

Steel Valley Dolphins

October 2020



The official newsletter of the
USS Requin Base of the USSVI
Pittsburgh, Pennsylvania

USSVI Creed:

"To perpetuate the memory of our ship-mates who gave their lives in the pursuit of duties while serving their country. That their dedication, deeds, and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution."



Meetings held on the second Saturday of the month normally
in Baden at the American Legion Post
and quarterly meetings held around our membership area.

- **Make a difference, get to a meeting!**

----- Pride Runs Deep -----

Next Meeting: 1230 14 November at the American Legion in Baden Pa.

Base Officers

| | | |
|------------------------------------|----------------|--|
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COMMANDERS CORNER:

Our October base meeting was attended by 15 members and one first mate. There were 3 members on zoom. The food was again supplied by shipmate Bat Masterson and his first mate Kimberly. Edie send the cupcakes again, which I almost forgot to serve them – but remembered at the last minute. Our new member Ed Derr enjoyed the camaraderie along with his first mate Mary Jane. I can't wait till this "19" is over with so we can get back to normal.

The USSVI calendars are on order and we expect them to arrive around the first week of November. Dues collection is underway – members who do not want a calendar have been sent their dues notice. When you receive your dues notice, please respond ASAP. We have over 200 members and we want to be completed by the beginning of December. As of today, we have 66 USSVI life members and 23 base life members. Hopefully as a base, we can arrive at 50% for both USSVI & BASE life members.

The captain and the COB of the Idaho are very happy and excited to have the Requin base supporting the crew. Captain Meyers mentioned to me that he met me in Pittsburgh in 2015, while attending the national convention, which we hosted. Captain Meyers was on Vice Admiral Hilarides staff. He recalled vividly, what great hosts the Requin base was for him and his first mate, Sarah. They were honored to join me, my first mate Edie and the crew that evening, and often tells the stories shared from a few of our members that night, from their time at sea, in the 40's, 50's, and 60's. (Highly inspiring for those of us on active-duty to hear of those experiences, which forged our warrior-legacy as submariners.)

Captain Nick Meyers is from Cumberland, Md., where his father was a CSX carman mechanic. Both of his grandfathers worked for the railroads. His Mother and brother still live in Cumberland. They are both school teachers

Recently he received an e-mail from LTjg Gardner, who was on board the Idaho BB42 in 1944 thru decommissioning in May 1946. He was M Div officer and Sr Asst Engineer Officer. As a civilian he desired the desalination plant for SSN571, the Nautilus, and went on the first sea trials out of EB, with Rickover looking over his shoulder. William became 100 years old in May of this year and is living and driving in a retirement facility in Raleigh. He also was responsible for diesel plants on the FBM's.

BIRTHDAYS

ANNIVERSARIES

| MEMBER | SPOUCE | |
|---------------------------|------------------------|----------------------------|
| Beauregard, Rich 11/17/65 | Patsy Bookwalter 11/25 | Lee-Patsy Bookwalter 11/30 |
| Bence, James 11/11/47 | Nancy Bouts 11/06 | Steve-Jenny Cuddy 11/10 |
| Bolcato, Tino 11/09/50 | Dorothy Bright 11/22 | John-Helen Donnelly 11/24 |
| Bouts, Clair 11/22/39 | R. Stueben Coker 11/30 | Grahm-Sandy Dunlop 11/19 |
| avis, Robert 11/26/46 | Judy Elster 11/03 | Ric-John Guntang 11/22 |
| Gibson, Chris 11/26/52 | Hilga Iden 11/20 | Fred-Trude Hayes 11/20 |
| Goldman, Robert 11/11/58 | Sherry Nixon 11/22 | Bruce-Chris Lacey 11/02 |
| Hawk, Bill 11/21/37 | Betty D. Simpson 11/28 | Ang-Cathleen Naso 11/11 |
| Lewis, James 11/06/40 | Agnus Strang 11/23 | Greg-Michelle Poole Nov |
| May, Ed 11-25/67 | Joanne Welts 11/27 | Clyde-Sharon Porter 11/13 |
| McGee, Allen 11/04/40 | Krissy Wissinger 11/14 | Chris-Ruth Ann Shal 11/01 |
| Nixon, Charles 11/06/46 | | Jeff-Eileen Simon 11/14 |
| Spensor, Daniel 11/06/79 | | Dan-Carrie Spensor 11/14 |
| Swinney, Terry 11/17/46 | | Ron-Cynthia Weaver 11/20 |
| Wendell, James 11/24/45 | | |

If there is any corrections, additions and deletions, please let me know!

