



VOL. 2022 #12

DECEMBER 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
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HISTORIAN / CUSTODIAN Larry [Linda] Knutson	WEBMASTER / NEWSLETTER Nick [Linda] Nichols	CHAPLAIN Bruce [Vicki] Stefanik
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Your Stimson Association Officers and Board of Directors and their families send their best wishes to each of our shipmates for a Joyous and Blessed Holiday Season. Whatever holiday you celebrate be blessed during this time, stay safe and we'll talk to you again next year!

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REUNION CONTROL CENTER

2023 Stimson Reunion

October 11-15, 2023

Charleston SC

Hilton Garden Inn (Summerville SC)

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

20 registrations have been received as of 26 November 2022. Check here to see who has signed up to attend: [Registered Attendees](#)
[Sailing List](#)

To see where these attenders are located go to [Location Map of Registered Attendees](#)



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

Hope everyone had a good Thanksgiving and will have a great Christmas. We always have Christmas Eve at our house and it is usually a good crowd.

Marie and I were very sick over Thanksgiving. We missed going to her sisters for Thanksgiving. We both tested negative for Covid for 3 straight days but felt horrible for several days.

Trying to plan a trip after Thanksgiving to see our grand daughter Caitlin in Virginia. Originally planned to go to Baton Rouge and then my family in south Texas but plans got changed.

Marie and I are looking forward to the next reunion in Charleston in 2023. Look for details about the reunion progress in the newsletter.

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



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

Since this is the season to be thankful, I thought the following extract from *NAVPERs-NRB-44205-12SEP44-300M* would refresh memories of how well we had it onboard.

“Yet the modern submarine, because of its size, provides commodious quarters for both officers and men. The submarine rule – “Leave no idle inches” – is still carefully applied, but creature comforts are many. There are roomy bunks equipped with excellent springs and soft mattresses. There are showers and a washing machine. The newest submarines coming off the ways even have tiny soda fountains.

Air conditioning is used throughout, and modern methods of refrigeration are used to guard the freshness and flavor of the large quantities of special food that are taken on patrol. Radios provide news and music while the sub is on the surface and recording apparatus and record-changers provide entertainment and music for all hours spent submerged. The programs are “piped” to all compartments of the submarine, but there is opportunity for a variety of simultaneous programs to satisfy individual wishes.

Merry Christmas from Jerry & CJ



Custodian - Larry Knutson, MMCS (SS) B 79-81 USSVI-Charleston Base:

We still have the box of Gold Crew check-in cards that were from the time of Bob Weeks CO tour. Several Gold Crew members have contacted us for their card. If you were on the Gold Crew during any time when Bob Weeks was the CO you completed a check-in card for him. The box of cards is now held by our base secretary. If you would like a copy of your card sent to you please contact our Secretary at 655webmaster@ssbn655.org.



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

December is a time of Peace and Joy. It is also a time that we celebrate family and friends. It is a time when some folks travel and some stay home. It is a time when people eat too much and wish later that they had not.

God gave Christmas to bring us close to him. Remember that the Christ Child is the reason we have Christmas.

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

Submarines Lost During the Month of December

USS CAPELIN (SS-289)	December 2, 1943	1 st War Patrol	Lost with all hands – 76 souls
USS SEALION (SS-195)	December 10, 1941	Bombed in Philippine SY	
		First submarine lost in World War II	
		Loss of 5 souls	
USS F-1/CARP (SS-20)	December 17, 1917	Collision with USS F3 (SS 22)	Loss of 19 souls
USS S4 (SS-109)	December 17, 1927	Rammed by USCG Paulding	
		Lost with all hands – 40 souls	

Four Boats and 140 Men Lost
During the Month of December

jaxbeachlloyd@gmail.com or call me at 904-631-0029.

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

Cards to: 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!

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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 their 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

GREAT LINKS TO SPEND TIME WITH

655 Association Website

www.ssb655.org

What does a storm surge look like?

Video of Ft Myers Beach during Hurricane Ian in a time lapse. Absolutely incredible!

https://video.twimg.com/ext_tw_video/1575665861914169344/pu/vid/1280x720/5uSkINuTfQDQec0y.mp4?tag=14

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

Highly Unusual Disclosure of Ohio class sub in the Arabian Sea.

It is extremely rare for the US Military to reveal

the whereabouts of nuclear ballistic missile submarines while they are on patrol. Countries bordering are Pakistan, Iran Oman, Iraq. **<https://www.thedrive.com/the-war-zone/highly-unusual-disclosure-made-of-u-s-ballistic-missile-submarines-presence-in-arabian-sea>**

Another U.S. Ballistic Missile Submarine's Movements Peculiarly Publicized

U.S. Strategic Command's official statement today disclosed a visit by the USS West Virginia to the British island territory of Diego Garcia, which hosts major American military facilities, earlier this year.

<https://www.thedrive.com/the-war-zone/another-u-s-ballistic-missile-submarines-movements-peculiarly-publicized>

Submitted by SUBVET Shipmate Pat Davis, STCS (SS), Charleston Base, Lewis & Clark SSBN 644
SILENZIO'...BEAUTIFUL AND HAUNTING

About six miles from Maastricht, in the Netherlands, lie buried 8,301 American soldiers who died in "Operation Market Garden" in the battles to liberate Holland in the fall/winter of 1944. Every one of the men buried in the cemetery, as well as those in the Canadian and British military cemeteries, has been adopted by a Dutch family who mind the grave, decorate it, and keep alive the memory of the soldier they have adopted. It is even the custom to keep a portrait of "their" soldier in a place of honor in their home.

