

CORVINA BASE

June 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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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)
Chester E. MacDowell TMI (SS)	Edwin V. Schalbert TMC (SS)
Jerry D. Noma MM2(SS)	Richard Ekenberg , ETC(SS)
Gerald Stratton ENC(SS)	

Base Officers

Base Commander

Vice Commander

Secretary

Treasurer/POC



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Chaplain

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MAL

MAL

Assistant Chaplain

Past Base Commander



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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

I was on the road for the month of June, and was unable to attend the June Base meeting. XO Dennis Wiley did a good job presiding; it's great to have him as a back-up. Actually I was in the Azores, a chain islands about 900 miles off the coast of Portugal in the Atlantic. I happened to be reading a book called *All Hands Down* by Kenneth Swell. He says it's the true story of the Soviet helo torpedo attack on the USS *Scorpion*. She was lost with all 99 hands, about 400 miles southwest of here, 45 years ago in May, 1968. It was very interesting reading. I remember it well, she was lost about 6 months before I was discharged with 8 years of service as a nuke ET.

The book starts out with Dr. Robert Ballard reinvestigating the *Scorpion's* wreckage at about 10,000 feet, in the deep diving sub *Alvin*. The whole RMS *Titanic* discovery and 1967 movie was a cover story for this CIA mission. Next was the capture (January, 1968) of the USS *Pueblo* by the North Koreans which gave them, and ultimately the Soviets a cryptographic deciphering machine. This machine along with the communication codes the dweeb traitor CWO John Walker, was selling to the Soviet KGB, allowed them to read our coded messages. (He's still doing a life sentence in a Federal prison.) To make a long story short, Swell says a trap was set by several Soviet ships acting suspiciously in the Atlantic, and the *Scorpion* on their way home from the "Med", was sent to investigate. The Soviets were able to read our communications, which was the final element in planning their attack. The attack on the *Scorpion*, was supposed to be in retaliation for the sinking of the Soviet sub K-129 in the Pacific, which they thought (but untrue) was done by the *Swordfish*. He says this attack was the true story of the loss, debunking all of the other causes out there, such as, main battery explosion, a torpedo hot run, torpedo explosion, and GDU malfunction. There are other books out there with these theories. The Navy's official conclusion was that an unexplained catastrophic event occurred. Whatever the true cause, it was a tragic loss, and early on the way the Navy kept the families in the dark about the loss.

It was good to see that two of our members (Primo Quarisa and "Doc" Starmer), were able to do the Honor Flight to Washington, DC, this month. Mark your calendars for the upcoming Virginia City Fourth of July parade. It's always a fun event, with an enthusiastic crowd. Also, plan on attending the next Base meeting on Saturday, July 6th. See you there.

SCUTTLEBUTT -

Navy term for rumor. Comes from a combination of the word "scuttle" to make a hole in the ship's side, causing her to sink, and "butt", a cask used to hold drinking water. Scuttlebutt literally means a cask with a hole in it. Scuttle describes what most rumors accomplish if not to the ship, at least to morale. Butt describes the water cask where men naturally congregated, and that's where most rumors get started.



Minutes of Corvina Base Meeting

The June meeting was called to order by Vice Commander Dennis Wiley, as Commander Dave Aunkst was playing tourist in the Azores.

COB Heaps did his usual great job of sounding the klaxon with the traditional two blasts. Chaplain Paul Allen gave the invocation, followed by the Pledge of Allegiance and the reading of the USSVI Creed. Tolling of the Bell and a moment of silent prayer for all departed shipmates, friends and family followed.

There were 27 base members and guests present and we had a new potential member present. Mr William McCready was welcomed by all present, followed by the introduction of all present.

The minutes of the May meeting were accepted as printed in the newsletter.

Secretary Pete Akerson was not present (attending a wedding), so Treasurer Don Brown was Secretary for a day. There were no communications but it was reported that Honor Flight had sent something to our PO Box which was returned marked no such box #. This will be investigated by Don Brown.

Don gave the Treasurer's report and we are still above water.

Storekeeper Frank Urbani had nothing new to report, except his continued search for a replacement.

Chaplain Paul Allen no new additions to the Binnacle List.

Newsletter Editor Norm Peterson reported that we now have eight (a full page) of advertisements. Thank you to all of the businesses who are participating.

COB Heaps announced that the June Lunch Bunch will be at Bertha Miranda's Mexican Restaurant on Mill St., on Friday, June 21st.

