



All Gave Some, Some Gave All



VOL. 2025 #6

MAY 2025

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2023 - 2025

| | | | | |
|--|---|--|---------------------------------------|--|
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Other Positions 2023 - 2025

| | | |
|---|---|---|
| HISTORIAN / CUSTODIAN Larry [Linda] Knutson | WEBMASTER / NEWSLETTER Nick [Linda] Nichols | CHAPLAIN Bruce [Vicki] Stefanik |
|---|---|---|

REUNION CONTROL CENTER
2025 Stimson Reunion
October 1 - 5, 2025
Groton CT
From the Reunion Committee -
John & Gretchen Glaub

50 registrations received as of 20 APRIL
Registered Attendees Sailing List

Send in your registration and make your hotel reservation.

We will be attending SUBSCHOOL Graduation on October 3, 2025. The name of the class will be Henry L Stimson SSBN 655. After the graduation, we will have a tour of the Base and then lunch at SUBVETS.

Tom Krauser is in charge of door prizes for the reunion. If you have items you would like to donate, send him an email with a picture of the items so he will know what you have. You can bring the item/s with you if attending or it can be mailed to Tom if you are not attending. Contact for further details: Tkrauser0550@gmail.com

The hotel registration link is on the Reunion Page **655 Reunion #13**

Questions Email: 655reunion2025@gmail.com

Room rates with tax for the Reunion :

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

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

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Submitted by Paul Clark, MM1(SS) B 73-78, SV Denizens of the Deep Base, Holland Club, Assoc. Life Member:

I was asked to look at putting together a golf outing in conjunction with the 2025 reunion. Our options would be Thursday or Friday, and looking at the scheduled events, it appears that anything I put together will interfere with other planned events. Before I move forward, I need to know who would be interested in a golf outing and, understanding the current planned events, which day you would prefer. I am looking to schedule the outing for the morning if there is enough interest. If you are interested, please email me at sailpbc@gmail.com and let me know you are interested and which day you would prefer. If I have an adequate response to a specific day or not, I will let all responders know whether an outing will be planned and what the plans would be. Please let me know as soon as possible so I can contact the golf course. Margaret and I are looking forward to seeing everyone in October.

//Paul

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One of our tour sites for our Reunion will be the Nautilus Museum. Click the graphic to be linked to the Submarine Force Museum and see all they have to offer.



The Submarine Force Museum, located on the Thames River in Groton, CT, maintains the world's finest collection of submarine artifacts. It is the only submarine museum operated by the United States Navy, and as such is the primary repository for artifacts, documents and photographs relating to U.S. Submarine Force history. The museum traces the development of the "Silent Service" from David Bushnell's Turtle, used in the Revolutionary War, to the Ohio and Virginia class submarines.

Originally established as "The Submarine Library" by Electric Boat Division of General Dynamics Corporation in 1955, the Submarine Force Library and Museum soon gained respect for its archival and research value. In April 1964, the entire collection was donated to the Navy and relocated to the Naval Submarine Base, New London, Groton, Connecticut. The name "Submarine Force Library and Museum" was officially adopted in 1969.



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

Shipmates, I have no article this month. My shoulder is still healing.



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

Sing to the Lord a new Song;
Sing to the Lord, all the earth.

Psalm 96:1

May is here, flowers are growing and the grass is green. Spring is here and summer is around the corner. May we share this with each other as we live through another time together.

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. This months picture is the Commanding Officers plaque listing the COs until the early 80s shipyard period.

Also, if you were on the Gold Crew during any time when Bob Weeks was the CO you completed a check-in card for him. Email the secretary if interested



655webmaster@ssbn655.org.

Submarines Lost During the Month of May

| | | |
|---------------------------------|---|---------------------------------------|
| USS LAGARTO (SS-371) | May 3, 1945 – 2nd War patrol | Lost with All Hands – 86 Souls |
| USS SCORPION (SSN-589) | May 22, 1968 – returning from deployment | Lost with All Hands – 99 Souls |
| USS SQUALUS (SS-192) | May 23, 1939 – during test dive | 33 survivors – 26 Souls Lost |
| USS STICKLEBACK (SS-415) | May 30, 1958 – under tow | NO LOSS OF LIFE |

FOUR Boats and 211 Men Lost

SHARING PICTURES WITH SHIPMATES:

If anyone has pictures you would like to share with your shipmates please either email them to me or contact me and I will send you directions to upload to our Stimson Dropbox file.

655webmaster@ssbn655.org

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SUBMARINE QUALIFICATION CARD & CERTIFICATE

In addition to the qual card page, I am now adding your qual year (if I have it) to the online Sailing List. This can be whether you qualified on the Stimson or another boat. Take a look at the list and if your qual date is missing send it to me with the qual year and command info to

655webmaster@ssbn655.org

Another good month to receive qual cards. There were two added. It would be great if any of you can send me an 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



The following Stimson Shipmates have departed on Eternal Patrol.

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MTC(SS) Martin K. Sessler 72/SY1/75
FTCM(SS) Retired
Eternal Patrol: March 25, 2025

CDR George R. Sterner G XO 76-78
VADM Retired
Eternal Patrol: November 29, 2024

Kelsey R. Farrell ENCS(SS) USN Ret., age 87

Eternal Patrol: April 30, 2025

He is the brother of Ken Farrell MMCM(SS) Gold COB 89-91. He was a resident of the AFRH Biloxi and was a member of USSVI Yakima Base. Kelsey served on 6 diesels and 1 nuke boats.

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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.

MTC(SS) David M. Szeszko B/SY2/G 82-86
[located by Don Ort; updated by shipmate]

MT2(SS) Alfred 'AJ' Johnson B/SY1/B 70-76
[located by Michael Twiseldon through Facebook; updated by AJ's son, Daniel]

LCDR Daniel 'Dan' Grimbso G 86-89
[located by USSVI new member San Diego Base]

ET3(SS) Mark Anthony Reed ? 1988
[located by USSVI new member Twin Lakes Base]

MM2(SS) Robert W. Wallace G 67-70
[located by USSVI new member Groton Base]

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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Jerry Blevins, LT(SS) B 76-79, 655 Assoc Life Member, USSVI Groton Base:

Cards to: 1453 Corona Dr Lexington KY 40514

4.19.25: Email from Jerry: Shoulder is feeling better. I get the prognosis on 13 May.

3.20.25: Email from Jerry: I am recovering from rotator cuff surgery. My first follow-up is on 01Apr, Post-op, the surgeon told CJ that the damage was so severe that I will be strapped in the sling 24x7 for six weeks.

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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

3.17.25: Email from Bruce: I am doing well. I am holding steady with no progression and do not see my ALS doctor again until October after the Reunion.

9.22.24: Email from Bruce: Things good here, ALS IS GOING VERY SLOW. Thanking the good Lord for His blessings

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.

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George Stevens, MT2(SS) G 68-71

Cards to: 3025 Winterhaven Dr., Lake Havasu City, AZ 86404

4.27.25: Email from George: Thanks for the prayers. Been in a lot of pain - body, all over. It's from taking a medicine my body didn't like, Just have to work past it.

3.10.25: Email from George: Update - I wore a monitor for three days in the middle of Feb, the results from that were good. Previous monitor results showed a LOT of missed beats, slow beats, and other abnormalities. This last report showed as only 1%. The doc was pleased (me too!). As the heart takes about 6-12 months to fully recover from an ablation, we are going to wait another 3 months before making any decisions but it looks like I won't be needing a Watchman (device to prevent strokes). I'm still taking nattokinase and serrapeptase to prevent

unwanted clotting/stroke so for now, I think I'm doing good. The heart rate has dropped down to the 80s and BP is running 140/80 more or less. Hopefully in the next three months both BP and rate will continue to improve. All round, good news. I still have some chest pain and shortness of breath but it's nowhere near as bad as it has been. So, thank you GOD for the help and healing!!!

1.15.25: Email from George: I'm still alive and kicking. Heart was beating 97 bpm and blood pressure was 157/ 96. So at times I am really tired but I'm hanging in there waiting for my heart to get back to a "natural" state.

12.20.24: Email from George: I came through the operation fine but have to wait for the heart to settle down.

12.18.24: Email from George: Came through the operation with a heart that is beating better than it has in 30 years. I did have a bad reaction to the anesthesia and was throwing up for hours after. We are home now. And should be doing better by the weekend. GOD is good!!! //Geo

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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

NO RECENT UPDATES

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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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

NO RECENT UPDATES

10.26.24: Email from Donna: Dear Friends – A Hallelujah Message,

We saw our oncologist Wednesday, October 23, 2024 to get the results of the Sunday PET/CT scan. It was a very enjoyable experience! The new treatment regime significantly reduced the cancer! Our oncologist was very pleased and said he was amazed at the cancer reduction.

As a result, the new regime treatment will continue. We will make any needed adjustments after each of the succeeding PET/CT scans. The biggest change with the new routine is it makes me tired which is a common result of using the chemo drug I am using, Alimta. Patients often stop the Alimta for that reason Their tiredness usually tends to increase as the treatments continue. We intend on using the new regime as long as Sandy can have a good quality of life.

We thank you for your support and prayers, they work. We are very thankful we have a God who answers prayers!

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

GREAT LINKS TO SPEND TIME WITH

655 Association Website

www.ssbn655.org

USS Cobia WWII submarine in Manitowoc: Dry docking still needs \$500K

On Aug. 17, 1970, USS Cobia arrived in Manitowoc, thanks to the passion and determination of a local group of submarine veterans. Their goal was simple but powerful: to honor the 28 submarines built in Manitowoc during World War II and to preserve the legacy of the Silent Service.

More than five decades later, Cobia continues to serve as a powerful reminder of that legacy — a museum ship, a memorial and a storyteller.

Museum ships like Cobia are more than historical artifacts. They're living connections to the past, offering immersive experiences that educate and inspire.

Visitors can step inside Cobia, walk her narrow corridors, and experience firsthand what life was like aboard a WWII submarine. They leave with a deeper appreciation for the service and sacrifice of those who served beneath the waves, and for the thousands of shipyard workers who made that service possible.

But preserving a historic vessel is a complex and ongoing task. Routine expenses like utilities, cleaning, insurance and staffing are just the beginning. Maintaining structural integrity and historical accuracy requires constant attention and funding.

Cobia has always been well cared for, thanks in large part to the dedication of the veterans who brought her to Manitowoc and the ongoing

support of the community. Still, some preservation tasks are too big to handle without broad support — and dry docking is one of them.

READ THE FULL STORY HERE:

<https://www.htrnews.com/story/opinion/columnists/2025/04/15/uss-cobia-wwii-submarine-in-manitowoc-dry-docking-still-needs-500k/83050086007/>

SEA STORIES, COMMENTS and JUST GOOD THINGS From Our Shipmates

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Submitted by Don Ort, MM1(SS) [CWO4 Ret] G/SY1/B 69-74, USSVI Charleston Base, Holland Club

Donna and I just returned from a cruise of the Mississippi River. While on the cruise I met a former submarine sailor who was on the Robert E. Lee. He said he had participated in over 300 veterans' funerals with the American Legion Honor Guard. When he participated, he read the below ode to the veteran. I liked it so I asked him for a copy to share with Charleston Base. *[and also, the Stimson Group]*

"Don, here's the Ode I wrote and recite at our Honor Guard services. You said you would like to have a copy."

A veteran of America's Armed Forces,
Dedicated to answer their nation's call.
Ready to defend freedom's courses,
A proud history shared by all.

Soldiers and Marines maintaining our free land,
Sailors keeping open our oceans and seas,
Airmen protecting our skies from enemy plans,
Coast Guard ensuring homeland security.

Brave Patriots have served their nation,
It is time now for them to rest.

They have each privately earned their station,
Because they have served with Americas best.

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Submitted by Linda Ford, widow of James 'Hank' Ford [EP: 8.31.21], MM1(SS) B/SY1 65-73, LTJG Retired

As a widow of James (Hank) Ford ssbn655blue I enjoy your notes. Thank you for keeping me on your list. 655 is in my blood too. I believe a lot of

wives were as much a Stimson Sailor as the Sailors themselves. We sure sat at home and prayed they resurfaced each and every patrol. I know I did from 1974 to 1976.

Stimson was a great time for Hank. He wanted to go back but made a decision to be a full-time civilian teacher at propulsion engineering school at Great Lakes til 1980. Contract expired with CLC new group wanted existing teachers to take a 5,000 a year cut. Hank said no. So, beginning of many job changes until we had the car accident in 2001. I too was able to actually go through Stimson in dry dock in 1972 [I think] which was awesome. There wasn't anything on and wasn't able to go back to reactor. Later I was able to go on Stimson in Charleston at Weapons station. In 76 we did shore duty. Stimson was a great boat. I look at photos of Hank then, so young and I am amazed.

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I went fishing this morning, but after a short time, I ran out of worms.

Then, out of the corner of my eye, I saw a cottonmouth with a frog in his mouth.

"Frogs are good bass bait," I thought to myself.

Knowing the snake couldn't bite me with the frog in his mouth, I grabbed him right behind the head, took the frog, and put it in my bait bucket.

Just then, I realized I had a problem, how was I going to release the snake without getting bit?

So, I grabbed my bottle of Jack Daniel's and poured a little whiskey in its mouth. The snakes eyes rolled back and he went limp. I released him into the lake without incident and carried on fishing using the frog.

A little later, I felt a nudge at my foot.

There was that same snake with two more frogs in his mouth.

Life is good in the South.



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

Customize the Start Menu to Navigate Windows 11 Better (Update)

Back in November, 2024, the Computer Corner

article “Customizing Windows 11 to the look and feel of Windows 10”, was a part of the Windows 11 update series, focused on making your new Windows 11 desktop retain the more familiar look and feel of Windows 10. Unfortunately, the creators of the “Explorer Patch” item noted in that article did not keep up, and the Windows 11 Update to 24H2 seems to have invalidated the use of that item. I experience that change myself. There is some discussion that while the creators of Explorer Patch have updated their package, in reality I suspect this will be an ongoing issue.

