

CORVINA BASE

April 2014

NEWSLETTER



Newsletter of the Year Awards

2013 Western Region Class 2 Winner

2012 Western Region Class 2 Winner

2011 Class 1 Honorable Mention

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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)	Richard C. Barringer SOSN(SS)
Lowell Wapelhorst MOMM2(SS)	

Meetings are held on the first Saturday Of each month at Denny's

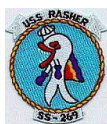
Coffee Shop, 205 E. Nugget Ave. Sparks NV At 1400 hours.

Base Officers

Base Commander



Dave Aunkst
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Vice Commander



Dennis Wiley
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Secretary



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Treasurer



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Newsletter/WEB



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MAL



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tbolen2000@yahoo.com

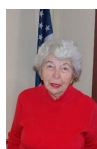
MAL



Mark Hogan
867-3304
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Assistant Chaplain



Mercedes Parsons
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Past Base Commander



Dan Moran
853-1126
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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

As usual, another great April meeting and raffle prizes. We finally got the video for the monthly Lost Boats operational. Thanks again to Paul Young for getting us a remote for the DVD player.

We have two exciting prize contests in progress. The **first** is to name the Base Newsletter. It has to be something unique, that no other Base is using. Some of those in use are: *Puget Soundings, The Pump Room, The Silent Sentinel, Torpedo Alley, Up Scope, The Deep Dive News, Scuttlebutt, The 7MC*, etc. If you like the present name, submit that too, and we will include it in the voting. The **second** is to establish an original Base motto. Some examples of those in use are: "The Past, Present and Future- Pride Runs Deep", "First and Finest", and (in Latin) "From Common Peril, Brotherhood".

Submit suggestions for the name and motto to me by the Base Meeting on June 7th. It can either be in person, E-mail or snail mail, be sure to include your name. The suggestions will then be put out for a vote to all Base members. The winners for each category will win two tickets to the Base Christmas Lunch; and will be announced at the Annual Base Picnic in August. (No prize awarded if we don't change the Newsletter name.) This is an opportunity for All Hands to get involved. Think of something unique, clever and original and get them in.

April 11th, marked the 114th anniversary of the Submarine Force, with the purchase of the first submarine the USS Holland. She had one 18 inch torpedo tube, and three torpedoes; compare that to the fire-power of the newest Virginia Class boats.

Watch for the announcement in May for the annual "Pride Runs Deep" award to the Damonte Ranch High School, Mustang Battalion NJROTC.

Coming up in the Fall there will be a meeting for the upcoming 2016 USSVI Reno Convention. This will be a preliminary meeting to set planning goals. It's really not too early to start, if we are to put on a great event for all those attending. As we have said in the past, this will have to be an ALL HANDS event.



The 10 most dangerous things on a submarine	
10. AN A-GANGER THAT CAN ACTUALLY READ	5. AN ENSIGN WHO SAY'S "BASED ON MY EXPERIENCE."
9. AN ENGINEMAN WITH ANYTHING ELECTRICAL	4. ANY OF THE UNENLIGHTENED GROUP KNOWN AS NON QUALS
8. THE 3" LAUNCHER AND ANYTHING THAT GOES IN IT	3. A SONARMAN WHO SAYS " TRUST ME, IT'S BIOLOGICS'
7. THE COB (NUFF Said)	2. A SKINNY COOK
6. ANY TIME A LT. SAYS " I WAS JUST THINKING..."	1. ANYBODY SAYING ' HEY WATCH THIS CRAP



Minutes of Corvina Base Meeting

The meeting was called to order at 1400 by Commander Aunkst as COB Heaps once again was successful in sounding two blasts on the klaxon. An Invocation by Chaplain Paul Allen, the Pledge of Allegiance, reading of the USSVI Creed, Tolling of the Bell Ceremony and moment of silent prayer for all departed submariners, shipmates, friends and family followed in their usual order. There were 25 members and guests present.

The expected visit from our District Commander will be delayed until the May or June meeting.

All those in attendance being members and wives, there was no need for introductions. The minutes of the March meeting were accepted as published in the Base Newsletter.

Recruiter/Vice Commander Dennis Wiley reports that no new members have been added since last month's meeting.

