



April
2015

CORVINA BASE NEWS

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

Civil War Submarines
Page 9

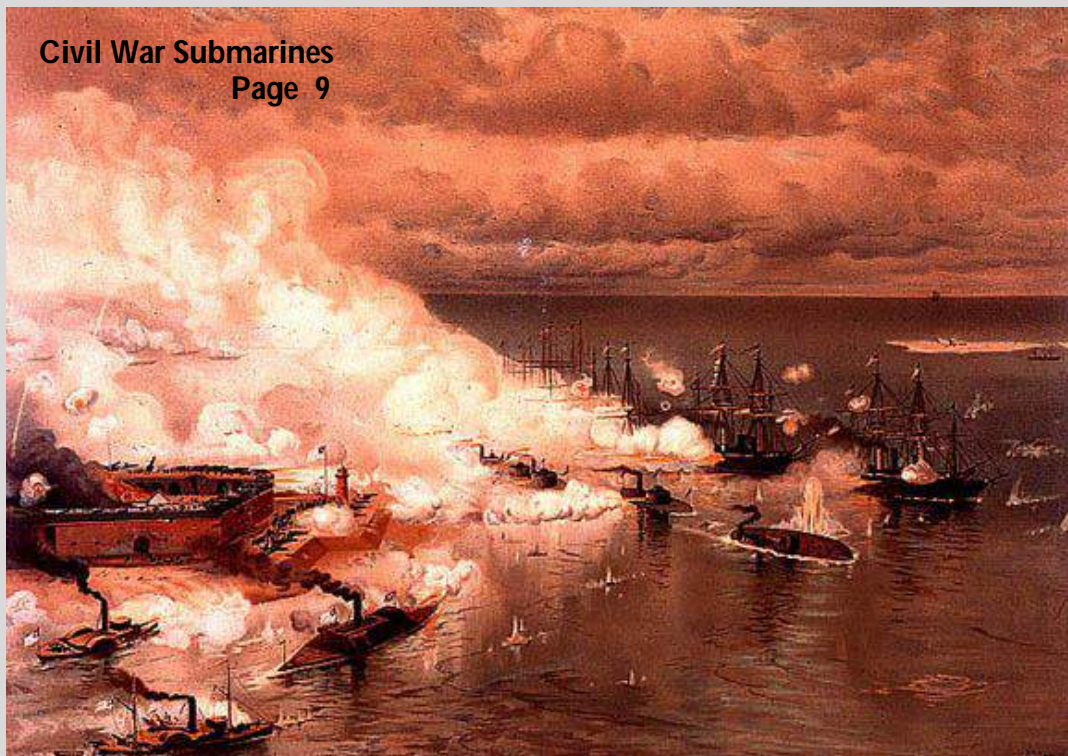


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Denotes a Holland Club Member



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

Once again, well done for your attendance at the April Corvina Base business meeting. And for you sailors who brought your wives along, thank you. It's nice to see some of our spouses taking an interest in what we do. We're glad to have them at meetings.

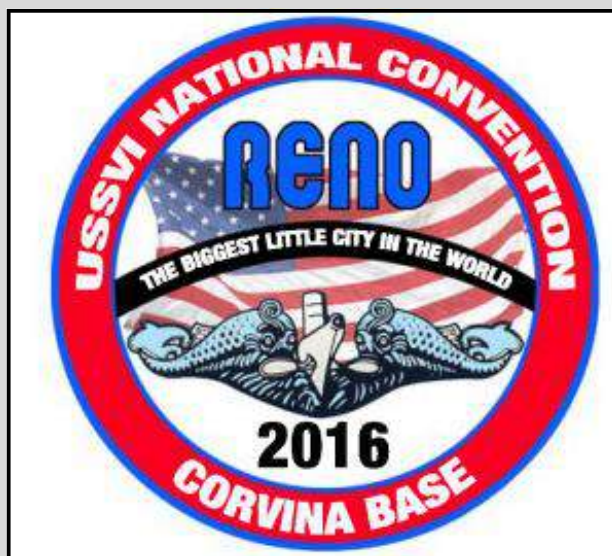
Bill Conklin gave an outstanding presentation of the USSVI Kaps-4-Kids(SS) program. I think it will be a valued aspect of what Corvina Base does and stands for. It was nice to see all of the smiles and open wallets when Bill passed the hat for donations to get the K4K program started. Thank you all for your very generous contributions. It looks like Bill has adequate funds to get K4K on the road to success. And for those of you who have volunteered to assist with the K4K program, Bravo Zulu. Your actions are noble and well in keeping with the spirit of community service and good will that is part of USSVI and Corvina Base.

