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OCTOBER 13TH 1775 - 2026

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VOL. 2026 #10

OCTOBER 2026

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2025 - 2027

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Other Positions 2023 - 2025

HISTORIAN / CUSTODIAN <u>Larry [Linda] Knutson</u>	WEBMASTER / NEWSLETTER <u>Nick [Linda] Nichols</u>	CHAPLAIN <u>Bruce [Vicki] Stefanik</u>
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Doug and Gary are working on the tours/trips in order to complete the registration form. It will be ready for the November newsletter.

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REUNION CONTROL CENTER

2027 Stimson Reunion #14

HOTEL: Hilton Garden Inn
Indianapolis South/Greenwood

DATE: Oct 6-10, 2027

LOCATION: Indianapolis IN

Reunion Committee:

Gary & Mary Owen and Doug Cooper

The hotel is undergoing a complete renovation this coming winter. They have obtained a bank of 55 reserved rooms for \$140/night with breakfast included. RV parking is permitted in the hotel parking lot.

The committee would like to know how many of our shipmates may attend the reunion. This is not a commitment, only a survey. If you are planning or thinking about attending send an email to 655webmaster@ssbn655.org with

either of these words and number expected.
SURE [making plans to attend]
POSSIBLY [hope to attend]
THINKING [maybe attend]



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

CJ and I wish everyone a happy Halloween – Don't eat too much candy!



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

Not to us, O Lord, not to us but to your name be the glory, because of your love and faithfulness.
Psalm 115:1

The trees are turning gold and red in the mountains of North Carolina. Nature is being clothed with splendor and majesty.

Great is the Lord and worthy to be praised.

May you and your families be blessed as we think of each other this month. // Bruce

<https://www.moffitt.org/endeavor/archive/patient-meets-donor-on-three-year-anniversary-of-transplant/>

Picture & Shirts: I'm happy to say the items Debbie Knight offered in the last newsletter were claimed immediately by Tom Vaughan [ET1(SS) B 76-81; Base Commander USSVI Golden Corner Base]. Enjoy Tom!!

Stay Connected: Sailor for Life Magazine (Fall-Winter 2026) is Now Available!

<https://www.mynavyhr.navy.mil/Media-Center/Publications/Sailor-for-Life/>

Belt Buckle Request: I received this email from Denis Miller [IC2(SS) G mid 80s, qualified 1984). If anyone can help him contact him at **denis2793@gmail.com:**

Shipmates, please check over this list. Last month when the newsletter was sent all of these bounced back to me. There were 4 more names but Don Ort has already been able to take care of them. If you are in contact with any of these shipmates please have him email me at 655webmaster@ssbn655.org and update his email with me. Thanks...

Qualification Cards of Stimson Sailors



Stimson Shipmates on Eternal Patrol.

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MMC(SS) Michael E. Morris G 83-86

Eternal Patrol 2 April 2026

[reported by his wife, JoyAnn]

MM2(SS) Harold Glenn Smith G 68-69

Eternal Patrol 28 March 2026

[reported by Dignity Memorial Obituary]

STS1(SS) [STSCS Ret] Ronald Geral Hyson

B/SY1/B 70-75 USSVI / Holland Club

Association Life Member

Eternal Patrol 17 September 2026

[reported by his wife, Jean]

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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

(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 on our Sailing List but without an email.

IC2(SS) [LCDR Ret] Jay Hammond

G/SY2 79-82

[updated by member]

ETCS(SS) [ETCM Ret] Roy Stevenson

B/SY1/B 69-76 COB 75-76

[updated by member]

EMC(SS) [EMCM Ret] Steve Genia

G 78-80 / G 83-88

[updated by member]

EM1 [EMCM Ret] James 'Jim' Newhall

G 76-79

[updated by member]

MMC [MMCS Ret] Bryon A. McCall Sr.

B/SY2/G 75-86

[updated by member]

BINNACLE LIST UPDATES: If you know of a shipmate who should be on the binnacle list please let me know. I will contact the shipmate for permission to add them to this list. I only add those who have given permission.

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

=====

Tom Bradish [MM1(SS) B 74-77, Assoc. LM]

Cards to: 42715 N. 45th Dr. Phoenix AZ 85087

8.18.26: Email from Judy: Tom had open heart surgery. Tom is out of surgery. Went really well. Can golf in 3 Mos.

=====

Ken Farrell [MMCM(SS) G 89-91 COB]

Cards to: 1147 Wildgame Rd., Summerville SC 29483-7037

8.12.26: Text from Ken: Completed the first radiation treatment on the 11th and the second one on the 12th. That was the 2nd and final radiation for this year. All is good!! [843-709-8583]
8.6.2026: Text from Ken: I have been diagnosed with cancer on the vertebrae. I've had a MRI and PET scan and the plans are to treat with radiation only. This is a slow growing cancer and the doctor told me that I will probably die with it but would not die because the cancer.

