 1943 – 6 th war patrol	Lost with all hands – 74 souls
USS KETE (SS-369)	20 March 1945 – 2 nd war patrol	Lost with all hands – 87 souls
USS F-4 (SS-23)	25 March 1915 - foundered	Lost with all hands – 21 souls
USS TULLIBEE (SS-284)	26 March 1944 – 4 th war patrol	Lost with 79 souls – 1 POW survived the war
USS TRIGGER (SS-237)	26 March 1945 – 12 th war patrol	Lost with all hands – 89 souls

Eight Boats and 431 Men Lost

digging. When you find it either scan it or take a good picture and send it to me at 655webmaster@ssbn655.org. Your name will be added to the new page with a link to your certificate. This is for all Stimson shipmates, not just the ones who qualified on the 655. No matter what boat you qualified on if you were on the Stimson send me a scan or picture and it will be added to the website.

This can be any item related to your SS qualification: Qual Certificate; Qual card, picture receiving your dolphins; etc.

Qualification Cards of Stimson Sailors



The following Stimson Shipmates have departed on Eternal Patrol.

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No Eternal Patrols were reported this month.

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



WELCOME ABOARD: Found & Updated Shipmates

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

NOTE: DON ORT, MM1(SS) G/OVHL1/G 69-74, CONTINUES TO LOCATE OUR STIMSON SHIPMATES WHO ARE ON OUR SAILING LIST BUT WITH NO EMAIL ADDRESS.

ET2(SS) Andrew 'Andy' Neubecker B 84-89 [ETC Ret]

USSVI Wolverine Base
[updated per member request]

MM2(SS) David P. Wright G Decom 90-93
[info updated by Don Ort from David Wright]

CS1(SS) Rodger Shumaker B COMM 66-68
[new member reported by Gary Jaster]

BINNACLE LIST UPDATES: If you know of a shipmate who should be on the binnacle list please let me know. I will contact the shipmate for permission to add them to this list. I only add those who have given permission.

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Sandy Hasty, CAPT B 80 (Oct-Dec) CO-1 patrol
Cards to: 75 Lambeth Dr., Asheville NC 28803-3425

1.24.22: Email from Sandy & Donna: It has been quite a while since we last sent an update. We are thankful for the success of Sandy's eyelid surgery, cancer was totally removed, amazing reconstructive surgery and his vision is fine, and that is now behind him.

We returned to home from Atlanta on the 20th. The drive home was a challenge for both of us and Sandy stopped frequently for me to walk so we got home much later than we expected. My (Donna) surgery went well and my first couple of days home in Atlanta were great, with very little pain. I was off my blood thinner before and after surgery for three days. Several days after I started the meds again, I developed very severe pain and pain medication didn't help. Sandy took me to the Emergency Room and after an MRI of my surgical area, the ER physician ordered a CT scan of my abdomen and confirmed that I had a Retroperitoneal Bleed/Hematoma. Due to the possibility of stroke after taking me off the blood thinners, they placed me on the Neurosurgical Floor where they had a 24-hour dedicated monitoring service. They were able to get the pain under control; however, my hemoglobin dropped significantly but not to the level of needing a transfusion. I had to stay in the hospital until the blood test showed the bleeding had stopped and my hemoglobin started to improve.

During this challenging time of constant monitoring, tests, doctor visits, etc. Sandy tested

positive for COVID. We were in Atlanta for about a month and during that time, we received the very best care, great food, and they looked for special programs to watch to give us some enjoyment. I cannot bend, lift or twist for four months so no PT or exercise, but I can walk and the level surface of the beach and warmer weather has good potential. After Sandy has his infusion on Feb 1st, we are going to a warmer climate where we can walk on the beach which should greatly improve my healing.

I ask for prayers for healing, patience, strength, and moments of joy each day as I continue on through my recovery - and then rehab.

With love and gratitude, Donna and Sandy
12.29.22: Email from Sandy: Donna came through her second back surgery on December 28, 2022, in flying colors. Dr. Osborn stated the operation went well and, as he predicted, was completed in one third the time of the first operation with a single 1.5-inch incision. The first operation entailed three, seven-inch incisions and six hours on the table. He said Donna will have continuing operation and nerve pain for about two to three weeks and then the pain should slowly decrease to nothing, if that disk was all that was causing the pain. Only time will tell. The operation replaced the disk between L2 and L3 and stabilized those vertebrae with a plate and two, three-inch screws.

We are pleased with the outcome so far and pray for complete healing.

We thank you for your prayers for Dr. Osborn and his staff as they conducted the operation and for Donna to have a speedy recovery. The prayers are greatly appreciated.

With all the activities of Christmas, we neglected to provide a status of my right eye, lower lid cancer removal. After removal of the cancer and a sewn shut eye for a month, the eye was opened on December 20th and the doctor and I are pleased with how it is healing. It will feel scratchy for several weeks then it should be smooth sailing. I am pleased to have two eyes back with no reduction in sight!

To all, may you have a very happy new year and a great 2023! Warmly, Sandy

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Lloyd Hyatt, MT2(SS) B 73-76

Cards to: 134 Coral Way, Jacksonville Beach FL 32250

1.26.23: Email from Lloyd: A quick update on my AML cancer. I was going to Moffitt Cancer Center in Tampa on 1/24 to start the process for my bone marrow transplant on 1/31. However, the transplant has been postponed. The Doctor said that the donor cells had deteriorated to the point that they can't be used. They are finding a new donor, new timeline for transplant 4-6 weeks. Thank you for the support and prayers. Lloyd
7.26.22: Email from Lloyd: I have been diagnosed with Leukemia {AML}. Treatment (17 doses of chemotherapy) hasn't helped. AML can be a result of exposure to radiation, which all of us were. Especially the MT's that had to go inside of the missile. Has anybody else been diagnosed with this disease? If you would like to contact me, please email me at wwwlloyd@aol.com or jaxbeachlloyd@gmail.com or call me at 904-631-0029.

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John Cole, LT [CDR Ret] B AWEPS 78-80 [E1-E9 & O1E-CDR Ret.]

Cards to: 5914 Ruby Dr., Pearland TX 77581-8926

1.26.23: Email from John: Sadly... The family's Princess Southeast Caribbean Cruise over Christmas did not turn out to be all that we planned it to be. All started well with 13 of us sailing on Saturday December 17, 2022.

All went well to start but each stop I going ashore less and having more breathing problems.

Our last planned stop was to be Curacao. Susan went on a bus tour while I stayed in our room knocked out until she returned about 1:00pm. The ship was scheduled to depart about 4:30pm for the final two days at sea.

About 4:15pm I started having crushing pain in my left chest area that was going down my left arm. A crew member who saw what was happening called the ship's doctor. After some tests and him telling Susan and Brian that "If I did not get off the ship and into the hospital I would

die!", I was taken off the ship. Susan was left to get our stuff off the ship and somehow to get to the hospital as best as she could. The ship departed leaving Susan and I behind on Curacao.

At the hospital they very quickly determined it was not a heart problem but a breathing problem associated with the Parkinson's as well as COPD. It was now Christmas Eve and a two-day holiday so I would not get to see a doctor until Tuesday morning, Dec. 27, 2022.

I was released from the hospital on Wednesday afternoon but only to go to the hotel with Susan promising to return on Friday, Dec. 30 at 1:00pm for a doctor appointment that resulted in me be released to fly on Sunday Jan. 1st, 2023.

Once released the real problem raised its head in how might find seats on one of the two flights off the island with only two flights on Jan. 1st. Also was getting home to Pearland. We ended up taking the long way home via Miami FL, then Charlotte NC and final to Houston TX on Tuesday Jan. 2nd.

Bye For Now, Very Respectfully, John F. Cole,
CDR U. S. Navy Retired 100% Disabled
*4.30.2022: Email from John; COPD, Aspiration
Pneumonia, Cardiac Arrest & Parkinson's
Disease! Agent Orange And Other Carcinogens
Finally Caught Up With Me It Seems!*

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**Ron 'RG' Hyson, STS1(SS) B 70-75, Assoc.
Life Member, USSVI Hampton Roads Base,
Holland Club, STSCM(SS) Retired**

Cards to: 3425 MacDonald Rd., Virginia Beach
VA 23464

1.29.23: Email from Ron 'RG': After my diagnoses of Alzheimer's, February 2022, I had to have my Aortic Heart Valve replaced in April followed by Cardio Rehab from June to August of 2022. I entered a CBD Oil Study from July to October through EVMS, Eastern Virginia Medical School, to help with my anxiety and agitation. It seemed to help a lot. January 2023, I was reevaluated for my Alzheimer's and I am now in the moderate stage. I was prescribed new medication to help with my memory and anxiety. It

seems to be working very well. Thank you for all your prayers, RG and Jean

3.14.2022: Email from Ron: I wanted to let you know that I was diagnosed last month with Alzheimer's. Do you know of anyone else on the boats that also has this disease? I was thinking this might be connected with Amine that was used on the boats. My short term memory is shot and there is no cure for Alzheimer's. I have another doctor's appointment Thursday, will let you more of my diagnosis. Our world has been turned upside down. Take Care, RG

LINKS TO SPEND TIME WITH

655 Association Website

www.ssb655.org

SEA STORIES, COMMENTS and JUST GOOD THINGS From Our Shipmates

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Submitted by Bill Yeager, Charleston Base Member

Previously Unpublished Murphy's Laws

1. Light travels faster than sound. This is why some people appear bright until you hear them speak.
2. A fine is a tax for doing wrong. A tax is a fine for doing well.
3. He who laughs last, thinks slowest.
4. A day without sunshine is like, well, night.
5. Change is inevitable, except from a vending machine.
6. Those who live by the sword get shot by those who don't.
7. Nothing is foolproof to a sufficiently talented fool
8. The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.
9. It is said that if you line up all the cars in the world end-to-end, someone from Texas would be stupid enough to try to pass them.
10. If the shoe fits, get another one just like it
11. The things that come to those who wait may be the things left by those who got there first
12. Give a man a fish and he will eat for a day.

