



VOL. 2020 #7

JULY 2020

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2018 - 2021

<b>PRESIDENT</b> Tom [Marie] Krauser	<b>VICE PRESIDENT</b> Steve [Terry] Novic	<b>SECRETARY</b> Nick [Linda] Nichols	<b>TREASURER</b> Ken [Diane] Meigs	<b>OUTGOING PRESIDENT</b> Ray [Rita] Kreul
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Other Positions 2018 - 2021

<b>HISTORIAN / CUSTODIAN</b> Larry [Linda] Knutson	<b>WEBMASTER / NEWSLETTER</b> Nick [Linda] Nichols	<b>CHAPLAIN</b> Jake Morris	<b>STOREKEEPER / SHIPS STORE</b> Jim [Suzie] Weaver
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**From the Reunion Chairman - Dick Young, SN(SS) G 70-71, USSVI Cincinnati Base, Assoc. Life Member:**

**RESCHEDULING OF 2020 REUNION**

On June 17, 2020 at 1500, the Association Board of Directors - BOD (Officers and Reunion Committee Chairman) met via a video conference. The subject of the meeting was to decide if there will be a reunion in 2020. The decision:

**THE 2020 STIMSON REUNION IS OFFICIALLY RESCHEDULED.** Due to the COVID-19 pandemic and possible new outbreak, possible difficult travel due to the social unrest in the country and the upcoming national election, the BOD made the decision to err on the side of caution. Our greatest concern is the health of our shipmates. No one is getting younger and we really don't want to be the cause of any of us not getting older.

Therefore, our plans are as follows:

- 1) Move the reunion to October 6-10, 2021. The next reunion will then be 2023 and every two

years after that.

2) I [Dick] have agreed to stay as the Reunion Committee Chair for the 2021 Reunion.

3) I've checked with the event venues that were planned (Wright Patterson AFB Museum, River Boat Cruise/Dinner and the bus company) and all will be moving our reservations into October 2021.

4) I've worked with the hotel and they have **changed our venue reservation to October 6-10, 2021.** Our room rates will remain the same for the new scheduled dates and will be good Monday Oct 4th through Sunday Oct 10<sup>th</sup>.

a. The hotel has asked for no calls just for info because they have so many people on furlough they are overwhelmed. If you have hotel questions please let me know and I will be your contact for information.

b. To repeat, there is not a charge on a credit card for the hotel until it is actually used. It's only kept on file as it has been with all reunions.

c. For those of you who have already made room reservations, these have been moved to the new time frame keeping the check-in and check-out "days" the same.

d. If you would like to make a reservation for next year contact the hotel (**888.294.5067**)

e. If you would prefer not to have the room reserved at this point contact the hotel (**888.294.5067**) and cancel your room. You can reserve it for the new dates later.

5) There are a total of 54 registrations that have been paid. Registration fees for the 2021 Reunion will remain the same so the BOD is encouraging you to leave your money in the Reunion bank account

a. Your registration will remain the same unless you make changes to it.

b. If for any reason you feel you must cancel the current registration please email Dick ([stimson655reunion2020@aol.com](mailto:stimson655reunion2020@aol.com)) and a full refund will be made.

c. If you request a refund, your registration will be cancelled and you must send in a new one with the registration fee before the deadline date for the 2021 Reunion.

We know everyone really wanted to see the reunion happen this year but we are worried about the safety and health of our shipmates. We appreciate your understanding and support of this decision. It was not made lightly.

This brings us to the 2023 Reunion. Don't laugh guys; it will be here before we know it. For those of us who have been Reunion Chairs in the past, we will tell you how fast the time comes upon you. It would be great if someone would willingly come forward before the 2021 Reunion and offer to host 2023 for us. In fact it would be even better if we had two someones so we could actually vote on where it's going to be held. The business meeting at the 2009 Reunion was the last time we had more than one location to vote on.

If you have any questions or concerns feel free to contact any of the Board or the Reunion Chairman.

Have a blessed and enjoyable summer; stay safe and healthy until we can all get together in 2021.

Feel free to contact me if you have any reunion questions using the Reunion email address. //  
Regards, Dick Young

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

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**REUNION CONTROL CENTER**

**2021 Stimson Reunion**

**October 6-10, 2021**

**Hotel: Holiday Inn**

**1717 Airport Exchange Blvd.**

**Erlanger, KY 41018**



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

Thinking about the health and safety of all our shipmates, the board conducted a video meeting Wednesday June 17<sup>th</sup> to discuss the current world situation with the

COVID-19 virus. Currently, cases are on the rise again in multiple states and the board feels that the situation in October may not be safe for our shipmates to hold the reunion.

Therefore, the board has decided to reschedule the reunion for October 6-10 of 2021 hoping that the situation by then will have improved to make the reunion safe and enjoyable for everyone.

Dick Young and the reunion committee have talked to all the vendors and it appears that we can just move everything out a year without undoing all the hard work that Dick and the

**Submarines Lost During the Month of July**

<b>USS S-28 (SS 133)</b>	<b>July 4, 1944 – Training Exercise</b>	<b>LOST WITH ALL HANDS 49 SOULS</b>
<b>USS ROBALO (SS 273)</b>	<b>July 26, 1944 – 3<sup>rd</sup> War patrol</b>	<b>LOST WITH 77 MEN; 4 DIED AS POW'S; 81 SOULS</b>
<b>USS GRUNION (SS 216)</b>	<b>July 30, 1942 – 1<sup>ST</sup> War patrol</b>	<b>LOST WITH ALL HANDS 70 SOULS</b>

**THREE Boats and 202 Men Lost**



**Many thanks to Don Ort.**

**RM2(SS) Russell 'Russ' Arienta B 72-75  
Departed on Eternal Patrol April 20, 2011**

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*Submitted by John Mason, ET2(SS) G 79-81*  
Comments IRT Eternal Patrol: Richard A. Wilson,  
ETC(SS) G 77-81; EP April 13, 2020

Willie was cool. I first got on 655G in November 1979 as a new ET3. He was a first-class at the time. He made chief on our first patrol. I starred for 2nd and left for Dam Neck in 1981. I remember him running around the boat in a steam suit during his pre-initiation harassment lol. I have a very clear picture of him in my mind; he's in the control room, hooked into an EAB connection; I don't know if he was having fun or not; pretty sure he was sweating quite a bit lol. He took care of me so well, and in ways I did not truly appreciate at the time. He made me do things I didn't like, anything outside of electronics for example. LOL. For example, we had to write our own evaluation inputs in evaluation format. Ugh. Consequently, I learned how to write good, proper evaluations. It's a skill I used to good effect often in the future. I was extremely fortunate to make senior chief the same cycle he did (1988, if I remember correctly. He was #1 on the list, I believe, and I was last that year (24??); you heard no complaining from me). I didn't know whether to feel embarrassed or not. However, there is no doubt, I never would have made senior that quickly if he had not been for him (and of course LCDR Rutkowski, and the rest of my shipmates, then and in the future). My ex, Susie, and I spent a few times off the boat with him and Murlah as well. I remember dragging my huge Peavey guitar amp over to their house one day, though I can't remember why; I'm a horrible player.

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

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**WELCOME ABOARD: Found & Updated Shipmates**

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

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**MM2(SS) Brett Dellinger G 86-90**  
(info updated by shipmate)

**ETN2(SS) Owen M. Duke G 75-59**  
(added to Sailing List at shipmate's request)

**EN3/MM1(SS) Calvin R. Stark B 65-71**  
(added to Sailing List at shipmate's request)

**LT(SS) (MC) William F. Wieting G 66-67**  
(info updated by shipmate)

**MM1(SS) Joseph R. 'Joe' Taylor B 84-87**  
(added to Sailing List at shipmate's request)

**QM1(SS) Robert 'Bob' Monfort B 85-90**  
(added to Sailing List at shipmate's request)

**ETN2(SS) Michael A. 'Mike' Kerste G 69-73**  
(info updated by shipmate)

**MM2(SS) Dario Gonzales G 68-70**  
(added to Sailing List by Don Ort along with the following note: The first night I spent aboard the HL Stimson Dario and I, a new MM3 nonqual, were assigned to repack the HP Brine pump in LLER. Using an open-end wrench to tighten the packing the wrench slipped, split my eyebrow open. I went to the bunk after seeing the corpsman but Dario got me up so we could finish the job! )

Many of our shipmates are on FaceBook but are not listed on our Sailing List. Please check the new 'Looking For' Sailing List on the website to help locate these shipmates. When you see shipmates on Facebook ask them if they are on

the Sailing List and please send them a personal invite to contact [655webmaster@ssbn655.org](mailto:655webmaster@ssbn655.org) to be listed and become a member of the Stimson Association.

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### BINNACLE LIST

(if you would like to be placed on our Association Binnacle List please send an email to [655webmaster@ssbn655.org](mailto:655webmaster@ssbn655.org))

#### IMPORTANT:

So that I don't continue printing the same information in the binnacle list, beginning this edition if I have not received an update on a shipmate, I will only note that fact. If you see that note please refer to a prior newsletter to see what the health issue is.