Member-at-large Terry Bolen announced that the Annual Base Picnic will be at Davis Creek Park on Saturday August 3rd.

The Seventh Annual "Pride Runs Deep" award was made at Damonte Ranch High School on May10th with a good representation of CORVINA Base members present.

An even dozen members made the trip to Hawthorne for their Armed Forces Day Parade and we were awarded First Place by the parade judges. Another trophy for our growing collection. GOOD JOB!!!

Robert Talbert presented a very nice Thank You letter from the Ghost Riders for our donation to the new Viet Nam Memorial at the Fernley Cemetery.

Another base member has been selected to make the Honor Flight trip to Washington, DC this month. Primo Quarisa will be flying out on June 22, 2013. So far he is the third CORVINA Base member chosen to make the trip. Congratulations Primo.

After a head call break the monthly raffle was conducted for some happy winners. Primo started things off by winning a bottle of Merlot. Followed by Terry Bolen, a Tom Clancy novel, Ken McCray a bottle of vodka, Clyde Weber & 2 friends can dine at the Black Bear Diner, Ken Anderson also got a Tom Clancy novel, Don Johnson can enjoy a nice bottle of white wine, and Frank Urbani claimed a 12 cup coffee maker. The big \$\$ winner was Mary Ellen Schwicktenberg who pocketed \$42.00, which she graciously donated to Base Treasury. Thank you very much Mary Ellen!!

When Paul Allen gave the Benediction, the meeting was adjourned at 1505 by Dennis and COB Heaps surfaced the boat with 3.5 blasts on the klaxon.

Respectfully Submitted,

Don Brown, Secretary pro tem



Treasurers Report

1. All account balances are available at Base meetings.

2. Deposits for June

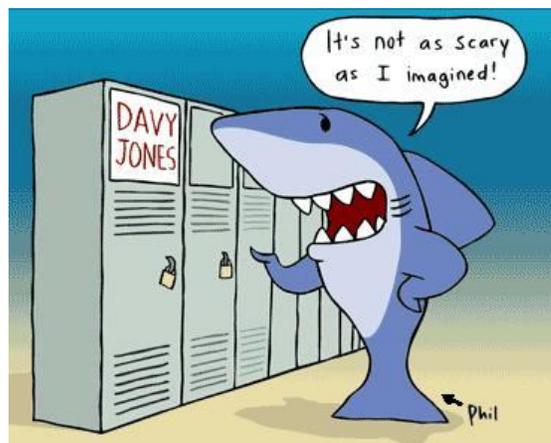
From June meeting \$136.00

3. Checks issued in June

Dan Moran (parade registrations) \$50.00

DAVY JONES -

Davy Jones and His Locker American Sailors would rather not talk about Davy Jones and his infamous locker. They are ready enough to refer to him and his dwelling place, but just leave him an indefinite, unbodied character who keeps to his place at the bottom of the sea. Pressed, they will profess that they do not know what he looks like, his locker is to them something like an ordinary sea chest or coffin, always open to catch any sailor unfortunate enough to find himself in the sea. Some English sailors incline to the belief that his name is a corruption of Duffer Jones, a clumsy fellow who frequently found himself overboard. The only time Davy comes to life is in the ceremony of crossing the line. Then he is usually impersonated by the smallest sailor on board, given a hump, horns and a tail, and his features made as ugly as possible. He is swinish, dressed in rags and seaweed, and shambles along in the wake of the sea king, Neptune, playing evil tricks upon his fellow sailors. Old sailors, rather than speak of the devil, called him Deva, Davy or Taffy, the thief of the evil spirit; and Jones is from Jonah, whose locker was the whale's belly. Jonah was often called Jonas, and as Davy Jones, the enemy of all living sailors, he has become the mariners' evil angel. To be cast into the sea and sink is to fall into his locker and have the lid popped down on one. It is generally agreed that the Christian sailor's body goes to Davy Jones's locker, but his soul, if he is a proper sailorman, goes to Fiddlers' Green. From the book A Sailor's Treasury by Frank Shay, Copyright 1951.