Terry Bolin is doing an exceptional job of guiding Corvina Base towards the 2016 USSVI National Convention at Reno. His committee of Base and Associate members is getting the job done. In some ways, we are probably ahead of the curve which is really good as it will make the job easier later on. Please think about how you can contribute to the 2016 USSVI National Convention at Reno. Every little bit will help once we start the festivities in August of 2016. We will need dedicated volunteers for various tasks during the convention. Many tasks will be simple like checking tickets at the door for the various venues. Other tasks will be more complex but all will be rewarding. Early next year we will be asking for dedicated volunteers so please think about what you can do for your base.

The Lunch Bunch on Friday, April 17th, had a great turnout. Good authentic home cooked Italian food at Bella Italia. Our Chief of the Boat, the illustrious Bob Heaps, can always be counted on to organize the Lunch Bunch get-togethers. Many thanks, COB.

On Sunday, April 19th, Corvina Base was well represented to welcome home the Honor Flight Nevada and dozens of WWII and Korean War veterans. There is some good scuttlebutt that in the future a Vietnam Veteran's Honor Flight is planned.

Soon to happen, USS Corvina float maintenance. The new bunting is OTW and should be here soon. Robert Talbert has volunteered to do the tailoring. Many thanks, Robert. The new bunting is sure to brighten up our presentation. More to follow on a maintenance day real soon.



Consider how you are going to help next year.

Base Officers

Base Commander

Dennis Wiley
972-0388

mdvwiley@sbcglobal.net

Vice Commander/POC

Stephen Salzman
703-887-8933
sdshs@earthlink.net

Secretary

Pete Akerson
856-2109

peteakerson@hotmail.com

Treasurer

Robert Talbert
771-7811

retalbert@gmail.com

COB

Bob Heaps
424-6829

renoheaps@yahoo.com

Recruiting

Don Brown
853-5309

donbrownss322@sbcglobal.net

Chaplain

Paul Allen
882-7971

pmgjallen1@att.net

Newsletter/WEB

Norm Peterson
322-5193

1971tr6@charter.net

MAL

Terry Bolen
575-0289

tbolen2000@yahoo.com

MAL

Mark Hogan
867-3304

hogank@msn.com

Assistant Chaplain

Mercedes Parsons
626-0352

wp347@sbcglobal.net

K4K Chairman

Bill Conklin
423-1451

billcon@cccomm.net

Past Base Commander

Dave Aunkst
883-7276

Dmaun.cc@outlook.com

April Meeting Minutes



The meeting was called to order by Commander Wiley at 1400 as COB Heaps sounded two blasts on the klaxon. After an Invocation by Chaplain Allen, The Pledge of Allegiance, Reading of the USSVI Creed, Tolling of the Bell and moment of silence for all lost friends, family, shipmates and fellow submariners followed in their usual order. There were 26 members and guests present.

The next 2016 Convention planning meeting was announced.

Commander Wiley announced that the Corvina Base By-laws and Operations Manual have been submitted to WRD5 for review, but no feedback has been received. He also announced that the insurance for the float, model and monuments at the Fernley Cemetery have been paid for, but No Binder has been received as of this meeting.

Member Bill Conklin has volunteered to Chair the Kaps for Kids Program for Corvina Base. Bill gave a very interesting and informative presentation about the program and his plans for managing it.

Maintenance for the Corvina float will be scheduled prior to our next parade (July 4, 2025)

Members Mark Hogan, Dave Porras and Fred Hamilton were installed into the Holland Club. Dennis Costarakis is also scheduled to become a Holland Club member but was unable to attend this meeting. His certificate, card and patch will be mailed to him. Congratulations to all!

(Cont. next page)

The Corvina Base News is published monthly for the use of the Corvina Base Members. Distribution is by E-mail along with 11 copies sent by the USPS. Submission of articles must be received by the 25th of the month. Holland Club Members are denoted in the newsletter with the symbol:  Each member will show up every third month.

For any questions or corrections contact:

Norm Peterson
Editor
775-322-5193

1971tr6@charter.net

(cont. from page 3)

The \$500.00 annual donation to the Reno Veterans Guest house has been made.

After a short break, The usual 50/50 raffle/ Drawing was held with the following results:
Wine – Paul Young Wine – Leif Larsen
Brandy – Bob Heaps Flashlights – Linda Ely
Wine – Paul Young Wine – Frank Urbani
Wine – Dave Porras Flashlights – Norm Peterson
Bolo Tie – Clyde Weber LED Lights – Gene Murphy
Wine – Dale Poe The \$83.00 Cash prize was won by Fred Hamilton.

