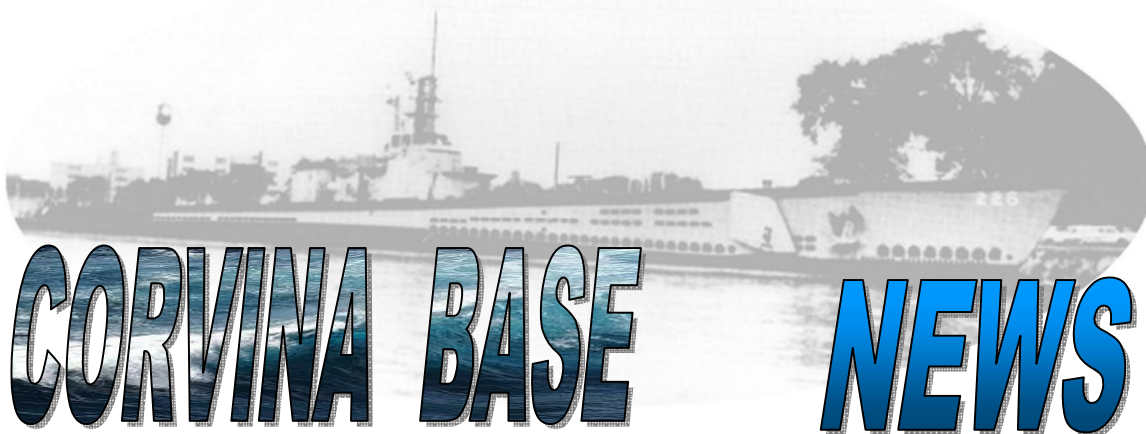




February
2015



Newsletter of the Year Awards

2014 Class 2 First Runner Up
2012 Western Region Class 2 Winner

2013 Western Region Class 2 Winner
2011 Class 1 Honorable Mention

Submarine escape: A WWII survival tale from Kefalonia Page 9



Table of Contents

Commanders Log	Pg.2
Base Officers	Pg.3
Secretary's Report	Pg.3
Treasurers Report	Pg.4
Chaplain's Report	Pg.5
Street Smart	Pg.7
Cover Story	Pg.9

Denotes a Holland Club Member



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

The February Corvina Base Meeting was great. Good turn-out and a few new faces. We got the business done, told a few sea stories and had some laughs with friends.

Thank you Mary Ellen Schwichtenberg for your very generous donation of your winnings in the 50/50 drawing. And, thank you Del for bringing your beautiful wife to the meeting. She always brightens our day with her presence.

Another thank you goes out to Terry Bolin. At the Corvina Base convention planning meeting on Valentine's Day, Terry donated a substantial amount that will cover the cost of the keynote speaker at the 2016 USSVI National Convention awards banquet. FYI - Terry is planning to attend the 2015 USSVI National Convention at Pittsburg, PA to represent Corvina Base and to promote our 2016 convention. Once again Terry, thank you for your generosity and your outstanding efforts with the convention planning.

Bill Vincent has volunteered to be the Corvina Base Kaps 4 Kids (K4K) program honcho. Thanks Bill for stepping up to get the program started. Bill will tell us about the program during a future meeting.

Shipmates, we lost several members who did not stay with Corvina Base this year. We're still sorting out the reasons. We all would appreciate a stronger effort in recruiting new members. Wear your hat. Carry some of the Corvina Base business cards. When you run in to a veteran, from any branch, shake their hand and thank them for their service. If they are a US Navy Sailor - ask them what part of the Navy they served with. There are a lot of submarine sailors in Northern Nevada. If you run in to a Submariner, get their info and pass it on to Don Brown or me. Don will be on them like a tramp on a hot corn muffin.

August 15, 2015 will be the occasion for the Corvina Base yard sale. This year we will do it at Pete Akerson's home in Hidden Valley. Donations of appliances, house wares, nick-nacks, books, tools, and etc. will be accepted. No clothing, no appliances that are non-functional, and no junk. We have to dispose of items left after the yard sale. More on this subject later including where to take your donations. If you want a receipt for your donations, use the Salvation Army listings for donation costs and itemized your donations on a separate piece of paper.

