

CORVINA BASE

January 2013

NEWSLETTER



Meetings are held on the first Saturday

Of each month at Denny's Coffee

Shop, 205 E. Nugget Ave. Sparks NV

At 1400 hours.

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(Holland not available to non
E-mail members.)



SHIPMATES ON ETERNAL PATROL

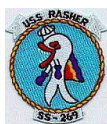
Harry Wellman CS1 (SS)	Harry Sembagh EN3 (SS)
Melvin Phillips ET1 (SS)	Boyd Tieslau TM3 (SS)
Russel Scofield TMCS (SS)	Robert Rich EN1 (SS)
Donald Campbell TM2 (SS)	Francis Signore CSC (SS)
Harold Lister EN3 (SS)	Stanley Blair ICC (SS)
James Avitt RM1 (SS)	Richard Burdette LT. (SS)
Charles H. Massie TM1 (SS)	Wayne F. Garrett ET2 (SS)
Elvin L. Morrison FTC (SS)	Larry Garrelts ETCS(SS)
Erick Bjorum CWO(SS)	Melvin Schreckengost ET2
Norm Snyder EM1(SS)	Charles Hyman MM2(SS)
James T. Wright III	Gordon Lane RMC(SS)

Base Officers

Base Commander



Dave Aunkst
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Vice Commander



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Secretary



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Treasurer/POC



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COB



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Chaplain



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Newsletter/WEB



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MAL



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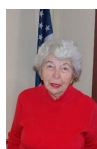
MAL



Mark Hogan
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Assistant Chaplain



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Past Base Commander



Dan Moran
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Our Creed

To perpetuate the memory of our Shipmates who gave their lives in the pursuit of their 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.



Commanders Log

We had a very successful, well attended first meeting, and looking forward to a great new year for the Corvina Base. Many thanks to everyone who remained in their elected and appointed positions. It should make for a seamless change in leadership. Also, thanks to the Past Commander Dan Moran for his leadership in the last two years. We all hope he will be running HSN soon.

At the meeting, we discussed scheduling a visit to a private Military Vehicle Museum (MVM) in Sparks, and Primo Quarisa made it happen. We had a good turn-out on January 17th, of about twelve members. Should be some pictures below. For those who missed it, it is an amazing collection of vehicles and other memorabilia. Thanks to Primo for making the arrangements!

Other upcoming events we are considering is a garage sale fund-raiser for the Base, and we discussed the tentative parade schedule for this year. Presently we are looking for a location to hold the garage sale. More on those items as we get closer to the dates.

In looking at the information in the National Database, many of our members only have the basic information entered. To mention a few, there are fields for the boats you served on, shore duty stations, and other military organizations to which you may belong. You can go on-line and update your own information. Go to www.ussvi.org and select the *Member Login* tab. The *User ID* is your first initial and last name (Like- jsmith); it will then prompt you to get a temporary *Password* via E-mail. Also, please keep us advised of any changes in mailing addresses, phone numbers, or E-mail addresses.

We are in the process of collecting member dues for this year, and are hoping for a 100% renewal. If you owe 2013 dues, please remit now so we can keep you as an active member. The deadline is 31 January.

OLD SALT

A crusty old battleship admiral died and found himself standing before Saint Peter at the pearly gates. Peter welcomed him warmly, "Come right in, Admiral! You've served your country well and you may enter Heaven!"

The admiral looked thru the gates and stepped up to Saint Peter, "Just one thing, sonny. I hope there's no Chiefs here. They are the rudest, most obnoxious variety of human ever, and if there are any of them here, I'm not going in; I'd rather go to the other place."

"Don't worry, admiral," said Saint Peter. "No Chief has ever made it into Heaven – you'll find none of 'em here."

So, the admiral goes on into Heaven. Moments later, he comes upon an amazing sight. It is a swaggering figure in khakis, garrison cap cocked slightly on his head, a mostly empty bottle of Jack Daniels in one hand, and a beautiful woman on either arm.

Incensed, the admiral rushes back to Saint Peter and gets in his face. "Hey! You said there were no Chiefs here! So what the hell is THAT?!?"

"Don't worry, admiral," says Saint Peter gently. "That's God. He just THINKS he's a Chief."