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**Elam Mauk, EMCM(SS) B 65-69 Plank / COB 66 -68, USSVI USS Sailfish Base, Holland Club, Association Life Member**

Cards to: 509 Clubside Cir., Venice Fl 34293

**4.12.2020:** From Elam & Angie: I am preparing for a Heart Valve replacement in the near future.

Hope to make the next reunion. Sincerely, Elam

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

Cards to: 75 Lambeth Drive, Asheville, NC 28803

**5.17.2020:** Concerning Sandy Hastie's battle with cancer, there is good news. We got the results back from the March 29, 2020 PET/CT scan.

Some cancerous activity is still present; however, the activity is slight and is being controlled by the Ketruda immune therapy. We will continue the every three weeks Ketruda infusions. So all goes well. Donna & Sandy

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**Jim Gray, MM1(SS) B 69-71**

Cards to: 1 Rugby Ct., Toms River NJ 08757

**7.28.19 Last Update**

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**Bob Faulkner, MT1(SS) B/G 80-86 OVHL2**

Cards to: 2901 N 82st Place, Scottsdale AZ 85251

**11.7.17 Last Update**

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

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**655 Association Website**

[www.ssbn655.org](http://www.ssbn655.org)

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### **Momentum at Midway and the role of Navy's Bureau of Personnel in World War II**

Story Number: NNS200606-02Release Date: 6/6/2020

By By MC1 Mark D. Faram, Chief of Naval Personnel Public Affairs,

WASHINGTON (NNS) -- There's no doubt the Battle of Midway altered the course of World War II and world history, or that this stunning victory against overwhelming odds by the United States paved the opening miles of the road to victory.

Much has been made of the grit Adm. Chester Nimitz's forces showed during the opening months of the war. On the heels of May 1942's Battle of the Coral Sea, that stoppdc the Japanese advance in the South Pacific, those forces swept north, licking their wounds, to stop a Japanese northern counterpunch aimed squarely in our Pacific backyard.

Editor's Note: The details used to write this story were plucked from the U.S Naval Administrative Histories of World War II. These 175 unpublished histories are bound in approximately 300 volumes and exclusively in the collection of the Navy Department Library at the Washington Navy Yard. These documents are the first drafts of the Navy's own history of the war. They were written both during and immediately after the war. The assistance of the Naval History and Heritage Command and the Navy Library were invaluable in writing this story. [READ MORE HERE](#)

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### **Google Maps to Alert Users About Pandemic-Related Travel Restrictions**

Munsif Vengattil, Reuters - Jun 08, 2020 2:30 pm

Google is adding features on its Maps service to alert users about COVID-19-related travel







under CDR Bob Weeks, CO. My wife and sons, my wife's parents, and my own parents were all there, all bursting with pride. It was a gorgeous day, and an impressively smart, colorful and very traditional ceremony.



Earlier, in late July, 1966, while on patrol on board USS SAM HOUSTON SSBN609(B) off Norway up near the Arctic Circle, the radioman had surprised me with dispatch orders that gave me not more than 48 hours from the end of the patrol (in Charleston, SC) to report to the USS HENRY L STIMSON in New London, for duty as ship's Medical Officer. I had known that HOUSTON was headed for an overhaul at the end of the patrol, and that I would be assigned to another ship shortly thereafter (preferably, after a full R&R). Although I'd heard absolutely nothing official, rumor had it that I'd be sent to the FRANCIS SCOTT KEY: you see, their officers' wives club had already been in touch with my wife - usually a sure sign. So when the radio shack handed me orders to the STIMSON, my surprise

was tinged with anxiety - would I have to make "back-to-back" patrols? What else could occasion the urgency that required me to be back in NLON not later than 48 hours after HOUSTON arrived at the Naval Weapons Station in Charleston? My apprehension grew as I asked around the HOUSTON if anyone knew the status or whereabouts of the STIMSON, and no one - No One - could offer any information whatever. I sat down with the XO (CDR Dickinson Smith, later Admiral Smith, COMSUBPAC, and an exemplary officer if ever there was one) and pondered what to do. He noted that it was possible for me to "decline" my orders, but he pointed out that commissioned officers get to do that about once in their careers, and it doesn't win them any friends... He shared my concern about the urgency of the orders, but suggested that the best thing to do was grin and bear it, that life presents us with more opportunities than travails, if we but look at things that way.

HOUSTON finished her 71-day submergence in the balmy waters off Charleston, and that evening I was on a plane for New London, actually happy to be out of the hot, humid miasmas of seaboard South Carolina and to bypass the tedium of off-loading missiles at the Weapons Annex - a grim place at the best of times. When I reported to the STIMSON office at the SubBase the next day, I was greeted with grins and happy welcomes from Bob Weeks: "Doctor! Good to see you! You're here in time for the pre-commissioning party tonight! and the dependents' cruise tomorrow! and of course the commissioning ceremony the day after that. And there'll be another party after that!" It turned out that my coming had been foretold for some time - long enough, in fact, to get my name cast in stainless steel on the Plankowners' tablet adorning the wardroom.

In the next day or two I presented my credentials (CO/XO's personal endorsements, completed submarine qualification card and checkoff list, a freshly-typed 80-page thesis on "Electrical Hazards On Board FBM Submarines," and my completed open-book examination on

Submarine and Diving Medicine) to the CO of the Naval Submarine Medical School; that office reviewed all the material and declared me a Qualified Submarine Medical Officer, so I ran out and bought myself my first set of Medical Corps dolphins and pinned them on myself, sans ceremony, but with great, great pride! Thus the photo: only a gedunk ribbon (National Defense) and a gleaming new set of dolphins on my chest, a conspicuous indoor pallor, but a very luxuriant beard that I was allowed to keep (probably to add a little saltiness to the commissioning ceremony - the CO paid attention to details like that...)

Indeed, of the 14 officers in the wardroom only five of us were actually qualified in submarines; I wound up standing watches as diving officer of the watch in order to free up some of the line officers' time for their qualification studies. I recall asking Bob Weeks, "What about *my* professional reading?" He looked owlish for a moment, then raised his chin and, grinning, shot back, "Are you *really* going to do any? We don't have any medical texts or journals on board. You can help the ship meet its mission." End of story: after exactly one year I was detached from STIMSON; my fitness report for the entire year had two grades of 4.0 (remember, Weeks and Chidley graded us according to the original intent of the Navy, with 3.4 meaning "average, satisfactory," 3.6 being "well-done," 3.8 being "excellent," and 4.0 was reserved for "outstanding - *one in a hundred.*") My 4.0 grades were for "professional knowledge or skill" and "seamanship and ship handling." My only 3.6 was in "personal conduct" - and I've always wondered what that meant...! It didn't hurt too much: I made Captain in 1981. The second photo was taken at my retirement party in October, 1998, 30 years (and 30 pounds) later...

Well, after my "four-oh" in seamanship and ship-handling (from a line officer, no less!), I am perhaps proudest of my Plankowner's Certificate that says I was among the distinguished men who put USS HENRY L STIMSON SSBN655 into commission on August 20, 1966.



All the best - Bill Wieting, LT(MC) [CAPT (MC) Retired] USNR  
Medical Officer, USS HENRY L STIMSON  
SSBN 655 Gold Crew, 1966-67  
York Harbor, Maine

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

### **Getting even in the morning**

I was in the McDonald's drive-through this morning and the young lady behind me leaned on her horn because I was taking too long to place my order.

"Take the high road," I thought to myself.

So when I got to the first window I paid for her order along with my own.

The cashier must have told her what I'd done, because as we moved up she leaned out her window and waved to me and mouthed "Thank you.", obviously embarrassed that I had repaid her rudeness with a kindness.

When I got to the second window I showed them both receipts and took her food too.

Now she has to go back to the end of the line start all over.

Don't honk your horn at old people.

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Submitted by James Maddox, YNC(SS) B 83-86

Just found the following for sale on EBay. Anyone wanting a true piece of ship's history, this is it.

**ORIGINAL designer pencil artwork Logo USS Henry L. Stimson SSBN-655 Submarine (6 larger photos, larger and sharper are shown on the website). Anyone know who the designer was?**



This is the link: <https://www.ebay.com/itm/ORIGINAL-designer-pencil-artwork-Logo-USS-Henry-L-Stimson-SSBN-655-Submarine/123656447811?hash=item1cca7fa743:g:EJwAAOSwgJ1cbcOF>

The seller has indicated that it is original authentic. See pictures (on EBAY) for pencil marks from designed, trying the best lines, paper size about 13.5" x 8.5".

Other forms of ship's memorabilia (commission, launching, decommissioning, hats, patches, challenge coins, etc.) are also available.