NEW MEMBERS:

EDWIN DERR qualified in 1963 on the USS TIGRONE SS419 as a TM2(SS). He left the navy in 1964 as a TM2(SS). Butch lives in Hermitage, Pa with his first mate Mary Jane. Please e-mail Butch and welcome him aboard – rredde@gmail.com

JOHN FORDYCE qualified in 1960 on the USS CUBERA SS347 as a TM1(SS). He left the navy in 1978 as a TMCS(SS). John lives in Indiana, Pa with his first mate Judith. Please e-mail John and welcome him aboard – johnfordyce_ss@verizon.net

ARTHUR DAVIS is joining the base as an associate member. He joined the army in 1970 and left in 1974. His son is a submariner and has joined the base as an Ensign. This is the first father and son to join the base. Art lives in Monaca, Pa with his first mate Debra. Please e-mail Art and welcome him aboard – bigswede43@yahoo.com

Our base membership stands at 201 and hopefully we can start adding more members from other organizations and active duty sailors as well.

Frank Hood, who was an officer of the Requin Base, before he moved way up North to be closer to his family, sent me an E-mail. He and his brother Charles are writing submarine books – “Poopie Suits & Cowboy Boots”. To date they have donated all proceeds to our USSVI Scholarship Fund.

The Book Authority has rated “Poopie Suits & Cowboy Boots” as one of the 7 best e-Books on submarine in the world for 2020. Here is the link to the Press Release: <https://www.einpresswire.com/article/526965837/breaking-poopie-suits-cowboy-boots-named-one-of-7-best-ebooks-in-the-world-for-2020-on-submarines>

In-addition there is a website to make it very easy to order – www.subtales.com There is info about his 2nd book – “Sub Tales – Stories That Seldom Surface”

Getting back to the Idaho. It was discussed and approved by the membership present, to start our “Idaho crew support fund”. We set a goal for the fund to be \$10,000 for the year 2021. We transferred \$1,000.00 from the base fund along with \$1,000.00 from the candy fund. In addition, three base officers donated \$40.00 apiece to the fund. With 200 base members, donating \$40.00 apiece, the fund will arrive at its target of \$10,000.00 to support the Idaho crew. After we balance our base budget for 2021, we will continue raising funds to support our “Idaho crew support fund”.

Shipmate Dick Geyer traveled to Slippery Rock, Pa., and presented shipmate Bob Watson, with a certificate and hat, recognizing him for 75 years qualified in submarines. Bob is 95 years old and served in WWII.

Requin Base Meeting Minutes

October 10, 2020

American Legion Baden, PA & Zoom

Base Commander Huey Dietrich called the meeting to order.

Attendees: Mike Allen, Lee Bookwalter, George Brown, Joe Campisi, Jason Deichler, Ed & Mary Jane Derr, Huey Dietrich, Rick Elster, Dick Geyer, Bob Gourley, Lou Hamill, Robert Lindsey, Bat Masterson, Frank Nicotra, Brian & Lola Peltier, Jeff Simon, Carl Stigers, Jack Sutherin, Mike Wyckoff

Base Commander Huey Dietrich: Quotes of the day: “Purpose of the Navy is to carry war to the enemy so it is not fought on US soil.”

Requin History: On October 1, 1947 Requin moved north for exercises with her sister radar picket submarine Spinax SS-489. On October 1, 1966, Requin cruised around the South American continent with various South American navies. On October 20th Requin was dedicated as a memorial and exhibit and opened for tours.

Base Commander Huey Dietrich: Let us at this time, with a moment of silent prayer, remember our Shipmates who made the supreme sacrifice that we may gather here in Peace. We dedicate this meeting to our Shipmates on Eternal Patrol, to perpetuate their memories in our lives and to honor our Shipmates on active duty in the service of the first line of defense of our Nation.

