



FLY ME PROUDLY



VOL. 2024 #6

JUNE 2024

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2023 - 2025

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Other Positions 2023 - 2025

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REUNION CONTROL CENTER
2025 Stimson Reunion
Fall of 2025
Groton CT

Your Reunion Committee is hard at work. They are currently in discussions with hotels in the area for the best rates possible. More information will be available in July.



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

Although not surprising considering the average age and work exposures of our shipmates, losing shipmates is still a very saddening occurrence. The loss of Loree Riggs this month, who has been such a great friend and contributor to the submarine community is even more disheartening.

His loss was also a warning. A major contributor to his death was asbestos in his lungs.

However, since it did not cause cancer, it was only recently, and too late, that he met the right physician, who diagnosed the horrendous damage to his lungs from asbestos. I urge every shipmate who had significant exposure to asbestos to push their physicians to perform the necessary tests to determine what damage it is doing to your lungs.



From the Association Vice President - Ray Kreul, TM2(SS) [TMCM Ret] G Comm 65-69 Plank Owner; Assoc. Life Member; USSVI Groton Base/Snug Harbor Base/Rhode Island Base and Holland Club

Having recently completed a 4 1/2-month cruise on Holland America it was great to come home. You cannot appreciate the USA until you visit other countries. In China, Beijing the city was clean but they watch everyone, saw it firsthand cameras on everything, check points everywhere stopped our 12 tour busses for two hours. Air pollution heavy and very bad.

Can't believe how much industrial work is

and they were flying their flag at half staff [or as us Sailors would say, half mast]? One day earlier in May that happened to me. So I did what any good American does these days....I Googled the question. As I have been told by my granddaughters, there's an app for that. Well not sure if it's got an app but there is a great website that answers the question about half-staff flags.

Believe it or not the website is called: Half-Staff Alerts. On this site you can find a list of all holidays that half-mast the flag, and also each state listed as to why the flag is at half-mast. The really great thing is you can subscribe and receive an email to let you know when you should be at half-mast...well, not you necessarily, but your flag.

If you are one that flies your flag daily you might want to check this site out.

Half Staff Alerts

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Saw this on a sign the other day. Tells it like it is for sure:

Reputation is what other people THINK of you; character is what you ARE.

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ManualsLib Is a Free, No-Sign Up Required Library of Product Manuals. This is a great resource for people who tend to misplace important documents, especially those that don't see much use. Overall, ManualsLib acts as a rich resource for user manuals that will serve all electronic appliance owners. This handy web application can help you save both time and effort as you browse the web to find a particular manual. I have used this site many times when I needed a manual that I couldn't find. Looking for a manual online? ManualsLib is here to help you save time spent on searching.

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Articles at the end of the newsletter: This month you'll find a couple of great articles at the end of the newsletter. Make time for some great reading.

One of my keepsakes from the boat is the Patrol 18 Patrol Photo Book. George Birmingham recently sent me several pages from that book and it gave me the idea that it should be shared with others. I wish I could remember if Patrol 18 was before or after the 1st yard period so I'm looking for that tidbit of info. I will be sharing a couple of pages each month for the next several months. I hope you enjoy the pages at the end of this newsletter.

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SHARING PICTURES WITH SHIPMATES:

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

655webmaster@ssbn655.org

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SUBMARINE QUALIFICATION CARD & CERTIFICATE

I've added several shipmates to this page on the website as they continue to send in their qual cards/ certificates, etc. It would be great if any of you can send me copies of your SS qual cards and pictures of getting your dolphins. Check out the [SS Qual Card & Certificate](#) webpage. When you find your card either scan it or take a good picture and send it to me at 655webmaster@ssbn655.org. Your name will be added to the new page with a link to your certificate. This is for all Stimson shipmates, not just the ones who qualified on the 655. No matter what boat you qualified on if you were on the Stimson send me a scan or picture and it will be added to the website.

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

Qualification Cards of Stimson Sailors





The following Stimson Shipmates have departed on Eternal Patrol.

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MTCS(SS) Danny Mike Hunt G 87-90

Eternal Patrol: April 30, 2024

[reported by wife Christee and Legacy.com]

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MM2(SS) Loree A. Riggs G 66-69 Comm

Plank Owner

Eternal Patrol: May 2, 2024

[reported by wife Carolyn]

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



WELCOME ABOARD: Found & Updated Shipmates

(Shipmate has been added or information has been updated on our Sailing List. Please check the online Sailing List for shipmates contact info.)

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

MS1(SS) Wayne D. Kinney B 86-90

has no email but can contact via text to his cell
[found & updated by Don Ort]

MM2(SS) Joseph J. Civiletti Sr. G 79-81

[updated by shipmate]

TM3(SS) Kent J. Manor B/SY2/G 80-84

[updated by shipmate]

BINNACLE LIST UPDATES: If you know of a shipmate who should be on the binnacle list please let me know. I will contact the shipmate for

permission to add them to this list. I only add those who have given permission.

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

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Diane Meigs, wife of Ken Meigs, ETR2(SS) G 65-70 Plank Owner, Association Treasurer & Life Member, USSVI Member-at-Large & Holland Club

Cards to: 1537 Pebble Beach Ct, Medford OR 97504

5.30.2024: No Recent Updates

3.25.2024: Email from Ken: Almost all of her treatment-related side effects have abated. She can now swallow OK and the radiation-induced skin blisters are gone. She says her physical health is about 90% of normal. She sleeps much less during the daytime. They have not completed recent labs so we're not sure if her white & red blood cell counts are back up to normal. For the next 2 years, she will undergo CT & PET scans but the quarterly infusions of an immunologic agent are still on hold due to concerns about potential negative side effects. I request prayers that we are able to incorporate this therapy because studies have shown improved outcomes when this therapy has been added to a patient's treatment algorithm. Her spirits are back & she's been able to go back to church to fellowship with her friends. God bless always, Ken

=====

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

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

5.30.24: NO RECENT UPDATES

4.17.24: Email from Vicki: The only thing new is that we now have a Toyota Sienna Hybrid Conversion Van equipped to transport Bruce's 425 pound power chair with a 6-way front passenger seat to make it easy for him to transfer into it. Of course he doesn't need it currently but we are prepared for when the need comes. He did have to go to the VA hospital in Salisbury for a

driving evaluation which was like taking the test for a first license which Bruce passed with flying colors. The examiner said Bruce was only the 2nd ALS client she had that has passed.

3.24.24: Email from Vicki: Bruce is doing very well. The final phase study of one ALS medication showed it not work as expected so his doctor said he could stop taking it. This was the one that Bruce described as drinking battery acid so he is happy about it.

The adaptation of the house began January 2nd and was just completed. Final inspection with the VA Construction Specialist was the 20th. He was very impressed with the quality of work by our contractor and his subs.

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

Card to: 4000 Ibis Way Unit 201 Venice FL 34292

5.30.24: NO RECENT UPDATES

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

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

9.17.2023: Email from Angie Mauk: Elam Lee has been in dementia for the past two years, Of course we cannot travel. Hope your reunion is a great success, We will miss you all

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

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

5.30.2024: NO RECENT UPDATES

2.18.2024: Email from Sandy: Dear Friends, we met with our local oncologist on Wednesday, February 14 to review Sandy's February 11 PET/CT scans.

Although preliminary, the scans showed the three cryoablation operations reduced the size of

the cancer nodules that were in my left glute area, right shoulder, and right chest wall. The next scans in May will tell a more complete story. But, our oncologist, our surgeons, and we are cautiously optimistic that the May scans will show the operations significantly reduced or eliminated the nodules. This would help reduce the cancer load on the Keytruda immunotherapy and will hopefully allow Keytruda to more easily control the remaining cancer nodules.

Sandy is still recovering from the operations but making good progress.

We thank you for your prayers and for God's graciousness in answering them!

Warmly, Donna and Sandy

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Ron 'RG' Hyson, STS1(SS) B 70-75, Assoc. Life Member, USSVI Hampton Roads Base, Holland Club, STSCM(SS) Retired

Cards to: 3425 MacDonald Rd., Virginia Beach VA 23464

5.30.2024: NO RECENT UPDATES

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

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

Jean/Ron

1.29.23: Email from Ron 'RG': After my diagnoses of Alzheimer's, February 2022, I had to have my Aortic Heart Valve replaced in April followed by Cardio Rehab from June to August of 2022. I entered a CBD Oil Study from July to October through EVMS, Eastern Virginia Medical School, to help with my anxiety and agitation. It seemed to help a lot. January 2023, I was reevaluated for my Alzheimer's and I am now in the moderate stage. I was prescribed new medication to help with my memory and anxiety. It

seems to be working very well. Thank you for all your prayers, RG and Jean

GREAT LINKS TO SPEND TIME WITH

655 Association Website

www.ssb655.org

Enjoy these videos from the 2023 Stimson Reunion #12 Decommissioning + 30 Years Association Eternal Patrol Service

<https://youtu.be/nGqEWt9tEKU>

Association Business Meeting

<https://youtu.be/5aEbCOXGI2w>

Reunion Banquet Program Reunion Chairman Harry Nettles Guest Speaker Sam Johnson, Decom CO

<https://youtu.be/OH7cLPcq24g>

Submitted by Vinnie Ryan, ET1(SS) B 69-74 Assoc Life Member

GUINNESS WORLD RECORD Fourth Of July Drone Show!

This Fourth of July, history was made. Sky Elements Drone Shows achieved the GUINNESS WORLD RECORDS™ title for the largest aerial sentence formed by multirotor/drones. 1,002 drones armed with bright LED lights took flight and dazzled the crowd with a show paying tribute to the history of the United States.

Watch **[HERE](#)**

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

A-10 Warthogs Escorting A Ballistic Missile Submarine Is Certainly Different

BY **[OLIVER PARKEN](#)**

The A-10 is highly capable of force protection, including against boats that could threaten a submarine loaded with nuclear-tipped missiles.

When it comes to team-ups we didn't expect, Air Force A-10s and a Navy *Ohio* class ballistic submarine certainly is one of them. But this is exactly what went down in Washington State when USS *Nebraska* was escorted by a quartet of A-10 Warthogs. What exactly the A-10's mission included as part of the escort operation and how it came about remains unclear, although

it was certainly a very rare sight to behold.



U.S. Navy photo by Mass Communication Specialist 2nd Class Gwendelyn Ohrazda

The visuals were posted on social media by Commander, Submarine Group 9 at Naval Base Kitsap, Washington state. They show how *Nebraska* and its escorts transiting the Strait of San Juan de Fuca, the Salish Sea's main outlet to the Pacific Ocean, on May 6. *Nebraska* is one of the U.S. Navy's 14 *Ohio* class ballistic missile submarines (SSBNs), also known as 'boomers,' which form the sea-based leg of America's nuclear deterrence triad. The Navy also has four other *Ohios*, converted into conventionally armed guided missile submarines (SSGNs).

Read the full story here: **<https://www.twz.com/news-features/a-10-warthogs-escorting-a-ballistic-missile-submarine-is-certainly-different>**

SEA STORIES, COMMENTS and JUST GOOD THINGS From Our Shipmates

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Submitted by Michael Frey ET1(SS) USN/R Ret B 78-82

There is a new scam being used. You'll get a call supposedly from a credit card company telling you that someone has attempted to open a credit card in your name, and they have some info about you which makes it sound legit. In my case it was the last four digits of my Social Security number. I told them that it wasn't me who attempted to open the account. They then said that they couldn't remove the request, they could only not approve it and then offered to transfer me to "the credit bureau" so I could place a fraud alert on my accounts. I told them that I would do that on my

own, and they immediately disconnected the call. I checked all three agencies, Equifax, Experian, and TransUnion, and noted no inquiries. Nonetheless I put a freeze on the accounts and a fraud alert (two separate processes, both of which are free). Since that first call, I have received at least a half dozen more calls trying to run the same scam. They sound legit, but any time they offer to transfer your call, you should automatically be suspicious and end the call. I hope this will help our shipmates keep their hard-earned money. Have a great Stimson day.