So, what other, possibly more stable options, are available to us for making the Windows 11 Start Menu more user friendly? I came across this article from my MakeUseOf technology feed which you may find useful:

Customize the Start Menu to Navigate Windows 11 Better

I know you are aware that there are numerous YouTube videos out there about the Windows 11 Start Menu among other Windows 11 topics. But like all things in our digital world, they change fast, and much of their content might well be outdated by the time you see them, as the Microsoft engine of change moves on. Such is the case here. I'll try to keep you updated with the most current information available.

As always, shipmates, comments and suggestions for future topics are welcomed. Contact me at subvet_ssbns@bellsouth.net. I'm always glad to help out if I can. //George

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The Computer Corner Pt 2

How to speed up Windows 10 and 11

Greetings Shipmates! I felt that this topic needed to be added to the May issue after I discovered the tip that follows. I am using a Windows 11 Laptop having replaced my six-year-old Toshiba model that was not Windows 11 capable. After several Windows software updates since last fall, I kept noticing that at times, the system was slow to complete an application launch, or some operation from the browser. In early April, I received an interesting article from the most recent Computerworld Eye on Microsoft newsletter that I receive. Of the 6 articles presented in that newsletter, one caught my eye, and is available in the link below:

15 ways to speed up Windows 11

If you look at the article overall, Tom and I have probably touched on a lot of the tips in one form or another over time. But when I got to number 11 – **Disable Game Mode** – well that was a game changer (no pun intended).

I followed the instructions, and immediately my system became more responsive. No more mysterious delays, apps launched faster, web browsing was faster.

So, as I have a Windows 10 desktop machine as well, which also exhibited similar performance issues, I wondered if Windows 10 might have the same setup. And sure enough, you can turn it off in Windows 10 as well.

How to disable Game Mode in Windows 10

As I write this, I am traveling at the moment, so I cannot test the tip on my Windows 10 desktop, but I will do so when I get home.

So, what is Game Mode you might be asking? I could write something wordy to explain, but the Google AI Wizard summed it up nicely, I thought:

“Windows Game Mode optimizes your gaming experience by prioritizing system resources for games and limiting background processes, potentially improving performance and reducing frame drops.

Here's a more detailed explanation:

Purpose: Game Mode is designed to ensure that your computer allocates more resources (CPU, GPU, etc.) to the game you're playing, while minimizing interference from background tasks and notifications.

How it Works:

Resource Prioritization: Game Mode attempts to allocate more CPU and GPU resources to your game, potentially leading to higher frame rates and smoother gameplay.

Background Process Limiting: It deactivates or reduces the priority of background activities like Windows updates, notifications, and other applications that might compete for system resources.

So, if you are not a Gamer on your PC or Laptop, then perhaps give this tip a try. It's easy enough to turn back on if it has any undesirable effects.

As always, shipmates, comments and suggestions for future topics are welcomed.

Contact me at subvet_ssbns@bellsouth.net.

And if you have a difficult computer or network

problem you need help with, contact me. I'm always glad to help out if I can. //George



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

Find your Wi-Fi network password in Windows and Apple devices

In our digital world, passwords are the rulers of the domain. And when you misplace one, especially your Wi-Fi password when adding a new device, it can cause that OMG! moment for many of us.

I recently had a friend who had gone through an Internet provider switch, and the new router was installed and configured by the new ISP's installers. Apparently during that work, he either misplaced or discarded the paper he had the Wi-Fi password recorded on. And now he was installing a new Wi-Fi device, which needed that password. Fortunately, his existing devices were all connected, including a Windows 10 desktop. So, using the procedure(s) described in the links below, he was able to retrieve his Wi-Fi password and successfully add the new device to his network.

If you find yourself in similar circumstances, these links will help:

Find your saved Wi-Fi passwords on iPhone or iPad

Find your Wi-Fi network password in Windows

I've used both procedures on my devices and they work. I hope they help you as well.

As always, shipmates, comments and suggestions for future topics are welcomed. Contact me at subvet_ssbns@bellsouth.net. I'm always glad to help out if I can. //George

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The Security Corner Pt 2

I talk about the Scamicide site in an upcoming Security Corner article. It's legitimate and I have checked it out.

Subject: Scam of the day – April 8, 2025 – Watch Out For CAPTCHA Scams

By **Steven Weisman, Esq.** on April 7, 2025

It is rare that after 12 years of writing Scamicide I find entirely new scams, but today is one of those days. We are all familiar with CAPTCHA tests which appear on many websites that we use and are intended to confirm that you are not a robot, but a real person. CAPTCHA is an acronym for "completely automated public Turing Test to tell computers and humans apart." The name Turing refers to early British computer scientist Alan Turing. CAPTCHA tests generally take the form of having to recognize scrambled letters or numbers or to recognize patterns in a number of pictures such as which pictures have traffic lights. People are familiar with CAPTCHA tests and although many people find them mildly annoying, people trust them and there is the problem. Scammer are setting up legitimate appearing websites with fake CAPTCHA tests that require you to click on a box to solve a simple test, but when you follow the instructions, you end up downloading dangerous malware.

It should be noted that even "legitimate" CAPTCHA tests sometime are used by the websites to collect data from you such as your IP address and browser history without telling you that your information is being gathered This information is then sold to companies looking to use that information

TIPS

Trust me, you can't trust anyone. Particularly when going to unfamiliar websites you should be wary of CAPTCHA tests that appear there.

Additionally, you should make sure that you have good security software on all of your electronic devices that you update whenever security patches are issued to protect you from known malware threats.

If you are not a subscriber to Scamicide.com and would like to free receive daily emails with the Scam of the day, all you need to do is to go to the bottom of the initial page of <http://www.scamicide.com> and type in your email address where it states "Sign up for this blog."



VETERANS AFFAIRS - RETIREE INFO - AARP

<https://www.va.gov/>
And FLEET RESERVE

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THE LINKS BELOW WERE TAKEN FROM THE EMAILS I RECEIVE FROM MANY SOURCES. These are not in any order so take a look at each of them and decide what you want to continue reading. You DO NOT have to have special accounts to view this information. There may be some general areas of information in here that will be of help to some of you.

Recognizing a Heart Attack **Knowing the signs could save a life**

Getting help right away during a heart attack can save your life. Know the signs so you can act fast.
Learn More

Make the Most of Your VA Appointment

Your medical appointments are valuable time with your health care team. We want you to feel prepared so you can make the most of that time.
Get tips on preparing for appointments

Are You at Risk of Gout?

Gout is a form of arthritis that's easier to control than others. Getting early treatment can help prevent future pain and joint damage.
Learn more about preventing gout pain

Check Your VA Claim

Easily check the status of your VA claim or appeal on VA.gov. You can upload documents and download decision letters all in one place.
Learn more about claims on VA.gov

2025 VA Benefits Guide Online

Federal Benefits for Veterans, Dependents, Survivors, and Caregivers 2025 Edition
DOWNLOAD NOW

Unlocking Veteran Tax Exemptions Across

States and U.S. Territories

Most U.S. states and territories provide tax benefits for Veterans, their families and survivors. Check out this state-by-state guide detailing tax benefits and exemptions available to Veterans.
ACCESS THE GUIDE

Women Veterans Step-by-Step Guide to Benefits and Services

Women Veterans, family members, caregivers and survivors, here's a step-by-step guide on how you can apply for your earned benefits and services.
GET YOUR BENEFITS

Free Mental Wellness App for Veterans, Families

Unlock free membership to Innerworld, a peer social support mental wellness app. Become an anonymous avatar in a community built for Veterans and their family members.
DOWNLOAD NOW

Take this Self-assessment to Find Support Designed For You

Veterans are often the first to help others and may find it hard to ask for help themselves. If you or a Veteran you know needs support, don't wait. Reach out.
FIND THE RIGHT RESOURCES

Beware Scammers Targeting Special Compensation, Purple Heart Recipients

Increased financial compensation and the visibility of Purple Heart recipients can attract scammers looking to exploit Veterans. These tips can help you protect your benefits.



Take Care of Your Brain

A healthy brain is key to your physical and mental health. Start building these habits today to support brain health and keep your mind sharp.
Learn how to take care of your brain

DFAS Retiree Newsletter
March 2025 Retiree Newsletter

[Click here to download a PDF of the March 2025 Retiree Newsletter](#)

Director's Message

Welcome to the March 2025 Retiree Newsletter!

Gray Area Retiree Spotlight: Retiree Disability Entitlements that Reduce the Impact of the VA Waiver

In this spotlight, we explore two entitlements which were set up to reduce the impact of the VA waiver on retirees who are eligible.

Changes Coming in June for Retirees Who Pay SBP Monthly Premiums Directly

Changes are coming in June that may affect the way you pay SBP monthly premiums if you currently need to pay these premiums directly because they cannot be deducted from your pay.

Military Retired Pay Tax Season Tips

The April 15, 2025 tax deadline is arriving soon and now is a good time to make sure you have all your tax documents ready.

Establishing a Special Needs Trust for SBP - New Checklist Now Available

We now have a helpful checklist to use when submitting a Special Needs Trust request.

New Resource Available: askDFAS Tips Video

We are proud to announce we have a new "askDFAS Tips" video available for you on the DFAS YouTube channel!

Why You Should Attend a Retiree Appreciation Day

Retiree Appreciation Days, also called RADs, are a great way for retirees to get information regarding your military retired pay.

News From Our Partners: Real ID Act and NextGen ID Card

At some time in the future old forms of ID will not be valid to access a military installation and you will need a NextGen ID card.

News From Our Partners: Have You Recently Retired from Service? Explore Your FEDVIP Options Today

If you recently retired from the uniformed services, the Federal Employees Dental and Vision Insurance Program (FEDVIP) is available to you.

News From Our Partners: USAF Memo - Leadership's Air Force Assistance Fund Campaign Kickoff Memo

As we launch our campaign's 52nd anniversary in February 2025, we again reach out to you, our retired Air Force and Space Force family.

2025 Pay Calendar

To help you plan for 2025, below is a list of the days you should expect to receive your pay.

Click here to download a PDF of the March 2025 Retiree Newsletter

Download a PDF of the newsletter to read, print or share (right click and choose "Save link as" to save to your computer)

*Submitted by Dean VanDeLeest, ETCS (SS/SW)
B 88-90, LT Retired*

The following article appeared in my local newspaper, The Spokesman-Review in Spokane, WA.

'I've got so much to be thankful for'

Frank Fogarty, an engineer who helped usher U.S. Navy into nuclear age, turns 101 and has tales to tell

By Thomas Clouse THE SPOKESMAN-REVIEW

The bottle of Jameson Irish Whiskey on the counter was a birthday gift from one of his 10 children. It'll last Frank Fogarty, a one-drink kind of guy, a while.

He's someone who's made a habit of making things last. Fogarty turned 101 on Friday.

"I don't think about it," he said while laughing about his age from his home at South Hill Village in Spokane. "The doctors say I should take a little bit of credit because I've been active all my life. It's got a lot to do with your heredity."

The eyes are a bit clouded, and Fogarty admittedly struggles sometimes with names and exact dates, but the former nuclear engineer has lost nothing of his ability to tell a story.

And his tale is that of atomic engineering, first with the U.S. Navy and later with commercial power plants.

Born in Great Falls, Fogarty enlisted to join the Navy during World War II. But because he already had a year of college, his superiors instead kept him in school so that he could later attend the U.S. Naval Academy.

After graduating from the academy in 1948, Fogarty first served on ships, including a stint on an aircraft carrier, and another aboard the USS Iowa battleship.

But his destiny led him to the "Silent Service," the crews who operated beneath the waves on submarines.

Fogarty attended submarine school in 1950 and served on two Balao-class diesel boats, the USS Tiru and the U.S.S Queenfish, for three years during the Korean War.

The captain of the Tiru at the time was Patrick Gray, who later became President Richard Nixon's choice to replace J. Edgar Hoover as the director of the FBI. However, Gray withdrew his name from consideration after being implicated in the Watergate investigation.

While serving during the war in Korea, Fogarty in 1953 was selected to interview to serve under Adm. Hyman Rickover, who directed the development of naval nuclear propulsion.

Rickover personally picked over the test results and questioned the candidates on those areas where they seemed the weakest, Fogarty said.

About three months after the interviews, Fogarty returned to his submarine, which pulled into port at Yokosuka, Japan. The captain on the submarine next to them yelled over: "'I understand that you got a Rickover guy on your ship. He picked Fogarty.' So they flew us back to Hawaii."

Fogarty then gathered his wife, Dorothy, whom he married in 1948, and their young family moved to upstate New York.

"Me and three other guys were the first engineers on a nuclear submarine, the Seawolf," he said. "The senior one of us was a year ahead of me at the Naval Academy - a fella named Jimmy Carter."

Fogarty worked directly with the future president, under Rickover's supervision, to bring the U.S. Navy into the nuclear age.

"Jimmy's dad died," Fogarty said. "So, his mother made him quit the Navy and go back to Georgia. You know what happened to him after that. So, he did pretty well."

Fogarty then served on the crew that took the USS Seawolf out to sea for the first time in 1955. He was later transferred to the USS Nautilus, which had been operating for about a year.

"We were learning every day. We were doing something that nobody had done before," he said. "It was kind of an exciting time."

But the novel science behind the shift to nuclear power also suffered casualties.

The captain of the nuclear submarine USS Thresher, which was also the name of an earlier submarine that served in World War II, was Lt. Cmdr John Wesley Harvey, who earlier had worked as an engineer on the nuclear program with Fogarty.

The Thresher sank in April 1963 while undergoing sea trials.

Fogarty later personally selected Cmdr. Francis A. Slatterly, who had served as his executive officer, to lead the USS Scorpion. It sank in May 1968, and all 99 crew members on board were lost to the depths of the Atlantic Ocean.

"So, I had those two close friends that I knew who got lost on submarines," Fogarty said. "I knew a lot of the enlisted and other wardroom people on those ships."