Teach a man to fish and he will sit in a boat all day drinking beer

13. Flashlight: A case for holding dead batteries

14. God gave you toes as a device for finding furniture in the dark.

15. When you go into court, you are putting yourself in the hands of twelve people who weren't smart enough to get out of jury duty.

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Submitted by Ken Hutchison Charleston Base Member

Copied from QUORA

Jayson Nickols, Former Information systems technician at United States Navy (USN) (1992–2000)

Why is the Navy Chief's mess called the Goat Locker?

In the early days, livestock were kept onboard ships as a food source. Goats were the only animals that could adapt to life onboard ship and earn their "sea legs". When the rank of Chief was created in the late 1800's, they were tasked with the care of the livestock and kept the goats in their quarters. Even after goats were no longer used as a food source, they were still kept on board as pets/mascots. So, the Chief's berthing came to be known as the Goat Locker. Plus, Chiefs came to be known as "old goats".

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Submitted by Jim Lewis, Charleston Base Member

10 Most Dangerous Things On A Sub:

10. An A-Ganger that can actually read
9. An Engineman with anything electrical
8. The 3" launcher and anything that goes in it
7. The COB
6. Any time a LT says "I was just thinking"
5. An Ensign who says "Based on my experience"
4. Any of the unenlightened group known as nonquals
3. A sonarman who says "Trust me, it's biologics"
2. A skinny cook
1. Anybody saying "Hey watch this S**T !"



The Computer Corner

By: Tom Krauser, MM1(SS) B 72-74, 655 Assoc Life Member, USSVI Albany-Saratoga Base Using Mobile Hot Spot for Internet Service

What is Inside Your Desktop Computer and Cleaning Your Computer

By Tom Krauser

Most people own a computer but many have never seen the inside of a computer. They may know many of the terms people use about the insides but have never physically taken one apart to see its internals.

Parts Inside of a Desktop Computer

The following YouTube videos give a basic overview of what components are inside the computer case:

- Computer Basics: Inside your computer
<https://www.youtube.com/watch?v=HB4I2CgkcCo>
- Tour of the Parts Inside a Computer
<https://www.youtube.com/watch?v=HCJDWfCI-M>
- Computer Basics Hardware
<https://www.youtube.com/watch?v=ctAVC2JwEwI>
- How to Identify the Components Inside Your Computer
<https://www.youtube.com/watch?v=yRmPTbGBqVI>

Cleaning Your Computer

You should open your desktop computer about once a year to clean accumulated dust from the insides. The power supply and case fans are pulling in air at all times to keep the computer cool as it operates. In this air, there are small particles of dust which tend to collect on surfaces, including the CPU heat sink and inside the power supply.

The Central Processing Unit (CPU) usually has a heat sink with a small fan to force air through the cooling fins to keep it cool. Without adequate cooling, the CPU can overheat and cause the computer to "freeze" and/or shutdown. It is

change. The classic type of vision symptoms that suggest a stroke or TIA is a blackout of vision. If someone notices complete vision loss in just one eye, and it's described as kind of a nightshade coming down over one eye, if it's temporary or if it's lasting, that is an emergency.

Diagnosis and treatment can help prevent a stroke

Doctors can diagnose a TIA with a series of tests in the emergency room, including imaging tests to look for signs of narrowing arteries that lead to the brain, and blood work to rule out other conditions that present with similar symptoms. After a diagnosis is established, cardiac tests may be ordered to assess heart risks that may have caused the TIA, such as atrial fibrillation, an irregular heart rhythm that can increase risk for stroke.

READ MORE

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12 States That Won't Tax Your Retirement Distributions

John Waggoner, AARP January 12, 2023

Every penny from your 401(k), IRA, pension and Social Security counts when you're retired

Every cent counts for retirees, and for that reason, state taxes are about as welcome as a bear in a beehive. Although you shouldn't base where you retire on taxes alone, they are an important consideration, especially if you're going to live in a new state when you retire.

States get tax revenue from a number of sources. Some states, such as Alaska, South Dakota and Wyoming, sit on enough natural resources that their mineral rights sales enable them to keep most taxes extraordinarily low and skip income taxes altogether. Oil-rich Alaska, for example, has no taxes on income, estates or retirement benefits. In fact, residents get an annual payment from the state for their share of those oil riches. In 2022 that was \$3,284 per citizen.

No income tax

The federal government considers distributions from pensions, 401(k)s and traditional Individual Retirement Accounts (IRAs) as income — the same as it does the income you get from work.

Eight states have no income tax whatsoever, which means that retirement benefits — including Social Security retirement benefits — remain untouched by the state taxman. Let's start with the eight states that have no income tax whatsoever: Alaska, Florida, Nevada, South Dakota, Tennessee, Texas, Washington and Wyoming.

A ninth state, New Hampshire, also has no income tax, so it doesn't tax retirement distributions. It does, however, tax interest and dividends, which many retirees depend on for retirement income.

Three other states have income taxes but give retirees a break on pensions and retirement plan distributions.

- Illinois, which has a 4.95 percent flat income tax, won't tax distributions from most pensions and 401(k) plans, as well as IRAs.
- Mississippi has a maximum state tax of 5 percent. It doesn't tax retirement distributions.
- Pennsylvania has a 3.07 percent flat tax and doesn't tax retirement plans.

State Taxes and Retirement Distributions

What about everyone else? Most states carve out some exemptions for retirement income. For example, in addition to the nine states with no income tax, 21 states don't tax military retirement pay: Alabama, Arkansas, Connecticut, Hawaii, Illinois, Iowa, Kansas, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Jersey, New York, North Dakota, Ohio, Pennsylvania, West Virginia, and Wisconsin.

READ MORE

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Find your new copays for VA and VA-approved health care

Updated copay rates are available now. Learn what services don't require a copay and if you may be eligible to not pay copays. **LEARN MORE**

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How to Spot Deep Vein Thrombosis

Many things can cause pain or swelling in your leg. In fact, deep vein thrombosis can have the same symptoms as other health problems. Know what to look for to stay healthy. **LEARN MORE**

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Self-care for Colds

There's no cure for the common cold, but you can ease symptoms and support your body's efforts to heal itself. Follow these tips next time you feel a cold coming on. [LEARN MORE](#)

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7 VA Benefits Often Overlooked by Veterans By Alexandra Frost, AARP Veteran Report

November 10, 2022

Many vets miss out on what they earned while in uniform

Complex rules and the selflessness of veterans mean that some VA benefits don't get used.

Here's what many veterans are missing:

1. In-home help for those who can't leave

Aid and Attendance, and Housebound

benefits, can help pay for someone to visit to help you.

2. Extra time to deal with debt

The COVID-19 pandemic caused financial stress for many. What some veterans don't know is that Veterans Affairs extended financial hardship benefits for debt through 2022. The benefits were originally due to expire in September. It's worth checking for a further extension.

3. Help with a career shift due to disability

Medically retired Army veteran Markia Brown served for nine years, but her disability prevented her from going back to her old job as a truck driver. So she applied for the VA's Veteran Readiness and Employment (previously the Vocational Rehabilitation benefit).

4. Access to free emergency services

The Mission Act means that veterans enrolled in the VA in the past two years can go to the emergency room or urgent care and submit their VA card rather than face hefty bills.

5. Use of a VA loan to become a homebuyer (more than once)

There is no limit to the number of VA home loans a veteran can get. Veterans can get a rush on an appraisal to help close faster on their homes.

6. Women's health care

Female veterans often assume that because women make up a smaller percentage of the

veteran population, there aren't specific services for them. That assumption is incorrect.

7. Hearing aids

A government benefit that many veterans often neglect is the ability to receive hearing aids through Veterans Affairs Medical Centers.

Bottom line

Veterans should never be reticent about claiming benefits, the VFW's Figlioli insisted. "You spent time in service to your country. You sacrificed a part of your life to serve an ideal higher than oneself," he said. "You were injured in that service, and the VA has the obligation to provide your earned benefits and make you whole. None of this happens without utilizing the system."