After a brief Benediction by Chaplain Paul Allen, the meeting closed at 1531 as COB Heaps sounded three blasts on the klaxon.

Respectfully Submitted,
Pete Akerson, Secretary.



Treasurers

Report

1. All account balances are available at Base meetings.
2. Deposits:
 - \$ 406.00 – Kap(ss)-4-Kid(ss) donations
 - 83.00 – Raffle
 - 19.00 - USSVICF Memorial fund
 - =====
 - \$ 508.00
3. Checks issued:
 - \$ 152.50 – Dennis Wiley – Float Bunting
 - 479.00 – Kap(ss)-4-Kid(ss) – new checking account opened
 - 1000.00 – US Bank – to open new base checking account
 - =====
 - \$ 1631.50

1955



Richard Dentino
EM3 (SS)
USS Tigrone
SS-419

1963



Bill Desormier
SK3 (SS)
USS Plunger
SSN-595

1964



Bill Conklin
MMCM(SS)
USS Barb
SS-596

Kap(ss) 4 Kid(ss)



Status

The USSVI Corvina Base off to a great start! Bill Conklin, Corvina Base K4K Chairman made presentations to both the Base Board of Directors Meeting and the April Base Meeting explaining the program and laying out our course forward.

To date, a total of four Base Members and one family member have signed up with a few more anticipated. Fund raising efforts have gone well both within and outside of the Base membership, with several of our members "digging deep" to help the program get off the ground.

Initial contacts with area pediatric facilities have been very well received. We currently anticipate making our first visit during May, probably at Renown Children's Hospital in Reno.

Contributors for the K4K's program

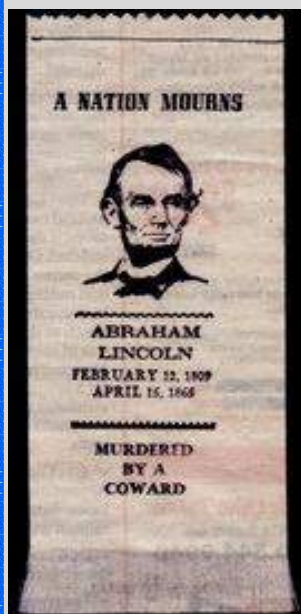
Mark Hogan	Primo Quarisa	Paul Young
Bill Conklin	Leif Larson	Pete Ackerson
Dan Moran		

Kap(ss) 4 Kid(SS) Program is

off to a great start! Bill Conklin, Corvina Base K4K Chairman made presentations to both the Base Board of Directors Meeting and the April Base Meeting explaining the program and laying out our course forward.

Chaplains Report

It has been rather quiet in the Corvina Base membership this last month, which of course, is a good thing. Since Memorial Day is in the coming month of May, I thought I would write a few words about memorials, birthdays, and anniversaries.



On October 31, 2014 Nevada celebrated a birthday of 150 years and because it became a state during the Civil War we are called the "Battle Born State". On April 15, 2015 the 150th remembrance of President Lincoln's death took place and a mourning ribbon was made on an old letterpress, using foundry type in the Fourth Ward School Museum print shop in Virginia City. If you owned one printed in 1865 it would be worth up to \$500. The Fourth Ward School will begin its 29th season on May 1st open each day 10 A.M. to 5 P.M. located on C St. where we line up for parades with the Corvina Base float. President Abraham Lincoln is considered to be one of our greatest presidents and whose life is worthy to be celebrated.

"Always Lost: A meditation on war" was on display at the Nevada Legislature building in Carson City for the second time until April 22. It is a very moving

exhibit honoring the war dead of all men and women from the U.S. who were casualties in the wars of Iraq and Afghanistan since Sept. 11, 2001 showing their photos and names titled the "Wall of Dead". When created in 2008 there were 4,000 soldiers featured on the "Wall of Dead." Today, there are nearly 7,000. Here is a quote from Mayor Bob Crowell who is a retired Navy Captain and a Vietnam Veteran "There is no place more fitting to display "Always Lost" then this building – this building where every two years our elected representatives meet to chart the course of our state, where laws are made and budgets determined, where grand arguments take place in civil tones. Indeed, this building and the work that goes on here is really the hallmark of a free society." The exhibit was put together by Western Nevada College faculty and students. Newly elected Carson City Assemblyman PK O'Neil, R-District 40 recently partnered with Western Nevada College Foundation to raise funds so that this exhibit can continue to tour the U.S.