Dennis Wiley
Base Commander








Our newsletter is getting a new and I hope more modern look. Each month there will be a cover story not necessarily about the submarine service. This month is some British history. The Holland Club members will be spread throughout the newsletter with each one showing about every third month.

It will take a few months to settle down into a working format. I have changed the type font from Arial to Garamond which should be easier to read.

Let me know your opinions, good or bad, and ideas that can be added to your newsletter.

Editor

1941	1941	1944	1945	1948
 No Patch	 200 USS THRESHER	 U.S.S. COBIA SS-245	 U.S.S. TRUTTA SS-421	 U.S.S. TORO SS-422
Del Schwichtenberg CWO3 (SS) USS O6 SS67	William Parsons RM1 (SS) USS Thresher SS-200	Herbert Starmer HMC (SS) USS Cobia SS-245	Raoul Noland EM2 (SS) USS Trutta SS-421	James Jordan TMSN (SS) USS Toro SS-422

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February Meeting Minutes



The meeting was called to order by Commander Wylie 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 Bell for boats lost in February and moment of silent prayer for all departed shipmates, submariners, friends and family followed in their usual order. There were 31 members and guests present.

This Month's presentation of submarine history was about the CSS Hunley, a submarine built by Confederate forces during the Civil War, and the first submarine ever to sink an enemy vessel.

On the night of February 17, 1864, the Hunley attacked the USS Housatonic, a blockading ship in the outer harbor of Charleston, S. C. with a 'spar torpedo', a copper cylinder filled with 90 lbs of black powder mounted on a 20 foot pole at Hunley's bow. All details aren't known, but the 'torpedo' did explode causing both Hunley and Housatonic to sink. All members of Hunley's crew were lost.

After the presentation, all guests, new members and prospective members introduced themselves, followed by all members present introducing themselves.

The minutes of the January meeting were accepted as published in the Newsletter.

The Secretary reports no new mail requiring action by Corvina Base has been received.

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

Chaplain Paul Allen reports no additions to the 'Binnacle List'. Newsletter Editor Norm Peterson reports all is up and running well at the base website.

COB Bob Heaps reports that this month's 'Lunch Bunch' will be in Carson City. Details will be distributed by e-mail.

There was no Members-at-Large Report.

Cont. next page

Cont. from page 3

After a brief break for ticket sales, the monthly 50/50 raffle was held with the following results:
 Tool – Larry Shipman Light – Wayne Levie
 Book – Frank Kenyon Coasters – Don Brown
 Margueritas – Dale Poe Brandy- Dan Moran
Moran Gin – Dale Poe. The \$74.00 cash prize was won by Mary Ellen Schwichtenberg who very generously donated her winnings to the base.
 Thank you very much, Mary Ellen!!

After a benediction by Chaplain Allen, The meeting adjourned at 1526 as COB Heaps sounded three blasts on the klaxon.

Respectfully Submitted,
Pete Akerson - Secretary

17

"The horse is here to stay but the automobile is only a novelty—a fad." – The president of the Michigan Savings Bank advising Henry Ford's lawyer not to invest in the Ford Motor Co., 1903



1944



Frank Kenyon
 EM3 (SS)
 USS Skate
 SS-305

1949



Arthur Akerson
 LCDR
 USS Carbonero
 SS-337

Corvina Base Booster Club

Dennis Wiley
 Peter Akerson
 Gloria Allen
 Don Brown
 Dell & Mary Ellen Schwichdenberg



Treasurers

Report

1. All account balances are available at Base meetings.

2. Deposits:

\$ 120.00 - Annual dues 2015
 114.00 - Booster Club
 74.00 - Raffle
 53.00 - Sale of items
 17.00 - USSVICF Memorial fund

=====
 \$ 378.00

3. Checks issued:

\$ 80.00 - USSVI 2015 Dues
 =====
 \$ 80.00

Kap(ss)4Kid(ss) Program

Corvina Base is proud to announce the launch of a Base Kap(ss)4Kid(ss) Program.