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Submitted by Chuck Hladik, TM2(SS) G 67-70, USSVI USS Oklahoma City Base, Holland Club

I once had a conversation with a Lawyer who lives here in Norman, Oklahoma that helped President Reagan negotiate the SALT Treaties with Russia. He said that they found out from the negotiations with Russian, the thing they feared the most was our Submarines. I think this is a real testament to what we accomplished while we served our country. I hope you enjoy the attached video. //Chuck

<https://youtu.be/PvXGYFVNqYM>

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

I have six masks that are extra in my household that I would like to offer to any shipmates who do not have one. I will bear the cost of shipping them out as well.

I have two of these:



Note the opening in the picture on the right - this is where you can insert additional filtration material.

I have four of these:



These came from **alwaysasubmariner.com** out in Utah. They are originally two layers of fabric, but Connie added a third layer for comfort and with a beard, it is more comfortable.

These are an over-the-ear style, and the adjustment piece is silicone so it is very comfortable behind the ear, even with glasses on. The straps are elastic as well. She converted them from a behind the head strap style to the over-the-ear style which I find easier to manage.

So let me know if we have any of our shipmates in need of masks, then put them in touch with me, and I'll handle the rest.

//George Birmingham

704-975-3138

[subvet\\_ssb@bellsouth.net](mailto:subvet_ssb@bellsouth.net)



**The Computer Corner**  
**By: George Birmingham, ET1**  
**(SS), Gold 69-74**

The article this month is a list of all Computer Corner Articles that have been published in the newsletter. Enjoy...

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**Nukes, Nubs And Coners: The Unique Social Hierarchy Aboard A Nuclear Submarine**  
***Getting assigned to your first sub doesn't make you a submariner and once you become one you'll find yourself in a social structure unlike any other.***

(THE DRIVE 16 JUN 20) ... Aaron Amick

Living in a machine with over 100 sailors requires a person to be flexible socially and sometimes physically. I spent two decades on United States Navy submarines performing sonar duties among eccentric personalities in incredibly stressful situations. When sailors report to their first submarine, they are joining a work culture unlike any other. Surrounded by crew members busily moving about tight spaces and narrow walkways, announcements over the circuit boxes, roving watchstanders, equipment humming to 400hz fans, it can be anxiety-inducing to any sailor.

That is why every new crewmember starts as a NUB. But, if they work hard and learn the systems, they will earn their dolphins and become a member of another entirely unique subculture within the grander social hierarchy that exists

within the confines of the submerged tube they call home for months on end.

Here's is what is expected of a new crew member and a bit about the various 'unique' groups of people aboard the submarine, one of which the NUB will find themselves an integral part of once they get minted a submariner.

**The NUB**

A new crewmember is a Non-Useful Body, or NUB. He or she uses our limited supply of space, water, food, and oxygen. They are not welcome, but BUPERS (Bureau of Personnel) keeps sending them. The NUB is easily identifiable as he will be the only crewman wearing a command ball cap with the ship's name and no Dolphins symbol on the front. They have their qualification card in their rear pocket at all times and had better have a small notebook in their hand for studying. They do not have movie privileges unless they are a "Hot Runner." Hot Runner refers to a torpedo self-starting despite the fact it hasn't been launched yet. Very dangerous, but Submariners like that kind of initiative in the NUB.

Everyone, officer or enlisted, is a NUB when they report to their first submarine. They are treated with contempt. In the case of the officer, it's respectful contempt, sir. The NUB is expected to qualify in submarines within 12 months. This can be extended a few months if there are outside circumstances that delay qualification opportunities.

Qualification on a U.S. submarine is a formal process completed in phases. The first phase introduces all the major systems around the boat. This orientation phase is purposefully designed to ease the NUB through the culture shock of living inside a machine the Navy sends to submerge in the ocean for weeks on end. This introduces the NUB to their fellow crewman, one watch station at a time. This first impression will affect how difficult their qualification path is because the crew decides if you are to become a submariner or not. They must earn their confidence. They must prove that they can perform emergency actions without

direction and with confidence during a 'casualty,' when something goes wrong.

Phase two of submarine qualification is the most difficult. It requires detailed knowledge of every system on the boat, from the nuclear powerplant, to ventilation, to electrical and hydraulic systems, to simple atmosphere scrubbing and gravity drains. The Non-Useful Body must memorize every system, be able to draw it from memory on command, and know the initial actions they must perform if a causality occurs to that system. Even if it's not their assigned equipment, they must know how to prevent a failure from cascading into a major casualty that could be catastrophic for the boat.

Phase three of submarine qualification is the most physically demanding. This is the walkthrough phase. The NUB will walk through every level of every compartment one at a time with a qualified crewman. During this tour, they may be dressed in full protective gear like a Fire Fighting Equipment (FFE) asbestos bodysuit and wearing breathing protection. This physical discomfort compounded with an oral interview answering detailed system-specific operational questions simulates a small, but important amount of stress compared to what they would endure during a real casualty situation.

Phase four is 'The Board.' This is the end phase of the submarine qualification and is more difficult to schedule than it is to pass. The NUB must find at least three submarine qualified crewmen who have three to five hours of off-watch time at the same time to be part of an oral interview board. There must be at least one submarine qualified officer, one senior enlisted man, and one system expert on the Board.

It is customary for the qualifying crewman to bring a small snack to the Board. Usually, there is a bowl of Jolly Rancher hard candies, but I have seen a cook make a full dessert platter with pastries and a cake. The Board members can't ask hard questions when they are enjoying some sugary treats!

If a Board interview is failed, a crew member can reschedule a second board when they are

ready. He or she is only restricted by the time constraints of the qualification schedule. If they fail a second board they may be removed from submarine service, but this is very rare. Good submariners can be built if given enough time by the crew to help them. I have seen both enlisted and officers wash out of the submarine qualification program and in each of those cases it was for the better. It very possibly saved their lives and ensured the safety of our ship.

The final phase is a one-on-one interview with the Executive Officer and the Commanding Officer. Every submarine qualified sailor is awarded their dolphins with the full confidence and trust of the submarine Captain. By this time, the crewman has earned the respect of their shipmates and demonstrated that they know the basics to keep the submarine in fighting shape, no matter the circumstances.

After achieving the approval of the crew and getting one's dolphins, they get categorized into one of two groups—Nukes and Coners.

### **The Nuke**

Crewmen who work in the engine room are called Nukes. They are made up of high school graduates who loved Star Trek so much they decided to role-play their science fiction fantasy in real life. Incredibly smart and able to digest volumes of information in a short time, these mystical figures often whisper of powerband constraints and millirems amongst themselves. They use math so much in their daily routine they ran out of numbers and added some Latin letters to their measurement logs. They are best avoided at mealtime and are given their own table in the crew's mess next to the Chief Petty Officers.

### **Nukes come in three varieties:**

The Reactor Operator is likely the stereotypical 90-pound geek who maintains a World of Warcraft account despite being underway for 10 months of the year. He's wiry, lanky, and a little jittery from energy drinks. Despite his excitement, he is the smoothest Reactor Operator in the nuclear program and can catch a power spike like he's

dimming the bedroom lights next to his waifu body pillow.

The Nuclear Electrician is the most chameleon-like and may be difficult to spot in a crew photo. He often has average height and build allowing him to blend in with the 'Coners' if left unchallenged. He gives himself away by always having a Sudoku puzzle book tucked inside his poopy suit and a faint odor of ozone follows him around.

The Nuclear Mechanic is the protector and enforcer of the engine room. These sailors are often very large compared to their fellow Nukes. They have oil-stained fingers and faded blue poopy suits that have seen more underway time than was intended. They eat at the Nuke table in the crew's mess with gusto, filling their frames with enough carbs to make it through the next six hours in the hot engine room.

Life in the engine room is routine at sea. No matter what the mission or our deployment location they serve one purpose: Push the Cone.

### **The Coner**

Coners live in the Cone. That's any space forward of the engine room. They make up the rest of the crew. A grab bag of cultures and backgrounds, from small-town USA to big city living, the Cone represents a microcosm of the United States' young men and women. This mix of people come together at the needs of the Navy and perform well despite their differences.

The Radioman is the most elusive of the Coners. He spends his time locked in his 'Radio Shack' both off watch and on. This limited access space offers a small amount of privacy not seen anywhere else outside the Captain's stateroom. From this room, messages are dispatched around the boat. Radiomen are the gatekeepers of all message traffic from the most sensitive top-secret orders to routine personal messages. No matter what is happening or planned, the Radiomen know about it first.

The Quartermaster, or "QM," could be mistaken for a militant artist with his bandolier of colored pencils and erasers. He is the 'Keeper of

the Chart.' Hunched over a plotting table for six hours at a time, he is constantly calculating and verifying the ship's position.

Off watch, they are preparing charts for the next day or next mission. A modern, Neo-QM has turned in his colored pencils for a tablet pc and paper charts for their digital replacement, but their fixation for geolocating and browsing rules of the aquatic road remains a constant.

Sonarmen, sometimes referred to as "shower techs" or "sonar girls," are the most eccentric of the crew zoo. In a world where every evolution from flushing the toilet to firing up the kettle has a written procedure, the sonarman works in the most liberal and creative of environments.