USS SEAWOLF (SS 197) October 3, 1944

USS S-44 (SS 155) October 7, 1943

| | |
|-----------------------|------------------|
| USS WAHOO (SS 238) | October 11, 1943 |
| USS DORADO (SS 248) | October 12, 1943 |
| USS ESCOLAR (SS 294) | October 17, 1944 |
| USS SHARK II (SS 314) | October 24, 1944 |
| USS DARTER (SS 227) | October 24, 1944 |
| USS TANG (SS 306) | October 25, 1944 |
| USS O-5 (SS 66) | October 29, 1923 |

We also wish to remember our shipmates of the Requin Base: Jack Hart, Salvatore Nigido, Eugene Camarota, Thomas Whalen, John Clarkin, Charles Tolbert, Lloyd Alfred, Charles Schwertfeger, Major Galloway, and Kato Davenport. Finally let us remember all the brave submariners who died performing their duties aboard submarines, some individually and some in groups, but where the submarine itself was not lost.

Chaplain Carl Stigers gave the Invocation.

Members introduced themselves and the boats they qualified on.

Base Secretary Jeff Simon reported that Minutes of the previous base meeting were published in the SVD and on the Requin Base website. With no objections, the minutes were approved as published.

Treasurer Lee Bookwalter gave an accounting of base assets, expenditures, and deposits are available upon request. With no objections, the report was approved.

Other Reports:

Binnacle List: Gwen Bushko, James Kontir

Membership stands at 201

Eternal Patrol: Kato Davenport

Storekeeper Frank Nicotra reported on small stores.

Shipmate Jim Metz is performing an Eagle Scout court of honor today.

Memorial And Ceremonies

All parades and ceremonies, including the Navy Ball, have been cancelled for the time being.

Dick Geyer reported on presentation of award and hat to Bob Watson.

Old Business:

Calendars won't be here until the end of October and be sent out in November. Had to pay in advance. Prices will hold as last years. Dues notices have been sent out to the shipmates who do not want a calendar.

New Business:

Frank Hood and his brother authored the book "Poopy Suits And Cowboy Boots" which was recently designated as one of the best submarine books.

Navy Birthday Zoom conference will be held in lieu of the annual Navy Ball. Details will be emailed to the members.

Motion to fund new software for the Base website was approved by the members present.

For The Good Of The Order:

The Base is sponsoring the USS Idaho using monies previously approved. Communications from USS Idaho were read.

Chaplain Carl Stigers gave the Benediction and blessing of today's meal.

Adjournment: The meeting was adjourned.

Next meeting: American Legion Baden PA at 1230 hours on November 14, 2020

Robert E. (Pete) Watson – USSVI “75-Year Submarine Service Award” On Friday 02 October 2020, Robert Lee (Pete) Watson was presented at his home in Slippery Rock, PA for a “Certificate of Achievement” award from the United States Submarine Veteran’s Incorporated (USSVI). In addition to the award, “Pete” was presented with a “75-Year Holland Club” Baseball Cap. The official certificate states: MOMM2 (SS) ROBERT LEE WATSON “In recognition of 75 Years Qualified in Submarines and your contribution to the United States Navy while serving our country, and your continued support of SUBVETS Requin Base Holland Club. Granted this 11th Day of April 2020.” “Pete” Watson recently celebrated his 95th birthday in September 2020 at a family gathering in respect for having served in World War II as an active U.S. Navy Submarine Sailor. Submitted by, Richard H. (Dick) Geyer Awards Chairman USS Requin Base Baden, PA







Certificate of Achievement

This certificate is presented to

MOMM2(SS) ROBERT LEE WATSON

In recognition of 75 Years Qualified in Submarines and your contribution to the United States Navy while serving your country, and your continued support of SUBVETS Requin Base Holland Club.

Granted this 11th Day of April 2020



U.S. SUBMARINE SERVICE

Wayne Standerfer

Wayne Standerfer

National Commander



Vet Podcast

“My Life, My Story”

Imagine that you’re a patient in the hospital, maybe recovering from a knee surgery or pneumonia. You’re lying in bed, watching something boring on TV when you hear a knock at the door. “Come in,” you say, and a stranger walks into your room. The person is carrying a notepad and pen, and they ask if you’d like to be interviewed about your life. This happens every day at VA hospitals around the country. The strangers walking into the rooms are writers. The patients who choose to tell their stories are America’s Veterans. The program is called, “My Life, My Story” which can be listened to at <https://www.blogs.va.gov/VAntage/78619/welcome-life-story-podcast>

In the seven years since the program started, over 5,000 Veterans have been interviewed at over 50 VA hospitals. Veterans as young as 22 years old and as old as 108. Most of the interviews last about an hour. After that, we write up a story that’s about 1,000 words long. When we’re done, we read the story back to the Veteran and, once they’re happy with it, we put it in their medical record so that their doctors and nurses can read the stories, too. The goal is to make health care a little more personal, to help staff get to know their patients better. But one thing we’ve noticed about these stories: while it’s nice to read them on the page, they’re even better read aloud.