The third event I want to write about is the "National Day of Prayer" to be held on the front of the Capital steps on Thursday, May 7, at 11 A.M. This event was promoted in the Nevada Appeal on Sunday April 19 by the Northern Development Authority's executive director, Rob Hooper. Rob's father, who is now deceased, was a proud submarine veteran of WWII. Rob mentioned that in front of Nevada's Supreme Court Building patio are huge inlaid letters in concrete that holds the Preamble of our State's Constitution.

"We the people of the State of Nevada Grateful to Almighty God for our freedom in order to secure its blessings, insure domestic tranquility, and form a more perfect Government, do establish this CONSTITUTION."

(cont. on next page)

National Day of Prayer 2015

Hosted by the Carson City Christian Ministerial Fellowship

Join Lt. Governor Mark Hutchison for a

Celebration of this important event in Carson City

May 7 – Capitol Steps @ 11 AM

Greeting and Invocation: Louie Locke

Posting of the Colors: American Legion High Desert Post 56

Pledge of Allegiance: Serena Trujillo

Worship: Calvary Chapel

Presidential Proclamation: Patrick Propster

Presidential Prayer: Ken Haskins

State Proclamation: Governor's office representative

State Prayer: Nick Avery

Prayer for Armed Forces and Emergency Responders: Leo Kruger

City Proclamation: Kimberly Adams

City Prayer: Ben Flemming

Keynote Speaker: Lt. Governor Mark Hutchison

Closing: Patrick Propster to call all pastors and para-church organization leaders for prayer for youth and each organization.

(Cont. from pg 5)

Rob also said that in Nevada, I am happy to report, our faith based community is strong, growing, and is a vibrant part of our current reality. This fact is not unnoticed by companies considering our region for their expanded or new home. This is an essential ingredient of what some call our "superior lifestyle".

Scripture: Psalm 66:5 " Come and see what God has done, how awesome His works in man's behalf."

Prayer: Almighty God, As we approach our country's Memorial Day we want to give thanks for all the men and women who sacrificed so much of their lives that we can be a free nation. We pray for our nation's leaders that they will be given wisdom to lead this great country that we are so blessed to be a citizen of. As our Nevada State Legislature is in session we pray for our state's leaders that they also will lead the state of Nevada in the right direction. Thank you Lord for hearing our prayers. Amen!

Paul Allen, Corvina Base Chaplain

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)	

Corvina Base Booster Club

Dennis Wiley	Mark Hogan K4K
Peter Akerson	Primo Quarisa K4K
Gloria Allen	Paul Young K4K
Don Brown	Bill Conklin K4K
Dell & Mary Ellen Schwichtenberg	Leif Larsen K4K
Frank Kenyon	Pete Ackerson K4K
	Dan Moran K4K

Ramblings of a Retired Mind

I was thinking about how a status symbol of today is those cell phones that everyone has clipped onto their belt or purse. I can't afford one. So I'm wearing my garage door opener.

I also made a cover for my hearing aid and now I have what they call blue teeth, I think.

You know, I spent a fortune on deodorant before I realized that people didn't like me anyway.

I was thinking that women should put pictures of missing husbands on beer cans!

I was thinking about old age and decided that old age is when you still have something on the ball but you are just too tired to bounce it.

I thought about making a fitness movie for folks my age and call it 'Pumping Rust'.

When people see a cat's litter box they always say, 'Oh, have you got a cat?' Just once I want to say, 'No, it's for company!'

Employment application blanks always ask who is to be called in case of an emergency. I think you should write, 'An ambulance.'

Our former Base Commander World Traveler



Dave Aunkst on his world travels, ran across this Italian Submarine on display in Genoa, Italy. It's the Sub Sauro S-518, in commission from 1980 to 2002, crew of 51, 207 ft. long, 950 ft max depth. 6 torpedo tubes. It has 4 main compartments, and the doors in between compartments would keep out a heavy downpour; not what we are used to. It's a little more plush than the average Russian Sub.

Dave

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

Don't forget to visit our web site at:

USSCORVINABASE.org

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 Sales Manager
 htume@tripp-enterprises.com
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Supersonic subs look to cross the Pacific in under two hours

by Billy Steele

The distance between Shanghai and San Francisco is around 6,135 miles (9,873 km), and a team of scientists aims to make that trip possible in 100 minutes. Researchers at Harbin Institute of Technology's Complex Flow and Heat Transfer Lab have developed new tech that allows submarines to traveling a crazy-high speeds beneath the water. The solution? Create an air "bubble" of sorts that leverages supercavitation, a technology applied to torpedoes, to reduce drag caused by water while in route. Theoretically, this means that the vehicles could reach the speed of sound underwater (around 5,800km/h or 3,694 MPH while submerged), reducing the travel time between the aforementioned cities to under two hours.

