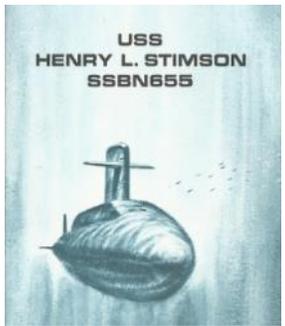


October 13, 2021 - 247 Years

VOL. 2022 #10



Welcome Aboard Booklet

OCTOBER 2022

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2021 - 2023

PRESIDENT Tom [Marie] Krauser	VICE PRESIDENT Jerry [CJ] Blevins	SECRETARY Nick [Linda] Nichols	TREASURER Ken [Diane] Meigs
---	---	--	---------------------------------------

Other Positions 2021 - 2023

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

REUNION CONTROL CENTER

2023 Stimson Reunion

October 11-15, 2023

Charleston SC

Hilton Garden Inn (Summerville SC)



2023 Reunion Chairman - Harry Nettles, QMCM(SS) G COB 91-92, USSVI Charleston Base, Holland Club:

On October 5th I signed the contract with the hotel for the 2023 Stimson Reunion. It would have been signed on September 30th but we had a visit from Ian which delayed many things here in the Lowcountry and elsewhere.

It is my goal to have the registration form in your hands within the next two weeks. It will be sent via any email from our Association Secretary with directions for registering and making your hotel reservations. Beginning in November you will receive a copy of the registration form in each newsletter until time for the reunion.

The Reunion will be held at the Hilton Garden Inn (HGI) Summerville on October 11-15, 2023.

The HGI is fairly new, opening in mid-2020 in the new and upcoming area called Nexton.

I think everyone will be pleased with the amenities offered by HGI and the Summerville area. The location is just off I-26 with easy access to the hotel. Even though we will be farther from Charleston than in the past it is an easy trip into downtown or any of the other areas you might like to visit.

I want to warn you though. This town is not the Summerville you may remember from your time on the boat when stationed in Charleston. You will hear more about Summerville and what it has to offer in our future newsletters.

Your shipmates in the Tri-County area (Charleston/Dorchester/Berkeley) are looking forward to hosting you and your family members when you attend our 2023 Reunion.



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

Marie and I spent a couple of days on Lake Champlain in upstate NY. We had a great time relaxing by the lake. We visited a winery and

**Kim Sanner (Bill's wife, ET2(SS) B 73-77
Cards to: 2009 Glenda Ave., Haltom City TX
76111**

NO NEW UPDATES

8.30.22: Update from Bill: We're on our way home now from Houston. Kim's doing great!

Hemoglobin almost normal (11.3), white blood cells are normal, red blood cells almost normal (3.97 out of 4). Our doctors are extremely happy with everything.

5.29.22: Update from Bill: I've been giving time since Kim's transplant to see how it goes. As you saw with Kim's last update, she's starting to feel some of the effects of changing her body at the most basic level. Now, things seem to be somewhat harder. As we wait for the stem cells to turn into active bone marrow, her blood numbers, such as white blood cells, red blood cells and platelets are hovering right around 0 even though they keep doing transfusions of blood and platelets. She remains hopeful and optimistic as her hair has been falling out all over her pillow and bed. She has decided to go ahead and shave her head to keep things less messy. Even though we know it's coming, it's still a rude awakening. She's also dealing with extreme headaches, nausea, very poor appetite, and general weakness. Thank God Kim is a strong woman.

2.24.2022: Update from Bill: At the end of January, we spent a full 12-hour day meeting and greeting with doctors, PAs and Social Workers, having 18 vials of blood taken for tests, and an end of day blood transfusion to finish it off. Since then, we have been patiently waiting for a transplant donor to be determined and located. We have a video appointment slated for this coming Monday (2.28) with Kim's transplant doctor to discuss timelines and procedures. I'm close to ending my computer business because I'm about to begin full time caregiving for her, which is way more work than I expected.

=====

John Cole, LT [CDR Ret] B AWEPS 78-80 [E1-E9 & O1E-CDR), May 12, 1964-July 30, 1994

Cards to: 2523 E 2830 S, St George UT 84790-4744

NO NEW UPDATES

4.30.2022: Email from John; COPD, Aspiration Pneumonia, Cardiac Arrest & Parkinson's Disease! Agent Orange And Other Carcinogens Finally Caught Up With Me It Seems!

=====

Ron 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 NEW UPDATES

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

Southwest flight attendant told us to fasten our seatbelts because "the captain just saw Top Gun and wants to try something new"

GREAT LINKS TO SPEND TIME WITH

655 Association Website

www.ssbn655.org

30+ Things We Didn't Know About Life on a Submarine

Life inside the submarine can be rough and fun at the same time. Find out what the crew members do during the long months inside the submarines!

[READ HERE](#)

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

The Navy's Columbia-Class Submarine: This Is The U.S. Navy's Largest Submarine Ever

By Brent M. Eastwood

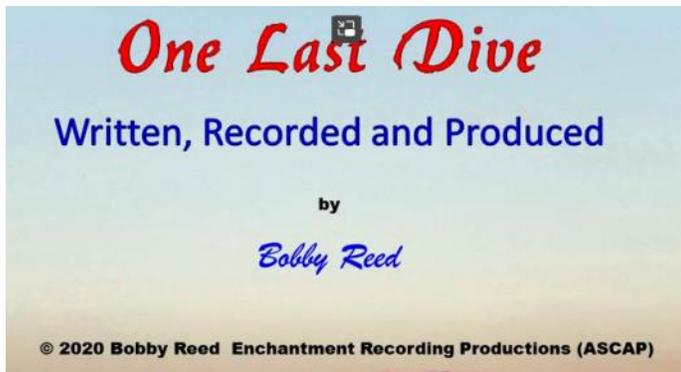


Work Advancing on U.S. Navy Columbia-class Ballistic Missile Submarine: The U.S. Navy's new Columbia-class submarine continues to hit its milestones. This month the sub's main propulsion system was delivered, and a contract was awarded for the ballistic missile sub's generators. So, things are proceeding nicely for the next-generation boat that is to replace the Ohio-class submarines that will begin to retire in 2027.

[Read More Here](#)

One last Dive 3 30 20

Song by Bobby Reed



[One last Dive 3 30 20 - YouTube](#)

SEA STORIES & COMMENTS From Our Shipmates

=====

Submitted by Jim McAuliffe, RM2(SS) B 67-68

MENSA

Mensa, as you know, is a national organization for people who have an IQ of 140 or higher.

Several of the Mensa members went out for lunch at a local café. When they sat down, one of them discovered that the salt shaker contained pepper and the pepper shaker was full of salt.

How could they swap the contents of the two bottles without spilling any and using only the implements at hand? Clearly this was a job for Mensa minds.

The group debated the problem, presented ideas and finally came up with a brilliant solution involving a napkin, a straw and an empty saucer.