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Bruce / Vickie Stefanik [MS1(SS) B 73-77, 655 Assoc Life Member, USSVI/Holland Club USS Asheville Base]:

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

9.21.26: Email from Vicki: Thank you all for your prayers. I am doing well. The assistant surgeon said I was doing better than their 40-year-olds when she came to see me Friday after breakfast and upgraded my diet from clear liquid to full liquid for lunch. Then when she came back after lunch with Dr. Rapp's associate, they decided to discharge me. We got home Friday late afternoon and took naps. I am sleeping much better here at home. I am feeling the 5 incisions. I am on a full liquid diet for a week and then will progress to a soft diet for 3-4 weeks. The liquid diet gets old fast. Thanks again for your prayers. Vicki

9.13.26: *Email from Vicki: My surgery is set for September 17th and will include at least one overnight in the hospital. I have to go to Prisma Health Hillcrest Hospital in Simpsonville for this. Dr. Rapp said he will do it laparoscopically.*

7.12.26: *Email from Vicki: I hope to find out when my surgery will be when I go back to see the surgeon on the 29th. He is taking the time to get copies of my tests and a previous surgery. Currently we are in Atlanta with our daughter. Her husband is being transitioned into hospice from cancer.*

6.18.26: *Email from Vicki: I received a call yesterday from the surgeon in Greenville that the surgeon here referred me to. What he sent must have stressed how much I need what they can't do locally. They rearranged a few other patients to get me in for the appointment next Wednesday. They found when doing my knee pre-op that my large hiatal hernia had allowed my stomach to move up into my lungs. A follow up barium swallow test by my gastroenterologist confirmed that this was impeding my ability to eat so they sent me to the surgeon here. I will definitely be having surgery, just have to find out when.*

=====

Timothy Breit [ETN3(SS) G 75-77]

Cards to: 500 NW Island Lake Rd Poulsbo WA 98370

9.21.26: **Email from Tim:** Still able to get around, lots of messages. Thanks for checking on me. Went to the Patrick Henry reunion this summer.

5.25.26: *Email from Tim: I have been diagnosed with non alcohol related cirrhosis of the liver. also suffered a dislocated shoulder. This required reverse joint replacement.*

George Stevens [MT2(SS) G 68-71]

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

9.21.26: **Email from George:** My heart is doing better; it's beating normally most of the time.

1.23.26: *Email from George: Ann is doing better but still in pain - so no real change there. Me, I tried boron and it didn't help my arthritis but then I realized I was already taking it with my multivitamin. I did find that turmeric seems to help. My heart has been up and down. Was doing better after giving up chocolate but then started back with aFib again. Realized that I ran out of*

cayenne about the same time. Have started taking it again and my heart is doing better again.

=====

Bob 'Doc' Dougherty [MM1(SS) G/SY1/G 70-74]

Cards to: 2600 Eberly Street, Hatboro, PA 19040

9.21.26: **Email from Elaine:** We would like to thank all that sent well wishes and especially prayers for Doc. He is improving slowly but he's improving which is the name of the game. He is currently doing cardio rehab 3 times a week. They work him hard and increase his levels accordingly. He is tired after the rehab session but otherwise he holds his own while working out. He's got a way to go but he definitely is going in the right direction. Please keep those prayers coming. They are powerful. Doc and Elaine

4.17.26: *Email from Elaine: Doc was admitted for the 3rd time this year on March 25 and discharged on April 7. He is on 24/7 oxygen. He continues to struggle with breathing whenever exerting any type of energy. Just going 2 or 3 feet is a struggle even with having oxygen. He is scheduled for an Ablation on May 21. This is usually an outpatient and also considered a low-risk operation.*

However, with Doc's weakened condition this will be high risk and also involve at least an overnight stay in the hospital with the chance he might be in for 3-5 days. Hopefully this will help with his breathing problem although the doctor only gives it a 60% chance of helping. All prayers are greatly appreciated.

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John Cole [LT B WEPS 78-80, USSVI Member-at-Large, CDR Ret.]

Cards to: 5914 Ruby Dr Pearland TX 77581-8926

NO RECENT UPDATES

5.7.26: **Email from John:** I am now home again after multiple hospital in (109) and out (21) of the last 130 days. A December 2, 2025 stroke (my second) started it off. Only the left side was affected as I received the clot busting shot right away so only minor residual affects.

Next.... I damaged my left Achilles tendon so was non-weight bearing for most of January through the middle of April. During this time, on February 23, 2026 I had a third stroke which was centered in the portion of the brain that controls my vision leaving me totally blind.

Thank The LORD!!! It has improved to the point that I have a limited kind of short-ranger tunnel

vision on most days while other days I am left with shapes and shadows. Doctors say the eyes are fine, it is the Parkinson's and Stroke affecting the brain. However, it now seems that the biggest concern is the COPD and heart failure that is leaving me short of breath.

'If It's Not One Thing Its Another', Getting Older Is Not for the Faint at Heart That's for Sure! We pray that all are doing much better and can get off the Binnacle List soon. V/R, John & Susan Cole

Bye for now, Very Respectfully. John F. Cole Cdr., U. S. Navy Retired, 100% Disabled 05/12/1964 To 08/01/1994, E1-E9 & O1E-O5 Vietnam through Desert Storm

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Diane Meigs [wife of Ken Meigs ETR2(SS) G Comm 65-70 Plank, SV MAL Base HC, Assoc. Treasurer & Life Member]

Cards to: 1537 Pebble Beach Ct Medford OR 97504

NO RECENT UPDATES

6.25.26: Email from Ken: Diane's cancer has grown a little bit from the beginning of the year to the end of May and was now found in her liver and in 1 kidney but a separate MRI brain scan did not show it being there. That it is in her kidneys and liver is the first time that it has gone beyond her lung. Her oncologist is on vacation but on July 1st, we will be meeting to determine what her treatment plan will be.

2.7.26: Email from Ken: Diane has had some post chemo (treatment #1) complications that we're working through with the help of friends from church who have gone through similar treatments.