Minutes of Corvina Base Meeting

The meeting was called to order by Commander Aunkst at 1400, as COB Heaps sounded two blasts on the klaxon. An invocation by Chaplain Paul Allen, the Pledge of Allegiance, reading of the USSVI Creed, Tolling of the Bells and moment of Silence for other lost submariners, friends, family, and-shipmates, followed in their usual order. There were 23 members and guests present.

Newest member Dave Porras introduced himself to the group, followed by all members present introducing themselves. Base membership has now officially reached the 100 mark. We should all take pride in achieving the century mark before Frank Kenyon did even if we didn't beat him by much!

The minutes of the last meeting were accepted as published in the Newsletter. Vice Commander/ Recruiter Wiley reminded members to wear their identifying caps and carry a few base cards with them when shopping in places like Wal-Mart, Home Depot, Cabela's, and Lowe's where they might meet potential new members.

Secretary Pete Akerson reports no new communications requiring action by the base.

Treasurer Don Brown is out of the area and Commander Aunkst reported the base is still in sound financial condition.

Storekeeper Frank Urbani is also away, and there was no Storekeepers report for this month.

Chaplain Allen reports no additions to the binnacle list.

Newsletter editor Norm Peterson notified all members that the cut-off date to have items included in the Newsletter will be the 25th of the month.

COB Heaps has scheduled the next Lunch Bunch gathering for January 18th at Red's 395 in Carson City.

Terry Bolen thanked the membership for the fine turn-out at the Christmas Luncheon. Unlike some previous gatherings, the Base actually made a small profit on this one. Thanks Terry for all your efforts! Those who attended are all very grateful!

The Military Museum tour is scheduled for 1000 on Thursday, January 17, 2013 and will be history by the time these minutes are published.

It's time for our bi-annual garage sale again. Primo Quarisa will be checking to see if it can be at his place again, and Pete Akerson, who now lives in Hidden Valley, will have info on having it at his place at the February meeting. Please don't get rid of anything you don't want or need that you might be able to donate to the sale.

Annual Dues for regular members are now due.

A discussion regarding sponsoring an Honor Flight participant was held without a decision being made. This subject will be a topic for future meetings.

After a brief recess. the 50/'50 raffle was held with the following results:

WWII DVD set - Dan Moran Flask - Wes Rece - Denny's Gift Cert. Norm Peterson Denny's Gift Cert.
- Dave Aunkst Salami - Frank Kenyon Salami - Prime Quarisa Salami - Paul Allen Salami ~ Norm Peterson Wine - Frank Kenyon Hickory Farms Gift pack - Don Johnson Auto Magnet ~ Pete Akerson Submarine Classes poster - Don Johnson The cash prize of \$63.00 was won by Smokey Jordan who very generously donated a substantial part of his prize to the base. Thanks, Smokey!

After a Benediction by Chaplain Allen. the meeting closed at 1522 with the sounding of three blasts on the klaxon.

Respectfully,
Pete Akerson - Secretary

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Treasurers Report

- 1. All account balances are available at Base meetings.
- 2. Deposits for January:
 - From January meeting \$451.00
 - Other dues received 130.00
- 3. Checks issued in January:
 - To National office dues 240.00
 - Late Vir.City parade fee 25.00

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NOTICE TO ALL ANNUAL MEMBERS

The 2013 USSVI and Base annual dues must be remitted now. You should have received a dues notice via E-mail or snail-mail. Dues must be received by 31 Jan 2013, or you will be placed on the inactive (dink) list. Please remit now and keep your membership current. Our goal is to surpass a hundred members this year, and you can help by maintaining your membership.

Make checks out to: "USSVI/Corvina Base" and send to Dave Aunkst, 508 E Spear St, Carson City, NV 89701.



Chaplains Corner

Binnacle List

Dan Moran: Dan had his last chemo-therapy treatment on January 21, 2013 and is being positive about the outcome of this treatment. This long process started in June of 2012 and Dan is looking forward to some good years ahead.