For Season One, we’ve selected a dozen of our favorites. In a few cases, the Veterans themselves will read their stories. For the others, we found voice actors or VA staff to read for us. Any or all of the following stories can be listened to at <https://www.blogs.va.gov/VAntage/78619/welcome-life-story-podcast> unless otherwise indicated:

- Carl: Losing a Friend 09:28
- Zack: The Gambler 08:19
- Simon: When Work Is Your Hobby 09:26
- Harry: A Guard, a Donkey, and a Cart 08:48
- Bibiana: A Teenage Soldier 11:25
- George: A Voice To Be Heard 20:11
- Steve: Mein Freund 09:39
- Toby: We Knew What Love Was 10:28
- Hank: Getting Focused 09:52
- Tom: The Doctor Is In 08:01
- Jess: Talking About Trauma 10:36
- Charlie: I Don't Want Notoriety 08:20
- Robert: Captured 07.27 <https://vimeo.com/457792789>
- Brian: "My Life as a Foreign Country" 27:16 <https://youtu.be/GBALTWXIMFs>

[Source: Vantage Point | September 25, 2020 ++]

Shipboard Fires

Fourth Navy Warship since Mid-July

Yet another fire aboard a Navy warship has left more than a dozen crew members injured in the fourth blaze to strike Navy warship in just over two months. A "small fire" in the engineering space aboard the cruiser USS Antietam resulted in 13 crew members receiving minor injuries while the ship was in the Philippine Sea, U.S. 7th Fleet spokeswoman Cmdr. Reann Mommsen told Military.com. The crew quickly extinguished the blaze and the cruiser remains "fully operational," according to Mommsen. The cause of the fire is now under investigation.



Antietam



Kearsarge



Kennedy



Healy



Waesche

As Military.com notes, the Antietam fire is the latest in a string of conflagrations to strike Navy warships since 12 JUL, when an inferno aboard the amphibious assault ship USS Bonhomme Richard left the vessel all but crippled at a pier in San Diego, California. Just days after the Bonhomme Richard blaze was extinguished, Navy personnel responded to a "small" fire aboard the amphibious assault ship USS Kearsarge while it was undergoing maintenance at General Dynamics' National Steel and Shipbuilding Company shipyard in Norfolk, Virginia. A few days after that, Huntington Ingalls Industries responded to a "minor" fire aboard the aircraft carrier John F. Kennedy at Newport News Shipbuilding in Newport News, Virginia. Both the Kearsarge and Kennedy fires were quickly extinguished by Navy and shipyard personnel, as Task & Purpose previously reported.

The Navy isn't the only service forced to deal with shipboard fires in recent months: the Coast Guard has suffered two blazes on ships underway in the last several weeks. In late August, a major fire broke out aboard the Coast Guard icebreaker Healy that forced the vessel to cut short a research mission to the Arctic and travel to Washington state to repair damage to its propulsion system, as USNI News reported. Then, in late September, a fire broke out aboard Coast Guard Cutter Waesche while the ship was underway in the U.S. 7th Fleet area of operations, as Navy Times reported. Quick action on the part of the Waesche's crew managed to save the ship from a potentially disastrous blaze. [Source: Task & Purpose | Jared Keller | September 30, 2020 ++]

USS Bonhomme Richard

Update 02: Navy Has No Good Options for the Fire-Ravaged Ship



In deciding how to move forward with the warped and carbonized hulk of the amphibious assault ship Bonhomme Richard, U.S. Navy leaders face a series of choices and all of them are bad. The Navy has not yet produced an estimate to repair the damage to the ship, which burned for five days in July. Assessing the full extent of the five-day fire that gutted much of the upper decks and levels of the ship will take some time yet. But no matter what the Navy decides, it will be painful. The bottom line? The Navy can either:

- Fix Bonhomme Richard at enormous cost;
- Replace her with a new LHA, a class of ship that Congressional Research Service says is running about \$3.8 billion per hull, further constricting an already squeezed shipbuilding budget;
- Try to pull an old big-deck out of mothballs and overhaul it for a few years of service; or
- Cut bait entirely and lose the capacity all together.