Fogarty later was promoted to executive officer and eventually was made captain of the Nautilus. While serving on the Nautilus, Fogarty was part of a second attempt that finally reached the North Pole under the sea ice.

"I was the commanding officer for three-and-a-half years of the Nautilus," he said. "I went from there the chief of naval operations staff in Washington. I retired from there because I had eight kids. The oldest were ready for college, and I couldn't afford to send them to college on Navy pay."

After 27 years in the Navy, Fogarty retired as a captain and took a job running three nuclear plants outside Idaho Falls at the Idaho National Engineering and Environmental Laboratory. He worked there for 20 years before retiring a second time.

"That's when they shut down all the nuclear commercial plants because of the problems in

Pennsylvania with the Three Mile Island" plant in 1979, he said.

"So I was in charge of an independent group that analyzed why that happened and what to do about it before they started up the nuclear program again in the Navy."

He then went to Tennessee and ran the Tennessee Valley Authority's five nuclear plants.

"I helped them get started after being shut down," he said.

After leaving INEEL, he started a coal-fired electromagnetic power plant in Butte, Montana. But the plant shut down after two years when the technology proved unworkable.

He then "retired" to 40 acres north of Idaho Falls, where the nuclear engineer traded neutrons for barbed wire.

"I had fun raising some beef cattle. I had some good friends who taught me how to be a rancher, because I was not that qualified, even though I had grown up in Montana," he said.

Dorothy died in 2015. The couple had been together for 68 years.

Along with 10 children, Fogarty has 21 grandchildren and 12 great-grandchildren.

Two of Fogarty's grandchildren live in Spokane, which is how he ended up here, he said.

Fogarty noted that his mother lived until age 96.

His father died at age 67, but his death occurred during surgery to remove his appendix.

Fogarty's father's brothers both lived into their 90s.

Except for the occasional beer, and Irish whiskey, Fogarty said he never smoked or formed other bad habits that hurt his health.

"Oh yeah, of course I'm glad," he said when asked about his longevity. "All my kids are close to each other.

Our family is as close as the dickens.

"I've got so much to be thankful for," Fogarty continued.

"There is something new happening all the time."

Tom Clouse can be reached at (509) 459-5495 or at tomc@spokesman.com.

--GREAT TRUTHS

1. In my many years I have come to a conclusion that one useless man is a shame, two is a law firm, and three or more is a congress. -- **John**

Adams

2. If you don't read the newspaper you are uninformed, if you do read the newspaper you are misinformed. -- **Mark Twain**

3. Suppose you were an idiot. And suppose you were a member of Congress. But then I repeat myself. -- **Mark Twain**

4. I contend that for a nation to try to tax itself into prosperity is like a man standing in a bucket and trying to lift himself up by the handle. -- **Winston Churchill**

5. A government which robs Peter to pay Paul can always depend on the support of Paul. -- **George Bernard Shaw**

6. A liberal is someone who feels a great debt to his fellow man, which debt he proposes to pay off with your money. -- **G. Gordon Liddy**

7. Democracy must be something more than two wolves and a sheep voting on what to have for dinner. --**James Bovard**, Civil Libertarian (1994)

8. Foreign aid might be defined as a transfer of money from poor people in rich countries to rich people in poor countries. -- **Douglas Case**, Classmate of Bill Clinton at Georgetown University.

9. Giving money and power to government is like giving whiskey and car keys to teenage boys. -- **P.J. O'Rourke**, Civil Libertarian

10. Government is the great fiction, through which everybody endeavors to live at the expense of everybody else. --**Frederic Bastiat**, French economist (1801-1850)

11. Government's view of the economy could be summed up in a few short phrases: If it moves, tax it. If it keeps moving, regulate it. And if it stops moving, subsidize it. --**Ronald Reagan** (1986)

12. I don't make jokes. I just watch the government and report the facts.

-- **Will Rogers**

13. If you think health care is expensive now, wait until you see what it costs when it's free! -- **P. J. O'Rourke**

14. In general, the art of government consists of taking as much money as possible from one party of the citizens to give to the other.

--**Voltaire** (1764)

15. Just because you do not take an interest in politics doesn't mean politics won't take an interest in you! -- **Pericles** (430 B.C.)

16. No man's life, liberty, or property is safe while the legislature is in session.

-- **Mark Twain** (1866)

17. Talk is cheap, except when Congress does it.

-- **Anonymous**

18. The government is like a baby's alimentary canal, with a happy appetite at one end and no responsibility at the other.

-- **Ronald Reagan**

19. The inherent vice of capitalism is the unequal sharing of the blessings. The inherent blessing of socialism is the equal sharing of misery. --

Winston Churchill

20. The only difference between a tax man and a taxidermist is that the taxidermist leaves the skin. -- **Mark Twain**

21. The ultimate result of shielding men from the effects of folly is to fill the world with fools. --

Herbert Spencer,

English Philosopher (1820-1903)

23. What this country needs are more unemployed politicians

--**Edward Langley**, Artist (1928-1995)

24. A government big enough to give you everything you want, is strong enough to take everything you have. -- **Thomas Jefferson**

25. We hang the petty thieves and appoint the great ones to public office. -- **Aesop**

Can you think of a reason for not sharing this? Neither could I.

Submitted by Dennis Navarette MM3(SS) B 86-90, USSVI Bullhead Base

Look who I ran into at USS SANTA FE send off in San Diego CA

We got to tour the USA SANTA FE yesterday & got to precipitate in the picnic & send-off today

I think his name is Adam Johnson he is on the 768 (according to his hat)

Here is a group Pic of all of us that got to tour the Santa fe yesterday



Shipmates, Dave Hostetler shared these pics with us. Please take the time to go through them and add any names you might remember that aren't here. Send them to me and I'll make sure Dave gets them.

Blue Crew Patrols in 1975, 1974 and 1973.



Top row - David Hostetler, U/K, U/K, Paul Worley; Second row: U/K, U/K, U/K, ? McGee, U/K; Bottom row: U/K, U/K, U/K ...



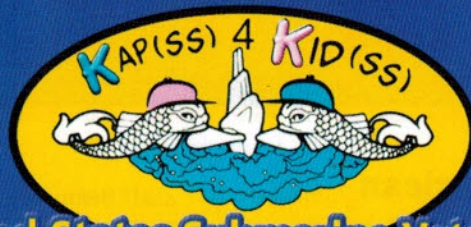
Top row - U/K, David Hostetler, John Seery, Ron Hyson; Second row - Henry Conley, John Starbird, U/K; Bottom row - ? Walker ...



Chief Simon Snyder, David Hostetler; Second row - Ron Hyson, John Starbird; Third row: Henry Conley; Bottom row- John Seery ...



David Hostetler, Steve Ball.



United States Submarine Veterans

POKÉMON

and a Unique Nurse/Submariner Connection

How's *this* for a K4K story, shipmates? Carolina Piedmont Base members Bill Strand and Dave Violette recently visited Levine Children's Hospital (LCH) in Charlotte, North Carolina, to induct Joshua Sharer as an Honorary Submariner. What's so unusual about that? Well, Josh is a *nurse* on the eleventh floor there, not a patient. And Josh is also a *former real-life submariner*, one whom the Navy had medically discharged from his service as a reactor operator aboard USS *Florida* (SSGN 728) so he could battle a cancer diagnosis. As a result, Josh was never able to complete his quals and earn his dolphins. What he did accomplish, however, was the eventual completion of his nurse's training for a fulfilling post-Navy career.

Enter Isaac Drakin, Dave Violette's grandson, who'd already received his Honorary Submariner certificate during a prior K4K hospital visit, and who became one of Josh's regular patients as he received his own cancer treatment at Levine Children's Hospital. It was during a particularly challenging period in Isaac's cancer regimen that he met Josh, who offered special caring and support. Not just as a nurse. Not just as a fellow cancer patient. Not even just

as a fellow submarine fan. But now also as one who recognized Isaac's passion for all things Pokémon and celebrated that fun with him. The two obviously connected on multiple levels while Joshua quickly helped Isaac shift from focusing only his treatments to engaging in Pokémon play. It was just what the doctor ordered to help this young patient navigate the toughest days of his medical journey.

Dave and the Carolina Piedmont Base were deeply moved to learn of Joshua's caring and commitment to Isaac, and of the positive influence his attentions had brought to Isaac's ongoing treatment. Then to learn the man had also been a Navy nuke aboard submarines himself! Well, a unique celebration of all this was simply the order of the day! So the base organized a special event to recognize him with his own Honorary Submariner certificate while further presenting him with a teddy bear shipmate. It should go without saying that the sort of compassion and commitment shown by Joshua toward these ailing children exemplifies the kind of dedication seen in the best of submariners. So here's one more case of a submariner's training serving him well later in life.

An enthusiastic BZ to Josh, Isaac and the Carolina Piedmont Base.



Piedmont Base subvets Bill Strand and Dave Violette flank nurse/former submariner Joshua Sharer (left middle) and his best buddy patient, young Isaac Drakin, at Levine Children's Hospital. Good things happen when submariners of all stripes get together. Pokémon helps too.



A bit long but well worth the read.....

Today those same military notifications are taking place. Let's set aside some time today especially and remember those in the past who gave their all, those currently giving their all so that you and I have and enjoy the freedoms that we have today. Pray for our military and their families. They need our prayers.

If you are a Vet, or if you have ever loved a Vet, please take the time to read this...

Those who would disrespect our flag have never been handed a folded one...

Burial at Sea

by Lt. Col. George Goodson, USMC (Ret)

In my 76th year, the events of my life appear to me, from time to time, as a series. War is the seminal event in the life of everyone that has endured it. Though I fought in Korea and the Dominican Republic and was wounded there, Vietnam was my war.

Now 42 years have passed and, thankfully, I rarely think of those days in Cambodia, Laos, and the panhandle of North Vietnam where small teams of Americans and Montangards fought much larger elements of the North Vietnamese Army. Instead, I see vignettes: some exotic, some mundane:

- *The smell of Nuc Mam.
- *The heat, dust, and humidity.
- *The blue exhaust of cycles clogging the streets.
- *Elephants moving silently through the tall grass.
- *Hard eyes behind the servile smiles of the villagers.
- *Standing on a mountain in Laos and hearing a tiger roar.
- *A young girl squeezing my hand as my medic delivered her baby.
- *The flowing Ao Dais of the young women biking down Tran Hung Dao.
- *My two years as Casualty Notification Officer in North Carolina, Virginia, and Maryland.

It was late 1967. I had just returned after 18 months in Vietnam. Casualties were increasing. I moved my family from Indianapolis to Norfolk, rented a house, enrolled my children in their fifth or sixth new school, and bought a second car.

A week later, I put on my uniform and drove 10 miles to Little Creek, Virginia. I hesitated before entering my new office. Appearance is important to career Marines. I was no longer, if ever, a poster Marine. I had returned from my third tour in Vietnam only 30 days before. At 5'9", I now weighed 128 pounds - 37 pounds below my normal weight. My uniforms fit ludicrously, my skin was yellow from malaria medication, and I think I had a twitch or two.

I straightened my shoulders, walked into the office, looked at the nameplate on a Staff Sergeant's desk, and said, "Sergeant Jolly, I'm Lieutenant Colonel Goodson. Here are my orders and my Qualification Jacket."

Sergeant Jolly stood, looked carefully at me, took my orders, and stuck out his hand; we shook and he asked, "How long were you there, Colonel?" I replied, "18 months this time." Jolly breathed, "You must be a slow learner, Colonel." I smiled.

Jolly said, "Colonel, I'll show you to your office and bring in the Sergeant Major. I said, "No, let's just go straight to his office." Jolly nodded, hesitated, and lowered his voice, "Colonel, the Sergeant Major. He's been in this job two years. He's packed pretty tight. I'm worried about him." I nodded.

Jolly escorted me into the Sergeant Major's office. "Sergeant Major, this is Colonel Goodson, the new Commanding Officer." The Sergeant Major stood, extended his hand, and said, "Good to see you again, Colonel." I responded, "Hello Walt, how are you?" Jolly looked at me, raised an eyebrow, walked out, and closed the door.

I sat down with the Sergeant Major. We had the obligatory cup of coffee and talked about mutual acquaintances. Walt's stress was palpable. Finally, I said, "Walt, what the hell's wrong?" He turned his chair, looked out the window, and said, "George, you're going to wish you were back in Nam before you leave here. I've been in the Marine Corps since 1939. I was in the Pacific for 36 months, Korea for 14 months, and Vietnam for 12 months. Now I come here to bury these kids. I'm putting my letter in. I can't take it anymore." I said, "OK Walt. If that's what you want, I'll endorse your request for retirement and do what I can to push it through Headquarters Marine Corps."

Sergeant Major Walt Xxxxx retired 12 weeks later. He had been a good Marine for 28 years, but he had seen too much death and too much suffering. He was used up.

Over the next 16 months, I made 28 death notifications, conducted 28 military funerals, and made 30 notifications to the families of Marines that were severely wounded or missing in action. Most of the details of those casualty notifications have now, thankfully, faded from memory. Four, however, remain.

MY FIRST NOTIFICATION

My third or fourth day in Norfolk, I was notified of the death of a 19-year-old Marine. This notification came by telephone from Headquarters Marine Corps. The information detailed:

*Name, rank, and serial number.

*Name, address, and phone number of next of kin.

*Date of and limited details about the Marine's death.

*Approximate date the body would arrive at the Norfolk Naval Air Station.

*A strong recommendation on whether the casket should be opened or closed.

The boy's family lived over the border in North Carolina, about 60 miles away. I drove there in a Marine Corps staff car. Crossing the state line into North Carolina, I stopped at a small country store/service station/Post Office. I went in to ask for directions.

Three people were in the store. A man and woman approached the small Post Office window. The man held a package. The store owner walked up and addressed them by name, "Hello John. Good morning Mrs. Cooper."

I was stunned. My casualty's next-of-kin's name was John Cooper!