1.30.26: Text from Ken: They found more cancer in Diane. She started her 1st of 4 chemo treatments on 30 Jan hopefully will remove the cancer that was uncovered in a PET scan a couple of weeks ago. There will be a 3-week interval between each of the treatments.

=====

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

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

NO RECENT UPDATES

12.29.25: Email from Sandy & Donna:

Dear Family and Friends,

We thank everyone who has faithfully prayed for both of us. 2025 has been a year of challenges; however, we also continue to find joy and gratitude each day and thank God for the many blessings He has bestowed on us. Here are our current statuses.

Donna continues to have severe chronic back and leg nerve pain. No doctors we have seen are able to offer a reliable solution, which is depressing but, as we understand it, is not an unusual occurrence. She saw the doctor that did her EMG and he thought a spinal epidural in the "hot spot" that showed on her EMG could provide some relief. He believes this spot is causing some, if not the majority of her pain. The injection is scheduled for early February, first available appointment. She is on the wait list in case an earlier appointment comes available. As often is the case, doctors are often booked up four to eight weeks ahead and that is the case here. The other option is a spinal stimulator, which has limited effectiveness and is not strongly recommended because of the metal rods in her back. However, that remains a possibility down the road.

Sandy has had some positive news. Specifically, for his heart, he was approved for a procedure to replace his aortic heart valve. This was done a month ago and has helped with his fatigue, dizziness, and lymphedema swelling in his legs. On Wednesday this week, we saw the doctor who did the procedure and he said Sandy's heart was working well – a very positive outcome! His fractured right collar bone from a fall a month and a half ago is healing well and he has almost 100% use of his right shoulder and arm – another positive outcome as this is the arm he uses his cane to help him walk. He had a PET/CT scan on 30 November and, although he will never be cancer free, the scan showed the Keytruda was controlling the cancer well except for two spots in his right hip that were growing slowly. He may have to go back on chemo at some time; however, for now, that is not necessary – another positive outcome.

So, for now, Sandy will try to exercise more to maintain good health and we will continue to look for a solution or solutions to help Donna's

challenges.

With love and thanks, Donna and Sandy

DID YOU KNOW??

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3-second tech genius: Need text from a photo on your phone? On iPhone, open the photo, touch and hold any word, and the text becomes selectable. Copy, paste, done. On Android, open the picture in Photos, tap the T icon at the bottom right, and drag over the words you want. Brilliant.

+++++

3-second tech genius: 🌐 Your camera speaks every language. Open **Google Translate**, tap the camera icon, point it at any foreign text and watch it translate in real time on your screen. Menu at a restaurant, a product label, a sign on a trip. No typing. No searching. Just point. Works on iPhone and Android, free.

+++++

3-second tech genius: Phone dying and no charger nearby? Here's your life jacket for a few extra hours. On iPhone, swipe down to Control Center and tap Low Power Mode. On Android, swipe down for Quick Settings and tap Power Saving. The trade-off: slower performance, dimmer brightness and less background app syncing. A worthy sacrifice.

+++++

3-second tech genius: If an app asks for your birthday, make it Jan. 1 of your real birth year. You satisfy the age verification, give away zero real data, and you remember it every time.

GREAT LINKS TO SPEND TIME WITH

655 Association Website

www.ssb655.org

SEA STORIES, COMMENTS and JUST GOOD THINGS From Our Shipmates

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Chuck Linhart [QM1(SS) G 68-74] recently received an email telling me about a new jacket he bought. He stated it is good quality, not leather. Because of the quality of the product, he has no objection if I added it to the newsletter. It cost him \$84.94. It took almost two weeks to arrive, because it was made in China, but

according to Proudly Served” We’re sorry for the confusion. While our company is based in the U.S., some customized products are produced by our vetted overseas partners depending on the product type.” This comment came after I stated my disappointment after finding out it was not made in the USA. It was ordered from Proudly Served proudly-served.com.



The Lean Submariner

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

<https://theleansubmariner.com/>

The Silent Service – Before Nuclear Power

By **Mister Mac** on August 27, 2026

The Silent Service – 1951 – Earning the Twin Dolphin

September 1951 found the United States embroiled once again in a conflict far away from its home shores. Harry S Truman was the President and he held a televised transcontinental news conference on the new medium of Television to discuss the official surrender of Japan at the Japanese Peace Treaty Conference.

[Continue reading](#)

It's all about the education

By **Mister Mac** on August 28, 2026

Back to School – Mr. Edison will be teaching today

Ah, school days. As I sat in line waiting for the busses this morning on my way to an appointment, I was reminded about my own school days many years ago. I'm sure I have mentioned this before, but I joined the Navy because I was tired of sitting in classrooms for twelve years. I believe I had the capacity to learn but I never really had the motivation to do so. If I couldn't pass a test with the minimum amount of work, I just blew it off and vowed to try harder the

next time. I rarely did. By the time I was a senior in High School, academics was nothing more than a chore to complete in order to gain a diploma. I signed up in the Navy's delayed entry program in April of 1972 with the clear understanding that the Navy would be my escape from this endless grind of classes and homework.

[Continue reading](#)

What's in a name?

By **Mister Mac** on August 29, 2026

Victorious

Did you ever wake up at 4 AM and have so many thoughts in your head you just couldn't go back to sleep? That was last night. I was thinking about two submarines. The USS Pittsburgh SSN 720 which is currently preparing for decommissioning and the USS San Francisco SSN 711 which is in limbo as she is being prepared to become a moored training ship. I never sailed on the Pittsburgh. I built the San Francisco. But as President of the Pittsburgh Navy League I have been part of a team that has supported the Pittsburgh for the life of the boat.