[READ MORE HERE](#)

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This Is What Happens When You Respond to Spam Emails

Emily DiNuzzo Updated: Jul. 19, 2021

There are a few ways scammers use them to steal your info.

No matter what email service you use, spam emails might still make their way into your inbox. Sometimes these emails set off alarm bells—but other messages from scammers are trickier to spot. If you do respond to, click on, or engage with spam emails, there are a few possible consequences.

What happens when you respond to spam emails depends entirely on the kind of spam email, according to Jason Hong, a professor at Carnegie Mellon University's CyLab Security and Privacy Institute. Simply replying to spam emails mostly just confirms that your email is active, making you a target for future campaigns or scams, according to Fabian Wosar, CRO at Emsisoft. There usually isn't a direct response from scammers. Here are [10 popular scams you need to be aware of, and how to avoid them](#).

Free trial

- Fake Wi-Fi hotspot
- Bogus contest
- Scareware scam
- Smishing
- Charity

- Romance
- Business email compromise
- Counterfeit goods
- Hitman
- Travel
- Empty house
- Elder financial
- Google voice

In some cases, the spam links to a very convincing-looking copycat website, says Jamie Cambell, a cybersecurity expert and founder of gobestvpn.com. If you follow the link, anything you fill in on that website—usernames and passwords, personal information, credit card details, and transaction numbers—go right back to the scammer, according to Wosar.

Another possibility is that the link or an attachment in a spam email will download a virus or spyware onto your computer, Cambell says. This download can actively record all your typing and send your information to the hacker. If you do download the software, the scammers could also find and send emails to even more victims and attack websites on the internet, in addition to stealing your personal info.

If you want to avoid these scams altogether, watch out for things like fake invoices and fake UPS or FedEx delivery notifications, Wosar adds. Beware of emails prompting you to download or install anything, log in and change your credentials, and emails saying you've won something like a family inheritance, too. Hong adds that scammers tend to use phrases that add urgency to trick people. So they might say you already have a virus on your computer, that you need to update your browser ASAP, or that your account is about to close right now. If you're still unsure after looking at the body of the email, Cambell suggests analyzing link spelling since even one or two "off" letters might mean the email isn't legit.

It's always better to be safe than sorry with your personal information. That's why Hong recommends not reusing passwords, Wosar suggests downloading an antivirus app, and we suggest keeping an eye out for these **16 other**

clear signs you're about to be hacked. And if you're sick of spam emails, learn **how to block emails** and reclaim your inbox.

READ MORE

The Lean Submariner

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

<https://theleansubmariner.com/>

COMSUBPAC is Missing – The Last Flight of the Philippine Clipper January 21, 1943

Mister Mac Jan 30

We take flying for granted. Before I went into the navy, I had been on one flight. Pittsburgh to Cleveland. It was a prop driven plane and I remember the thrill of lifting off the ground and speeding through the air. I don't remember how old I was but it was a pretty big deal [...]

Read more of this post

A bit of a wild streak ... the Navy Mustang

Mister Mac Jan 30

Originally posted on [theleansubmariner](#):

I swiped this from Wikipedia today and thought it was a pretty cool description of what a "Mustang" is. I was blessed to be one of thirteen Submarine Engineering Technician Chief Warrant Officers selected the year I crossed over. I knew quite a few guys on the list. Most of us...

Read more of this post

What is a Warrant Officer? A View from the Navy

Mister Mac Jan 31

We have a great group here in the Pittsburgh Area called the Veteran's Breakfast Club. Men and women of all branches of the service and all eras gather together for breakfast and conversations. I was featured earlier before the Pandemic and had an opportunity to talk about my submarine service. The have on line and [...]

Read more of this post

Offenders to Be Enlightened-Equal Treatment to All : Japanese Propaganda in 1943

Mister Mac Feb 1

I'm a little behind this week since my younger brother passed away on Sunday. He had suffered from cardiovascular disease for quite some time and other complications. But 65 is still too young. His wife and kids will certainly feel his loss as do all of us who knew him. I started working on [...]

[Read more of this post](#)

Can the Groundhog see his shadow underwater?

Mister Mac Feb 2

Originally posted on [theleansubmariner](#):

Homesick Once upon a time on a submarine far, far away (USS San Francisco to be exact) a number of us were homesick for the place we had originally called home. In this case, it was Western Pennsylvania. The 711 boat was a hard working boat and once we hit our...

[Read more of this post](#)

Justice for the Sinking of the SS Dorchester on February 3 1943

Mister Mac Feb 4

Many articles have been written about the loss of the SS Dorchester on February 3, 1943. Eighty years ago this week, the sinking resulted in the tragic loss of many American soldiers who had never stepped foot in a combat zone. Wolf packs consisting of multiple submarines was a powerful force of destruction on merchant [...]

[Read more of this post](#)

A Gallant Ship – SS NATHANAEL GREENE

Mister Mac Feb 25

I love a story about a ship that was heroic. During the early days of World War 2, many ships were rapidly built to replace the ones that were being sunk by the onslaught of German Submarines in the Atlantic. Liberty Ships were some of the most prevalent cargo ships that were built and pressed [...]

[Read more of this post](#)

We must lead, not follow, in naval development – Even after 100 years, it is still true

Mister Mac Feb 26

Looking around the world today, I am concerned about my country's ability to defend itself. Government influence and some in the navy's leadership have made many decisions over the past forty years that are put us at risk. The greatest example is the phenomenal failure of the littoral combat ship project. I had at one [...]

[Read more of this post](#)

U.S. Nuclear-Powered Submarine Arrives In South Korea Amid North Provocations

(KOREA TIMES 26 FEB 23)

South Korea and the United States have stepped up deterrence efforts against North Korea's mounting threats, recently stoked by its launch of an intercontinental ballistic missile (ICBM), with their latest warning coming over the weekend — the arrival of a US nuclear-powered submarine in Busan.

In addition, the allies conducted a tabletop exercise on responding to possible North Korean nuclear attacks last week. A US nuclear-powered aircraft carrier is also expected to participate in the allies' springtime combined exercise, scheduled to begin in the middle of next month.

According to the US Pacific Fleet on Saturday, the Los Angeles-class fast-attack submarine USS Springfield arrived in Busan for a scheduled port visit earlier that day.

"The USS Springfield is one of five Los Angeles-class fast-attack submarines forward-deployed to Guam and routinely operates in the US 7th Fleet area of operations, conducting maritime security operations and supporting national security interests," it said on its Facebook.

The rare disclosure of the submarine's deployment to the Korean peninsula seems intended to send a strong warning to North Korea following repeated missile provocations. The Kim Jong-un regime launched a Hwasong-15 ICBM on February 18, believed to be capable of hitting targets anywhere on the US mainland.

“The arrival of the US nuclear-powered submarine would serve as Washington’s extended deterrence commitments to Seoul,” said Shin Jong-woo, a senior researcher at the Korea Defense and Security Forum.

“A nuclear-powered submarine is a weapon system that can covertly approach and subdue any North Korean submarine, so I think it can be another level of warning to North Korea,” Shin added.

On Thursday, South Korea and the US conducted their eighth Deterrence Strategy Committee Table-Top Exercise, also known as DSC TTX, at the Pentagon in Washington DC.

“Both sides affirmed that the alliance stands ready to respond to the DPRK’s [North Korea’s] nuclear threats,” the South Korean and US delegations said in a statement after the drill. “The US side highlighted that its 2022 Nuclear Posture Review states that any nuclear attack by North Korea against the United States or its allies and partners is unacceptable and will result in the end of that regime.”

During that exercise, the allies discussed ways to maintain peace on the peninsula, including “potential options” in the case of North Korea’s nuclear weapons use.

“The United States will continue to field flexible nuclear forces suited to deterring regional nuclear conflict, including the capability to forward-deploy strategic bombers, dualcapable fighter aircraft, and nuclear weapons to the region,” the US delegation said in the statement.

“The United States will continue to work with the ROK [South Korea] to ensure an effective mix of capabilities, concepts, deployments, exercises, and tailored options to deter and, if necessary, respond to coercion and aggression by the DPRK.”

After the DSC TTX, the delegations visited nuclear submarine training facilities in Georgia, where they were briefed on the mission of the Ohio-class nuclear-powered submarines, which act as virtually undetectable undersea launch platforms for intercontinental ballistic missiles.

The very same day, North Korea announced

that it test-fired four long-range cruise missiles in waters off its eastern coast in its latest provocation.

The launches, confirmed by South Korea’s military, were intended to verify the reliability of the missiles and “war posture” of North Korea’s nuclear combat unit, according to its state-run Korean Central News Agency (KCNA).

“The four strategic cruise missiles precisely hit the preset target on the East Sea of Korea after travelling the 2,000kmlong elliptical and eight-shaped flight orbits for 10,208 seconds to 10,224 seconds,” the KCNA said of the weapons drills conducted the previous day in Kim Chaek, a city in North Hamgyong province. “The drill clearly demonstrated, once again, the war posture of the DPRK nuclear combat force bolstering in every way its deadly nuclear counter-attack capability against the hostile forces.”