Annually, on "Liberation Day," memorial services are held for "the men who died to liberate Holland." The day concludes with a concert. The final piece is always "Il Silenzio," a memorial piece commissioned by the Dutch and first played in 1965 on the 20th anniversary of Holland's liberation. It has been the concluding piece of the memorial concert ever since.

This year the soloist was a 13-year-old Dutch girl, Melissa Venema, backed by André Rieu and his orchestra (the Royal Orchestra of the Netherlands). This beautiful concert piece is based upon the original version of taps and was composed by Italian composer Nino Rossi.

Remote control

Some hotels, such as those in Hilton's Clean Stay program, specifically say that high-touch surfaces including the TV remote are thoroughly cleaned, but are they really? The 2020 *Inside Edition* report found that in the hotels they investigated, TV remotes were not always cleaned. And in addition to COVID-19, "E. coli can be a problem on TV remotes from hotel guests not washing their hands after going to the bathroom," says Dr. Stagg. Tip: Cover your remote with a thin plastic bag (such as a Ziploc) to turn the TV off and on and to change channels.

Desk

In hotel rooms, you can commonly find respiratory viruses lingering on desks, says Dr. Stagg. This includes COVID-19, which may remain on wood surfaces for up to four days—although whether there would actually be enough of the virus left to make you sick days later is debatable. Still, it doesn't take much effort to wipe down the surface of the desk, just in case.

CODE6D/GETTY IMAGES

Phone

Here's one that will surprise absolutely no one! Hotel room phones are a magnet for germs, as you put it up to your face and extremely close to your mouth. With the risk of COVID-19 (not to mention other germs), it's best to skip using the room phone completely—or if you have to use it, put it on speaker.

Coffee maker

Coffee makers can harbor mold and respiratory viruses, according to Dr. Stagg. In one pre-COVID study published in *Scientific Reports*, researchers from the University of Valencia found bacteria in nine Nespresso machines that had only been used for a year. SELLWELL/GETTY IMAGES

Bathroom glasses

Even with today's stricter cleaning protocols, you can never be sure if those glasses in the bathroom have been washed properly.

Ice buckets

Nope, not even your ice is safe! Hotel ice buckets can contain a host of germs, including

norovirus from guests who may use it as a vomit basin (which happens more than you'd care to imagine).

Comforter and pillows

The bed is pretty much the most important item in a hotel room, so you'd expect it to be thoroughly clean in the age of COVID-19. The *Emerging Infectious Diseases* study highlighted the importance of this, as it found COVID germs on the uncleaned bedding of infected guests, with the highest viral load on pillowcases and sheets.

Room keys

Here's one thing you touch multiple times a day as a hotel guest and never thought twice about until now: your room key card. Prior to COVID, "these [were] never disinfected, so they [had] just as many germs on them as money does," Taft says. "Consider wiping all room key cards down ASAP."

Sofa and chairs

Stains from bodily fluids—which aren't always visible to the naked eye—can harbor a variety of viruses and bacteria. And unfortunately, soft surfaces like sofas and chairs are some of the hardest things to keep clean.

Carpets

Even if housekeeping thoroughly vacuums between guests according to COVID guidelines, they are probably still not actually cleaning the carpets after each use—and germs may linger there.

Air vents

Although we've focused on the dirtiest surfaces in hotel rooms, the air in your room may be the most dangerous thing you encounter. Research now shows the primary way the virus spreads is through the air, with transmission from surfaces secondary. Although most airborne transmission is through close contact, it's possible that inadequately ventilated buildings could be culprits as well.

READ MORE



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

How to Protect Yourself from Hackers

As digital citizens in this ever-increasing connected world of mobile devices, on-line banking and e-mail communications, it is important to be vigilant and protect our digital assets. Think for a moment about all the devices you have that contain personal information that you use every day and their interconnection to the digital world – iPads, iPhones, Android phone, tablets, laptops, desktops, smart watches, refrigerators (yes that know how much beer you have on hand!), and even our cars have become connected in recent years to the global Internet. Collectively they contain a pretty complete picture of who we are. Digital thieves know this and they sharpen their skills and tactics to get at that information for identity theft, ransomware attacks, and tricking you into revealing accounts and passwords you use for your on-line banking and healthcare. We can protect ourselves by being informed and armed with information about how they work and how we can protect our digital assets.

The following articles, hopefully not too technical in nature, will give you some insights into what to look for and how to protect yourselves.

How to Protect Yourself from Hackers

How Can I Protect Myself from Identity Theft Online?

How to Protect Your Digital Privacy

18 Ways to Secure Your Devices from Hackers

Many of the links above include links to other articles that are aligned to the article contents. So look at those as well to increase your knowledge.

The digital world can be a great place to explore, but it has its dangers as well. So enjoy the

journey but do so safely and armed with knowledge of what to watch out for on your journey.

If you have questions or comments on this article, feel free to contact me at subvet_ssb@bellsouth.net.

And if you have a difficult computer or network problem you need help with, you can contact me as well. I'm always glad to help out if I can.

//George

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PART 2: The Computer Corner
By: George Birmingham, ET1(SS) G/SY1/G 69-74, Assoc. Life Member, USSVI Carolina
Piedmont Base

The holiday scams have started. This morning I received an e-mail that is attached as a printable .pdf (no active links) to this e-mail from what would appear to be the USPS. However, as we all know, if the USPS can't deliver a package, they put a slip in your mailbox telling you to come to the Post Office to get your package.

I have highlighted the tell-tale signs that this is a scam. Note in the body text, they really, really want you to open that .html attachment, which is

16.7Kb in size.

Just guessing here that it will infect your computer big time.

Note:

"Be aware that the U.S. Postal Service does not notify customers of package delivery attempts, or request personal information, via email. Poor grammar and spelling errors are a good indication that the email is fraudulent. **If the email requests "immediate action," it could be a scam.**" (*my comment*) - Look at the address it was sent from. Do you think the USPS really uses Yahoo! Mail?