[Continue reading](#)

1985: On the Brink and the Year of the Spies

By **Mister Mac** on August 30, 2026

I don't think most people realized how much the year 1985 changed the course of naval history. In April of 1985, I was a First-Class Machinist Mate petty officer stationed on board the mighty warship USS Ohio SSBN 726. It was the height of the Cold War, and we were engaged in Strategic Deterrent Patrols in locations unknown. If memory serves me correctly, we had just completed a test of the missile systems in the Pacific range, and our test was completely successful. I had done similar tests on board the USS George Washington with an earlier generation of missiles more than a decade earlier and the difference was phenomenal. What was most impressive to me was the technology changes in that short span of time.

[Continue reading](#)

Updated with current information regarding the Bancroft Association

By **Mister Mac** on September 5, 2026

USS George Bancroft SSBN 643 – Pax

Per Scientiam

Looking back over the US Navy's history, there are many moments that define greatness or the aspiration for greatness. John Paul Jones heroic deeds certainly set the tone for what the future Navy would look like. The words "I have not yet begun to fight" will always stand out as the benchmark of bravery in the face of enormous odds.

[Continue reading](#)

Is there any such thing as an average Submariner?

By **Mister Mac** on September 5, 2026

Happy birthday Joey

Just an average Cold War Submariner. The average Cold War Submariner : Volunteered to serve his country... Twice. Went to submarine school in New London. ... Trained in the old escape tower. Spent time on the dive and drive trainer. Had a few drinks in Groton. Showed up on their first boat with too much ...

[Continue reading](#)

REPORT ON THE U.S. SUBMARINE PROGRAM – 1968

Posted on **September 12, 2026** by **Mister Mac**

During the period from 1966 through 1968, the Cold War was producing a heightened level of activity on both sides of the global divide. The Soviets were building their submarine fleet with increased attention to both quantity and quality. The west was trying to make sure its qualitative edge would be enough to counter that buildup. But the much of the NATO forces were in a period of decline that resulted from financial and political pressures. France was disengaging their military from NATO while Great Britain was continuing to shrink in size. At one point in 1966, plans were announced that would eliminate the last five aircraft carriers that were in service by the 1970's. The emergence of high-speed jets with extended ranges was deemed to be the preferred method of power projection.

[Continue reading](#)

He's in Submarines Now – A long line of Shared Experience

By **Mister Mac** on September 16, 2026

In 1942, the world was at war. There were very

few places that weren't affected by Chaos. The oceans were still the primary way that commerce traveled abroad, and those seas were filled with sharks that did their best to slow that commerce down. Those were, of course, the steel submarines that were filled with iron men.

The United States had come to accept the submarines as part of their arsenal after a slow start. But fortunately, men with vision had seen that the complexity of operating a submarine in the most challenging environment would require more than bravery. They would need men who were highly trained and able to act and think together no matter what dangers they faced.

I found the book "He's in Submarines Now" in one of my favorite online research libraries and was fascinated by the way the author captured submarine training and life. I was also interested in reading about how similar my own training experiences that occurred thirty years after the book was written. Frankly, I felt myself back in the pressure chamber and escaping up the same tower at the submarine base in New London Connecticut as I read the chapters about how men were trained in 1942.

[Continue reading](#)

The rarest commodity – sleep

By Mister Mac on September 18, 2026

Civilians take sleep for granted.

But anyone who has ever been in the service, whether as an officer or enlisted person knows that sleep is one of the greatest luxuries that has ever existed.

When you leave home and arrive at your basic training, you immediately realize that sleep is regulated by someone who is higher in rank than you and will become a rare gift when you are able to enjoy it. Of course, the first few nights away from home, you don't get much sleep anyway. Your whole life's pattern has been purposely disrupted to help the process of converting you into a useful member of the service. Gone are the carefree mornings where mom and dad struggled to wake you from your slumber. Now, seasoned professionals have unique skills and tools to arouse even the sleepest of souls. For the slow learners, there are methods that reinforce that your time is now government time.

[Continue reading](#)



Naval Communique No. 214 – December 6, 1942: THE JAPANESE ATTACK ON PEARL HARBOR, DECEMBER 7, 1941

By Mister Mac on September 19, 2026

Pearl Harbor - The narrative

Nearly two years after the surprise attack on Pearl Harbor, the Navy Department released a comprehensive report detailing the losses and destruction at Pearl Harbor. Fighting in the Solomon Islands at Guadalcanal was ongoing but after the epic sea battles in the preceding months, the battle was turning in favor of the Americans.

Much of the surface action was carried out by a greatly diminished American fleet. USS Helena would survive a torpedo attack on December and fight in the to most critical naval battles of Guadalcanal. She would later be sink in the battle of Kola Gulf. The USS Honolulu would survive numerous attacks from Guadalcanal to Leyte where a torpedo finally crippled her enough to justify sending her back to the states. Before she did, she would be tied up next to another Pearl survivor, the USS Vestal repair ship. Vestal would sail on to the end of the war.

The many horrific casualties at Pearl Harbor needed to be shared with a public that already suspected the worst. Here is the report as it was written in 1942:

Naval Communique No. 214

December 6, 1942

THE JAPANESE ATTACK ON PEARL HARBOR, DECEMBER 7, 1941

On the morning of December 7, 1941, Japanese aircraft temporarily disabled every battleship and most of the aircraft in the Hawaiian area.