Chaplains Corner

A memorial service for Jerry D. Noma was held at the Veterans Cemetery in Fernley, Nevada on Friday, June 21st. I want to thank the 7 Corvina Base members that attended this memorial and special thanks to the men that participated in the ceremony: Don Brown, Bob Heaps, Robert Talbert, Wes Rece, and yours truly, Paul Allen. Jerry's wife, Patricia, was very thankful to the Corvina Base for providing the ceremony for her family and friends and we had a beautiful sunny day. Jerry's friend, Brian Tetrault, gave us a good picture of how Jerry used his training on a submarine to supervise his men as a plant manager for the California Youth Authority. On visiting with Jerry's family we got the message that he was a proud submarine veteran. "Sailor, rest your oars."

Patriotism! Independence Day!

Patriot – one who loves and zealously supports one's own country. On the 4th of July the Corvina Base will participate in the annual parade in Virginia City with our float. Why do we do this? Because we are patriots. We are zealous patriots because we love freedom and we want to keep our freedom. On July 3, 1776 John Adams, 1st Vice President of the United States wrote to his wife, Abigail these words.

"The second day of July 1776, will be the most memorable epoch in the history of America. I am apt to believe that will be celebrated by succeeding generations as the great anniversary festival. It ought to be commemorated, as the day of deliverance, by solemn acts of devotion to God Almighty. It ought to be solemnized with pomp and parade, with shows, games, sports, guns, bells, bonfires and illuminations, from one end of this continent to the other, from this time forward forever more."

As it turned out, we celebrate on July 4th because as president of the Congress, John Hancock bravely and boldly, signed the Declaration of Independence. John Adams and John Hancock were zealous patriots!

The Corvina Base will celebrate just as John Adams suggested by being in a parade and taking time with family and friends watching fireworks, eating hot dogs or barbecuing steaks, and maybe some apple pie.

Scripture: Galatians 5:16 "It is for freedom that Christ has set us free."

Prayer: Almighty God, thank you for giving us the freedom we have in America. As submarine veterans we are proud to say, when we served it helped to keep our nation free. We ask your blessings on us and our families as we celebrate in 2013 just as John Adams suggested to his wife. Thank you, Lord, for answering our prayers. Amen!

Corvina Base Chaplain, Paul Allen

The Seventh Annual "Pride Runs Deep" award was made at Damonte Ranch High School on May10th. The award was presented to

Cadet Seaman Joshua Dimaano.



2013 BASE BOOSTER CLUB LIST

Steve Warner	Leonard Stefanelli	R. Dennis Wiley
Mark Hogan	Jim (Smokey) Jordan	Dan Moran (2)
Jack Quade	Bill Parsons	Dave Aunkst
Terry Bolin	Bob Heaps	Don Brown
Oscar Rambeau	Terry Sheldon-Brown	Bill Desormier
Scott Stanfill	Pete Akerson	Frank Kenyon
Primo Quarisa	Mary Ellen Schwicktenberg	

SPLICE THE MAIN BRACE -

"Splice the main brace, all hands forward to" is a summons to an extra ration of grog for work well done. From the book A Sailor's Treasury by Frank Shay, Copyright 1951.

Calendar of Events

JULY

- 2- BOD Meeting 0900hrs
- 4- Independence Day Parade
(Virginia City)
- 6- Base Meeting 1400hrs
- 19- Lunch Bunch 1130 hrs
- 30- BOD Meeting 0900hrs

AUGUST

- 3- Base Picnic
Davis Creek Park
1100hrs
- 16- Lunch Bunch 11 30 hrs

Birthday List

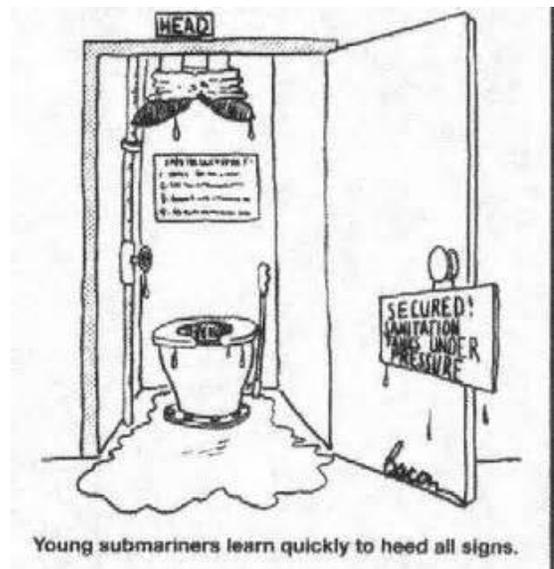
July

- 1 Bill Noland
- 3 Dan Moran
- 3 George Petershagen
- 4 John Schoenfeld
- 5 David Porras
- 10 James Saunders
- 19 Tom Utley
- 20 Rick Dentino
- 21 William Glenn
- 24 Dennis Costarakis
- 28 Dale Poe
- 30 Gabe Freitas

Remember if your birthday was this month you get three free tickets to the drawing. See you at the meeting.