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Submitted by a 655 shipmate--

I heard something recently that gave me pause, so I'd like to share it.

When we think of going to see our friends or family, we tend to think of it in years. For example, maybe you visit your grandparents once a year, so you'll get to go see them for the next 10 years or more maybe.

But what if you look at in number of times you actually see them. 10 years becomes 10 times. You only have 10 more times you'll see them.

Of course, none of it is guaranteed. But somehow breaking it down to how many times to visit you have left hits a lot different than years.

If you knew all you had left was 10 times, 2 times, etc... Would you want more?

This perspective really resonated with me. I definitely have to fight for more times instead of banking on years that may never come. Food for thought...

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Submitted by a 655 shipmate--

Ponder This!

Are you living life to stay alive?

Or

Are you staying alive to live life?

There is a huge difference!

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The USSVI Moonshine Mountain Tolling of the Boats

This year two Stimson shipmates and their wives met up at the Moonshine Mountain Memorial Service. These were Bruce & Vicki

Stefanik, Assoc. Chaplain & Life Member, MS2 (SS) B 73-77, USSVI Asheville Base, Holland Club and Dave & Beth Violette, Assoc. Life Member, MM1(SS) B 73-76, USSVI Carolina Piedmont Base, Holland Club.



In the town of Burnsville, there is a monument to Submariners. Although Burnsville, high in the mountains of North Carolina, may seem like a strange place to build a memorial to submarine vets, the town does have a connection to naval history. It was named after Ottaway Burns, a North Carolina native, who was a privateer during the War of 1812. The memorial was constructed by Harrell Flowers, a chief torpedoman who served on the USS Gato during World War Two. He built the memorial at his home to keep alive the memory of submarines and their crews and their epitaph "overdue and presumed lost." Unfortunately, he died before seeing the memorial dedicated.

The memorial is formed by two terraced stone walls each about 30 feet long with a stone paver

patio in front. Two flower planters flank the memorial plaques on the lower of the two walls. On the wall above the plaques is a ships anchor and chain with the letters USN attached. A ships mast flying the American flag and two small submarine service flags stands behind the upper wall and is framed by a third short wall section.

In May of each year, the members of the various North Carolina SUBVETS, along with many from surrounding states, conduct the **“Tolling of the Boats,”** a ceremony honoring the memory of the submariners who lost their lives in the line of duty, especially those during World War II. In the ceremony, the names of every U.S. submarine lost, along with the fate of its crew, are read aloud as a ship’s bell is tolled for each in turn.



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

On Memorial Day Albuquerque NM held their parade and Dennis was a participant, along with his son Trent.

Albuquerque Memorial Day parade and WW2 memorial unveiling

By Issac Cruz

ALBUQUERQUE, N.M. (KRQE) – Residents gathered Monday for a Memorial Day Parade along Gibson in Albuquerque.

The parade ended at the New Mexico Veterans Memorial Park. The event concluded with an unveiling of a new World War II memorial that highlights the lives of Ernie Pyle and Bill Mauldin.

The \$250,000 project was funded by state grants.



Dennis and son, Trent, in the Memorial Day parade from Bullhead Memorial Park to NM Veterans Memorial Park.





Lost52Project

Honoring the men their memory and their mission

The **Lost 52 Project** is a long-term exploration and underwater archeological project that is documenting and preserving the story of the Lost 52 WWII Submarines, leaving a foundation of knowledge for future generations. In conjunction with non-profit Ocean Outreach we are establishing programs and partnerships with organizations to help share the important work with the public.

As of May 2024, there have been 13 sunken U.S. Navy Submarines located.

USS **Lagarto** (SS-371) – Lost 5.4.1945
May 2006 - Gulf of Thailand

USS **Grunion** (SS-216) – Lost 7.30.1944
August 2006-2018 - Kiska, Alaska

USS **Wahoo** (SS-238) – Lost 10.11.1943
July 2006 - La Pérouse Strait

USS **Perch** (SS-176) – Lost 3.3.1942
November 2006 - Java Sea

USS **Flier** (SS-250) – Lost 8.12.1944
May 2009 - Palawan Island

USS **R-12** (SS-89) – Lost 6.12.1943
October 2010 - Key West, Florida

USS **S-26** (SS-131) – Lost 1.24.1942
September 2014 - Pacific Panama

USS **S-28** (SS-133) – Lost 7.4.1942

September 2017 - Honolulu Hawaii
USS **Robalo** (SS-273) – Lost 7.26.1944
May 2019 - Balabac Strait Philippines
USS **Stickleback** (SS-415) – Lost 5.29.1958
August 2019 - Honolulu Hawaii
USS **Grayback** (SS-208) – Lost 2.27.1944
June 2019 - Okinawa Japan
USS **Albacore** (SS-218) – Lost 11.7.1944
February 2023 – Hokkaido, Japan
USS **Harder** (SS-257) – Lost 8.29.1944
May 2024- Luzon Island Philippines

USS Harder: Wreck of famed US Navy World War II sub found off Philippines Brad Lendon, CNN

Fri, May 24, 2024 at 12:07 AM EDT

The wreck of one of the most storied US Navy submarines of World War II has been found in the South China Sea eight decades after its last patrol, the Navy's History and Heritage Command said Thursday.

The USS Harder lies under 3,000 feet (about 900 meters) of water off the northern Philippine Island of Luzon, sitting upright and intact except for damage behind its conning tower from a Japanese depth charge, the NHHC said in a press release.

Harder was lost in battle on August 24, 1944, along with its entire crew of 79 submariners, while on its sixth patrol of the war, as the US sought to retake the Philippines from occupying Japanese forces.

"Harder was lost in the course of victory. We must not forget that victory has a price, as does freedom," NHHC Director Samuel J. Cox, a retired US Navy admiral, said in the press release.

According to a US Navy history, Harder sank two Japanese escort ships off the Bataan Peninsula on August 22, 1944, and then headed north along the Luzon coast with two other subs in search of more targets..

In a battle with Japanese escort ship CD-22 on the morning of August 24, Harder fired three torpedoes that missed and was later sunk by the Japanese ship's fifth depth charge attack, according to Japanese records cited by NHHC.



U.S. Navy archive photo of USS Harder. - Naval History and Heritage Command

The NHHC said the wreck of the Harder was confirmed by data provided by the Lost 52 Project, an effort led by Tim Taylor, CEO of Tiburon Subsea, to find the 52 US subs lost in World War II.

The group has previously located at least six WWII subs, the NHHC said.

“We are grateful that Lost 52 has given us the opportunity to once again honor the valor of the crew of the ‘Hit ‘em Harder’ submarine,” the NHHC’s Cox said, in reference to the vessel’s motto.

The NHHC said the wreck is “the final resting place of Sailors that gave their life in defense of the nation and should be respected by all parties as a war grave.”

The Philippines was a US territory attacked by Japan just after its strike on Pearl Harbor in December 1941. By the spring of 1942, US and Philippine forces on Luzon surrendered to Tokyo’s forces and Japan used the captured archipelago to protect its supply lines from the East Indies and Southeast Asia.

But by mid-1944, the US was rolling back Japanese gains across the Pacific, and was planning landings to do the same in the Philippines.

Harder, which had the motto of “Hit ‘em Harder,” was captained by Cmdr. Samuel Dealey, who would be posthumously awarded the Medal of Honor, the US military’s highest decoration, for his actions in Harder’s fifth patrol, from March to July 1944.

During that time Harder sank three Japanese

destroyers with another two likely destroyed or heavily damaged over the course of just four days, according to the National Medal of Honor Museum.

The museum’s page on Dealey described one particularly harrowing encounter.

Coming under attack from a Japanese destroyer, Dealey ordered a head-on torpedo shot at the bow of the charging enemy, known as a “down the throat” shot, according to the museum account.

“At 1,500 yards, Dealey fired three torpedoes and ordered the sub to dive. As the *Harder* passed 80 feet underneath the destroyer, two of the torpedoes struck the ship, sending shock waves through the submarine.”

On its first four patrols after commissioning on December 2, 1942, Harder sank 14 Japanese warships and merchant vessels, according to the Medal of Honor Museum.

For more CNN news and newsletters create an account at CNN.com

[USS Harder: Wreck of famed US Navy World War II sub found off Philippines \(yahoo.com\)](#)

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VIDEO: Veteran Ocean Explorer Discovers WWII Submarine In South China Sea

(NBC NEWS 22 MAY 24)

Tiburon Subsea CEO Tim Taylor and his team have discovered the USS Harder, a World War II submarine, in the South China sea. Taylor sits down in an exclusive interview with NBC News’ Tom Llamas to talk about how the discovery came to be.

<https://www.nbcnews.com/now/video/veteran-ocean-explorer-discovers-wwii-submarine-in-south-china-sea-211451461621>



The Computer Corner

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

6 Surprising Ways Hackers Can Exploit Your Smart Home Devices

Cyber Management Alliance Date:19 April 2024

Did you know that in 2022 there were over 112 million malware attacks on smart home devices and other IoT devices?

These gadgets that help manage everything from your lights to your thermostat can also open doors to unwanted intruders. How secure is your home against digital threats and cyber-attacks?

Let's look at how you might be at risk and what you can do to protect your home.

What puts your Smart Devices at Security Risk?

#1. Weak Passwords: A strong password acts as a robust barrier against unauthorized access. However, many people opt for overly simple or default passwords that come pre-set with their devices.

Hackers target these weak passwords as their first point of attack. If they succeed in cracking them, they gain the ability to manipulate your devices remotely.

To prevent this, never stick with the default password. Instead, create a password that mixes uppercase letters, lowercase letters, numbers, and symbols. Such combinations are much harder for hackers to guess. Think about using phrases or strings of words that are meaningful only to you but appear random to others.

And remember, using the same password across different devices increases your risk. If a hacker discovers one password, they could potentially access all your devices. Keep updating your passwords regularly to further enhance security.

#2. Unsecured Wi-Fi Networks: Your home Wi-Fi network links all your smart devices to the internet, serving as the main entry point for your digital home management.

If this network is not properly secured, it's like leaving your front door open for anyone to walk in. Hackers can exploit an unsecured Wi-Fi network to gain access to your smart devices and personal data.

But you can take steps to secure your network effectively. Start by setting up WPA2 or WPA3 encryption, which are currently the strongest

security measures available for home networks. This type of encryption scrambles the information on your network, making it extremely difficult for hackers to decode.

Additionally, always ensure your router's firmware is up to date. Manufacturers release software updates to address vulnerabilities and enhance security features. Regular updates help safeguard your network against emerging threats and provide better protection for your connected devices.

#3. Phishing Attacks: Hackers are as deceptive as they come. They might send you an email that looks like it's from someone you trust, like the company that made your smart device.

Such emails often tell you to click on a link to fix a problem or update your account information. When you click, you might be taken to a fake website that steals your password or other private information.

So, be very careful with any email that asks for your personal details. If the email looks strange or asks for urgent action, it's likely a trap. Instead of clicking on any links, go directly to the official website by typing it into your browser or call the company to make sure the request is real.

And don't just ignore updates to your email settings. Use filters that help detect spam and phishing attempts. This can keep many harmful emails from ever reaching your inbox.

#4. Outdated Firmware: The software that makes your smart devices work is called firmware. Device makers often release updates to this software. These updates are important because they fix flaws that could let hackers into your devices.

If your devices are running old firmware, they're not as secure as they could be. Make it a habit to check for software updates at least once a month. You can usually find this option in the device's settings menu.

But it's even better if your device can update itself automatically. Look in the settings for an option to turn on automatic updates.

This way, your device will update as soon as a new version of the software is available. Keeping

your firmware up to date is a simple step that plays a critical role in protecting your devices from attacks.