K4K is a component of the USSVI Charitable Foundation Program. The goal of the K4K Program is to provide comfort and joy to children with challenging medical conditions wherever they are being treated (Pediatric hospitals, hospices, Ronald McDonald Houses, etc.). Sub-Vets Shipmates accomplish this by providing caring attention, Honorary Submariner caps, certificates and other submarine related items during visits.

To establish the K4K Program at Corvina Base, we are actively seeking volunteers from our Shipmates. Bill Conklin has been designated as K4K Chairman, with Primo Quarisa and Paul Young signed up to date. We need five to seven volunteers to round out the Team. Not all members will be required to attend all events, based on the number of children being visited. Training will be provided.

Additionally, we are seeking contributions from within and outside of the Base to be used as "seed" money to help get the Program off the ground. K4K is a designated Community Outreach Program, which qualifies contributions for Federal Tax deductions.

If you would like to join us in this important and worthwhile Program, make a donation or have any suggestions to help the Program be successful,, please contact Bill Conklin at (775)423-1451 or bill-con@cccomm.net , or any of the team members.

Together, we can make this a great Program for Corvina Base, as well as provide comfort to many children going through a difficult time in their lives.

Chaplains Report

Eternal Patrol

Albert Wedlake Skidmore: It is with sadness that we report the death of a Corvina Base member. Bert passed at 86 years old from the complications of COPD and heart problems. We are including the obituary printed in the Reno Gazette-Journal on February 10, 2015 which gives most of the details. Bert loved living in Janesville, CA and spent time boating, watching the yearly Army-Navy football games and would not attend the Corvina Base meeting on the 1st Saturday in May because he and a group of friends always watched the Kentucky Derby that day. Bert was very proud to be a submarine veteran.

Rest in Peace Bert.



Albert Wedlake Skidmore – April 8, 1929 to February 5, 2015

Bert was born in South Nassau Communities Hospital Oceanside, NY. He attended elementary school in Lynbrook, NY and high school in Patchogue, NY. He dropped out in 1946 to join the US Navy. He received his H.S. diploma in 1948 in Vallejo, CA and his first honorable discharge in that year. He served his second enlistment from 1949 to 1952. All of his Naval service was in WWII fleet type submarines. Both Atlantic and Pacific fleets – USS Diodon (SS-349), USS Trutta (SS-421), USS Carbonero (SS-337). In his last year he served as a yeoman on the latter.

Bert attended several colleges including California State Polytechnic College and San Diego State College where he earned his B.A. in 1955. He worked in several law enforcement and correctional agencies including California Department of Correction 1954, Riverside County Corrections 1955, San Diego Police Department 1957, San Diego Center Probation from 1971 – 1983 mostly as the District Supervisor in Reno, with a year-long sabbatical with the USDA on Plum Island, NY. It was a time of great growth in that area, and was the challenge of his career. He reinstated in California Department of Corrections in 1986 and retired from that agency in 1994. Over these years, he built several houses including two in Janesville, CA.

He is survived by his ex-wife Elena of Reno, NV with whom he had four children: Richard of Wallace, CA, Mark of Salt Lake City, UT, Bert of Reno, NV, Raquel Johnson of San Francisco, CA, and three granddaughters. He remarried in 1989 to Rev. Ingrid Oldenburg, who died in 2003 and was a partner to Joan Siri of Fallon, NV who died in 2011. He is also survived by his loving friend Yvonne Sorenson of Susanville, CA.

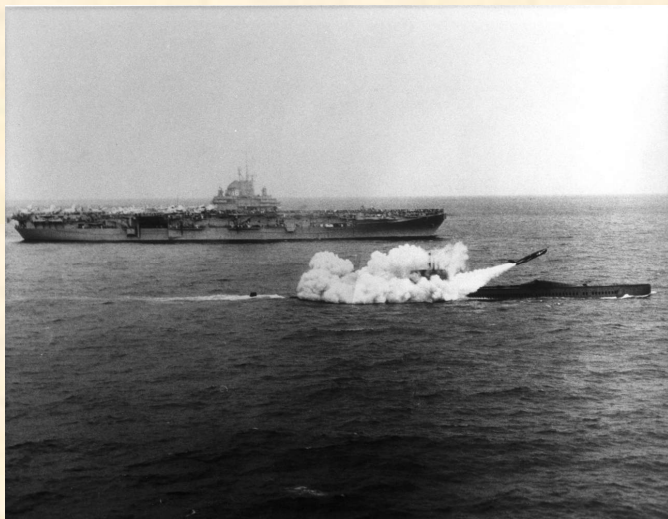
He was a member of Trinity Episcopal Church of Reno, NV where his remains will be interred in the columbarium. He was also a member of the United States Submarine Veterans Incorporated and The Covina Base.