"I KNOW YOU SAID, 'SWITCH TO BATTERIES WHEN WE SUBMERGE,' BUT THEY WERE NOT INCLUDED!!"



Young submariners learn quickly to heed all signs.

Submarine Grave Discovery Propels NY Explorers' Movie Bid

By Anna Edgerton - Jun 10, 2013

A team of New York-based explorers took Helen Cashell Baldwin out in their research vessel off the coast of Key West, Florida last summer. More than 600 feet below lay the wreckage of a World War II submarine -- the final resting place of her father and 41 fellow sailors.

Baldwin, 78, threw a rose into the water and whispered her father's name. She did the same for each of the men who died when the submarine R-12 sank during a training mission on June 12, 1943, one of 52 lost during the war.

Two years after Tim Taylor and Christine Dennison put up \$750,000 of their own money to find and document the R-12, and 70 years after the vessel sank, the two explorers are tapping crowd-funding site Kickstarter to finish a documentary about the discovery.

"It gave me chills, absolutely," said Baldwin. "The fact that Tim could show us the actual submarine on his sonar, it was so freeing. We were talking and we were grieving, which was something my mom had never done."

The R-12 was the oldest submarine used in WWII, built in 1918 and recommissioned in 1940 as a training vessel. Bob England, 90, was on the Key West Naval base the day the R-12 didn't return.

"I saw the ship off that morning, but I was fueling so I was the only person from the crew not aboard," England said in a phone interview from Inverness, Florida. "That afternoon we were notified by the operations officer that the R-12 was overdue. Then they told us they were looking for survivors."

Five Men Saved

Five men were pulled from the water eight hours later, England said. The Navy Court of Inquiry convened in Key West 10 days later found that the forward battery compartment most likely started to flood and that the R-12 sank in 15 seconds. Forty-two crew members, including two Brazilian observers, died.

Scanning the ocean floor with sonar, Taylor's researchers found the wreck in June 2011 and alerted the Navy. After securing a permit for non-intrusive exploration, they custom-built a remote-operated vehicle equipped with a high resolution camera and returned in August 2012 to bring back sharper images of a wreck few expected to ever see.

"If you live your life on the ocean, you kind of have a kindred spirit to these guys who were out on the submarine," Taylor said. "I could always feel that the ghost of the R-12 was out there, and you have all the tourists that come in on cruise ships and never know they're passing right over it."

Dennison and Taylor, who were married at the Explorers Club in New York two months after they found the submarine, are seeking \$89,000 on Kickstarter to complete a documentary about the R-12 that they hope will honor the sailors who died and fuel interest in future exploration efforts.

3,000 Shipwrecks

With more than 3,000 U.S. Navy shipwrecks and 12,000 aircraft lost at sea around the world, the Navy was “not actively searching” for the R-12, said Robert Neyland, director of the underwater archaeology branch at the Naval History and Heritage Command in Washington.

The wreck is Navy property and protected under the Sunken Military Craft Act. Neyland said he appreciates the initiative of independent explorers, and the Navy does not have any plans for technical or financial collaboration.

“We’d like to see a good site report from Tim and his group so we could know the condition of the wreck, what it looks like and if it’s fairly stable or deteriorating rapidly,” Neyland said in a phone interview from Orlando. “It’s probably best preserved by leaving it in place.”

Navy Property

This month marks 70 years since the R-12 sank. At the time, family members were told there had been an accident and sailors were missing. Their sacrifice was recognized piecemeal: a letter from President Harry S. Truman, a monument in a military cemetery in Rhode Island, a display in the USS Bowfin Submarine Museum & Park in Honolulu and a plaque in the chapel on the Key West base.

Of 52 U.S. submarines lost during WWII, six have been found in the last eight years, said Jerry Hofwolt, director of the Bowfin Museum. The museum hosted a memorial for the USS Wahoo when it was identified in 2006 off the coast of Japan. Family members of the men lost on the USS Grunion organized a memorial in Cleveland when it was found off the coast of the Aleutian Islands in 2008, Hofwolt said.