Also on Friday, Kwon Jong-gun, director general of US affairs at North Korea’s Ministry of Foreign Affairs, warned that if Washington does not stop its “hostile action”, Pyongyang will regard it as a “declaration of war”. He also described the DSC TTX as a practice for “nuclear war against us”.

“While strengthening the alliance with its followers, the US is denying our sovereign rights unilaterally, which is a blatant ignorance of and an unacceptable challenge to our country,” he said. “The only way of easing tensions on and around the Korean peninsula is for the US to abandon the pledges to deploy its strategic assets for South Korea and to halt joint military exercises against the DPRK.”

The regime has stepped up criticism of Washington in the past week. While test-launching an intercontinental ballistic missile and short-range missiles before the latest provocation, it blamed the US and South Korea for fueling tensions.

According to military officials, the allies are in talks over a possible deployment of a US nuclear-powered aircraft to the Freedom Shield exercise and if agreed, the Nimitz-class aircraft carrier is likely to make a port call in South Korea.

Last September, the USS Ronald Reagan participated in a joint naval exercise.

<https://www.scmp.com/news/asia/east-asia/article/3211587/us-nuclear-powered-submarine-arrives-south-korea-amid-north-provocations>

Submitted by George Stevens, MT2(SS) G 68-71

One man finds closure after long-lost WWII US submarine found off Japanese coast

By [Polo Sandoval](#), CNN

Updated 9:21 PM EST, Sun February 19, 2023

CNN — William Bower II feared he would never know where his father’s final resting place was, but he hung on to hope for decades.

On Thursday, the Missouri retired aerospace engineer fought back tears as he was notified that a submarine wreck, discovered off the coast of Japan last year, is what remains of the USS Albacore – one of 52 Navy submarines lost during World War II, according to Naval History and Heritage Command, or NHHC.



Courtesy William Bower II
The Albacore crew pictured in 1944. Lt. Bower is the 7th person from the right in the first row of standing men.

According to Navy records, the submarine is believed to have been struck by a mine on November 7, 1944, and sank off the coast of Hokkaido.

Days before Christmas that same year, the Navy assumed the Albacore, along with at least 85 sailors onboard, were lost at sea, including Bower’s father, Lt. William Walter Bower.

“My mother received a telegram from the

Navy on the 21st of December 1944 that my dad’s submarine was overdue in returning to port and he was missing in action,” Bower, 78, told CNN.

He was born nearly two months after the Albacore sank and only knows his father through photos and stories.



“Better late than never” is a mostly true maxim. It’s doubly so when it comes to finding the final resting places of U.S. servicemembers:

“He was a good engineer and liked the Navy and wanted to serve his country, as all the men who were lost in the submarine wanted to do,” Bower said.

Bower says he formed bonds with other families who lost sailors on the Albacore. Like him, they have been haunted for decades not knowing the exact location where their loved ones perished nearly 78 years ago.

“I know that he was lost somewhere off the coast of Japan,” said an emotional Bower. “But to actually know the spot where the remnants of the submarine are is much more meaningful. That to me was a major step in having better closure for his life.”

Discovering the Albacore

NHHC says their archeologists used underwater imagery provided by Dr. Tamaki Ura from the University of Tokyo to positively identify the wreckage of the Albacore this week.

Researchers say Japanese records guided Ura to the suspected shipwreck site in May 2022 where he made the initial discovery of a wreck. Ura used a remotely operated vehicle to capture images of the submarine’s remains,

which showed unique modifications made to the Albacore just before its final patrol. After months of analysis, NHHHC researchers were finally able to confirm their suspicions.

“As the final resting place for Sailors who gave their life in defense of our nation, we sincerely thank and congratulate Dr. Ura and his team for their efforts in locating the wreck of Albacore,” wrote NHHHC Director Samuel J. Cox, a retired US Navy rear admiral.

The wreck is considered a war grave and protected by US law, according to an NHHHC spokesperson.

According to the Navy, the Albacore was commissioned on June 1, 1942. During its relatively short service it earned nine battle stars and four Presidential Unit Citations, awarded for extraordinary heroism, quickly becoming one of the most successful World War II submarines used in combat.

Telling the stories of the MIA submariners

To contact the families of the Albacore’s submariners, Navy historians enlisted a network of volunteer researchers working with the Pearl Harbor-based group On Eternal Patrol. The non-profit says it has been able to find at least one relative for 76 of the 85 sailors.

Charles Hinman, the group’s director of education, says he started On Eternal Patrol in 2005 to put a face to each of the names of the men lost while serving in the US Submarine Force since 1900. The organization says it has been able to memorialize roughly 93%, or over 4,500 lost submariners, with biographies and photos.

“Whenever a lost submarine is found, we use our database to assist the Navy and the host of the ceremony to contact the families of the crew,” Hinman told CNN.

Finding closure

As his father’s only child, Bower says he finally has the peace that his mother and grandmother never knew.

“I do tear up because I know this is something that my father’s mother never fully

recovered from,” said Bower as he prepared to toast his father’s memory. “And you know how grateful she would have been to have learned this. And my mother unfortunately did not learn as well. So, I’m just very grateful that someone in his family was able to learn his final resting place.”

As the child of a service member missing in action until this week, Bower shared a message to military families who continue to wait for the same peace he finally found after a decades-long wait.

“Never give up,” he said. “Always keep the hope that their final resting place will be found, and you’ll have some sense of full closure and not just have that sense of not knowing, forever.”

Pier Extension At Bangor Is Complete, Giving Seawolf-Class Submarines A New Home

After several years of planning, funding and construction, the Navy completed a pier extension project at the Bangor base late last year.

(KITSAP SUN 31 JAN 23) ... Peiyu Lin

BANGOR — After several years of planning, funding and construction, the Navy completed a pier extension project at the Bangor base late last year. Nicknamed "Olympic pier," the new infrastructure will support the Navy's Seawolf-class submarines at Naval Base Kitsap.

The pier extension project cost \$121 million in total, which includes funding authorized by the Military Construction Appropriation Act in Fiscal Year 2017 and Fiscal Year 2020, according to Submarine Group 9 spokesperson Lt. Corey Jones. The Navy first envisioned the project in 2008. The Pentagon in February 2020 awarded a Seattle construction company, Manson Construction of Seattle, an \$89.3 million contract to extend the pier, and construction began that year. In October 2022, Submarine Development Squadron (DEVRON) 5 held a ribbon-cutting ceremony on the Olympic pier to mark the completion of the project, according to a statement released by the Navy.

The pier's name stems from its view of the

Olympic Mountain Range, according to the Navy. The pier becomes a new home to the Navy's Seawolf-class submarines, which includes USS Seawolf, USS Connecticut and USS Jimmy Carter.

USS Seawolf, previously homeported in Bremerton, arrived at the new Olympic pier in December 2022 after a seven-month deployment, according to the Navy. The arrival of USS Seawolf was the first time any ship has moored at the newly constructed pier, the Navy said. USS Connecticut, originally stationed in Bremerton, will shift to Olympic Pier following the sub's scheduled depot repair period at the Puget Sound Naval Shipyard, Jones told Kitsap Sun.

USS Connecticut struck an underwater mountain in the South China Sea in October 2021 and was pulled into Naval Base Kitsap-Bremerton for repairs at the shipyard in December of that year.

"In the near-term, the Seawolf-class submarines will call the Olympic Pier home. However, the pier is also configured for Virginia Block V and beyond class submarines, which gives us the capacity to homeport additional classes of submarines in the future, if required," Jones said.

The Bangor base benefits from this pier extension because the base can better accommodate present and future submarines with greater efficiency, Jones said. Improvements include a 528-foot extension to the Service Pier, a 3,000-square-foot utility building, and parking for 315 vehicles to support ship crews and maintenance personnel, according to Jones.

The new pier "includes state-of-the-art technologies for security and pier services for moored submarines and incorporates the latest technology to provide multiple fully redundant power sources, ensuring continuous safe in-port operations and minimizing the affects due to normal wear and tear or natural disasters," according to the statement from the Navy.

<https://www.kitsapsun.com/story/news/local/navy/2023/01/31/naval-base-kitsap-bangor->

[completes-seawolf-class-submarines-olympic-pier/69741948007/](https://www.kitsapsun.com/story/news/local/navy/2023/01/31/naval-base-kitsap-bangor-completes-seawolf-class-submarines-olympic-pier/69741948007/)

Navy's First 'Extra' Large Unmanned Sub To Go Underwater 'Very Soon'

(NATIONAL DEFENSE MAGAZINE 30 JAN 23) ...

Laura Heckmann

ARLINGTON, Virginia — The Navy is preparing to transition its largest unmanned submarine to date from land-based testing to underwater trials "very soon," a service official said Jan. 30.

Researchers are currently conducting land-based subsystem testing, and will be "in the water for full systems testing very soon," Rob Ibera, principal assistant program manager for PMS 406 Unmanned Maritime Systems, said at an American Society of Naval Engineers' Technology, Systems and Ships Symposium.