Continue reading

Feeding Submariners – 1930 Style

By **Mister Mac** on September 21, 2026

The early American submarines were very small and lacked any significant ability to feed their crews for any length of time.

Since they were not seen as critical independent operators ranging the blue waters of the world, habitability was not as critical. More often than not, they were nested alongside larger tenders where the ability to feed and provide for the crews was more economical and offered more variety. That would affect their design for decades. But things began to increasingly turn around in the early 1930's.

Commencing with the BARRACUDA Class of 1924 and continuing through the end of World War II, all submarines built by the U.S. Navy, with the exception of the 800 ton-type submarines MACKEREL (SS204) and MARLIN (SS205) completed in 1941, were of the fleet type, designed for high surface speeds and capable of operating for extended periods at sea and covering great distances. These fleet boats would operate independently beginning with the afternoon of December 7, 1941.

Continue reading

Under the Ice Warfare: Kill or Be Killed

By **Mister Mac** on September 27, 2026

In my career I received the Order of the Ditch and was a Shellback.

The first means that I transited the Panama Canal and of course the second means that I crossed the Equator. Going across the equator involves a lot of pomp and circumstances surrounded by a great deal of silliness. I will freely admit that the **second time I crossed**, I was grateful not to be a pollywog. In fact, I made sure that my initiation was duly noted in my service record prior to that day.

One thing I never did was become a Blue Nose. Which means that at no time did I go under the Arctic Ice. I'm a bit too old to volunteer for any missions so I will just have to live with the gap in my time at sea.

But in today's article from the August 24th, 1962, edition of the Nome Nugget, a historic event was recorded by a columnist that I have covered

in the past, Elton C. Fay.

Based on the other stories Elton covered, I am pretty sure he was "favored" to receive stories that would be published as a message to the Soviet Union. During 1962, the Soviets were doing a lot of above ground nuclear testing and building up their forces in Cuba.

August 24, 1962

Sub versus Sub Under Arctic Ocean Ice By Elton C. Fay

WASHINGTON (AP) A hide-and-seek maneuver by two U.S. Navy atomic submarines under Polar ice points the way a deep and deadly war could be fought in the Arctic.

Read More...



The Computer Corner

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

Best Practices for Sharing Links with friends and family

Greetings shipmates! As you have seen reading while this column, I frequently provide article links for your use if the topic is of interest to you. It also keeps Nick's newsletter from reaching encyclopedia size with technology stuff. I test each link to make sure you can open it without having to be logged in to a particular site, and more importantly to remove tracking information tied to my browser and my access to a site.

To spot a tracker in a link, look for a question mark (?) in the URL. Everything after the question mark contains tracking codes or data parameters like utm_ , ref= , or fbclid= . You can also test links using privacy tools or preview them before clicking. Websites collect this information and then tailor additional marketing content to send to you.

This article from AskLeo.com describes a process to use for sharing links to friends/family.

Tips, Tricks, and Best Practices for Sharing Links



Note the Firefox logo in the center of the QR code block. It will open the link to the article in your mobile device browser.

In the article Leo shows how to share a link as a QR code for mobile devices using the Edge Browser. A similar capability exists for Firefox under the **File/Share/Generate QR Code** link:

And never scan QR codes in an e-mail from those you don't know and trust. Remember Quishing is a continuous challenge to all of us. (See the December 2025 Security Corner)

There you have it, a way to share links, safely with friends and family.

As always, shipmates, comments and suggestions for future topics are welcomed. Contact me at subvet_ssbnsouth.net. And if you have a difficult computer or network problem you need help with, contact me. I'm always glad to help out if I can. //George



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

Financial Scams Targeting Older Adults

Greetings Shipmates! A friend recently sent me an article regarding financial scams from a resource that I had not visited before – The National Council on Aging (NCOA). I visited the site and found a very good article on financial scams targeting seniors. I frequently see news stories about seniors being scammed out of significant amounts of money by falling for the various approaches used by scammers. I routinely get calls from my Medicare Insurance company's Senior Assistance group wanting to do home inspections to make sure my rugs are secure, and to do safety checks, which I politely decline. But recently I received 8 calls over a 4-day period from three different numbers in the same area code and exchange area. Being curious as to why they were calling so much, I answered it – which I know I should not have. The caller stated that there was some information on my Medicare record that needed verification. Hmm...! So, I immediately replied that I knew they were a scammer and hung up. I haven't gotten a call from those numbers since. I was very lucky.

You may find this article from NCOA interesting:
The Top 5 Financial Scams Targeting Older

Adults

And from AARP come this handy item – a Scam Tracking Map where you can search by your location/zip code to see what scam activities are going on in your area:

Scam Tracking Map

As always, shipmates, comments and suggestions for future topics are welcomed. Contact me at subvet_ssbnsouth.net. And if you have a difficult computer or network problem you need help with, contact me. I'm always glad to help out if I can. //George

Security Corner #2

Scamicide

Scam of the day – September 6, 2026 – Veterans Savings Program Scam

By **Steven Weisman, Esq.** on September 5, 2026

A recent study by the VA found that scammers contacted 39% of all veterans and more than 25% were scammed out of more than \$500. Each year veterans and military families are scammed out of hundreds of millions of dollars. According to the FTC veterans and military families lost \$685 million in 2025. With so many scams online, it is unusual that the newest scam targeted veterans is done through an old school postcard. The post card informs the targeted scam victim that he or she may qualify for additional monthly veterans benefits through the "Veterans Savings Program." The postcard provides a phone number to call where the scammers lure the unsuspecting veteran to provide personal information such as their Social Security number or bank account information that will lead to identity theft.