I hesitated, then stepped forward and said, "I beg your pardon. Are you Mr. and Mrs. John Cooper of (address)?"

The father looked at me - I was in uniform - and then, shaking, bent at the waist, he vomited. His wife looked horrified at him and then at me. Understanding came into her eyes and she collapsed in slow motion. I think I caught her before she hit the floor.

The owner took a bottle of whiskey out of a drawer and handed it to Mr. Cooper who drank. I answered their questions for a few minutes. Then I drove them home in my staff car. The store owner locked the store and followed in their truck. We stayed an hour or so until the family began arriving.

I returned the store owner to his business. He thanked me and said, "Mister, I wouldn't have your job for a million dollars." I shook his hand and said; "Neither would I."

I vaguely remember the drive back to Norfolk. Violating about five Marine Corps regulations, I drove the staff car straight to my house. I sat with my family while they ate dinner, went into the den, closed the door, and sat there all night, alone.

My Marines steered clear of me for days. I had made my first death notification.

THE FUNERALS

Weeks passed with more notifications and more funerals. I borrowed Marines from the local Marine Corps Reserve and taught them to conduct a military funeral: how to carry a casket, how to fire the volleys and how to fold the flag.

When I presented the flag to the mother, wife, or father, I always said, "All Marines share in your grief." I had been instructed to say, "On behalf of a grateful nation...." I didn't think the nation was grateful, so I didn't say that.

Sometimes, my emotions got the best of me and I couldn't speak. When that happened, I just handed them the flag and touched a shoulder. They would look at me and nod. Once a mother said to me, "I'm so sorry you have this terrible job." My eyes filled with tears and I leaned over and kissed her.

ANOTHER NOTIFICATION

Six weeks after my first notification, I had another. This was a young PFC. I drove to his mother's house. As always, I was in uniform and driving a Marine Corps staff car. I parked in front of the house, took a deep breath, and walked towards the house. Suddenly the door flew open, a middle-aged woman rushed out. She looked at me and ran across the yard, screaming "NO! NO! NO! NO!"

I hesitated. Neighbors came out. I ran to her, grabbed her, and whispered stupid things to reassure her. She collapsed. I picked her up and carried her into the house. Eight or nine neighbors followed. Ten or fifteen minutes later, the father came in followed by ambulance personnel. I have no recollection of leaving.

The funeral took place about two weeks later. We went through the drill. The mother never looked at me. The father looked at me once and shook his head sadly.

ANOTHER NOTIFICATION

One morning, as I walked into the office, the phone was ringing. Sergeant Jolly held the phone up and said, "You've got another one, Colonel." I nodded, walked into my office, picked up the phone, took notes, thanked the officer making the call, I have no idea why and hung up. Jolly, who had listened, came in with a special Telephone Directory that translates telephone numbers into the person's address and place of employment.

The father of this casualty was a Longshoreman. He lived a mile from my office. I called the Longshoreman's Union Office and asked for the Business Manager. He answered the phone, I told him who I was, and asked for the father's schedule.

The Business Manager asked, "Is it his son?" I said nothing. After a moment, he said, in a low voice, "Tom is at home today." I said, "Don't call him. I'll take care of that." The Business Manager said, "Aye, Aye Sir," and then explained, "Tom and I were Marines in WWII."

I got in my staff car and drove to the house. I was in uniform. I knocked and a woman in her early forties answered the door. I saw instantly that she was clueless. I asked, "Is Mr. Smith home?" She smiled pleasantly and responded, "Yes, but he's eating breakfast now. Can you come back later?" I said, "I'm sorry. It's important. I need to see him now."

She nodded, stepped back into the beach house, and said, "Tom, it's for you."

A moment later, a ruddy man in his late forties, appeared at the door. He looked at me, turned absolutely pale, steadied himself, and said, "Jesus Christ man, he's only been there three weeks!"

Months passed. More notifications and more funerals. Then one day while I was running, Sergeant Jolly stepped outside the building and gave a loud whistle, two fingers in his mouth..... I never could do that..... and held an imaginary phone to his ear.

Another call from Headquarters Marine Corps. I took notes, said, "Got it." and hung up. I had stopped saying "Thank You" long ago.

Jolly, "Where?"

Me, "Eastern Shore of Maryland. The father is a retired Chief Petty Officer. His brother will accompany the body back from Vietnam"

Jolly shook his head slowly, straightened, and then said, "This time of day, it'll take three hours to get there and back. I'll call the Naval Air Station and borrow a helicopter. And I'll have Captain Tolliver get one of his men to meet you and drive you to the Chief's home."

He did, and 40 minutes later, I was knocking on the father's door. He opened the door, looked at me, then looked at the Marine standing at parade rest beside the car, and asked, "Which one of my boys was it, Colonel?"

I stayed a couple of hours, gave him all the information, my office, and home phone number, and told him to call me, anytime.

He called me that evening about 2300 (11:00 PM). "I've gone through my boy's papers and found his will. He asked to be buried at sea. Can you make that happen?" I said, "Yes I can, Chief. I can and I will."

My wife, who had been listening said, "Can you do that?" I told her, "I have no idea. But I'm going to break my ass trying."

I called Lieutenant General Alpha Bowser, Commanding General, Fleet Marine Force Atlantic, at home at about 2330, explained the situation, and asked, "General, can you get me a quick appointment with the Admiral at Atlantic Fleet Headquarters?" General Bowser said, "George, you be there tomorrow at 0900. He will see you."

I was and the Admiral did. He said coldly, "How can the Navy help the Marine Corps, Colonel." I told him the story. He turned to his Chief of Staff and said, "Which is the sharpest destroyer in port?" The Chief of Staff responded with a name.

The Admiral called the ship, "Captain, you're going to do a burial at sea. You'll report to a Marine Lieutenant Colonel Goodson until this mission is completed..."

He hung up, looked at me, and said, "The next time you need a ship, Colonel, call me. You don't have to sic Al Bowser on my ass." I responded, "Aye Aye, Sir" and got the hell out of his office.

I went to the ship and met with the Captain, Executive Officer, and the Senior Chief. Sergeant Jolly and I trained the ship's crew for four days. Then Jolly raised a question none of us had thought of. He said, "These government caskets are airtight. How do we keep it from floating?"

All the high-priced help including me sat there looking dumb. Then the Senior Chief stood and said, "Come on Jolly. I know a bar where the retired guys from World War II hang out."

They returned a couple of hours later, slightly the worse for wear, and said, "It's simple; we cut four 12" holes in the outer shell of the casket on each side and insert 300 lbs of lead in the foot end of the casket. We can handle that, no sweat."

The day arrived. The ship and the sailors looked razor-sharp. General Bowser, the Admiral, a US Senator, and a Navy Band were on board. The sealed casket was brought aboard and taken below for modification. The ship got underway to the 12-fathom depth.

The sun was hot. The ocean flat. The casket was brought aft and placed on a catafalque. The Chaplain spoke. The volleys were fired. The flag was removed, folded, and I gave it to the father. The band played "Eternal Father Strong to Save." The casket was raised slightly at the head and it slid into the sea.

The heavy casket plunged straight down about six feet. The incoming water collided with the air pockets in the outer shell. The casket stopped abruptly, rose straight out of the water about three feet, stopped, and slowly slipped back into the sea. The air bubbles rising from the sinking casket sparkled in the sunlight as the casket disappeared from sight forever...

The next morning I called a personal friend, Lieutenant General Oscar Peatross, at Headquarters Marine Corps and said, "General, get me out of here. I can't take this anymore." I was transferred two weeks later.

I was a good Marine but, after 17 years, I had seen too much death and too much suffering. I was used up.

Vacating the house, my family and I drove to the office in a two-car convoy. I said my goodbyes. Sergeant Jolly walked out with me. He waved at my family, looked at me with tears in his eyes, came to attention, saluted, and said, "Well Done, Colonel. Well Done."

I felt as if I had received the Medal of Honor!

'A veteran is someone who, at one point, wrote a blank check made payable to 'The United States of America ' for an amount of 'up to and including their life.'

That is Honor, and there are way too many people in this country who no longer understand it.'

I am honored to pass this on and I hope you feel that way too.

Why the USS SCORPION (SSN 589) Was Lost 50 years Ago

Revised from the 22 May 2018 Assessment

A technical assessment based on metallurgical analysis of recovered wreckage, analyses of acoustic detections of the event, and imagery/visual observations of the wreckage by the crew of the US submersible TRIESTE.

The author was the lead acoustic analyst at the US Office of Naval Intelligence for 42 years, testified before the THRESHER Court of Inquiry in April 1963, published major assessments of the losses of THRESHER and SCORPION (royalties declined) and has contributed pro bono to numerous books and articles on the losses of Soviet submarines including the GOLF Class SSB K-129 which was lost because two R-21/D4 missiles fired to fuel exhaustion (95.2s and 95.4s) within the pressure-hull. For access to more than 100 articles that discuss submarine related subjects including a probable Russian SSBN "dead-man" launch capability and the characteristics of the BOREY Class Russian SSBN hybrid propulsion system, search the Internet for Commentaries of Bruce Rule.

I. Acknowledgements

The writer gratefully acknowledges critical contributions by senior submarine officers (resources) and three civilian resources - including a consulting engineer - to the development of three assessments not previously provided in the 22 May 2018 edition of this document. These contributions consisted of SCORPION bulkhead, escape trunk and hydraulic system design characteristics, the SCORPION Structural Analysis Group report - without which this assessment could not have been written - and collapse depth and compressive force calculations. These new assessments are summarized immediately below in italics and bold, and are discussed in detail in Section V of this document entitled **Analyses of Imagery and Visual Observations of the SCORPION Wreckage.**

II. Summary Assessment

This article - written in August 2018 - elucidates the cause of - and the temporal dynamics and forces associated with - the loss of the USS SCORPION 50 years ago.

The US nuclear submarine SCORPION (SSN 589) was lost on 22 May 1968 because the explosion at 18:20:44 Greenwich Mean Time (GMT) of hydrogen out-gassed by the TLX-53-A main battery created over-pressures that were more than several times the 100-percent fatal level in spaces **forward of the reactor compartment and at lower, survivable levels in spaces aft of the reactor compartment. SCORPION was at periscope depth when the battery explosion - which did not breach the pressure-hull - occurred. At least one member of the crew successfully exited SCORPION through the after escape trunk.**

Over the following 21m, 50s, SCORPION sank vertically at an average of 0.36 m/s (0.7 knots) to collapse (implode) at 18:42:34 GMT at a depth of 466m (1530-feet) in 37milliseconds (ms), 1/27th of a second, with an energy release equal to the explosion of 6000 kg (13,200 lbs) of TNT created by the essentially instantaneous conversion of potential energy ((sea pressure of 46.3 bars (680 psi)) to kinetic energy, the motion of the **water-ram** which entered the SCORPION pressure-hull with an estimated average velocity of about 900 m/s (2000 mph). It was this compressive force that "telescoped" after sections of the pressure-hull, moving frame 90 forward to frame 67 ((a distance of 17.27m (56.66 feet)) at an average velocity of 467 m/s (1044 mph). The Engineering Spaces telescoped into the Auxilliary Machinery Space (AMS) and Reactor Compartment because of the failed transition joints in the AMS. This action produced an average applied force 643 times normal gravity (643g). (The estimated final velocity was 915m/s (3,000f/s / 2045mph). The estimated final g-force was 2,500g. This calculation by a consulting engineer is consistent with the conclusion that the still-articulated human body sighted in the debris field was neither within the pressure-hull nor the after escape trunk when SCORPION collapsed. Bodies subjected to

compressive forces of the magnitude associated with collapse at SCORPION's pressure-hull at a depth of 466m do not remain intact.

Three special notes: (1) The extraordinary measured values discussed above, which are consistent with the calculated kinetic energy release of the SCORPION collapse at a depth of 466m (1530 feet represent **unique information not previously known and not reliably derivable from simulations**. (2) These values can be applied in general terms to other submarine pressure-hull collapse events for which the depth and the duration of the compression phase of the event can be determined from acoustic data. Knowing these values will support assessments of the cause of such events based on images of the wreckage. (3) Additionally, these values can provide a basis for estimating the condition of internal structures not available from imaging.

The time of the battery explosion and the position of the wreckage indicate that - when lost - SCORPION was on the planned course of 290 and about 35 nautical miles (nm) behind her Projected Intended Movement (PIM) based on a planned speed-of-advance (SOA) of 18 knots and the 0001 GMT, 22 May position reported in the last message sent by SCORPION at 2354 GMT, 21 May 1968, 18 hours and 27 minutes before the battery explosion. All times are onboard event times.

III. Analyses of Physical Evidence

Ten months after the USS SCORPION (SSN 589) was lost in the east central Atlantic on 22 May 1968, the US Naval Ships Command issued a change to NAVSHIPS Technical Manual, Section 9623.718, March 1969 Edition.

That Section - which discussed "Submarine Storage Batteries" - stated the following: "Do not enter the battery well of ships having open tank ventilation systems while a charge is in progress." The Section further stated that "Experience has shown that all individual (battery) cell explosions have occurred while personnel were working in the battery tank during charge." Note: a technical "resource" of the highest credibility found this 1969 NAVSHIP's assessment to be "unsatisfactory" with respect to definition of terms and conditions extant during a charging event.

Based on microscopic, spectrographic and X-ray diffraction analyses of SCORPION battery components (recovered from the wreck debris field by the US submersible TRIESTE) by the Portsmouth Naval Shipyard Analysis Group, Section 7.1.3, page 72 of the SCORPION Structural Analysis Group Report of 29 June 1970 (hereafter SAG Rpt) stated: "...the general battery damage is violent. The high velocity intrusion of pieces of the flash arrestor into both the inside and outside surfaces of the retrieved plastisol (battery) cover attest to violence in the SCORPION battery well. Battery cell debris is in evidence over the entire SCORPION debris field."

Section 5.3.1, page 5.13 of the SAG Rpt states: "The debris field is located primarily to the north of the major hull sections and covers an area approximately 240m (800-feet) north and south by 120m (400-feet) east and west."