The Orca XLUV, or extra-large unmanned underwater vehicle, is a long-range modular vehicle and the first unmanned diesel electric submarine. The vehicle's objective is to deploy undersea mines although it could carry a variety of payloads.

In fiscal year 2017, the Navy identified the submarine as a solution to address a Joint Operational Need issued in 2015, according to a September Government Accountability Office report, "Extra Large Unmanned Undersea Vehicle: Navy Needs to Employ Better Management Practices to Ensure Swift Delivery to the Fleet."

In March 2019, the Navy awarded an \$11.6 million contract for the boat to Boeing's Defense Space and Security division for up to five prototypes.

The first Orca was originally slated for delivery in December 2020, with all five expected by the end of calendar year 2022, GAO said. The Navy is now expecting the five vehicles between February and June of 2024.

The Orca is just one of several unmanned underwater vehicle projects underway with the Navy.

The service's Snakehead undersea vehicle, its largest submarine-launched unmanned

underwater vehicle, has requirements for both surface and submarine deployments, Ibera said. The development team completed successful prototype testing last year and is making “good progress” on the vehicle, he reported.

The Razorback, a medium submarine-launched UUV, is part of a contract collaboration between PMS 406 and 408, Ibera said. It is intended for torpedo launch and recovery missions. The Razorback currently requires a dry deck shelter and divers for recovery.

The Viperfish medium underwater vehicle will leverage similar technologies and capabilities as well as the Razorback, Ibera said.

Because the robots are sent on missions underwater for long durations there are limitations, he said. The program is focused on maturing technologies that enable endurance, communications, precision navigation and advanced autonomy, he added.

“We’re focused on enabling those missions that are unique to undersea, and that’s where we focus on tech development,” he said.

The demand for unmanned systems in modern warfare makes them crucial to maritime dominance, Ibera said.

Ibera also reported progress on the Navy’s four major unmanned surface vehicles, or USV, programs. The program office is expanding participation in fleet exercises, providing warfighters the opportunities to “test, experiment and learn first-hand about USV capabilities.”

A chart displayed at the panel identified six pillars of USV engineering, to include a reliable hull, mechanical and electrical systems, advanced networks and radios, integrated combat systems, vessel control software, sensory and perception autonomy and platform and payload prototyping.

A goal of the large unmanned ship program is executing a comprehensive land-based and sea-based prototyping strategy. The program seeks to develop and deliver incremental capabilities, demonstrate key autonomy enablers and improve reliability, Ibera said.

A balance between rigorous focus on systems engineering and speed of execution is the key to

reliable and effective unmanned systems, he said.

In addition to work they are doing to support the vehicles themselves, the program office has also set up dedicated groups such as Unmanned Surface Division-1, which was established last spring to focus on experimentation and fleet advocacy for the unmanned surface force. These initiatives seek to develop the infrastructure tools and processes to develop, test, certify and deploy updated autonomous capabilities to those vehicles.

Their efforts also expand to focus on autonomy such as Unmanned Maritime Autonomy Architecture and the Rapid Autonomy Integration Lab, Ibera said. Unmanned Maritime Autonomy Architecture promotes the development of software for unmanned maritime vehicles, which includes both unmanned underwater and surface vehicles.

Task Force 59, which is operated by the Navy’s Fifth Fleet in the Middle East, has also been experimenting with unmanned surface vessels. When asked if the unit would incorporate the unmanned submarines, Ibera declined to answer on behalf of the task force.

Rear Adm. Casey Moton, program executive officer for unmanned and small combatants, said the development of naval surface and subsurface unmanned technology requires “everyone’s best,” whether it’s industry, Navy labs or academia.

Experiments are being undertaken alongside Naval operations and major training events such as last year’s Rim of the Pacific exercise, where all four unmanned surface vessel programs took part including the largest of the robotic vessels, the Sea Hunter, a 132-foot boat.

“The work is helping in the development of concepts by the fleet and is building trust by the fleet in unmanned systems and is providing feedback to our engineers and program office teams,” he said.

Explosive ordnance disposal and special warfare units “are leading the charge” in the Navy to use the systems, he added.

Ibera said the office plans to hold an industry day in about a month that will cover the “breadth

of the Navy's unmanned technologies.”
<https://www.nationaldefensemagazine.org/articles/2023/1/30/just-in-navys-first-extra-large-unmanned-sub-to-go-underwater-very-soon>

Russian Navy Sending Sub, Once Largest In The World, To Scrapyard

(WASHINGTON TIMES 07 FEB 23) ... Mike Glenn

The Russian navy is scrapping a ballistic missile submarine that was launched during the Cold War and provided the country with a nuclear strike capability for more than 40 years.

A senior Russian official told the official TASS news agency this week that the Akula-class nuclear-powered strategic submarine Dmitry Donskoy has been decommissioned.

“It will await utilization at a naval base in Severodvinsk together with two other units of this project,” Vladimir Maltsev, head of the Russian Movement for Navy Support, said, according to TASS.

The Dmitry Donskoy was laid down at the Sevmash shipyard in 1976 and launched in September 1980. Named for a historical leader who challenged Mongol authority over Russia in the late 1300s, it was the lead submarine in its class and was once the largest sub in the world.

TASS said six of the Akula-class submarines were built and deployed as part of the Northern Fleet of the Soviet Union. TASS reported that three of the Akula-class subs were disposed of with U.S. financial support following the collapse of the Soviet Union. Two other submarines, the Arkhangelsk and the Severstal, have been withdrawn from active service and are awaiting disposal.

The Russian navy has faced a number of challenges since President Vladimir Putin ordered the invasion of neighboring Ukraine in February 2022. Most notably, the Russian warship Moskva, the flagship of the country's Black Sea Fleet, sank on April 14 after it was struck by two R-360 Neptune anti-ship missiles. It was the largest Russian warship to be sunk in battle since the end

of World War II and the first flagship sunk in battle since the Russo-Japanese War in 1905.

Ukrainian naval and air drones attacked Russia's Black Sea Fleet on Oct. 29, with at least one of Moscow's ships, the Admiral Makarov, sustaining damage.

<https://www.washingtontimes.com/news/2023/feb/7/russi-an-navy-sending-submarine-once-largest-world/>

From the Desk of the United States Submarine Veterans Charitable Foundation President

Do you want to be a part of the building of your Charitable Foundation?

We are searching for a few people to assist your US Submarine Veterans Charitable Foundation to achieve its next plateau. This month we are celebrating 22 years as a 501 (c) 3 charitable organization.

Backup support is critical; we need your assistance.

Our funds, listed in alphabetical order:

Brotherhood

Assist our current Fund Manager, Ken Nichols, with administering the Brotherhood Fund. This is an activity that always covers all bases. When a shipmate suffers, this fund stands by to help in some way. The time involved is generally low, some months with almost no activity. Some months it can be more, depending on what is happening in the country – think of hurricanes, floods, earthquakes, and other disasters. Experience necessary: strong email and phone usage can be helpful. A desire to help is necessary.

Building

We currently have one building, and it is old and in need of updating and modifications. We may need to acquire a new or another building sometime, but this fund supports our Groton Base building for now. The experience needed is a background in commercial building maintenance and modifications. Almost any commercial

building experience would be helpful. The time involved is minor. You would be working with our Building Fund Manager, Jon Jacques.

General

The General Fund Manager is the Charitable Foundation's Treasurer. This position is critical, and the time involved is growing. We are looking for someone with experience in bookkeeping and accounting and familiarity with Quickbooks. This puts you in the middle of the operations of the Charitable Foundation. The time involved would be from as little as a few hours per month to a few hours per week. This could consist of a team of treasurer and one or two assistants. You would be working with our Treasurer, Randy Stein.

Legacy

The Legacy Fund is critical to the long-term operation of the Charitable Foundation. We are looking for someone understanding the Time Value of Money. If you understand Endowments, Estates, and the time value of money, then we need you. The time involved is minor almost none, except for the time spent thinking and planning. You would be working with Jon Jacques.

Library

Our library is in North Little Rock, Arkansas, on the Arkansas River. This is, in effect, an archive of books. The backup library Fund Manager should have easy access to this park. The time involved is minimal., working in conjunction with Joe Mathis

Memorial & Museum Boat

Ray Wewers has been the Memorial & Museum Boat Fund Manager for many years and has a lot of information about how this fund operates. The time involved is small, but from time to time can become focused as various projects come to fruition. Familiarity with project planning and management would be helpful.

Scholarship

Dr. Alan Fickett is the Scholarship Fund

Manager. This fund is one of our more active funds, in the past few years, we have awarded several hundred scholarships. We recently added a new concept of Vocational Scholarships, and we anticipate increasing scholarship applications. The time involved can be relatively low for about 6 or 7 months of the year and then quite busy for several months from spring to late summer. Experience should include exposure to scholarships and various schools and universities. This could expand into a team of two or three working alongside Dr. Fickett.