Secretary Pete Akerson reports no mail requiring action by the base has been received.

Treasurer Robert Talbert reports that the base is still in very sound financial condition.

Chaplain Paul Allen reports that there are no recent additions to the Binnacle list.

COB Bob Heaps announced that a venue for the April 18th 'Lunch Bunch' had not been selected. This gathering has since been held at Rosita's Cocina in Reno and was well attended.

There was no Members-at-large report.

The membership was informed that at the April 1 board meeting, the board had approved making the usual \$500.00 annual donation to the Veterans Guest house. Motions were made, seconded and unanimously approved to donate \$100.00 each to the Sparks Heritage Museum and to the fund being raised by Rob Jones, a disabled Marine veteran who is currently touring the country raising funds for other disabled veterans.

Corvina Base will post a half-page ad in the program for this year's USSVI convention in Burlingame, CA to remind and invite USSVI members of the 2016 convention which will be held here in Reno. A meeting for the preliminary planning for this event will be scheduled for this fall.

Since Reno will not be hosting a 4th of July Parade this year, the consensus alternate parade for us to participate in is Virginia City.

After a brief recess for 'Head' breaks and ticket sales, the monthly 50/50 raffle was conducted with the following results: Tool – Dave Porras Car Magnet – Ken McCray Slot Machine Decorative Panel – Pete

Akerson Knife – Wes Rece Vodka – Dale Poe Dolphin Ring – Pete Akerson Car Magnet and Antenna Topper – Frank Urbani Coffee Liqueur – Terry Bolen Wine - Pete Akerson Wallet – Frank Kenyon Slot Machine Panel – Frank Urbani Brandy – Don Johnson The \$61.00 cash prize was won by Wayne Levie.

After a Benediction by Chaplain Allen, the meeting closed at 1453 as COB Heaps sounded three blasts on the klaxon.

Respectfully,

Pete Akerson Secretary



Treasurers Report

1. All account balances are available at Base meetings

2. Deposits from the monthly meeting:

\$ 14	Memorial
5	Donations
62	Raffle

===

\$ 81.00

3. Checks issued in March/April:

\$ 20	USSVI, National Dues
125	War Veterans Memorial Association
139	USSVI, Memorial Fund, 2013 Donation
251	Lockton Affinity LLC, Memorial Insurance
100	Sparks Heritage Museum
100	Coalition to Salute America's Heroes
100	Semper Fi Fund
100	Ride 2 Recovery
20	USSVI, Dues

===

\$955.00



Chaplains Corner

Eternal Patrol

Lowell W. Wapelhorst: Lowell slipped the mooring lines at 6:07 A.M. Friday, April 18, in his room at The Lodge Assisted Living where he had lived for the last year. When he first moved in, he gave me a tour, but the part that sold him on living there was a big picture window that looked west towards the Sierra Nevada Mountains. He could watch the Fox News Channel and the weather outside didn't affect him. Lowell was born on May 18, 1926, in a small farming town in Nebraska, and would have been 88 years old this May. He joined the US Navy on May 18, 1943, the day he became 17, and had his parent's permission. He qualified in 1944 on the USS Angler (SS/SSK/AGSS-240) and was determined to help America win WWII. He was discharged in 1947 as a MOMM 2 (SS) (Motor Machinist Mate), but after being out of the Navy for a while, he enlisted in the US Coast Guard as a electronic technician and retired as a Chief Warrant Officer. During those years he served on Weather Station Cutters and Loran Stations all over the Pacific, Alaska, and Simeri Crichi, Italy. After the Coast Guard he opened and operated a Marine Electronic Business for 15 years in Morro Bay, CA. Lowell believed that when the Angler made it safely through the Lombok Strait of Indonesia in 1944 on Christmas Eve, that a miracle from God got them through without being destroyed. The last ship sunk in WWII was a submarine, the USS Bullhead (SS-332) and was lost in this same area off the Island of Bali. It was sunk by the Japanese probably on the same day that the Atomic bomb was dropped on Hiroshima. Thank you, Lowell, for serving our country. Sailor, rest your oars!