They called the waitress over, ready to dazzle her with their solution.

"Miss," they said, "We couldn't help but notice that the pepper shaker contains salt and the salt shaker.... "

But before they could finish, the waitress interrupted, "Oh! Sorry about that."

She leaned over the table, unscrewed the caps of both bottles and switched them.

There was dead silence at the Mensa table. Kinda reminds you of the government, doesn't it. Don't confuse IQ and education with common sense.

=====

Submitted by Art Kenworthy, RM2(SS) B 84-90

Just got my first tattoo.



<https://www.darkreading.com/attacks-breaches/attacker-using-fake-google-software-update-to-distribute-new-ransomware>

Thanks to George for his continued support in providing information to his shipmates.

The Lean Submariner

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

<https://theleansubmariner.com/>

Navy Day in 1922 – The Thrill of a Lifetime – Mister Mac

The weather on October 26, 1922 off the coast of New England was cold with fresh to strong northwest winds. The Celebration of Navy Day was in full swing but two incidents were noted in the local paper. The first was a launch fire that endangered the lives of fifteen people who were shuttling out [...]

[Read more of this post](#)

Navy Day 1922 – Opportunities for Young Men – Mister Mac

In 1922, the United States Navy was in a quandary. The civilian leadership had recently completed its goal of limiting the growth of the civilized world's naval forces. This dream of lasting peace was certainly an admirable one by the Harding administration. Diplomacy seemed to be an answer to the endless wars that had plagued [...]

[Read more of this post](#)

Navy Day in Bridgeport 1922 – Welcoming a Namesake – Mister Mac

During the month of October 1922, many cities around the nation welcomed units of the naval service to celebrate Navy Day. These widespread celebrations took many shapes, but one of the more unique celebrations was held in the city of Bridgeport Connecticut. The navy had a ship named USS Bridgeport and by good fortune, she [...]

[Read more of this post](#)

MCPON:

New Master Chief Petty Officer Honea Assumes Office

(USNI NEWS 12 SEP 22) ... Heather Mongilio

James Honea became the latest master chief petty officer of the Navy during a change of office ceremony held at the Naval Academy last week.

Honea, who has served in the Navy since 1987, previously served as the senior enlisted sailor at U.S. IndoPacific Command. He takes over the MCPON role from Russell Smith, who is retiring after more than 30 years in the sea service. Honea will be the 16th MCPON.

The MCPON works as an advisor on enlisted personnel to the chief of naval operations and the chief of naval personnel. As MCPON, Honea said that his top priorities would be quality of life, warfighting competency and professional and character development, according to a news release from the Navy.

"When I was selected for MCPON, I thought heavily on what my tenure means and what I could bring to you all," Honea said in the release. "I'm glad I chose to be challenged by this adventure and I'm proud of what it has brought me. I thank you all for accepting the same challenge and being on this journey with me. I have always been proud to be your shipmate, and I'm privileged to be your MCPON.

"During Smith's tenure, which began in August 2018, he focused on improvements for the Navy's sexual assault prevention and response (SAPR) programs and for access to mental health care. He also started the Laying the Keel program, which provided updated leadership development, and the Sailor of the Year program.

Chief of Naval Operations Adm. Michael Gilday, who presided over the ceremony, spoke about Smith's commitment to the Navy, especially within the role of MCPON.

"Your tireless efforts to provide sailors with mental, morale, and spiritual support has helped make our fleet more resilient and much more effective," Gilday said in the release. "Your leadership ensured that our most important resource, our people, are ready to serve and

defend the Nation we love. Having conducted more than 200 fleet visits all over the world, your outreach and willingness to be there for Sailors and their families is what truly made your service so remarkable." <https://news.usni.org/2022/09/12/new-master-chief-petty-officer-honea-assumes-office>

Navy Gets New Top Enlisted Sailor Who Promises To Focus On Sailors' Needs And Their Families

(MILITARY.COM 12 SEP 22) ... Konstantin Toropin

The Navy has a new top enlisted sailor after Master Chief Petty Officer of the Navy James Honea took over for now-retired Master Chief Russell Smith on Thursday.

The change not only marks the start of Honea's term as the sea service's 16th senior enlisted adviser but also a shift in priorities for the enlisted community.

In a video posted Monday, Honea told sailors that his "top priority will be you and your families" before acknowledging that the Navy has "to be better at investing in you and meeting your needs."

The remarks serve as a shift from what Smith told sailors in the last months of his service, when he described being fairly powerless to change their living conditions and suggested that sailors learn to cope with hardships.

In a statement, the Navy praised Smith's service, saying that he instituted "an updated leadership development career path, revised the command master chief instruction, and the Sailor of the Year program." Smith had served as the master chief petty officer of the Navy since 2018.

"More importantly, he tirelessly advocated policy and program improvements for the Navy's Sexual Assault Prevention and Response program as well as increased Sailor access for mental health care," the statement added.

However, in 2022, Smith generated headlines for controversial statements and an inspector general investigation.

In April, Military.com broke the news that the

aircraft USS George Washington was experiencing a staggering cluster of suicides that sailors attributed in large part to poor living conditions and arduous work schedules. Less than a week later, Smith visited the ship yard to speak to the crew.

When a sailor asked the then-top enlisted sailor about those living conditions, Smith said that the Navy "probably could have done better to manage your expectations coming in here."

"I hear your concerns and you should always raise them, but you have to do so with reasonable expectations and then understanding what ... what this is like," Smith went on to tell the crew.

"What you're not doing is sleeping in a foxhole like a Marine might be doing."

The remarks not only struck the sailors on the ship as callous but resonated with the fleet as a whole. Navy groups on social media ran with the idea that the service's top sailor told the fleet to lower their standards.

After the comments became public, Smith's office pushed back by noting the master chief never said the words "lower your standards" and even released a transcript of the conversation. However, the phrase continues to crop up in online conversations months later.

Days after Smith made those comments, the Navy announced it was moving all the sailors living aboard the George Washington -- a major point of stress and frustration -- off the ship.

Smith also dealt with an inspector general investigation, first reported in February by Navy Times, though the details of that investigation were never made public. The news drew comparisons to Smith's predecessor, Master Chief Steven Giordano, who retired early after reports surfaced of his own inspector general investigation that was looking into 7 allegations that he bullied subordinates and mistreated his staff. Several of the allegations against Giordano were later substantiated.

Navy spokeswoman Lt. Alyson Hands, told Military.com that Smith "retired honorably with no pending adverse or reportable matters."

Meanwhile, Honea appears to be setting his

sights on shifting the narrative and perception junior sailors have of the office.

In a Saturday post on Facebook, Honea's office noted that "he will be making his way around the fleet to discuss and work with Sailors to get after his top priorities." In his remarks on Thursday, Honea told the crowd assembled for the change of office that "you can depend on us to fight for you," as he looked to Chief of Naval Operations Adm. Mike Gilday. Gilday is the Navy's top officer.