As you might expect, several issues face the implementation of the tech -- like the fact that the sub would have to be launched at a high rate of speed to maintain the requisite air bubble. Traditional steering methods (read: rudders) wouldn't work inside the air pocket either, as they wouldn't have water to push back on. However, to combat the two conundrums, researchers say allowing a vessel to constantly "shower" a liquid membrane on its surface would reduce drag until it gets up to speed. From there, the same membrane creates the supercavitation and controlling the friction on it would aid navigation. Even with those issues under control, a rocket engine with a range that would enable such long trips still needs to be developed. So for now, you'll have to stick to spending several hours flying the friendly skies.

Don't think I would want to travel in it. Ed.

Tolling of the Boats for April

USS Pickerel (SS-177)

Lost on April 3, 1943 with the loss of 74 officers and men, while on her 7th war patrol. She was lost off Honshu. The exact cause of her loss has never been determined, but her OP area contained numerous minefields.

USS Snook (SS-279)

Lost on April 8, 1945 with the loss of 84 officers and men. Snook ranks 10th in total Japanese tonnage sunk and is tied for 9th in the number of ships sunk. She was lost near Hainan Island, possibly sunk by a Japanese submarine.

USS Thresher (SSN-593)

Lost on April 10, 1963 with the loss of 112 crew members and 17 civilian technicians during deep-diving exercises. 15 minutes after reaching test depth, she communicated with USS Skylark that she was having problems. Skylark heard noises "like air rushing into an air tank" - then, silence. Rescue ship Recovery (ASR-43) subsequently recovered bits of debris, including gloves and bits of internal insulation. Photographs taken by Trieste proved that the submarine had broken up, taking all hands on board to their deaths in 1,400 fathoms of water, some 220 miles east of Boston.

USS Gudgeon (SS-211)

USS Gudgeon (SS-211) was probably lost on April 18, 1944 with the loss of 79 men SE of Iwo Jima, but may have been sunk on May 12, 1944 in another attack on an unidentified submarine and heard by several other submarines in the area. Winner of 5 Presidential Unit Citations, Gudgeon was on her 12th war patrol and most likely due to a combined air and surface antisubmarine attack. Gudgeon was the first US submarine to go on patrol from Pearl Harbor after the Japanese attack. On her first patrol, she became the first US submarine to sink an enemy warship, picking off the submarine I-173.

USS Grenadier (SS-210)

Lost on April 22, 1943 near Penang, with no immediate loss of life. She was on her 6th war patrol. While stalking a convoy, she was spotted by a plane and dove. While passing 130 feet, Grenadier was bombed, causing severe damage. She was lodged on the bottom 270 feet and the crew spent hours fighting fires and flooding. When she surfaced, she had no propulsion and was attacked by another plane. While she shot down the plane. When enemy ships arrived, the CO abandoned ship and scuttled the boat. Of the 76 crew members taken prisoner, 72 survived the war.

Birthday's in May



**Dave Chute
Lenny Stefanelli
Kenneth McCray
Robert Lewis
Jimmy Carter Jr.
Mark Hogan Jr.
James Tieman
Bill Conklin
Bob Heaps
Herbert Stamer
Hoot Gibson**

1964



Leif Larsen
ST1(SS)
USS Greenfish
SS-351

1963



Paul Allen
EN1 (SS)
USS Blackfin
SS-322

1958



Donald Johnson
RMC (SS)
USS Charr
SS-328

1963



Kenneth Anderson
EMC (SS)
USS Perch
USS-313

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Barbara R. Urbani

Founding Advisor

h2o.urbani@gmail.com

775-450-3637 cell

775-882-6421 home

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Denny's Coffee Shop, 205 E. Nugget Ave.
Sparks NV At 1400 hours.**

Don't forget to visit our-
web site at:

USSCORVINABASE.org

Civil War Submarine

Civil war submarines sound way out of place, don't they?

I mean, subs are a 20th century thing, right?

Well, as it turns out, not really...

In fact, submarines have a very long and somewhat interesting history.

In 1623, Cornelius Drebbel - working for King James I of England - oversaw the building of what is believed to have been the first working submarine. According to accounts from that time period it appeared to be a large enclosed rowboat using twelve oarsmen for propulsion. It is said to have made a trip down the Thames River submerged at a depth of about 15 feet. Some accounts go so far as to claim that James I took a ride in Drebbel's submarine. Historians however, view such claims rather doubtfully.

Over the next 150 years or so several people made various submarines for various purposes. These were tested with differing levels of success...



In the mid 1600s the "Rotterdam Boat" was built by the Netherlands to be used against the British, but failed because its propulsion system, a spring-driven clock-work mechanism, was far too weak to power the boat.