John Pena Craven: Oct. 30, 1924 – Feb. 12, 2015 John was not a Corvina Base member or even a submariner but was called a "Pioneer of Spying at Sea". He died at 90 years old from complications of Parkinson's disease. He was living in Honolulu, Hawaii, with his wife, Dorothy, of 64 years. Dorothy was a professor at the University of Hawaii and was the professor that guided my niece, Mindy Allen Van Buskirk, in attaining her master's degree. Mindy is the wife of submariner Vice Admiral Scott Van Buskirk, retired after 34 years of service. John served in the Navy during WWII then went to college and received a doctorate in mechanics and hydraulics and a law degree in seabed legalities. The first project that moved his career forward was correctly predicting and helping to fix a structural problem with the Navy's first nuclear powered submarine, the Nautilus (SSN-571). Then he helped develop the Polaris, the world's first intercontinental ballistic missile that could be fired



from a submerged submarine. John was involved in improving the safety of submarines after the loss of the USS Thresher in 1963 and helping locate the USS Scorpion when it vanished in May 1968 about 400 miles south of the Azores in the Atlantic Ocean. He also helped locate in 1966 a lost hydrogen bomb in the Atlantic Ocean, south of Spain, after a B-52 collided with a tanker while doing a mid-air refueling. US submariners probably know Craven better from his involvement in the converting of the USS Halibut (SSGN-587) that carried and launched Regulus missiles into a reconnaissance and recovery vessel in 1965. The Halibut performed many successful missions including one code-named Ivy Bells. In 1970 Craven was named dean of Marine programs at the University of Hawaii. In 2001 Dr. Craven published a book "The Silent War: The Cold War Battle Beneath the Sea". A statement of his in that book, "Without the shield of a strong deterrent or the intellectual sword of espionage beneath the sea, that war could not have been won."

Two pictures are included of the Halibut. One in 1960 launching a Regulus missile with the USS Lexington (CV-16) and one in 1965 after her conversion with Diamond Head in the background.



Scripture: Mark 5:36 Jesus said "Don't be afraid; just believe."

Prayer: Almighty and loving God, thank you for the men and women that go down into the depths of the oceans to serve the people of America. Keep them and their families at home safe and we also pray for our nation's leaders that you will grant them wisdom to lead. Thank you Lord. Amen!

Paul Allen, Corvina Base Chaplin

GOT MY CONCEALED GUN PERMIT

YESTERDAY ...

...and went over to the local Bass Pro Shop to get a small 9mm for home protection.

When I was ready to pay for the gun and bullets, the cashier said, "Strip down, facing me."

Making a mental note to complain to the NRA about the gun control

wackos running amok, I did just as she had instructed.

When the hysterical shrieking and alarms finally subsided, I found out she was referring to how

I should place my credit card in the cardreader!!!

I've been asked to shop elsewhere in the future.

They need to make their instructions to seniors a little clearer.

I still don't think I looked that bad.

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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)	Jack Quade SMSN(SS)
Bert Skidmore YN2(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:

1949



James Gibson
LCDR(SS)
USS Conger
SS-477

1952



Primo Quarisa
EN3 (SS)
USS Aspro
SS-309

1954



Clyde Webber
ETNSN (SS)
USS Trumpefish
SS-425

March Calendar

4 - Base Meeting 1400hrs
11 - Submarine Force 115th Birthday
17 - Lunch Bunch 1130hrs
28 - BOD Meeting 0900hrs

Corvina Base Web site

[http://
usscorvinabase.us/](http://usscorvinabase.us/)

TRIVIA

ANCHORS AWEIGH - Music written by Bandmaster Lieut. Zimmerman. In 1906, Lieut. Zimmerman was approached by Midshipman First Class Alfred Hart Miles with a request for a new march. As a member of the Class of 1907, Miles and his classmates "were eager to have a piece of music that would be inspiring, one with a swing to it so it could be used as a football marching song, and one that would live forever."