☺☺ Me neither...

Subject: USPS UPDATE: Update parcel delivery information
From: USPS Informed Delivery <noreplyusps87-11.29@yahoo.com>
Date: 11/29/2022, 9:51 AM



The Lean Submariner

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

<https://theleansubmariner.com/>

October 16, 1962 – The Day the World Found Itself on the Brink - Mister Mac

I was eight years old on October 16, 1962. It was a Tuesday and I was in grade school probably day-dreaming about anything but the world coming to an abrupt end. But on that day, President Kennedy was shown some pictures of Soviet Missiles being assembled in a place called Cuba. It may have well [...]

Read more of this post

Has anyone seen the anchor? – Mister Mac Nov 27

Adrift The definition of the word adrift is often this: so as to float without being either moored or

steered: "a cargo ship went adrift". Unless you are a submariner by trade, you are probably not familiar with the fact that some submarines have anchors. My first boat was the USS George Washington and she [...]

Read more of this post

9 Bad Habits That Could Damage Your Car Mechanics say drivers should stop doing these things to extend vehicle life

By Wendy Helfenbaum,

If you've been driving for years, chances are you've had to bring your car to a service station for repairs — maybe expensive ones. These costly repairs go well beyond basic car maintenance, and they're often the result of bad habits drivers may not know they have. We asked mechanics to share some of the most common things drivers do that can damage a car's engine, transmission, brakes and other vital automotive components.

1. Avoiding routine maintenance
2. Ignoring strange noises
3. Ignoring odd smells
4. Not noticing warning lights
5. Shifting gears before coming to a full stop
6. Driving on worn, underinflated or unbalanced tires
7. Ignoring manufacturers' recall notices
8. Failing to notice wet, oily stains under your car
9. Bringing your own car parts to a garage

First-Generation Female Submariner Reaches New First Aboard Navy Vessel

(STARS AND STRIPES 29 NOV 22) ... Alex Wilson

One of the Navy's first women to qualify for submarine service became the first female executive officer aboard a U.S. submarine this month.

Lt. Cmdr. Amber Cowan, of Colorado Springs, Colo., stepped into her new role Nov. 11 as second-in-command of the Gold Crew aboard the Ohio-class ballistic missile submarine USS Kentucky, according to a Nov. 23 news release

from Submarine Force Pacific Fleet.

Cowan's appointment comes more than a decade after then-Secretary of Defense Robert Gates in 2010 lifted the Navy's ban on women serving aboard submarines.

Cowan belongs to the first generation of U.S. naval officers to serve aboard submarines starting in 2011. The following year she and two other women became the first to earn their "dolphins," the submarine warfare insignia, according to the U.S. Naval Undersea Museum.

Cowan, then a junior-grade lieutenant aboard the Ohio-class USS Maine, shared the honor with Lt. j.g. Jennifer Noonan, also of the Maine, and Lt. j.g. Marquette Leveque, of the USS Wyoming.

Cowan's submariner career began in 2010, when she graduated from the University of Washington and reported to the Navy's nuclear power school in Goose Creek, S.C. She then served in a variety of roles aboard the Maine, including main propulsion assistant and tactical systems officer, according to the Nov. 23 release.

"I started in the engine room, which is where we build our foundation," Cowan said in the release. "It teaches officers to trust their enlisted counterparts and also have ownership of and in a watch team."

She later served as the engineering officer aboard the Virginia-class fast-attack submarine USS Texas. Cowan then went to Submarine Forces Pacific Fleet as the force radiological controls officer before being selected as executive officer for the Kentucky.

Just three months before Cowan's promotion, Master Chief Angela Koogler was selected as the first female chief of the boat aboard a submarine, according to an Aug. 31 Fleet Forces Command news release.

Koogler, of Kettering, Ohio, reported to her new position aboard the USS Louisiana on Aug. 22, according to the news release. The chief of the boat is the senior enlisted adviser to the vessel's commander and executive officer.

The Navy plans to have 33 submarine crews with female officers and 14 crews with female enlisted sailors by 2030, according to an October

2021 news release from the chief of naval personnel.

As of November, the Navy has assigned women to 28 operational submarine crews, Submarine Force Pacific Fleet said in its Nov. 23 release.

Submarine Forces Pacific Fleet did not respond by Tuesday to a request for further information on Cowan and women's service aboard submarines.

<https://www.stripes.com/branches/navy/2022-11-29/navy-submarine-first-female-executive-officer-8229656.html>

U.S. Navy Wants To Avoid Shortfall Of Nuke-Armed Subs In 2030s

(DEFENSE NEWS 02 NOV 22) ... Megan Eckstein

ARLINGTON, Va. — U.S. Navy officials are worried the service in the 2030s may have just enough nuclear-armed submarines to meet operational requirements — but no extras in case one becomes unavailable.

So the sea service is looking at steps to both extend the service lives of some outgoing Ohio-class ballistic missile submarines and hasten the delivery of new Columbia-class submarines.

Rear Adm. Scott Pappano, the program executive officer for strategic submarines, said the submarine force is required to have 10 SSBNs ready to go to sea at any given time. These submarines go on long deployments, tasked with lurking undetected in the depths of the oceans and carrying the nuclear missiles the United States hopes to never launch.

As the Ohios age out of the fleet, though, and the new Columbias come online, there are times when the fleet is expected to have 10 or fewer boats available, Pappano said Nov. 1 at the Naval Submarine League's annual conference here.

To address that problem, Pappano said the Navy is working to accelerate the delivery of new submarines.