Although the post of master chief petty officer of the Navy exists largely to advise "the CNO [and] the Chief of Naval Personnel in matters dealing with enlisted personnel and their families," the sailors who hold the post are often able to highlight and advocate for changes. Most notably, they are able to voice concerns or issues directly to top officers and Congress -- something no average sailor can do.

Gilday, in his own remarks Thursday, said that Honea "brings the exact kind of professional experience we need for this immense responsibility."

"I've said it before: He's got saltwater running through his veins," Gilday said, before alluding to Honea's job when first joined the Navy -- boatswain's mate.

According to the service record provided by the Navy, Honea enlisted in 1987 and has served on five ships, including the now destroyed USS Bonhomme Richard. He also had postings from Newport, Rhode Island, and Norfolk, Virginia, to San Diego, California, and Pearl Harbor, Hawaii.

Before becoming the master chief petty officer of the Navy, Honea served as the senior enlisted leader for U.S. Indo-Pacific Command. <https://www.military.com/daily-news/2022/09/12/navy-gets-new-top-enlisted-sailor-who-promises-focus-sailors-needs-and-their-families.html>

Honea Becomes The 16th Master Chief Petty Officer Of The Navy

(NAVY TIMES 09 SEP 22) ... Geoff Ziezulewicz

Master Chief James Honea became the Navy's 16th chief petty officer of the Navy Thursday

during a ceremony at the U.S. Naval Academy in Annapolis, Maryland.

Honea, a sailor for 35 years, most recently served as the senior enlisted leader for U.S. Indo-Pacific Command and was described by Chief of Naval Operations Adm. Mike Gilday as having "saltwater running through his veins," according to a video recording of the ceremony posted online.

During Thursday's ceremony, Gilday praised outgoing MCPON Russell Smith, who became "MCPON 15" in August 2018, as a "true leader" who never shied away from tough assignments.

"You're a chief to the core and a sailor who's dedicated to sailors," Gilday told Smith. "You care for sailors like few other leaders I have met in the Navy."

"As you go ashore for the final time, know that this nation and our Navy are forever grateful for your lifetime of honorable service," Gilday said.

As Honea takes on the role of the Navy's top enlisted sailor, the sea service has yet to publicly disclose the findings of an internal investigation into his predecessor, MCPON Smith.

Navy Times reported in February that the Naval Inspector General was investigating Smith over allegations of misconduct. But to date, the Navy has not formally clarified the outcome of that investigation and Smith did not return a phone message this week seeking a comment on the investigation's status.

Sitting on stage next to Smith Thursday was retired Adm. Bill Moran, the former vice CNO who was slated to become CNO before his sudden retirement in 2019.

That retirement came after a Defense Department investigation found Moran used personal email for official business, including with an officer dogged by sexual harassment allegations.

The former admiral praised Smith during Thursday's ceremony for always meeting the moment.

"We are, all of us, forever your shipmates and friends, personally and professionally blessed to have served alongside you," Moran said. "You will be missed."

During his speech, Smith jokingly recalled how he once told the former Chief of Naval Personnel, retired Vice Adm. John Nowell, that the F-word was “the word of the proletariat,” and that if Nowell used that word around the chiefs mess, he would be fine.

“He looked at me, like, it worked!” Smith recalled to audience laughter.

Smith enlisted in 1988 and spent most of Thursday’s speech praising those with whom he forged a bond over the decades.

“The value for me has always lied in the relationships, the friends and shipmates who have become my family,” he said. “I’ve had this Navy family carry me for the past 34 years, and I know no one has been so fortunate as I in that regard.”

<https://www.navytimes.com/news/your-navy/2022/09/09/honea-becomes-the-16th-master-chief-petty-officer-of-the-navy/>

James Honea Takes The Helm As The Next MCPON

(SEAPOW MAGAZINE 12 SEP 22)

ANNAPOLIS, Md. — Master Chief Petty Officer of the Navy Russell Smith passed the ceremonial cutlass, via the Chief of Naval Operations Adm. Michael Gilday, to James Honea during a change of office and retirement ceremony Sept. 8, the Office of the Master Chief Petty Officer of the Navy said Sept. 10.

The ceremony held at the U.S. Naval Academy’s Mahan Hall marked the end of more than three decades of Naval service for MCPON Smith.

Smith has served as the 15th MCPON since Aug. 29, 2018. During his term, he instituted Laying the Keel, an updated leadership development career path, revised the command master chief instruction, and the Sailor of the Year program. More importantly, he tirelessly advocated policy and program improvements for the Navy’s Sexual Assault Prevention and Response program as well as increased Sailor access for mental health care to congressional members during his annual testimonies before the House Armed Services Committee.

Gilday presided over the ceremony and highlighted Smith’s accomplishments during his naval career while thanking him for his leadership.

“Your tireless efforts to provide Sailors with mental, morale, and spiritual support has helped make our fleet more resilient and much more effective,” said Gilday. “Your leadership ensured that our most important resource, our people, are ready to serve and defend the nation we love. Having conducted more than 200 fleet visits all over the world, your outreach and willingness to be there for Sailors and their families is what truly made your service so remarkable. Thank you for everything you have done over these past four years. Our Navy and our Navy family are much stronger than it was four years ago.”

After the ceremonial passing of the MCPON cutlass, Honea took the helm of the enlisted force as the Navy’s 16th MCPON. During the ceremony, he spoke about his top priorities: warfighting competency, professional and character development, and quality of life.

“When I was selected for MCPON, I thought heavily on what my tenure means and what I could bring to you all,” said Honea. “I’m glad I chose to be challenged by this adventure and I’m proud of what it has brought me. I thank you all for accepting the same challenge and being on this journey with me. I have always been proud to be your Shipmate, and I’m privileged to be your MCPON.”

The MCPON serves as an adviser to the CNO and to the chief of naval personnel in matters dealing with enlisted personnel and their families. The MCPON is also an adviser to boards dealing with enlisted personnel issues; is the enlisted representative of the Department of the Navy at special events; may be called upon to testify on enlisted personnel issues before Congress; and maintains a liaison with enlisted spouse organizations.

<https://seapowermagazine.org/james-honea-takes-the-helm-as-the-next-mcpon/>

I've been in bed for 20 minutes and I've just remembered, I only came upstairs for a pen.

Next-Generation Attack Subs Will Be Designed With Maintenance In Mind

(DEFENSE NEWS 22 SEP 22) ... Megan Eckstein

VIRGINIA BEACH, Va. — With its Virginia class of attack submarines suffering from maintenance woes and low operational availability, the U.S. Navy is working to ensure its next attack submarine is easier to sustain, according to the program executive officer for attack submarines.

The Navy has 50 attack submarines, but 18 of those are in maintenance and not available to operational commanders, according to Rear Adm. Jon Rucker.