SHOW A LEG - In the British Navy of King George III many sailor's wives accompanied them on long voyages. To avoid dragging the wrong "mate" out of the rack at reveille, the bosun asked all to "show a leg". If the leg wore silk, it's owner was allowed to sleep in. If the leg was hairy and tattooed, the owner was forced to "turn to."

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.

Street Smart

By Dan Moran



Hi Sailors and friends.

More tails about Dirt Bags. One of the latest scams is "BLUE CROSS – BLUE SHIELD" An-them. Their computers where invaded by thefts', from the other side of the world. The dirt bags loves it.

They now call you up and state that they are from Blue Cross... unusually a English speaking women. She wants to verify your info. **Don't talk to her, she is full of poop.** Hang up. They want your correct ID.

Child Identity theft can follow children into their adult life. It can affect student's loans, employment, and housing. So don't carry your child's Social Security Card. Never give it to anyone, only when necessary. One may be the tax people. Why would a doctor need it? Get a safe deposit from you bank to keep all your family important papers.

False charity, EBOLA is still a big scam. When in doubt, check with CharityNavigator.org or GuideStar.org.

If you have family back east, the poor souls have it bad enough. What with the weather to contend with, all the snow and ice. Now they have scams too, when your area is in a power failure, or black out. A man dressed like an Electric Company employee with a hard hat and "Phony ID card". He will knock on your door, and then he will tell you that the power may be out for days, but his crew will hook your power up very soon. If you can make a gift of a small amount of cash. Most will do it. They give cash or credit card info. With no power or phone, how can they complain!

A short police story; We responded at a loud music complaint at about 2:30 AM. In an apartment house, always on the top floor, with the elevator broken.

(I worked in some classy areas.) All of the other apartment owners where waiting for us. They all complained that this goes on very often.

Cont. next page

Cont. from page7

No one answered our knock, the door was unlocked. We entered to see the apartment owner out cold drunk sleeping on his floor. He had an old fashion record played with one LP record playing and about 10 LP's ready to play. The volume was on high. All the windows were open in the apartment. He had his stove oven on also. The oven we kept on, but put it to low.

Somehow all of his LP's records ended up in his oven, with the oven door closed.

As we walked down the stairs, we were thanks by his neighbors from all floors. Case closed.

Falling air pressure causes pain in bird's ears. So if birds are flying low to the ground it almost always means. A thunderstorm is coming.

Take care; keep the wind at your back. Have fun

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Birthday's in March

4	Michael Lee
9	Paul Young
10	Dennis Wiley
18	William Desormier
19	Ted Hanson
23	Jim Weaver

18

"Everyone acquainted with the subject will recognize it as a conspicuous failure." -- Henry Morton, president of the Stevens Institute of Technology, on Edison's light bulb, 1880



LITTLE KNOWN TIDBIT OF NAVAL HISTORY...

The U. S. S. Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men.

This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers).

However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men,

48,600 gallons of fresh water,
7,400 cannon shot,
11,600 pounds of black powder and
79,400 gallons of rum."

Her mission: "To destroy and harass English shipping." Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum.

Then she headed for the Azores, arriving there 12 November.. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war ships, and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland.

Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The U. S. S. Constitution arrived in Boston on 20 February 1799,

with no cannon shot,
no food,
no powder,
no rum,
no wine,
no whisky,
and 38,600 gallons of water.



Cover Story

Submarine escape: A WWII survival tale from Kefalonia

HMS Perseus was launched in May 1929

Seventy years ago, off the Greek island of Kefalonia, the British submarine HMS Perseus hit an Italian mine, sparking one of the greatest and most controversial survival stories of World War II. The clear waters of the Mediterranean were a death trap for British submarines in World War II. Some were bombed from the air, others hunted with sonar and depth charges, and many, perhaps most, collided with mines. Two fifths of the subs that ventured into the Mediterranean were sunk and when a submarine sank it became a communal coffin - everyone on board died. That was the rule. In fact, during the whole of the war there were only four escapes from stricken British submarines. And the most remarkable of these took place on 6 December 1941, when HMS Perseus plummeted to the seabed.