Binnacle List

David Porras: David won't be at our May 3rd meeting at Denny's because tomorrow, as I write this on April 22, he is going to have a full replacement of the right shoulder at Renown South Meadows Hospital. David has been a member of the Corvina Base just over one year and qualified on the USS Menhaden (SS-377) in 1965 and was discharged in 1968 as an EN2(SS). Welcome aboard, David, and we pray that your surgery and recovery go well.

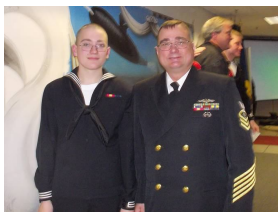
Profile

This month we are going to honor an active duty Corvina Base member, Larry Shipman. This may be a duty submariner. James was born 20 years ago at Training Command in San Diego. The family moved when James graduated from the Academy for Career Navy reporting to boot camp 3 October 2012. After Enlisted Submarine School, then to Basic Electrical (Communication) A and C schools. Finally, after 15 2014, the USS Bremerton (SSN-698) Pearl Harbor, marine).



young submarine sailor, James Shipman, the son of first, where a child of a Corvina Base member is an active Balboa Hospital when Larry was stationed at the Recruit to Reno in 1996 after Larry retired from the Navy and Education in Reno, a charter school, he enlisted in the US boot camp, he transferred to New London for Basic and Electronic training and Electronic Technician months James reported to his first boat on 22 February Hawaii (currently the Navy's oldest commissioned submarine).

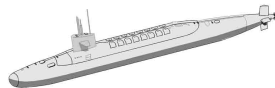
Since the Bremerton is in Pearl Harbor on a partial shipyard overhaul he won't be at sea for a few weeks. He is now ETSN (SU) Shipman. SU stands for submarine unqualified. Thank you James for your service to the people of the United States of America. A few facts about James's dad, Larry Shipman who has been a member of the Corvina Base since 2000. He qualified in 1978 on the USS Thomas A. Edison (SSBN/SSN-610). He served on the Turtle (OSV-3), Salt Lake City (SSN-716), Guitarro (SSN-665), and was a Recruit Company Commander at the Recruit Training Command in San Diego 1985-1987. He retired in 1996 as a MMC (SS) and is employed at International Game Technology in Reno, NV. Thank you, Larry for your 20 years of service to our nation and raising a son willing to serve.



Special Note: Bill and Mercedes Parsons recently made a trip to Arizona where they arranged to meet one of Bill's WWII ship-mates, Billy Grieves. His story "Wartime Account Aboard the USS Thresher (SS-200)" was featured in the last Submariner Magazine. They served together on the Thresher in WWII, but had not seen each other since, until Bill read the article and made the effort to connect and had a great visit.

Scripture and Prayer: Psalm 139:16 "All the days ordained for me were written in your book before one of them came to be."

Dear God: Thank you that you know our days and are mindful of us. We pray for David Porras for good recovery and we also ask for healing and strength for Corvina Base members and families that need your help, Lord. Thank you for the good years you gave Lowell Wapelhorst as he served our nation as a Submariner and Coast Guardsman. Thank you God, for your blessings on the USA. Amen!



The following article came from Jim Gibson by way of Don Brown.

Makes one of the better sea stories I have heard.

The Blimp & the USS Sea Poacher

The Submarine Force to the rescue! This must have been a GREAT sight to see!

Has Anybody Seen a Blimp Around Here?

In the late summer of 1952, a strange pair of Navy vehicles arrived at Naval Air Station Key West on Boca Chica Key in Florida; the submarine USS SEA POACHER (SS-406) towing a giant blimp called K-86. Dan Summitt, an officer aboard SEA POACHER at the time of the event, explains what happened in his book "Tales of a Cold War Submariner." "We were operating submerged at a couple of hundred feet about thirty miles south of Key West. It seemed we spent most of our time providing target services for the sonar school, also based at Key West. On this day we were providing those services for a helium-filled blimp carrying sonar operator students and also conducting an evaluation of a certain type of 'dipping' sonar. We would come to periscope depth every half hour, raise a radio whip antenna, and get directions from the blimp regarding our course, speed, and depth for the next half hour.