“That’s too high a number,” he said Sept. 21 at the American Society of Naval Engineers’ annual Fleet Maintenance and Modernization Symposium here. He noted submarine maintenance has faced challenges in planning availabilities, executing the work and keeping sufficient parts and material on hand for the repair periods.

Rucker said PEO Attack Submarines is revisiting the maintenance plan for these Virginia SSNs in the hopes of improving sustainment and that the Navy must take a better approach while designing the SSN(X) next-generation attack submarine to ensure high operational availability and easier sustainment throughout the lifecycle.

Coming off of the Cold War-era Seawolf-class submarine, designed to be fast, lethal and stealthy, the Navy took a different approach with the Virginia class, Rucker said, and opted to “build a submarine for an affordable cost to ensure we could get the numbers we needed.”

“I’m not going to say that sustainment came as an afterthought but, to be honest, it was ... a challenge we’ll deal with later,” he added.

“Unfortunately, some of that challenge is here today.”

At the same conference, Rear Adm. Scott Brown, who oversees maintenance at the Navy’s four public shipyards, said the service didn’t make the required upfront investments when designing and acquiring the Virginia class, meaning shipyard workers today reach for parts and components and find they’re not there.

“It’s resulting in a lot of churn, a lot of cannibalization — so we have to take things off other boats to stick them on the boat we’re trying to get out — and a lot of, frankly, frustration with the workforce on waiting for stuff that doesn’t exist,” Brown said. “Of course, that leads to delays.”

Rucker said the Navy must ensure that doesn’t happen with future classes.

The first boat of the Columbia class of ballistic missile submarines is under construction now. Rucker, who previously served as program manager for the Columbia class, said the Navy designed the ship with maintenance in mind, even bringing in ship maintainers for their input on potential issues such as access and rigging points.

Maintenance is also a focus for the SSN(X) program, he said. 30

“There are things we’ve already learned on Virginia: of the over a million parts, less than 0.1% of the design is not doing what we thought it would from [a life expectancy perspective]. It’s 32 items, to be exact,” Rucker said. “We’ve already figured out what those were, we redesigned them or changed the maintenance cycle.”

Those improved parts could be used on SSN (X).

Rucker said the SSN(X) design phase prioritizes this focus on maintenance. The program’s initial capabilities document lays out four top-level requirements: speed, stealth, payloads, and operational availability.

The U.S. Coast Guard is learning a similar lesson during a significant and ongoing recapitalization of its fleet, its director of acquisition programs said during the same

conference.

Rear Adm. Chad Jacoby said the Coast Guard previously did not consider sustainment much during the acquisition phase of a program. But the service is now realizing sustaining its new generation of ships will be wildly different than older ones.

When it comes to midlife overhaul availabilities for its first National Security Cutters, the Coast Guard now sees the engines and generators won't drive the cost and duration of the maintenance periods; instead, it will be the command, control, communications, computers, cyber and intelligence (C5I) systems.

"We have a budget request in; it's going to be much more than we've ever spent on a midlife," Jacoby said.

This has pushed the Coast Guard to focus more on sustainment and logistics during the acquisition phase. The Coast Guard established a Surface Acquisitions Logistics Center in Baltimore to act as a go-between with the acquisition community and the fleet maintenance community.

With the first three Offshore Patrol Cutters in construction and the Polar Security Cutter on contract — both of which are significantly more technologically complex and capable compared to their predecessors — "we are more advanced now with building the sustainment into acquisitions," he said.

<https://www.defensenews.com/naval/2022/09/22/next-generation-attack-sub-will-be-designed-with-maintenance-in-mind/>

World's First Nuclear-Powered Submarine Returns Home After a \$36 Million Facelift

(THE DAY 10 SEP 22) ... Erica Moser

The Navy on Friday celebrated the completion of a \$36 million preservation of the USS Nautilus, the world's first nuclear-powered submarine, as elected officials celebrated the ship's history and advocated for continued investment in the nation's undersea force.

The Nautilus, which was launched in 1954, decommissioned in 1980 and opened to the public at the Submarine Force Museum in 1986,

departed the museum last October for work at the Naval Submarine Base and returned Aug. 4. The work involved repairing the hull, replacing topside decking, upgrading lighting, painting and more.

During Friday's ceremony at the Nautilus' pier, Adm. Samuel Cox, director of Naval History and Heritage Command, posed and answered the question, "She's the first submarine to have atomic power. So what?"

He said the Allies "came perilously close to losing World War I and World War II" due to German submarines, and with that recognition, "everything in the 1950s was a race, and we won. This submarine was built fast, designed fast, got underway fast."

He said the U.S. didn't get everything right and lost two subs in the 1960s, but the Soviets lost more.

Cox said "there are millions of people who are alive today because of the submarines and the fact that they never had to fire at shot at the Soviets, so that's the "so what." He added that repairing the Nautilus and keeping it for another 30 years is half the cost of getting rid of it.

Lt. Cmdr. Derek Sutton, director of the Submarine Force Museum and officer-in-charge of the Nautilus, said the goal is a 30-year "clean bill of health" for the boat and for the Nautilus to stay attached to the museum.

Sutton said the planning for the repairs began in 2015, and that the Nautilus has attracted more than 3 million visitors since it became the focal point of the museum.

Lonny Barham, president of the Nautilus Alumni Association, said the best way to honor the 2,500 people who served on the Nautilus is to preserve the ship.

He served on the Nautilus from ages 18 to 21, and his daughter Jennifer Murray recalled living the Nautilus through him. He told her stories of surfacing north of the Arctic Circle to do repairs while on a mission, and stories of friends and camaraderie.

At age 11, Murray went to see the Nautilus with her father shortly after it was docked in Groton, and Murray said as soon as her own

children were old enough to walk, Barham began bringing his grandchildren there.

A recognition of time and place

The ceremony took place on the first day of the Connecticut Maritime Heritage Festival, and Gov. Ned Lamont also said that we must not "take strategic deterrence for granted, on this 9/11 weekend." 48

The governor and other officials credited former Connecticut Sen. Chris Dodd with lobbying to have the Nautilus retired in Groton.

"What an opportunity we have now, in this corner of the state, to talk about the history of the relationship between America and the sea," said Sen. Chris Murphy, D- Conn., also citing the recent start of construction of the National Coast Guard Museum across the Thames River.

He said the renovation of the Nautilus "is really vital" because it helps tell the story of submarines to people who otherwise wouldn't be able to board one, and to "generate enthusiasm and support for this vital program."