Enigma When she left the British submarine base at Malta at the end of November 1941, HMS Perseus had on board her 59 crew and two passengers, one of whom was John Capes, a 31-year-old Navy stoker en route to Alexandria. Tall, dark, handsome and a bit of an enigma, Capes had been educated at Dulwich College, and as the son of a diplomat he would naturally have been officer class rather than one of the lowliest of the mechanics who looked after the engines.



On the rough winter night of 6 December, Perseus was on the surface of the sea 3km (two miles) off the coast of Kefalonia, recharging her batteries under cover of darkness in preparation for another day underwater. According to newspaper articles Capes later wrote or contributed to, he was relaxing in a makeshift bunk converted from a spare torpedo tube when, with no warning, there was a devastating explosion. The boat twisted, plunged, and hit the bottom with what Capes described as a "nerve-shattering jolt". His bunk reared up and threw him across the compartment. The lights went out. Capes guessed they had hit a mine.

Finding that he could stand, he groped for a torch. In the increasingly foul air and rising water of the engine room he found "the mangled bodies of a dozen dead". But that was as far as he could get. The engine room door was forced shut by the pressure of water on the other side. "It was creaking under the great pressure. Jets and trickles from the rubber joint were seeping through," said Capes. He dragged any stokers who showed signs of life towards the escape hatch and fitted them and himself with Davis Submarine Escape Apparatus, a rubber lung with an oxygen bottle, mouthpiece and goggles. This equipment had only been tested to a depth of 100ft (30m).

The depth gauge showed just over 270ft, and as far as Capes knew, no-one had ever made an escape from such a depth. In fact the gauge was broken, over-estimating the depth by 100ft, but time was running out. It was difficult to breathe now. He flooded the compartment, lowered the canvas trunk beneath the escape hatch and with great difficulty released the damaged bolts on the hatch. He pushed his injured companions into the trunk, up through the hatch and away into the cold sea above. Then he took a last swig of rum from his blitz bottle, ducked under and passed through the hatch himself. "I let go, and the buoyant oxygen lifted me quickly upward. Suddenly I was alone in the middle of the great ocean.

"The pain became frantic, my lungs and whole body as fit to burst apart. Agony made me dizzy. How long can I last? "Then, with the suddenness of certainty, I burst to the surface and wallowed in a slight swell with whitecaps here and there." But having made the deepest escape yet recorded, his ordeal was not over. His fellow injured stokers had not made it to the surface with him so he found himself alone in the middle of a cold December sea. In the darkness he spotted a band of white cliffs and realised he had no choice but to strike out for those.

Story doubted The next morning, Capes was found unconscious by two fishermen on the shore of Kefalonia. For the following 18 months he was passed from house to house, to evade the Italian occupiers. He lost 70lb (32kg) in weight and dyed his hair black in an effort to blend in. He recalled later: "Always, at the moment of despair, some utterly poor but friendly and patriotic islander would risk the lives of all his family for my sake. "They even gave me one of their prize possessions, a donkey called Mareeka. There was one condition attached to her - I had to take a solemn vow not to eat her.

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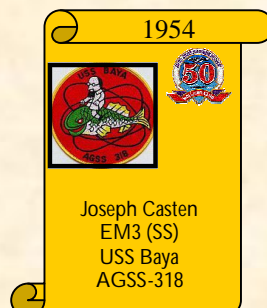
" He was finally taken off the island on a fishing boat in May 1943, in a clandestine operation organised by the Royal Navy. A dangerous, roundabout journey of 640km took him to Turkey and from there back to the submarine service in Alexandria. Despite being awarded a medal for his escape, Capes's story was so extraordinary that many people, both within and outside the Navy, doubted it. Was he really on the boat at all? After all, he was not on the crew list. And submarine commanders had been ordered to bolt escape hatches shut from the outside to prevent them lifting during depth charge attacks. There were no witnesses, he had a reputation as a great storyteller, and his own written accounts after the war varied in their details. And the depth gauge reading 270ft made his story all the harder to believe. John Capes died in 1985 but it was not until 1997 that his story was finally verified.



