



September 10th

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USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2023 - 2025

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Other Positions 2023 - 2025

HISTORIAN / CUSTODIAN <u>Larry [Linda] Knutson</u>	WEBMASTER / NEWSLETTER <u>Nick [Linda] Nichols</u>	CHAPLAIN <u>Bruce [Vicki] Stefanik</u>
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**REUNION CONTROL CENTER
2025 Stimson Reunion
Fall of 2025
Norwich CT**

From the Reunion Committee

John & Gretchen Glaub

We have been able to negotiate the final room rates for the days of the Reunion.

Rates with tax:

Weekdays: \$129 + 15% tax = \$148.35

Weekend: \$159 + 15% tax = \$182.85



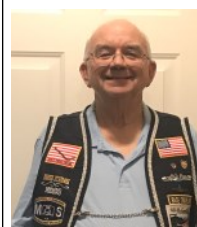
**From the Association President -
Jerry Blevins, LT(SS) B 76-79,
USSVI USS Groton Base, 655
Assoc Life Member:**

CJ and I are looking forward to the fall season and hope everyone had a wonderful summer.

September U.S. Navy history notes – On September 22, 1942, the USS Trout (SS-202) was the first U.S. submarine to score a hit on a

Japanese carrier (*Taiyo*); the Italian Fleet surrendered on September 9, 1943.

Jerry and CJ attended the USSVI Convention in Cleveland in August.



Chaplain's Corner - Bruce Stefanik, MS1(SS) B 73-77, 655 Assoc Life Member, USSVI USS Asheville Base:

Summer has come and gone. Fall is on the way.

However, God's love is always with us.

It is good to praise the Lord and make music in Your name Most High. Psalm 92:1

May you and your families be blessed as we think of each other this month.



Ship's Historian - Larry Knutson, MMCS(SS) B 79-81 USSVI Charleston Base, Holland Club:

During the upcoming months, we will be showing pictures of our historic items we still have and some items that were lost.

from shipmates each month. It would be great if any of you can send me and email with copies of your SS qual cards and pictures of getting your dolphins. Check out the **SS Qual Card & Certificate** webpage. When you find your card 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.

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

Qualification Cards of Stimson Sailors

From Petty Officer 1st Class Travis Alston, 1 August 2024

KINGS BAY, Ga. — Ohio-class guided-missile submarine USS Florida (SSGN 728) returned to Naval Submarine Base Kings Bay, Georgia, following a 727-day deployment to 5th, 6th, and 7th fleet areas of operations, July 31.

Assigned to Commander, Submarine Group Ten, USS Florida departed in August 2022 and conducted five crew swaps, before returning to Kings Bay.



USS Florida (SSGN 728) Returns to NSB Kings Bay

“We have demonstrated the versatility of SSGN platform to operate anywhere at any time,” said Capt. Peter French, blue crew commanding officer.

“We operated in several different oceans. It’s very uncommon for East Coast submarines to deploy to the west coast, but we managed to do an exceptional job completing the mission.”

During their deployment, the crews conducted vital missions crucial to national security, enhancing operational capabilities and reinforcing deterrence effort, while traveling more than 60,000 nautical miles. The crews also had the opportunity to visit Greece, Guam, Diego Garcia and the United Kingdom, as part of routine port calls.

“Our Sailors are the true strength for our boat and the Navy,” said Master Chief Electronics Technician Submarine, Navigation Christopher L. Martell, gold crew chief of the boat. “They consistently impress me with their unwavering dedication to the submarine force. We train and we fight as a family, and I’m excited to get the crews back home to the actual families and enjoy some much-needed time off.”

USS Florida entered Norfolk Naval Shipyard in July 2003 to undergo a refueling and conversion from an SSBN to an SSGN. The conversion was completed in April 2006 and is homeported in Naval Submarine Base Kings Bay, Georgia.

On May 25, 2006 the boat had a return to service ceremony at Naval Station Mayport, Florida.

Submarine Group Ten is the nation’s preeminent provider of sea-based strategic deterrence, Tomahawk Land Attack Missile strikes, and unique submarine-based special operations capabilities. The base is home to all east coast Ohio-class submarines.

For more news from Commander, Submarine Group 10, visit Commander, Submarine Group 10 (navy.mil) and **<http://www.facebook.com/submarinegroupten>**



The following Stimson Shipmates have departed on Eternal Patrol.

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None 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 been added or information has been updated on our Sailing List. Please check the online Sailing List for shipmates contact info.)

NOTE: Don Ort, MM1(SS) G/SY1/G 69-74, CWO4 Ret, continues to locate our Stimson shipmates who are on our Sailing List be without an email address.

EM1(SS) Dennis Matheny B 77-79

[updated by shipmate]

RM2(SS) Raymond Varkalis B 89-92

[updated by shipmate]

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.

I am using the binnacle list as an ongoing story for each person on it. This way you will be able to understand the update better than if you do not remember what their health issues were.

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John Cole, LT B WEPS 78-80, USSVI Member-at-Large, CDR Ret.

Cards to: 5914 Ruby Dr Pearland TX 77581-8926

7.31.24: Email from John: We pray that you and your loved ones are healthy and happy. Susan and I are doing well as we fight the continuing battle against Parkinson's, Left Shoulder Surgery and now my C1-C6 surgery as well. It just seems like all of the parts are wearing out as time seems to fly by faster and faster. The things I miss the most are hunting, hiking, gardening and just being

in the mountains. I must be content with the flowers and a few pots of garden plants on our patio. Bye for now, Very Respectfully. John F. Cole Cdr., U. S. Navy Retired, 100% Disabled 05/12/1964 To 08/01/1994, E1-E9 & O1E-O5 Vietnam through Desert Storm

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Bruce Stefanik, MS1(SS) B 73-77, 655 Assoc Life Member, USSVI USS Asheville Base:

Cards to: 50 Fairway View Dr., Etowah NC 28729

6.15.24: Email from Vicki: Bruce is doing great.

His neurologist was a little surprised at his May clinic visit at how Bruce has not progressed but Bruce reminded him that he is on both Rx's to slow the progress. He decided Bruce doesn't have to go back to clinic for 6 months instead of 3.

4.17.24: Email from Vicki: *The only thing new is that we now have a Toyota Sienna Hybrid Conversion Van equipped to transport Bruce's 425 pound power chair with a 6-way front passenger seat to make it easy for him to transfer into it. Of course he doesn't need it currently but we are prepared for when the need comes. He did have to go to the VA hospital in Salisbury for a driving evaluation which was like taking the test for a first license which Bruce passed with flying colors. The examiner said Bruce was only the 2nd ALS client she had that has passed.*

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

Card to: 4000 Ibis Way Unit 201 Venice FL 34292

No recent updates

2.20.2024: Email from Gretchen Glaub: *John has joined the USS Sailfish Base and received the following email from the Base Commander. Elam is a member of the USS Sailfish Base:*

- I called his home and spoke with his wife. He is in the Douglas T. Jacobson State Veterans Nursing Home in Port Charlotte with dementia. I have added him to our binnacle list. Bill Heck, USS Sailfish Base Commander*

9.17.2023: Email from Angie Mauk: *Elam Lee has been in dementia for the past two years, of course*

we cannot travel. Hope your reunion is a great success, We will miss you all

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Sandy Hastie, CAPT B 80 (Oct-Dec) CO-1 patrol

Cards to: 75 Lambeth Dr., Asheville NC 28803-3425

8.28.24: Email from Sandy: Dear Friends, we provide a brief status of Donna's back challenges and Sandy's cancer challenges.

First, we thank you for your prayers for our health. They are very uplifting, effective, and appreciated. God answers prayers!

Donna: Her back continues to cause her great and almost constant pain in her back and left leg above the knee. She recently had radio frequency ablations of the left and right medial branch sensation nerves of her L2-L3 and L5 –S1 joints. It may take 2-4 weeks to know the total results of the ablations but we are cautiously optimistic. This procedure is designed to relieve the back pain; but not the pain in her thigh. Her doctor will order an MRI to see if there have been any changes to the back structure to cause the increased pain level she has seen.

To fix the this problem, Donna may need a nerve stimulator. This decision will be made after the results of her ablations and MRI are known.

Sandy: The last PET/CT scan showed the cancer is continuing to spread and is not being totally controlled by the Keytruda immunotherapy.

Because of this, additional action was required. One choice was to stop Keytruda and go to only chemotherapy. This is the normal procedure; however, this option would significantly limit my lifespan. We did in depth research and had discussions with several major oncology medical centers looking for a better option. We found a recent study done in France, subsequently published in the Lancet, a credible medical journal that had a trial adding chemotherapy drugs to Keytruda treatments for the initial treatment of mesothelioma. One such drug is Alimta, which restricts blood flow to the cancer nodules so they die. This gave us the assurance that it was safe to give Alimta in addition to Keytruda. As Keytruda

was controlling the cancer to some extent, we wanted to keep it and add Alimta. After consultation with our doctors, we decided to go the latter route and on July 31, 2024 our oncologist added Alimta to Sandy's Keytruda regime. There is no approved procedure for this treatment; however, Alimta has been proven to be safe to use with Keytruda and, since the cancer is not growing too rapidly, we have time to try this treatment. This is the first time this combination has been used on anyone who has been on Keytruda for over 6 years. There are no guarantees; however, it is a safe and considered decision that will hopefully be successful in extending a good quality of life. If it is found to be not working after three treatment cycles, we will have to change the treatment regime, most probably to a two chemotherapy regime with a potentially shorter life span.

We put our faith in God, research, our oncologist's good judgement, and the prayers of our family and friends. These things have helped us and they give us courage to blaze new treatment trails!

Warmly, Donna and Sandy

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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

No recent updates

3.26.2024: Email from Jean: The results of Ron's evaluation on January 2024, compared to last year, scored significantly lower on a test of global cognition. His doctor reported that Ron has transition to the Moderately Severe Stage of dementia. Also, he was prescribed an additional medication to help with his anxiety and agitation. The medicine is working great!! We now have a happier and calmer household.

Thank you for all the prayers, caring thoughts, cards, letters, pictures, and memories Ron has received. They really brighten his day.

Jean/Ron

Don't wash your hair in the shower

(It's so good to finally get a health warning that is useful)

IT INVOLVES THE SHAMPOO WHEN IT RUNS DOWN YOUR BODY WHEN YOU SHOWER WITH IT A WARNING TO US ALL!!!

I don't know WHY I didn't figure this out sooner! I use shampoo in the shower! When I wash my hair, the shampoo runs down my whole body, and printed very clearly on the shampoo label is this warning, "FOR EXTRA BODY AND VOLUME."

No wonder I have been gaining weight! Well, I got rid of that shampoo and I am going to start showering with Dawn dishwashing soap instead. Its label reads, "DISSOLVES FAT THAT IS OTHERWISE DIFFICULT TO REMOVE."

Problem solved!
If I don't answer the phone I'll be in the shower!!!

SHARE if it made you LAUGH!

GREAT LINKS TO SPEND TIME WITH

655 Association Website

www.ssb655.org

The Lean Submariner

Here's the latest posts on the blog. The link to his blog is <https://theleansubmariner.com/>

EDITOR COMMENTS: *September is the month the Navy initiates new Chief Petty Officers. This older blog post from Mister Mac is still very timely:*



I wrote this a while back that applies, I think. I had kind of forgotten about it until I got a text from a friend in New York who is

doing a CPO orientation this week. He asked his group what being a Chief meant. One of them showed him this article he found on my blog...