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Any Fund – Ken Earls –
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Respectfully, Ken Earls, President, USSVI
Charitable Foundation

'Epitome Of The Warrior Patriot': Veteran Held Captive In Vietnam For 7-Plus Years Laid To Rest In Virginia Beach

(VIRGINIAN-PILOT 08 FEB 23) ... Caitlyn Burchett

VIRGINIA BEACH — Former prisoners of war Cmdr. George Coker and Rear Adm. Bob

Shumaker tapped a final “good night and God bless” to Capt. James Mulligan Jr. But this time, they tapped the coded message to their cellmate of seven years on a church pew rather than the walls of a Vietnamese prison.

More than 400 people gathered Wednesday at Virginia Beach’s Church of the Holy Family for the funeral Mass of the retired Navy captain, celebrating Mulligan’s life and honoring the hell he endured.

“I thank you, Dad, for your love, sage advice, your example, your encouragement, your friendship — and for making it home. But most of all, thank you for your steadfast service and sacrifice and for serving as an example to all to never quit and never waiver when defending the American creed,” said James “Jim” Mulligan III during his father’s service.

Mulligan, who was 96 when he died Jan. 18, was one of three of the remaining “Alcatraz 11” — American service members held captive for more than seven years by the North Vietnamese. Singled out as troublemakers, they were taken from the main prison complex in Hanoi and boarded in solitary confinement at a building the Americans dubbed Alcatraz.

Mulligan, a pilot, was shot down March 20, 1966, and held for 2,522 days. He was often starved and beaten, with his wrists bound with gasoline-soaked ropes. He endured leg irons for 26 months and over 42 months of solitary confinement.

Sunday, would have been the 50th anniversary of his release.

“American’s know Feb. 12 as Super Bowl Sunday, but I first and foremost will remember Feb. 12 as the day my father was once more a free man,” Jim Mulligan said.

Mulligan was among the first roughly 135 Americans released by North Vietnam on Feb. 12, 1973. Three days later, Mulligan and two other POWs — Jeremiah Denton and George Coker — would touch down in Norfolk.

“The word ‘hero’ is tossed around like candy on Halloween. But when I looked at (Mulligan), he was a real American hero — the epitome of the

warrior patriot,” said Charles Hartig, a former reporter who covered the POWs’ return to Hampton Roads in February 1973 and filed subsequent stories for a number of years.

Following his release, Mulligan served in the Navy for another two years before retiring in July 1975.

Having served on active duty throughout World War II, Korea and Vietnam, Mulligan accumulated over 5,000 single flying hours and made 650 arrested carrier landings. His career spanned six Mediterranean deployments, plus the Bay of Pigs and Cuban Missile crises prior to his West Pacific deployment on the USS Enterprise to Vietnam. It was there he was serving when, on his 80th mission, he was shot down and captured on March 20, 1966.

In the 1980s Mulligan penned “The Hanoi Commitment,” which detailed the horrors and heroism of Americans’ captivity in Vietnam. When it was released, he called Hartig, 27 who did a series on the book, which he called “the most definitive description of a POW experience.”

“In talking to him, I wondered, ‘How did you do it? How did you survive?’ and I am convinced it was based on his unyielding faith, and his love of country and family. He simply wanted to come home, to return to Louise and his sons,” Hartig said.

When Hartig asked Mulligan if he would do it all over again, he said Mulligan answered without hesitation: “Absolutely.”

“This love of country and this deep faith is a reminder to all of us how lucky we are. They embodied what is best about this country — the best, the brightest and the most courageous. I am not sure how many are left, probably not a whole lot,” Hartig said.

Mulligan was preceded in death by his wife of over 73 years, Louise Kolce and sons, Kevin John and Terrance Adam Mulligan. He leaves surviving sons Jim, Mark, Sean, and Neil, as well as six daughters-in-law and a host of grandchildren and great-grandchildren.

At the conclusion of Jim’s tribute, Coker and Shumaker’s coded message seemed to echo

through the sanctuary of the church, eliciting soft sobs.

Coker said the Alcatraz 11 shared the good night message each night they were held captive, tapping the code “GN, GB” on the walls.

“You didn’t know if you were going to be alive the next day. That was a real unknown ... All we knew what right now we were together, so have a good night, God bless you, you are in our hearts and we hope we see you tomorrow,” Coker said.

Following the Mass, the guests were ushered outside to witness Mulligan, whose casket was draped with the American flag, receive full military honors, including a 21-gun salute and a Navy flyover.

A sailor handed the folded flag to the Mulligan family. The sailor began, “On behalf of the President of the United States, the United States Navy and a grateful nation ...”

Inside the reception area of the church, a portrait of Mulligan was on display alongside a copy of “The Hanoi Commitment.”

A passage reads: “I looked at the scars on my wrists from the ropes and the gasoline. I thought of the torture, the beatings, the starvation and loneliness. The utter misery of 42 months in solitary confinement. I thought of them all, but mostly, I thought about the countless others who wouldn’t return.”

‘Epitome of the warrior patriot’: Veteran held captive in Vietnam for 7-plus years laid to rest in Virginia Beach – The Virginian-Pilot (pilotonline.com)

NAVY HISTORY:

That Time A US Navy Submarine Got A Confirmed Kill On A Train During WWII Submarine: 1. Train: 0.

(TASK & PURPOSE 09 FEB 23) ... Max Hauptman

In August 1945, eight members of the crew of the USS Barb posed for a photo at Pearl Harbor holding up the submarine’s battle flag. The different patches on the flag represented the boat’s myriad accomplishments over 12 patrols in both the Atlantic and Pacific theaters. Seventeen

ships sunk, a Presidential Unit Citation awarded following its 11th patrol, and the Medal of Honor was awarded to the ship’s captain, Cmdr. Eugene Fluckey. But, most unusual, the flag also featured a kill marking for a train. Yes, a train.

On the USS Barb’s final patrol of the war, the eight men in the photo had destroyed a Japanese locomotive, a most unusual kill for a Navy submarine.

A few weeks earlier, the Gato-class submarine was patrolling the Sea of Okhotsk, off the shore of what is now Sakhalin Island but was then part of Japan’s Karafuto Prefecture. Within a month, the war would be over, but the USS Barb had already racked up an impressive combat record.

Commissioned in 1942, the USS Barb was initially one of the few U.S. Navy submarines sent to the Atlantic theater. Over the course of five patrols, it recorded just one possible sinking of a German freighter before being sent to the Pacific in the fall of 1943, where the Barb would make its name as one of the most lethal submarines in the fleet.

Fluckey, the submarine’s commander, had joined the ship for its seventh patrol, and took command of the boat on April 28, 1944, ahead of its eighth mission. As Fluckey wrote in his 1992 account of his wartime service, *Thunder Below!*, he guaranteed Vice Adm. Charles Lockwood, commander of all submarines in the Pacific, at least five kills before departing; a promise which he fulfilled. In the first four patrols with Fluckey in command, the USS Barb sank more than a dozen Japanese Navy ships, including an aircraft carrier, as well as numerous other small vessels. The Barb conducted shore bombardments and rescued British and Australian prisoners whose ship had been sunk by another American submarine. Fluckey himself was awarded the Medal of Honor for maneuvering through shallow water of a harbor along the Chinese coast and sinking three ships, along with damaging three others, as well as three Navy Crosses. In addition, the crew earned a Presidential Unit Citation for the success of the patrols.

In the Sea of Okhotsk, Fluckey and the crew observed the rail line. After several days, Fluckey

and the chief of the boat, a 26-year-old sailor named Paul Golden “Swish” Saunders, devised a plan. Saunders was the most experienced submariner aboard — he had joined the Navy when he was 17 and had served on the USS Barb since it was commissioned, sailing from the coast of North Africa to the North Pacific, for all of the submarine’s 12 patrols.

The plan was relatively simple: Eight men would paddle ashore on two inflatable boats and plant an explosive charge along the rail line. Every member of the crew had volunteered, but given the risks of the mission, Fluckey selected them based on his own criteria — he wanted only unmarried men, and preferably those with some scouting experience.

Saunders, along with electrician’s mate Bill Hatfield, rigged a 55-pound bomb. It was made from a scuttling charge wired to three batteries and placed inside a pickle can. Hatfield also improvised a detonator that would be triggered by the weight of a train passing over it.

Shortly after midnight on July 23, 1945, the USS Barb surfaced 950 yards off the shore of Sakhalin, and the eight men, among them Saunders and Hatfield, set out. They had about three hours, as Fluckey told them that the submarine would have to submerge before dawn.

“Boys,” Fluckey told the men, according to the U.S. Naval Institute, “if you get stuck, head for Siberia 130 miles north. Follow the mountain ranges. Good luck.”

Leaving two men to guard the boats, the shore party made its way toward the railroad tracks. Reaching it, three men were posted as sentries, and three others got to work setting up the explosive. At one point, a train passed by, forcing them to take cover. Eventually, the team was able to set up the explosives, and the men began making their way back to the beach and then out to sea. When they were still only halfway to the USS Barb, the sound of an oncoming train could be heard. As they climbed back aboard the sub, a massive explosion could be seen.