#5. No Two-Factor Authentication: Two-factor authentication (2FA) acts as an extra shield for your devices. This method requires you to provide two types of information before you can access your accounts.

Even if a hacker discovers your password, they won't be able to log in without the second factor, which could be a code sent to your phone or a fingerprint.

Turning on 2FA can significantly boost your security. Check your device settings to enable this feature. Most smartphones and many smart home devices now offer this option.

In fact a UK-based digital marketing agency strongly recommends enabling 2FA for all clients to enhance their overall digital security. So, don't overlook it; it's a powerful tool to keep your digital life secure.

And don't forget, the extra few seconds it takes to use 2FA could save you from a lot of trouble later. Many services also offer backup codes or alternative methods in case you lose access to your primary method, so keep these in a safe place.

#6. Using Public Wi-Fi: It's common to manage smart home devices through your phone, which often means connecting to Wi-Fi networks outside your home. However, public Wi-Fi can be very risky. Hackers can easily intercept the information you send and receive on these networks.

But you can protect yourself. Always use a VPN (virtual private network) when connecting to public Wi-Fi. A VPN encrypts your data, making it difficult for anyone else to see what you're sending or receiving. This way, you can manage your devices without risking your personal information.

Always be cautious with public Wi-Fi. Avoid accessing sensitive accounts or making transactions unless you're connected through a VPN. This simple habit can prevent many potential security breaches.

Wrapping Up

By understanding the risks and implementing these straightforward measures, you can significantly enhance the security of your smart home.

Protecting your digital environment is an ongoing process, but with the right precautions, you can enjoy the conveniences of smart technology without becoming an easy target for hackers.

<https://www.cm-alliance.com/cybersecurity-blog/6-surprising-ways-hackers-can-exploit-your-smart-home-devices>

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Computer Pt 2

Finally! A Definitive List of What Those F1 – F12 Keys Do

By [Morgan Cutolo](#) Updated: Apr. 18, 2024

You can stop wondering about those function keys. We have the answer.



Haven't you always wondered what those little function keys at the top of your keyboard do? You've probably only used them to adjust your volume or screen brightness, but they actually do a lot more. Keep in mind that some of these function key shortcuts are different depending on the type of computer you have. You are also able to change these features, and some computers come with pre-set functions for these keys that you have to change manually.

So before slamming the keyboard in frustration trying to get them to work, go into your settings and see how your computer has been set up. Pressing the fn button with the F keys will typically enable them to work.

Here's the answer to the mystery of those function keys. You'll be surprised by how much they can do.

F1

- Opens help menu when pressed with Windows button
- Hides/displays ribbon menu in Excel and Word when hit with Control button

F2

- Alt + Ctrl + F2 opens Document Library in Microsoft Office
- Allows you to edit the selected folder or file name in Windows Explorer
- Edits the active cell in Microsoft Excel
- Ctrl + F2 displays a print preview in Microsoft Word

F3

- Opens search feature in Windows Explorer
- Shift + F3 lets you change from lowercase to uppercase to all caps in Word
- Opens find feature in Firefox and Chrome
- Opens Mission Control on an Apple computer running macOS X

F4

- Alt + F4 closes window
- Places the cursor in the address bar in Explorer

F5

- Starts slideshow in PowerPoint
- Refreshes Internet browser pages
- Ctrl + F5 will completely refresh a web page, clearing the cache and downloads all content again
- Opens Find and Replace in Microsoft Office

F6

- Goes to the next page in a split screen in Microsoft Word
- Ctrl + Shift + F6 lets you easily switch between Word documents

F7

- Alt + F7 does a spelling and grammar check in Microsoft Word
- Shift + F7 open Thesaurus in Microsoft Word

F8

- In Excel, enables extend mode for arrow keys
- Enables safe mode in Windows
- Displays a thumbnail image for all workspaces in macOS

F9

- Refreshes document in Microsoft Word
- Sends and receives emails in Outlook
- Ctrl + F9 inserts empty fields into Word
- Displays a thumbnail for each window in a

single workspace in macOS 10.3 or later

F10

- Opens menu bar
- Ctrl + F10 maximizes window in Word
- Shift + F10 does the same thing as a right-click

F11

- Exits and enter full-screen mode in browsers
- Shift + F11 adds a new spreadsheet in Excel
- Hides all open windows and shows the desktop in macOS 10.4 or later

F12

- Opens Save As in Word
- Shift + F12 saves Word document
- Ctrl + F12 opens Word document
- Ctrl + Shift + F12 prints Word document
- In macOS 10.4 or later, F12 shows and hides the dashboard.

<https://www.rd.com/article/computer-f-keys?cmp=stf>

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Computer Pt 3

This Is How Often You Should Be Rebooting Your Router

By Erin Kayata

Giving your router a break can do more than just speed up your Internet connection.

The Internet: can't live with it, can't live without it. Whether you're using it to pay your bills online, watch your favorite streaming service, or connect with friends via social media, a strong Internet connection is a crucial staple in many households. But just as shutting down your computer every so often can benefit its performance, you can also reboot router settings for a better connection.

"There is no perfect or scientific answer to this question," says Rob Rohrman, head of IT at CompTIA. "In general, it's a great idea to reboot the main Internet router every couple of months. A router reboot can fix certain Internet connectivity issues, from no Internet connectivity to slow wireless connections, and should be one of your first troubleshooting steps in a home or consumer environment. It's also a good security practice to reboot the router every once in a while."

The benefits of regularly rebooting your router are twofold. If you want a faster connection, you should be regularly turning your router on and off. According to *Consumer Reports*, your Internet provider assigns a temporary IP address to each of your devices which can change at any time. If your router doesn't catch the change, your connection can become slow. The same can happen if you have too many devices connected to your router.

"From a performance perspective, restarting your router every so often (once every one or two months) can help maintain the reliability of your home network," Nick Merrill, founder of cybersecurity consultancy Broad Daylight, explains.

But restarting your router is about more than just getting a speedier connection for online shopping. It's also a way to prevent yourself from being hacked. Last year, the FBI recommended all homes and small businesses reboot routers after foreign hackers compromised thousands of networks worldwide. Using a malware called VPNFilter, the hackers were able to collect information, exploiting the device and blocking network traffic, rendering the routers inoperable. Shutting off the device to reboot router settings would temporarily disrupt the malware. Merrill also recommends keeping your firmware, which provides network protocols, security, and administrative controls, updated to prevent further security threats and restarting after every update. Knowing these clear signs you're about to be hacked is also a good starting point for knowing when you're due to reboot router settings.

"In the vast landscape of strategies for improving one's relationship with technology, restarting or resetting one's router is really not the first thing on my mind," Merrill said. "That said, if you're really paranoid type, it's worth patching the firmware on your router and doing a factory reset on it. As they say, an ounce of prevention is better than a pound of cure. Adware and malware blockers on your computers and your network gateway will make it much less likely that you'll *need* to reset your router."

While experts agree rebooting your router isn't an exact science, it's a simple thing to do when facing Internet woes or security issues. Arm yourself even further by knowing these cybersecurity secrets hackers don't want you to know, too.

[This Is How Often You Should Reboot Router Settings | Trusted Since 1922 \(rd.com\)](#)

The Lean Submariner

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

<https://theleansubmariner.com/>

[A Great Reunion – Well, Mostly Great](#)

Mister Mac May 3

The 2024 Gathering of the Saints is finally over. I have been absent from the keyboard for a while as we executed our latest reunion in Charleston SC. The planning for the reunion started at the end of 2023 and was non-stop until the very last day of the event. One thing about reunions is [...]

[Read more of this post](#)

[Reunion Redux – A Story from a friend](#)

Mister Mac May 4

This morning's email had a story about another reunion in Charleston a while back that had an interesting experience at another Charleston hotel. My friend served on the cruiser USS Toledo CA 133 and their association has had a number of reunions. They actually did more due diligence in preparation for their gathering, but from [...]

[Read more of this post](#)

[“You're gonna miss the ferry if you don't get moving” : Tales From Ford Island](#)

Mister Mac May 5

I was digging around some old files today and ran across an article in an old ALL HANDS magazine from 1954. Seventy years ago, the Navy was still recovering from its role in Korea. After the second World War, peace was supposed to be a thing but somehow the Communist Incursion in Korea pushed that [...]

[Read more of this post](#)

act fast and save your life.

[Learn more.](#)

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Treat Your Pain at VA

If aches and pains are getting in your way, VA can help. We have in-person, video, and at-home options to help relieve your pain. [Watch now.](#)

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Tools to Track Your Health

Your military and family health history help your health care team provide care that's right for you. Track important health information with these My HealtheVet tools. [Learn more.](#)

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Living Well with Chronic Lung Disease

Chronic lung disease can make it hard to do things that used to be easy. But pulmonary rehabilitation can help you breathe easier. Find out how to get back to your life. [Learn more.](#)

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8 Revealing Everyday Documents You Never Knew You Should Shred

By Kelsey Kloss

Once trash is off your property, it's legal for anyone to take. Prevent identity theft by making sure these documents aren't tossed in one piece. Put them in the shredder.

- * Boarding passes
- * Prescription labels
- * Receipts
- * Pet medical papers
- * Return labels
- * Extra birth announcements
- * Extra funeral pamphlets
- * Originally Published in Reader's Digest

[Read full article HERE](#)

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10 Stomach Symptoms You Should Never Ignore

They can signal cancer, COVID-19 or another serious disease

By Michelle Crouch,

Everyone has stomach issues from time to time, and occasional digestive discomfort is not usually something to worry about. That said, doctors note that there are a few gastrointestinal

symptoms you shouldn't write off, because they could signal something serious.

Here are 10 symptoms you should never ignore and what they may mean.

1. Prolonged diarrhea
2. Blood in your stool
3. Severe cramps after eating
4. Difficulty swallowing
5. Unexplained weight loss (especially if accompanied by abdominal pain)
6. Chronic or prolonged constipation (especially if you're having pain)
7. Sudden, intense abdominal pain
8. Frequent, severe or worsening heartburn
9. Swollen abdomen
10. Feeling full after eating very little

If you don't have one of the above symptoms, don't let that keep you from seeing a gastroenterologist if you suspect that something's wrong, Lee says. The earlier you detect a problem, the more options you have and the better your chances of success at managing it.

[Read full article HERE](#)

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If You Hear This 4-Word Phrase When You Pick Up the Phone, Hang Up Immediately

By Brooke Nelson Alexander

These four words are a red flag that you might be dealing with a phone scammer. Here's what you should do.

If you've been getting more robocalls lately, you are not alone. Phone call scams have increased a whopping 118% in the past year.

Why this phone scam is so dangerous

In general, all phone scams are designed to do two things: gain information about you that can be used to impersonate you [through] identity theft, and get you to give money to the scammer.

In this particular phone scam, a recorded voice will ask, "Can you hear me?" when a victim answers the call. The phrase is designed to trick the victim into responding "yes," while the person or computer on the other end is recording. From there, the scammer can use the recording to access important online accounts, make purchases and commit fraud like identity theft. All

they have to do is play the recording of your voice saying “yes” when asked to authorize a log-in or agree to a major purchase.

By getting right to the point, the scammer catches victims off guard and forces them to act fast before they have the chance to think rationally. Scams on Uber and Facebook Marketplace also rely on this strategy, so it’s important stay vigilant across the board.

The danger of chatbots and AI

This phone scam also reveals the sneaky potential of new chatbots and artificial intelligence (AI) technology to imitate human speech.

What your voice saying “yes” can unlock

With the recording of the victim’s affirmation, scammers can access sensitive information, authorize payments or sign up for services that the victim doesn’t want.

That’s why it is so important to protect your online accounts by creating strong, unique passwords and using two-factor authentication when you can. At the end of the day, it’s much easier to protect yourself from scammers than it is to recover a hacked Facebook account or hacked Instagram account.