A Short Talk With Chief Petty Officers – 1918 – theleansubmariner

Posted on February 3, 2021 by Mister Mac

If you have read the blog for any length of time, you are probably aware that I collect Blue Jackets manuals. Ever since I was issued my first one in 1972, I have found that this little blue instruction manual has been a great way to understand the training and expectations of sailors through the last hundred plus years when it was first written by Lt. Ridley McLean. McLean rose to the rank of Captain by 1918 and was still instrumental in writing the instructions and determining the content.

Read Blog Here

This is a new section provided by George Stevens, MT2(SS) G 68-71. Enjoy!

Health Corner

To sum this health tip up rather quickly, this is about a new way to exercise that is particularly well suited for the golden years but is also great for younger folks.

A little background to start. I was always thin. In high school, I was 6'2" and 138 lbs - I was called the zipper - turn sideways and sick out your tongue - zipper. Now that I'm 78 in these later years with a heart condition and forced inactivity, I lost a lot of muscle mass and figured I'd never gain it back. Many older people pass on just because they don't have the strength to go on. So now I'm 6'2", 170 lbs and I'm as strong as I was many years ago.

A Japanese fellow by the name of Kaatsu developed this exercise technique. The basics of it are simple. One puts constriction bands on the upper part of the arms or legs depending on what you're exercising and you use light weights. The point of the bands is to restrict the flow of blood back to the heart. That keeps the enzymes made during exercise in the muscles longer making the muscles think they have had a major workout. So

you get the benefits of a major workout with a minimum of effort.

It might sound like a tricky way to do things but it's actually pretty easy. The great thing for me, with arthritis in my hands, is that you use very light weights. This method even be used for normal daily activities. I've been using this method since early spring and have turned flab into muscle and gained enough strength that I was able to pick up a 183 lb woman who had fallen. If you have any interest in pursuing this, you can either do your own research looking up "blood flow restriction exercise", BFR exercise, or Kaatsu or I can provide more information to individuals or in another article. There are a few really good websites and you can buy bands on the web as well. By the way, I still have heart problems but my cardiologist approved this exercise and said that this exercise has strengthened my heart specifically my aortic valve.

A few links:

<https://rumble.com/v2f8wts-how-bfr-training-may-help-maintain-muscle-mass-as-you-age.html>

<https://squatuniversity.com/2021/04/11/blood-flow-restriction-bfr-training-everything-you-need-to-know/>

<https://www.menshealth.com/fitness/a27285291/blood-flow-restriction-training/>



The Security Corner

**By: George Birmingham ET1(SS)
G/SY1/G 69-74, Assoc. Life
Member, SV Carolina Piedmont
Base, Holland Club**

AI Voice cloning and how to protect yourself

Welcome back to the Security Corner! This month we are going to take a look at voice cloning attacks being used by scammers and how to defend against them.

From the link: [**Five Ways to Protect Your Voice from AI Voice Cloning Scams**](#) , comes the following eye-opener:

“It takes just three seconds of audio to clone a

person’s voice, giving scammers an easy avenue to launch a broad range of scams and disinformation attacks. Seventy-three percent of Americans are concerned about **AI-generated deepfake robocalls** that mimic the voice of a loved one to try and scam them out of money. “

Just 3-seconds! About the length of time it takes you to answer the phone and greet the caller!

This article goes on to offer these 5 excellent tips:

- 1. Switch to automated voicemail messages.**
- 2 Create a family safe word.**
- 3. Limit social media recordings.**
- 4. Avoid voice biometric verification.** (*Banks are starting to use this*)
- 5. Do not speak first to unknown numbers.**

And I’ll add one of my own here – If you have recorded a personal voicemail greeting on your iPhone, Android phone, Samsung phone, or Google phone – change it back to the phone’s default voicemail greeting that does not use your voice. Check with your phone manufacturer, or Google for the steps on how to do this. And share this with family members as well so their voices can’t be cloned to scam you.

And this 1-minute video from AARP also discusses why scammers target older adults like us:

Why Scammers Target Older Adults

If you are interested in this topic, the links below provide additional information. **Warning:** Some articles can get a little technical and offer links to solutions that are still a work in progress, in some cases. So, follow those links at your own risk...

FBI Agent: These Simple Tech Features Go a Long Way to Prevent Scams

BBB TIPS: Scammers using AI to generate voices

How to Avoid the Latest AI Voice Cloning Scam

Cybercriminals are using AI voice cloning tools to dupe victims

AI-generated messages claiming to be loved ones are most successful

As always, shipmates, comments and suggestions for future topics are welcomed. Contact me at subvet_ssbm@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



The Computer Corner
By: George Birmingham ET1(SS)
G/SY1/G 69-74, Assoc. Life
Member, SV Carolina Piedmont
Base, Holland Club

Upgrading from Windows 10 to Windows 11 on incompatible hardware

Last month we looked at how to upgrade from Windows 10 to Windows 11 when your computer has compatible hardware and discovered it was not an extremely difficult process. For those of us who have laptops and desktop PC's that do not pass the compatibility test, the process is a bit more difficult.

Now you have to decide on whether to upgrade the incompatible components or simply buy a new PC. Depending on your comfort level with PC hardware and upgrading here are some considerations:

- Replace the motherboard – new motherboards can be expensive, and they need to fit your PC case. Do the I/O connectors on the motherboard fit your case? If not – a new case may be needed – more expense. And this is definitely not something you want to try with a laptop.
- The Windows license that you will need for upgrading to Windows 11 is likely tied to the old PC's OEM hardware, which you just removed... (Unless you own a Windows 10 license you purchased separately) – more expense
- The memory cards for a new motherboard may not be the same as on your old motherboard – so more expense.

- Supported disk drives may not be the same – SATA drives and SSD drives require different connections and mounting. Tom wrote an article in December 2023 and January 2024 on how complex this can be – but perhaps a time to add capacity and access speed.
- Power supplies age and the connections to the new motherboard may not be the same. So you may have to upgrade the power supply as well – more expense.
- USB Port speeds and connectors will likely be different – USB 1.0/2.0 vs USB 3.0 (faster). So if you have external USB attached devices, make sure you have accommodated these changes as well.

However, if you buy a new PC consider these factors:

- Memory capacity and usage – if you run with lots of browsers windows open, or apps that are memory intensive – you will likely need more memory (not you, but the PC). So how much RAM is recommended for Windows10.
- Look at this link:
<https://www.compuram.de/blog/en/how-much-ram-can-be-addressed-under-the-current-32-bit-and-64-bit-operating-systems/>
- Disk drive size – Microsoft recommends a 64 GB drive or larger. So look at what you have on your PC today in the form of personal files and add that to the 64 GB number. A 1TB SSD drive now sells for under \$100 on Amazon and similar PC hardware sites. And a SSD drive is a better choice to make Windows run faster, as there is no rotational latency or seek time to work about. Make sure you have a backup plan for whatever disk drive you choose. SSD Drives are a collection of memory chips, so no platter is available for a data recovery service to help you with. Backups – you have been warned.
- AI-enabled PCs – All major PC makers are moving to AI-Enabled PC hardware. Your opinion on AI and its various risks are yours to make and embrace. Next month I will discuss the AI-enabled PC's and factors to consider.

VA's Electronic Health Records System May Require Lots of New Staff. The Cost Worries Lawmakers.

US Navy Confirms Trash that Washed Ashore on Outer Banks Was from One of Its Ships

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**Try Appointments on VA.gov
We're building a new home for VA health tools on VA.gov**

My HealthVet features are moving, so that you can manage your health and benefits all in one place. Try the appointments list now, so you're ready for the change.

[Learn More](#)

Aging and Muscle Loss

As you age, your body can change in surprising ways. Keeping your muscles strong will help you continue doing the things you love.

[Learn more.](#)

Are You Due for a Vaccine?

Did you know you may be eligible for a no-cost flu shot? As flu season approaches, find out if there are other vaccines you may be due for.

[Learn more](#)

COPD Stoplight: Are You in the Green Zone?

Stoplights tell us when to go, slow down, or stop. If you have COPD, this stoplight tool can help you know when to act, and what actions to take.

[Learn more.](#)

VA Housing Assistance

Need help with home financing? VA housing assistance can help Veterans, service members, and their surviving spouses to buy a home or refinance a loan.

[Learn more.](#)

Virtual Physical Therapy at Home

Physical therapy can improve balance, strength, and mobility. Try physical therapy through VA Video Connect, from the comfort of home.

[Learn more.](#)

Reduce your pain from home

Regular back pain can make life harder. Watch a VA physical therapist share stretches that may help reduce your back pain.

[Learn More](#)

Where Are My Labs and Test Results?

You can make important decisions about your health care by viewing your VA labs and tests in My HealthVet. There are 3 ways to find your results.

[Learn more.](#)

Breakfast for Busy Mornings

Don't skip breakfast when you're short on time in the morning. Instead, start your day with healthy recipes that take 20 minutes or less.

[Watch now.](#)

Stroke Awareness: Get the Facts

Brain damage from strokes can be lessened if treated quickly, but it's easy to miss the signs of stroke. Know the different types of stroke and their warning signs.

[Learn more.](#)

Healthy Changes to Make at Work and Home

Health isn't just about diet and exercise. Your surroundings can affect your health and well-being. Try these tips to create a healthier environment.

[Watch now.](#)

VA Health Chat Now Available Across the U.S.

Veterans who receive care from VA can use VA Health Chat to send messages to VA staff with questions about their health.

[Learn more.](#)

Which Vaccines Do You Need?

Staying up to date on your vaccines is one of the best ways to protect your health and the health of those around you. Find out which vaccines are right for you.

[Learn more](#)

Is Your Address Up to Date?

It's easy to update your contact info in your VA.gov profile. This will keep you up to date across many VA benefits and services, including appointment reminders and prescriptions.

[Learn more](#)

Easily Check the Status of Your VA Claim

Quickly and easily access important claim information whenever and wherever you need it. VA's Claim Status Tool allows Veterans to view the status of their VA claims online using their VA.gov login.

[LEARN MORE](#)

Burial at Sea: A Burial Option for Veterans

Learn more about this unique burial option for service members, Veterans, and their families, to be buried at sea.

[WATCH](#)

10 Times You Shouldn't Use Your Credit Card for Payment

Credit cards might be convenient and reliable, but they're loaded with your personal info—making certain scenarios especially risky.

[Read More >](#)

Urgent Care Benefits: What You Need to Know

Did you know...eligible Veterans can get easy access to urgent care? Here's the bottom line about accessing urgent care benefits.

[WATCH](#)

4 Warning Signs of Melanoma That Are Easy to Miss

The dangerous skin cancer can take on odd forms and pop up in unexpected places
Rachel Nania, AARP

Roughly 100,640 Americans will be diagnosed with melanoma this year, according to the American Cancer Society, making it one of the most common types of cancer in the U.S., especially among older adults who have endured decades of sun exposure and whose immune systems aren't as robust as they once were. In women ages 50 and older, rates of new cases continue to increase by almost 3 percent each year.

The good news: Melanoma is highly curable if it's caught early. Do you know what to look for?

[Read More](#)

Australian Sailors Complete U.S. Submarine Training With Honours

Australian sailors achieve excellence in the US Navy's submarine programme, marking another step in the AUKUS defence collaboration. (NAVAL TECHNOLOGY 30 JUL 24) ... Harry McNeil

In a move under the AUKUS trilateral security pact, the first group of Royal Australian Navy (RAN) enlisted sailors has graduated with distinction from the US Navy's Basic Enlisted Submarine School (BESS) in Groton, Connecticut.