The Navy developed an integrated enterprise plan with industry, Rear Adm. Doug Perry, the director of undersea warfare on the chief of naval

operations' staff, said at the conference. The plan, which requires buy-in from the Defense Department, ship construction yards and lower-tier suppliers, could accelerate the delivery schedule for boats 2 through 12 by as much as six months, Perry said.

Pappano added that the Navy hopes to buy boats 3 through 7 through a block-buy contract, meant to allow the Navy and prime contractor General Dynamics Electric Boat to buy material more cost-effectively. As global supply chain woes have slowed the delivery of long lead time parts, Pappano said the block buy would allow these parts to be put on contract earlier in the process.

Pappano said accelerating ship construction timelines by six months would eliminate all instances of the available SSBN inventory falling below 10 in the future force projections.

Still, that leaves no extra submarines in case of unforeseen incidents. So, as many as five Ohio SSBNs may go through an 18-month maintenance and modernization period to give them three additional years of operations at sea — offering the fleet a greater buffer, Pappano said.

Operating the Ohios even longer

The Navy already extended the service life for the entire Ohio class out to 42 years, and the class cannot be extended again. But the Navy can assess each individual hull as it nears the end of its life and look for ones that still have plenty of nuclear fuel remaining and whose hulls are in good shape.

Submarines that meet these criteria could be put into a so-called pre-inactivation restricted availability, where targeted maintenance work would be done to keep the boats and their combat systems in top shape for three more years of service life.

Subs that aren't good candidates for this life extension would be used to benefit the rest of the fleet, either by undergoing destructive testing to learn more about the condition of the boats or to be cannibalized so their parts can be used on the boats that are extended.

Navy officials first publicly discussed the idea

of extending the lives of select Ohio boats at Sub League's 2020 conference. In comments then and since, leadership has couched the decision to consider these life extensions as a hedge against any problems with Columbia construction. The Navy bought its first Columbia SSBN in fiscal 2021, will buy the second in FY24, and will then buy the remaining ships at a one-a-year rate from FY26 through FY35, asking industry to build at a pace not seen since the Cold War.

But Pappano raised a number of other concerns over the ship inventory the Navy is eyeing for next decade.

"The riskiest period during the transition is in the 2030s, as the Columbias come online and Ohios go offline," he told Defense News at the conference.

Much like with cars, he said, submarines are most prone to problems at two times, when they're new and may reveal production line mistakes, and when they're old and components start to fail. The 2030s will be "a critical period with just new ships and just old ships."

And, he said, the Navy will upgrade its nuclear-tipped missiles in the 2030s, moving to the Trident D5 Life Extension II payload. In the 2036 to 2039 timeframe, Pappano said, the Navy will need to use both an Ohio-class submarine and a Columbia-class submarine to test the new missile and ensure they're interoperable with both classes of ships — meaning one or two submarines will be pulled from operations to participate in sea trials.

Asked how much it would cost to fix up a handful of Ohios, Pappano didn't provide a dollar amount but said it's "not cost prohibitive to go do that" and would be on par with any other 18-month maintenance and modernization availability for a submarine.

Perry added that cost would be one factor in deciding how many ships to put through the life extension work. Shipyard availability would be another; the Navy's shipyards are already struggling to improve their performance and get boats out of maintenance on time, and Perry said he doesn't want this life extension project to

upend the work already being done.

Pappano said he believed the service would extend at least two or three boats, and as many as five.

For the first potential ship, USS Alaska in 2029, Pappano said he's eyeing a decision in fiscal 2026 to ensure enough time to buy long-lead material, allow the shipyard to plan and work the modernization availability into the budget.

<https://www.defensenews.com/naval/2022/11/02/us-navy-wants-to-avoid-shortfall-of-uke-armed-subs-in-2030s/>

Navy Expanding Attack Submarine Presence On Guam As A Hedge Against Growing Chinese Fleet

(USNI NEWS 02 NOV 22) ... Mallory Shelbourne

ARLINGTON, Va. — Amid strategic competition with China, the United States plans to augment its ability to operate submarines out of Guam, the commander of U.S. submarine forces in the Pacific said today.

After sending Los Angeles-class nuclear attack submarine USS Springfield (SSN-761) to Guam earlier this year, the Navy will spend the next five to 10 years building out both its maintenance capacity and training capabilities on the U.S. territory.

“Looking to the future, we are going to expand our submarine operating capability from Guam to optimize our presence and warfighting capacity in the Western Pacific,” Rear Adm. Jeffrey Jablon, the commander of Submarine Force, U.S. Pacific Fleet, said Wednesday at the Naval Submarine League’s annual symposium.

“This is going to include augmenting our maintenance capacity with the necessary facilities, infrastructure and personnel; building additional pier facilities and services; and expanding the capabilities of our shore-based training facilities in Guam,” he added.

That timeline to expand submarine capacity and capabilities out of the U.S. island territory corresponds with what Jablon described as the “decade of maximum danger,” as it relates to China’s desire to reunify Taiwan with the

mainland.

“And that specifically refers to the [People’s Republic of China]. You know, we’ve heard we’re at an inflection point. It’s a critical decade. It’s a decisive decade. And it’s true. That is my number one concern as the Pacific Fleet force commander for the submarine force. We are in the decade of maximum danger,” Jablon said.

“China has fielded the largest navy in the world, guaranteeing its numerical advantage in the south and east China Seas. And as the [People’s Liberation Army Navy] surface fleet and undersea force improves their capabilities, we will intensify our efforts to prepare our undersea force to deter, and if necessary, defeat the PLAN.”

After forward-deploying Springfield to Guam, the U.S. Navy now has five attack boats operating from the island. Both of the Navy’s submarine tenders – USS Frank Cable (AS-40) and USS Emory S. Land (AS-39) – are also stationed in Guam.