1740 Wind Ranch Rd. Unit A Reno, NV 89521-8191

Dick Ekenberg: Dick has healed real well from surgery to repair his broken hip. His new electric wheel chair gives some freedom in mobility. Due to the pulmonary fibrosis he requires 8 liters of oxygen.

11 Pyrite Dr. Mound House, NV 89706-7019

Harvey “Hew Haw” Hudson: Harvey had a 20 hour surgery at Renown Hospital on Dec. 13, 2012 to have steel rods installed in his back and is recovering slowly and healing with a few problems. Harvey has had to deal with pain and swollen legs and feet mainly. He said he can barely wear his shoes, but he is upbeat and even came to the Jan. Corvina Base meeting.

1233 E. 4th St. #22 Reno, NV 89512-3602

Jim “Smokey” Jordan: Jim is doing well after colon surgery in November and even attended the Jan. Corvina Base meeting. Besides dealing with some complications, Jim is upbeat and stays busy working on computers.

1450 E. 10th St. Reno, NV 89512-2961

Russell Noragon: Russell joined the Corvina Base about a year ago and we have only seen him at one meeting, but we just found out that he has had major cancer surgery this past year. Because the cancer was in the mouth area the surgeons had to remove part of his tongue and one lower jaw. The surgeons took some bone from his tibia to rebuild his jaw but there have been some complications. Because of where the cancer was located he has to be treated at the UCLA Medical Center which requires much travel. He is thankful to God for watching over him and says his wife, Mary Jo, is an angel at his side.

1165 San Marcos Dr. Minden, NV 89423-7806

Joe Casten: We just want to let you know that Joe is doing ok but has moved back into “Emeritus at the Seasons”. His brother, Fred, who recently retired from the New York City Transit System has moved here and is taking care of Joe’s house. Joe, on his own accord,

asked to live in Emeritus and found it is a good fit for him. His wife, Jean, passed away one year ago on Jan. 12, 2012 and is missed by her family. Joe is keeping his mailing address.

10428 Chadwell Dr. Reno, NV 89521-4205

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Here are a couple of notes about the month of February. There is Valentine’s Day, Ash Wednesday, Groundhog Day, Black History Month and President’ Day. Last year I said a few words about President Abraham Lincoln and that Steven Spielberg was directing a movie that would be released in 2012 about Abraham Lincoln. It was in theaters for several weeks and I thought a very good movie starring Daniel-Day Lewis, 55 years old, who was raised in Ireland and England. He also starred in another great movie “Last of the Mohicans” a few years back. Two hundred years ago the United States fought the War of 1812 which finally gave the USA independence from Great Britain. Now one of their citizens is starring in US movies and the United Kingdom is one of our closest allies.

Prayer: Almighty God, thank you for great leaders like George Washington and Abraham Lincoln that led our country through perilous times. We ask for help today, also, for this nation of free people that are facing many challenges. Also Lord, we pray for Corvina Base members that are having physical battles. We ask for healing, wisdom for the doctors, and strength for each person. Bless and give strength to the caretakers involved, also.

Thank you Lord for hearing our prayers, Amen!

Scripture: For behold, He who forms mountains, and creates the wind, who declares to man what his thought is, and makes the morning darkness, who treads the high places of the earth . . . The Lord God of hosts is His name. Amos 4:13)

Corvina Base Chaplain – Paul Allen

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Welcome to David Porras of Minden. He was an EN2(SS) and qualed on the Menhaden In 1965.

Calendar of Events

JANUARY

- 2- BOD Meeting (Wed) 0900hrs
- 5- Base Meeting 1400hrs
- 18- Lunch Bunch I 130hrs
- 29- BOD Meeting 0900hrs

FEBRUARY

- 2- Base Meeting 1400hrs
- 12- Corvina Base 13th Anniversary
- 15- Lunch Bunch 1130hrs
- 26- BOD Meeting 0900hrs

2013 BASE BOOSTER CLUB LIST

Steve Warner
Leonard Stefanelli
R. Dennis Wiley
Mark Hogan
Jim (Smokey) Jordan
Dan Moran

Birthday List February

Daniel Heinemann

Chester Mac Dowell

Jack Hartley

Military Museum



This is a continuation of WWII diesel boat article from last month.