This achievement marks the first time RAN personnel have graduated from the US training programme, highlighting the growing defence collaboration under the AUKUS trilateral security partnership between Australia, the United States, and the United Kingdom.

A new chapter in naval training

The graduation of these sailors is a milestone in the journey towards establishing Australia's conventionally armed, nuclear-powered submarine fleet. Among the graduates, one sailor earned the Honor Graduate title for achieving a perfect score of 100%.

Chief of the Royal Australian Navy, Vice Admiral Mark Hammond, expressed pride in the sailors' accomplishments. "It's another exciting step to see our Royal Australian Navy sailors graduate from this unique and challenging training," he said. Hammond thanked the US Navy for training and supporting Australia's future

submarine capability.

Strengthening international collaboration

This initiative is part of a broader effort to integrate Royal Australian Navy personnel into the US Navy's submarine training pipeline, ensuring Australia is prepared to acquire Virginia-class submarines by 2030.

This Virginia-class submarine sale will require Congressional approval, and future leaders from both the US and Australia—who may be of very different political persuasions—will still have to want to move forward with the agreement, as highlighted by GlobalData's intelligence on the US defence market.

GlobalData's "Australia Defense Market 2023-2028" report emphasises that acquiring the nuclear submarine will likely significantly enhance the Australian Navy's ability to patrol the Indian Ocean region and will go a long way in boosting its defence posture and power projection abilities.

The BESS course spans eight weeks and provides training in the operation and maintenance of nuclear-powered submarines.

Capt. Matthew Fanning, Commanding Officer of the Naval Submarine School, commended the sailors for their hard work. "For the last two months, these sailors have trained diligently alongside their American counterparts to acquire the capability to safely operate SSNs. They will continue to hone their skills in rate-specific training prior to reporting to a Virginia-class submarine as part of the crew to put their training into execution alongside US submariners."

Paving the way for future submarine crews

Including Australian personnel in US training programmes is crucial for developing proficient crews for Australia's future SSN fleet. This effort is complemented by similar training initiatives in the United Kingdom, where Royal Australian Navy officers recently graduated from the UK Royal Navy's Officers Nuclear Operators Course.

Strategic implications for AUKUS

The Australian sailors' graduation from BESS aims to promote security and stability in the Indo-Pacific region. Vice Adm. Jonathan Mead, Director General of the Australian Submarine

Agency, noted, "Their success in this training is another positive step forward as we work with our US and UK partners to progress along the AUKUS Pillar 1 Optimal Pathway and toward our shared goal of a stable and prosperous Indo-Pacific."

<https://www.naval-technology.com/news/australian-sailors-complete-us-submarine-training-with-honours/?cf-view>



East Coast-Based Submarine Returns From Rare Pacific Deployment

(STARS AND STRIPES 31 JUL 24) ... Caitlyn Burchett

The USS Florida, an East Coast-based submarine, returned to the U.S. on Wednesday following a rare deployment in the Pacific.

"We operate undetected anywhere," said

Capt. Peter French, one of two commanding officers of the submarine. “The biggest takeaway from this is the versatility to go to multiple theaters of operation and be able to operate successfully.”

The submarine’s homecoming at Naval Submarine Base Kings Bay in Georgia culminated a more than 700-day deployment during which it circumnavigated the globe. An East Coast submarine operating in the Pacific, Navy leaders said, is unprecedented.

Aside from the Pacific, the warship operated in the Navy’s fifth and sixth fleets, which encompasses the waters of Europe, Africa and the Middle East, sailing more than 60,000 nautical miles.

The Florida is one of four Ohio-class, guided-missile submarines capable of carrying 154 precision Tomahawk missiles that have a range of 1,000 nautical miles. The Florida was manned by two teams — a blue crew and a gold crew — which alternated running the ship every five months, leaders said.

Two crews, consisting of 15 officers and 150 enlisted sailors, are used to keep the submarine staffed at all times. One crew, typically the blue, will sail the submarine into a region, and the other crew conducts maintenance on the ship while it is in port.

Navy leaders were unable to provide specific deployment details, only saying the crew operated or trained to the full breadth of the submarine’s mission set, including anti-submarine warfare, anti-surface warfare, and surveillance and reconnaissance.

“I can tell you from the operations we did out there, we developed lots of lessons learned and passed on several very long messages detailing all the things that we learned from what we did,” French said.

A spokesperson for Submarine Group 10, which oversees the Florida, said the submarine most recently supported the aircraft carrier USS Dwight D. Eisenhower during an extended deployment to the Middle East and transited to Guam for a scheduled reloading of Tomahawk missiles.

Submarine movements are typically closely guarded secrets, but the Pentagon on rare occasions has highlighted a submarine’s presence as a deterrent to enemies.

In April 2023, the Navy announced the Florida’s arrival in the Middle East in a show of force as Iran-backed militant attacks on U.S. forces escalated.

Later that year, in September, the Florida became the first-ever guided missile submarine to visit Norway. Rear Adm. Stephen Mack, director of maritime operations for U.S. Naval Forces Europe-Africa, said the visit was a “visible demonstration of the strength of the U.S.-Norway partnership.”

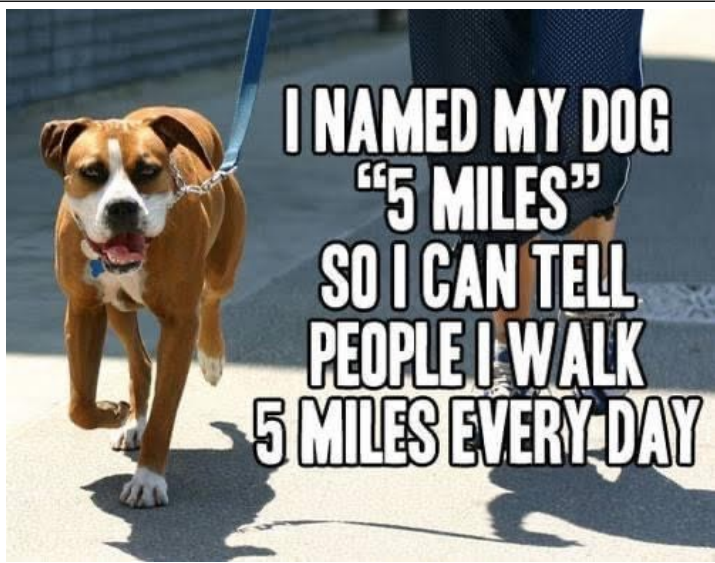
Navy leaders said the submarine also worked with special forces to practice coordinated missions. The Florida is capable of hosting 66 special operations forces onboard and is equipped with a dry deck shelter, a removable cylindrical module meant to allow divers and SEALs and their vehicles to enter and exit the submarine while it is submerged.

U.S. Central Command, which oversees military operations in the Middle East, announced in November that an unnamed Ohio-class submarine had entered its area of responsibility alongside a photo that appeared to show the submarine in the Suez Canal. The announcement came less than one month after the deadly Oct. 7 surprise attack on Israel by Hamas militants, triggering a war in Gaza and regional tensions and hostilities.

Cmdr. George Thompson, the executive officer for the Florida’s blue crew, said the submarine was enroute to relieve another crew when it was directed to deploy to the Middle East.

“The plan changed, and we just executed the new plan,” he said. “That is what we train for and that is what we prepare for.”

<https://www.stripes.com/branches/navy/2024-07-31/florida-submarine-pacific-deployment-training-14682877.html>



Secretive Guided Missile Submarine USS Florida's Leadership Talks About Their 727-Day Deployment

The 41-year-old prized submarine traveled more than 60,000 miles while packed with special operators and fired Tomahawk cruise missiles at Houthi targets.

(THE WARZONE 31 JUL 24) ... Howard Altman

The Ohio class nuclear-powered guided missile submarine (SSGN) USS Florida returned to its homeport of Kings Bay, Georgia this morning after 727 days deployed traversing more than 60,000 miles "undetected" around the globe. The War Zone had the unique opportunity to interview the commanders of the Florida to get an inside look at the 41-year-old but still highly-prized and very secretive submarine's long patrol.

Nearly all of its missions remain unknown to the public, but Florida launched an unknown quantity of Tomahawk land-attack missiles (TLAMS) at Houthi facilities in Yemen on Jan. 11. It was part of an international response to the Iranian-backed rebel's campaign of attacks on Red Sea shipping. That is customary for this type of operation if an SSGN is in the area. We noted Florida's presence in the region back in October for this exact type of application.

"This was an unprecedented deployment, the first-ever Atlantic Fleet SSGN, to go to the Pacific Fleet," Cmdr. George Thompson, Executive Officer of one of the boat's two crews told a small

group of reporters, including from The War Zone.

"The Florida circumnavigated the world. That's a unique accomplishment, being able to prepare for not only the 5th and 6th Fleet, like we typically do, but the 5th, 6th and 7th fleets [the Middle East, Mediterranean Sea, and the Pacific respectively]. For both crews to be able to operate worldwide, undetected for over 700 days, was a unique challenge that required the entire enterprise to come to bear to get us ready to do that."

Thompson, along with Commanding Officer Capt. Peter French, and Chief of the Boat, Jerry Struble offered a rare glimpse by an Ohio class submarine's leadership triad into the operations of one of the most powerful, in-demand, and flexible weapons in the U.S. arsenal. Large and stealthy, it can carry up to 154 TLAMS and dozens of Navy SEALs into contested territory to ply their quiet trade. The Ohio SSGNs can also launch undersea and aerial uncrewed underwater vehicles (UUVs). You can read more about the four boats in this class and how they came to be in our deep dive here.

The triad offered few concrete operational details about the deployment, but they did provide insights into what the boat brings to the table and what life was like for its crews during the long patrol.

In the wake of the Oct. 7 Hamas surprise attack on Israel, the U.S. beefed up its military presence in the region. That included moving the Florida. Last November, it arrived deployed to the 5th Fleet's region covering the Middle East and crossed into the Red Sea, where it worked with the USS Dwight D. Eisenhower Carrier Strike Group

"The world event always can change," French, the commanding officer said. "We were en route to go relieve our other crew when the world event happened over there in the Middle East. And we're always ready to execute. We got some phone calls, got some official traffic, and that was it. The plan changed, and so then we just executed the new plan. That's what we trained for, and that's what we prepare for. It didn't really

bother us at all. We are ready to deploy to wherever they need us to deploy to.”

In addition to serving as a Tomahawk platform, Ohio class submarines can transport up to 66 Navy SEALs. They carry out a wide range of clandestine missions including Intelligence, Surveillance, Reconnaissance (ISR) and Time Sensitive Strike. The Florida and other boats in the class have lockout chambers so combat divers and Navy SEALs can enter and exit the submarine underwater. A Dry Deck Shelter (DDS) can also be installed to the top of the hull linked to either one or both of two specially modified missile tubes if required. That can accommodate swimmer delivery vehicle (SDV) mini-submarines. You can see a picture of the DDS taken during this deployment below.

The triad declined to offer many specifics about the special operations missions but did offer some insights into how they accommodate special operations forces. A full load of special operators increases the number of people on board by more than 40 percent.

“We had a full complement of special operations forces personnel to execute a mission set,” said Thompson, the executive officer. “We extended meal hours. We’re serving over 250 meals, kind of around the clock. In order to accommodate that, we establish special watch teams. It’s a critical mission that has a lot of safety implications. We train extensively to accomplish that, and when called upon, we can do it.”

During its deployment, “we did some interoperability missions with our allies and partners that involve special operations forces out of the dry deck shelter and also the lockout [chambers],” Thompson added. “I can’t get any other specifics about other missions.”