The service is facing a budget crunch, with the Columbia-class ballistic missile submarine slated to have an outsized impact on the service's budget for years. That means replacing the older Wasp-class amphibious assault ship (LHA) with a more capable and much more expensive America-class LHA would be challenging without a congressional largess. Officials who spoke on background said that the Navy's working assumption is that the repairs could cost as much as, or even exceed, \$1.5 billion, though that number is subject to change based on a full assessment of the hull that has not been completed yet. If the repair cost \$1.5 billion or thereabouts, it would roughly equal the original cost of construction. But that would still be significantly less than the cost of building a new big deck to replace the Bonhomme Richard.

In a phone call with Defense News, a Navy official who spoke on background said there were four ongoing investigations regarding the July Bonhomme Richard fire. Naval Sea Systems Command is conducting an investigation and a failure review board, geared toward safety and lessons learned. A command investigation delves into how the ship's chain of command handled the situation both prior to and during the catastrophe. And finally, a Naval Criminal Investigative Service investigation joined by the Bureau of Alcohol, Tobacco and Firearms is also on scene. On top of everything else, the damage assessment team has to "take a back seat" to the criminal investigation while it is ongoing, the official said.

All the teams are trying to stay out of each other's way, but some spaces that a damage assessment team might need to access are inaccessible because the criminal investigators might be using them, for example, the official said.

This has hampered progress toward getting a fuller picture of what needs to be done and how much it will all cost to repair, the official said. All four investigations feed into one another and the official explained the best guess now is that the results may not be available until the end of the year, either in November or December. In all, the Navy believes it's possible to repair Bonhomme Richard, but the decision will ultimately be "a strategic one," the official said. He added that on the San Diego waterfront, which teamed up to fight the nearly week-long fire, sailors are hopeful that the ship will be repaired.

Options

The consensus among Navy analysts who have seen the damage to Bonhomme Richard in pictures and heard it described by the chief of naval operations in a July memo obtained by Defense News, is that large sections of the ship will need to be re-fabricated entirely. "You may have to just cut it off and rebuild it above the hangar deck," said Jerry Hendrix, a retired Navy captain and analyst with the Telemus Group. "Put her into dry dock and rebuild her from the hangar deck on up."

Industry officials who spoke on background said It may be possible to build sections of the ship at Huntington Ingalls Industries' shipyard in Pascagoula, Mississippi, where the ship was built and float them through the Panama Canal to assemble on the West Coast. But it's unclear if Ingalls has the capacity to accommodate that kind of an interruption to the already jam-packed schedule with more than a dozen amphibious assault ships, dock landing ships, destroyers and Coast Guard National Security Cutters already either under construction or in the planning process, according to an Ingalls Shipyard fact sheet. It's also unclear if the West Coast's limited dry dock infrastructure, already strained to keep up with maintenance jobs and new ship construction, would be able to support a plan like that.

Likewise, the ship may be able to be towed through the Panama Canal to Ingalls Shipbuilding but the same capacity question arises, said Bryan Clark, a retired submarine officer and now a senior fellow at Hudson Institute. If the repair requires "Bonhomme Richard to go back to Ingalls, it is unclear if they have the space and manpower to support the job without significant growth in the workforce," Clark said. Repairing, versus procuring a new America-class ship would have the added benefit of pulling money from a different pot of money than the already accounted-for shipbuilding budget. Instead, the money would come from the operations and maintenance fund. But that approach isn't exactly a panacea for the Navy's Bonhomme Richard problem, Clark said. "Additional O&M funds for BHR would come from existing O&M accounts that are already pressurized," he said. "If the Navy doesn't get additional funding from Congress, the repair may not be feasible."

An alternative to a full repair would be to try a partial repair to return the ship to some usefulness, Clark said. "Wasp was used as a tech demonstration and concept development ship for several years in the last decade because it needed various upgrades," he said. "Wasp is now back in full service, of course. BHR could, however, be returned to partial service, for example as a F-35 carrier, but the well deck could be left unrepaired if it is too hard to fix."