Sonar is a talent-based skill that varies from sailor to sailor and some of the best are also some of the most unstable personalities to be awarded a secret clearance. They are most likely encountered in or near the shower as they have an affinity for bathing underway.

Missile Technicians, "MTs," are the stewards of 'Sherwood Forest.' Rising between levels in the missile compartment, 24 large orange trunks fill the nuclear ballistic submarine like an apocalyptic orchard. MTs rove around the ballistic missile tubes checking temperatures and pressures, ensuring their precious reentry vehicles and the nuclear warheads nested inside them are very comfortable.

Auxillarymen, or an "A-Ganger," is a hostile creature and the natural predator of the sonarman. A combination of 'Nuke Waste,' a sailor who failed nuclear power school, and a backyard diesel mechanic, the A-Ganger is the gruffest, foul-mouthed sailor onboard any United States Navy vessel. They are responsible for scrubbing the atmosphere clean, managing the waste tanks, and keeping the sweet Fairbanks Morse diesel engine running smoothly. They appear to be a less evolved Nuclear Mechanic whose smell is as rank as their language.

The Torpedoman can always be found in the torpedo room. Both on watch and off watch, the torpedo room is the crew's social center on an attack submarine. A master of small arms and

heavy explosives, the Torpedoman is the weapons master of the crew. They are always cleaning rifles and polishing the torpedo tubes to a new level of brass brightness. They are often found in pairs due to their reader-worker routines, checklist and grease pencil in hand. If you find yourself in the torpedo room, look for the most heavily armed person there and that is your Torpedoman.

The Cooks, or Mess Specialists, are the most liked persons of the submarine crew. They dish out 1,000 calories of happiness every six hours, every day and keep the crew fueled.

While every crewman has their watch team and circle of friends, everyone knows the cooks. Clad in very distinctive white chefs outfits and paper hats, they manage to serve up chow with a smile and light banter to keep morale up.

Anyone who has spent time at sea respects the cook.

Yeomen are crewmen with a very specific skill. They can type. Commonly found in the 'Yeomen Shack' hunched over a keyboard like Schroeder on the piano or in the torpedo room yammering about how they don't have to stand watch because they work so much. The Yeoman is the Executive Officer's right hand and has a chest full of Navy Achievement Medals to prove it. He or she processes the paperwork bureaucracy that keeps the Navy afloat and flowing in the right direction.

Doc, the submarine's Corpsman, also known as the "Pecker Checker," keeps everyone healthy or at least can identify when someone is not. From dispensing the Navy's universal cure, Motrin, to the 'morale check' (a slap on the crotch), the Doc makes sure everyone has absorbed enough radiation for evolutionary mutation and is ready to stand watch.

This is the American Submarine crew. On their own, they may be goofy and socially awkward, but as a crew, this band of misfits becomes the best warfighters I have ever had the honor of serving with.

Life on board a submarine is rewarding because it is a demonstration of what a diverse

group of people can achieve under incredibly difficult conditions.

<https://www.thedrive.com/the-war-zone/34104/nukes-nubs-and-coners-the-unique-social-hierarchy-aboard-a-nuclear-submarine>

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### **Renaming U.S. Navy Ships (DEFENSE & AEROSPACE REPORT 14 JUN 20) ... Christopher P. Cavas**

It sometimes happens – for a variety of reasons

The nation-wide movement to remove names that honor or glorify the Confederate cause is an issue confronting the US military not just in the public eye but also in the halls of Congress. The Senate Armed Services Committee, in its June 11 markup of the Fiscal Year 2021 National Defense Authorization Act, inserted a provision:

“Establishing a commission to study and provide recommendations concerning the removal, names, symbols, displays, monuments, and paraphernalia that honor or commemorate the Confederate States of America, addressing an implementation plan, cost, and criteria for renaming, among other procedures. The implementation plan is to be implemented three years after enactment.”

The Republican-led committee adopted the overall bill with a bipartisan vote of 25-2, and the measure now heads to the Senate floor for consideration. To become law it still needs to be adopted by the whole Senate, survive into the House-Senate NDAA conference bill and then signed by the president.

At immediate issue are ten US Army bases named for Confederate officers, as well as the cruiser USS CHANCELLORSVILLE (CG 62), which memorializes a land battle considered to be a Confederate victory, and USNS MAURY (T-AGS 66), a survey ship that honors Commander Matthew Fontaine Maury, the first superintendent of the US Naval Observatory and who gained worldwide fame as an oceanographer for the US Navy. Maury also served in the Confederate Navy, but since 1918 four US Navy ships have carried his name.

The Navy generally refrains from renaming its ships once they've entered service. Politics and social mores certainly play a part in choosing the names of new ships, and it is not unusual for a ship to be renamed one or more times prior to entering service, but it would be quite unusual for ships to be renamed in service due to changing sensitivities.

Renamings usually take place because of an imperative to quickly honor a person or event. They can also accompany a change in function such as converting a ship to a different purpose or because a naming scheme for a certain class of ships might change. Other changes might be for stylistic or administrative reasons and in those cases the core names are retained even if the rendering changes. Prior to construction names have often been swapped among ships of a class for a variety of reasons, including the symbolism of building a particularly-named ship in a particular state or city.

Ships acquired from private or other sources have also frequently been renamed, especially ships transferred from the US Army or US Coast Guard to naval service. Hundreds of ships transferred from other government agencies such as the Maritime Commission or the Maritime Administration have been renamed upon being acquired for US Navy service.

During World War Two new ships were often renamed for ships lost in combat or for other reasons. To perpetuate or commemorate the names faster the practice was to make the name changes to ships nearing completion rather than on new ships yet to be built.

Looking back over the past 120 years or so, here are some examples of name changes. Many of these instances involve types of ships or naming schemes long since discarded by the Navy. There are many more cases of name changes, far too many to list here.

The examples listed below use hull number designations to indicate a specific ship, as unlike ship names, hull numbers are almost never reused. The designations indicate a specific function – DD for destroyer, CV for aircraft carrier,

for example. Although not always noted, in many cases the original names that were changed were used again on later ships.

And yes, it can get very complicated!

### **Changes due to ships lost in combat**

- Aircraft carrier USS BON HOMME RICHARD (CV 10) was renamed YORKTOWN in September 1942, prior to launch, to perpetuate the name of YORKTOWN (CV 5) lost in June 1942 during the Battle of Midway. Subsequently CV 31 was named BON HOMME RICHARD. Similarly, KEARSARGE (CV 12) became HORNET; CABOT (CV 16) became LEXINGTON, ORISKANY (CV 18) became WASP and VALLEY FORGE (CV 37) became PRINCETON.

- Heavy cruiser USS PITTSBURGH (CA 70) was renamed CANBERRA in October 1942 prior to launch to perpetuate the name of an Australian heavy cruiser sunk fighting with US forces during the Solomons campaign. A few weeks later the cruiser ALBANY (CA 72) was renamed PITTSBURGH prior to construction. The names of most of the US cruisers and destroyers lost in the same Solomons campaign were also quickly reused.

- Nine light cruisers of the CLEVELAND (CL 55) class were re-ordered in 1942 as light aircraft carriers. All lost their original “city” names – applied to cruisers — for traditional aircraft carrier names, a naming scheme which at the time included famous ships of the past and famous battles. For example, USS AMSTERDAM (CL 59) became USS INDEPENDENCE (CVL 22).

### **Change in naming scheme**

- In the early 20th century armored cruisers were named for states, as were battleships. The naming scheme was changed during the 19-teens and all cruisers gained city names to free up the state names for new battleships. So, for example, USS CALIFORNIA (Armored Cruiser No. 6) became USS SAN DIEGO.

- During the course of World War Two it was decided to change the naming convention for escort carriers from bodies of water to battles.

USS CHAPIN BAY (CVE 63), for example, became MIDWAY prior to launch in April 1943 to honor the sea battle. In September 1944 she was renamed SAINT LO as it was felt the name of the Midway battle was better suited to the new large aircraft carrier CV 41 then building. A month after the renaming, USS SAINT LO was sunk in combat during the Battle of Leyte Gulf.

### **Change in function**

- The collier USS JUPITER (Fleet Collier No. 3) was converted in 1920 to become an aircraft carrier and renamed LANGLEY to honor an early aviation pioneer.

- USS CHICAGO (Armored Cruiser No. 14) was renamed ALTON in 1928 and redesignated IX 5 (miscellaneous auxiliary) after being decommissioned and used as a barracks ship.

- Escort carrier USS GILBERT ISLANDS (CVE 107) was renamed ANNAPOLIS (AGMR 1) in 1963 during conversion to become a major communications relay ship.

- Oceanographic research ship THOMAS G. THOMPSON (T-AGOR 9) (first intended to be named SILAS BENT) was renamed PACIFIC ESCORT in 1989 upon conversion to a training support ship (IX 517). She was again renamed GOSPORT in 1997.