"At noon I assumed the 'conn.' My job as conning officer was to stand watch in the conning tower and run the submarine as directed by the captain." "It was time to check in with the blimp, so I ordered the diving officer to take us to periscope depth. I raised the whip antenna and called the blimp. 'What would you like next?' I asked. 'Come get me,' he answered, 'I've lost all power and I'm flying free like a balloon.' I told him to hang on and we would get him."

As SEA POACHER steamed the ten miles to the blimp, Summitt "reported to the blimp pilot that we had surfaced, had him on radar, and were closing on him as fast as possible. I asked about his condition and he explained that he could still control his altitude but that both engines had been ruined when he allowed the airship to get too close to the water. The propellers, which hung a bit lower than the gondola, had hit the water and torn up the engines." The captain took the conn and Summitt headed out on deck.

"Once we were under the blimp we headed along the course the wind was blowing it and finally matched its speed. The blimp pilot reported he would attempt to drop down slowly until we could reach the handling lines dangling from the airship. Just as the handling lines got within reach, the blimp's operator started dropping sandbags to stop the airship's downward descent. He dropped too many, however, and it started rising again.

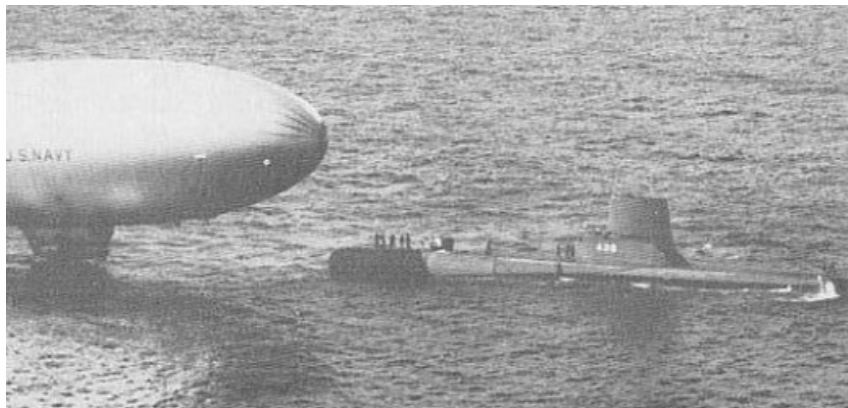
I think all of us figured it would be a simple job to control the blimp once we got hold of some [of] its handling lines, but we were very mistaken. There were about fifteen men on deck and the blimp was trailing about four lines, each of which could be grabbed by a good number of men. As the blimp started rising again, however, it lifted some of the men off the deck.

"We quickly learned that we were not going to be able to capture the blimp by simply holding on to it. We were going to have to get a couple of our mooring lines and tie them to the blimp's handling lines, thus securing it to our submarine." After several unsuccessful attempts, the pilot was out of sandbags-and the gasoline he had also started dumping-so he began tossing all manner of things overboard, "tool boxes, manuals, shoes, equipment-anything that was not tied down." Several men leaped from the gondola as the blimp touched the water (they were plucked out soon after; the pilot and co-pilot remained on the blimp).

Meanwhile, men aboard SEA POACHER scrambled to attach their mooring lines to the blimp's handling lines. "We added two more mooring lines and soon had the blimp up to a reasonable altitude for towing. We started off slowly to see how the airship responded and soon had safely increased to sufficient speed to get back to Key West well before sunset." A couple of hours later, SEA POACHER handed the blimp off to a crash boat that had come from the air station. Then she headed back to port.

We set about preparing to land. Then it hit all of us: we had no mooring lines. We informed squadron operations of our plight and were told they would make arrangements. Soon we got word that no spare mooring lines were available, so we were instructed to pull alongside another sub, several of its crewmen passed the excess portions of their lines to us and we fashioned an acceptable mooring for the night. The next morning, the first lieutenant, signed out a pickup truck and headed for the air station with a couple of men to retrieve our mooring lines. He returned several hours later, empty-handed. He had found our mooring lines, but they had been cut into two-to-three-foot lengths and passed out to all the blimp and air station personnel as mementos of 'the great blimp rescue by a submarine'.

He said he had explained to them that it would cost several thousand dollars from our quarterly operating fund to replace those lines and we could not afford it. Then he smiled and handed our captain papers authorizing us to purchase the line and charge it to the blimp squadron's operating fund. "The next week we were surprised to open a copy of Life Magazine and find several pages devoted to the blimp rescue. Back then, Life was published weekly and was extremely popular. The most impressive picture was an aerial photo of us towing the blimp. It filled two full pages."