In the last half of the 1700s John Day successfully built a small sub he used to submerge in shallow water. However, he then upped the ante. Literally! He and a gambler started taking bets on how long he could stay submerged in the middle of Plymouth Sound. It is believed that his sub collapsed under the greater pressure in the much deeper water. Day thus became the first recorded "death by submarine."

Finally, in 1776, during the American Revolution, a submarine was used to attack an enemy ship. The Turtle (left), as the sub was called, was built by David Bushnell and piloted by Ezra Lee of the Continental Army. Lee piloted the Turtle under the British flagship HMS Eagle and attempted to attach a large explosive charge to the bottom of the ship. However, he was unable to successfully attach the explosives to the ship and was forced to give up. George Washington personally congratulated Lee on his survival and later gave him employment on secret service.

There were many more experiments and developments over the next 80 plus years, but when the American Civil War came along submarine development got kicked up a notch...

Civil War Sub Development

Today it is known that a lot of work was done on developing and deploying submarines on both sides of the Civil War. There is very little information available concerning these Civil War submarines to be found in official record. Why? To hide new developments from the enemy?

Well, partly...

But the main reason is much more entertaining. Submarines were considered practically illegal...

Therefore, most submarine development carried on in the Confederacy was done under the direction of the Secret Service rather than under the direction of the Navy. As the war was coming to a close most records of southern submarine development were destroyed to protect those that had taken part. It was feared that anyone involved in the development of "Infernal Machines," as northerners were so fond of calling subs, would face harsher treatment than the average Confederate rebel.

This makes the Union's involvement in submarine development all the more entertaining. While publicly decrying undersea warfare, the U.S. Navy maintained its own submarine development and building program. For consistency, the Official Record from this time shows almost no involvement in such a program, and when a mention does appear it is accompanied by repeated calls for secrecy on the matter.

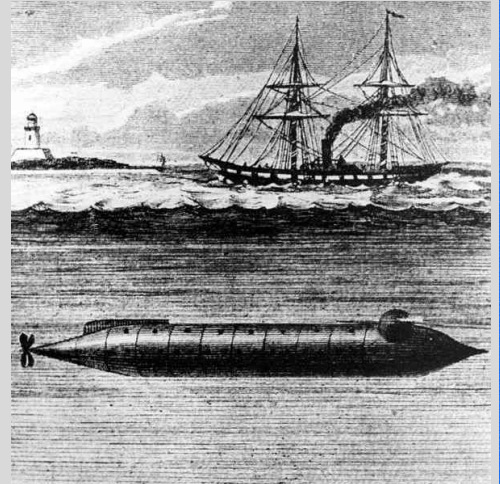
For these reasons, most of what we know about Civil War submarines does not come from official government records on the matter.

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We do know, however, that the overall goal on the two sides was somewhat different. Most Union submarine development was done with the goal of clearing obstructed harbors, while most Confederate submarine development was done with the goal of breaking up the Union blockade.

The most well known Union submarine was the USS Alligator (right). The Alligator was designed by a French inventor named Brutus de Villeroi. While under tow on the way to Charleston, South Carolina, this sub was lost in a storm. Interesting fact: in the 1860 census Villeroi listed his occupation as "natural genius." I believe his self esteem was well intact...



There were several other Union subs developed, of which little is known. Although, at one point USN Admiral Dahlgren asked for the services of "3-4 submarines" to help clear Charleston Harbor of obstructions. This means the Admiral was either out of his mind, or the Union had several harbor clearing subs at their disposal. While there is no officially recorded response to this request, shortly thereafter, Confederates reported sighting a sub being towed into Charleston harbor and sliding beneath the surface.

A couple other northern subs that deserve mention, even though they did not see service in the civil war, are the Intelligent Whale and the Explorer. There is not room here for their stories but perhaps we will get to them later.

Meanwhile, in the south there were many efforts underway to build a sub to break up the Union blockade. First, there were "David" boats: long, narrow steamboats which ran awash with snorkel type smoke stacks and air intakes. These boats were largely ineffectual and not truly submarines.

As early as 1861 there were reports of experimental subs being tested in the harbors at New Orleans, Mobile, and Savannah. There were many different subs developed in the Confederacy, but the work of William Cheeney and Horace Hunley is most well known...

Cheeney worked in Richmond and had his subs attempting attacks as early as 1861. He continued to work on producing improved subs throughout the Civil War...

Hunley worked mainly in Mobile, Alabama, where he and his team built the Pioneer, Pioneer II, and Hunley. It is believed that they may have built and tested other subs as well. Interestingly, the Pioneer was the first submarine to be granted a letter of marque by the Confederate government. This basically allowed its private owners to legally attack enemy ships.