Unknown today was also the fact that there was a dress white uniform for enlisted personnel. The collar and cuffs were blue and were adorned with piping. What is worn today are "undress whites". Pictures of them are in old "Bluejacket Manual".

Officers wore swords for ceremonial occasions they do today but back before WWII Chief Petty Officers had a cutlass for ceremonial dress occasions.

Another uniform item that is now passe is the flat hat. Once the ribbon had the name of your ship but this discontinued for security reasons and all flat hats merely had U.S. Navy in gold on the ribbon. In boot camp all of your uniform items were stenciled with your name and service number. There were no doors on lockers and each item had a prescribed method of folding and stowing. It was even prescribed as to how you would pack your seabag.

Originally, the entire submarine base was literally below the railroad tracks. Later as the base expanded it was called "lower base". Most of the upper base buildings, i.e., Morton Hall, Dealey Center, etc., were constructed for WWII. The road from the present main gate past the golf course was the Groton-Norwich road. About half way up the road was an overhead railroad bridge. The entrance to the base was under the bridge and the Marine guard stationed there in a guard shack. The base commanders office was housed in a small brick building about half way between the training tower and the Torpedo Shop.

Submarine School - six weeks enlisted and three months for officers.

Of some 250,000 men who applied for submarine duty less than 10% made it to Sub School and many of those washed out. Submarine School was the sole tyrannical domain of one Chief Torpedoman Charles Spritz. Submarine School was called "Spritz's Navy". He ruled with an iron hand and was feared by instructors and students alike. He had little regard for rate whether you were a Seaman First Class or a Petty Officer First Class. To call him eccentric was a gross understatement. He did not smoke, did not drink and was single. It is open to debate as to if he ever even pulled a liberty. His total devotion was to the Submarine School. It was universally conceded that he had gone "asiatic", not 100% stable and perhaps as a youngster he might have been dropped on his head.

He insisted that personnel, at all times, be properly and neatly attired in the regulation "Uniform of the Day" without exception. No tailor mades, proper rolled neckershief down to the "V" in the Jumper with immaculate white T-Shirt showing, shoes well shined, etc. He did not permit smoking nor any type of horseplay. He demanded that all personnel move at a fast pace.

Chief Spritz had the uncanny ability to be everywhere at all times and pity the poor individual who crossed his path. His discipline was swift and sure. He felt it was his personal mission to ascertain that anyone leaving sub school for submarine duty was in every respect ready. He had many axioms but his favorite was "There is room for anything on a submarine except a mistake". Sub school students were not "boots", many, if not most, had time in the U.S.Navy and were rated.

There is an article in POLARIS issue of August, 2000 (Submarine Saga segment) which delves into more detail relative to Chief Spritz and is briefly incorporated here as it is a definite part of the Diesel Boat Era.

Sub Vets of WWII in recognition of respect, and a fealty obligation to this once feudal lord and master, wear a "Spritz's Navy" patch on their vests.

It would seem that the screening at Sub School served us well. Friction between members of the crew was unbefitting and unacceptable. If an individual demonstrated an inability to "get along" he could be transferred to another boat. If the same conduct prevailed there he would be transferred

out of submarines.

The training tower caused many a wash out for both physical and mental reasons. If a person could not "pop" his ears it could cause pain and even bleeding from the ears. Your voice changed dramatically to a high pitch under pressure. All personnel had to qualify from the 100' lock with the Momsen Lung. Right after the war it was noted that some German submariners had made emergency escapes using free ascents. A number of crews from boats went to the tower and made free ascents.

We had less pomp insofar as the ceremony observed when a member of the crew qualified than is apparent today. The individual, thrown over the side then sewed dolphins on his uniforms and wore them with pride. They have always been, and always will be, a badge of honor regardless of manner in which bestowed.

There was less reverence on other occasions., e.g., when a "Good Conduct Medal" was awarded to a member of the crew it would be given by the Captain (or perhaps the Exec) at quarters amid "hoots and hollers" with cries of "Undiscovered Crime". There was also a bonus system for awards ranging from \$1.00 per month for the Good Conduct Medal to \$5.00 per month for the Congressional Medal of Honor.