Other robocall scams to watch out for

Using realistic chatbots and AI is one of the most popular tricks scammers use to hack your stuff. In fact, robocalls made up 60% of all scam phone calls in 2021.

In one frequent phone scam, a recorded voice will tell the victim that their car warranty is about to expire unless they take immediate action by calling a phone number, sharing information or sending money.

How to guard against these types of scams

To avoid falling victim to this phone scam and other robocall scams, it’s best to never answer calls from unfamiliar phone numbers, or quickly hang up if you do. Pressing any numbers or responding to the caller confirms that the phone number is active, which might lead to more robocalls.

What to do if you responded to the scammer

Already said “yes” in response to this phone scam? Start securing your online accounts and

important information now.

You should also change your passwords to sensitive accounts and monitor your credit report for unusual activity. If you think a scammer might have remote access to your computer, update your computer’s security software and look for the signs that your computer has been hacked.

How to report phone scams

If you receive a call that appears to be a phone scam, report it to the Federal Trade Commission (FTC) at ReportFraud.ftc.gov.

Read full article [HERE](#)

Submarine Veterans Recall ‘Lonely Piers’ In Wake Of USS Scorpion Disappearance

(THE DAY 27 MAY 24) ... Elizabeth Regan

GROTON — Fifty-six years ago to the day, a dock reserved for the returning USS Scorpion sat empty while Navy wife Mary Gilbert consoled the ones whose husbands would not return.

On Monday, she laid a wreath at the base of the U.S. Submarine Veterans WWII National Memorial East. The Memorial Day ceremony was a tribute not only to the 3,617 submariners lost during the second great war, but also to those who died before and since – including the 99 men aboard the Scorpion when it was lost to the depths of the Azores.

Gilbert’s husband, Michael Gilbert, in 1968 was a young sailor only recently assigned to the USS Lapon. The submarine shared a home port with the Scorpion, a nuclear-powered Skipjack-class boat on a training mission in the Mediterranean set to deliver its men to shore on May 27.

The homecoming that never happened led to a massive sea and air search, according to reports published in The Day at the time. By June 5, the submarine was declared missing and presumed lost.

“We, as the wives of the Lapon, helped take care of the Scorpion wives and their children,” Gilbert recalled Monday. “Fed them. Cried with them. The whole thing.”

The remains of the Scorpion were found later that year by an oceanographic research ship. Though the exact cause of the sinking has never

been determined, the Navy contends equipment failure led to uncontrollable flooding.

Gilbert, of Gales Ferry, was succinct in her recollection of standing by the widows.

“It was a very sad day,” she said. “And that’s just the way it was.”

Michael Gilbert would go on to serve 23 more years aboard the USS Seawolf, USS Scamp, USS George Washington Carver and USS Topeka. He died this April as a retired command master chief. Construction of the Scorpion began in 1958 at Groton’s Electric Boat. The second submarine to bear the name Scorpion, it was sponsored by the daughter of its predecessor’s commanding officer.

The first submarine Scorpion went down in the East China Sea during World War II.

Retired Rear Adm. Mike Holland, who served most recently as chief of staff for the U.S. Northern Command, spoke at the ceremony hosted by the Groton chapter of United States Submarine Veterans Inc.

“On this day 56 years ago, USS Scorpion SSN 589 was to return home to Norfolk, Virginia. She did not,” Holland said. “On this day, today, we will not ponder what might have happened or lament procedures and equipment. No. Today, we will remember.”

While fog rose over the gray submarine tower and periscope dominating the memorial site, two members of the veterans group took turns speaking the name of each man lost on the boat. The crowd of more than 100 was silent for more than five minutes — from Keith Alexander Martin Allen to Clarence Otto Young Jr. — as the wind whipped at 65 colored flags representing the submarines lost before, during and after WWII.

After the names were read and a bell was rung two times each to represent the lost submarines, veteran Robert Sharpe read a poem by submariner Richard Murphy about the lonely piers and empty berths left in the Scorpion’s wake.

“But sleep at peace within the deep, Brothers, rest your oar,” Sharpe read. “For we, who now the watch and vigil keep, stand waiting on the shore.”

<https://www.theday.com/local-news/20240527/submarine-veterans-recall-lonely-piers-in-wake-of-uss-scorpion-disappearance/>

Inside a Navy Submarine Navigating the Arctic *A Times photojournalist embarked on a nuclear-powered attack sub to see how the Pentagon is training for a potential war below the frozen sea.*

(NEW YORK TIMES 30 APR 24) ... Kenny Holston

U.S. Navy sailors aboard nuclear-powered submarines have long trained in the Arctic, learning to hunt their Russian counterparts in case of war. But America’s sub force is sharpening its combat skills at the edge of the world as Russia expands military operations there.

One day in March, the black metal sail of a 360-foot attack sub armed with Tomahawk cruise missiles and torpedoes punched through the dense ice of the Beaufort Sea during Operation Ice Camp.

For many of the 152 sailors on board the U.S.S. Hampton, it is their first patrol.

In the sub’s nerve center, where sailors navigate the boat and stand watch over sonar, radio and weapons consoles, Master Chief Petty Officer Jacob Green mentors the junior officers and crew members as they carry out their duties.

Everyone calls him “Cob” — for chief of the boat.

Operating a sub in the Arctic is especially challenging. First, navigation. In some areas, shallow waters force the crew to thread a narrow path between twin threats: the ice above and the ocean floor below.

Ice keels — huge chunks of overturned sea ice pointing downward — are also a hazard here. This was the case when Cmdr. Mike Brown and his crew aboard the Hampton transited through the Bering Strait.

“We operated the boat 20 feet off the bottom with 40, 60 feet of ice above us and we were able to dodge the ice keels,” Commander Brown said.

Second, water condensation that comes from the freezing ocean waters against the boat’s hull creates the risk of small electrical fires on the submarine.

Since a loss of propulsion could mean getting

stuck under the ice, keeping the sub's small nuclear power plant in top form becomes a matter of life or death.

As on any sub, space is at a premium.

Beds often have to be shared as the sailors work in shifts (rotating bunks is called "hot racking"). Cooks frequently bake fresh bread so they don't have to store premade loaves (the supply officer is called "Chop," like pork chop). Menus must be meticulously planned for the duration of the underwater mission. In emergencies, surgeries can be performed on the wardroom table.

The small dining areas for officers and sailors are among the few places where the crew can unwind together and study the minutiae of submarine operations for hours on end.

Crew members play the strategy card game cribbage to pass time, and so, they say, as not to let time pass them.

But time does pass, and all of the sailors will miss milestones in the lives of their families and friends. When they do finally return home, they will be unable to talk in detail about their efforts at sea because most of what they do is classified.

Some sailors spend their downtime on smartphones, reading old messages or watching TV shows and movies downloaded before the patrol. "Day 31 is sometimes the lowest morale day while underway," said Capt. Mickaila Johnston, an undersea medical officer. "App downloads expire: Spotify, Netflix, etc."

Being "underway" on a sub, the sailors say, is like working in a small office space with no windows, no way to leave, no Wi-Fi and zero cell service. Crucial military decisions are made entirely on the boat, with no outside communication.

The layout of the boat resembles an elongated maze of extremely dark passageways no wider than the aisle on a school bus. Sailors must turn parallel when walking past each other. The companionways between two primary decks are so narrow that only one person at a time can use them. Nothing and no one is ever far away.

Commander Brown leads an all-male crew. A

ban on women serving in the submarine force ended only in 2010, and many female officers are rising through the ranks aboard subs like his. None are yet senior enough to command a submarine.

On this particular day the Hampton has risen from the depths for Ice Camp — a three-week mission testing the crew's ability to fight in one of the most unforgiving places on Earth.

Several miles away other service members and researchers have built Camp Whale, a clutch of winterized tents and a small command center on a large ice floe that itself moves about a half mile an hour on the frozen ocean.

Life there is rugged. No showers. No running water. The outside air dips to 40 degrees below zero. Above, the northern lights sometimes shimmer after sunset.

Teams are flown by helicopter back and forth between the subs and the camp when physical contact with the subs is necessary.

"The goal here is twofold," Commander Brown said in an interview. "It's geopolitical. It's also just building the proficiency of being able to operate under the ice. I have a crew full of sailors that by and large have never been here, have never been under the ice. And so one of my primary focuses is to train the next generation of sailors."

U.S. Navy submarines run classified missions around the world every single day. Attack boats like the Hampton might collect intelligence on enemy warships or eavesdrop on unfriendly governments, while much larger ballistic missile submarines stay submerged for 90 days at a time, carrying enough nuclear warheads to destroy entire countries.

Before long, it is time to break through the unforgiving Arctic ice again.

As the crew concludes its mission in the Beaufort Sea, the sub heads north before surfacing at the North Pole.

These submariners will then press on, continuing their voyage under the icy sea in silence.

<https://www.nytimes.com/2024/04/30/us/politics/inside-navy-submarine-arctic.html>

Retired captain of first U.S. nuclear submarine celebrates turning 100 in Spokane

April 28, 2024 Updated Mon., April 29, 2024 at 3:10 p.m.

Submarine veteran Capt. Frank Fogarty, retired U.S. Navy, turned 100 on April 18. He smiles Wednesday as he talks about his service onboard the Navy's first nuclear submarines, particularly the USS Nautilus. (Tyler Tjomslund/The Spokesman-Review)

By **Treva Lind**



Submarine veteran Capt. Frank Fogarty, retired U.S. Navy, turned 100 on April 18. He smiles Wednesday as he talks about his service onboard the Navy's first nuclear submarines, particularly the USS Nautilus.

(Tyler Tjomslund/The Spokesman-Review)

Frank Fogarty knew nothing about nuclear physics on ships when he got pulled from his Korean War submarine duty to interview for a fledgling U.S. Navy program.

Fogarty, who just turned 100 years old in Spokane, has never forgotten meeting Hyman Rickover, known as the father of the world's first

atomic-powered submarines that began with the USS Nautilus in 1954. Its advantages meant speed and prolonged submersions.

He initially joined an officers' team to develop Nautilus' sister craft, the USS Seawolf, which launched in 1955. But by 1957, Fogarty had joined the Nautilus crew – first as an engineering officer, and then during 1963-67 as the Nautilus' fifth commanding officer.

"I was in this position of being qualified for command, so Rickover picked from the younger submarine officers who were qualified, and he interviewed them all," Fogarty said.

"He was the first to apply nuclear practically to something besides bombs. In my case, they flew me back from Korea to Washington for an interview with him, and it was an all-day deal. You interviewed with his staff; they all came up with their opinion of each interviewee.

"The last thing was you interviewed with the KOG – (what) Rickover was called for 'Kindly old gentleman.' He was not kindly; he was old," Fogarty said.

Rickover was famous for his stress interviews, seeing if an officer entering the program could maintain composure and still think clearly if rattled. The program's leader also drilled officers about any actions "that weren't so great," Fogarty said. "So it wasn't the most pleasant thing."

Fogarty thought that ended it.

"About three months later, we came back in from patrol and tied up to the pier in Japan with other submarines, and the captain of the submarine that was tied up where we came alongside of said, 'I hear you have a Rickover guy on your boat.'"

He soon joined a Navy team working with General Electric to develop the Seawolf in Schenectady, New York. Simultaneously, he and other officers trained in reactor technology and nuclear physics at Union College.

"We were sent there to be with the construction, to see it and then train in nuclear power, which we didn't know what that was," he said. "We also had a crew of 20 enlisted people.

Fogarty was one of four officers in upstate New

York at the Seawolf plant.

“One of the common names of another fellow is Jimmy Carter; he was the senior naval officer of the four of us. He was a class ahead of me at the Naval Academy.”

The future president was set to become Seawolf’s top engineering officer. But in July 1953 when his father died, Carter resigned from the Navy to take care of the family’s business. Fogarty recalls Carter’s mother also didn’t want to deal with his brother, who was “a little hard to handle.”