Ed Flisher, whose uncle, Raymond Flisher, was aboard the R-12, said that in June 1943 his grandparents got a telegram saying there had been an accident, then a letter from President Truman two years later when the war ended. He said Taylor’s discovery brought closure for his family as well a sense of community with other families who he said had “never properly mourned” for the men lost at sea.

Key West Memorial

Flisher is organizing a memorial for June 12, the anniversary of the sinking. More than 50 family members will gather at the Customs House in Key West, now a museum, which was the last place the R-12 registered before setting out on the ill-fated training mission.

Dennison and Taylor are planning two more missions this year to map the wreck and surrounding debris field. Last month they secured approval from the Navy to place a plaque on the site of the submarine resting on the ocean floor.

“You say you accomplished the mission by finding the wreck, but then you can’t just leave it because you know there are 42 souls entombed there,” Taylor said. “We will leave the wreck itself alone, but the least we can do is bring back these images as a token for the families.”

To contact the reporter on this story: Anna Edgerton in Miami at aedgerton@bloomberg.net

To contact the editor responsible for this story: Daniel Billy at dbilly@bloomberg.net

The history lesson for today follows....! **KILROY**

KILROY WAS HERE

X.MA1.1369243134< He is engraved in stone in the National War Memorial in Washington , DC- back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history.



Anyone born in 1913 to about 1950, is familiar with Kilroy. No one knew why he was so well known- but everybody got into it, I even remember seeing him around public places in the late 60s...

So who the heck was Kilroy?

In 1946 the American Transit Association, through its radio program, "Speak to America ", sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself



to be the genuine article. Almost 40 men stepped forward to make that claim,

but only James Kilroy from Halifax , Massachusetts , had evidence of his identity.

'Kilroy' was a 46-year old shipyard worker during the war who worked as a

checker at the Fore River Shipyard in Quincy . His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark.

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message.



Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint.

With the war on, however, ships were leaving the Quincy Yard so fast that

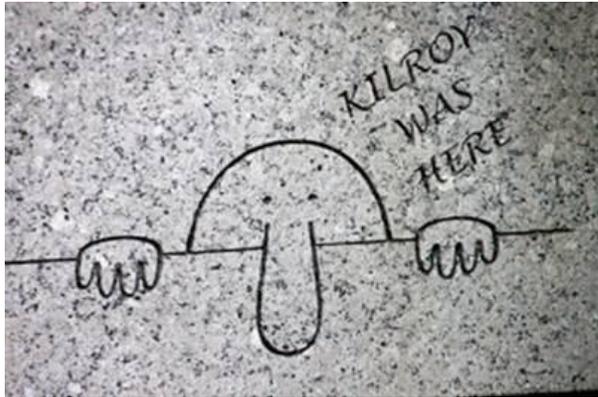
there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.

His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific.

Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo . To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named

graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest , the Statue of Liberty, the underside of the Arc de Triomphe, and even scrawled in the dust on the moon.



As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably,

were the first

GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!

In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax , Massachusetts..

Classifieds

The following business have generously donated to defray the costs of printing and distributing the Corvina Base Newsletter.

Please consider using them if you need one of their services and let them know you saw it in the newsletter.

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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.

Russell Noragon MMC (SS)



USS Segundo SS-398
Qual Date 1963

James Tiernan QMC(SS)



USS Irex SS-482
Qual Date 1958

Frank Urbani EN2 (SS)



USS Gudgeon SS-567
Qual Date 1958

Lowell Wapelhorst MOMM2(SS)



USS Angler SSK-240
Qual Date 1944

Clyde Webber ETNSN (SS)



USS Trumpefish SS-425
Qual Date 1954

Phillip Zeddies ENFN (SS)



USS Caiman SS-323
Qual Date 1960

Arthur Akerson LCDR



USS Carbonero SS-337
Qual Date 1949

Gerald Baer ENFN (SS)



USS Charr SS-328
Qual Date 1959

Richard Barringer SOSN (SS)



USS Bang SS-385
Qual Date 1952

Joseph Casten EM3 (SS)



USS Baya AGSS-318
Qual Date 1954

Dave Craig ETC (SS)



USS Croaker SS-246
Qual Date 1961

Terry Critchett EM3 (SS)



USS Bluegill SS-242
Qual Date 1955

Richard Dentino EM3 (SS)



USS Tigrone SS-419
Qual Date 1955

Paul Allen EN1 (SS)