TIPS

The truth is that there is no such program as the "Veterans Savings Program." The real VA will never ask for sensitive personal information over the phone.

Fortunately, the VA has set up a very helpful website [VSAFE.gov](https://www.vsa.gov) which contains much helpful information for veterans applying for benefits. In addition, the VA has a special hotline 1-833-38V-SAFE which veterans can call if they have any questions about possible scams. If you have questions about benefits for which you might be eligible, you can call the real VA Benefits Hotline at 1-800-827-1000

If you are not a subscriber to Scamicide.com and would like to receive daily emails with the Scam of the day, all you need to do is sign up for free using this link.

<https://scamicide.com/scam-of-the-day/>

EASY VA RECORD REQUESTS

VA made requesting records easier with a simple, clear page. Just pick the right box—DD214, medical records, or benefits—and get connected to the right form fast. No confusion, no delays. It's faster and easier for Veterans to get what they need.

Learn more



VETERANS AFFAIRS - RETIREE INFO - AARP
<https://www.va.gov/>
And FLEET RESERVE

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

SUPPORTING VETERAN WELLNESS

Discover how these five Veteran-led organizations across the country are strengthening support through programs that foster connection, healing, and resilience—helping Veterans find purpose and community. One might be perfect for you!

Learn more

The Hip Hinge and Your Lower Back

least 72 hours before departure.

The FRA welcomes any measure that reduces friction for sea service families in transit. Permanent change of station moves, funeral travel, and medical appointments put military households in airports under conditions no leisure traveler faces, often with young children and a deadline set by orders. Recognition of this kind costs the government little and returns a great deal.

The Association encourages Shipmates to check whether their departure airport participates before travel, and to carry qualifying identification even when a dedicated lane is not posted.

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VA PROCESSES 3 MILLION DISABILITY BENEFIT CLAIMS IN RECORD TIME—AGAIN!

In FY 2026, VA set new records by processing over 3 million claims more quickly and accurately than ever—surpassing last year's impressive record! These efforts delivered \$207 billion in benefits and reduced the backlog by 70%. Veterans are now receiving the swift, reliable support they've earned.

*If you haven't filed a VA disability claim yet and have disabilities, medical conditions or injuries that incurred or aggravated during active military service, **apply today!** A VA rating can provide tax-free compensation and opens doors to VA benefits like health care, education benefits, vocational rehabilitation and more.*

Learn more

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USS Delaware Makes Tromsø Port Call During Busy Period Of Russian Submarine Testing In Northern Waters

In recent weeks, no fewer than four new and upgraded Russian nuclear-powered submarines have drawn NATO's attention. Two of them are designed to carry weapons that Vladimir Putin hopes could alter the strategic balance.

(THE BARENTS OBSERVER 02 SEPT 26) ...

Thomas Nilsen

It is not every day that the US Navy announces the name and location of one of its advanced fast-attack submarines. But on 1 September, the Navy's 6th Fleet press office published a series of photographs of the Virginia-class submarine USS

Delaware, along with details of its arrival in northern Norway.

The Virginia-class fast-attack submarine is designed to excel in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare and the use of unmanned systems, the Navy said.

Going public with such a port call sends a signal to Moscow of awareness and presence.

The timing is notable. The summer of 2026 has been a busy period in the White Sea and Barents Sea, with one Russian submarine after another leaving the shipyards in Severodvinsk for sea trials and patrols.

"Russia is investing heavily in a new generation of 'super weapons' designed to bypass and potentially nullify conventional defences," maritime analyst H I Sutton writes in an article for Naval News. Sutton specialises in underwater warfare, submarines and maritime drones.

One of these weapons is Poseidon, a nuclear-powered underwater drone shaped like a giant torpedo. Development and testing of the weapon has been under way in Russia's Arctic waters since at least 2018, when Vladimir Putin first publicly announced its existence during his address to the Federal Assembly on 1 March that year.

In mid-August, the first of three submarines of a new class designed to carry Poseidon put to sea from Severodvinsk for its first set of sea trials.

The submarine, Khabarovsk, was not at sea for long before returning to port, according to photographs from the Sevmash shipyard seen by the Barents Observer in recent days. However, the brand-new submarine is expected to return to the White Sea for further sea trials in the near future.

As with any new submarine class, NATO – particularly the US and UK – has a strong interest in learning as much as possible about the Khabarovsk's navigation and noise-reduction capabilities. Its new weapon is of particular interest, with Russia claiming that the Poseidon has an intercontinental range.

In theory, the enormous nuclear-powered, nuclear-armed torpedo could affect the balance of nuclear deterrence between the United States and Russia.

“Khabarovsk is an all-in bet on the Poseidon weapon,” Sutton said, adding:

“The longer-term impact of Poseidon has yet to be felt. It has to be taken seriously by NATO navies but has not become the focus or pivot which Russia might have been hoping for.”

Although Khabarovsk is the first submarine of a new class designed to carry the Poseidon, a test-platform submarine, Belgorod, has already been carrying out tests in Arctic waters for several years, including trials involving the Poseidon drone.