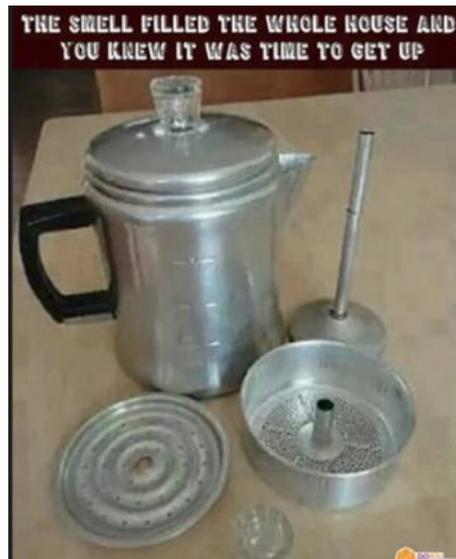
Sen. Richard Blumenthal, D- Conn., said submarines are especially important because "we live in a dangerous world."

Blumenthal said the Nautilus "looks antique and antiquated compared to the Virginia class today," but he suspects the Virginia class will look antique and antiquated compared to what Electric Boat will build in the future.

"What hasn't changed is the men and women who take them to sea," he said. "What hasn't changed is the courage and strength and perseverance."

Also speaking Friday were Capt. Kenneth Curtin, commanding officer of the Naval Submarine Base; Rep. Joe Courtney, D- 2nd District; and Rear Adm. William Houston, commander of Naval Submarine Forces, U.S. Atlantic Fleet and Allied Submarine Command.

<https://www.military.com/daily-news/2022/09/10/worlds-first-nuclear-powered-submarine-returns-home-after-36-million-facelift.html>



Submarine Fleet Needs More Spare Parts To Stem Maintenance Delays

Less than 30% of submarine maintenance work is completed on time, in many cases due to lack of material

(NAVY TIMES 21 SEP 22) ... Megan Eckstein

VIRGINIA BEACH, Va. — The submarine industrial base, already strained by demand for new construction, may need to accelerate its production of spare parts to alleviate submarine maintenance woes.

The vast majority of submarine maintenance availabilities run late, in part due to poor planning practices and in part because repair yards rely on a pool of replacement parts "that just doesn't exist" after the Navy failed to sufficiently prepare for Virginia-class submarine sustainment, according to two admirals.

"That upfront investment didn't happen for Virginia-class, so we're missing that whole sustainment tail, or a big portion of that," Rear Adm. Scott Brown, the deputy commander of Naval Sea Systems Command for industrial operations (NAVSEA 04), said Sept. 20 at the American Society of Naval Engineers' annual Fleet Maintenance and Modernization Symposium here.

"It's resulting in a lot of churn, a lot of cannibalization — so we have to take things off other boats to stick them on the boat we're trying to get out — and a lot of, frankly, frustration with

the workforce on waiting for stuff that doesn't exist," he added. "Of course, that leads to delays."

He said the Navy asked the Center for Naval Analyses to study the connection between material delays and extended maintenance availabilities; the research organization found the lack of material on hand "is a fairly large contribution to our delays," according to Brown.

Vice Adm. Bill Galinis, the commander of NAVSEA, said Sept. 21 at the same conference that only 20% to 30% of submarine maintenance availabilities over the last decade have finished on time. The problem is worsening as the Virginia-class submarines account for a greater percentage of the undersea fleet, he said.

"We've seen a significant growth in the amount of man days required to complete a submarine availability, particularly a Virginia-class one, and [we're] really trying to deep-dive and understand why that really is," Galinis added.

He pointed to a couple potential factors. For parts purchased with annual operations and maintenance funding, global supply chain issues mean it takes longer for parts to be delivered. In some cases, it's taking up to two years, putting current and upcoming availabilities at risk.

For spare parts managed through the Defense Logistics Agency or the Naval Supply Systems Command, the Navy has only funded some of these at about 40% or 50% in recent years. As a result, parts simply aren't in the inventory when needed by the Navy's four public shipyards.

And, Galinis added, the rotatable pool of spares is too small due to a lack of investment in the early years of the Virginia-class acquisition. The rotatable pool is made up of parts taken off a submarine by shipyard workers and later refurbished for use in the future.

He added that the refurbishment process is moving too slowly, meaning parts aren't available when needed. Galinis said the Navy may have to contract out some of that refurbishment work.

Brown told Defense News his office, which oversees the work of all four public shipyards, wants to increase the inventory of each component in the rotatable pool and also add new

types of components that have particularly blocked the service from completing maintenance availabilities on time.

Brown said he doesn't expect the problem to cost the Navy more, but the service may need to spend more quickly on spares and sustainment.

"That's going to cause a push of material dollars to the left in the [five-year Future Years Defense Program] to buy early to make sure we have that stuff. But it's eventually going to equalize out, because we're going to end up buying it anyway," he said.

Galinis also pointed to a lack of rigor in submarine planning and project management, which he said is exacerbating the maintenance delays.

A number of pre-availability assessments and tests must take place on all submarines, aircraft carriers and surface ships to help identify the exact condition of the ship and what work is needed.

"The submarine force is probably the hardest one for us to get that done, principally because of their operational schedule and just in some cases the difficulty getting teams out to a submarine," Galinis said. But it means some planning documents aren't completed until the submarine is back in port, generating additional delays.

Indeed, whereas surface ships only see about 10% so-called unplanned work, aircraft carriers have been seeing a 22% unplanned work rate and submarines are nearing 30%, the NAVSEA commander said.

Though submarine maintenance faces a slew of challenges, Galinis said aircraft carrier maintenance is improving. The four public shipyards — all of which work on submarines and two of which work on aircraft carriers — have actually seen fewer maintenance delays in recent years. In fiscal 2019, he said, the four yards totaled 1,500 delay days. In FY 22, that's down to about 1,100, a 27% decrease.

Additionally, Galinis said, 13 of the last 18 aircraft carrier maintenance availabilities have finished on time or early, with the late ones largely related to carriers that conducted back-to-back

deployments and skipped a maintenance period in between.

"I credit that [higher on-time completion rate] to the work that the larger team has done on the planning process," he said. "The planning efforts on the carrier side are probably the most stable" compared to surface ships and submarines.

<https://www.navytimes.com/naval/2022/09/21/submarine-fleet-needs-more-spare-parts-to-stem-maintenance-delays/>

'A Long Time Coming': Groton Sail Monument Site Formally Unveiled

(THE DAY 20 SEP 22) ... Kimberly Drelich

GROTON, Conn — The future USS Groton Sail Monument will celebrate the contributions of all the men and women who design, build, operate and maintain submarines, and the families and communities who support them, said Retired Rear Adm. John Padgett, the chairman of the USS Groton Sail Foundation.

Although the monument will feature the sail and rudder of the USS Groton and be located in Groton, the submarine capital of the world, it is really a tribute to all involved in submarines, in shipyards from Hawaii to Maine, he said.

Padgett stood Monday afternoon at the future site of the monument, adjacent to the Groton Public Library in the grassy area along Route 117, before about 30 community members, local officials, and representatives of the Navy, during a ceremony to publicly unveil the site and formally mark the start of the project.

The monument, proposed as an earthen berm in the design of a submarine, will feature the sail and rudder of the USS Groton. There will be plaques and memorabilia along the monument's stone pathway.