USS Blackfin (SS-322)
Qual Date 1963

Bruce Hedrick EM2 (SS)



USS Sea Dragon SS-584
Qual Date 1961

Donald Johnson RMC (SS)



USS Charr SS-328
Qual Date 1958

James Jordan TMSN (SS)



USS Toro SS-422
Qual Date 1948

Frank Kenyon EM3 (SS)



USS Skate SS-305
Qual Date 1944

Walter Lewis IC1 (SS)



USS Rasher SS-269
Qual Date 1961

Frank Lipera EM2 (SS)



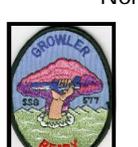
USS Greenfish SS-351
Qual Date 1960

Kenneth Anderson EMC (SS)



USS Perch SS-313
Qual Date 1963

Holland Club Members (cont)

<p style="text-align: center;">Kenneth McCray EN1 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Blackfin SS-322</p> <p>Qual Date 1951</p> </div> </div>	<p style="text-align: center;">Daniel Moran EN3 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Jallao SS-368</p> <p>Qual Date 1959</p> </div> </div>	<p style="text-align: center;">Raoul Noland EM2 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Trutta SS-421</p> <p>Qual Date 1945</p> </div> </div>
<p style="text-align: center;">William Parsons RM1 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Thresher SS-200</p> <p>Qual Date 1941</p> </div> </div>	<p style="text-align: center;">Jack Quade SN (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Skipjack SS-184</p> <p>Qual Date 1943</p> </div> </div>	<p style="text-align: center;">Primo Quarisa EN3 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Aspro SS-309</p> <p>Qual Date 1952</p> </div> </div>
<p style="text-align: center;">Oscar Rambeau Qm3 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Carp SS-338</p> <p>Qual Date 1954</p> </div> </div>	<p style="text-align: center;">James Saunders SOS3 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Greenfish SS-351</p> <p>Qual Date 1960</p> </div> </div>	<p style="text-align: center;">Dennis Wiley E9 MMCM(MDV/SS/SW)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Medregal (SS-480)</p> <p>Qual Date 1963</p> </div> </div>
<p style="text-align: center;">Lionel Schmidt STS1 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Seafox SS-402</p> <p>Qual Date 1955</p> </div> </div>	<p style="text-align: center;">Jon Schoenfeld ET2 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Sea Cat SS-399</p> <p>Qual Date 1960</p> </div> </div>	<p style="text-align: center;">Delmar Schwichtenberg CWO3 (SS)</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 40px; text-align: center;"> <p>No Patch</p> </div> <div style="text-align: center;"> <p>USS O6 SS-67</p> <p>Qual Date 1941</p> </div> </div>
<p style="text-align: center;">Albert Skidmore YN2 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Diodon SS-349</p> <p>Qual Date 1947</p> </div> </div>	<p style="text-align: center;">Herbert Starmer HMC (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Cobia SS-245</p> <p>Qual Date 1944</p> </div> </div>	<p style="text-align: center;">Leonard Stefanelli QM3 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Catfish SS-339</p> <p>Qual Date 1954</p> </div> </div>
<p style="text-align: center;">David Aunkst ET1 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Rasher SS-269</p> <p>Qual Date 1962</p> </div> </div>	<p style="text-align: center;">Rod Friedline STS1 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Pomfret SS-391</p> <p>Qual Date 1962</p> </div> </div>	<p style="text-align: center;">Gabriel Fretias SK3 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Wahoo SS-565</p> <p>Qual Date 1962</p> </div> </div>
<p style="text-align: center;">Harry Cousins LT</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Chopper SS-342</p> <p>Qual Date 1962</p> </div> </div>	<p style="text-align: center;">Norman Peterson IC2 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Growler SSG-577</p> <p>Qual Date 1962</p> </div> </div>	<p style="text-align: center;">Robert Heaps IC2 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Grampus SS-523</p> <p>Qual Date 1962</p> </div> </div>
<p style="text-align: center;">Bill Desormier SK3 (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Plunger SSN-595</p> <p>Qual Date 1963</p> </div> </div>	<p style="text-align: center;">Wayne Levie SN (SS)</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Bashaw AGSS-241</p> <p>Qual Date 1963</p> </div> </div>	<p style="text-align: center;">Elmer Hopson</p> <div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p>USS Pomfret SS-391</p> <p>Qual Date 1963</p> </div> </div>