Belgorod was built on a modified Oscar-II-class hull and has been sailing in and out of Severodvinsk since 2021.

Photographs from the Sevmash yard in August showed the submarine returning to the shipyard after a voyage in the White Sea.

A third submarine currently undergoing sea trials is Perm, Russia’s newest Yasen-M-class submarine, which is capable of carrying the hypersonic Tsirkon missile.

The submarine was seen leaving Severodvinsk on 29 August, in what is believed to be one of the final rounds of testing before entering operational service. Perm first put to sea in August 2025.

While the White Sea is suitable for initial navigation trials, most weapons testing takes place in the Barents Sea. For deep-diving trials, however, the Barents Sea is too shallow. Traditionally, new Russian submarines have conducted deep-diving exercises in the waters between Svalbard and the North Cape, where the shallow Barents Sea gives way to the much deeper Norwegian Sea.

This area, known to NATO as the GIUK-North or Bear Gap, is strategically important to US, British and Norwegian submarines, which seek to maintain constant surveillance of the waters.

According to the newspaper Nordlys, USS Delaware was the second US Navy submarine to make a port call in Tromsø in less than a week.

Finally, a fourth Russian submarine of interest is Leopard (K-328). The modernised Akula-class submarine departed the shipyard in Severodvinsk for the White Sea on 8 June to begin sea trials ahead of its expected return to operational service later this year.

Although Leopard was first commissioned in December 1992, the upgrades carried out at the

Zvezdochka shipyard over the past 15 years have been so comprehensive that they have brought the submarine’s capabilities close to those of the fourth-generation Yasen-M-class multipurpose submarines.

Sea trials with Leopard are likely to continue into the winter before the submarine, now equipped with modern Kalibr cruise missiles, returns to the Northern Fleet.

<https://www.thebarentsobserver.com/security/uss-delaware-makes-tromso-port-call-during-busy-period-of-russian-submarine-testing-in-northern-waters/457112>

Some Navy Subs Are Waiting Years For Shipyard Work, And That’s Costing Billions Of Dollars

In the past decade, U.S. attack submarines have spent 41 ship-years idle, GAO found.

(DEFENSE ONE 01 SEPT 26) ... Lauren C. Williams

Maintenance delays have cost the Navy’s attack submarine fleet more than 41 years they could have been in operation—and those waiting to be taken out of service could cost more than \$3 billion over the next five years, according to a recent watchdog report.

The main problem is that shipyards are simply overloaded with work, the Government Accountability Office wrote in an Aug. 27 report.

“The USS Pasadena entered inactive idle status on January 1, 2025 and is not expected to be inducted into Norfolk Naval Shipyard for decommissioning until November 15, 2028 (1,414 days)—due to shipyard capacity constraints,” the report said. “During this time, the attack submarine is unable to be operational since its dive certification is expired, but is still fully crewed with sailors.”

In the meantime, the Navy is using the inactive submarine to train crews but its nearly-four-year delay is costing the services about \$300 million in operating and support costs, according to the GAO’s analysis.

More than a dozen subs are currently at risk of heading down the same, costly path.

“Without mitigation, 15 attack submarines will enter inactive idle time from fiscal year 2026 through fiscal year 2030—during which time the Navy could incur more than 14,000 days of

inactive idle time and \$3.1 billion in costs to operate and support these inactive submarines,” the GAO found. “The U.S. Navy has not fully evaluated alternative options to more efficiently decommission attack submarines and develop and implement an inactivation plan that could allow them to reduce inactive idle time for crews and save billions.”

The report comes just months after the Navy decided to decommission USS Boise, a Los Angeles-class attack submarine, despite spending \$1.6 billion on repairs. Last year, Chief of Naval Operations Adm. Daryl Caudle told lawmakers it was “unacceptable”.

Over the past decade, the Navy spent about \$3.3 billion on idle Los Angeles-class boats, and about \$835 million on idle Virginia-class boats—roughly \$230,000 for every day a sub sits pierside waiting to be worked on, the report said.

The GAO submitted two recommendations: for the Navy to find “alternative options for decommissioning attack submarines,” including defueling outside of drydocks and reducing crewing for those waiting to be taken out of service; and create and execute a detailed plan that reduces inactive idle time.

The agency also sent two other recommendations, which DOD deemed sensitive. “The Navy, on behalf of DOD, verbally concurred with the recommendations in this report, but did not provide written comments,” the report said.

<https://www.defenseone.com/defense-systems/2026/09/some-navy-subs-are-waiting-years-shipyard-work-and-s-costing-billions-dollars/415761/>

Once you hit a certain age life just becomes a delicate balance between trying to stay awake and trying to fall asleep while slowly getting worse at both

Aren't you thankful your childhood happened before technology took over?



When you're over 50 and the doctor tells you to put on ice where it hurts the most.