"Tailor Made" dress blues were the uniform of the day for liberty. The jumper was skin tight with a zipper in the side so that it could be taken off. Accentuated bell bottoms were mandated. The inside of the cuffs were decorated with embroidered color decorations, usually dragons, etc., and were only visible when the cuffs were turned up.

When you made Chief you initially bought the cheapest hat you could find since it was also considered appropriate and properly respectful to have all of the crew urinate in your first hat.

Sad to note in this day and enlightened age all of the military services of the United States were segregated during our era. The practice abolished by President Truman over 50 years ago.

Stewards, at that time, recruited from America territories and from American minorities. Even in such a tight knit group as American Submarines two racks in the Forward Torpedo Room hung off the overhead beneath The Torpedo Loading Hatch were reserved for the Stewards. Rated Stewards wore uniforms similar to Chiefs.

The submarine sailor was a very irreverent individual with an avid distaste for regulations, etc. The average life span of a submarine sailor was four patrols (about a year). Despite bravado, that thought prevailed to varying degrees depending upon the individual. That premise however, was unsaid but used as an excuse for hell-raising. Rarely mentioned in tales of WWII submarine lore was the fact that going through minefields was as apprehensive as being depth charged.

Submarine Officers and crews were very young - anyone past thirty was a very old man. Admiral Charles Lockwood (Uncle Charley) ComSubPac was most forgiving, as were Skippers and Execs, of transgressions of both Officers and men. Returning from patrol crews were treated extremely well.

Another "perc" of the submarine force was that any record of "minor" disciplinary action that a member of the crew suffered would be entered into the "page 9" of his service record. Virtually all disciplinary action was handled internally on the boat. However, both the original and carbon copy (BuPers Copy) retained in his jacket. When transferred, the original and copy, removed by the Yeoman to be deep sixed. Unless there was a serious offence personnel transferred with a clean record.

Many friendships were formed in sub school, plus other training and schools and transfers were not uncommon due to the needs of new construction, promotions, etc. Consequently, the force became even more closely knit. It was the rare boat that did not have personnel whom you knew.

Submariners were very independent and resourceful, both individually and as a group. Needs (and desires) of the boat as prescribed by the U.S. Navy, did not always coincide with what was considered neither proper nor adequate. Therefore, a system of "midnight requisitioning" and "midnight small stores" developed to enhance efficiency. This avenue of acquisition considered a solemn duty in promoting the war effort. Those proficient and innovative in this endeavor were greatly admired. It was an art as well as a science executed individually or as a group cooperative effort. Some of these escapades took great ingenuity as well as "brass balls". As a term of affection they were called "scroungers" and/or "dog robbers". If a Skipper or Exec made an "innocent" passing remark that some particular thing might be "nice" it would appear mysteriously in due time.

On board an informal, but professional, attitude prevailed. Although we had an evaporator to make fresh water, battery watering was primary. In the design and scheme of things, personal hygiene or washing of clothes did not seem to be considered. One Engineering Petty Officer, called the "Water King" ran the evaporators. Personal hygiene or washing of clothing was an afterthought. The use of after-shave lotions, deodorants and especially talcum powders prevailed. Large cans of "Lilac" were the norm, purchased inexpensively and sprinkled liberally.

To the unacquainted it could appear that the rapport between Officers and men was quite informal and to a degree it was but it in no way detracted from efficiency, military courtesy, tradition or discipline. There was a strong mutual respect. Aye-Aye Sir, Very Well and Well Done were accorded as appropriate. The vast majority of the crew was rated and competent in their skills. Obviously so were our officers. There was no such thing as stenciled ratings on dungaree shirts so a person coming aboard a submarine at sea would have a difficult time determining any individuals rate. Also there was an axiom that in submarines "you left your rate on the dock". Ability was the hallmark.

When conditions approached that of a Chinese garbage scow junk with an over flowing head and the crew in dire need of fumigation the Skipper might decide to allow showers piecemeal by sections. You lined up to enter the shower, the Chief of the Boat turned on the water for 2 seconds and shut it down while you soaped down. You were then allowed a correspondingly brief rinse.