Capt. Kenneth Curtin, commanding officer of the Naval Submarine Base, noted the historic ship Nautilus, which recently reopened after a nine-month maintenance period, tells the world the story of the submarine force, a story that begins in Groton, and the future Groton Sail monument will complement that story.

"It will honor the remarkable men and women

who design, build, operate and maintain our submarines, along with the families and citizens of the community who support them," Curtin said.

Padgett said the idea for the memorial first came about when the the USS Groton was decommissioned in the late 1990s. Commissioning commanding officer, the late Bill Vogel, and retired vice admiral George Emery, who was also a commanding officer, struck up a conversation about how nice it would be if they could get the Groton sail and rudder back to Groton and set up a memorial. Vogel later started a foundation to pursue the idea of establishing the memorial to honor the designers, welders, operators and maintainers, and their families and the communities that support them.

Though many sites have been considered and debated over the years, several years ago, the Groton Public Library location was chosen. The site serves as the entrance to Groton and is accessible from the Groton Public Library and Thrive 55+, with parking and restrooms available, Padgett said.

In February of 2021, the Groton Sail Foundation presented the town with a check for \$91,500 to cover the cost of purchasing a right-of-way from the state. The foundation will begin a fundraising campaign, with a \$2.5 million goal, for the cost of the project.

Electric Boat has pledged pro-bono work and a local company, LBI in Groton, also pledged pro-bono work and for their building to be the location of restoration work. The submarine base has agreed to transport the sail and rudder from the base, where they are currently located, Padgett said. The expected timeline is for site preparation to begin in the spring, with the goal of holding a monument dedication sometime a year from this winter.

"This is a great day for Groton," said City of Groton Mayor Keith Hedrick. "It's a great day for the City of Groton. It's a great day for the Town of Groton so this is tremendous."

He noted that the committee worked very hard to get this done and looked at several sites and called it a "long time coming."

Town Mayor Juan Melendez, Jr. said he thinks the monument's home in Groton is more appropriate than any other place in the world.

"We're the submarine capital of the world, and I think, with this project, along with our sign on I-95, signal to the world that this is the place where we train submariners, where we build submarines, and this project is going to be here to celebrate that," he said.

Melendez, Jr. told the story of his father, his personal hero. His father joined the Navy in 1984, which brought him from the Bronx, N.Y., to Groton. He became chief in 1998 and in 2001 went on a seven-month deployment after the 9/11 attacks. He retired as chief petty officer in 2006 and now works at Electric Boat, where he's helping to build the Columbia-class submarine.

Melendez, Jr. said his father is an extraordinary person who did extraordinary things, but in Groton, many people have stories like his. The monument will be a place to tell the stories of and celebrate the people who served aboard ships and sacrificed for the country.

State Rep. Joe de la Cruz, D-Groton, who served on the USS Groton Sail Foundation's committee, also reflected on the monument's significance to Groton.

"When our government goes in to negotiate, peace hopefully, a lot of that has to do with the submarines that are underwater, with the men and women that serve on them, and definitely with this community," he said.

De la Cruz, whose grandfather served in the Navy and then worked in Groton, said the Groton community is unique because it supports people who land here from other places, whether they're looking for doctors or for what is the best school.

"That's part of our community and this is a memorial that's recognizing all of us," he said. State Rep. Christine Conley, D-Groton, spoke about how legislators, who got up early for the public hearing on the land transfer before another 14-hour day discussing bills, are excited about how beautiful the monument will be and how everyone's going to be able to come and see the great work people who build and serve on

submarines do.

"We're one step further, and I can't wait to see the finished project," Conley said. "Good work, everyone."

State Sen. Heather Somers, R-Groton, recounted a story of how she recently was at an event with volunteers from the submarine base. She spoke with a young woman who initially didn't like Groton, but said she now is starting to become part of the community and loves it here and wanted to stay in Groton for the next four years. Somers and the young woman spoke about how suitable it was to have a monument for the 43 military community to show how awesome it is and that it is the submarine capital of the world.

"We want to thank people who have been in the service," Somers said. "We want you to come back here with your families and we want you to know that we honor you and we honor your service." <https://www.stripes.com/branches/navy/2022-09-20/groton-sail-monument-site-unveiled-7407793.html>

A Century Later, A World War I Submarine Has Been Found

The U-111 submarine was captured by the U.S., sailed back to the U.S. and eventually thought lost to the ages.

(TASK & PURPOSE 02 OCT 22) ... Nicholas Slayton

A hundred years after it sank beneath the waves, the World War I-era German submarine U-111 was found off the coast of Virginia. It's the strange, final resting place for the U-boat that entered into service at the tail end of World War I and then became an American possession.

The wreck of the U-111 was discovered by Erik Petkovic. The news of the discovery, as well as photos and video, were first shared by National Geographic. After months of searching, Petkovic and his associates found it on Labor Day of this year.

Despite being a World War I-era submarine — it was commissioned on Dec. 30, 1917 — the U-111 didn't actually sink until four years after the

war ended. After launch, the submarine patrolled around the British Isles, sinking a British cargo ship in April 1918. Two more patrols followed, and U-111 closed out the war while in port.

After the war, the submarine was seized by the Allies. It was set to be scrapped along with other captured U-boats, but President Woodrow Wilson had it and a few others kept to be sent back to the United States, both to show off the prizes of war and to raise money for Victory Bonds. That's when U-111 started having troubles. It almost sank on its Atlantic voyage. In 1921, it was put to use as part of Brig. Gen. Billy Mitchell's fleet of expendable ships during his demonstrations on using planes to attack navies. On its way back it sank, not far off of the Virginia coast. But that wasn't the end. It was rescued and brought back to the naval base at Norfolk. But the military apparently had no more use for it, so on Aug. 31, 1922 U-111 was sent out to sea with open hatches and explosive charges and intentionally sunk.

Multiple U-boats from both world wars sank in American waters, but despite know where U-111 was when it went under, it was never expected to be found. That's because it sank deeper than a human diver could reach, beyond 120 feet. Petkovic and his crew found the wreckage at approximately 400 feet beneath the sea, still deeper than a diver could reach, but not as far as the 1,600-foot depth the U-boat was assumed to have sank to.

The search itself was done in secret. Petkovic and his colleagues claimed to be searching for something innocuous — a Russian freighter — while scanning the depths for any sign of the sub. They consulted records of where fishermen got lines and net snagged, reasoning something must be in the area that causes it.

“That's when we decided hey, there's got to be something there,” Petkovic told National Geographic. For now the crew is not disclosing the exact coordinates of the submarine.

Now that it has been found, there are no immediate plans to move U-111. Petkovic told National Geographic the team will send divers to

the submarine next year and start mapping the wreck.