2013 BASE BOOSTER CLUB LIST

Harvey Hudson

MacDowell Family

Paul Young

Rick Dentino

Dale & Esther Poe

Dennis Wiley

Bill Desomier

CANNON IN THE KITCHEN

Passing gas is one of those things that is not socially acceptable. It is noisy, smelly, and sometimes polluting. As a baby, we use farting as a means of pleasure.

Everyone says what a happy baby, we just farted. We learn that there is food that produces fuel for farts.

We learn not to pull Uncle Al's finger. As a boy growing up, I knew my mother would never, never fart. She was my mother and mothers never farted. But the surprise of everyone, the day comes that you learn the real truth.

We're all in the kitchen, sitting around the dinner table. Mother is bent over looking into the oven. It sounded like a cannon report. Total silence, Mother still bent over peering into the oven.

Did someone say something? In utter astonishment we're all silent through dessert. By the time coffee was served, everyone had recovered sufficiently to start laughing, tears running down our cheeks and off our chins.

Mother had recovered to a point and acted as if nothing ever happened. That was the day that I learned that mothers do fart like everyone else.

Birthday List

May

6 Lenny Stefanelli

7 Jack Quade

9 Kenneth McCray

11 Robert Lewis

12 Jimmy Charter Jr

14 Mark Hogan

19 James Tiernam

20 Bill Conklin

22 Bob Heaps

23 Herbert Starmer

29 Hoot Gibson

Calendar of Events

MAY

3- Base Meeting 1400 hrs

16- Lunch Bunch 1130 hrs

17- Armed Forces Day

21- USSVI 50th Anniversary

JUNE

3- BOD Meeting 0900 hrs

7- Base Meeting 1400 hrs

20- Lunch Bunch 1130 hrs





Street Smart

Hi SAILORS AND FRIENDS, I'M BACK!

April showers, which has not been common in this area lately. I was lucky to be sent to Lots and lots of driving schools. "April Showers" I remember because of the dangers. Depending on how heavy the rain starts. The first 10 to 20 minutes is **VERY DANGEROUS**.

The oils on the road will become treacherous. When it mixes with water, it becomes slippery. What to do. If possible wait ½ hour before starting to your destination. If you can't. Do not use your cruise control. Use a lower gear. Keep your distance between the car in front of you, but use his cars tracks. Remember to **not use** the outer lane. It collects and accumulates water.

Turn off the radio and phones, keep alert.

Street smart. A very small amount on your credit card, sometimes under \$10.00. If not checked by the card owner my go unnoticed. This will tell Scammers that the card owner is not paying attention to their account. The thief will increase withdrawals for larger money.

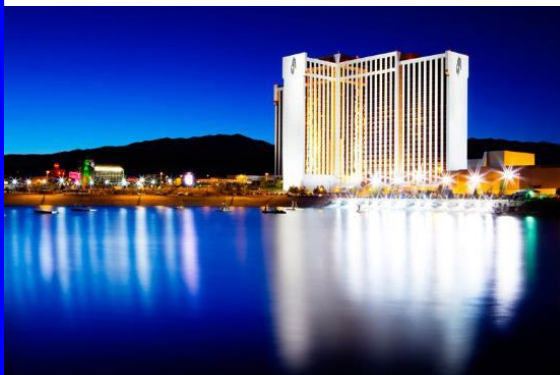
Check the date and place the item was sold. If unknown by you, call your card security. They will stop payment and issue a new card.

Be careful, keep the wind at your back, and have fun.

Dan Moran



2016 USSVI Reno Convention



It's never too early to start thinking about how you want to get involved helping with the convention. Having worked the 2003 convention, I can attest it's work, but also a lot of fun.

Meeting all the people from the different bases is a great experience. They are here to have a good time and you can help make that happen. Please attend the kickoff meeting this fall and bring your ideas for a successful convention.

Navy OKs changes for submariners' sleep schedules

GROTON, Conn. (AP) — With no sunlight to set day apart from night on a submarine, the U.S. Navy for decades has staggered sailors' working hours on schedules with little resemblance to life above the ocean's surface.