Each member of the crew was allotted one locker which measured about 12" high, 18" wide and about 18" deep. You kept your uniforms under your mattress. Your rack had a plastic zip around cover. Your mattress was encased in a "mattress cover" which was akin to a oversized pillow case. Able to be turned over once and some even turned them inside out and got two more uses. Less the uninitiated be stunned by that you must be cognizant of lack of water for regular laundry.

Internal communications on board were conducted by the 1MC and 7MC phone and speaker systems.

To reenter a submarine after handling lines etc. when returning to port was a shocking revelation. It was impossible to believe that you had survived that malodorous environment. Politely put the atmosphere was conducive to a shanty town house of ill repute that also was inundated by a back up of its sewer system. Pity the poor relief crew that had to come on board and make the boat shipshape again.

You could immediately identify an Electrician on a submarine. He was the individual with the most shredded moth eaten dungarees.

Ribald humor was the tenor of the day. No topic or human frailty was off limits. Nothing was sacred. Horseplay and trickery were the order of the day. The antics and demeanor of the crew, both at sea and ashore, would not be socially acceptable nor politically correct nowadays. I fear that the late Admiral Rickover would have been aghast.

One real advantage was food, especially when you first went out. Although they were ridden without mercy the cooks did an excellent job of feeding the crew. We ate family style off china plates. Our officers ate exactly what the enlisted personnel did. The stewards would come back to the After Battery Galley and fill their serving plates and bring it to the Forward Battery for the Wardroom. When leaving port rations were stored in every conceivable space (including the shower since it wouldn't be needed). However, as supplies diminished the cooks were hard pressed to come up

with varied favorable menus. All boats had "open icebox" so you could prepare and cook anything you wanted at any time as long as you cleaned up after yourself. The After Battery "Mess" was for chow, off duty recreation, meeting space and a hang-out.

This is a collective attempt at recollection after the passing of a half-century so any errors or omissions hopefully forgiven as "senior frailties". Much of this is collective memory and is a compilation of boats in general. There is no pride of authorship so any comments, additions, corrections and/or deletions are welcome and appreciated. This is merely a historical comparison as best one can do and is in no way a negative reflection between "then and now".



GOD BLESS ALL SUBMARINERS - Past, Present and Future



Holland Club members are those submarine veterans of USSVI (United States Submarine Veterans, Inc.) that qualified on a submarine 50 or more years ago. When qualified, a sailor earns the right to wear, and responsibility of, the dolphin insignia of submarine service.

<p>Gerald Stratton ENC(SS)</p>  <p>USS Blenny SS_324</p> <p>Qual Date 1948</p>	<p>James Tiernan QMC(SS)</p>  <p>USS Irex SS-482</p> <p>Qual Date 1958</p>	<p>Frank Urbani EN2 (SS)</p>  <p>USS Gudgeon SS-567</p> <p>Qual Date 1958</p>				
<p>Lowell Wapelhorst MOMM2(SS)</p>  <p>USS Angler SSK-240</p> <p>Qual Date 1944</p>	<p>Clyde Webber ETNSN (SS)</p>  <p>USS Trumpefish SS-425</p> <p>Qual Date 1954</p>	<p>Phillip Zeddies ENFN (SS)</p>  <p>USS Caiman SS-323</p> <p>Qual Date 1960</p>				
<p>Arthur Akerson LCDR</p>  <p>USS Carbonero SS-337</p> <p>Qual Date 1949</p>	<p>Gerald Baer ENFN (SS)</p>  <p>USS Charr SS-328</p> <p>Qual Date 1959</p>	<p>Richard Barringer SOSN (SS)</p>  <p>USS Bang SS-385</p> <p>Qual Date 1952</p>				
<p>Joseph Casten EM3 (SS)</p>  <p>USS Baya AGSS-318</p> <p>Qual Date 1954</p>	<p>Dave Craig ETC (SS)</p>  <p>USS Croaker SS-246</p> <p>Qual Date 1961</p>	<p>Terry Critchett EM3 (SS)</p>  <p>USS Bluegill SS-242</p> <p>Qula Date 1955</p>				
<p>Richard Dentino EM3 (SS)</p>  <p>USS Tigrone SS-419</p> <p>Qual Date 1955</p>	<p>Richard Ekenberg ETC (SS)</p>  <p>USS Growler SSG-577</p> <p>Qual Date 1960</p>	<p>Bruce Hedrick EM2 (SS)</p>  <p>USS Sea Dragon SS-584</p> <p>Qual Date 1961</p>				
<p>Donald Johnson RMC (SS)</p>  <p>USS Charr SS-328</p> <p>Qual Date 1958</p>	<p>James Jordan TMSN (SS)</p>  <p>USS Toro SS-422</p> <p>Qual Date 1948</p>	<p>Frank Kenyon EM3 (SS)</p>  <p>USS Skate SS-305</p> <p>Qual Date 1944</p>				
<p>Walter Lewis IC1 (SS)</p>  <p>USS Rasher SS-269</p> <p>Qual Date 1961</p>	<p>Frank Lipera EM2 (SS)</p>  <p>USS Greenfish SS-351</p> <p>Qual Date 1960</p>	<p>Chester McDowell Tm1 (SS)</p> <table><tr><td>No Patch</td><td>USS R-18 SS-95</td></tr><tr><td></td><td>Qual Date 1941</td></tr></table>	No Patch	USS R-18 SS-95		Qual Date 1941
No Patch	USS R-18 SS-95					
	Qual Date 1941					