Jablon pointed to a rearming and reloading exercise that Frank Cable performed earlier this year in Australia with Springfield and Royal Australian Navy Collins-class attack boat HMAS Farncomb (SSG-74) as an example of the U.S. Navy’s undersea capability in the region.

The admiral said he expects to have a replacement for the 1970s-era submarine tenders by the late 2020s.

“Both the Emory S. Land and the Frank Cable will be in operation until that tender turnover, so there will not be a gap in our tender capabilities,” he said.

Jablon also pointed to Ohio-class ballistic missile submarine USS Nevada’s (SSBN-733) visit to Guam at the start of this year. The Navy rarely announces where its boomers are operating.

“It reflected our commitment to the Indo-Pacific region and complimented the many exercises, operations, training and military cooperation activities conducted by our strategic forces throughout the world,” Jablon said of the port visit.

<https://news.usni.org/2022/11/02/navy->

[expanding-attack-submarine-presence-on-guam-as-a-hedge-against-growing-chinese-fleet](#)

Navy Readies New Tools, Training After Connecticut Submarine Collision

(DEFENSE NEWS 02 NOV 22) ... Megan Eckstein

ARLINGTON, Va. — The U.S. Navy submarine force is nearly done implementing reforms following an October 2021 undersea collision of attack submarine Connecticut, according to the commander of submarine forces.

Vice Adm. William Houston said 27 of 28 major actions recommended in the command investigation have been completed, with the last one set for completion in the spring.

These major actions include new procedures, additional training, and new technology to help submarines navigate.

Connecticut was damaged when it struck an undersea mountain in the South China Sea, which features shallow waters and rugged terrain.

“Fundamentally that accident should have been avoided. The crew was more than capable of doing that,” Houston said at the Naval Submarine League’s annual conference here.

“In this case, there’s actions that the ship did not take that were required per procedure. So we’re giving them additional procedures, and we’re also giving them additional training so that they understand some of the principles behind those procedures,” he later told reporters.

On additional training, he said the entire officer curriculum had been revisited, and junior officers will now be given additional navigational training. Junior enlisted sailors will also receive more training on navigation and how to properly use their navigation equipment.

The submarine command course will also specifically train prospective commanders on how to use the tools at their disposal to avoid an underwater mishap, rather than just warning them to beware underwater obstacles.

Houston said he also had a particular interest in the systems crews use to navigate underwater,

when the crew is wholly reliant on sensors rather than being able to look out a window for situational awareness.

Today, he said, the crew looks at the electronic navigation system to find the shallowest spots to avoid. In the aftermath of the Connecticut collision, “we rapidly advanced computer capability to go ahead and look for all the shallow spots on the chart. And we can do that with 100% accuracy in about three seconds,” he said, without asking the crew to manually check for shallow spots.

Houston said that system will be fielded in two months.

During Houston’s speech, he also addressed fire safety efforts by the submarine force in the aftermath of the Bonhomme Richard amphibious warship fire in 2020.

He showed a photo of a complex tangle of piping sitting on a pier. The Rube Goldberg-style contraption, he said, could prevent the next submarine fire disaster, like the one that took Los Angeles-class submarine Miami out of commission in 2012.

“When Miami occurred, we wanted to have a suppression system or something that gave us more time, especially on a strategically loaded [ballistic missile submarines with nuclear weapons], to go ahead and lower the heat level on that if we ever had a fire break out,” Houston explained.

“We’ve been studying this problem for 10 years, millions of dollars of investment. I challenged the status quo with my team. In 90 days for \$10,000, we developed that system,” he continued pointing at the photo. “It’s a temporary manual system, but that will put over 800 gallons per minute in the missile compartment upper level and buy additional time.”

He said the makeshift system had been fielded at Naval Submarine Base Kings Bay in Georgia, and is in the process of being installed at Naval Base Kitsap in Washington.

<https://www.defensenews.com/naval/2022/11/02/navy-readies-new-tools-training-after-connecticut-submarine-collision/>

The Navy Begins Major Revamp of Promotions, Starting with Master Chiefs

(MILITARY.COM 22 NOV 22) ... Konstantin Toropin

The Navy is changing the way it promotes sailors into the top enlisted rank -- master chief petty officer -- and leaders in the service say that it's only the beginning of a major initiative to revamp how the service promotes across the ranks.

At the moment, master chiefs and other chief petty officers in the Navy are promoted in a process where a board reviews all eligible sailors and decides who to promote completely independent of the sailor's command or future assignments.

The new process, which the Navy calls "Billet Based Advancement," will tie those two factors -- promotion and new orders -- together. Navy officials say the change will not only benefit the service by getting higher-ranking sailors into matching jobs more quickly, it will give sailors more control and transparency over their careers.

Starting in 2023, senior chiefs who are eligible for promotion will now be "screened," and the sailors deemed the "best and fully qualified" will become eligible to participate in a marketplace of available master chief positions throughout the Navy, a press release said. If they are picked for a position, the promotion to master chief will happen as soon as they report to their new post.

"This is a fundamental shift in how we do business with respect to enlisted advancement," Rear Adm. Jim Waters told reporters in a call ahead Monday. "We think this process better aligns sailor talent with unit job requirements and seeks to advance sailors who are committed to staying Navy."

Waters explained that under the new process, after a current senior chief is screened, they will have 24 months to enter one of the MyNavy assignments cycles -- one every February, April, August, October and December for a total of 10.

That two-year window to pick new orders is a key selling point of the new approach, according

to the Navy.

"Some sailors will get that screening status and be like, 'OK, I'm ready, send me in, coach,'" Waters said. Meanwhile, the admiral also noted that the system doesn't penalize a sailor's promotion if they think "'I just need 12 more months, for my daughter to finish high school' ... or they want to look at the marketplace for a longer period of time to expand the aperture of opportunity to stay in that same location."