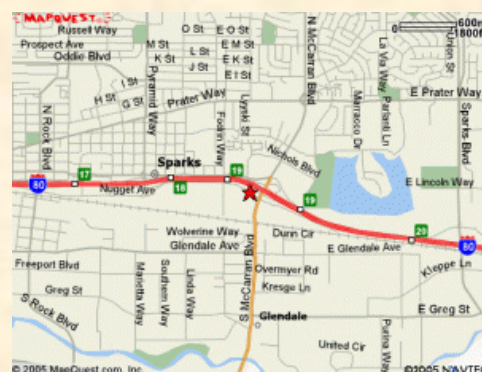
Kostas Thoctarides and his dive team found the wreck of HMS Perseus in 1997

In a series of dives to the wreck of Perseus, Kostas Thoctarides discovered Capes's empty torpedo tube bunk, the hatch and compartment exactly as he had described it, and finally, his blitz bottle from which he had taken that last fortifying swig of rum.

Tim Clayton is the author of Sea Wolves: the Extraordinary Story of Britain's WW2 Submarines.



Meetings are held on the first Saurday Of each month at Denny's Coffee Shop 205 E. Nugget Ave. Sparks NV At 1400 hours.



Your Yearly Dementia Test (only 4 questions)

Yep, it's that time of year again for us to take our annual senior citizen test. Exercise of the brain is as important as exercise of the muscles. As we grow older, it's important to keep mentally alert. If you don't use it, you lose it! Here is a very private way to gauge how your memory compares to your last test. Some may think it is too easy, but the ones with memory problems may have difficulty. Take this test to determine if you're losing it or not.

Answers on next page.

- #1. What do you put in a toaster?
- # 2. Say 'silk' five times. Now spell 'silk.' What do cows drink?
- # 3. If a red house is made from red bricks and a blue house is made from blue bricks and a pink house is made from pink bricks and a black house is made from black bricks, what is a green house made from?
- # 4. Do not use a calculator for this:

You are driving a bus from New York City to Philadelphia . In Staten Island , 17 people got on the bus. In New Brunswick , 6 people get off the bus and 9 people get on. In Windsor , 2 people get off and 4 get on. In Trenton , 11 people get off and 16 people get on. In Bristol , 3 people get off and 5 people get on. And, in Camden , 6 people get off and 3 get on. You then arrive at Philadelphia Station.

Without going back to review, how old is the bus driver?

1951



Kenneth McCray
EN1 (SS)
USS Blackfin
SS-322

1954



Oscar Rambeau
Om3 (SS)
USS Carp
SS-338

Thoughtful husband

A thoughtful Scottish husband was putting his coat and hat on to make his way down to the local pub. He turned to his wee wife before leaving and said, "Maggie, put your hat and coat on."
She replied, "Awe Jock that is nice, are you taking me to the pub with you?"
"Nay," Jock replied, "I am turning the heating off while I am out."

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Saluting the silent heroes of the US Navy's submarine force



Our most recent elections demonstrated Americans are still very worried about the state of the economy and their own job security. However, there is an employer looking to hire young, motivated, and intelligent men and women—the United States Navy's submarine force.

It's not easy to be eligible for such employment. Officer and enlisted candidates must first graduate from rigorous nuclear engineering training or technical schools for non-nuclear enlisted rates. In addition, applicants must also pass a thorough psychological evaluation. The fortunate few that do indeed make the grade will then embark on a challenging, yet rewarding journey to become a qualified submariner.

After this extensive training pipeline and another intensive qualification process on board an actual submarine, sailors are rewarded with "Dolphins," the chest insignia that signifies membership to an elite brotherhood (and now sisterhood as well, since 2010) that very few individuals have the privilege to join.

On September 21, I, along with 13 other American civilians, experienced a brief glimpse into the life of a U.S. Navy submariner. As the guests of Captain Gene Doyle, the commander of Submarine Squadron 11, we were invited to embark on board the USS HAMPTON (SSN 767), a Los Angeles Class fast attack submarine in the waters near San Diego, California. The captain of USS Hampton, a no-nonsense, highly respected commander named Lincoln Reifsteck, along with his executive officer, David Fassel and chief of the boat, Richard Moses, welcomed us on board and introduced us to a world few civilians will ever have the honor and opportunity to experience.