“The boilers of the engine blew. Engine wreckage flying, flying, flying up some 200 feet,

racing ahead of a mushroom of smoke, now white, now black. Sixteen cars piling up, into and over the wall of wreckage in front, rolling off the track in a writhing, twisting maelstrom of Gordian knots,” Fluckey wrote in *Thunder Below!*

Though it may have been the work of the submarine’s crew, for the purpose of accolades and public recognition, the USS Barb was considered to have “sunk” a train.

It wasn’t the only first for the patrol. Before departing, Fluckey had requisitioned 72 Mk. 10 rockets along with a launcher. In between becoming the only submarine to sink a train, the USS Barb also became the first submarine to launch ordnance of that kind.

The USS Barb returned from its final patrol to Midway Island on Aug. 2, 1945, one of the most decorated U.S. Navy submarines of the war, and also the only submarine to have ever sunk a train.

<https://taskandpurpose.com/news/uss-barb-world-war-2- submarine-train-japan/>

Most of you have heard all these before but just in case it never hurts to refresh your memory.

The Origin of "Old Sayings"

Early aircraft throttles had a ball on the end of it, in order to go full throttle the pilot had to push the throttle all the way forward into the wall of the instrument panel. Hence "balls to the wall" for going very fast. And now you know the rest of the story.

During WWII, U.S. Airplanes were armed with belts of ammo, which they would shoot during dogfights and on strafing runs. These belts were folded into the wing compartments that fed their machine guns. These belts measure 27 feet and contained hundreds of cartridges. Often times, the pilots would return from their missions having expended all of their bullets on various targets. They would say, "I gave them the whole nine yards," meaning they used up all of their ammunition.

Did you know the saying "God willing and the creek don't rise" was in reference to the Creek Indians and not a body of water? It was written by Benjamin Hawkins in the late 18th century. He was a politician and Indian diplomat. While in the South, Hawkins was requested by the President to return to Washington. In his response, he was said to write, "God willing and the Creek don't rise." Because he capitalized the word "Creek" he was referring to the Creek Indian tribe and not a body of water.

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington have him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are 'limbs,' therefore painting them would cost the buyer more. Hence the expression, 'Okay, but it'll cost you an arm and a leg.' (Artists know hands and arms are more difficult to paint.)

As incredible as it sounds, men and women took baths only twice a year (May and October). Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs. Wealthy men could afford good wigs made from wool. They couldn't wash the wigs, so to clean them they would carve out a loaf of bread, put the wig in the shell, and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term 'big wig'. Today we often use the term here comes the 'Big Wig' because someone appears to be or is powerful and wealthy.

In the late 1700's, many houses consisted of a large room with only one chair. Commonly, a long wide bench folded down from the wall, and was used for dining. The 'head of the household' always sat in the chair while everyone else ate sitting on the bench. Occasionally a guest, who was usually a man, would be invited to sit in this

chair during a meal. To sit in the chair meant you were important and in charge. They called the one sitting in the chair the 'chair man.' Today in business, we use the expression or title 'Chairman' or 'Chairman of the Board.'

Personal hygiene left much room for improvement. As a result, many women and men had developed acne scars by adulthood. The women would spread bee's wax over their facial skin to smooth out their complexions. When they were speaking to each other, if a woman began to stare at another woman's face she was told, 'mind your own bee's wax.' Should the woman smile, the wax would crack, hence the term 'crack a smile'. In addition, when they sat too close to the fire, the wax would melt. Therefore, the expression 'losing face.'

Ladies wore corsets, which would lace up in the front. A proper and dignified woman, as in 'straight laced' wore a tightly tied corset.

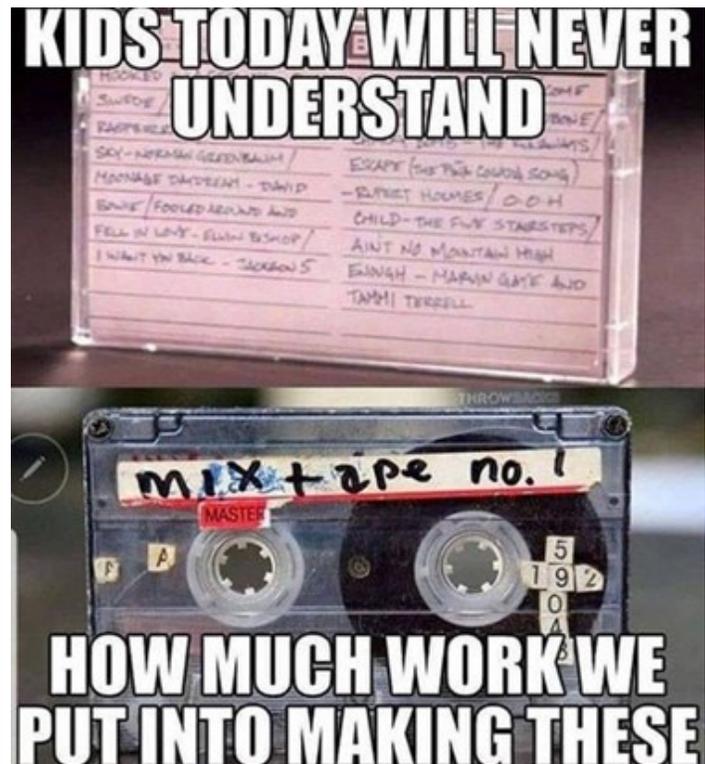
Common entertainment included playing cards. However, there was a tax levied when purchasing playing cards but only applicable to the 'Ace of Spades.' To avoid paying the tax, people would purchase 51 cards instead. Yet, since most games require 52 cards, these people were thought to be stupid or dumb because they weren't 'playing with a full deck.'

Early politicians required feedback from the public to determine what the people considered important. Since there were no telephones, TV's, radios nor internet, the politicians sent their assistants to local taverns, pubs, and bars. They were told to 'go sip some Ale and listen to people's conversations and political concerns. Many assistants were dispatched at different times. 'You go sip here' and 'You go sip there.' The two words 'go sip' were eventually combined when referring to the local opinion and, thus we have the term 'gossip.'

At local taverns, pubs, and bars, people drank

from pint and quart-sized containers. A barmaid's job was to keep an eye on the customers and keep the drinks coming. She had to pay close attention and remember who was drinking in pints and who was drinking in quarts, hence the phrase 'minding your Ps and Qs.'

One more: bet you didn't know this! In the heyday of sailing ships, all warships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how to prevent them from rolling about the deck? The best storage method devised was a square-based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be tacked in a small area right next to the cannon. There was only one problem; how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a 'Monkey' with 16 round indentations. However, if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make 'Brass Monkeys.' Few landlubbers realize that brass contracts greater, and much faster than iron when it's chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would roll right off the monkey. Thus, it was quite literally, 'Cold enough to freeze the balls off a brass monkey.'



**CHANGE
OF
COMMAND**



**USS HENRY L. STIMSON
(SSBN 655) (BLUE)**

11 JUNE 1970



Captain Donald Perry HALL
United States Navy

Captain Donald Perry HALL was born on December 6, 1927. He attended the U.S. Naval Academy, Annapolis, Maryland, graduated and was commissioned Ensign on June 2, 1950.

Following graduation from the Naval Academy he served for one year aboard the aircraft carrier, USS SAIPAN (CVL48) prior to entering the U.S. Naval Submarine School, New London, Connecticut. Upon completion of the course he had duty aboard the submarine, USS SIRAGO (SS485) from January 1952 until July 1955 when he assumed duties as Communications Officer on the staff of Commander Submarine Squadron SIX at Norfolk, Virginia.

After completing nuclear power training in 1958 Captain HALL was assigned to the USS NAUTILUS (SSN571). He was on board when NAUTILUS became the first ship to reach the North Pole at the time she completed the first transpolar voyage steaming from Pearl Harbor, Hawaii to Portland, England across the North Pole, a distance of 8,146 miles in August 1958. He also served as Engineer Officer on the staff of Commander Submarine Squadron TEN and Executive Officer of the Fleet Ballistic Missile Submarine, USS LAFAYETTE (SSBN616). Prior to reporting to USS HENRY L. STIMSON (SSBN655) he was assigned to the office of Director, Division of Naval Reactors, U.S. Atomic Energy Commission, Washington, D.C.

Captain HALL is authorized to wear the Presidential Unit Citation, World War II Victory Medal, National Defense Service Award, American Area Campaign Medal, Navy Occupation Service Medal, and the Polaris Deterrent Patrol Insignia (seven patrols).

Captain HALL is married to the former Miss Sarah Cranford of Fortson, Georgia. They and their son, Donald, reside in Gales Ferry, Connecticut.