Once screened, would-be master chiefs will be able to apply for the jobs that interest them, and then detailers will work to make the best matches.

Another new element that the Navy is adding to the mix is "Merit Reorder." Borrowed from officer promotion boards, the screening board can reshuffle up to 15% of the candidates' rankings and designate "Merit Priority Sailors," who are given higher priority in picking new orders and "100% detailer contact," which means their detailer will call if the sailor is not selected for one of their top two preferences and help find a new match.

The Navy's official message on the new policy notes that some communities -- the command senior enlisted leader program, the submarine force, the surface nuclear program, musicians, the Naval Special Warfare community, and sailors in the reserves -- will stick to the old system.

Waters hopes that the new system will contribute "to an increased amount of control that the sailor has in their career progression because they have the ability to be identified for advancement and then make a choice as to where and when they go to be advanced while, at the same time, the Navy gets some incentive to fill those billets."

The service is planning to roll out the same promotion system for most sailors in the future, though for many junior sailors the options for advancement are more likely to include posts in their current command.

Some versions of that approach are already in place. In December 2021, the Navy announced a program called the Detailing Marketplace Assignment Policy, or DMAP, which gives sailors

in four sea-intensive jobs the opportunity to volunteer for more time at sea in exchange for extra incentive pay, a promotion to E-5, and priority for orders for a shore-duty assignment after their time at sea.

In August, the Navy offered promotions to senior and master chiefs to chief petty officers who also took sea duty orders.

Although these smaller programs clearly incentivize sailors to take orders on ships, Navy leaders say the massive revamp is not about solving that problem. While the service admits it currently has about 9,000 empty spots on ships, Navy spokeswoman Lt. Rachel Maul said that "it's also important to note that looking at the number itself doesn't tell the full story."

Maul pointed out that the Navy has 94% of all its ship jobs filled, which puts the service "within historical norms.

Also, Vice Adm. Richard Cheeseman, the Navy's chief of personnel, said in a press release on the revamp that they're looking to fix the problem of not getting newly promoted sailors into jobs that match their rank fast enough, which leads to "chronic misalignments between available talent and unit-level job requirements."

One detail that will not change, however, is the Navy's unique ritualized induction into the rank of chief petty officer that occurs over six weeks once a year. Fleet Master Chief Delbert Terrell Jr., who was on the press call with Waters, said that, while the changes to how sailors are being promoted into the Chief's Mess are "being discussed amongst the fleet ... we will be prepared to ensure that we keep that aligned in recognizing and putting anchors on our new chief petty officers."

"We're committed to that culture of a major shift from being an E-6 to being a chief petty officer -- we will incorporate [it] into any version of the senior enlisted marketplace that we develop," Waters said.

<https://www.military.com/daily-news/2022/11/22/navy-begins-major-revamp-of-promotions-starting-master-chiefs.html>

Facing Dire Recruiting Realities, Navy Raises Max Enlistment Age To 41

(NAVY TIMES 07 NOV 22) ... Geoff Ziezulewicz

The Navy raised its maximum enlistment age to 41 on Friday for sailors joining the fleet, a nod to the current recruiting struggles plaguing the entire U.S. military.

Before last week's policy change, the age cutoff for enlisted sailors was 39, with recruits needing to report to boot camp by their 40th birthday.

Under the change, 41-year-olds must report to recruit training by their 42nd birthday and cannot have previously served in the military.

Certain Navy communities, such as the SEAL and diver worlds, still have age cutoffs that differ from the general enlistment age, Navy Recruiting Command spokesman Cmdr. Dave Benham said in an email.

"As we continue to navigate a challenging recruiting environment, raising the enlistment age allows us to widen the pool of potential recruits, creating opportunities for personnel who wish to serve," Benham said.

Friday's policy change means the Navy is now accepting the oldest enlisted recruits of the four services.

The Army's max enlistment age is 35, while the Air Force's cap is 40. The Marine Corps' enlisted age limit is 28, according to a U.S. government site that lays out military joining procedures.

The Navy barely made its recruiting goal for active-duty enlisted in Fiscal Year 2022, which ended Sept. 30, bringing in 33,442 sailors — just 42 bodies more than the service's goal.

The Navy fell about 200 active-duty officers short of its FY22 recruiting efforts, and the reserves also saw shortfalls.

Recruiting in Fiscal Year 2023, which began Oct. 1, will likely be even harder, Rear Adm. Alexis Walker, the head of Navy Recruiting Command, said in a September news release. While the Navy hit its enlisted active accession's goal for FY22, the service drained its Delayed Entry Program pool and 41 finished the year with the lowest "DEP pool" in decades, according to

the release.

The delayed entry program is supposed to allow future sailors to sign a contract while holding off on shipping to boot camp. The program is designed to help recruits acclimate to military life and provide the Navy with an added measure of regulating the flow of bodies to boot camp and follow-on training.

But today, the program pool is at “critically low levels,” according to the Navy, and a third of the remaining pool comprises high schoolers who can’t ship until they graduate in the spring.

“The Navy is expected to be in a contract-and-ship posture, where future Sailors are shipped to boot camp within weeks or even days of contracting to serve,” the Navy warned in September. “This posture is expected to persist through FY23.”

The Navy is also offering big money to attract Americans into service.

Enlistment bonuses reached \$50,000 in August, and a student loan repayment plan offers repayment of up to \$65,000 in debt.

“They are not mutually exclusive, so if a future Sailor maximizes both, that adds up to a life-altering \$115,000, and the opportunity to serve in the world’s finest Navy,” Walker said in September’s release.

The Air Force made its FY22 recruiting goals, but like the Navy, leadership warned that they largely limped across the finish line.