French offered scant details as well about how the boat works with uncrewed systems.

“We can’t talk specifics about the operations, but SSGNs have the capability to work with undersea UUVs and launch aerial UAVs as well,” he said. “There are multiple uses for that. I don’t have any specific example that I can give you from the recent deployment.” You can read about

the SSGNs’ uncrewed vehicle mothership abilities here.

On July 2, Florida made a port call in Guam, where it underwent a preplanned expeditionary reload of its TLAMs alongside the Emory S. Land class submarine tender USS Frank Cable.

“That kind of demonstrates our ability to reload munitions and do repairs for deployment,” said French. That was done with work from other agencies, and that was in 7th Fleet. That’s all I can tell you about that.”

Even though the Florida was commissioned in 1983, it required minimal repairs during this deployment, said Thompson, the executive officer.

“Florida is an older ship. We had no issues maintaining a satisfactory, mature readiness for deployment. Our local partners at the Trident Refit Facility (TRF) in Kings Bay do a great job in fixing us. We do more deployed maintenance...all in conjunction with crew turnover, and saw no real challenges with that. We’ve learned these lessons over the last 15 years of deployed operations.” While the boat didn’t require much maintenance, those onboard needed a degree of attention from the triad and themselves to maintain a “really high” morale during the long, often monotonous undersea deployment, the triad explained.

There are two crews of roughly 160, dubbed blue and gold, that rotate about every five months. For most, the journey that began in August 2022 “was the longest deployment cycle they’ve ever been part of,” said Struble, chief of the boat.

There was a lot of training to maintain that level of morale and resilience, he explained.

“Every day-to-day becomes monotonous, and the crew itself came together and celebrated Christmas underway. Thanksgiving underway. A lot of the major holidays that we have. We all did that.”

There were also several events celebrating particular junctures of the deployment.

One was a “halfway night” fest to mark the deployment’s midpoint. They also recognize crew shifts and crossing the equator.

Those festivities “helped build resiliency through the crew and the camaraderie... It gave

them that purpose of being part of the command and to accomplish the mission at hand.”

The triad also broke down the crew schedules into smaller timeframes, said Thompson.

“To keep the crew engaged, we took the long schedule and we would chunk it down into small portions,” he said. “And then we would celebrate small wins, in order to always have the next thing to look forward to. So there was something that we were actually driving toward each day and each week, in order to get the mission accomplished.”

In addition, “we had packages from home that we pre-loaded on the ship, and we’re able to give out around halfway night,” French explained. “We’re able to send pictures and stuff home for Valentine’s Day and get stuff from the boat, from mail calls, stuff like that as well.”

This was not Florida’s longest deployment. In 2020 it returned to Kings Bay after more than 800 days covering nearly 100,000 miles.

Still, there were lessons learned this time worthy of sharing. Especially since Florida took part in the fight against the Houthis, one of the Navy’s most challenging efforts in decades.

“I think one of the big parts of the submarine culture is gathering the lessons learned and passing that on to the next team and always improving, being critical of how we do business to make sure we catch all that,” French said. “And I can tell you from the operations we did out there, we developed lots of lessons learned and passed those on. There were several very long messages, detailing all the things that we learned from what we did.”

Those lessons, French said, are placed “on the database for other crews to use for their future planning.”

Despite what they bring to the table, the Navy is planning to decommission Florida, along with sister SSGNs USS Ohio, USS Michigan, and USS Georgia by 2028. You can read more about those plans here.

Back from its long mission, Florida will now stay at Kings Bay for an unspecified maintenance period. The crews will stay on the boat, working at

the Trident Training Facility on qualifications and training exercises.

It is unknown how many more deployments Florida might have left. This recent trip proved once again what it can bring to the table should it depart yet again.

<https://www.twz.com/air/secretive-guided-missile-submarine-uss-floridas-leadership-talks-about-their-727-day-deployment>

**Submitted by Jim Riess,
FTB2(SS) B 69/SY1/75**



Larry Schmidt CSSC BlueGold - back to camera unknown - Bill Lindley - Dennis Varriel - unknown - This is during 1st overhaul in Newport News



Glenn Caldwell & Ray Male [back of head]

Submitted by Dennis Matheny,
EM1(SS) B 78-80



By rows:

- 1) Chief Dave England is lower left, front.
- 2) Can't remember guy's name behind Chief
- 3) L to R, Dave Pellenin, Dennis Matheny (me), Ted Jarvis
- 4) L to R, Mark Ruzcika, Greg Caldwell, Dave Hinkley, Can't remember guy in upper right



Submitted by Chuck Mihalko,
LT [LCDR Ret] G 77-80



Gold E div 1978-79



I saw an audiologist today, but I think I'll get a second opinion. Why on earth would I need a heron egg?

Submitted by Jim Bettison, USS Springfield Base Commander & USS John C. Calhoun Veterans Association Chaplain

Members, Brothers, Shipmates of the USS Springfield Base, USSVI.

As submariners, our brotherhood is comprised of a special breed of warrior. We come from all walks of life, from varied races, born in different states and regions, raised in different settings and environments, different politics, different families, different heights and weights, different personalities, skills, and talents, but ONE brotherhood.

We had different reasons for joining. Some joined specifically to serve our nation. Most of us joined for other reasons – for reliable employment, to avoid certain circumstances, or to see the world, and so on. Whatever reason we joined, we all proudly served our nation. We did our best. Each of us was trained, drilled, hazed, and shaped into a member of a crew who had each other's back. It's important that we understand all this and are periodically reminded of this.

I am the USS Springfield Base Commander, but I am not doing this merely out of a sense of duty. I have a personal as well as professional interest in honoring our brother veterans of the United States Submarine Force.

As fellow submarine veterans, we are grateful for Loree Riggs' service as a nuclear-trained machinist's mate aboard the USS Henry L. Stimson (SSBN 655), and the USS Nathan Hale (SSBN 623). Even though he may not have ridden the same boats at the same time as you, we've punched holes in the same oceans, snorted the same boat smell, and it is an honor to be Loree's fellow brothers of the 'phin.

Some of you might not know that Loree was a plank owner of our USS Springfield Base. Loree attended several of the USS Springfield's change of command ceremonies. When the base floundered in 2007, he reorganized the base, brought it back from near death, and was elected base commander. I think it would be a shame if we didn't have a submarine veterans base in the Greater St. Louis area, so I'm grateful that Loree performed CPR on it. We are ALL grateful that Loree revived the base. Nobody understands us bubbleheads except our fellow bubbleheads – we need to rub elbows once in a while to keep our sea legs. Otherwise, we become too much like landlubbers and skimmer pukes, and there are some things that just should not be.

Loree Griggs hasn't attended a base meeting in quite some time – he was limited in mobility and needed a continuous oxygen hookup. In spite of his absence at meetings in his last years, his presence and activity will be missed. He was always a brother – until the USS Springfield became homeported in Guam, he kept up with the whereabouts of our namesake boat. He cared deeply for the base, and for each one of us.

I have a card for each of us present to sign. When a member of our brotherhood experiences joy, we all share a measure of their cheer. When a member experiences heartache, we all share a measure of their sadness. So, when you sign the card, please add a little something extra to express your condolences to Carolyn.

Let us stand.

Loree Riggs was a competent and courageous brother of the 'phin who has now gone on to his reward. Our chaplain has sent Loree's widow, Carolyn, an Eternal Patrol certificate and a personalized letter expressing condolences on behalf of the base. This is the text of the USSVI Eternal Patrol certificate:

Our Friend and Shipmate has embarked on his Final Patrol upon receipt of Heavenly Orders from our Supreme Commander. He has shipped out to calm seas and warm breezes to join the company of his shipmates who have gone before him. He is welcomed by our loving God, safely navigating the seas of eternity. This memorial certificate is presented with love, esteem and honor by his fellow submariners. Shipmate, rest your oar...we have The Watch!

Psalms 46 says: God is our refuge and strength, an ever-present help in trouble.

Therefore, we will not fear though the earth gives way,
though the mountains fall into the heart of the sea,
though its waters roar and foam, though the mountains quake at their surging.

Our brother Loree is now on Eternal Patrol, he is in the hands of God who has always done everything right, and always will.

Everyone may be seated.

To conclude, I want to say that this is the first submarine veteran of our base, that I know of, to have shipped off on Eternal Patrol since I became a member. (a few years ago?)

I am embarrassed to say that I learned about Loree's passing after he had already been buried. I am also embarrassed that I, your base commander, failed to promptly inform all base members as soon as I was made aware. I apologize to all of you – such inattention to detail should not be. My thanks to our treasurer Jim Bauer for promptly sending out an e-mail as soon as he learned.

I will not use my busy-ness as an excuse, but I will say this: When you have too many irons on the fire, when you're spread too thin, it is easy for things to fall through the cracks. I do NOT want this to happen again. Each one of you is important to me. And that is NOT just because I'm the commander. But **AS** the commander, it is MY honor to ensure that YOU are honored as a fellow brother of the 'phin and as a member of our distinguished base.

Many of you have wills and trusts established and notarized so that your properties, possessions, investments, and funds go to whom they should when you go on Eternal Patrol. I want each of you to ensure that your spouses or next of kin know to inform one of the officers of this base when you are hospitalized, enter hospice, or pass away. Give one of our business cards to your spouse or next of kin; ensure that they know we want to be updated on how you're doing – or NOT doing, in the case of breathing your last. My phone numbers are in every single e-mail that goes out. It is my desire to ensure that all base members are made aware as soon as practical. I want to ensure I'm able to express our base's sympathies to your family in a timely manner. That's what brothers do.

The Story of Loree Riggs

a story told to Richard Burton

From Wayward to Seaward

Loree Riggs was born and raised in Warren, Pennsylvania, a small town near the Allegheny River in the northwest area of the state. He was the first of four children born to Franklin and Irene Riggs.

Riggs graduated from Warren High School in 1961 with modest grades and little desire to continue his education. In looking back at that time in his life, he remarked, "I didn't have a clue, and knew nothin' about nothin'."

Riggs' mother and grandmother thought differently and managed to get him a scholarship to the local community college. By the end of his second semester, Riggs was excelling only at playing cards.

"It was a hell of lot more fun playing pinochle and hearts than going to class." He remembered. "So they threw me out."

Realizing that staying in college "wasn't in the cards," Riggs found employment as a highway construction inspector. The state had undertaken a big flood control project along the Allegheny River, which meant re-routing parts of the highway system. When winter weather arrived in December 1963, Riggs was laid off.

One of the guys who worked with Riggs on the highway gig called him after Christmas and asked if he'd want to go find work in Ft. Lauderdale where his aunt and uncle lived. His friend, Van, said they could work at a hotel or restaurant until spring when they would be hired back on the road job in Pennsylvania. So the two buddies journeyed to Florida and found work bussing tables in the restaurant of one of the big hotels.

One evening Riggs' mother called to deliver some news to her wayward son.

"We received your draft notice in the mail. You have to report on March 31. You better come home and take care of this." His mother told him. With this being the height of conflict in Viet Nam, she was worried her son might soon be far away from

home in a very dangerous place.

Soon enough, Riggs was back in Warren, Pennsylvania, sitting in the office of a Navy recruiter, a nuclear-trained EMC(SS).

The recruiter gave Riggs the standard Navy test, and then told him to stay while he graded it. Returning to the exam room, he told Riggs he could do anything in the Navy...his test scores were high enough. So the recruiter asked him what he wanted to do.

"Well...I figured I could be a photographer's mate." Riggs replied.

"Nah, nah, you're not gonna be a photographer's mate." The recruiter proclaimed. "How would you like to go on submarines?"