### **Acquired from other sources**

- Hundreds of Lend-Lease ships during World War Two were renamed depending on their status. Many escort aircraft carriers, destroyer escorts and other escort craft changed status and names depending on oft-changing transfer plans to allied navies.

- Three combat stores ships acquired in the early 1980s from the United Kingdom's Royal Fleet Auxiliary were renamed upon entering US service: LYNESS became USNS SIRIUS (T-AFS 8), TARBATNESS became USNS SPICA (T-AFS 9) and STROMNESS became USNS SATURN (T-AFS 10).

- Five of the Spearhead-class Joint High-Speed Vessels of the 2000s were first intended for delivery to the US Army and were given Army

names. They were renamed beginning in 2011 after it was decided all the ships would be operated by the Navy's Military Sealift Command. Additionally all the JHSV's became EPF Expeditionary Fast Transports in September 2015. The ships are CHOCTAW COUNTY (T-EPF 2, ex-VIGILANT), MILLINOCKET (T-EPF 3, ex-FORTITUDE), TRENTON (T-EPF 5, ex-RESOLUTE), CARSON CITY (T-EPF 7, ex-COURAGEOUS) and CITY OF BISMARCK (T-EPF 9, ex-BISMARCK, ex-SACRIFICE). BISMARCK was renamed CITY OF BISMARCK on 19 October 2015 to distinguish the ship named for the city in North Dakota from the chancellor of Imperial Germany.

### **Political and other changes**

- Aircraft carrier USS UNITED STATES (CVN 75) was renamed HARRY S. TRUMAN while under construction in 1995 as part of a reciprocal agreement between the Clinton Administration and the Republican-led Congress that named the new CVN 76 after RONALD REAGAN.

- USS HARRY BASS (DD 887) was renamed BRINKLEY BASS while under construction in 1945 at the request of the family; aviator Bass was better known by his middle name, Brinkley.

- USS BIDDLE (DDG 5), commissioned in 1962, was renamed CLAUDE V. RICKETTS on July 28, 1964 to honor Vice Chief of Naval Operations Admiral Claude Ricketts, who died July 6, 1964.

- Guided-missile destroyer DDG 52 was renamed at least three times prior to beginning construction in 1990 due to disagreements over how the name should be rendered. Named JOHN BARRY when a construction contract was awarded on May 26, 1987, the name was changed to BARRY on February 1, 1988; back to JOHN BARRY on May 9, 1989; back to BARRY on December 8, 1989 – the name she has carried ever since.

- Submarine USS SQUALUS (SS 192) was renamed SAILFISH in 1940. Twenty-six sailors died aboard the SQUALUS when it sank in an

accident off Portsmouth, New Hampshire in 1939. The ship was raised, brought back to Portsmouth and rebuilt, re-entering service in 1940 with a new name in hopes the ship would have better luck.

- Submarine USS SCORPION (SSN 589) was renamed GEORGE WASHINGTON while under construction in 1958 to reflect a redesign and change in mission from an attack submarine to ballistic missile submarine SSBN 589.

- Submarine USS REDFISH (SSN 680) was renamed WILLIAM H. BATES while under construction in 1971 to honor a late congressman noted for his support of naval nuclear propulsion. The rationale for the then-controversial move was explained by Admiral Hyman Rickover with his famous quote, “fish don’t vote.” Subsequently several attack submarines of the 1970s received congressional namesakes from the start, and in 1983 the ballistic missile submarine RHODE ISLAND (SSBN 730) was renamed for the late Senator Henry M. Jackson shortly before her launch.

- Submarine CORPUS CHRISTI (SSN 705) was renamed CITY OF CORPUS CHRISTI in May 1982 a few weeks after her launch to make it clear the warship was named for the city in South Texas and not for the body of Christ.

<https://defaeroreport.com/2020/06/14/renaming-us-navy-ships/>

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## **Newport News Shipyard Steel Supplier Provided Submarine Metal for Navy Submarine Hulls, Feds Say**

**By Gene Johnson**

Associated Press |  
Jun 15, 2020 | 7:02 PM  
| SEATTLE

FILE - This Oct. 29, 2016 file photo shows the commissioning of the attack submarine USS Illinois as sailors stand atop the sub in Groton, Conn. For decades, the Navy's leading supplier of high-strength steel for submarines provided subpar metal because one of the company's longtime employees falsified lab results, putting sailors at greater risk in the event of collisions or other impacts, federal prosecutors said in court

filings Monday, June 15, 2020. The supplier, Kansas City-based Bradken Inc., paid \$10.9 million as part of a deferred prosecution agreement, the Justice Department said. The company provides steel castings that Navy contractors Electric Boat and Newport News Shipbuilding use to make submarine hulls. The government did not disclose which subs were affected. (AP Photo/Jessica Hill, File) (Jessica Hill/AP)

For decades, the Navy's leading supplier of high-strength steel for submarines provided subpar metal because one of the company's longtime employees falsified lab results — putting sailors at greater risk in the event of collisions or other impacts, federal prosecutors said in court filings Monday.

The supplier, Kansas City-based Bradken Inc., paid \$10.9 million as part of a deferred prosecution agreement, the Justice Department said. The company provides steel castings that Navy contractors Electric Boat and Newport News Shipbuilding use to make submarine hulls

Bradken in 2008 acquired a foundry in Tacoma, Washington, that produced steel castings for the Navy. According to federal prosecutors, Bradken learned in 2017 that the foundry's director of metallurgy had been falsifying the results of strength tests, indicating that the steel was strong enough to meet the Navy's requirements when in fact it was not.

The company initially disclosed its findings to the Navy, but then wrongfully suggested that the discrepancies were not the result of fraud; that hindered the Navy's investigation into the scope of the problem as well as its efforts to remediate the risks to its sailors, prosecutors said.

Advertisement  
“Bradken placed the Navy’s sailors and its operations at risk,” Seattle U.S. Attorney Brian Moran said in a news release. “Government contractors must not tolerate fraud within their organizations, and they must be fully forthcoming with the government when they discover it.”

There is no allegation in the court documents that any submarine parts failed, but Moran said

the Navy had incurred increased costs and maintenance to ensure the subs remain seaworthy. The government did not disclose which subs were affected.

The foundry's director of metallurgy, Elaine Thomas, 66, of Auburn, Washington, also was charged criminally with one count of major fraud against the United States. Thomas, who worked in various capacities at the lab for 40 years, was due to make an initial appearance in federal court June 30. Her attorney, John Carpenter, declined to comment.

The criminal complaint said investigators were able to compare internal company records with test results Thomas certified. The analysis showed that she fabricated the results of 240 productions of steel, representing nearly half of the castings Bradken produced for the Navy — often toughness tests conducted at negative-100 degrees Fahrenheit, the complaint said.

When a special agent with the Department of Defense's Criminal Investigative Service confronted her with falsified results dating back to 1990, she eventually conceded that the results were altered — “Yeah, that looks bad,” the complaint quoted her as saying. She said she may have done it because she believed it was “a stupid requirement” that the test be conducted at such a cold temperature, the complaint said.

Investigators said the fraud came to light when a metallurgist being groomed to replace Thomas upon her planned 2017 retirement noticed some suspicious results. The company said it immediately fired Thomas.

“While the company acknowledges that it failed to discover and disclose the full scope of the issue during the initial stages of the investigation, the Government has recognized Bradken’s cooperation over the last eighteen months to be exceptional,” the company said in an emailed statement. “Bradken has a long history of proudly serving its clients, and this incident is not representative of our organization. We deeply regret that a trusted employee engaged in this conduct.”

Bradken agreed to take steps that include

increased oversight over the lab, fraud protections and changes to the foundry’s management team. If Bradken complies with the requirements outlined in the deferred prosecution agreement, the government will dismiss the criminal fraud charge against it after three years.

<http://www.pilotonline.com/business/shipyards/dp-nw-company-subpar-steel-navy-submarines-20200615-rgif23r5rzhb7mlmx4cxvy34ry-story.html>

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## **U.S. Navy SSBN USS Maryland Conducts Full At-Sea Crew Exchange**

(NAVAL NEWS 16 JUN 20) ... Martin Manaranche

Last week, the U.S. Navy Ohio-class ballistic missile submarine (SSBN) USS Maryland conducted a full at-sea crew exchange to prevent sailors from possible COVID-19 exposure. At-sea crew transfer is quite unusual. Transfer of the entire crew of a submarine is even more exceptional.

Ballistic missile submarines main rule is to remain undetected in order to maintain credibility in its nuclear deterrence mission. By surfacing, and remaining idle for a relatively long duration (the time needed to swap the crews), the submarine increases the risk of detection. However, the risk of seeing the virus spread among the crew while on patrol represents a way greater security threat. After all the crew transfer likely took place not far off Naval Submarine Base Kings Bay in Georgia, and under the watch of U.S. Navy and U.S. Coast Guard patrols.