**IT AMAZES ME
HOW MUCH EXERCISE
AND EXTRA FRIES
SOUND ALIKE**

Battle of Palawan Passage 22-24 October 1944

“On the night of 22–23 October, the U.S. submarines Darter (SS-227) and Dace (SS-247) intercepted the main Japanese force of battleships and heavy cruisers (the 1st Diversionary Striking Force) under the command of Vice Admiral Takeo Kurita, as it transited from Brunei (Borneo) toward the central Philippines. Darter sank Kurita’s flagship, the heavy cruiser Atago, and severely damaged the heavy cruiser Takao, while Dace sank the heavy cruiser Maya, costing Kurita three of his ten heavy cruisers before the Battle of Leyte Gulf even started.”
Naval History and Heritage Command; H-Gram 038: Battle of Leyte Gulf; 25Nov2019



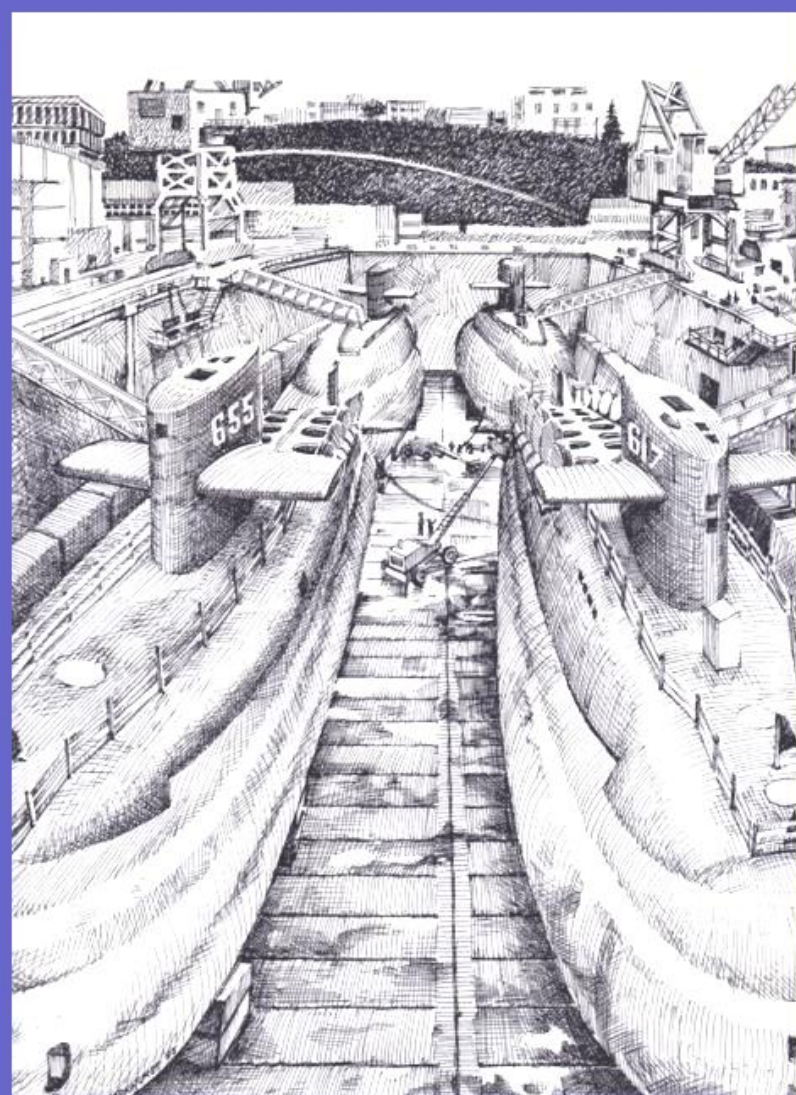
RANDOM PICTURES - ENJOY



STSC Simon Snyder on left; middle top down: STS2 David Hostetler, STS1 Ron Hyson, STS1 Henry Conley, and STS2 John Seery; far right: STS3 John Starbird



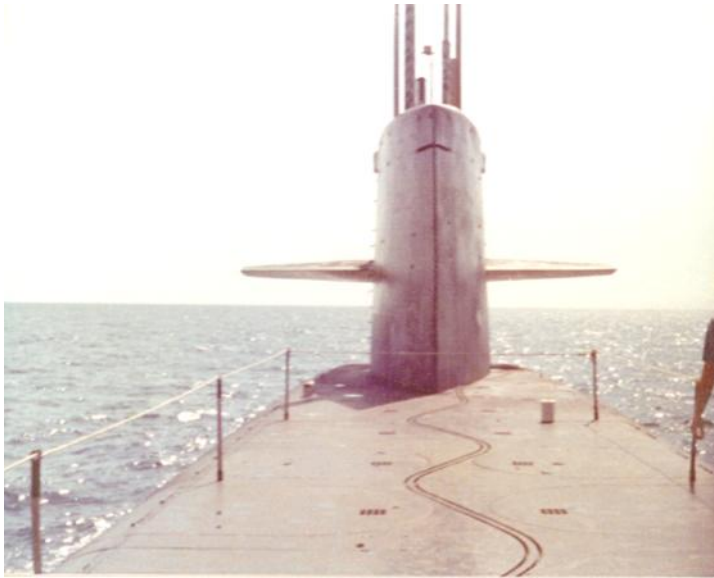
15 Gold 69#4 - QM2(SS) Charles Linhart at the plotting table in control. The DRAI behind him.



**Drawing of Dry Dock #4,
Puget Sound Naval
Shipyard.**

**Nuclear Ship Recycling
Program.**

**Shown are Henry L.
Stimson SSBN 655,
Alexander Hamilton
SSBN 617, Nathan Hale
SSBN 623, Will Rogers
SSBN 659**



Goats in the Canal, Decommissioning Cruise



LAST CPO APPOINTMENT ON 655
ETC Jim Shirley, Sponsor, MTC Rick Beal,
Appointee, CDR Johnson, CO
Panama Canal Transit, 9/16/1992



Bunny Art
Painted by Gold Crew Weaps,
Roosevelt Roads, PR, 1966