Holland Club Members (cont)

<p>Kenneth McCray EN1 (SS)</p>  <p>USS Blackfin SS-322</p> <p>Qual Date 1951</p>	<p>Daniel Moran EN3 (SS)</p>  <p>USS Jallao SS-368</p> <p>Qual Date 1959</p>	<p>Raoul Noland EM2 (SS)</p>  <p>USS Trutta SS-421</p> <p>Qual Date 1945</p>
<p>William Parsons RM1 (SS)</p>  <p>USS Thresher SS-200</p> <p>Qual Date 1941</p>	<p>Jack Quade SN (SS)</p>  <p>USS Skipjack SS-184</p> <p>Qual Date 1943</p>	<p>Primo Quarisa EN3 (SS)</p>  <p>USS Aspro SS-309</p> <p>Qual Date 1952</p>
<p>Oscar Rambeau Qm3 (SS)</p>  <p>USS Carp SS-338</p> <p>Qual Date 1954</p>	<p>James Saunders SOS3 (SS)</p>  <p>USS Greenfish SS-351</p> <p>Qual Date 1960</p>	<p>Edwin Schalbert TMC (SS)</p> <p>No Patch</p> <p>USS S-23 SS-128</p> <p>Qual Date 1939</p>
<p>Lionel Schmidt STS1 (SS)</p>  <p>USS Seafox SS-402</p> <p>Qual Date 1955</p>	<p>Jon Schoenfeld ET2 (SS)</p>  <p>USS Sea Cat SS-399</p> <p>Qual Date 1960</p>	<p>Delmar Schwichtenberg CWO3 (SS)</p> <p>No Patch</p> <p>USS O6 SS-67</p> <p>Qual Date 1941</p>
<p>Albert Skidmore YN2 (SS)</p>  <p>USS Diodon SS-349</p> <p>Qual Date 1947</p>	<p>Herbert Starmer HMC (SS)</p>  <p>USS Cobia SS-245</p> <p>Qual Date 1944</p>	<p>Leonard Stefanelli QM3 (SS)</p>  <p>USS Catfish SS-339</p> <p>Qual Date 1954</p>
<p>David Aunkst ET1 (SS)</p>  <p>USS Rasher SS-269</p> <p>Qual Date 1962</p>	<p>Rod Friedline STS1 (SS)</p>  <p>USS Pomfret SS-391</p> <p>Qual Date 1962</p>	<p>Gabriel Fretias SK3 (SS)</p>  <p>USS Wahoo SS-565</p> <p>Qual Date 1962</p>
<p>Harry Cousins LT</p>  <p>USS Chopper SS-342</p> <p>Qual Date 1962</p>	<p>Norman Peterson IC2 (SS)</p>  <p>USS Growler SSG-577</p> <p>Qual Date 1962</p>	<p>Robert Heaps IC2 (SS)</p>  <p>USS Grampus SS-523</p> <p>Qual Date 1962</p>