Naval News’ regular contributor and submarine expert H I Sutton said about this exceptional event that:

*The only advantage is that the crew transfer can be managed better from a COVID-19 perspective. The disadvantages are many. Transferring people and stores at sea is comparatively difficult and dangerous. The U.S. Navy is more than capable of doing it of course. The U.S. Navy do practice at-sea resupply and re-armament, so they have some practice.*

Another disadvantage is that any in-port maintenance that needed doing will be postponed.

H I Sutton added: "Presumably the fresh crew was pre-quarantined. Pre-quarantine generally makes patrols harder for the crew and their families. It will make them feel longer. The social isolation of a patrol is already a challenge for recruiting and retaining submarine crews, before adding a couple of weeks of isolation before the patrol."

USS Maryland (SSBN-738) is the 13th of 18 of the Ohio-class ballistic missile submarines, and has been in commission since 1992.

### **About Ohio-class SSBN**

According to the U.S. Navy, ballistic missile submarines, often referred to as "boomers," serve as an undetectable launch platform for submarine-launched ballistic missiles (SLBMs). They are designed specifically for stealth and the precise delivery of nuclear warheads.

Each of the 14 Ohio-class SSBNs originally carried up to 24 SLBMs with multiple, independently-targeted warheads. However, under provisions of the New Strategic Arms Reduction Treaty, each submarine has had four of its missile tubes permanently deactivated and now carry a maximum of 20 missiles. The SSBN's strategic weapon is the Trident II D5 ballistic missile.

SSBNs are specifically designed for extended deterrent patrols. To decrease the amount of time required for replenishment and maintenance, Ohio-class submarines have three large-diameter logistics hatches that allow sailors to rapidly transfer supply pallets, equipment replacement modules and machinery components, thereby increasing their operational availability.

The Ohio-class design allows the submarines to operate for 15 or more years between major overhauls. On average, the submarines spend 77 days at sea followed by 35 days in-port for maintenance. In 2014, USS Pennsylvania carried out a record 140 days patrol. Each SSBN has two crews, Blue and Gold, which alternate manning the submarines and taking them on patrol. This

maximizes the SSBN's strategic 27 availability, reduces the number of submarines required to meet strategic requirements, and allows for proper crew training, readiness and morale.

### **General Characteristics, Ohio Class**

Builder: General Dynamics Electric Boat Division

Propulsion: One nuclear reactor, one shaft

Length: 560 feet (170.69 meters)

Beam: 42 feet (12.8 meters)

Displacement: 16,764 tons (17,033.03 metric tons) surfaced; 18,750 tons (19,000.1 metric tons) submerged

Speed: 20+ knots (23+ miles per hour, 36.8+ kph)

Crew: 15 Officers, 140 Enlisted

Armament: Up to 20 Trident II D-5 SLBMs, Mk48 torpedoes; 4 torpedo tubes

<https://www.navalnews.com/naval-news/2020/06/u-s-navy-ssbn-uss-maryland-conducts-full-at-sea-crew-exchange/>

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

**Ahh, those wonderful memories!!!!**

**Keeping Submarine Fit in CivLant**

**118 ways to relive the good old**

**days.....**

Suggestions for the ex-submariner that misses "the good old days on the boat"

1. Sleep on the shelf in your closet. Replace the closet door with a curtain. Two to three hours after you fall asleep, have your wife whip open the curtain, shine a flashlight in your eyes, and mumble "Sorry, wrong rack".
2. Repeat back everything anyone says to you.
3. Spend as much time as possible indoors and avoid sun light. Only view the world through the peep hole on your front door.
4. Renovate your bathroom. Build a wall across the middle of your bathtub and move the shower head down to chest level. Shower once a week. Use no more than 2 gallons of water per shower.
5. Buy a trash compactor and use it once a week. Store garbage in the other side of your bathtub.

6. Sit in your car for six hours a day with your hands on the wheel and the motor running, but don't go anywhere. Install 200 extra oil temperature gauges. Take logs on all gages and indicators every 30 minutes.
7. Put lube oil in your humidifier instead of water and set it to "High".
8. Watch only unknown movies with no major stars on TV and then, only at night. Have your family vote on which movie to watch, then watch a different one.
9. Don't do your wash at home. Pick the most crowded laundromat you can find.
10. (Optional for Nukes and A-Div) Leave lawnmower running in your living room six hours a day for proper noise level.
11. Have the paperboy give you a haircut.
12. Take hourly readings on your electric and water meters.
14. Invite guests, but don't have enough food for them.
15. Buy a broken exercise bicycle and strap it down to the floor in your kitchen.
16. Eat only food that you get out of a can or have to add water to.
17. Wake up every night at midnight and have a peanut butter and jelly sandwich on stale bread. (Optional- cold beans and weenies, canned ravioli or soup).
18. Make up your family menu a week ahead of time without looking in your food cabinets or refrigerator.
19. Set your alarm clock to go off at random times during the night. When it goes off, jump out of bed and get dressed as fast as you can, then run to your kitchen with the garden hose while wearing a scuba mask.
20. Once a month take every major appliance completely apart and then put them back together. Ensure you have parts left over.
21. Use 18 scoops of coffee per pot and allow it to sit for 5 or 6 hours before drinking. Never wash any coffee cups.
22. Invite at least 85 people you don't really like to come and visit for a couple of months. Limit showers to weekly for all guests. (Unless they are

interested in electronics....force those guests to shower three times daily and wear \* bottle of stale cologne following each bathing).

23. Store your eggs in your garage for two months and then scramble a dozen each morning.
24. Have a fluorescent lamp installed on the bottom of your coffee table and lie under it to read books.
25. Check your refrigerator compressor for "sound shorts".
26. Put a complicated lock on your basement door and wear the key on a lanyard around your neck.
27. Lockwire the lugnuts on your car.
28. When making cakes, prop up one side of the pan while it is baking. Then spread icing really thick on one side to level off the top.
29. Every so often, yell "Emergency Deep", run into the kitchen, and sweep all pots/pans/dishes off of the counter onto the floor. Then, yell at your wife for not having the place "stowed for sea".
30. Put on the headphones from your stereo (don't plug them in). Go and stand in front of your stove. Say (to nobody in particular) "Stove manned and ready". Stand there for 3 or 4 hours. Say (once again to nobody in particular) "Stove secured". Roll up the headphone cord and put them away.
31. Tag out the steering wheel, gas pedal, brake pedal, transmission and cigarette lighter when you change the oil in your car.
32. Use kool aid on all your breakfast cereals for 2 months.
33. Fill laundry tubs with oil. Lay in them, on your back, and change the washers on the water spigots.
34. While doing laundry, replace liquid fabric softener with diesel Fuel... savor the aroma of AMR2LL.
35. Install more commodes in your bathroom. Serve many greasy meals and ensure the entire family goes to the bathroom together.
36. Buy bunk beds (3 high type) and convert the narrowest hallway in your home into a bedroom.
37. Just for fun, rig 700 PSI air to the bottom of all toilets. Hold a lottery to determine who gets to control the air valves.

38. Knock a glass of water out of someone's hand and yell 'SPILL'. Shout at them the entire time they clean it up, tell them how worthless they are, then do it again.

39. Give your wife more free time. All the ironing goes under the mattress.

40. Ask for 'permission to enter' whenever you go into the kitchen.

41. At night, replace all light bulbs in the living room with red bulbs.

42. Buy all food in cases and line the floor with them.

43. Replace all doorways with windows so that you have to step up AND duck to go through them.

44. Rope off a small area of your living room, turn off the AC, put on a suit made of garbage bags and mill around inside the roped off area for an hour with a zip lock bag tied securely around your head.

45. Whenever someone enters a room you're cleaning, shout "up and over" at them so they'll go through the attic to get to the kitchen.

46. Tell your kids to "go find me a can of relative bearing grease".

47. Whenever the mailman steps onto your porch, shout "Postmaster General - Arriving" so that everyone in the house can hear you.

48. Paint the windshield of your car black. Make your wife stand up through the sunroof and give you directions on where to drive. Drive through as many big puddles as possible.

49. Have your kids stand at attention everytime you enter the room and make them state quite loudly, "Attention on Deck" or "Make a Hole".

50. Start every story with "This is no-shit".

51. Order a dozen foxtails and tell your family that there will be no liberty until every thing in the house passes the white glove test.

52. Tell your kids there will be a pressure test in the garage next Monday night. Kid who can take the most turns in the vise will get to stay out later Friday night.

53. Hookup your air compressor to the sewer line to the house and blow a shit geyser ten feet in the air. Come in side and tell you wife "calmly" I forgot

to shut the valve.

54. Make her and the kids clean up the mess.

55. Install a Furnace and Air Conditioner that blows directly on you while you are sleeping. Have the controls so they will cycle to hot and cold in a matter of seconds. Also install a multi-channel entertainment system over your rack that doesn't work.

56. Install the system above where it will cause a 6 inch vacuum in the bedroom.

57. Set a engine in the living room to run through all this. So when you secure from field day, run like a bat out of hell to shut down the engine.