Another officer was assigned to replace Carter. The Fogartys traded Christmas cards with the Carters for a few years but lost connection before he got into politics. Meanwhile, Westinghouse already had built the Nautilus prototype plant outside of Idaho Falls, Fogarty said, and the Nautilus was a year ahead of the Seawolf.

“They had two land-based plants that mimicked a submarine, built in a submarine hull on land,” he said. “Both of them, one in New York and one in Idaho.

A big advantage for submarines is staying submerged. They are most vulnerable when surfacing, Fogarty said. “Diesel submarines had to surface to recharge batteries, but with these, you could stay down forever.”

That gave the U.S. an advantage that held, he added. Fogarty spent time with the Seawolf as part of the crew taking it out for trial runs. They eventually found a problem with the different reactor design being “sodium-cooled,” versus water-cooled like the Nautilus, he said.

“Technically, the sodium potassium turned out to be corrosive material. When heated up, it ended up eating the pipes. We got an alarm that the pipes were leaking, which was down in a compartment with thick shielding above it. The medical doctor who was a nuclear-trained physician, he and I went down to see what was wrong; that’s where I got my highest dose of radiation.”

By then, Rickover had decided to remake the Seawolf with the Nautilus design, so it had to go back to port for a retrofit. Fogarty and another

nuclear-trained officer from the Seawolf got transferred then to the Nautilus, which had been fully operational for over a year.

He was on the Nautilus in 1957 when it made its first unsuccessful attempt to cross the North Pole from the Atlantic side, seeking to pass the Arctic Sea basin between Greenland and the Norwegian island Spitsbergen, but the sub’s periscope was damaged in an ice collision, and the gyrocompass became erratic, forcing the boat to turn back.

“We learned a few lessons about icebergs, how deep they go down, and when you bump into an iceberg, it’s not very mobile,” Fogarty added. “It’s stronger than you are, so it bent over the periscope.

“We had to wade our way out of there and back into the ocean without any idea where we were other than dead reckoning. We didn’t have any of our navigation stuff. We could tell how deep the water was, but not how high.”

After repairs, “they sent us through the (Panama) canal over the Pacific side,” but before the second North Pole attempt, Fogarty got assigned to the USS Skipjack, a smaller class of nuclear-powered submarines with a single big propeller and a more streamlined design.

“That hull incidentally was based on the prototype that was here in Idaho at the Navy test lab at Farragut,” he said.

He remained with the Skipjack for a while and earned promotions.

On the Nautilus, he was the fifth commanding officer for a crew with typically 11 officers and 105 enlisted members. Fogarty said memorable events occurred under his watch, but he doesn’t think he can share a lot. The Cold War against Russia was in full force.

“The most significant is probably still classified,” he said, smiling. “I’ve never been told I could release it, other than it involved being in water heavily foreign and against their submarines.

“We were still way ahead of the rest of our enemies. We were kept in patrol, and the Russians tried to stay in track of us, but we were

able to know where they were and stay tracking distance with them wherever they went.

“But most of the time, we spent operating with the fleet, with surface ships, to teach the U.S. Navy what they were up against with the nuclear submarines, in simulated attacks.”

He also recalls the two nuclear submarines lost to accidents at sea, and he knew crew members killed on both the USS Thresher and USS Scorpion. The Thresher sank in April 1963 during deep-diving tests east of Cape Cod, Massachusetts, and an investigation found a ‘most likely’ cause was a piping system failure that allowed flooding of the engine room.

The source of the May 1968 tragedy on the Scorpion is uncertain, he said.

Early in his career, Fogarty served on two diesel-powered subs: Tiru and Queenfish. He also did a tour much later on the USS John Marshall. His final duty was in the Pentagon as operations officer in the Submarine Warfare Division. He earned a master’s degree in administration from George Washington University before retiring from the Navy in 1970.

After his Navy retirement, Fogarty returned west to the Idaho National Laboratory in Idaho Falls that stretched more than 22 years and took him to brief stints in Butte, Montana, and for the Tennessee Valley Authority.

Raised in Great Falls, Montana, he married high school girlfriend Dorothy Reilly after graduation from the Naval Academy in 1948. They were together 67 years until her death in 2015. They have 10 children, 21 grandchildren and 12 great-grandchildren. Fogarty moved to Spokane in 2015 to be near family.

Fogarty has never been idle. In his retirement, he ran a 40-acre ranch in Idaho Falls and created pheasant habitat, raised cows and built a model train museum in a barn, inviting school groups. He later donated his train collection to the Cheyenne Depot Museum. He also liked to hike and do outdoors activities while being active in the Catholic community.

<https://www.spokesman.com/stories/2024/apr/28/retired-captain-of-first-us-nuclear-submarine-cele/>

US tests giant ‘Manta Ray’ drone submarine for long-distance underwater missions

The ‘manta ray’ submarine is designed to operate over long distances of water and deliver pay loads to targets

Alexander Butler



The ‘manta ray’ submarine is designed to operate over long distances of water (Northrop Grumman)

The US has tested a futuristic “manta-ray” style underwater drone that could one day be used for long-distance missions around the world.

The Manta Ray prototype uncrewed underwater vehicle (UUV) completed full-scale testing off the coast of Southern California over the last three months.

It was funded by the US Department of Defense’s Defense Advanced Research Projects Agency (Darpa) programme, and built by defence company Northrop Grumman.

Once developed, it will demonstrate a new class of long-range, payload-capable UUV’s ready for operation across seas and oceans, according to Darpa.

It moves through the water using “efficient, buoyancy-driven gliding” and could reduce the need for as much human involvement in underwater missions.



The US has tested a futuristic ‘manta-ray’ style underwater drone (Northrop Grumman)

Darpa programme manager for Manta Ray Dr Kyle Woerner said: "Our successful, full-scale Manta Ray testing validates the vehicle's readiness to advance toward real-world operations after being rapidly assembled in the field from modular subsections.

"The combination of cross-country modular transportation, in-field assembly, and subsequent deployment demonstrates a first-of-kind capability for an extra-large UUV."

Northrop Grumman said the prototype was built in Maryland before being shipped in sections to its test location in California.

The demonstrated ease of shipping and assembly supports the possibility of rapid deployment throughout the world without "crowding valuable pier space at naval facilities".



The prototype was built in Maryland before being shipped in subsections to its test location in California (Northrop Grumman)

"Shipping the vehicle directly to its intended area of operation conserves energy that the vehicle would otherwise expend during transit," added Dr Woerner.

Darpa said it is engaging with the US Navy on the next steps for testing and transition of the technology. UUV's have existed since the 1950s.

Also known as uncrewed underwater vehicles and underwater drones, they are submersible vehicles that can operate underwater without a human occupant.

In September 2021, researchers at a Chinese university developed a manta ray shaped UUV with the purpose of collecting information around the contested Paracel Islands.

<https://www.independent.co.uk/news/world/americas/us-military-manta-ray-drone-b2538410.html>

U.S. Navy: Nuclear Sub To Be Named USS Miami, Gloria Estefan To Sponsor Vessel

(CBS MIAMI 07 MAY 24) ... Mauricio Maldonado

MIAMI - US Secretary of the Navy Carlos Del Toro announced Tuesday evening that a new nuclear-powered attack submarine will be named USS Miami and that Gloria Estefan will be the sub's sponsor.

The announcement was made during the official kickoff concert of the inaugural Fleet Week Miami, hosted by Blue Star Families.

"That shared history is what makes Miami one of the greatest cities on Earth—and emblematic of what makes this country the greatest country in the world," said Del Toro. "Miami is a shining example of what happens when a city welcomes all who come seeking a better life."

As the sponsor, Estefan will represent a lifelong relationship with the ship and crew. According the US Navy, a sponsor is the title given to a prominent citizen chosen to christen a vessel.

"We are so thankful as citizens of this great country to have all of you out there protecting and serving all of us," Gloria Estefan said to those attending the concert.

In the past, the Magic City has been honored with three previous vessels: A gunboat (1862-1865), a light cruiser (1942-1947), and another nuclear-powered submarine (1990-2014).

Del Toro is a Cuban-American entrepreneur and retired Navy officer who has served as the Secretary of the Navy since 2021.

<https://www.cbsnews.com/miami/news/navy-secretary-nuclear-sub-to-be-named-uss-miami-gloria-estefan-to-be-the-sponsor/>

U.S. Navy's Submarine Fleet Is Too Small. Here's How Selling Some May Help.

On the surface, it might not make sense to give three to Australia, but there's a logic to the deal (DEFENSE NEWS 09 MAY 24) ... Megan Eckstein

ABOARD THE SUBMARINE DELAWARE OFF FLORIDA'S COAST — The attack submarine

Delaware silently pulled away from the pier at Port Everglades, past the pleasure craft and the cargo ships, and then sank beneath the waves.

The U.S. Navy's Virginia-class submarine was showing off for VIPs on board, performing "angles and dangles" — diving sharply and listening for anything not safely stowed to go tumbling — piping simulated targets into its combat system, and taking simulated torpedo shots at the imaginary surface ships.

Though the April 4 demonstration is a far cry from the complex training Delaware's crew will conduct later this year ahead of the boat's deployment to U.S. European Command's theater, leaders said any at-sea opportunity benefits the crew.

But the need for at-sea time butts up against a problematic reality for the Navy: It has 49 attack submarines, despite a formal requirement for 66.

The fleet size has remained stagnant for at least a decade, even as demand for these stealthy forces increased. Attack submarines would be pivotal in a conflict against China. They're also in high demand within the European theater in order to counter Russia's sophisticated submarine fleet. And they've even made history in the Middle East, with the Virginia-class sub John Warner becoming the first in its class to fire Tomahawk missiles in combat during a 2018 strike on Syrian chemical weapons facilities.

The situation will worsen before it improves, according to the Navy's long-range shipbuilding and fleet inventory plan, which shows the force dipping to 47 later this decade before hovering in the mid-50s for many years. The fleet isn't projected to hit 66 until 2054, well beyond the "decade of concern" — when military officials say the threat of conflict with China will peak.

Furthermore, the U.S. Navy intends to sell at least three, and as many as five, of these attack submarines to Australia as part of the trilateral AUKUS pact that also involves the U.K. Still, Vice Adm. Rob Gaucher said that, perhaps counterintuitively, selling the submarines to Australia will help the strapped undersea fleet.

By delivering the boats to an ally who will

operate them in coordination with American boats, "we get more submarines far forward. We get a port that gives us access" to the Indo-Pacific region, the commander of naval submarine forces said during a panel at the Sea-Air-Space conference in April.

"We get the opportunity to leverage an ally who can help us with manning and operating. We get surge capacity because now I have another area [where] I can do maintenance."

For the rest of the story:

<https://www.defensenews.com/naval/2024/05/09/us-navys-submarine-fleet-is-too-small-heres-how-selling-some-may-help/>

Senators Quiz Navy Leaders On Proposed Sea-Launched Nuclear Cruise Missile

(USNI NEWS 24 MAY 24) ... John Grady

The questions on how to modify Virginia-class attack submarines to install nuclear-armed sea-launched cruise missiles and how much the changeover would cost are not easily answered, the Navy's director of strategic systems programs told a key Senate panel this week.

Vice Adm. Johnny Wolfe on Wednesday, "we've started to look at that" and "we've asked for flexibility." He added, "it would be premature to give a cost estimate of the modification."

Sen. Mark Kelly (D-Ariz.) wondered if the modification meant "we would be giving up something we really need" — torpedoes against a larger navy for a weapon meant for deterrence. He also questioned the cost to other strategic weapon programs if the project moves forward.