<https://taskandpurpose.com/history/wwi-submarine-found-shipw/>

New U.S. Nuclear Sub Made For China, Russia War

SSN(X) design aims to fix flaws in Virginia class predecessor and marks a return to Cold War operational doctrine

(ASIA TIMES 27 SEP 22) ... Gabriel Honrada

The US is designing its SSN(X) next-generation nuclear attack submarine in a significant shift from procuring Virginia class SSNs to a new class by the 2030s. The program addresses maintenance woes in its current nuclear attack submarine fleet and reorients US undersea warfare capabilities to great power competition from China and Russia.

The designation “SSN(X)” means that the exact design of the nuclear attack submarine class has not yet been determined, according to an August 2022 US Congressional Research Service (CRS) report.

Although the Virginia class is built with incremental improvements called “blocks,” a new design that solves maintenance problems and includes game-changing technologies may represent the development of a new class altogether.

The CRS report states that the US Navy estimates the SSN(X)'s price tag at US\$5.8 billion per boat, significantly higher than the \$3.6 billion for a VPM-equipped Virginia class boat.

At the Society of Naval Engineers' annual Fleet Maintenance and Modernization Symposium held this month, Rear Admiral Jonathan Rucker stated that the US currently has 50 SSNs, but 18 are under maintenance and unavailable to operational commanders, as reported in Defense News.

Rucker said that the current number of SSNs in maintenance is too high and that sub maintenance is facing challenges in planning availabilities, work execution and keeping enough spares and materials for repairs on hand. At the same conference, Rear Admiral Scott Brown said

that the US Navy did not make sufficient investments in repair and maintenance capabilities when designing and acquiring the Virginia class SSN, resulting in the cannibalization of other boats to maintain operational numbers and delays waiting for parts and components that are often unavailable. Rucker emphasized that such shortfalls should not happen with the SSN (X).

He stated that from over a million parts in the Virginia SSN, only 0.1%, or 32 parts, were found not to perform as intended from a life expectancy perspective. He also mentioned that those 32 parts were redesigned, or had their maintenance cycle changed, insinuating those improved parts could possibly be used in the SSN(X). He stated that the SSN(X) design emphasizes four top requirements: speed, stealth, payloads and operational availability. Rucker and Brown's statements echo the August 2022 CRS report highlighting the industrial base and maintenance woes plaguing the US Virginia class SSN fleet.

The report notes concern about the US' limited industrial base to construct two Virginia class SSNs with the multimission Virginia Payload Module (VPM) and one Columbia class nuclear-powered ballistic missile submarine (SSBN) annually from the mid-2020s to mid-2030s.

Despite those limitations, there may be plans to increase US submarine production to three Virginia class boats and one Columbia class boat per year, which has been dubbed the "3+1 program."

In December 2021, US President Joe Biden signed three determinations of the Defense Production Act (DPA) to strengthen the US submarine industrial base to increase the production of Virginia class subs.

However, the CRS report asks several difficult questions – most without answers – about the US' submarine construction industrial base. First, it asks whether the US Navy, submarine shipyards and submarine supplier firms have agreed on the US industrial base capacity to handle building the Virginia and Columbia class subs.

Second, it asks whether those organizations

have taken steps to increase the industrial base capacity to match desired submarine procurement rates. Third, the report asks about the specific effects of the three presidential DPA determinations on US submarine-building capacity.

The CRS report also points to other issues within the Virginia class fleet such as cannibalization between boats, noting that some components have worn out earlier than their 33-year designed lifespan, with flaws in contractor quality and out-of-spec parts contributing to accelerated wear. The report notes that most cannibalized parts were electrical components, among other classified parts. It also says that cannibalization brings a slew of disadvantages, such as increased workload and risks of parts being damaged during the process.

Other issues raised in the CRS report included substandard steel, problems with hull coating and defective parts.

With all these problems, US Navy SSNs have had delayed deployments due to capacity-related backlogs at US Naval shipyards, notes a separate July 22 CRS report. That report asks critical questions about the US Navy's required number of SSNs given its 355-ship goal in 2016 while pointing to the operational implications of the US' shrinking SSN fleet, which is projected to decline to 46 boats by 2028 and stay below 60 until 2045.

The US built the Virginia class SSN in the 2000s as a less-expensive alternative to the Seawolf class, which was built between 1989 and 2005, with the latter class being the most expensive US attack sub ever built at \$5 billion per boat in 2018 dollar values.

The Seawolf class was designed as the successor to the 1970s Los Angeles class, which is currently still in service. 34 The US built the subs to operate in deep-water environments to hunt then-Soviet nuclear-powered subs such as the Typhoon-class nuclear-powered ballistic missile subs (SSBN) and Akula-class SSNs.

However, the US built only three out of 29 planned boats due to the end of the Cold War.

In contrast, the VPM-equipped Virginia class

costs \$3.6 billion per boat while featuring technologies found in the Seawolf class.

While the Virginia class can perform the same missions as the Seawolf class, it is optimized for a post-Cold War threat environment characterized by covert insertion and delivery of special operations forces (SOF), covert cruise missile strikes on land targets and covert offensive and defensive mine warfare.

However, renewed great power competition between the US, China and Russia may have prompted a shift in US submarine design philosophy, with a new emphasis on anti-submarine and anti-surface warfare.

Notably, China's rapidly advancing anti-access/area-denial (A2/AD) capabilities and improving nuclear and conventional subs pose a significant challenge to US undersea dominance in the Pacific. Russia's nuclear subs are also a serious challenge to US dominance in the Pacific and Arctic. When operating close to US shores, Chinese and Russian subs pose a significant threat to the US homeland.

Apart from simplifying logistics and maintaining fleet numbers as a rationale for the SSN(X), the US Navy may have reached its stealth capability limit with a purely mechanical system, a limitation that may be driving the SSN(X)'s development.

In a 2016 article for The National Interest, Dave Majumdar notes that a next-generation sub would have to dispense with moving parts to improve stealth drastically, as rotating machinery and propulsors moving through water excite the stern and other parts, generating noise.

In addition, Majumdar notes that a permanent magnet motor for the upcoming Columbia class may also be installed in the SSN(X), presenting a big technological leap from the Virginia class.

Critically, the increasing stealth of Chinese and Russian subs may be the driving factor to improve the stealth of the Virginia class. However, current mechanical propulsion technologies may already have reached their limit.

In a September 2020 article for The National Interest, Caleb Larson mentions that China's Shang class SSNs may already be as quiet as

their US counterparts. He notes improvements in reactor design and anti-echoic tiles may have reduced the Shang class's noise level to that of upgraded Los Angeles SSNs.

Similarly, Russia has been steadily improving the capability of its subs, despite the relative deterioration of its military in other areas. In technology terms, the Yasen SSGNs represent a significant development in acoustic signature reduction and weapons integration, which are on par with some Western counterparts, notes Arnaud Sobrero in a February 2021 article for The Diplomat.

Sobrero also mentions that Russia's Borei SSBNs are more modern than the aging US Ohio class SSBNs. Russia commissioned its Belgorod special mission submarine this July.