58. Make your kids some Kool-Aid and add 5 times more sugar than normal and then set it out to get hot.

59. Raise hell with the old lady when she serves steak next time. When she says that the way it can from the store. You ask BURNT?

60. Hire about 20 drunks to come into you house about 1 in the morning and start cooking.

61. Just have someone eat your ass over nothing, daily.

62. Go to the market and buy 100 quarts of milk. Pour them into a large white trash bag and secure. Put the bag into the refrigerator and rename it "The Cow."

63. Remodel your house so as to rebuild your kitchen in the hall closet. Have your family meet there several times a day to walk around in the closet and bump into each other. Have someone shout "millaround in the after battery."

64. Post the Uniform Code of Military Justice on the wall across from your toilet. Highlight the parts that begin: "penetration however slight..."

65. Take the jack handle out of your trunk and install it in the ceiling over your stove. Several times a day, give it 112 turns and yell: "main induction secured."

66. Every Friday morning at 7:30, wake the whole house up and inform them someone is trying to steal the car, then make them clean the whole house for 3 hours, then serve them lunch with consists of 2 hamburgers that have enough grease in them to change the oil in the car for a year, buns that weigh more than a TDU weight,

and french fries. Then run various drills in afternoon so that you have to burp into your scuba mask reliving the lunch.

67. Practice walking quickly with your back to the wall.

68. Rope off a small area of your living room, turn off the AC, put on a yellow suit and mill around inside the roped off area for an hour with a zip lock bag tied securely around your head. Insure the family critiques your actions afterwards.

69. Work at golf course maintenance so you can water golf cart batteries.

70. When your wife throws open the curtains in your closet make sure that the sewer vent is piped into your rack.

71. Cut a hole in the floor of your house and install some batteries. Go down there once a day and take specific gravities.

72. Cut a twin mattress in half and enclose three sides of your bed. Add a roof that prevents you from sitting up (about 10 inches is a good distance) then place it on a platform that is four feet off the floor. Place a small dead animal under the bed to simulate the smell of your bunkmate's sock.

73. Set your alarm to go off at 10 minute intervals for the first hour of sleep to simulate the various times the watchstanders and night crew bump around and wake you up. Place your bed on a rocking table to ensure you are tossed around the remaining three hours. Make use of a custom clock that randomly simulates fire alarms, police sirens, helicopter crash alarms, and a new wave rock band.

74. Have week old fruit and vegetables delivered to your garage and wait two weeks before eating them.

75. Prepare all meals blindfolded using all the spices you can grope for, or none at all. Remove the blindfold and eat everything in three minutes.

76. Periodically, shut off all power at the main circuit breaker and run around shouting "fire, fire, fire" and then restore power.

77. Remove all plants, pictures and decorations. Paint everything gray, white, or the shade of hospital smocks.

78. Buy 50 cases of toilet paper and lock up all but two rolls. Ensure one of these two rolls is wet at all times.

79. Smash your forehead or shins with a hammer every two days to simulate collision injuries sustained aboard Navy ships.

80. When making sandwiches, leave the bread out for six days, or until it is hard and stale.

81. Every 10 weeks, simulate a visit to another port. Go directly to the city slums wearing your best clothes. Find the worst looking place, and ask for the most expensive beer that they carry. Drink as many as you can in four hours. Take a cab home taking the longest possible route. Tip the cabby after he charges you double because you dress funny and don't speak right.

82. Use fresh milk for only two days after each port visit.

83. Keep the bedroom thermostat at 2 deg C and use only a thin blanket for warmth.

84. Ensure that the water heater is connected to a device that provides water at a flow rate that varies from a fast drip to a weak trickle, with the temperature alternating rapidly from 2 to 95 deg F.

85. Use only spoons which hold a minimum of 1/2 cup at a time.

86. Make sure every water valve in your home has two backups in line which must all be operated to obtain water.

87. Repaint the interior of your home every month, whether it needs it or not.

88. Every four hours, check all the fluid levels in your car and log the readings. Check the tire pressure and replace air lost from excessive pressure checks. Be sure to place red tags on ignition stating "DANGER: Do Not Operate" while you perform these checks. Inform your neighbor as to placement of the red tags, the results of the checks, and have him repeat the checks because he did not see you perform them.

89. Lock all friends and family outside. Your only means of communication should be with letters that your neighbors have held for at least three weeks, discarding two of five.

90. Surround yourself with 125 people that you don't really know or like: people who smoke,

snore like Mack trucks going uphill, and use foul language.

91. Unplug all radios and TVs to completely cut yourself off from the outside world. Have a neighbor bring you a Time, Newsweek, or Naval Proceedings from five years ago to keep you abreast of current events.

92. Monitor all home appliances hourly, recording on log sheets all vital information (ie: plugged in, lights come on when doors open, etc).

93. Do not flush the toilet for five days to simulate the smell of 40 people using the same commode.

94. Lock the bathrooms twice a day for a four hour period.

95. Practice taking a shower with a quart of water.

96. Work in 19 hour cycles, sleeping only four hours at a time, to ensure that your body neither knows nor cares if it day or night.

97. Listen to your favorite CD 6 times/day for two weeks, then play music that causes acute nausea until you are glad to get back to your favorite CD.

98. Make your family's menu a week ahead without looking in the cabinets, cupboards, freezer or refrigerator.

99. When making cakes, prop one side of the pan while it is baking, then spread icing really thick on the thin side to make it level.

100. Wash your laundry in a detergent that could be used as an insecticide or sheep dip. Make sure you lose at least one sock and one pair underwear every other week.

101. Run a tube from your car's exhaust pipe into your living room, yell "prepare to snorkel", and start the car. You must breathe the fumes for one hour.

102. Stand on your roof once every four days for six hours in the winter and don't let anyone in your house.

103. Spend 3 or 4 hours waxing your floors to perfection. Then, just before they dry, invite the whole neighborhood over to walk across them. Then do it again.

104. Vent your septic into the house and yell "venting sanitaries inboard".

105. Shut off all the breakers in the house and yell "reactor scram", sit in the dark for at least an hour.

106. If any light bulbs should inadvertently go out (ie reactor scram above), make sure you hang danger tags on the light switch, fuse or breaker box, lamp plug or cord, home master breaker panel and also notify the local utility company (maneuvering) of what you are doing and demand their approval. Make sure both you and the wife sign the tags. Next tie a rope to yourself and have someone, who just as soon sees you dead/ hold the rope in case you get electrocuted while changing the bulb.

107. Ensure that no matter what kind of job you are working on, there is someone standing over your shoulder instructing you on how to do it better/faster even though they can't do it themselves.

108. Write a procedure in triplicate for every job you do around the house. Have a friend check your work and make a minimum of 5 changes. When finished and the new forms are ready, have your wife verify that the procedure is correct but make ten changes anyway.

109. Find out how long it will take to do a job. Give yourself half the time it should take, then have someone scream at you for not working fast enough.

110. Ensure that every room in your house is drastically different in temperature. If no condensation appears when you open a door, the temperature difference is not great enough. Make sure your bedroom only has two temperatures (100F or 20F) and nothing between. Make sure of hourly cycles throughout the night.

111. Paint all windows black and never go or think about looking outside.

112. Make sure all your personal belongings will fit in a 2'X2' space that has lots of cables running through it.

113. Mount as many sharp-cornered lockers as you can in all the most traveled halls of your house. Leave almost room to squeeze by.

114. Drills:

a. Yell "Torpedo Evasion" and run through the house knocking over everything that isn't bolted down.

b. Yell "Man Overboard" and throw the cat in the

pool.

c. Overflow the bathtub and yell "Flooding in the bathroom".

d. Put your stereo headphone on (don't plug them in), stand in front of the stove and yell "Battle Stations Missile".

e. Install a fireman's pole and a ladder in your living room so you can practice yelling "Dive-Dive", while the wife slides down the pole while you time her.

115. One hour after falling asleep, have your wife shine a flashlight (which costs \$200) in your eyes and say "sorry, wrong rack."

116. Build a wall across the middle of your bathtub and move the shower head down to chest level or lower. Buy a trash compactor (but don't use it) and store the trash in the other side of the bathtub.

117. Continuously pop your ears to simulate snorkeling.

118. Sit up from 1130 to 0530 in front of your stove to insure it doesn't turn on by accident.

Remember when you were little and all your underwear had the days of the week on them. Those would be helpful right now.

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

### **A Farmer's Words of Wisdom**

"Your fences need to be horse-high, pig-tight and bull-strong."

"Keep skunks and bankers at a distance."

"Life is simpler when you plow around the stump."

"A bumble bee is considerably faster than a John Deere tractor."

"Words that soak into your ears are whispered.....not yelled."

"Meanness don't just happen overnight."

"Forgive your enemies; it messes up their heads."

"Do not corner something that you know is meaner than you."

"It doesn't take a very big person to carry a grudge."

"You cannot unsay a cruel word."