In his prepared testimony to the Senate Armed Services strategic forces subcommittee, Wolfe said his office "is also supporting ongoing discussions between the administration and Congress on options to execute the SLCM-N program in a manner that balances cost, deterrence value, and risk to the program of record and the Joint Force. Executing this program successfully will require careful balancing of SLCM-N programmatic manning with ongoing Navy programs, which draw from a limited pool of experienced government personnel and the same

nuclear weapons industrial base.”

Wolfe added in both oral and written testimony that a new office has been established under his control for nuclear-armed sea-launched cruise missiles to address these issues.

Ranking member Sen. Deb Fischer (R-Neb.) said, “we have to have different options” when faced with two potentially nuclear-armed adversaries.

“There is no one solution,” to deterrence, Wolfe said during the hearing. From an operational perspective, he added, “you have to be careful to separate” the nuclear use from conventional. The answer came in response to Russian military doctrine of “escalate to de-escalate” which would allow the use of tactical nuclear weapons in regional conflicts.

“Nuclear modernization will take time,” Wolfe added, referring to weapon systems, platforms and infrastructure.

Marvin Adams, deputy administrator for defense programs at the National Nuclear Security Administration, said “we don’t have a lot of margin” to accomplish that. With many production lines just now reopening after years of being shut down, the answer has been to reuse components after certification until the industrial base can come up to speed.

Wolfe said in the case of transitioning from the Ohio class, “we made the decision [to] take those assets [missiles] and move them to Columbia.” He added the Navy is prepared to extend the service life of the weapon systems and Ohio-class submarines themselves if the Columbia program runs into delays.

Delays in Columbia program’s progress also have implications for the United Kingdom’s ballistic-missile submarine modernization effort. Wolfe in his prepared testimony added that the Navy “must ensure the ‘no fail’ [sea-based strategic deterrent] mission is supported on the Ohio Class through 2042, providing a reliable Trident II D5/D5LE weapons systems with W76 and W88 warheads until this final ship of the class is decommissioned. In parallel, [the Strategic Systems Program’s] efforts and collaboration with

the UK through the [Polaris Sales Agreement] will support the U.K.’s Continuous At Sea Deterrence through Vanguard class life and the transition to a Dreadnought class SSBN fleet.”

Earlier this month, another Senate panel expressed concern over the current delays in the Columbia build program and the delivery of Virginia-class attack boats to Australia as promised in the Australia-United Kingdom-United States (AUKUS) agreement.

The chairman’s mark scrapped the Navy’s request for authorization to build just one Virginia-class in the Fiscal Year 2025 budget and called for two, adding \$1 billion to the ask.

In prepared testimony, Adams said, nuclear reactors for the Columbia-class and Virginia-class submarines remain on schedule.

“To date, lead ship reactor plant components [for Columbia] have been delivered on time and the reactor core is on track to support lead ship delivery. The FY 2025 budget includes \$45.6 million to continue reactor plant design, fabrication, and safety analysis work required for lead ship reactor testing. Additionally, Naval Reactors will soon commence lead ship motor module testing of the electric drive propulsion system at the compatibility test facility” in Philadelphia, Adm. Willia Houston, deputy director of Naval Reactors, said in prepared testimony.

<https://news.usni.org/2024/05/24/senators-quiz-navy-leaders-on-proposed-sea-launched-nuclear-cruise-missile>

Junior enlisted to get 20% pay bump, E5s get 13% more under House plan

By Leo Shane III

May 13, 2024, 02:58 PM

Junior enlisted troops would see large increases in basic pay in 2025 under a plan unveiled by the House Armed Services Committee on Monday.

House lawmakers’ plans to [overhaul military pay tables next year](#) would result in a nearly 20% basic salary boost for [troops ranked E-4 and below](#) and a substantial bump for E-5s as well.

Under plans unveiled Monday, [House Armed](#)

Services Committee members next week will consider language in their annual defense authorization bill draft that includes highly revised military pay tables designed to bring all junior enlisted pay to at least \$30,000 a year.

Currently, some young enlisted service members can make as little as \$24,000 in basic pay, although that total does not include other compensation such as housing allowances and free health care.

But both Republicans and Democrats on the panel have expressed concerns that enlisted troops' low base pay make it difficult for military recruiters to woo young adults away from civilian careers, where a \$15-per-hour wage translates into just over \$30,000 a year in salary.

Higher enlisted pay, full housing stipends included in new House plan

A new military quality of life improvement plan would include targeted pay increases for young troops and bigger housing stipends for families.
By Leo Shane III

Last month, committee leaders announced a broad plan to boost all pay for all troops ranked E-4 and below by 15%, a move that would add several hundred dollars in monthly pay for those individuals.

However, specifics of the plan released this week show an even more generous base pay hike. Committee staffers confirmed the 15% boost does not include a 4.5% increase planned for all troops, bringing the actual salary increase planned by the committee to 19.5% next year.

For an E-2 with two years of military service, that increase will mean about \$5,000 in extra pay next year. For an E-4 with four years of military service, it's almost \$7,500 more in salary.

To ensure E-4s aren't getting paid more than E-5s, the pay table overhaul also includes increases for mid-career enlisted troops. Combined with the 4.5% across-the-board raise, some E-5s could see up to a 12.5% pay increase next year.

An E-5 with six years' service can expect a pay boost of about \$4,300 next year under the house

plan. An E-5 with eight years will get a \$3,500 raise.

All other ranks would see the 4.5% pay increase.

But whether that plan can become law remains unclear.

House Armed Services Committee leaders have vowed to push for the military salary increases, and will vote on the measure next week. House appropriators backed similar plans in their budget bills last year and have signaled ongoing support for the idea.

But Defense Department officials have lobbied lawmakers to wait on the ideas until next year, when their ongoing review of military compensation issues is complete.

And senators — particularly those on the Senate Armed Services Committee, which is currently drafting its own version of the authorization bill — have deflected questions on the issue, saying they need to see what the total costs will be and how that fits into other military priorities.

House committee officials said the price tag for the pay raise and other compensation reforms — including increasing housing stipends and broadening eligibility for the military's Basic Needs Allowance — will cost about \$4.2 billion this year. Total military spending outlined in the authorization bill is nearly \$882 billion.

If the pay raise is signed into law later this year, appropriators will still need to pass budget language to supply funding for the higher salaries.

Submitted by David Huckeba, MM1(SS)/ MMCS Ret, SY1/B 71-75, Assoc. Life Member

Shipmate's Nephew Flies with the Blue Angels

David's nephew, USMC Major William Huckeba, was hand selected for the Navy Flight Demonstration Squadron, Blue Angels where he served as the Aviation Safety Officer, Tanker Coordinator, and C-130J Department head from 2019 until 2022. Th Blue Angles showcase the teamwork and professionalism of the Navy and Marine Corps at over 90 airshows across the country.

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U.S. Marine from Hoover featured in upcoming film about 'The Blue Angels'

Shannon Delcambre Assignment Manager
MILLINGTON, Tenn. —

A U.S. Marine from Hoover is set to be featured on the big screen soon. U.S. Marine Corps Maj. William Huckeba is among those featured in a film about the U.S. Navy's Blue Angels flight demonstration team, according to the U.S. Navy Office of Community Outreach. The movie is set to be released in IMAX theaters, including at the McWane Science Center, on May 17. It will also stream on Amazon Prime May 23.

Huckeba is a pilot and served with the Blue Angels squadron.

“My decision to join the United States Marine Corps was deeply influenced by my family’s legacy,” Huckeba said. “Both my grandfather and uncle served in the Navy, and their stories of honor and camaraderie inspired me to seek a new adventure. I challenged myself to become a Marine first, then a naval aviator.”

Huckeba graduated from Hoover High School in 2008 and earned a degree in aerospace engineering from the U.S. Naval Academy in 2012.

<https://www.wvtm13.com/article/us-marine-from-hoover-featured-in-upcoming-film-about-the-blue-angels/60781430>

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BIO: Major William A. Huckeba, Operations Officer, VMGR-153

Major William Huckeba is a native of Hoover, Alabama, and graduated from Hoover High School in 2008, where he was the school President and played football, basketball, and soccer. He attended the U.S. Naval Academy, and graduated with a Bachelor of Science in Aerospace Engineering, earned his commission as a Second Lieutenant in the U.S. Marine Corps, and reported to The Basic School at Marine Corps Base Quantico, Virginia in 2012.

William reported to Naval Air Station Pensacola, Florida, for aviation indoctrination in April 2013. He completed Primary flight training in the T-6B Texan with Training Squadron (VT) 3 at NAS Whiting Field, Florida. He completed Intermediate and Advanced training in the T-44 Pegasus while assigned to VT-31 at NAS Corpus Christi, Texas. He earned his wings of gold in December 2014.

William then reported to Fleet Replacement Detachment (FRD) East at Marine Corps Air Station (MCAS) Cherry Point, North Carolina, for initial training in the KC-130 Hercules. He reported to Marine Aerial Refueler Transport Squadron (VMGR) 252, “Otis,” at MCAS Cherry Point in July 2015, where he served as a Ground Safety Officer, Fiscal Officer in Charge, and detachment Assistant Operations Officer. While assigned to VMGR-252, William deployed twice to Spain and Italy in support of Special Purpose Marine Air Ground Task Force Crisis Response Africa (SPMAGTF-CR-AF). He then reported to Expeditionary Warfare School at Quantico, Virginia, in July 2018, where he studied how to integrate the warfighting capabilities of a Marine Air Ground Task Force (MAGTF).

William was hand selected for the Navy Flight Demonstration Squadron, Blue Angels, from 2019 until 2022 where he served as the Aviation Safety Officer, Tanker Coordinator, and C-130J Department head showcasing the teamwork and professionalism of the Navy and Marine Corps at over 90 airshows across the country. He then reported to VMGR-153, “Hercules,” in Kaneohe Bay, Hawaii, in January 2023 where he served as the Director of Safety and Standardization and

currently is the Operations Officer. He has accumulated more than 1,900 flight hours, to include numerous operations and exercises in the Indo-Pacific, Europe, and Africa. His decorations include the Meritorious Service Medal, Joint Service Achievement Medal, Navy and Marine Corps Achievement Medal, and various personal and unit awards. He is married to his wife Quinn and has two daughters, Eleanor and Daphne.

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Stars & Stripes Article on “The Blue Angels”
‘The Blue Angels,’ Filmed For IMAX, Puts Viewers In The ‘Box’ With The Elite Flying Squad

(ASSOCIATED PRESS 21 MAY 24) ... Lindsey Bahr

If you’re looking for a little bit of fresh “Top Gun: Maverick” spectacle and thrill this summer, you’re in luck. A groundbreaking new documentary, “The Blue Angels,” is flying off of IMAX screens and onto Prime Video May 23.

Using IMAX-certified cameras mounted on a helicopter, the filmmakers were granted unprecedented access to the U.S. Navy’s Flight Demonstration Squadron, both on the ground and in “the box,” the tightly guarded performance airspace. Unlike in a Hollywood movie, there were no staged re-creations, second takes or computer-generated shots. And they had about “5% of the budget” “Top Gun” had, those involved estimated.

The film was the brainchild of Rob Stone and Greg “Boss” Wooldridge, a former Blue Angel and subject of a 1994 film about one of their historic tours in Europe. COVID-19 derailed plans to follow their 75th anniversary season, but a silver lining would emerge in the delay. By that point, aerial coordinator Kevin LaRosa II had worked several times with actor Glen Powell, on “Top Gun” and “Devotion.” Powell, he’d learned, had grown up with a Blue Angels lithograph in his childhood bedroom.

“(Powell) said, ‘I’ll hook you up with the Creative Artist Agency in Hollywood and we’ll get this done,’” Wooldridge said in a recent interview.

Soon, they were also talking to J.J. Abrams’ company Bad Robot and figuring out ways to

collaborate with IMAX and show audiences things that no civilian has seen before, under the direction of filmmaker Paul Crowder.