"You've got to be kidding me!" Riggs. "One of them sunk off the East Coast about a year ago."

"Well, there's a long story to that...but not to worry." The recruiter said. Then the recruiter explained how Riggs could go to nuclear power school spending the first two years in training, make rank automatically...be on the "fast track."

And then he told Riggs what the standard E2 salary was. But as a nuke he could expect E3 and E4 pay much quicker.

The money interested Riggs, so the recruiter signed him up as submarine-nuclear power.

On March 31, 1964 Loree Riggs began his Navy life at boot camp in Great Lakes, Illinois. After boot camp, he went down the road to MM "A" school. After that, he attended Nuclear Power School at Mare Island, California; then Prototype A1W in Idaho; then Submarine School in New London, CT.

Duty and Destiny

In 1965, MM2 Riggs was assigned to the gold crew of USS Henry L. Stimson (SSBN 655), which was in construction at Electric Boat in Groton, CT. A sailor's duties in the yard were not the same as at sea, which made earning one's dolphins more difficult. Riggs made the best of it.

Riggs also was measuring another significant change in his life.

Loree Riggs and Carolyn Colter had known each other ever since childhood. Their families lived only one block apart from each other back in Warren, PA.

After they graduated from high school, Loree and Carolyn thought they might like each other more than they did as neighbors down the street from each other. So they started dating.

Before Riggs joined the Navy, the Colter family moved to Urbana, Illinois. Carolyn's father had taken a career change by enrolling in the University of Illinois Engineering School. Loree and Carolyn still dated, but theirs was a long distance relationship now. A couple of times Loree went to Illinois and Carolyn returned the favor by visiting Loree in Warren and later in Groton.

By late 1965, Loree and Carolyn decided marrying each other was in their future. Since construction of the USS Henry L. Stimson would be complete next year, they planned for a wedding before the commissioning date.

Riggs applied for a week of leave around the August 20th wedding date. Both families made arrangements for the nuptials, which would take place back in old hometown Warren, Pennsylvania.

As fate would have it, the Navy and Electric Boat decided to move up the Commissioning date to August 20th. Consequently, the blue crew C.O., (always the senior C.O. in the yard) cancelled all liberty and leave for that week.

As soon as he heard this news, Riggs went to the senior yeoman's office on the barge. "What the hell am I going to do?" Riggs asked. "All these arrangements have been made for my wedding. Now they've changed the commissioning date, and the captain has cancelled everyone's leave."

After listening to Riggs predicament, the senior yeoman said, "I'll tell you what you do. In the next couple of days, when the "senior captain" is not here in the shipyard, and your commanding officer, Captain Weeks, is here, I'll call you down at the boat, and you can come up here and talk to Captain Weeks. I'm fairly certain he'll sign off on your leave."

Riggs was fairly new to the boat, and didn't know anyone too well, but he had heard that the two captains weren't the best of friends. So he thought he might have a chance to get out of this jam.

Two days later, while Riggs was on the boat sweeping the engine room floor, he got a call telling him that the senior yeoman, Nobby Walsh, wants

him in his office.

"Captain Weeks is in his office," Walsh told Riggs when he walked into the office. "Knock on his door and go in and tell him what your problem is."

"What can I do for you?" Captain Weeks asked as Riggs entered the captain's office. So Riggs explained his predicament.

"Are you sure you want to get married." Weeks asked.

"Well...I'm beyond the point of deciding." Riggs confessed. "Her family, my family...she and I...we're all into this together. It's decided."

"Alright, don't tell anybody, but I'll sign off on your leave." Weeks said.

So Riggs and Carolyn were married on August 20, 1966, and the Henry L. Simpson was commissioned on the same day, and Riggs managed to be in two places at the same time since he was still listed on the commissioning roster.

Riggs considers it to be his destiny to be a crewmember of the USS Henry L. Stimson. The ship's keel was laid and construction began on his birthday, and the boat was commissioned on the date of his wedding. In other words, the Simpson was born on his birthday and was wed to the Navy on his wedding date.

Over the next two years. Riggs rode four patrols aboard the Stimson out of Rota Spain. He soon earned his dolphins and qualified for various machinist mate engineering watches. His duties at home had increased also, as his first child had been born...Amee Riggs.

During the end of his 4th patrol aboard the Stimson when the boat had turned toward home, Riggs was eating lunch at the mess deck before his watch, and an unexpected visitor told him to move over.

"Move over. I got to talk to you." Said Captain Weeks. "You'll never guess what."

"Uh..what?"

"I just got your new orders." Weeks proclaimed.

"My new orders?"

"Yeah, they just came in. You're going to Hawaii."

"You've got to be kidding me! Why the hell would I want to go to Hawaii." Riggs blurted.

"When you go home and tell your wife that your

new orders have you going to Hawaii, I'll bet you'll be going to Hawaii." Weeks declared. "By the way, you'll have a stop on your way to Hawaii. The USS Nathan Hale (SSBN-623) is at EB shipyard being re-fueled."

Riggs spent 11 months in the yard before the Nathan Hale was ready for sea. Of course, the boat was required to go through sea trials before returning to active duty. This involved various excursions up and down the coast. Riggs remembers one such venture very vividly.

Peacetime Tonnage

After one of her testing trips before she went to the other side of the world, the USS Nathan Hale pulled into Cape Canaveral Naval Facility in Florida. Normally, the sub had a specific docking spot along the pier, but on this Saturday afternoon, a Navy destroyer was moored there. So the tug guided the Nathan Hale in a loop around, and parked it behind the tin can.

Previously, the Hale had been on an excursion, which led them to a stop at St. Croix in the Virgin Islands. Before leaving the island, the crew loaded a special cargo to take back to the states. Each crewman was allowed one gallon of "duty-free" liquor, which they stowed in one of the torpedo tubes.

The morning after tying up to the pier at Cape Canaveral, MM1(SS) Loree Riggs was roaming back aft as he had the engineering watch.

While he was checking this and that, Riggs heard an announcement over the 1MC, "Guests aboard. We are firing a water slug from the #2 torpedo tube."

Riggs didn't think too much about it... probably a junior officer was attempting to impress a group of girls he'd met on the beach the previous night, so he invited them over Sunday morning for coffee and a shot of a water slug.

Two minutes later another announcement came over the 1MC: "Weapons officer report to the forward room. X.O. report to the forward room."

"Oh my God!" Riggs said aloud to himself. "They just shot all that booze into the bay!" Through the engineering hatch where all the power

cables came through, Riggs heard loud sirens interrupting the morning quiet. He stuck his head into maneuvering saying, "I've got to see what all the commotion is topside!"

Reaching topside, Riggs saw all kinds of activity on the fantail of the destroyer, and next to the ship on the pier were a number of fire trucks. "What's going on?" Riggs asked two crewmembers next to him, who also were mesmerized by all the activity. But they didn't know. "All this because we shot some booze into the water?" Riggs wondered.

Soon enough, Riggs' questions were answered. His booze was safe inside the torpedo tube, stored with all the rest of the bottles. The tube selected for the water slug actually had contained an exercise torpedo. It was now lodged into the fantail of the destroyer, and the tin can's crew was frantically attempting to contain the flooding.

A few minutes later, Riggs saw two of the Stimson's divers, clad in wetsuits and tanks, jump into the water and swim toward the destroyer. As it was, the divers were able to pull the torpedo from the fantail and watch it sink to the seafloor. Later the torpedo was pulled back aboard the Nathan Hale.

Riggs remembered that by noon, "Every damn brass you could imagine was on that pier, talking to crewmembers on the destroyer and the submarine, wondering how something like that could happen.

"But here's an interesting side note: If that happened today, the C.O. would be gone, and he wasn't even aboard then. The X.O. would be gone. The Weapons Officer would be gone, and the junior officer who did it would be gone, and God knows how many weapons people...who mismarked the tube, whatever. There would be 8 or 10 people fired over a thing like that today. But there wasn't a damn thing done to anybody on the Nathan Hale. And that C.O. made admiral later on in his career."

Aloha and Goodbye

In November 1969, the Gold crew took the boat down the coast and through the Panama Canal to Hawaii. Then the Blue crew took it to Guam, where the sub would begin all her patrols.

Riggs rode the Nathan Hale for five patrols. He became the Co-Leading Petty Officer in the MM

nuclear division, along with another MM1(SS), as they were almost identical in seniority.

By the end of the third patrol aboard the Hale, MM1(SS) Riggs had qualified for Engineering Watch Supervisor, which is basically the Chief of the Watch for the engineering department. Of course, they wouldn't let a petty officer stand the watch at sea, but occasionally when the chief might be occupied working on a panel for example, Riggs could sub for him. And when the boat returned to port, they gave Riggs the shutdown watch.

At this time in his navy life, Riggs was considering getting out. During the two "off" summers in Hawaii, he took classes at the University of Hawaii. This would be a jump-start to getting his college degree after his discharge. Also, his second child, Kristin, was born, and he figured it was time to be home more often.

Meanwhile, the ship's X.O. was leaning on him to re-enlist. "Why do you want to get out?" He asked Riggs.

"I want to become a special education teacher." Riggs told him. "I never planned on staying in the Navy."

"Well, what about orders? What if I got you something you wanted?" The XO asked.

"I'm due for shore duty." Riggs responded.

As it was, the XO had a direct contact in D.C. with the Navy "detailer" responsible for new orders. He was a yeoman and former crewmember of the Nathan Hale.

"I'll see what I can do." The XO told Riggs. "Don't sign anything until I get back to you." This conversation repeated itself over the next two patrols.

Finally, after that 5th patrol, the XO called his "detailer" and said, "I've got to have orders for Riggs!"

The detailer said he'd try for shore duty, but he couldn't guarantee anything.

Later, the XO called Riggs into his office.

"I've got your orders." He told him. "You're going to SubPacOne."

"For shore duty?" Riggs asked.

"No, you're temporarily assigned to a squadron. The boat you're assigned to has yet to come back from patrol."

"My boat!" Riggs declared loudly.

"Yeah, a fast attack." The XO informed.

"I'm gone." Riggs stated. "Three months on and three months off is one thing, but those fast attacks are known to be gone six to eight months and sometimes even longer."

MM1(SS) Loree Riggs returned to civilian life in May 1972. He enrolled at Southern Illinois University in Edwardsville, Illinois. Within two years he earned his bachelor's degree in Special Education. Two years later, he earned his Masters. For five years, he worked in special education in the Alton, Illinois school district. Then in 1979, he began a seven-year stretch on the staff of the Illinois State Board of Education. In 1986, he became executive director of the Governor's Purchased Care Review Board. After retiring in 1994 from the State of Illinois, he was employed by Willowglen Academy in Milwaukee Wisconsin.



The Navy could have had him for life.

Looking back at that pivotal point in his life, when "shore duty" dangled in front of him, Riggs figured if had received those orders, he would have been "over the hump." He would have made it to 20 years and become a retired vet.

"They could have had me for life." Riggs says.

In many ways, they did have him for life. And he had the Navy for life. For a self-described "know-nothin-about-nothin community college

drop-out,” the Navy gave Riggs a chance. The Navy gave him the perspective of trying his best to be someone who could be trusted. In a significant service to his country, Riggs excelled where few others would accept the perilous challenge.

After his enlistment, when he enrolled at the University, he not only had the GI Bill to help with the tuition, he had the confidence and determination to succeed. He didn’t live in the shallows of youthful nonchalance. Something ran deep inside.