We soon learned that Reifsteck's most difficult task wasn't submerging the ship 700 feet below the ocean's surface (the more difficult part is actually the resurfacing process in the crowded waters off San Diego) or even preparing to shoot a tomahawk missile. Instead, Reifsteck's greatest challenge is keeping his sailors motivated, ready, and vigilant 24 hours a day, 7 days a week over a period of several months (please note, the average age of a submariner is only 22). In our short time on board USS HAMPTON, we witnessed Reifsteck's uncanny ability to both motivate and prepare his sailors for any obstacle before them.

During 2013, the Hampton was at sea for 298 out of 365 days. That's 82 percent of the year away from family and friends with no access to a telephone, the Internet, or the daily comforts that we as Americans have grown so accustomed to. There is a very good reason why submariners earn on average 30 percent more than other sailors.

While much of their time underway was spent on surveillance, anti-submarine and anti-surface ship warfare, the HAMPTON spent 70 days at the North Pole with a team of professors from Columbia University taking water samples for research being conducted on current and climate change.

So if you are of the mindset that submarines are all about undersea warfare or hunting the "Red October"; think again. Modern attack subs are now doing everything from the weather change research to delivering special operators ashore on covert operations.

Initially, the outside observer may get the impression that the men of the HAMPTON live a difficult and isolated life onboard a windowless tube with little or no communication with the outside world.

However, we quickly discovered that the crew thrived in this seemingly austere environment. Through our conversations with them, we came to the realization that they live by the submarine mantra of "steel ships, iron men (and women)."

Cont. next column

The absence of windows and natural sunlight quickly became irrelevant as the ship's electronics and sophisticated sensors became their window to the outside world.

Much like an astronaut, submariners become travelers in another medium deep below the sea. Any perceived isolation leads to a greater connection with their "shipmates" forming an everlasting bond amongst the crew.

After only one day underway, it became apparent to us that the submarine service is not for everyone—not all men and women are able to overcome the supposed "sacrifices" many civilians associate with a life at sea. However, those individuals that successfully complete the demanding screening and training pipeline of a United States submariner, will have excellent advancement and future employment opportunities in both the military and civilian sectors.

Civilian employers are always looking to hire submariners for their technical acumen, leadership skill, and ability to operate under pressure. Those individuals that choose to leave military service are often rewarded with high paying jobs and quickly adapt and excel in the civilian workforce (the military does retain a very high percentage of these highly skilled individuals with large bonuses, special pay and the intangible sense of patriotic duty that accompanies wearing the uniform of a Navy submariner).

Sir Winston Churchill once said, "Of all the branches of men in the forces there is none which shows more devotion and faces grimmer perils than the submariners." From our experience with the captain and crew of USS HAMPTON, we couldn't agree more. Any danger of operating a ship under the sea was however quickly overshadowed by the competency of the sailors tasked with running America's most stealthy and vital warships.

May God bless the officers and crew-- and their families-- of USS HAMPTON and the Silent Service.

David J. Kaplan is the president of a real estate development company in New York and is also the founder and president of the [Kaplan Public Service Foundation](http://www.kaplanpublicservicefoundation.org).

Yearly Dementia Test Answers

Answer #1: 'bread.' If you said 'toast', just give up now and go do something else. And, try not to hurt yourself. If you said, bread, go to Question #2.

Answer#2: Cows drink water. If you said 'milk,' don't attempt the next question. Your brain is already over-stressed and may even overheat. Content yourself with reading more appropriate literature such as Women's Weekly or Auto World. However, if you did say 'water', proceed to Question #3.

Answer#3: Greenhouses are made from glass. If you said 'green bricks', why are you still reading this??? PLEASE, go lie down

Answer#4: Oh, for crying out loud! Don't you remember your own age?!?! It was **YOU** driving the bus!

Be sure and visit the
Corvina Base Web site
<http://usscorvinabase.us/>