Abrams, who also produced, had grown up living across the street from a former Blue Angel pilot and wrote in an email that he’d “always been intrigued by their skill, bravery and heroism.” This film would take that fascination to the next level.

“The footage was filmed especially for IMAX,” Abrams continued. “Watching these pilots do their thing in this format — the jets literally inches apart — is utterly bonkers. Truly spectacular to see.”

One of the craziest ideas was to put a helicopter with a camera mounted on it in the middle of a demonstration, in airspace where no civilian aircraft has ever been allowed. It would be during a practice demonstration, but Wooldridge is quick to remind that there is no real difference between a practice and the real show when it comes to execution, the level of excellence expected and the danger involved.

“When Kevin said ‘let’s do this,’ my eyes got as big as saucers,” Wooldridge said. “I led the (Blue Angels) on three occasions and I said, ‘I’m not sure I would allow this to happen.’”

LaRosa had exhaustively studied how it might happen safely and ensured everyone was properly debriefed. Still, on the day, everyone was prepared to hear “no maneuver” (flight canceled) as everyone got used to the distraction of a helicopter in their airspace. Much to their surprise, the “boss” never called “no maneuver.” It all went according to plan.

“We researched every possible way to film that information, and everybody’s done it different ways from the ground. But to get into the air with a wing-mounted camera and all the cameras in the cockpit?” Wooldridge said. “It was unbelievable.”

LaRosa had done such a good job flying the helicopter that they were able to inch even closer to the jets by the end of the shoot. Crowder also used a Phantom camera, which can shoot 1,000 frames per second (the standard is 24 fps), to get spectacular shots of the vapors coming off the jets.

Beyond the spectacle, the film looks at the

people in the jets as well, including the first woman to fly with the squadron as a pilot, Lt. Amanda Lee, of Mounds View, Minn.

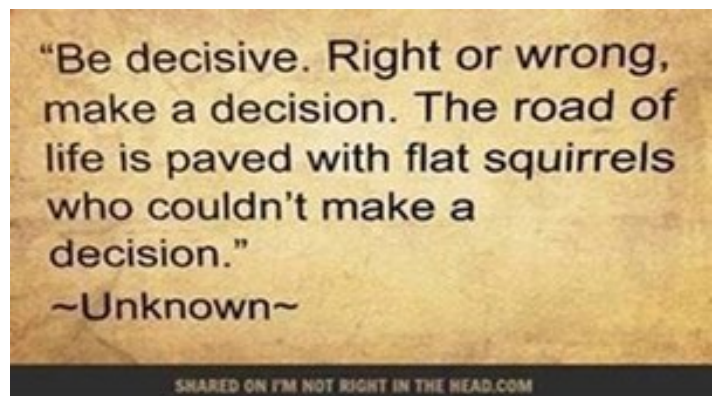
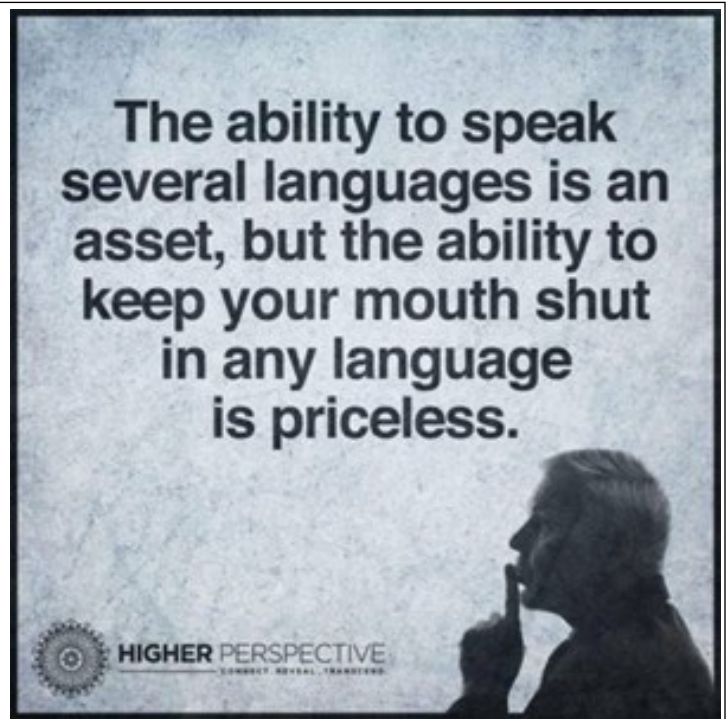
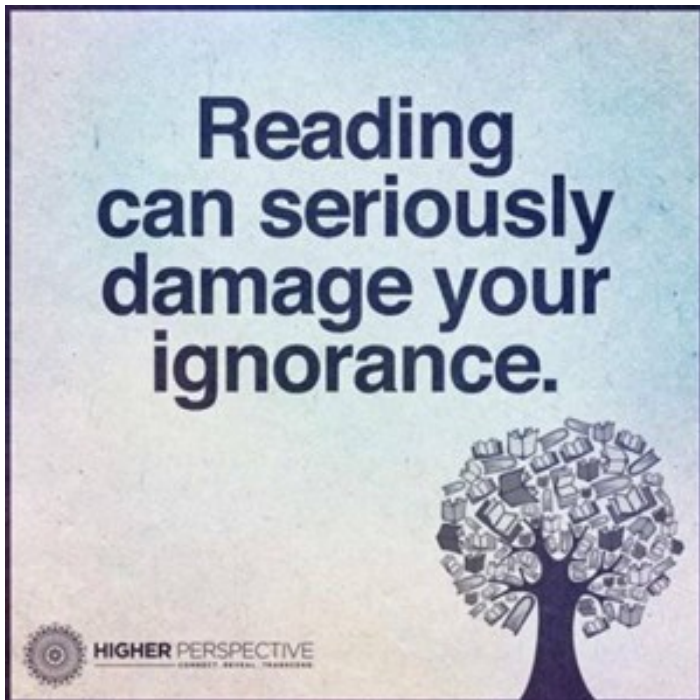
“You can read all you want, but until you’ve spent time in Pensacola at the air base and really spend time with these guys, watching them do what they do and dedicated everything that they are to it, you don’t really get it,” Crowder said. “What we were hoping to do in the film was to portray a lot of that.”

Crowder recommends ignoring “mom’s advice” and sitting as close to the television screen as possible for the best viewing experience.

Wooldridge, who led the Blue Angels three times, said the experience of watching this film is better than being up there.

“I’ve seen it from the cockpit, my cockpit, a bunch. I’ve seen it from the ground as we debrief,” he said. But I’ve never seen it the way you see it in this movie. The perspective was so much better than I ever saw as a pilot. I’m wowed and awed by it.”

<https://www.stripes.com/living/entertainment/2024-05-21/web-blueangels-documentary-squadron-film-movie-amazon-prime-imax-13929523.html>



Sharing a Branch of Your Family Tree with Someone Else – Part 2

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

In the last newsletter we created the backup file to share with your cousin. In this newsletter we show you how to create a new family tree with that backup and add it to Ancestry.

Restoring the Backup File to New Tree

The next step is to get the backup file created in the last newsletter to your cousin so they can restore it into their FTM program. Due to the size of the backup file you may have to upload it to an online storage location such as Drop Box or if you try to attach it to a Gmail email, it will tell you that the file is too large for an email and it will store it on Google drive with a link for your cousin to download the file when you give them permission. After the cousin downloads the backup file and stores it in their FTM folder, they can restore the file as follows:

- Open the folder where the FTM backup file was stored. You should see the name you gave it with a “.ftmb” extension or file type of **FTM Backup File 2019** (or your FTM version).
- Open Family Tree Maker.
- Select **File** then **Restore**.
- Select the backup file that was created above.
- In the **Name for restored file** window, verify the name you want for the new tree, then click **Save**.
- The **Restore** window will open to show the progress. It may take a few minutes to restore since it is creating the brand new tree in FTM.
- When the restore is complete you will get a message about the restore status. We restored a file with almost 7,000 people in it and it gave us a message that there were some errors in the restore process but it did not say what the errors were. FTM said it could be some Media files that were not properly restored and to check the **Media/Media/Find Missing Media Tool** in FTM to see if any media was missing. It did not show any missing media so not sure what the actual errors were.

What is Not Synced between Family Tree Maker and Ancestry.com

Not everything is Synced between FTM and Ancestry during the Sync process. The following link shows items that are not Synced between Family Tree Maker and Ancestry during the **Sync** process.

<https://support.mackiev.com/090571-Whats-Not-Synced-with-FamilySync-in-FTM-2017-and-FTM-2019#FTMDATA>

Although there are several things that do not get transferred to the new family tree during the **Sync** process, it is still very useful because it allows creating a family branch with “most” of the useful information in it. In this case we were able to add about 7,000 Profiles to the cousin’s tree even if some information from Ancestry is missing. This was 7,000 Profiles more than what they had to begin with! They could then compare your tree you “share” with them to the new tree created to update any missing information they felt was important to have in their tree.

Family Tree Maker has been contacted to ask if some of the skipped items, such as Tree Tags, could be added to the 2024 version to be released. We will have to wait and see what is in the 2024 version.

Creating New Tree in Ancestry

After the new tree is created in FTM you will want to have Ancestry create the tree in Ancestry. To upload the tree to Ancestry do the following:

- Click on the **Sync** option.
- Click on “**Upload to Ancestry**” option to create the tree in Ancestry.
- In the window type the name of the tree you want in Ancestry.
- Select the options you want for your tree.
- Click **Upload**.
- You may get a message saying “**Your FTM tree is uploading in the background. You may follow its progress in the title bar and continue working on your trees.**” Even though it says you can continue working I would avoid anything else while the tree is uploading until it finishes completely.
- After the tree is uploaded to Ancestry, open the tree in Ancestry and make sure it uploaded correctly.

Merging New Tree into Existing Tree in Family Tree Maker

If you want to take another family branch that has been exported and add it to a FTM tree, use the steps above to create the backup file, and then add it to your tree to merge that data for an “existing” person in your tree. Family Tree Maker gives you the option of merging data from two trees. As far as we know, this option is not available in Ancestry.

After you have created the new tree using the methods above do the following:

- Ensure there is a Profile in your existing tree for the person that is to be the main person to add records to for the merge. For example, your 3rd cousin’s wife has a relative who exported information about her side of the family with her as the Home Person and she wants to add that branch to your 3rd cousin’s new tree you created above with her as the base person for the merge.
- Open the existing tree you want to merge the new information into.
- Select **File** then **Merge**.
- You have the option to **Backup & Merge** or just **Merge**. The **Backup & Merge** option will create a complete backup file you can use to restore from if something goes wrong so this should be the choice you choose. The **Merge** option will just proceed to the **Merge** portion and skip making a backup file.
- In the **Open** window select the FTM Tree file to be merged into your tree file, then select **Open**.
- In **Merge/Append Options**, select the **Include all individuals from import file** or **Include only selected individuals from import file**. Normally **Include all individuals** will be merged.
- Under **Merge or append individuals**, ensure **Merge matching individuals** is selected.
- Select **Next** and program will try to match people in new tree with your tree and show you a list of possible matching people.
- In **Data from Import File** select the information to Merge, the select **Merge**.
- The program will now merge the new records into the existing tree.
- After the merge is complete, verify that the merged data appears to be correct.

Syncing the New FTM Tree to Ancestry

The next step is to export the file to Ancestry. If the tree does not already exist in Ancestry, clicking the **Sync** button may give a message that the tree has not been uploaded to Ancestry yet and to upload it. We chose to upload the file to Ancestry and it took several minutes for the file, including media, to be uploaded to Ancestry. After the file finished uploading, we opened Ancestry and selected the new tree. All the information including media, sources, etc. appeared to be in the Ancestry tree, except for the items not Synced discussed earlier.