Twenty years after his discharge, the Navy came calling again; this time by the reunion committee of the USS Henry L. Stimson. Riggs confirmed he served aboard the sub in the mid 60s, and he volunteered to help with the ship’s reunion. This began a long run of veteran activity for him.

This was a time of life when he saluted his Navy heritage. Riggs recalls attending many boat reunions over the years. He and Carolyn remember driving to the coast for reunions with two large wooden boxes of memorabilia stowed in their vehicle. Later, when those boxes were stolen from the storage facility, Riggs actually cried.

In 2000, Riggs was a plank owner of the USSVI base named after the USS Springfield (SSN761). In 2007 when the base floundered due to insufficient contact with district and national, Riggs helped reorganize the base and was elected base commander. Over the years, he was invited and attended five “change of command” ceremonies for the base’s namesake, the USS Springfield. He also coordinated four namesake cruises by the Springfield CO and crewmembers.

Riggs was named to the Commissioning Committee of the USS Illinois (SSN786), and in 2016, he attended the commissioning ceremony in



Loree & Carolyn Riggs at Springfield American Legion Post 32 breakfast honoring the dedication of the National World War II monument in 2004.

Cape Canaveral where Michelle Obama christened the boat.

Yeah...the Navy has had him for life, and more than anything, that meant being a “brother of the pin.” Riggs has kept in contact with many of his shipmates over the years. He and his former captain, Bob Weeks, were lifetime

friends.

Now Loree Riggs rarely leaves his home in Rochester Illinois. He is docked to his oversized leather chair. He breathes from a green oxygen tube that runs across the living room, down the hallway, to the O2 generator in a back bedroom. His health condition is another connection to the Navy – lungs suffering from exposure to asbestos.

He still keeps in contact with friends, either through his large laptop computer or the nearby phone, or sometimes he welcomes an occasional visitor.

His voice is strong, his memory is sharp, and his zeal is undiminished. He’d love to tell you a story. Come on by.



Three of the fifty-two boats lost in WWII sank during the month of September: USS Pompano (SS-181), USS Grayling (SS-209), and USS Cisco (SS-290).

The **USS Pompano (SS-181)** was built at the Mare Island shipyard where she was launched on 11Mar37 and commissioned on 12Jun37. She was a Porpoise-Class submarine, displaced 1,300-ton surfaced, 1,997-ton, submerged, and had a maximum operating depth of 250-feet (ft.) She had a surface speed of 19-knots (kt) and submerged speed of 8-kt. The ship was 300-feet (ft) long with a beam of 25-ft and draft of 15-ft. Her propulsion system was electric-drive provided by 4-General Electric 685-shaft-horse-power (shp) motors with two motors paired through a reduction gear to each of the twin shafts. For electric power, she had 4-General Motors (Winton) 1,535 brake-horse-power (bhp) diesel generators. (One citation notes that the Winton engines were replaced with Fairbanks-Morse engines during a 1942 overhaul at Mare Island.)

In the six patrols completed before her loss, *POMPANO* sank ten enemy ships for a total of 42,000-tons, and damaged four, totaling 55,300-tons.

POMPANO arrived Pearl Harbor just days after the Japanese attack and quickly left for her first war patrol on 18Dec41. Near Wake Island, she sank a large freighter-transport of 16,500-tons and returned to Pearl Harbor on 31Jan42.

POMPANO started her second patrol out of Pearl, on 20Apr42, enroute to the East China Sea. There she sank a large transport, a tanker, a small freighter, and two patrol boats returning to Pearl on 18Jun42.

Her third patrol, which began on 19Jul42, was conducted off *Honshu* and ended on 12Sep42. Her only action during this patrol was sinking a small patrol boat with gunfire.

After an overhaul at Mare Island, she left Pearl Harbor on 16Jan43, and proceeded to the Marshall Islands area for her fourth war patrol. She damaged two tankers during this patrol, and finished the patrol at Midway Island on 28Feb43.

Her fifth patrol, which began at Midway on 19Mar43 and ended at Pearl Harbor on 10May42, was unsuccessful. She fought heavy weather most of this patrol and only sighted four ships.

For her sixth patrol, she operated in the waters of southern Japan without success. This patrol again began in Pearl Harbor, on 6Jun43, and ended at Midway on 16Jul43.

POMPANO left Midway on 20Aug43 to begin her seventh war patrol with orders to patrol off the east coast of Honshu from 29Aug to 27Sep. She was never heard from again and was reported as presumed lost in enemy waters on 15Oct43. No evidence was found of any type of anti-submarine action in post-war Japanese records to explain her loss. On 06Sep43 *POMPANO* was informed by radio dispatch that the area north of her assigned patrol area was open. She may have moved into this northern area, since it had significantly more shipping activity. However, the northern area between Honshu and Hokkaido had a high concentration of mines. In the 1949 edition of U.S. Submarine Losses, COMSUBPAC notes that it was probable that she was sunk by an enemy mine. Records list a total of 84-lives lost.



Chester R. Phillips, MoMMC



Chester Phipps, MoMMC



Charlie A. Wilson, MoMMC



Charles A. Madden, EMC Robert F. Case, TMC Hiram P. Guess, TMC

The **USS Grayling (SS-209)**, a Tambor-class submarine, was built at the Portsmouth Navy Yard, Maine. She was launched on 04Sep40 and commissioned on 01Mar41. Following a long shakedown cruise, she transited the Panama Canal on 03Dec41 and arrived at San Diego on 10Dec41. GRAYLING arrived in Pearl Harbor on 17Dec41 and had the honor of having the Pacific Fleet change of command onboard on 24Dec41, with ADM Chester Nimitz assuming command of the fleet. GRAYLING departed for her first war patrol on 05Jan42 to the Gilbert Islands, and returned on 07Mar42 without having engaged the enemy.

During her second war patrol, from 27Mar to 16Apr, she sank the cargo freighter *Ryujin Maru* off the Japan coast.

Her third war patrol, from 14Jul42 to 26Aug42, was in the Solomon Islands where she damaged a Japanese submarine tender. Returning to Pearl Harbor early for repair of fuel leaks, she was also upgraded with surface radar.

She left Pearl to begin her fourth war patrol on 19Oct42 and patrolled an area southwest of Truk Atoll. GRAYLING was credited with sinking a 4,000-ton cargo ship during this patrol, despite repeated depth-charge runs by Japanese destroyers. This patrol ended in Fremantle, Australia on 13Dec42. GRAYLING departed Fremantle on 07Jan43 to commence her fifth war patrol in Philippine waters. She was credited with sinking the cargo ship *Ushio Maru* near Luzon and subsequently returned to Fremantle in late Feb43.

Her sixth war patrol began on 26Mar43 with an assigned patrol area off northern Borneo. She sank the cargo ship *Shanghai Maru* on 09Apr and returned to Fremantle on 25Apr43.

Beginning her seventh war patrol on 18May43, she returned to the waters off northwest Borneo where she damaged one freighter before returning to Fremantle on 06Jul43.

GRAYLING departed Fremantle on 30Jul43, for her eighth patrol and passed through Makassar Strait into the Sulu Sea off the Philippines. Her last transmission was on 19Aug, when she reported having damaged a 6,000-ton freighter near Balikpapan. On 30Sep43, GRAYLING was reported as presumed lost with 85-crew aboard.

Post-war Japanese records report sighting a surfaced U.S. submarine inside Lingayen Gulf, which coincides with the GRAYLING's orders. Although the cause of her loss is unknown, the Navy is confident that she was lost between 09Sep -12Sep 43, either in Lingayen Gulf or along the approaches to Manila. *Grayling's* total record is 16 ships sunk, totaling 61,400 tons, and six ships damaged, for a total of 36,600 tons.



Carl E. Schmidt, WO (EM) George A. Mulvenna, TMC Eugene J. Hoffman, TMC



Joseph E. Day, TMC Wilbert J. Dallaire, SMC John E. Chockley, MoMMC Jack C. Smith, RMC

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The **USS Cisco (SS-209)** was a Balao-class submarine, launched on 24Dec42 and commissioned on 10May43. She was built at the Portsmouth Navy Yard, Maine. After a shakedown cruise, *CISCO* sailed from Maine to Port Darwin, Australia where she arrived on 01Sep43.

She left Port Darwin for her first war patrol on 18Sep43 and returned to port that evening due to a problem with the main hydraulic system. *CISCO* sailed on 19Sep43 enroute the South China Sea. On 28Sep43, she should have been in the center of the Sulu Sea west of Mindanao. Japanese post-war records detail a Japanese antisubmarine attack made slightly north and east of *CISCO*'s expected position. That report noted: "*Found a sub trailing oil. Bombing. Ships cooperated with us. The oil continued to gush out even on tenth of October.*" No submarine, which returned from patrol, reported having been attacked at this time and position. As of 2017, the U.S. Navy Naval History and Heritage Command cites the above attack as the probable cause for the loss of *CISCO* and her 84-crewmembers.



Joseph Dragich, MoMMC Arthur A. Gurganus, TMC

Using Tree Tags in Ancestry

Don Ort - Gold/SY1/Blue 69-74 and Tom Krauser - Blue 72-74

A feature that is very useful in Ancestry is the use of **TreeTags**. These are added to a Profile to identify certain types of information you may want to associate with that Profile. These TreeTags can then be used to search for all people in your tree that have that TreeTag. There are two types of TreeTags that can be used on a Profile to provide useful information about the Profile you are looking at. They are the **Standard TreeTags** and **Custom TreeTags**.

Standard Tree Tags

The first type of TreeTag is the “standard” TreeTag. Ancestry has several categories of standard TreeTags that you can automatically select from under **MyTreeTags**. These categories are: **DNA Tags**; **Life Experience Tags**; **Relationship Tags**; and **Research Status Tags**.

DNA Tags

The “standard” DNA TreeTags are: **Common DNA Ancestor**; **DNA Connection**; and **DNA Match**.


- **Common DNA Ancestor** tags are used to identify “direct ancestors” (parents, grandparents, and great-grandparents) that have DNA connections that come up the tree from a DNA Match to them. These connections are usually identified in the **DNA ThruLines** and typically extend up about seven (7) generations to the 5th great-grandparents. Ancestry usually stops showing DNA ThruLines after the 5th great-grandparents because DNA becomes too “diluted” after that to get reliable results since the common DNA is usually less than 1% of your DNA. So for each “direct ancestor” up your tree that has DNA Matches, we would add the **Common DNA Ancestor** standard TreeTag. To add any “TreeTag” to any Profile:
 - Click on **View notes** or **View comments** on that Profile.
 - This opens a pop-up window with **MyTreeTags**, **Notes**, and **Comments** options.
 - Click on **MyTreeTags** to display the **Custom** and **Standard TreeTags** options.
 - Click on **DNA Tags**.
 - Click on **Common DNA Ancestor** (or the desired tag).
 - The selected TreeTag will now appear under that Profile. If more than 3 or 4 TreeTags have been selected under that Profile, you may see “+ x others” displayed where “x” is the number of additional TreeTags that have been selected for that Profile. If you click on the “+ x others” it will open the pop-up to display all selected TreeTags.
- **DNA Connection** tags are used to show the Profiles in the path between the **DNA Match** and the **Common DNA Ancestor**. Each Profile between the **DNA Match** and the **Common DNA Ancestor** would have **DNA Connection** tag added to their **Profile**.
- **DNA Match** is used to identify Profiles who are a **DNA Match** to you under the **ThruLines** or under **DNA Matches**. This is usually associated with the DNA for the Tree owner. If the Profile is a **DNA Match** for another person who you “manage” the DNA for, you could create a **Custom TreeTag** called “**DNA Match Other**” (discussed under **Custom TreeTags**) to show that this Profile is “probably” a DNA Match for you, but the DNA may be too diluted to show as your DNA match. We are using the **ThruLines** or **DNAMatches** for someone in your tree (usually in previous generations) that you “manage” the DNA for (for example, your parents, grandparents, aunts, uncles, etc.) and who have more DNA in common with that Person. Remember, that each generation you go up the tree has 50% more DNA for

that family line than the generation below. It could also be a brother or sister who got a different mix of DNA from your parents and may have more DNA in common with that DNA Match than you do.