The SAG included the Navy's leading experts in submarine design, submarine structures, and the effect of underwater explosions: Peter Palermo, CAPT Harry Jackson, and Robert Price.

Page 7.8 of the SAG Rpt notes that the estimated over-pressure in the SCORPION battery well from the explosion (of hydrogen) was 10.2-13.6 bars (150-200 psi), multiple times the 100-percent fatal value discussed by reference (1).

Further, Section 5.3.6, page 5.17 of the SAG Rpt states: "...the available evidence indicates the battery probably exploded at some time before flooding of the battery well occurred. A review of Figure 5-13 indicates that the threads on the terminal posts were sheered off and there are no cover seal nuts remaining. The covers were completely blown off. Had the pressure been applied on the outside of the

covers, the cover support flange on the terminal posts would have held pieces of the cover and it is expected that the cover seal nuts would have remained in place in at least some instances.”

Section 5.3.6e, page 5.18 of the SAG Rpt states; “Some 20 equally small (nearly sub-visible) fragments of material were imbedded at high velocity in both the inside and outside of the (battery) sample. The trajectories of the fragments were essentially random, ranging from grazing to vertical incidence. Metallurgical analyses revealed these fragments are identical in composition and structure to the alumina flash arrestors used on the batteries in SCORPION.”

Page 5.13 of the SAG Rpt states: “All identified debris was originally located either external to the pressure hull or internal to the pressure hull in the operations compartment...” The operations compartment was located above the battery well.”

Para 7.4.10, page 7.7 of the SAG Rpt states that..”the damage to the negative tank top and the tearing out of the negative tank operating mechanism all combine to indicate a violent force moving from fore to aft and low in the battery well.”

Collectively, these findings confirm the explosion of hydrogen out-gassed by the SCORPION battery was the initiating event responsible for the loss of SCORPION 50 years ago. That event may have occurred because activities by a member of the crew in the battery well created a static electricity spark that ignited hydrogen already present at explosive levels. Resource comment: “If ventilation was abnormally interrupted during a charge and if H₂ increased to > 8% with O₂ present, 'holy hell will break loose' given even the slightest ignition. There are numerous ignition sources available in addition to human activity)”

IV. Analyses of Acoustic Evidence

In 2008, Dan McMillin (1929-2015), an electrical and mechanical engineer who was part of the Bell Telephone Laboratory “brain-trust” integrally involved in the development of the Sound Surveillance System (SOSUS), and who also was extensively involved in the initial analysis of the Canary Island acoustic sensor (bottom-mounted hydrophone) detections of the loss of the USS SCORPION, provided the writer with a copy of a tape recording and graphic displays of the Canary Island and Sound Surveillance System acoustic data associated with the event.

In 2011, the writer published a detailed technical analysis of those signals (2). That analysis - the first reanalysis of the SCORPION acoustic data in 40 years - confirmed the SAG conclusions in 1970 that:

(1) The acoustic event that occurred onboard SCORPION at 18:20:44 GMT was produced by an onboard explosion. In January 2003, Peter Palermo, the Chairman of the SAG and the Head of all Ship's Structures at the Naval Sea Systems Command from the late 1960's to the 1980's stated that “An acoustic signal detected from SCORPION 20-plus minutes before the initial breaking up sounds had all the characteristics of a small internal event. This was felt to be a battery cell.”

(2) The acoustic event that occurred onboard SCORPION at 18:42:34 GMT was produced by the collapse of the pressure-hull. That event produced a strong bubble-pulse frequency of 4.46 Hz. The duration of the collapse phase was 37 milliseconds (ms), 1/27th of a second. The minimum human cognitive reaction time is 80-100 ms. (Note: the reaction time of Usain Bolt to the starting gun during the finals of the 100m sprint event in the 2016 Olympics was 155ms.)

Based on the empiric relationship that exists between the volume of an air-filled structure and the number of times in one second that the pressure differential created by collapse (implosion) of that structure initially cycles from compression to expansion back to compression – the bubble pulse frequency – can be used to determine the depth of the collapse event. The derived depth value can then be used to determine the energy required to produce the acoustically-detected bubble-pulse frequency at the derived depth. In the case of SCORPION, the measured bubble-pulse frequency of 4.46 Hz indicated collapse occurred at a depth of 466m (1530 feet) (2.2 times test-depth) with an energy release equal to the

explosion of 6000 kg (13,200 lbs) of TNT at that depth. The formula for this derivation is provided on page C4 of the following document: USS SCORPION (SSN 589) RESULTS OF NOL ANALYSIS (U) NOL LTR SER 69-160 of 20 January 1970, Robert Price and Ermine Christian.

V. Analyses of Imagery and Visual Observations of the SCORPION Wreckage

SCORPION Was At Periscope Depth When the Battery Exploded

Page 5.8 of the SAG Rpt states that imagery of the wreck obtained by the US submersible TRIESTE indicated: "The number 2 periscope, the AT-317/BRR VLF loop antenna, and the AN/BRA-9 helical whip are raised. SCORPION is assumed to have been at periscope depth. The design of the hoisting mechanism for the Number 2 periscope is such that when the fairwater separated from the hull, sea pressure would not tend to raise the hydraulic hoist cylinder." Page 5.9 of the SAG Rpt states that "the snorkel appears to be housed."

When the SCORPION pressure-hull collapsed at a depth of 466m (1530 feet), equalization with sea-pressure (46.3 bars/680 psi) occurred in 0.037s (37 milliseconds). The hydraulic raising of the involved masts used a system with a pressure of 204 bars (3000 psi) and required about 10 seconds.

These relative values support the SAG assumption that SCORPION was at periscope depth with three masts raised when the battery explosion occurred.

Some SCORPION Crew Members in Spaces Aft of the Reactor Compartment Survived the Battery Explosion

If SCORPION had been ventilating while at periscope depth, sometime before the battery explosion, the normal ventilation lineup would have been: forward reactor compartment watertight (W/T) bulkhead door "on the latch," bulkhead flappers open.

As previously discussed, the atmospheric over-pressure generated by the hydrogen explosion is estimated to have been 10.2-13.6 bars (150 to 200 psi) in the battery well and at lower but still fatal levels in areas beyond the well. The W/T bulkhead doors were rated at 10.6 bars (160 psi), equal to sea pressure at a depth of 107m (350-feet).

Under those conditions, fatal over-pressure would have been produced by the battery explosion in all spaces forward of the reactor compartment and at lower, survivable pressures in spaces aft of the reactor compartment because the pressure wave would have been attenuated with transmission limited to bulkhead flappers if they were open. If the flappers were closed, most personnel in spaces aft of the reactor compartment should have survived the battery explosion. Resource comment: "....the point is that the battery exploded. Why it exploded is subject to several scenarios; however, if the Type Commanders were to admit the primal cause as a battery explosion, they in good conscience should explore all avenues and head them off by better personnel training and procedures."

Based on observations and imagery by the TRIESTE, Page 5.11 of the SAG Rpt states: "The after escape trunk access hatch is still attached to the hull and appears to be in the normal open position. The seating ring for the access hatch does not appear to be distorted. The main deck fairing cover for the after escape hatch appears to be tilted partially open indicating that the after escape hatch (to which the cover is attached) is also at least partially open and attached to the hull."

Exhibit 7.1 page 7.9 of the SAG Rpt is a letter of 16 Feb 1970 from LT R.E. Saxon, a member of the TRIESTE crew, which provides his observations during a dive on the SCORPION wreck of a body wearing a pair of "nuclear power type" coveralls and a Kapok type life jacket.

Exhibit 7-2, page 7-10 of the SAG Rpt, a memo of 25 Feb 70 from LT D.T. Byrnes, another member of the TRIESTE crew, provides a sketch (page 7.11) of the body lying approximately midway between the bow and the telescoped after sections of the SCORPION hull which are separated by about 45m (150 feet) after having fallen from collapse depth of 466m (1530-feet) to the bottom: depth of 3384m (11,100-feet). The sketch indicates the body appears to be “articulated” with one leg at an angle to the body suggesting it had been broken.

Exhibit 7.3, pages 7-12 – 7-16 of the SAG Rpt provides a memo by LT John B. Fields, the third member of the TRIESTE crew, which further discusses the sighting of the body.

Had the body been in spaces aft of the reactor compartment or in the after escape trunk when collapse occurred, a consulting engineer - using the duration of the compression phase of the collapse event (0.037s), and the distance of 15m/50 feet by which the after sections of the SCORPION pressure-hull telescoped in that time - calculated that the compressive force acting on that body would have been 643 times normal gravity or 643g, sufficient to have significantly deformed the body. Reference (5) states that the highest g force a human has transiently experienced and survived was 46.2g..

Collectively, these observations, calculations and the open and apparently undamaged condition of the after escape trunk access hatch and its seating ring indicate at least one member of the SCORPION crew used the after escape trunk to exit SCORPION.

Since the capacity of the escape trunk was about six individuals, the question that might be asked is: “Why were more bodies not sighted in proximity to the major sections of the wreck?” **That is the wrong question.** The right question is: “Why was one body sighted in the immediate vicinity of the major hull sections?” Bodies – especially with buoyant life jackets – should have sunk only after long immersion and; hence, should have been carried by the northward trending current far from the major sections of the wreck which sank vertically; i.e., carried to areas beyond those investigated by the TRIESTE on any of her nine dives. These observations are difficult to explain with an entirely satisfactory theory; currently available information does not resolve this issue: apparent anomalies.

Resource comment: As discussed by the SAG Rpt, there is confusion about which “hatch(es) are being described; there are 3 hatches on the trunk; the upper and lower hatches are vertically in line at the top and bottom of the trunk; a 3rd hatch is the 'escape' hatch and is at the end of a slanted tunnel coming off the side of the trunk. With the body on the bottom, it is very hard to imagine that a live person could escape the trunk; if he escaped before the implosion, how did he wind up on the bottom in the middle of the debris field?”

Why SCORPION Collapsed Both Fore-and-Aft

In 1970, the SCORPION Structural Analysis Group, which included the Director of the Naval Ship Systems Command Submarine Structures Division, Peter Palermo (1929-2009), concluded from analysis of imagery of the SCORPION wreckage that the torpedo room was intact, though it had been deformed by excessive sea pressure. The operations compartment had collapsed at frame 33, the king frame of the hull, when it reached its structural limit. The conical/cylindrical transition piece at frame 67 also failed and the after sections of the pressure-hull were driven forward (telescoped) 17.27m (56.66-feet). SCORPION was broken in two by massive hydrostatic pressure (46.3 bars / 680 psi) at the collapse depth of 466m (1530-feet).

Analysis of acoustic data confirmed that the duration of the compression phase of the collapse event was 0.037s, 1/27th of a second. The estimated average velocity of this forward compressive motion of the telescoping after hull sections was 467ms (1531f/s / 1044mph). The estimated average multiple of normal gravity (1g) was 643g. The estimated final velocity was 915m/s (3000f/s / 2045 mph). The estimated final g-force was 2500.

The question that arises from these values is: how could there appear to have been two collapse events that had to have occurred in less than 0.037s and were separated by 25.5m? If the second collapse was a "sympathetic" event initiated by the first event, the initiating force had to have been transmitted through the 25.5m of the pressure-hull from the first site to the second site faster than the compression velocities cited above, the highest of which was 915m/s (2045 mph).

That force was the shock-wave created by the initial collapse which was transmitted through the entire SCORPION pressure-hull at the velocity of sound in steel: 5790m/s (18,996 f/s / 12,950 mph), 6.3 times the final velocity of the forward-moving after hull sections during the telescoping compression event.

Unless the initiation times of each collapse event can be determined from acoustic data to have occurred within less than the sound (energy) transmission time of the initial event shock-wave in steel for the distance separating the two SCORPION collapse sites (25.5m /83.8-feet): 0.0044s (1/227th of a second), one of the two SCORPION collapse sites most probably was a sympathetic event, i.e., the first collapse "triggered" the other collapse. Note: when the first SCORPION collapse event occurred, the entire pressure-hull would already have been hydrostatically stressed to a level at which any additional stress - such as the shock-wave - would trigger additional failures.

The problem is that the relative acoustic signal detection times for multiple collapse events can be affected by variables of greater duration than 0.0044s. These variables include the aspect SCORPION presented to the sensor at the moment of collapse and the strength of each event absolutely and as a function of aspect. These unquantifiable variables preclude - in the case of SCORPION - and probably in most/all other acoustic detections of collapse events - the identification of collapses that are not sympathetic, i.e., occurred independently.

Conclusion: when submarine pressure-hulls collapse at great depth, the initial failure can trigger additional failures that can occur with a time delay consistent with the velocity of the shock-wave in steel from an initial event site and the distance between the documented (observed) sites. It is probable that most (all?) surveyed wrecks will display multiple collapse sites and consequent fragmentation of the pressure-hull. In the case of the USS THRESHER, which collapsed at a depth of 730m (2400-feet), with an energy release equal to the explosion of 10,230 kg (22,500 lbs) of TNT at that depth, the wreck is reported to have been in five or six major sections.

VI. Disproven Conjectures

SCORPION Reversed Course to Deactivate a Torpedo

In 1968, Dr. John Craven (1925-2015) conjectured SCORPION had reversed course to disarm a Mk-37 torpedo that had become active in its launch tube. That conjecture was based on an estimated change of two seconds in the delay of signal detection times between acoustic sensors located to the east and to the west of the loss position over a 111.6s period. If valid, that change in the relative detection times of signals detected over that period would have required a course reversal by SCORPION from a course of 290 to an easterly heading for a distance of about 4900-feet in 111.6 seconds for an average speed of 26 knots.

To address that conjecture, Dan McMillin analyzed magnetic tape recorded from the Canary Island acoustic sensor located to the east of the SCORPION wreck site (Canary Island single hydrophone A) to achieve signal detection timing accuracies of 0.01s and high-time resolution VisiCorder displays to achieve a timing accuracy of 0.1s for the signals detected by a sensor system located to the west of the SCORPION wreck site: Sound Surveillance System (SOSUS) hydrophone array 3131.