Changing the Home Person in a Tree

It appeared that the file did upload and the tree opened, however, the **Home** person was not changed from the original tree. To change the **Home** person to the cousin do the following:

- With the tree open, select the three dots then **Tree settings** from the menu on the left side.
- Under **Your home person in this tree**, click on **Change**.
- Type in the name of the new **Home Person** as it appears in the tree.
- Check the box “**I have selected myself as the Home Person**” and then click **Select**.
- Click on **Find in Tree** then locate the new Home person.
- View the tree again then click on the **Home** button to make sure it uses this person as the new **Home Person** then open their **Profile**.
- Click on the father and/or mother to make sure it shows “**father**” or “**mother**” as relationship.

Updating Relationships After Changing Home Person

If the relationships did not recalculate, you may have to close Ancestry and reopen it again to get relationships to recalculate. If this did not recalculate the relationships, sometimes open “**Edit/Edit Relationship**” and remove the father, save the change, then reopen **Edit Relationship** and re-add the father and Save which should force Ancestry to recalculate relationships from the **Home Person**.

All the tree relationships should now use this **Home Person** to calculate the relationship so if you search for someone in the tree it should show the proper relationship to that person.

The **S-27 (SS-132)**, one of thirteen S-Class with a single-hull, was designed by EB and built at the Bethlehem Steel's Fore River Shipyard, Quincy, MA. The boat was launched in October, 1922 and commissioned in January, 1924. She was 219-feet (ft) long, had a beam of 18-ft, draft of 16-ft, and an operating depth of 200-ft. The S-27 displaced 854-tons on the surface and 1,062-tons submerged. She had twin screws, each connected to a 750-shaft horsepower (shp) propulsion motor, which were powered by two 600-brake horsepower (bhp) electric generators. The S-27 had a speed of 14-knot (kt) on the surface, 11-kt submerged, and a 3,420-nautical mile (nm) range.

The S-27 was sent on her first patrol to observe Japanese activity in the Aleutian Islands near Amchitka Island. At around 2200 on 19Jun42, she surfaced to recharge severely discharged batteries. She surfaced in the fog at a location thought to be well off of land. Apparently, currents pushed her towards Amchitka Island. After 40 minutes of charge, she started forward on one engine and immediately struck a reef. The sub was unable to get off the rocks, she had flooding fore and aft, with the aft battery generating chlorine from seawater seeping into the battery well.

After multiple unsuccessful attempts to make radio contact, the entire crew abandoned ship and went ashore by rubber raft. Six days later, a PBY spotted the crew on Amchitka Island and along with three other PBYs flew all of the crew to Dutch harbor. All thirty-eight crewmembers survived the ordeal without injury or illness.

The **R-12 (S-089)** was one of twenty-seven R-Class submarines completed between 1918-1919. The R-12, which was also built at Bethlehem Steel's Fore River Shipyard, Quincy, MA, was launched on 15Aug19 and commissioned on 23Sep19. She was 187-ft long, had a beam of 18-ft, draft of 15-ft, and an operating depth of 200-ft. The R-12 displaced 569-tons on the surface and 680-tons submerged. She had twin screws, each connected to a 467-shp propulsion motor, which were powered by two 600-bhp electric generators. The R-12 had a speed of 13.5-knot (kt) on the surface, 10.5-kt submerged, and a 4,700-nm range.

The R-12 sank around noon on 12Jun43 off of Key West, Florida in six hundred feet of water with the loss of forty-two lives. The CO, OOD, and three enlisted men, all on the bridge, were the only survivors.

At the time of the accident R-12 was underway to take up her position for a torpedo practice approach. She was rigged for dive (except main induction was open and batteries were ventilating into the engine room) and riding the vents. The Commanding Officer was on the bridge when the collision alarm was sounded from below and received a report that the forward battery compartment was flooding. Although the CO ordered to blow main ballast and close all hatches, it was estimated that only fifteen seconds passed from the time the alarm was sounded until the bridge was completely under water. The Court of Inquiry ruled that the cause of the loss of R-12 was unknown but probably was from rapid flooding of the forward part of the ship through a torpedo tube. (It makes me wonder which class of submarine was the first to have a breech and muzzle door interlock.)



Howard L. Clayton, SMC



Everett Krigbaum, MoMMC



John J. Sullivan, CSC

The **USS Bonfish (SS-223)**, a Gato-Class submarine, was built by EB, Groton, CT. She was launched on 07Mar43 and commissioned on 31May43. The *Bonfish* arrived in Brisbane, AU on 30Aug43 and left on her first war patrol one week later (Only 90-days following commissioning for training and transiting to Australia.)

In total, the *Bonfish* sank 31 enemy vessels, for a total tonnage of 158,500, and damaged 7, for 42,000 tons. During her first patrol, in the South China Sea, she sank three freighters, two transports, a tanker and damaged a fourth freighter. Her second war patrol was in the Celebes Sea near Borneo. She sank two freighters and an escort vessel, and damaged a minelayer. The *Bonfish* returned to the South China Sea for her third patrol where she sank a large tanker, a medium freighter, and damaged a second large tanker. In the Celebes and Sulu Seas, on her fourth patrol, she sank two freighters, a transport and a tanker, while she damaged a sub chaser. Postwar information confirmed that on 14May44, while firing at the large tanker, which she sank, *Bonfish* hit and sank the Japanese destroyer, *Inazuma*.

During June and July, 1944, on her fifth patrol in the Sulu Sea, she sank two small freighters. *Bonfish* operated in the South China Sea area on her sixth patrol where she sank two large tankers and a freighter during September and October 1944. The *Bonfish* returned to San Francisco for an extended overhaul before her unsuccessful seventh patrol in the East China Sea during March to June 1945.

The *Bonfish*, commanded by Commander L.L. Edge, departed Guam on 28May45 for her eighth war patrol. She was part of a coordinated attack group that included the USS *Tunny* and USS *Skate*. The group, under Commander G. W. Pierce in *Tunny*, was ordered to transit Tsushima Strait on 05Jun45, and patrol off the west central coast of Honshu in the Sea of Japan.

Bonfish successfully transited Tsushima Strait, and made a rendezvous with *Tunny* on 16Jun45. At that time, Commander Edge reported he had already sunk one large transport and one medium freighter. On the morning of 18Jun, *Bonfish* requested and received permission to conduct a submerged daylight patrol, in Toyama Wan, in the mid part of western Honshu. She was never seen or heard from again.

Japanese records detailed an antisubmarine attack made, on 18Jun45, in Toyama Wan. After many depth charges were dropped, wood chips and oil were observed, and this attack is likely what sank *Bonfish*. A total of 85-lives were lost.



Richard E. Frank, MoMMC



Grant M. Fuller, MoMMC



Stuart E. Johnson, Jr., QMC



Marion A. Lewis, GMC

The **USS Herring (SS-233)** was a Gato-Class submarine built at Portsmouth Navy Yard, Kittery, ME. She was launched on 15Jan42 and commissioned on 04May42.

The *Herring* spent her first war patrol in the East Mediterranean off of Casablanca and her second through fourth patrols in the North Atlantic. She was credited with sinking a German freighter and the German U-163 during this time. She transited from the UK to Pearl Harbor, via New London, for her fifth patrol.

She sank two large transports, a freighter, and a small escort type vessel in the East China Sea on her sixth patrol. During March – April, 1944, the *Herring's* seventh patrol was in an area south of the Japanese home islands and was unsuccessful.

The *Herring* left Pearl Harbor on 16May44 to conduct her eighth patrol in the Kurile Islands. On 21May44 she topped off with fuel at Midway and completed a rendezvous with USS-Barb on 31May44.

These two boats were to patrol the Kurile Islands area cooperatively, and at the rendezvous, as recorded in *Barb's* report, the areas for which each was to be responsible were delineated. A few hours after leaving *Herring* early on the afternoon of 31May, *Barb* heard distant depth charging, which she took as an indication that *Herring* was making an attack.

Later that evening *Barb* picked up a prisoner who stated that *Herring* had sunk the DE *Ishigaki*, an escort vessel and a merchant ship in the convoy *Barb* had been attacking.

The *Herring* did not respond to a message receipt request on 03Jun44. The sub and all 83 crewmembers were reported lost on 13Jul44. Post-war Japanese records indicated that *Herring* was sunk on 01Jun44, two kilometers south of Point Tagan on Matsuwa Island in the Kuriles. That report stated an American submarine sank two merchant ships, *Hiburi Maru* and *Iwaki Maru*, that were at anchor at Matsuwa. In a counterattack, a shore battery scored two direct hits on the submarine's conning tower, and "bubbles covered an area about 5 meters wide, and heavy oil covered an area of approximately 15 miles." The position of this attack was around 150 miles from the position where *Herring* met *Barb* and occurred on the day after the *Barb* had picked up her prisoner. *Barb* and *Herring* were the only U.S. submarines in the area at that time. As a result of the attacks reported by *Barb* and by the Japanese, *Herring* was credited with four ships and 13,202 tons sunk for her last patrol.



Malcolm D. Carroll, MoMMC



Armand A. Guerra, PhMC



John W. McCreary Jr., QMC



Robert S. Millis, EMC



Harry J. O'Howell, MoMMC

The **USS Runner (SS-275)**, a Gato-Class submarine, was also built at the Portsmouth Navy Yard, Kittery, ME. She was launched on 30May42 and commissioned on 30Jul42. The *Runner* departed New London in late 1942, arrived in Pearl Harbor on 10Jan43, and departed on her first patrol on 18Jan43.

Runner patrolled the Palau area on her first war run in February 1943, where she sank three medium freighters totaling 19,800 tons. She was unsuccessful during her second patrol near Hong Kong in the South China Sea.

On 28May43, *Runner* left Midway on her third patrol. Her orders were to pass between the Kurile Islands and then proceed southwest into an area south of Hokkaido and east of the northern tip of Honshu, where she was to patrol from about 08 June to 04 July 1943. Following her departure from Midway, she nor the seventy-eight submariners aboard were ever heard from again.

Post-war Japanese reports of antisubmarine attacks received provided no potential explanation for the loss of the *Runner*. She was most likely sunk by a mine, since there were at least four minefields in her assigned area, including a new one off of the northeast tip of Honshu.



Glen O. Baker, GMC



Roger L. Gardner, MoMMC



Ira N. Gregg, EMC



Charles C. Robellaz, MACH-WO



Charles M. Martin, EMC



Delmont N. Pace, TMC



Alonzo C. Wright, QMC

The **USS Golet (SS-361)**, a Gato-Class submarine, was built at the Manitowoc Shipbuilding Company, WI. She was launched on 01Aug43 and commissioned on 30Nov43. The *Golet* departed Louisiana, in late 1943 enroute to Pearl Harbor. The *Golet*, along with the USS Guavina (SS-362), USS Guitarro (SS-363), and USS Hammerhead (SS-364) were built at Manitowoc as Gato-Class because that shipyard had not yet received the design drawings for the Balao-Class (SS-285).

The *Golet* departed Pearl Harbor for her first patrol on 18Mar44. She was credited with no sinkings or damage to enemy ships during this patrol, which was conducted in the Kuriles, and the area south of Hokkaido and east of Honshu.

Beginning her second patrol, *Golet* left Midway on 28May44, for an area off the northeast coast of Honshu. *Golet* was scheduled to depart her area on 05Jul44, and was expected at Midway about 12 or 13 July. On 09Jul44, she was sent a message which required an acknowledgment, but none came. On 26Jul44, the ship and her eighty-two crewmembers were reported as presumed lost.

A post-war Japanese antisubmarine attack made on 14Jun44, at 41°S 04'N, 141-30'E is considered to explain the loss of the *Golet*. That report stated: "On the spot of fighting we later discovered corks, raft, and other debris, and a heavy oil pool of 50 by 5,200 meters."



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Peter P. Milus, FCC



Ernest W. Miller, PhMC



Clifford E. Sederstrand, EMC



Artur R. Stone, MoMMC

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