Overall, there is enough information available for historians to surmise that there must have been more than 20 submarines, from both sides, developed throughout the American Civil War...

Civil War Submarine Attacks

As we said above, the Confederacy was in dire need of breaking up the Union blockade. For this reason, Civil War submarine attacking was pretty much a strictly southern pastime. Here we will look at two Confederate sub attacks before we get the story of the famous Hunley...

In the summer of 1861 Cheeney's first submarine was tested in the James River at Richmond. Here it successfully sank its target boat (an old barge). Reports of this test reached the north and caused much concern. The US navy began to develop anti-submarine measures right away. At first all they had was weighted nets and chains hanging around the ships in an effort to keep any sub from getting close enough to attach explosives to destroy the ship...

(cont. next page)

(cont. from last page)

In October of 1861 that primitive defense saved the USS Minnesota from being sunk. As Cheeney's sub approached to attach explosives to the Minnesota, it got tangled in the defensive netting and its crew was barely able to get free and escape with their lives. That was the end of the first submarine attack of the Civil War. The other story we will tell here is very mysterious... While the story, in my opinion, is most likely not true, it is an interesting story nonetheless. On August, 5, 1864, the Battle of Mobile Bay (left) took place. During the battle, the USS Tecumseh veered out of line and into a known mine field. There the Tecumseh paid the price for its wayward behavior. It sank immediately with the loss of all but a few hands. Interestingly, Union Admiral Farragut soon turned the entire fleet into the minefield without damage. Despite the fact that crewmen aboard the Union ships reported hearing ignition charges go off as their ships hit mines, the powder was too waterlogged to explode. Which left the Union fleet with a safe passage into the bay.

Now here is the interesting part... According to this story, after the Tecumseh went down, three Confederate sailors were pulled out of the water. One of these men was Captain Albert Pierce. Captain Pierce told his captors that his submarine, the CSS Captain Pierce, had attached explosives to an unknown Yankee ship. While making good their escape, the boiler on their sub exploded. This, of course, sank the sub and killed most of his men. Captain Pierce thought he was picked up by the ship he had targeted and that his explosives must not have worked. However, it is possible that he actually made the second successful submarine attack in history with the Tecumseh as his victim. To further thicken the plot, it is reported that an unknown sunken vessel lies buried in the sand almost directly below the wreck of the Tecumseh. Could it be the Captain Pierce? Possibly...

I find this story doubtful for two reasons. First, as near as I can tell (which doesn't mean much, and feel free to correct me if I am wrong) this story was not widely published until well into the 1900s, with no mention that I know of in the accounts of the Battle of Mobile Bay. Second, this is the clincher for me, why in the world would any sane captain be running his sub around in the middle of a known minefield?

Now, let's get down to the main event...

CSS Hunley

Horace Hunley's last sub was the most famous Civil War submarine. He and his partners had the Hunley ready for testing by July of 1863. The sub tested successfully in Mobile Bay by sinking a coal flatboat. After the successful test the Hunley was transported by train to Charleston, South Carolina, to be used against the

Upon arrival in Charleston, the volunteer skipper, Lieutenant John Leavelle, while the sub was running flooded and sank immediately. Leavelle and five crew



Hunley was tested again. This time the volunteer skipper, Lieutenant John Leavelle, accidentally stepped on the dive lever with hatches open. This caused the sub to flood and sink. Leavelle and two crewmen were able to escape, but the other five crew members were drowned.

The Hunley was salvaged and another test run arranged. This time, the inventor Mr. Hunley would be going along. It is believed that during a mock attack the skipper failed to pull out of a dive and the Hunley drove bow first into the sea floor and became stuck. Due to the water pressure that far below the surface, the crew was not able to open the hatches and escape the doomed vessel. Mr. Hunley and the entire crew perished.

Finally, on February, 17, 1864, the Hunley took its first action against the enemy. Lieutenant George E. Dixon and his crew slipped out and found the USS Housatonic. They then submerged and rammed the Housatonic with a spar torpedo protruding from the front of the sub. As they backed away from the enemy the torpedo was left stuck in the side of the Housatonic. Once they had gotten a safe distance away, the torpedo charge was tripped and the Housatonic was sunk within five minutes. Thus, Lieutenant Dixon and his crew became the first to ever sink an enemy ship using a submarine, and the Hunley secured its place in history. This would not be done again until World War I.

(cont. next page)

(cont from last page)
However, the story does not end there...