Research by a Navy laboratory in Groton is now leading to changes for the undersea fleet. Military scientists concluded submarine sailors, who traditionally begin a new workday every 18 hours, show less fatigue on a 24-hour schedule, and the Navy has endorsed the findings for any skippers who want to make the switch. The first submarine to try the new schedule on a full deployment was the USS Scranton, led by Cmdr. Seth Burton, a cancer survivor. He said the illness he experienced as a junior officer helped convince him of the health benefits of keeping a sleep pattern in line with the body's natural rhythm.

"I know that there's lots of medical side effects to just not having a good, regular sleep pattern," said Burton, 41, of Huntsville, Ala. A submarine sailor's day is generally divided equally into three periods: Time on watch, off time that is devoted partly to training and drills, and sleep. Under the new schedule, those time blocks are stretched from six to eight hours. Submarine crews are not big enough to support more than three watch rotations and, beginning in the 1960s, the Navy capped shifts at six hours in part to limit fatigue as sailors manned the vessels' nuclear reactors. But the study by the Naval Submarine Medical Research Laboratory, at the submarine base in Groton, documented weariness that can set in every third cycle as sailors are working when their bodies are accustomed to sleeping.

Navy Capt. Steven Wechsler, the laboratory's commanding officer, said the study found the fatigue that came from working on the reactors an additional two hours can be balanced out by the longer, more consistent sleep period on the 24-hour schedule.

Since 2005, the laboratory has done experiments on submariners' sleep patterns, testing melatonin levels in sailors' saliva, surveying crews and fitting sailors with devices to measure activity levels and sleep quality. Last May, the Navy authorized submarine commanders to use the 24-hour schedule. Wechsler said he expects submarines will use it "when appropriate," noting it may depend on the mission type. The circadian rhythm, a master biological clock that regulates when we become sleepy and when we're alert, has been the subject of many studies by industry and academia. The Navy's surface fleet is also trying schedules that align more with the natural body clock: A strike group deployed with the aircraft carrier George H.W. Bush is trying a schedule of three hours on, nine hours off. The Groton lab focused specifically on applications for submariners, one of the only groups outside a laboratory to operate without any external time cues. While the medical benefits may be clear, the transition to a 24-hour schedule poses logistical challenges on cramped submarines.

On the attack submarine Scranton, which returned in January to Norfolk, Va., from a seven-month deployment, Burton said the new schedule initially led to backlogs of laundry and frustrations over access to laptops and exercise equipment. The enlisted sailors on Burton's crew kept a straight, eight-hour rotation, but he structured shifts for officers in a way that allowed all of them to be awake and work together for part of each day.

He said sailors always managed to adapt to the old schedule, but after working out the wrinkles, the new hours were well received.

"The crew loved it," he said. "I saw a great response."

Classifieds

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

Please consider them if you need one of their services.

Let them know you saw their ad in the newsletter.

ABEL AUTO MACHINE

**Complete Machine
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www.myh2oathome.com/barbara

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MAP ON BACK

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&
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(775) 786-8110 Fax

**CUSTOM
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WHEELS
ALIGNMENT
BRAKE JOBS**



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

Elmer Hopson



USS Pomfret SS-391

Qual Date 1963

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>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>Dennis Wiley E9 MMCM(MDV/SS/SW)</p>  <p>USS Medregal (SS-480)</p> <p>Qual Date 1963</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> <div> <p>No</p> <p>Patch</p> </div> <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 SS-577</p> <p>Qual Date 1962</p>	<p>Robert Heaps IC2 (SS)</p>  <p>USS Grampus SS-523</p> <p>Qual Date 1962</p>
<p>Bill Desormier SK3 (SS)</p>  <p>USS Plunger SSN-595</p> <p>Qual Date 1963</p>	<p>Wayne Levie SN (SS)</p>  <p>USS Bashaw AGSS-241</p> <p>Qual Date 1963</p>	<p>James Gibson LCDR(SS)</p>  <p>USS Conger SS-477</p> <p>Qual Date 1949</p>

Holland Club Members (cont)

Thomas Bonner IC22 (SS)



USS Bonita SSK-3

Qual Date 1958