Asia Times has reported on this development, noting that the Belgorod is the designated carrier of the Poseidon nuclear-armed underwater drone and the highly-classified Losharik saboteur sub.

Asia Times has also reported on Russia's planned successor to the Borei class, the Arcturus, which is optimized for Arctic operations and features stealth improvements such as a shaftless power plant and pump jet propulsion.

Given these threats, the US Navy envisions the SSN(X) will be an "apex predator" combining the high speed and payload of the Seawolf class, stealth and sensors of the Virginia class and availability and service life of the Columbia class.

The CRS report says the SSN(X) will be designed to counter the growing threat posed by near-peer adversary competition for undersea supremacy, noting it aims to outclass competitors in terms of speed, payload, stealth and operational availability.

The SSN(X) will also be capable of full-spectrum undersea warfare and coordinate with a larger contingent of off-hull vehicles, sensors and friendly forces while improving multi-mission capability and sustained combat presence in denied waters.

<https://asiatimes.com/2022/09/new-us-nuclear-sub-made-for-china-russia-war/>

Bay Area Military Tradition Of The 'Squadron Bottle' Revived At Top Of The Mark



(CBS BAY AREA 03 OCT 22) ... Juliette Goodrich
SAN FRANCISCO -- A Navy veteran who lives near the water south of San Francisco helped spur the revival of a bygone military tradition at one of the city's most famed bars.

When Mike Hall of Pacifica comes close to the ocean, it stirs his heart and speaks to his soul.

"When I come to the beach, and I smell the salty sea air, and I hear the sounds of the waves crashing, all those memories, all those experiences, come rushing back," said Hall.

Hall is a veteran of the U.S. Navy. He graduated from Annapolis and served his country as a naval officer for more than 6 years. He told KPIX 5 how he shares an unspoken bond with his fellow vets.

"Whether they served 100 years ago or they're going to serve 100 years into the future, there is legacy of serving in the United States military that binds us all together," said the former Naval officer.

In 2009, while on leave, Hall decided to partake in a special tradition. It started at the Mark Hopkins hotel during World War II.

During the war, San Francisco played a major role in the moving of troops and supplies to and from the Pacific. Before many soldiers and sailors departed, they partook in a routine that became known as the "Squadron Bottle."

They headed to the Top of the Mark at the Mark Hopkins Hotel to have a final drink on American soil. Reports suggest 30,000 members of the military participated every month, with lines at times stretching around the block.

The routine often included toasting the Golden Gate Bridge for a safe return, or in honor of a fallen soldier.

With this tradition, servicemen would buy and leave a bottle in the care of the bartender so the next member from their squadron could enjoy a free drink.

If you finished the squadron bottle, you bought a new one to leave behind.

Mike Hall knew about the tradition and, a number of years ago and sporting his dress whites, headed up the famous lounge to participate.

"The Squadron Bottle embodies and represents those bonds, that teamwork, that camaraderie," said Hall.

He headed to bar and asked the bartender for the Squadron Bottle, but alas, none remained. Hall then bought one and left it along with a logbook for future troops to sign.

He recently returned to the visit the hotel. When he got off the elevator at the Top, nothing could prepare him for what he saw: a huge display crammed with dozens of Squadron Bottles.

On each one, a note detailing who bought it and why: bottles from Air Force pilots and infantry battalions, sailors, U.S. Marines, U.S. Rangers, as well as the U.S. Coast Guard. Families, friends and perfect strangers all bought bottles. The hotel credits Hall for the revival.

"Just having Mr. Hall in here and seeing what he was able to create, that we had started in WWII and just kind of lost over time. And it's just really nice to be able to bring it back and now kind of exceed what it once was," said Phil Amidon, the Director of Food & Beverage at the Mark Hopkins.

As for Hall's logbook, there are now several. Each one quickly fills up.

"What's amazing is the amount of different generations that have gone thru these books as well, and left their stories, their pictures: WWII, the Korean War, Vietnam, everything up to our generation now," Amidon told Hall.

These logbooks are treasure troves, packed with astounding bits of history. Inside, many stories, letters, memorial programs, notes of

appreciation and photographs of those who came home, as well as those who died while serving the nation.

By way of the Squadron Bottles and the logbooks, for years to come generations will be able to read and reflect on what it means to serve a bigger purpose, and to help ensure those memories are never forgotten.

"Those little momentos left in those books -- and the bottles left there for people to have a drink with -- represent as we say the 'links in the chain,'" said Hall, as he took in another deep breath of ocean air.

Anyone can buy a bottle at the Top of the Mark and leave it for the Squadron Bottle collection. And any active military or vet can partake in the tradition. They just need to present their military ID. During Fleet Week, the Top of the Mark will open early to celebrate the U.S Armed Services and also host special program for viewing the Blue Angels this week. It is available on the hotel's website.

More information about San Francisco's historical role as a point of embarkation for the U.S. military is available here.

<https://www.cbsnews.com/sanfrancisco/news/bay-area-military-tradition-of-the-squadron-bottle-revived-at-top-of-the-mark/>

NEW COLUMN HOUSEHOLD HACKS

(If you have a hack to share send them to me and they will show up in our newsletters. Since I expect these to be sent by many contributors no credit will be given on who sent them.)

=====

Nontoxic, Cheap, and Effective Way to Clean Appliances

by Montross Made

2 Materials - \$10 - 2 Hours - Easy

Appliances can get smelly, fast. The two main issues at our house are the dishwasher and the washing machine. The washing machine is probably the worst because my husband is a landscaper so he comes home with a lot of dirt and sweat filled clothes every day, AND we have

an English lab who claims every blanket as his own. Even if you aren't dealing with all that filth, my guess is if you haven't cleaned your appliances recently, they can probably use it. The good news is you probably already have what you need to get them odorless and clean!

What you'll need: White Vinegar and Baking soda. And that's it!!!

Step 1. Clean visible particles

First wipe down the interior of your appliances with a damp rag. Make sure to get in all the nooks and crannies, especially the rubber flaps inside of the washing machine. You can see how gross the rag from the washing machine is... Don't judge me! If you have filters in your machines, you can clean those out too.

Step 2. Run a clean cycle with vinegar

For the washing machine, I put the vinegar right in the liquid soap dispenser and run a clean cycle with hot water and the drum empty.

For the dishwasher, I fill a bowl with vinegar, and run a quick cycle, again with the rest of the machine empty.

Step 3. Run a clean cycle with baking soda

When the vinegar cycle is complete, next for the washing machine, I sprinkle some baking soda right into the drum, and run another clean cycle.

Same thing for the dishwasher- just sprinkle some baking soda in the bottom rack, and run another quick cycle.

When you're all done, your machines should be sparkly clean and odorless! I do this every few months, or whenever I notice a funky smell coming from one of my machines. It's such a simple hack that really gets rid of the horrible smell that appliances can get. Also, it's a cheap, and nontoxic.

=====