Commander David Selby CRUDEN
United States Navy

Commander David Selby CRUDEN, born in Winnipeg, Manitoba, Canada, attended high school in Minneapolis, Minnesota. After graduation he entered the U.S. Naval Academy in the summer of 1949, graduating with the class of 1953. Commander CRUDEN served aboard the U.S.S. QUINCY (CA71) and the U.S.S. BROWN (DD546) before entering Submarine School in June 1955. He served two and a half years aboard U.S.S. TROUT (SS566) before entering Nuclear Power Training in June 1957. Upon completion of this training, Commander CRUDEN served on the prototype staff at Windsor, Connecticut, in the Engineering Department of the commissioning crew of U.S.S. ABRAHAM LINCOLN (SSBN602) Gold, as Executive Officer of U.S.S. SARGO (SSN583), and as Executive Officer of the commissioning crew of U.S.S. GEORGE BANCROFT (SSBN643) Blue. He has recently completed a tour of duty as Commanding Officer, U.S. Naval Nuclear Power School, Mare Island, California.

Commander CRUDEN is holder of the Navy Unit Citation, China Service Extended, National Defense, Korean Service, United Nations, and Korean Presidential Unit Citation ribbons.

Commander CRUDEN is married to the former Miss Ann Matthews of Lake City, South Carolina. They and their three children make their home in Gales Ferry, Connecticut.

SCHEDULE OF EVENTS

* Arrival Honors

* National Anthem

* Invocation - Captain Edwin S. JONES,
Chaplain Corps, U.S. Navy

Reading of orders by Captain Donald
P. HALL, U.S. Navy

Reading of orders by Commander David
S. CRUDEN, U.S. Navy

Remarks by Commander Submarine Flotilla
TWO

*Benediction

* Guests requested to stand during this
part of the ceremony.



CHANGE
of
COMMAND

USS

HENRY L. STIMSON

SSBN 655

GOLD

2 FEBRUARY 1971

SCHEDULE OF EVENTS

Arrival Honors

National Anthem

Invocation

Commander John K. BONTRAGER
Chaplin Corps, U.S. Navy

Reading of orders

Commander Robert H. WEEKS, U.S. Navy

Reading of orders

Commander William D. SMITH, U.S. Navy

Remarks

Rear Admiral Oliver H. PERRY, Jr., U.S. Navy
Commander, Submarine Flotilla TWO

Benediction



Commander William D. SMITH was born on 9 February 1933. He attended the U. S. Naval Academy, Annapolis, Maryland. He graduated and was commissioned an Ensign on 3 June 1955.

After graduation from the Naval Academy he served aboard USS BACHE (DDE-470) for two years. He then attended U. S. Naval Submarine School in 1958. Upon completion of the course, he was assigned to duty in USS HARDHEAD (SS365) until he attended the U. S. Naval Nuclear Power School, New London, Connecticut, in 1960. He then completed prototype training at West Milton, New York. At the conclusion of nuclear power training, he received orders to the precommissioning crew of USS TINOSA (SSN606). Commander SMITH served as Electrical and Reactor Control Officer until his transfer to USS GEORGE WASHINGTON (SSBN598) in 1963. He served as Assistant Engineer Officer in the Gold Crew of WASHINGTON after which, he was Engineer Officer of the Blue Crew of USS ABRAHAM LINCOLN (SSBN602). He then attended the Polaris Command Course at Dam Neck, Virginia, with further assignment as Executive Officer of USS WILL ROGERS (SSBN659) BLUE and USS DANIEL BOONE (SSBN629) BLUE.

Commander SMITH has recently completed a tour of duty as Fleet Ballistic Missile Plans and Targeting Officer on the staff of Commander Submarine Force, U. S. Pacific Fleet followed by temporary duty at the Naval Reactors Branch, U. S. Atomic Energy Commission.

Commander SMITH is married to the former Sabra Harriman of Norway, Maine. They and their son, Frederick, and daughter, Evangeline, reside in Groton.



Commander Robert H. WEEKS, a native of Babylon, New York, was graduated from Rensselaer Polytechnic Institute with a Bachelor of Mechanical Engineering in 1951. After two years on USS ROBERT H. McCARD (DD822), Commander WEEKS attended the U.S. Naval Submarine School and was subsequently assigned to USS GUDGEON (SS567). In 1955, Commander WEEKS left active duty and was employed by the Electric Boat Division of General Dynamics Corporation. Returning to active duty the following year, he was assigned to USS CAVALLA (SSK244) of Submarine Development Group TWO. From 1958 to 1960 he instructed in the Basic Officers Department of the Submarine School.

Following nuclear power training throughout 1960, Commander WEEKS served in USS SKIPJACK (SSN585) as Navigator, Operations, Electrical, Reactor Control, and Executive Officer. In 1962 he was transferred to USS SEADRAGON (SSN584), where he served for fourteen months as Executive Officer. He was also Executive Officer of USS THOMAS A. EDISON (SSBN610) BLUE for a year and a half. Commander WEEKS assumed command of the Gold Crew of STIMSON upon commissioning of the ship in August 1966 and is the last commissioning Commanding Officer active in the Polaris Force.

Commander WEEKS has resided in Gales Ferry, Connecticut, with his wife, the former Geraldine A. Backensto of Troy, New York, and their children - Mark, Richard, Carol, Dean, and David. He has been ordered to the staff of the Commander in Chief, U. S. European Command in Stuttgart/Vaihingen, Germany.

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



Event Registration 655 Reunion #12

11-15 October 2023

Hilton Garden Inn Summerville
406 Sigma Drive, Summerville SC 29486
843.832.1304



To Reserve Rooms: call the number above or link to

<https://group.hiltongardeninn.com/y4h1lh>

Reserve Group Rates by referencing either: USS Henry Stimson Reunion OR code UHS

Hotel Reservation Deadline Monday SEPT 11, 2023

Hotel Reservation is the responsibility of the individual.

Reunion Registration Deadline Monday SEPT 11, 2023

[Reunion Web Page](#)

The hotel does not provide a shuttle from the airport. Rental cars, LYFT or Uber are available for you.

Please complete (print legibly), print the form and return along with a check payable to: **Henry L. Stimson Reunion**
Mail to: 655 Reunion Secretary, 102 Greenhurst Ave., Summerville SC 29485 Email: 655webmaster@ssbn655.org

Shipmate Name: _____ Guest Name: _____

Relationship (place X beside correct one): 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: _____

Reunions Attended:	1999 ND	2001 CT	2003 WA	2005 MO	2007 CT	2009 GA
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X beside each one	2011 SC	2013 AL	2016 SC	2018 OK	2021 KY
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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) \$150.00 ea Number: _____ = _____

(This fee includes registration, Saturday banquet, Thursday Welcome Aboard gathering, all hospitality room food & beverages, etc.)

Friday – HL Hunley Tour \$30.00 ea Number: _____ = _____

The Hunley has changed significantly since the 2016 Reunion. Check their website

[THE FRIENDS OF THE HUNLEY](#). Bus transport may be provided for an extra fee.

Please indicate (circle) if you will take the bus if provided: YES NO

Please indicate (circle) if you will provide your own transportation: YES NO

The 2023 Reunion will be a different format. We are allowing those who attend plenty of unscheduled time. Charleston and the Tri-County area offers a host of places to see and things to do so we are going to give you time to enjoy and have fun either as individuals, couples or small groups. On the next page I have listed several places and things to do to make your time here enjoyable. The Eternal Patrol service will be Saturday morning and the Business Meeting will be Saturday afternoon followed by our Banquet. All will be conducted at the hotel.

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>

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.

REUNION USE ONLY

Check # _____

Date Rcvd _____

Registration # _____

Hotel Resv: _____

Our 2023 Reunion Venue is located in Summerville SC in a newly built area named Nexton. It is a mixed-use community which includes a combination of dining and shopping, single family homes and apartments/condos. You can check this area out [HERE](#). From fast-food to fine dining, you will be able to find many places to eat...and you can get to them all with either a quick drive or a nice leisurely walk to build up the appetite. Check them out [HERE](#).

Many of you lived in the Summerville area while stationed in Charleston. If you haven't been back in a while, you will have a hard time believing all of the changes to this quaint little town. But the one thing that hasn't changed here is that it still has a quaint feel to it when you are in the downtown area. The website www.visitsummerville.com is loaded with a wealth of information on our little (???) town and what's available. Even being here for a few years (49 to be exact) there are things listed on the site that we haven't taken advantage of yet. Brochures about Summerville are also available at the hotel.

Of course, the Charleston area in general has a plethora (like that word?) of things you can do. Here is a small list with links:

Plantations & Gardens:

- [Magnolia Plantation and Gardens](#)
- [Boone Hall Plantation](#)
- [Middleton Place](#)
- [Drayton Hall](#)
- [Charleston Tea Plantation](#)
- [McLeod Plantation](#)
- [Hampton Plantation](#)
- [Charles Pinckney National Historic Site](#)

[North Charleston Fire Museum](#) & [Tangier Outlet](#):

[Beidler Forest](#)

[Bee City](#)

[Old Navy Base Memorial](#) & [Old Navy Base Riverfront Park](#)

[Cold War Memorial](#) / Stimson Bench

[Patriot's Point/Yorktown](#)

[Fort Sumter & Fort Moultrie](#)

[The Battery & White Point Gardens](#)

[The Charleston Market](#)

Carriage Rides

- [Old South](#)
- [Palmetto](#)