- **DNA Markers Fact/Event**, under Facts there is an Event called **DNA Markers** where you can add a Description about who is the actual DNA Match, how much DNA exists, and what their relationship would be to you (example: DNA match to Velma; 10 cMs; 6th cousin). You can use the birth year as the Date to put this event at the top of the Profile and the relationship from the Profile.

Life Experience Tags

The different standard **Life Experience Tags** are: **Enslaved Person**, **Free Person of Color**, **Immigrant**, **Indentured Servant**, **Military Service**, **Royalty/Nobility**, and **Slave Owner**.

- You may choose not to use several of these tags in your tree for personal or political reasons but they are “standard” tags in Ancestry. **Enslaved Person**, **Free Person of Color**, and **Slave Owner** were used in the US Census Reports (and other reports) before the Civil War. It is your personal choice to use or not use these TreeTags.
- **Immigrant** is used to identify ancestors who came from one country to another.
- **Indentured servants** may have been ancestors who became “indentured” to help pay for their passage to America or for some other owed debt. This was usually worked off so the person eventually became “free”, was forgiven by the debt holder, or they may have escaped to another part of the country to become “free” from the person they were indentured to. For example, Tom’s 5th great-grandfather, William Blevins (1691-1767) was “indentured” to Harry Gaines to work for William Byrd at the Westover Plantation in Virginia as a “wood joiner” working on his mansion. He ran away to join his sons in 1752 to become a Longhunter. A reward was published 26 March 1752 in the Virginia Gazette for his capture and return.
- **Military Service** is used to identify ancestors who had a role with their military service. You may choose to not identify all ancestors who served in the military, but may reserve it for those where their military service played a significant role in the history of the country. You may also create custom TreeTags for a particular war such as the Revolutionary War or Civil War, DAR or SAR, etc., if desired.
- **Royalty/Nobility** TreeTag can be used to identify Profiles for ancestors that had a “title” associated with their name. It is up to the user how they want to use this tag. For example, king, queen, prince, princess, lord, etc. could fall into this tag. For Profiles which you choose to use this tag you can add a comment in the **Suffix** field to describe the title. For example: **(King Henry VIII)** in Suffix field for Henry Tutor VIII (1491-1547). You can also add a **Custom Event** to describe the title and any information you want to add. For Royalty/Nobility you can also add a  symbol (Press **Start Menu** plus ; (semi-colon) to bring up the icon pop-up window. If you have never used the crown icon before, type **crown** in the search window to show symbols and then select desired symbol. That symbol should then show up whenever the icon pop-up window is selected again.

Relationship Tags

Relationship Tags include: **Adopted into this family**; **Adopted out of this family**; **Died Young**; **Direct Ancestor**; **Multiple Spouses**; **Never Married**; **No Children**; **Orphan**;

- **Adopted into (or out of) this family** can be used to show if a child was or was not born into this family but was later adopted by the family. It is confusing which Profile you add this TreeTag to. This can be used when there is more than one set of parents shown. The **Edit/Relationship** option can also be used to show which parents are “Biological” and

which are “Adopted” parents. We created a Custom TreeTag called “**Adopted**” to identify the “adopted” child which is less confusing.

- **Died Young** is usually used if the child did not reach adulthood. The user can decide how old they want to use this tag. We also use the 🍼 (infant) icon in the Surname field to identify when someone dies young. In some cases, when a child with a given name died young, the parents named a child born later with the same name so this helps to keep then straight.
- **Direct Ancestor** is used for parents, grandparents, and great-grandparents that are in the “direct” family line.
- **Multiple Spouses** is used to identify when there are multiple marriages for that person.
- **Never Married** is used if it is known that the person never married before their death.
- **No Children** is used if it is known that the person never had any children.
- **Orphan** is used if both parents died and the child was placed in an orphanage or adopted by non-family.

Research Status Tags

Research Status Tags are used to show the status of your research on that Profile if necessary. It includes: Actively Researching; Brick Wall; Complete; Hypothesis; Unverified; and Verified.

- **Actively Researching** is used when there are other things you want to come back and look at or you are not sure some of the information may be correct and you want to look at it closer later.
- **Brick Wall** is used to identify Profiles where documentation does not exist and you do not know where to go from that point. You can come back to this Profile later.
- **Complete** indicates that you have taken the record as far as you want to (personally we never consider a Profile complete).
- **Hypothesis** may be used when you may suspect something is true and you are trying to fill a gap in the family line. The connection may or may not be real. For example, in Tom’s tree, he has connected DNA matches to great-grandparents farther up the tree but a couple of generations in between may be missing. Tom “hypothesizes” the missing great-grandparents to fill in the missing links hoping to be able to fill them in later.
- **Unverified** is used when you want to mark a Profile to return to later for more confirming data.
- **Verified** is used when you are positive about all the facts for that person. We tend not to use this because there are always more facts that come up later.

Custom TreeTags

Custom Tree Tags can be created by the user for “any” subject that the user wants to track Profiles by. They can be created by the user and then added to any Profile to identify that characteristic to those Profiles. Many of the TreeTags below are used with the FamousKin program to show why they are “famous” and for searches.

Some Custom TreeTags that are used by us are (some are specific to us only as an example, change or add to suit your tree):

- **1st Lady** – Was the wife of a President or Governor
- **Academia** – Involved in higher academia such as forming a college or professor etc.
- **Actor Actress** – Involved in the movie/theater industry as an actor or actress.
- **Adopted** – Was adopted from birth family or into family.
- **Artist** – Was known for their artistic talent, painter, sculptor, or other artistic field.
- **Author** – Published as an author.

- **Businessman** – Formed a company or well known in the business world.
- **Congress** – Member of Congress as a Representative or Senator
- **DNA Match Other** – A DNA cousin matched using Managed DNA from another person – Not connected to your DNA (too distant) to show up as a DNA match to you but shown as a DNA match for your parent, aunt, uncle, etc.
- **DO_TK Common Ancestor** – Don and Tom share this common Direct Ancestor. Used to show which ancestors are common to both people. For example, John Henry Hawkins (1643-1690) was Don's 7th and Tom's 9th great-grandfather. Don and Tom share several more great-grandparents.
- **Emperor_Empress** – Was the Emperor or Empress of a country.
- **Explorer** – Famous as an explorer such as Francis Drake or Daniel Boone or William Blevins
- **FamousKin** – Included in the FamousKin.com website connected to FamousKin.com. Usually has a web-link showing other FamousKin for that person.
- **Founding_Fathers** – Involved in creating the government of the US such as John Hancock, George Washington
- **Government_Federal** – In the federal government such as Congress, President, 1st Lady, Federal Judge, etc.
- **Government_Foreign** – Member of a foreign government organization either local or national
- **Government_State** – In the state government such as Governor, 1st Lady, Lt. Governor, in state legislature, state judge, etc.
- **Governor_Lt Governor** – Governor or Lt Governor of a state, etc.
- **GreatMigration** – Was part of the Great Migration to America in the early 1600's.
- **Hardie and Hardie Book** – Information taken from this book (could be any family genealogy book)
- **Indian DNA** – DNA test shows Native American DNA in the test
- **IntAncestorBlevins** – Interesting ancestor in the Blevins (mother) family line (use your mother's last name instead).
- **IntAncestorKrauser** – Interesting ancestor in the Krauser (father) family line (use your father's last name).
- **Inventor_Scientist** – Was an inventor or scientist.
- **Judge** – A well know judge at any level of government (use in combination with federal or state tags)
- **King_Queen** – Was the King or Queen of a country.
- **Knight** – Knighted by King or Queen
- **Landmark_NamedFor** – A town, county, state, or other landmark was named in their honor.
- **LHBook** – information taken from the Longhunters Book (or any ancestry book you get information from where to want to search later for ancestors from that book)
- **Link2Ancestors** – This marriage links two different family lines such as Don and Tom's lines. Shows that a relationship by marriage exists between our lines.
- **MagnaCartaSurety** – One of the Signers of the Magna Carta.
- **MayflowerPass** – Passenger on the Mayflower.
- **Member Parliament** – Was a member of Parliament in Britain or France (or any country with a Parliament).

- **Multiple DNA Matches** – This cousin is DNA related up multiple family lines. We may also add a **DNA Markers** event to describe which family lines they are related to up the tree.
- **NeedsContinued** – There is more information that can be added for this person. For example, WikiPedia or WikiTree has connections not included yet but you want come back to this Profile later to add such as other siblings and other ancestors.
- **NeedsResolution** – This record has conflicting information that needs to be resolved later when you have time to do more research.
- **Organization_Founder** – Known as the founder of an organization. Usually can add the information in the Suffix field. For example, Roger Nash Baldwin (1884-1981) was co-founder of the American Civil Liberties Union.
- **Politician** – Notable politician in city, state, federal, world politics. Usually combined with other TreeTags to identify government organization and role.
- **President_VP** – Was President or Vice President of US.
- **Quaker** – Member of the Quaker faith and information taken from Quaker Meetings.
- **Recording Artist_Composer** – Singer, songwriter, composer, or playwright.
- **Religious Leader** – Was a significant religious leader.
- **Saint** – Made a saint by the church. Usually has information
- **SalemWitchTrail** – Was involved in the Salem Witch Trials.
- **SportsFigure** – Notable sports figure. Example, Bill Belichick, Head Coach New England Patriots.
- **Twin** – Born as a twin.
- **Verified Census** – Birth/location/names verified by census data and should be reliable.

There is no limit to what you can add as a Custom TreeTag. Whatever you feel may help you with searches later in your tree can be added.

Using TreeTags in “Find in Tree” Searches

After you have added TreeTags to your profiles, you can use “**Find in Tree**” search to find all Profiles that that have been identified with any combination of TreeTags.

NOTE: If more than one TreeTag is selected, then the Profiles returned **MUST contain ALL** the selected TreeTags.

To use TreeTags in a “**Find in Tree**” search:

- Click on “**Find in Tree**” (person with magnifying glass usually next to the tree name)
- Click on **Filters**
- Under the desired categories, select the TreeTag(s) you want to filter on. As an example: **Government_Federal** and **President_VP**
- Click **Done**
- The search will show all Profiles meeting “**both**” of these criteria. If you get no results, then remove some of the filter criteria to widen the search.

You should find these searches very useful in identifying ancestors in different groups.

How I was able to have my cake and eat it to

A 2021 story by James Gutierrez

It all started in 1959, the year I graduated from High school. I didn't like the Idea of signing my life away with the Navy. The first time I read the Regular NROTC Pamphlet I read it and put it down. When we had Career day, I spoke to LCDR Epps from the NROTC unit at UNM. He recruited me.

My oldest brother Rudy served in the Air Force for 4 Years. Benny served in the 82 and 101 Airborne. In the 50's all young men had an obligation of 8 years active duty and reserves. We had the draft. I figured if the Navy offered to pay my way through college and I would serve as an Officer and it was the best way to fulfill my 8-year obligation.