McMillin's analysis - of the same data reviewed by Craven - established that the change in detection times was only 0.04s which equated to a speed of 0.5 knots, not Craven's values of 2.0s and 26 knots. McMillin's original data/calculation sheet is reproduced on the last page of Chapter 1 of reference (2).

That sheet includes a note that McMillin called Craven at 2130 ETD on 18 July 1968 to inform him of the more accurate measurement.

Note: SCORPION was not capable - from a propulsion capability standpoint - of reversing course and achieving an average speed of 26 knots during a maneuver with a duration of 111.6s.

The writer's reanalysis of these SCORPION signals in 2008 confirmed McMillin's event timing values and also confirmed the SAG assessment that the signal at the start of the 111.6s period was produced by the collapse of the SCORPION pressure-hull. Additionally, it was determined in 2008 that collapse occurred at a depth of 466m (1530-feet) and that two of three other signals that occurred during the 111.6s period were produced by the collapse of two of the six SCORPION torpedo tubes at depths near 1027m (3370-feet) and 1143m (3750-feet).

In summary, during the 111.6s period conjectured by Craven to have involved a high-speed course reversal, the SCORPION wreckage was sinking vertically at a speed of 10-13 knots with a horizontal displacement of less than 15m (50-feet) over a vertical distance of about 670m (2200-feet) which is consistent with the conclusion that the third signal was also produced within the bow section of the wreckage.

It is only an apparent anomaly that time-difference localization (acoustic triangulation) of an event can - at best - achieve a position accuracy of one nautical mile in the broad ocean area while relative accuracies (one position relative to another) can - if detected in temporal proximity - provide accuracies within less than 10m (33-feet). This is possible because the sensors - both bottom-mounted hydrophones in the SCORPION case - did not move during the measurement period and because the sound energy produced during that 111.6s period would have followed almost exactly the same transmission path and consequently have had the same sound-travel time.

SCORPION Was Lost Because of the Explosion of a "Large Charge Weight External to the Pressure-Hull."

John Craven also conjectured that acoustic energy produced by the collapse of a submarine pressure-hull at great depth could be "swallowed" within the collapsing structure and not be acoustically detected. Based on that assertion, the SCORPION Court of Inquiry (COI) concluded that the exceptionally strong signal that occurred at 18:42:34 GMT on 22 May 1968 was the "explosion of a large charge weight external to the SCORPION pressure-hull," an assessment not accepted by the SAG who maintained the signal was produced by collapse of the SCORPION pressure hull. Specifically, Para 7.4.3, Page 7.5 of the SAG Rpt states that **"The first of approximately 15 SCORPION acoustic events was not caused by a large external explosion, as from a torpedo explosion."**

Craven's conclusion is not in consonance with the known dynamic characteristics of collapse events. Any SCORPION structure that might have "swallowed" (contained) the acoustic signal produced by collapse of the pressure-hull was destroyed during the compression phase of the event. The highest levels of acoustic energy associated with a collapse event are produced during the expansion phase of the event when there would not have been any still intact structure that could have "swallowed" the signal. (Note that the SCORPION battery (hydrogen) explosion - which was contained within the pressure hull - was acoustically detected at a range of 821 nm. (2)

Neither Craven nor members of the SCORPION COI appear to have researched the acoustic detectability of the collapse of the USS THRESHER (SSN 593) pressure-hull at 09:18:24R on 10 April 1963 at a depth of 730m (2400-feet) ((73 bars (1070 psi)) with an energy yield equal to the explosion of 10,230 kg (22,500 lbs) of TNT at that depth. (3) **The failure of the SCORPION COI to research the THRESHER data was a critical error compounded by failure to accept the technical assessments of the SAG.**

That THRESHER-associated signal - the bubble-pulse frequency of 3.4 Hz - was detected by 14 SOSUS hydrophone arrays in the western Atlantic with signal-to-noise ratios sufficient to have been detected at

ranges greater than the circumference of the earth had there been an unobstructed deep-water transmission path, i.e., no bathymetric occlusion. Reflections (echoes) of the collapse event signal from the Mid-Atlantic Ridge were detected by SOSUS. Basically, the THRESHER collapse (implosion) signal briefly "insonified" the entire western North Atlantic Basin.

The SCORPION collapse event signal was detected at a range of 821 nm to the east and at a range of 1021 nm to the west; hence, this signal was not "swallowed."

These assessments - based on analyses of acoustic data - invalidate the COI conclusion that SCORPION was lost because of the explosion of a "large charge weight external to the hull."

Involvement of Hostile Forces in the Loss of SCORPION.

At 2354 GMT on 21 May 1968, SCORPION sent a last message that reported a 220001 GMT position of 31-21N, 27-36W, an intended course of 290 and a planned speed of advance (SOA) of 18 knots for the remaining five day transit to Norfolk, Virginia, with an arrival time of 1700 GMT on 27 May.

At 18:20:44 GMT on 22 May, a battery-related explosion killed those members of the SCORPION crew in spaces forward of the reactor compartment and caused extensive structural damage within those spaces. SCORPION sank vertically at an average of 0.36 m/s (0.7 knots) until the pressure-hull collapsed (imploded) at a depth of 466m (1530-feet) at 18:42:34 GMT. The wreckage then continued to sink vertically.

The position of the SCORPION wreckage - first identified on 28 October 1968 - is 32-55N, 33-09W. That position lies 297 nautical miles, bearing 290 from the position SCORPION reported 18 hours and 27 minutes before the time of the battery explosion.

The SOA required to transit that distance in that time is 16.1 knots which placed SCORPION about 35 nm behind her PIM (Projected Intended Movement) at the time of the battery explosion, well within the moving position "box" established for the transit to avoid interference with other US submarine operations.

Thus, SCORPION was on course and only slightly behind her PIM when lost because of a battery-related explosion contained within the pressure-hull. **Interactions with hostile forces - as conjectured by conspiracy theorists - could not have occurred.**

VII. Why the Loss of SCORPION is NOT a Mystery

The headline of an Internet posting of 22 May 2018 ((reference (4) below)) reads; "NORFOLK, Va. (WVEC) – An (unidentified) Navy admiral called it 'one of the greatest unsolved sea mysteries of our era.'"

The information provided above unequivocally leads to the event that set in motion the loss of ship.

As discussed in the first section of this assessment, the Navy's own experts, the SCORPION Structural Analysis Group (SAG), concluded in 1970 that – as supported by metallurgical analysis of a recovered battery fragment – **SCORPION was lost because the main battery exploded at 18:20:34 GMT on 22 May 1968.**

That event would have produced a flame-front/pressure-pulse that – as discussed above - instantly killed those members of the SCORPION crew in spaces forward of the reactor compartment . They would not have been aware of the event. It occurred too fast to be cognitively recognized. That limit is 80-100 milliseconds.

Although the SCORPION Court of Inquiry did not accept the SAG assessments – primarily because of the above described incorrect conclusions provided by John Craven – the evidence derived from the metallurgical analysis, supported by a comprehensive analysis of the acoustic

data and observations by TRIESTE, made it indisputable in 1970 – and still indisputable in 2018 - that a battery explosion was the event responsible for the loss of SCORPION 50 years ago.

Resource comment: “The free Hydrogen - Oxygen explosive potential of Lead-Acid batteries has been an operational risk for submarines for almost a century. The transition from diesel boats to nuclear challenged personnel experience and focus as well as a needed examination of ship and battery operational procedures. A recognition of the actual cause of the loss of SCORPION is overdue. Importantly, it would demand now, (2018) a re-examination of action taken then, (1968) relative to training and procedures following the loss of the Scorpion by NAVSEA and Type Commanders.”

So – There is no “unsolved sea mystery.” Submarine Type Commanders should request the Navy take action to stop the nearly 50 year perpetuation of the erroneous SCORPION COI conclusions by following the facts and publicly correcting the COI findings.

References:

- (1) Glasstone and DOLAN, 1977; TM 5-1300, 199
- (2) WHY THE USS SCORPION (SSN 589) WAS LOST, Nimble Books, 31 October 2011
- (3) WHY THE USS THRESHER (SSN 593) WAS LOST, Nimble Books, 31 December 2017
- (4) <https://www.13newsnow.com/article/news/military/50-years-later-questions-remain-about-the-uss-scorpions-sinking/291-556797190>
- (5) <https://www.medicaldaily.com/breaking-point-whats-strongest-g-force-humans-can-tolerate-369246>

Using FamousKin.com Program to Expand Your Tree

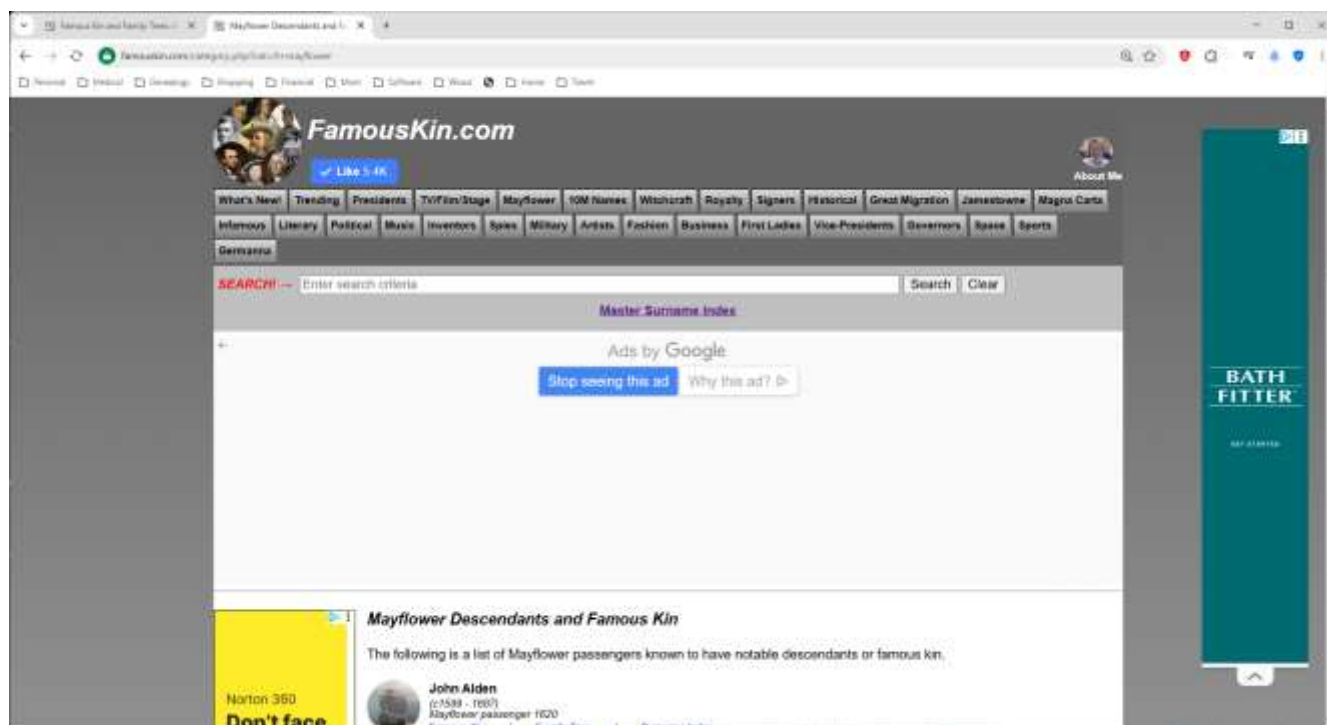
Don Ort - Gold/SY1/Blue 69-74 and Tom Krauser - Blue 72-74

We have discussed the **FamousKin.com** program in the past and how it can be used to expand your tree for people who may be notable, famous, or infamous. Once you have identified someone who is listed in the **FamousKin.com** program you can expand your tree in multiple directions to establish links between many ancestors who may already be in your tree and to create new links to other ancestor lines.

There are many standard categories of FamousKin.com in the program listed at the top of the screen. Suppose you have heard that someone from the Mayflower was one of your ancestors. In Google Search you could type: **famouskin.com mayflower** and that would bring up the following option. Clicking on that option would show the screen below:

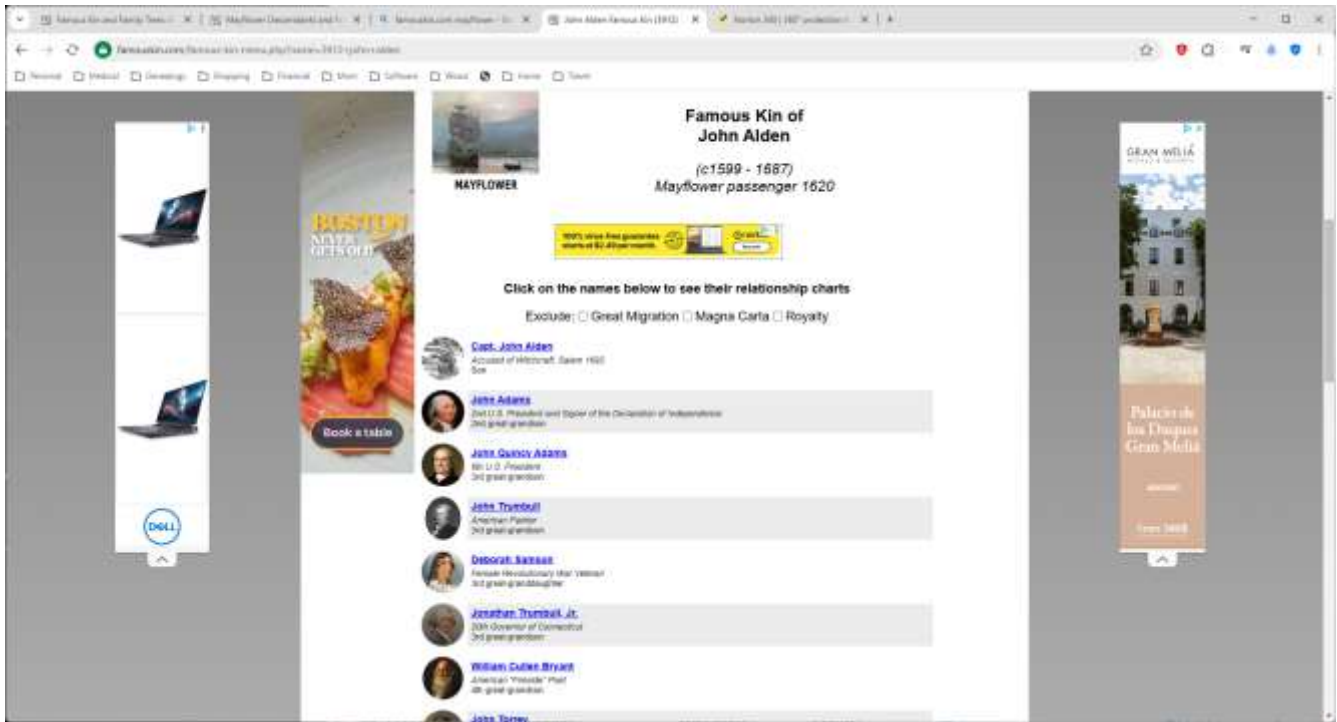
Mayflower Descendants and Famous Kin

<https://famouskin.com/category.php?cat=9+mayflower>



As you can see there are many other general categories of FamousKin at the top of the screen you can choose from. Scrolling down the list of people from the Mayflower you may recognize the potential name of the ancestor who is supposed to be in your tree.