Roughly an hour after the torpedo had detonated, the Hunley surfaced and showed a "blue light" signal (not lantern lights, but rather some sort of pyrotechnic signal). This was the agreed upon signal to indicate that they had survived the attack and were returning to base. The signal was seen by the commander of one of the Confederate batteries in the harbor as well as by a lookout from the Housatonic who saw a "blue light" on the water after his ship had sunk.

Unfortunately, the Hunley was never heard from again...

In 1970, underwater archaeologist E. Lee Spence located the wreck of the Hunley and he donated the find to the state of South Carolina in 1995. In 2000 the sub was raised, and a long restoration was begun.

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His web site is <http://www.americancivilwarstory.com/>



Meals on Wheels in Alaska

HOT OFF THE PRESS

As the paper goes through the rotary printing press friction causes it to heat up. ... ---...
Therefore, if you grab the paper right off the press it's hot. The expression means to get immediate information.

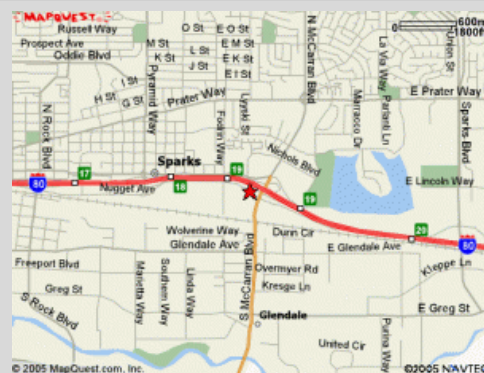
New Holland Club Members



Members Mark Hogan, Dave Porras and Fred Hamilton were installed into the Holland Club. Dennis Costarakis is also scheduled to become a Holland Club member but was unable to attend this meeting.

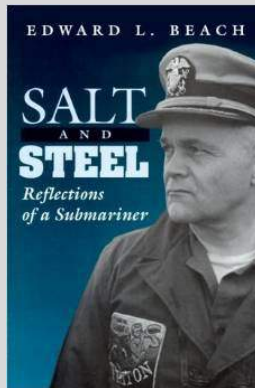


Meetings are held on the first Saturday Of each month at Denny's Coffee Shop, 205 E. Nugget Ave. Sparks NV At 1400 hours.





Book Reviews



The latest volume by this outstanding American naval writer is both a collection of essays and the closest thing to autobiography Captain Beach is likely ever to give us. He writes with his usual freshness, grace, compassion, and well-informed opinions on his own life, his father's career, Admiral Rickover (who was indispensable to the nuclear propulsion program but impossible to deal with on the personal level) and the intrigues that cost him his promotion to rear admiral, and the role of the U.S. Navy in the twenty-first century, concerning which he also suggests reforms. Along the way, he tells anecdotes about his marriage of more than 50 years, his wartime service, the origins of several of his novels and of the characters in them, and the complexities of having the nuclear submarine Nautilus christened by Mamie Eisenhower. If this should be Beach's last book, it fittingly concludes his career as writer and seafarer. We can most sincerely say, "Sailor, rest your oar." Roland Green

This Book is available in our base library.

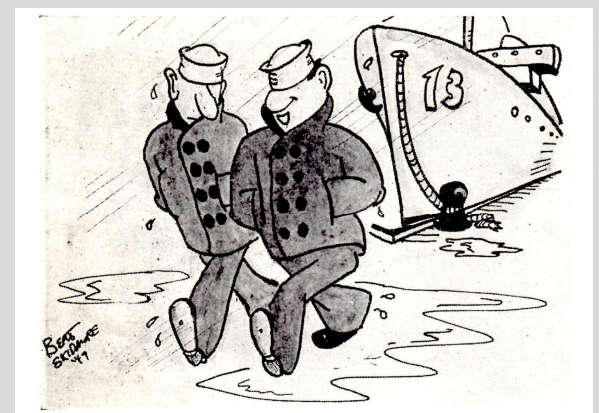
The Sailor's Creed

I am a United States Sailor. I will support and defend the Constitution of the United States of America and I will obey the orders of those appointed over me. I represent the fighting spirit of the Navy and those who have gone before me to defend freedom and democracy around the world. I proudly serve my country's Navy combat team with Honor, Courage, and Commitment. I am committed to excellence and the fair treatment of all.




Cartoons by Bert Skidmore



"Take a little off the top, damn little"



"Sure feels good to be back on dry land"

<p>1962</p>  <p>David Aunkst ET1 (SS) USS Rasher SS-269</p>	<p>1964</p>  <p>Don Brown FTCG(SS) USS Blackfin SS-322</p>	<p>1961</p>  <p>Dave Craig ETC (SS) USS Croaker SS-246</p>
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