The Army missed its recruiting goal by about 15,000, while the Marine Corps made its recruiting mission for FY22 but warned that harder days are ahead.

<https://www.navytimes.com/news/your-navy/2022/11/07/facing-dire-recruiting-realities-navy-raises-max-enlistment-age-to-41/>

Gull Poop Was Piling Up At A U.S. Submarine Homeport. So The Navy Unleashed Hawks To Help

(KITSAP SUN 11 NOV 22) ... Josh Farley

BANGOR — The dockside home of the Navy's No. 1 mission has been beset by seagull No. 2s.

The Hood Canal pier that hosts a majority of

the country's ballistic-missile submarines — whose paramount duty is to retaliate against a nuclear attack on the United States — had been recently bombarded with gull poop, soiling the subs, facilities and even the workforce.

“Hotter and drier summers made it horrible to work on the pier,” said Ed Ingles, executive director of the Trident Refit Facility, a part of Naval Base Kitsap-Bangor. “We were throwing our hands up, thinking, ‘How are we going to solve this problem?’”

That’s when the Navy turned to five Harris's hawks named Daisy, Amelia, Marie, Amber and Delta. Their job: make the pier as inhospitable to gulls as the gulls have made it these past few years for the humans.

“It is their presence alone that makes the gulls uncomfortable and keeps them away,” said Gretchen Albrecht, a zookeeper-turned-falconer hired by the Navy to help solve the problem. “The gulls poop a lot, and their defense is to poop on whoever’s bothering them. But when they see us show up, they take off.”



A Harris’s hawk from Kennewick-based Inka Falcon bird abatement services stands guard beside the ballistic missile submarine USS Alabama at the Delta pier of Trident Refit Facility Bangor. The hawks were brought in by the Navy to assist with the worsening problem of gull poop on subs, facilities and the workers of the facility, known as TRF. *Michael Hatfield / US Navy*

'A crazy idea' turned into reality

Bangor's pier hosts eight of the country's 14 Ohio-class ballistic-missile submarines. Along with bombers and landbased missiles, the submarines promote "strategic deterrence," with the ability to strike back against an enemy with a nuclear attack. Submarines possess the additional advantage of launching missiles from a hidden location underwater.

But starting in 2020, the strategic deterrence mission at Bangor's Delta pier needed a little seagull deterrence.

"The gulls started getting more upset and would take it out on these poor workers down here," said Albrecht, who works for Kennewick-based Inka Falcon.

And that's not all. The birds' feathers would clog up vents, their stench spreading to all corners of the pier named for its shape like the Greek letter.

"It was just obnoxious," Ingles said. "And the problem that was getting worse every year." The director of the Trident Refit Facility, whose 2,000 or so employees ensure the Ohio-class submarines are always ready to go to sea, said bringing birds of prey to the pier "sounded like a crazy idea." But they were ready to think outside the box: The Navy's engineering command helped bring falconer candidates to Bangor.

It's not the first time the Navy has called in wildlife for help. This is the same base where, in 2010, the Navy introduced Atlantic bottlenose dolphins and California sea lions to help detect potential underwater terrorist acts.

Albrecht, who once worked at Woodland Park Zoo's raptor center, was hired to help alongside fellow falconer Patrick Portrey. They introduced five female Harris's hawks to go with the federal Department of Agriculture's addling efforts, a process that prevents gull eggs from hatching. The Harris's hawks aren't meant to actually harm the gulls; their bellies are already full, thanks to a steady diet of quail. Their job is to intimidate them so they hatch their families elsewhere, Albrecht said.

Hawks have adjusted — and have been effective

The hawks' own resume in the abatement business span about a decade, from 10-year-old Daisy to Amber and Delta, who hatched earlier this year. They made good teammates as naturally social birds, Albrecht said. They needed little time to adjust to the hustle and bustle of the pier.

"Within a couple of weeks, they were like

"Yeah, sure, I'll go land on a forklift and a crane," she said.

The program has worked, Navy leaders at the Trident Refit Facility say. The gull population has been nearly cut in half in the last two years, Ingles said.

"We've really had good success," Albrecht said.

The gulls are clever. Some of the smartest — and most stubborn — just wait for the day-shift working hawks to depart the dock. But with much of the workforce there during the day, the impact the hawks have made has been substantial, said Mike Hatfield, a spokesman for the refit facility.

Albrecht said it's also been fun to watch as the hawks become a point of pride on the pier. Workers are often eager to chat and watch the hawks in action.

"They bring a smile to their faces," Albrecht said.

<https://www.kitsapsun.com/story/news/2022/11/12/navy-calls-hawks-help-combat-gull-poop-hood-canal-submarine-pier-kitsap-bangor/8270097001/>



Old(er) Age

I know that I lived them all. I have glimpses of how it was back then and of all my hopes and dreams. But here it is... the winter of my life, and it catches me by surprise... How did I get here so fast? Where did the years go and where did my youth go? I remember well seeing older people through the years and thinking that those "older people" were years away from me and that winter was so far off that I could not fathom it or imagine fully what it would be like.

But here it is...my friends are retired and getting grey... they move slower and I see an older person in myself now. Some are in better and some worse shape than me... but, I see the great change... Not like the ones that I remember who were young and vibrant...but, like me, their age is beginning to show and we are now those older folks that we used to see and never thought we'd be.

Each day now, I find that just getting a shower is a real target for the day! And taking a nap is not a treat anymore... it's mandatory! Cause if I don't on my own free will... I just fall asleep where I sit!

And so... now I enter this new season of my life unprepared for all the aches and pains and the loss of strength and ability to go and do things that I wish I had done but never did!! But at least I know, that though the winter has come, and I'm not sure how long it will last... this I know, that when it's over on this earth... it's over. A new adventure will begin!