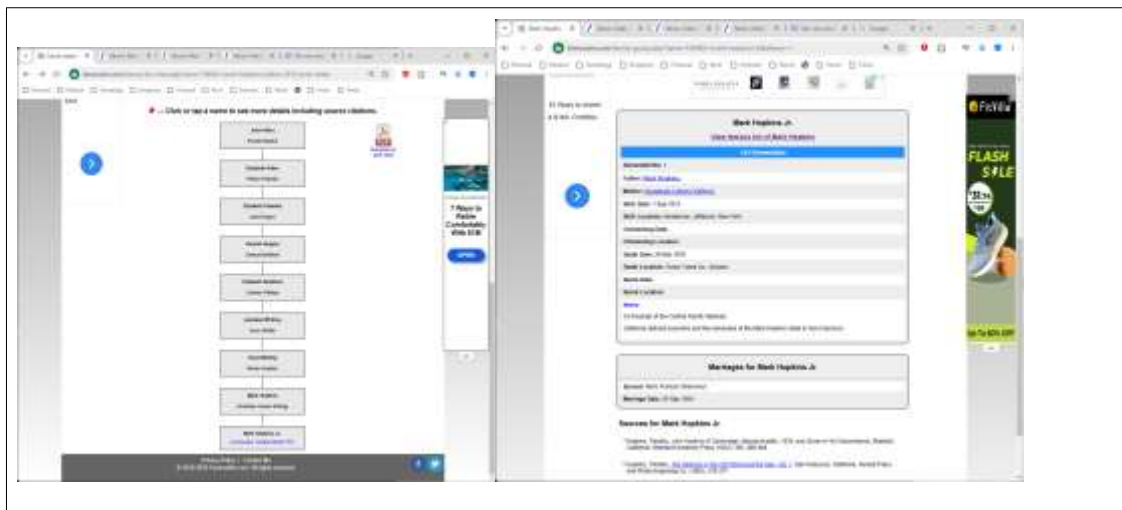
For example, John Alden is Don Ort's 10th Great-Grandfather, but you may not know this relationship yet. First, we click on John Alden, or any of the other Mayflower people, to see what people the FamousKin program knows about, which brings up the following screen as an example:



From there we can scroll down the list of people who have known relationships in FamousKin to John Alden and maybe you recognize one of the names listed in your tree. Since John Alden happens to be the 10th Great-Grandfather of Don, every one of the people shown are related to Don.

Looking at the list, we notice Mark Hopkins Jr. (1813-1878), who was the co-founder of the Central Pacific Railroad, is listed as a FamousKin for John Alden. He happens to be Don's 7th cousin 4x removed and Tom's 7th cousin 5x removed. Thus, we can use him as an example to complete the link back to John Alden for both their trees.

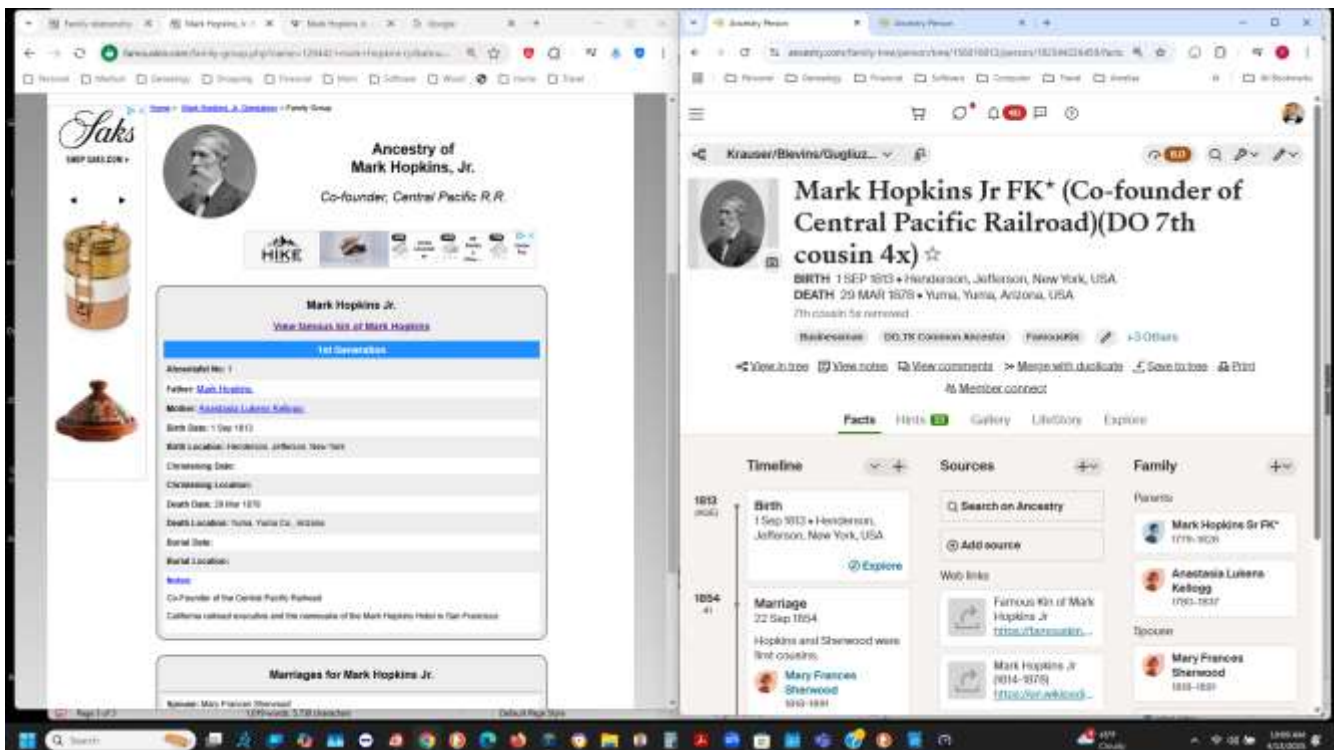
Clicking on Mark Hopkins Jr. shows the screen below with the path from John Alden to Mark Hopkins



Jr. Clicking on Mark Hopkins Jr. opens the screen on the right giving details about John Hopkins Jr.

NOTE, as a reminder, you can open multiple “browsers” (Edge, Google Chrome, Firefox, etc.) and put one browser (example Edge) on the left half of your screen (or 2nd monitor if using 2 monitors) and another browser (example Google Chrome) on the right half of your screen (or right monitor). Then you can open FamousKin in the left browser in the 1st tab, and open Ancestry in the right browser in the 1st tab. Note that you can have multiple tabs open in “each browser” with different web pages on each

tab. For example, on the left side, you can have the FamousKin page showing the “entire path” from Mark Hopkins Jr to John Alden in the 1st tab. To open the individual page for Mark Hopkins in the 2nd tag, first copy the web link from the 1st tab then paste it in the web address for the 2nd tab. Then, open the 2nd tab, click on Mark Hopkins Jr. to open the FamousKin page for Mark Hopkins Jr. in the 2nd tab. Note that under “Sources,” there is a reference to WikiPedia for Mark Hopkins Jr. To open the WikiPedia page in the 3rd tab, copy the web link from the 2nd tab and paste it in the web address for the 3rd tab. Then in the 3rd tab, click on the WikiPedia page for Mark Hopkins at the bottom of the page in Sources to open WikiPedia in the 3rd tab. This allows you to switch between the three tabs on the left screen to edit information to Ancestry Profile on the right screen. On the right browser you can have the Ancestry Profile for Mark Hopkins Jr in the 1st tab and any other pages in other tabs. For example, on the right screen you can open a second copy of Ancestry in the 2nd tab so you can use it for Tree searches as you move up the tree. See figure below:



This allows you to use the information on the left screens to edit the information in Ancestry on the right side of the screen.

The 1st tab on the left screen shows the entire path from Mark Hopkins Jr. to John Alden shows the page below which gives the links between Mark Hopkins Jr. and John Alden. Since Mark Hopkins Jr. is already in our trees we can start with him and work our way back up the tree to John Alden.

On the right screen, open up Ancestry in the 1st tab and navigate to the Profile of Mark Hopkins Jr. (or the person you are starting with) in your tree. If you have not already identified Mark Hopkins Jr. as a “FamousKin” in your tree, click on Mark Hopkins Jr. in the figure which opens up the information about him in FamousKin as shown below.

You can use the information to update any missing information in your tree from the information in FamousKin. Since Mark Hopkins Jr. is in FamousKin we can see who he is related to in the FamousKin program by clicking on “**View famous kin of Mark Hopkins**” to show the screen below.

We want to add this link for FamousKin to the Profile of Mark Hopkins Jr. Click on “**Add web link**” under Mark Hopkins profile. Click on the web address in the FamousKin page and copy and paste it into his Profile as the “**Web address**”

<https://famouskin.com/famous-kin-menu.php?name=128442+mark+hopkins+jr>

Then highlight and copy “Famous Kin of Mark Hopkins, Jr. Co-founder, Central Pacific R.R.” from the FamousKin page and paste it as the “**Link name**”. This will now allow you to open this **FamousKin.com** page anytime you are on the Profile for Mark Hopkins Jr.

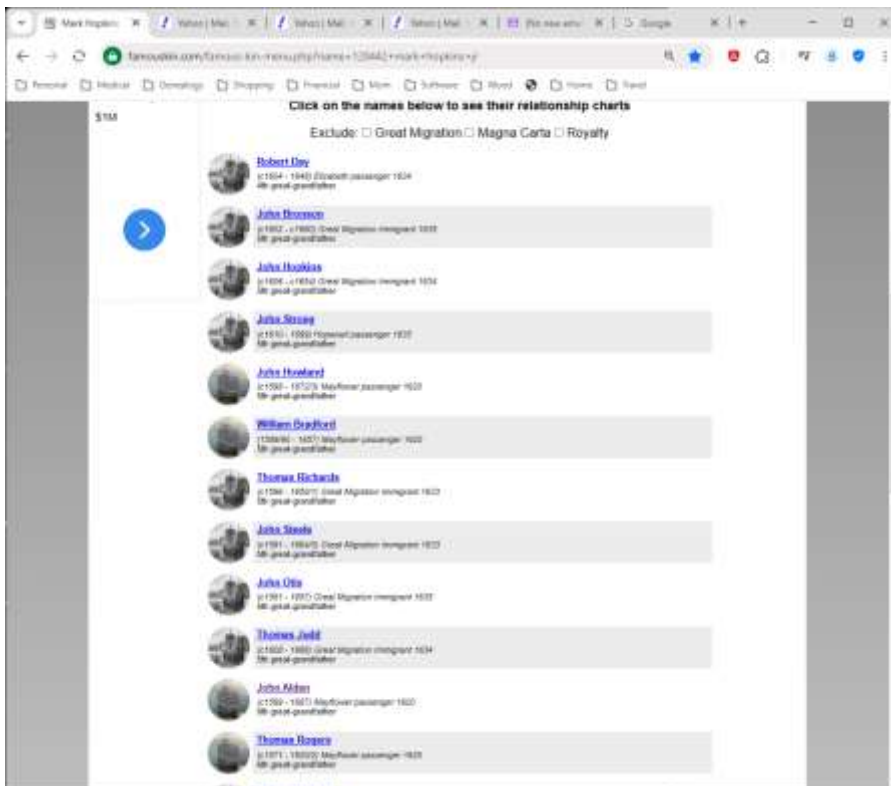
Also, note that at the bottom of the FamousKin page are “**Sources for Mark Hopkins Jr.**” which you can add to Ancestry. One of these sources is a Wikipedia link which you can open for more information on Mark Hopkins Jr. and also add it as a web link to his profile.

Since, Mark Hopkins Jr. is a FamousKin and notable person, we should add that information to the Suffix field for him as follows as an example: Jr FK* (Co-founder of Central Pacific Railroad)

We add the Jr since that is where it belongs, but also FK* (notes profile from FamousKin), (Co-founder of Central Pacific Railroad) to show why he is famous.

Remember that the Suffix field can hold 128 characters and can be used to add useful information about the person that will show up on most screens.

We can also add **TreeTags** to allow filtering for searches later (**See previous article on TreeTags for information on adding TreeTags**). We added the following Custom TreeTags: Businessman, FamousKin, Landmark_NamedFor, Organization_Founder, DO_TK Common Ancestor (shows this is a common ancestor for Don and Tom), and any other TreeTags you would like to create so you can filter on them later.