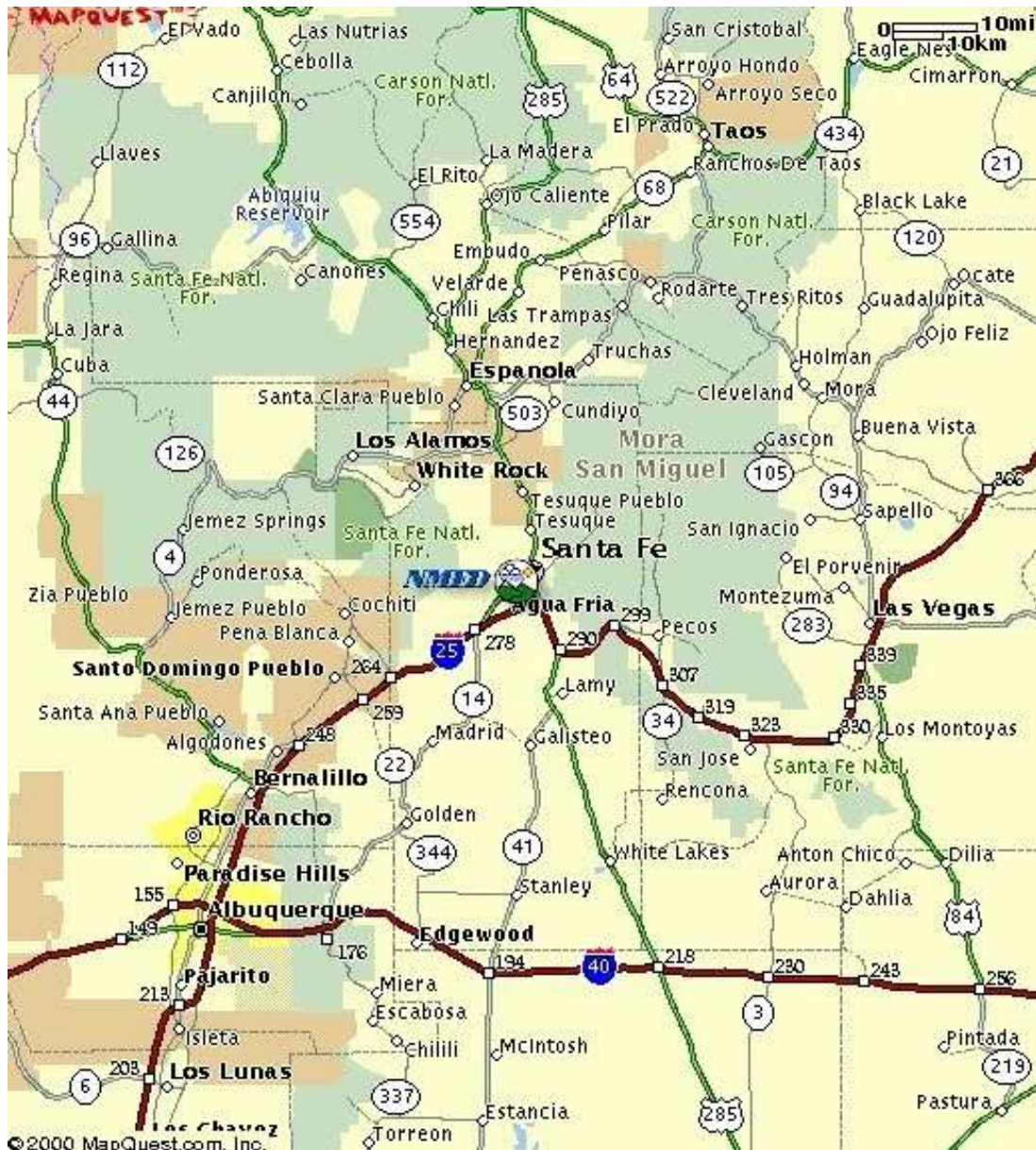
It was the second-best thing that ever happened to be. The first was meeting Alice while I was in the Submarine Force New London, Connecticut.

I had the support of my dear mother Beatrice Cruz Gutierrez. I was only 17 so she had to sign the papers. She asked me, "Is this what you want to do?" I answered, "Yes" and she signed for me. She thought she was raising her boys for Uncle Sam and that's the way it was in the 50's and 60's.

Fast forward to my second Senior Year in College, UNM. The Navy had the Flight Indoctrination Program, (FIP). The Idea was to find out if these young men had an aptitude for flying. Twelve of us started and eleven got our private pilot's license.



We were flying a Shinn aircraft with tandem seats and we each had a stick and a throttle. Kinda sort of like the T-34 but much smaller. My instructor was teaching us to make dead stick precision landings. On your downwind leg you cut the power and lowered the flaps. I got it backwards one day, I put the flaps down and then started to cut the power. My instructor yelled at me, "You are going to tear the wings off!" It was not the first time my instructor overreacted.



It was lots of fun learning to fly, and I particularly enjoyed my Cross Country up to Santa Fe, turn right and head through the mountains, through Glorieta Pass to Las Vegas. When you get close to the airport you tell the guy on the radio, "Student Pilot,

what is the wind direction and active runway.” This alerts him to be gentle. Once I had landed and taxied over to get out and stretch my legs, he asked me to come and see him. He was gentle. He told me I had landed on the wrong runway. It was a quiet day at the Las Vegas airport, absolutely no traffic save this college kid learning how to fly Cross Country. On to Clines corner where I had to fuel up.

Straight west on the edge of the Great Plains. Lots of cattle grazing. I would swoop down to about two hundred feet to get a better look at the cows. This was the fun part of my trip. Strangely enough the Gutierrez’s drove cattle on the same area during the days of the Open Range.

Then through Tijeras Canyon and on to the West Mesa Airport.

Our instructor wanted us to get some experience flying into a Big Airport with a Control Tower, so he sent us to Kirtland Airforce Base. This airport has a 12,500 ft runway to handle the big ones like the B-36 and the B-52. He told us when we landed don’t touch down until you are near the end of the runway near our hanger, otherwise you will be taxing forever.

While I was in New London on the Jallao I found this little airport where I learned to fly the tri pacer.



Ken Barker and I took a little trip to Province Town on Cape Cod. We flew over the Kennedy Compound in Hyannis Port, which was a big deal in 1964.



At P town we got out of the plane stretched our legs and get a soft drink. Got back in the plane and headed south to retrace our path back to New London. At least that was the direction I thought we were headed. Cruising along at 1000 feet over Cape Cod Bay. When we came in sight of land we looked down and there was Plymouth Rock. We headed west to New London to complete a fun day flying.

As a 40-hour private pilots I am not embarrassed from this error in navigation. When the Mayflower crossed the Ocean headed west to find a place to worship as they wanted, they were headed for Virginia. They ended up in the Northeast and practically froze to death before they made friends with the Indians who taught them how to live off the land.

Bainbridge, Maryland

My next duty station was Bainbridge, Maryland. If you want to find Bainbridge start at Baltimore, head north, Cross the Susquehanna River and turn left at Havre De Grace and proceed upriver. If you get to Port Deposit you went too far.

Flying at Bainbridge was uneventful. I found a little airport on the way to Baltimore. Some of the guys I was in NPS with had flying experience. One of them had to go across

Chesapeake Bay to the other side of Maryland to get checked out by the FAA for his license. There was a little Navy Marina down at Port Deposit that had boats that we could use to sail on the river. On days with wind, I would go sailing and on calm days I would fly.

West Milton New York

My next duty station was prototype in West Milton, New York. It was a part of Knolls Atomic Power Laboratory Located in Niskayuna, near Schenectady, NY.

My duty station at West Milton, was one of the most enjoyable as far as Flying. I was there when we formed a flying club. Ten dollars a month if you were there for prototype and fifteen if you were permanently attached. We bought a Cessna 150 tail dragger on the installment plan. People will sell anything to the military, a good credit risk. If you have trouble collecting, you just go to the guys' CO and they pay up.

Took a day trip with one of the members and we flew over half of Vermont and the Adirondack Mountains of Upstate New York. It was a two seater, so we took turns being Command Piolet. Good trip.

Fast Forward to my Duty Station on the Hunley, a Submarine Tender, my first and last duty station on a Surface Ship as an Officer. Assistant Navigator on our trip from Charleston to Guam where I relieved as Navigator. Our Captain, Capt Thomas, affectionately known as "Whiskey Tom", by the men liked me.

He could never figure out how fast we were going so he got me a C-47 to fly over the little Island of Tinian where there were mile markers along the shore. I Took a photographer with us to take pictures. Both doors were missing so it was exciting looking out. The Island was deserted at the time, and I got to see old airfields where the B-29's loaded up when they were bombing the Crap out of Japan. That was where the bombers took off from when they dropped the two big ones on Japan that brought the war to an end. It was exciting to see the places I had read about in college. I loved my time on the Hunley. It was a good move for me. Looking back, I was about to go buggo on that FBM submarine. I guess I was not cut out for Submarine duty. I grew up under the Western Skies. I wanted to Fly, and I chose Nuclear Power School because it was the best training for Engineering, and I was right!

I got to have my Cake and Eat it too.

My other exciting trip I took in Guam was when the XO asked for a volunteer to escort a senior officer over to Saipan for a day trip. A Coast Guard plane made a weekly trip to the Island to take supplies to the Coast Guard Station there. I went up to Capt Thomas's cabin to get my instructions on the morning of the trip. He dug out my Lieutenant papers from deep in his in box and signed them. He then got a pair of LT bars and gave them to me. They were the WWII silver railroad tracks that were stamped out of silver plate. I treasure them and they are hanging on my wall in a shadow box. I went to Saipan as a Lieutenant.

The airplane was a small cargo plane with a tail gate. The Sailors would take their Bikes with them to ride around the Island. It was interesting to watch the tail gate go down; the bikes start their engines and roar off on to the dirt. Took a tour of the recently completed hotel on the beach to attract the tourist business.

Back to Charleston, South Carolina

I tendered my resignation while I was in Guam, so my final important task was to safely Navigate the Hunley back to Charleston. This story is about flying, and I did lots of it back in the USA. The GI Bill paid for 90% of the instruction required to get a Commercial License. I had about 50 hours in my book. Requirements were another instruction and test and 200 hours. I had lots of instruction learning how to do some fancy flying. The FAA requires you to be a pretty darn good pilot to charge people for your services.

Much of the airtime was burned up over Johns Island just enjoying being in the air. I got to go down to Vero Beach with a group of pilots to fly back brand new Piper Cherokees for Hawthorn Aviation to sell.

In May of 1966 two things were happening at the same time. I was getting out of the Navy and finishing up my commercial license. I had a date for my check ride with an FAA official all set up for a Saturday. That week one of the instructors told me, "You know he can ask you to do a tailspin. No, I didn't know that I answered." I remembered that my first instructor tried to get our Cherokee into a tailspin, and he wasn't able to do it. Most of his flying was with high wing Cessnas. Getting into a tailspin shouldn't be that difficult. That Thursday afternoon I took my little Cherokee 140 up to 1500 feet, got into a stall and did everything backwards. I fell into a tailspin, after three revolutions I

straightened out my wings, gradually added power, and eased back on the stick. I was flying again!

Learning to be a pilot is not a big deal. Anybody with decent coordination and low fear level for being in the air can do it. It is lots safer than driving for three reasons. Not just anyone is given a license to fly. You are not on the highways with all the hot rod idiots some of which don't even have a license. The last reason is that you have three dimensions of freedom to avoid collision with another aircraft. It helps if you are young and daring. Same reason some of us go into the Submarine Service.

So that's my story of how

I got to have my Cake and Eat it too.

James Gutierrez, 2021