"Every path has a few puddles."

"When you wallow with pigs, expect to get dirty."

"The best sermons are lived, not preached."

"Most of the stuff people worry about, ain't never gonna happen anyway."

"Don't judge folks by their relatives."

"Remember that silence is sometimes the best answer."

"Live a good and honorable life, then when you get older and think back, you'll enjoy it a second time."

"Don't interfere with something that ain't bothering you none."

"Timing has a lot to do with the outcome of a rain dance."

"If you find yourself in a hole, the first thing to do is stop diggin'."

"Sometimes you get, and sometimes you get got."

"The biggest troublemaker you'll probably ever have to deal with, watches you from the mirror every morning."

"Always drink upstream from the herd."

"Good judgment comes from experience, and a lotta that comes from bad judgment."

"Lettin' the cat outta the bag is a whole lot easier than putting it back in."

"If you get to thinking you're a person of some influence, try ordering somebody else's dog around."

"Live simply, love generously, care deeply, speak kindly, and leave the rest to God."

"Don't pick a fight with an old man. If he is too old to fight, he'll just kill you."

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

If you're not familiar with the work of Steven Wright, he's the famous Erudite (comic) scientist who once said: "I woke up one morning, and all of my stuff had been stolen and replaced by exact duplicates."

His mind sees things differently than most of us do. Here are some of his gems.....

- 1 - I'd kill for a Nobel Peace Prize.
- 2 - Borrow money from pessimists -- they don't expect it back.
- 3 - Half the people you know are below average.
- 4 - 99% of lawyers give the rest a bad name.
- 5 - 82.7% of all statistics are made up on the spot.
- 6 - A conscience is what hurts when all your other parts feel so good.
- 7 - A clear conscience is usually the sign of a bad memory.
- 8 - If you want the rainbow, you have got to put up with the rain.
- 9 - All those who believe in psycho kinesis, raise my hand.
- 10 - The early bird may get the worm, but the second mouse gets the cheese.
- 11 - I almost had a psychic girlfriend... But she left me before we met.
- 12 - OK, so what's the speed of dark?
- 13 - How do you tell when you're out of invisible ink?
- 14 - If everything seems to be going well, you have obviously overlooked something.
- 15 - Depression is merely anger without enthusiasm.
- 16 - When everything is coming your way, you're in the wrong lane.
- 17 - Ambition is a poor excuse for not having enough sense to be lazy.
- 18 - Hard work pays off in the future; laziness pays off now.
- 19 - I intend to live forever... So far, so good.
- 20 - If Barbie is so popular, why do you have to buy her friends?
- 21 - Eagles may soar, but weasels don't get sucked into jet engines.

22 - What happens if you get scared half to death twice?

23 - My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."

24 - Why do psychics have to ask you for your name?

25 - If at first you don't succeed, destroy all evidence that you tried.

26 - A conclusion is the place where you got tired of thinking.

27 - Experience is something you don't get until just after you need it.

28 - The hardness of the butter is proportional to the softness of the bread.

29 - To steal ideas from one person is plagiarism; to steal from many is research.

30 - The problem with the gene pool is that there is no lifeguard.

31 - The sooner you fall behind, the more time you'll have to catch up.

32 - The colder the x-ray table, the more of your body is required to be on it.

33 - Everyone has a photographic memory; some just don't have film.

34 - If at first you don't succeed, skydiving is not for you.

And the all-time favorite:

35 - If your car could travel at the speed of light, would your headlights work?

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So let me get this straight, there's no cure for a virus that can be **KILLED** by sanitizer and hand soap?

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

### Event Registration 655 Reunion #11

6 - 10 October 2021

Holiday Inn Cincinnati Airport

1717 Airport Exchange Blvd.

Erlanger, KY 41018

888.294.5067

[www.holidayinn.com/cvg-airport](http://www.holidayinn.com/cvg-airport)

Call the hotel number above or reserve on their website.

Reserve Group Rates using either:

Henry L. Stimson 655 Reunion OR Block Code R65

Hotel Reservation Deadline SEPT 8, 2021

Hotel Reservation is the responsibility of the individual.

Reunion Registration Deadline SEPT 8, 2021

[http://ssbn655.org/reunions/2020\\_Reunion11](http://ssbn655.org/reunions/2020_Reunion11)



Please complete (print legibly), print the form and return along with a check payable to: **Henry L. Stimson Reunion**  
**Mail to:** Dick Young, 7209 Austin Woods Ln., Cincinnati OH 45247 **Email:** [stimson655reunion2020@aol.com](mailto:stimson655reunion2020@aol.com)

Shipmate Name: \_\_\_\_\_ Guest Name: \_\_\_\_\_

Relationship: \_\_\_ Spouse \_\_\_ Significant Other \_\_\_ Family \_\_\_ Friend

Street Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Home: \_\_\_\_\_ Cell: \_\_\_\_\_ Work: \_\_\_\_\_

E-mail: Home: \_\_\_\_\_ Work: \_\_\_\_\_

Number who will be attending this event in your group: \_\_\_\_\_

# Patrols on STIMSON: \_\_\_\_\_ Total # Patrols on all boats: \_\_\_\_\_

Dates Onboard	Rate	Crew	Dates Onboard	Rate	Crew
_____	_____	_____	_____	_____	_____

Special Needs: \_\_\_\_\_

(Event attendance will be through advance payment only.)

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

Registration Fee: (required for all) \$45.00 ea Number: \_\_\_\_\_ = \_\_\_\_\_

Saturday Banquet: (if attending) \$35.00 ea Number: \_\_\_\_\_ = \_\_\_\_\_

Wright Patterson AFB Tour (if attending) \$30.00 ea Number: \_\_\_\_\_ = \_\_\_\_\_

Ohio River Cruise/M meal (if attending) \$75.00 ea Number: \_\_\_\_\_ = \_\_\_\_\_

Total Enclosed \_\_\_\_\_

<b>REUNION USE ONLY</b>
Check # _____
Date Rcvd _____
Registration # _____
Hotel Resv: _____

Two are two scheduled events. Please indicate your interest. **Include fees with your check for the reunion.**

- Thursday:** Wright Patterson AFB Museum Tour in Dayton OH. This is a 70 mile trip (just over an hour) and we will go by coach bus/s. Cost for the tour/transportation is \$30.00 per person.  
(Include the fee in your check for registration.)
- Friday:** Ohio River Cruise and Meal. The cruise departure is less than a 30 minutes from the hotel and we will go by coach bus/s. Cost for the Cruise/M meal and transportation is \$75.00 per person.  
(Include the fee in your check for registration.)

The Association has established a refund policy for reunion registrations and it is located within our Bylaws in Article V.g. You can view this policy at:

<http://ssbn655.org/association/bylaws/1610%20655BylawRev.pdf> or on the back of this form.

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

Cincinnati is located in Southwest Ohio and just across the Ohio River is Northern Kentucky where the reunion will be held. It's only 10 miles from Indiana. There are 3 Interstates that lead to Cincinnati: I-74, I-75 and I-71. We are located a day's drive (8-10 hours) from most of the East Coast. There will be plenty of **free parking at the hotel for cars and RV's**.

If you are flying there are 7 major airlines that service Cincinnati (CVG) and several are discount airlines. They include Air Canada, Allegiant, American, Delta, Frontier, Southwest and United. A free shuttle service from the airport (1.5 miles) is provided by the hotel.

Along with the planned activities here are a few activities that you can do on your own if you arrive early or stay late or don't plan on going to the Wright Patterson AFB Museum on Thursday.

The baseball season will be over but the Reds have one of the best Museums in the Professional Baseball and it's located next to the Great American Ball Park. The Museum is free to veterans.

<https://www.mlb.com/reds/hall-of-fame>

Our Zoo and Botanical Gardens are second to none with a White Tiger display and Baby Fiona, a hippo raised from birth at the zoo.

<http://cincinnati-zoo.org/>

The Creation Museum is about 7 miles from the hotel. It's a state of the art Adventure through biblical history with stunning exhibits, botanical gardens, planetarium, zoo, zip lining ...and dinosaurs. In the Bible??? For real??? You gotta see it to believe it.

<https://creationmuseum.org/>

The Ark Encounter is 20 miles south and has a real wooden Ark based on the size described in the bible; it is huge.

<https://arkencounter.com/>

Kentucky Horse Park is about 45 miles away near Lexington Kentucky.

<https://kyhorsepark.com/>

The Cincinnati Museum Center is near the downtown area and housed in the old Art-Deco Union Terminal Train Station. It has a natural history museum and the Cincinnati History Museum. You can also tour the old railroad control station housed on the top floor. It also features an IMAX theater.

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

The Hofbrauhaus in Newport, KY features the best German food outside of Munich.

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

You may want to check out the restaurant on the top of the Radisson Hotel located in Covington, Ky (5 miles from the hotel) on the Ohio River. It sits on the 18th floor of the hotel and revolves once every 45 minutes, giving a great view of the downtown area, and the food is delicious.

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