We notice above that John Alden, Mayflower Passenger, is listed as an ancestor for Mark Hopkins Jr. also.

We can use the left browser 1st tab to see who is next up the tree (Mark Hopkins Sr.) to add to our trees, if not already in tree. Then we open the 2nd tab and click on that person to open their FamousKin page. On the right browser, add that person if necessary, and edit the information from the left browser tab. As you move up, add the FK* (to show he is included in FamousKin) to each Suffix field so you know that person is referenced in the FamousKin.com program.

Using the FamousKin page showing the people all the way back to John Alden, we can start working our way up the tree until we reach John Alden. As we move up our tree we would add “FK*” to each Suffix field as we go up to show that person has a page in the FamousKin program. For example, the next person up the Tree is Mark Hopkins, Sr. so we add him, if necessary, to our tree and add the information from FamousKin. We add “Sr FK*” to the Suffix field. We also add Spouse information and any other desired information. We add “FK*” also to the Spouse since she is in FamousKin also. Since we had a WikiTree page we can also add information from WikiTree and web links for it to his Profile. In this case, there is not a WikiTree link to his parents but there is one for his Spouse we we can use that link.

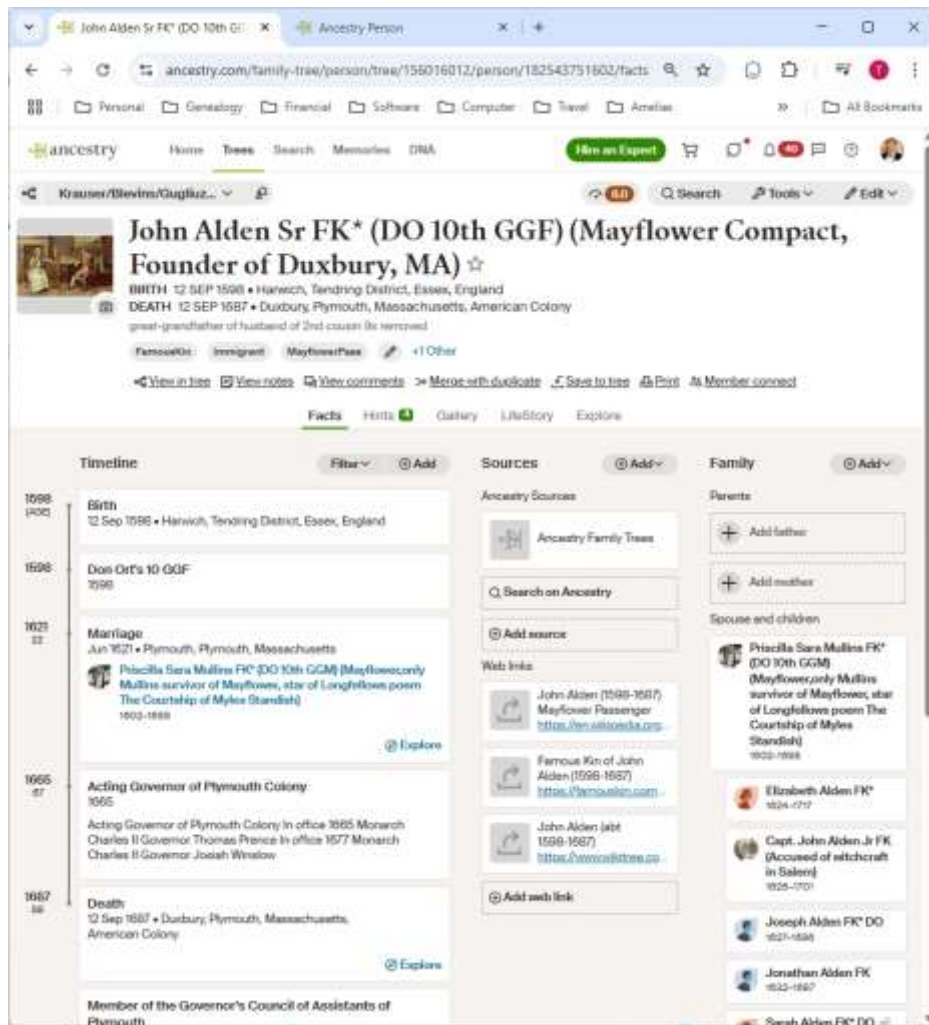
As you move up the tree you may want to perform a “**Find in Tree**” search using the 2nd tab on the right screen to ensure that person is not already in your tree. We would recommend that the “**List of all people**” option is a more useful option since it lists the people alphabetically in a list you can scroll down. Click on “**List of all people**” then type the “last name” and click “**Search**” to see a list. It also shows Birth and Death information which will be helpful in searches. This is helpful if the next few people up the tree all have the same last name. When you reach a different last name you just edit the name and click **Search** again to change the list. The disadvantage of the “**List of all people**” option is that it looks at the last name the way it is spelled and gives a listing of those last names, whereas, the regular Tree Search option looks for that string anywhere in the name or Suffix field. You could have 2 tabs open to allow both options to be used separately.

We have found many cases where that person may already be in our tree from another ancestry line but is not linked to this person. For example, as we move up the FamousKin path, assume that “Hannah Rogers” is already listed in our tree in another family line and we see her information when we perform the Tree Search. Thus, instead of adding a “new Profile” for Hannah Rogers when we get to her, we click on “Add Mother” then click on “**Choose someone from your tree**” and type in the name of the person already in your tree. After we add this person, we can look at the information in that Profile to see if it needs to be changed to continue up to John Alden. Adding this record may finish taking you to the person you were trying to reach.

We continue editing Ancestry all the way to John Alden. Then, we add him as a FamousKin with a link to his FamousKin.com web page and add appropriate TreeTags. We would also add any WikiTree, Wikipedia or other web page references to his Profile.

An example of the screen for John Alden from Ancestry (Tom’s Tree) is shown below. Note that John Alden is Don’s 10th Great-Grandfather but is not yet a “direct ancestor” for Tom. This could change as Tom looks at potential links to other people in FamousKin that may make a more direct connection.

In Tom’s tree it shows that John Alden is the “great-grandfather of husband of 2nd cousin 9x removed”, thus, Tom is connected to Don’s tree five generations down where Don and Tom’s tree show a common connection (Simeon Sampson married to Debora Cushings) between their trees.



Now that we have verified the Mayflower connection, we can use John Alden or Mark Hopkins Jr. to add any ancestors from him to anyone else using the FamousKin.com program. Note, that since John Alden is Don’s 10th Great-Grandfather, everyone on that page is also related to Don. This would be true for any FamousKin who are “direct ancestors” (grandparents or great-grandparents) to you.

Also, remember from an earlier article that the “**Mark Hopkins, Jr. Family Tree (Ahnentafel)**” option can be used to go up the tree for as many generations as FamousKin is aware of. In this case, it shows 13 generations up the tree. To get to this option, click on “Mark Hopkins, Jr. Genealogy” at the top of the profile page above his picture in FamousKin.com, then click on the “Mark Hopkins, Jr. Family Tree (Ahnentafel)” option.



USSVI 2025 National Convention



USSVI 2025 National Convention

August 31 – September 6

Rosen Shingle Creek, Orlando, FL



[2025 USSVI NATIONAL CONVENTION ONLINE REGISTRATION](#)

[2025 USSVI NATIONAL CONVENTION PAPER REGISTRATON](#)

Registration Fee: \$30.00 pp

Welcome Aboard Party: \$35.00 pp

Holland Club Breakfast: \$30.00 pp

Men's & Women's Luncheon: \$35.00 pp

Banquet: \$65.00 pp

Various Tours & Events: prices on the registration form

[2025 USSVI NATIONAL CONVENTION HOTEL RESERVATIONS](#)

\$120 Per Night Excluding taxes and fees

Print a copy, complete and mail with your check or money order to the address below.



655 Reunion #13 - Registration

Dates: 1-5 October 2025
Holiday Inn Norwich
10 Laura Boulevard | Norwich, CT 06360
860.889.5201



To Reserve Rooms: call the number above or link to

<https://hinorwich.info/HenryLStimson>

Reserve by phone reference HenryLStimson

Hotel Prices are good for Mon-Mon 29 Sept-6 Oct

Hotel Reservation **Deadline 1 September 2025**

Hotel Reservation is the responsibility of the individual.

Reunion Registration **Deadline 1 September 2025** Reunion Web Page: [655 Reunion #13](#)

Transportation is not provided from the airport.

Complete (print legibly), print the form and mail along with a check (payable to **John Glaub**) or money order to **John Glaub, 2 Terrace Ave., Niantic CT 06357**. Reason for **2025 HLS Reunion**.

For any questions contact the committee at: 655reunion2025@gmail.com

Shipmate Name: _____ Guest Name: _____

Relationship (place X beside correct one): Spouse ___ Significant Other ___ Family ___ Friend ___

Street Address: _____ City: _____ State: _____ Zip: _____

Phone: Home: _____ Cell: _____ Work: _____

E-mail: Home: _____ Work: _____

Number who will be attending this event in your group: _____

Patrols on STIMSON: _____ Total # Patrols on all boats: _____

| Dates Onboard | Rate | Crew | Dates Onboard | Rate | Crew |
|---------------|-------|-------|---------------|-------|-------|
| _____ | _____ | _____ | _____ | _____ | _____ |

Special Needs: _____

| | | | | | | |
|--------------------|---------|---------|---------|---------|---------|---------|
| Reunions Attended: | 1999 ND | 2001 CT | 2003 WA | 2005 MO | 2007 CT | 2009 GA |
| X beside each one | 2011 SC | 2013 AL | 2016 SC | 2018 OK | 2021 KY | 2023 SC |

Event attendance will be through advance payment only [pp = per person]

I am registering for the following per person (Association Member and all guests):

Registration Pkg Fee: (required for all) \$160 pp Number: _____ = _____

(This fee includes registration, Saturday banquet, all hospitality room food & beverages, bus transportation.)

OR

Individual pricing: [select what you want to do]

Registration Fee: (required for all) \$65 pp Number: _____ = _____

Saturday Banquet – 3 options for dinner \$65 pp Number: _____ = _____

Buses:

USS Nautilus Museum \$10 pp Number: _____ = _____

Use of bus is required for the SubSchool, Base Tour, SSN Tour – no personal transportation

SubSchool Graduation/ SubBase Tour /

WWII Memorial / Lunch at SUVBETS Club \$10 pp Number: _____ = _____

SSN Tour [if available] \$10 pp Number: _____ = _____

If an SSN tour is available to us, you must be physically able to climb the ladders.

REUNION USE ONLY

Check # _____

Date Rcvd _____

Registration # _____

Hotel Resv: _____

General Comments from the committee.

In order to get onboard NAVSUBASE everyone will be required to have a Military retiree ID card or complete some method for security verification. It may be by completing a special form or going online and completing security information. At this point we do not know which method will be used but as soon as known it will be put out to everyone via email.

The Association has established a refund policy for reunion registrations and it is located within our Bylaws in Article V.g. You can view this policy at: <http://ssbn655.org/association/bylaws/1610%20655BylawRev.pdf>

g. Cancellation of reunion registration and the refund of monies paid will be based on the timing of the cancellation. Registration cancelled prior to the reunion registration cutoff date will result in refund of monies paid minus the registration/office fee. For cancellation after the registration cutoff date, there will be no refund of monies paid.

THINGS TO DO IN THE AREA

MYSTIC AQUARIUM - 55 Coogan Boulevard, Mystic, CT

<https://www.mysticaquarium.org/>

Veterans get in free (proof of veteran status required). \$10.00 off for accompanying household family members. As a side note, they have kiosks to purchase tickets and John did not have to prove he was a veteran.

MYSTIC SEAPORT - 75 Greenmanville Avenue, Mystic, CT

<https://mysticseaport.org/>

Mystic Seaport is the nation's leading maritime museum.
Open daily 10:00 am to 5:00 pm.

OLDE MYSTIC VILLAGE - 75 Coogan Boulevard, Mystic, CT

<https://oldemistickvillage.com/>

An open-air village with unique shops

MASHANTUCKET PEQUOT MUSEUM - 110 Pequot Trail, Mashantucket, CT

<https://www.pequotmuseum.org/>

FOXWOODS RESORT CASINO - 350 Trolley Lane Boulevard, Ledyard, CT

<https://www.foxwoods.com/>

MOHEGAN SUN CASINO - 1 Mohegan Sun Boulevard, Uncasville, CT

<https://mohegansun.com/>

The hotel provides a free shuttle to and from Mohegan Sun Casino.

FORT TRUMBULL STATE PARK AND MUSEUM - 90 Walbach Street, New London, CT

<https://ctparks.com/parks/fort-trumbull-state-park>

Fort Trumbull has a legacy of service spanning two and a half centuries, from the American Revolution to World War II to the Cold War. Along with serving as a federal military facility, the fort played a pivotal role in the country's coastal defense system. Originally built in 1777 to protect the New London Harbor from British attack, the first masonry structure was destroyed after Benedict Arnold successfully raided the fort and the British burned New London to the ground.

FORT GRISWOLD BATTLEFIELD STATE PARK - Park Avenue and Monument Street, Groton, CT

<https://ctparks.com/parks/fort-griswold-battlefield-state-park>

The historical park is the site of the largest Revolutionary War battle in Connecticut, the 1781 British massacre of colonial militia. On September 6, 1781, British Forces, commanded by infamous traitor, Benedict Arnold, captured the Fort and massacred 88 of the 165 American patriots stationed there, including commander Colonel Ledyard.

GENIUS MUSEUM - 1650 Hartford-New London Turnpike, Montville, CT

<https://naturesartvillage.com/attraction/genius-museum/>

Take a historic walk and discover a timeless town displaying the rapid transformation of American technology over two centuries, along with the geniuses who created it all! The Genius Museum is a great place for families to share memories, older adults to feel nostalgic, and the young to learn how everyday life has developed with technology's advances.