Structural integrity

But even that option may not be feasible, and the ship may be much more damaged than we know yet, said Sal Mercogliano, a former civilian mariner and maritime historian with Campbell University who studies the maritime industry closely. "I think Bonhomme Richard is a total constructive loss and they're just not admitting it yet," Mercogliano said. "The amount of damage done to her is difficult to assess because she burned and held all

that heat for so long. "Even in a building that catches on fire, you immediately start worrying about the integrity of the structure. That's magnified on a ship because you have all that steel that conducts all that heat throughout the structure. You would have to analyze every centimeter to see where the weaknesses in the steel are, let alone getting her underway and putting all those stresses on the hull. "She was cooked for six days. In the commercial industry, we'd write it off and get the insurance money."

If the damage assessment team finds that the hull is too damaged to be salvaged, Hendrix suggests looking at one of the older classes of big-deck amphibs, such as the Tarawa-class ships. Both Peleliu and Nassau are in the reserve fleet. "I don't know what that would cost, but I'm betting it would be less than what we'd spend on a Bonhomme Richard rebuild," he said. The issue is that the old LHA class is likely incompatible with the F-35, said Mercogliano. "Even if you broke one of the Tarawas out, they still can't do the F-35," he said. "It doesn't have the flight deck for it and it's an open question as to whether the elevators could handle it."

The Navy has cut bait entirely on a fire-damaged ship in the recent past. When a 2012 arson devastated the Los Angeles-class attack sub Miami, the Navy opted to decommission the ship after the repair bill rose to \$700 million. That was, however, at a time when the Navy was taking a huge financial hit from across-the-board budget cuts. The Navy took more than a year to decide to scrap Miami. For Mercogliano, if the Navy doesn't want to lose the capacity, it may just have to bite the bullet and buy a new one from the shipbuilding fund. "You'd be better off spending the money to get a brand-new ship and getting 30- to 40 years out of it," he said. [Source: Defense-News | David B. Larter | September 30, 2020 ++]

Senior Vaccines

Over 50? The CDC Says You Need These 4

With summer now behind us, it's time to prepare for what could be a difficult fall and winter. With the coronavirus pandemic still raging and flu season underway, staying healthy will be more challenging than in most years. If you are 50 or older, you are especially vulnerable to such health threats. That makes it extra important to consider scheduling vaccinations that can keep you healthy — and even save your life. The aging process weakens our immune systems, putting us at greater risk for several types of disease, according to the U.S. Centers for Disease Control and Prevention. For this reason, the CDC recommends adults 50 or older schedule the following vaccines. Just talk to your doctor before getting any vaccine, as there are some exceptions to CDC recommendations.

Flu shot

The CDC recommends that all adults get a flu shot, but this is particularly important for older adults and those with chronic health conditions such as diabetes, asthma and heart disease. These people have a greater risk of developing serious complications if they catch influenza. While the flu might seem like a minor nuisance, it can be deadly. As the CDC reminds us: "Every year in the United States, millions of people are sickened, hundreds of thousands are hospitalized and thousands or tens of thousands of people die from the flu." And this year, getting the flu shot is even more important.

Shingles vaccine

Around 1 in 3 Americans will develop shingles at some point, and the risk of getting the painful rash grows with age, according to the CDC. This painful condition can cause symptoms that last months or years. It can even cause permanent blindness, as we report in "This Cause of Blindness Is Soaring Among Seniors." A newer vaccine, called Shingrix, is more than 90% effective in preventing shingles in older people, according to the CDC. But the vaccine has been running short for years. So, call your health care provider now to set up an appointment for the two-dose vaccine. Or, use the CDC's Vaccine Finder tool or the Shingrix locator tool from GSK, the vaccine's manufacturer.

Tdap or Td vaccine

The Tdap vaccine protects you against tetanus, diphtheria and pertussis. Chances are good that you have had this vaccine in the past. But if you haven't, the CDC urges you to get it. The Td vaccine only protects against tetanus and diphtheria, and requires a booster every 10 years.

Pneumococcal vaccines

Pneumococcal vaccines help protect against pneumococcal disease, meaning infections caused by the *Streptococcus pneumoniae* bacteria. The CDC recommends all adults age 65 or older get both types of pneumococcal vaccines that are available in the U.S.: pneumococcal conjugate and pneumococcal polysaccharide.

[Source: MoneyTalksNews | Chris Kissell | October 7, 2020 ++]