Yes, I have regrets. There are things I wish I hadn't done... things I should have done, but indeed, there are also many things I'm happy to have done. It's all in a lifetime.

So, if you're not in your winter yet... let me remind you, that it will be here faster than you think. So, whatever you would like to accomplish in your life, please do it quickly! Don't put things off too long!! Life goes by quickly. So, do what you can TODAY, as you can never be sure whether this is your winter or not!

You have no promise that you will see all the seasons of your life... so, LIVE FOR TODAY and

say all the things that you want your loved ones to remember... and hope that they appreciate and love you for all the things that you have done for them in all the years past!!

"Life" is a GIFT to you. The way you live your life is your gift to those who come after. Make it a fantastic one.

Remember: "It is Health that is real Wealth and not pieces of gold and silver."

**~But "Old" is good in some things:
Old Songs, Old movies ...and best of all, our dear ...OLD FRIENDS!!**

Stay well, "OLD FRIEND!"

12 Things You Should Always Do Before You Leave Your Hotel Room from Reader's Digest

Jen McCaffery Updated: Jun. 15, 2022

Make sure you do these things before you leave your hotel room and you'll save time, money, and earn the respect of hotel staff.

Check under the bed and dresser

Get down on your hands and knees and look under the bed.

Pull the bed linens back

Remove the bedding to both help out the housekeeper and make sure nothing is forgotten within the bedding.

Leave the used towels in the tub

Put all the towels on the bathtub, especially if they're still wet.

Take the food you want to keep

If you've spent some time at an Extended Stay Hotel clean out the refrigerator and throw away items you don't want.

Stack overflow takeout boxes next to a trash can

Pile the boxes next to the trash can instead of leaving them scattered all around the room.

Check between the mattress and box spring

When a room doesn't have a safe you may have hid items there.

Move the furniture back

If you have moved the furniture, move the furniture back where you found it before you leave.

Take your medications and supplies with you

Forgetting your medication can be dangerous for you, but leaving supplies like needles in your room could also be hazardous to your housekeeper.

Make sure you have your charger!

These days, it's bad news if your phone dies, so take that last look around.

Think about a tip

Room attendants work incredibly hard and tipping is appreciated.

Call down to the front desk for transportation

If transportation is needed arrange it the night before.

Book your next stay

If you really liked your room and are planning to be back in the area, before you leave your hotel is a great time to rebook.

READ MORE



This Clever Hack Will Keep Your Car Windows from Fogging Up

Reader's Digest **Sam Benson Smith** Updated: Apr. 26, 2021

With the help of three ordinary materials, you won't have to worry about this annoyance anymore.

Your average morning can be an obstacle

course, especially in the winter. You try your best to get to work on time, but by the time you've managed to get yourself out of bed, begrudgingly turn off your hot shower, check the weather, and choose which coat is best, the last thing you want to deal with is a foggy car window.

A condensation-caked windshield isn't just annoying, it's just plain dangerous. It tends to subside with time and enough air system finagling, but there's actually a quicker way to defog your windshield. All you need is three things: a tube sock, a roll of packing tape, and some kitty litter.

Here's what to do: Take your sock and place the roll of tape at the top of the tube and push it in so that the center of the roll makes the cuff of the sock plenty wide. (You can also stuff the roll inside the sock and fold the cuff over—whatever makes it easiest to pour in the litter.) Take your kitty litter and fill the sock up to about where your ankle would begin, remove the tape roll, and tie it off tight at that point. If you prefer, you can stuff the whole thing into a second sock for extra strength.

Now that you have your "litter bomb," place it on your dashboard every time you park and leave your car. Your fog problems will be a thing of the past.

READ MORE



**Submitted by Glen Gagne, STS2(SS) G 77-80,
USSVI Member-at-Large and Bill Keisler.**

**If you know the full name of Elam and Precia please send it to me.
Also Elam, Precia, Welty, Bates and MacLaren are not on our sailing
list because we don't have their information. If you know any of these
shipmates make contact with them and ask them to email me at
655webmaster@ssbn655.org.**



**655 Gold Sonar Gang 1979 or 1980
?? Elam, Bill Keisler, Eric Welty, Glen Gagne, Mike
Bates, BC Boyd, Jim Bob MacLaren, ?? Precia**

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



Event Registration 655 Reunion #12

11-15 October 2023

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



To Reserve Rooms: call the number above or link to

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

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

Hotel Reservation Deadline Monday SEPT 11, 2023

Hotel Reservation is the responsibility of the individual.

Reunion Registration Deadline Monday SEPT 11, 2023

[Reunion Web Page](#)

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

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

Shipmate Name: _____ Guest Name: _____

Relationship: Spouse Significant Other Family Friend

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

Phone: Home: _____ Cell: _____ Work: _____

E-mail: Home: _____ Work: _____

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

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

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

Special Needs: _____

Reunions Attended circle: 1999 ND 2001 CT 2003 WA 2005 MO 2007 CT 2009 GA 2011 SC
2013 AL 2016 SC 2018 OK 2021 KY

Event attendance will be through advance payment only.)

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

Registration Fee: (required for all) \$150.00 ea Number: _____ = _____

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

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

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

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

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

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

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

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

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

REUNION USE ONLY
Check # _____
Date Rcvd _____
Registration # _____
Hotel Resv: _____

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

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

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

Plantations & Gardens:

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

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

[Beidler Forest](#)

[Bee City](#)

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

[Cold War Memorial](#) / Stimson Bench

[Patriot's Point/Yorktown](#)

[Fort Sumter & Fort Moultrie](#)

[The Battery & White Point Gardens](#)

[The Charleston Market](#)

Carriage Rides

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