



March  
2017

# 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



### Table of Contents

Commanders Log	pg.2
Secretary's Report	pg.3
Treasure's Report	pg.4
Chaplains Report	pg.5
Shipmates on Eternal Patrol	pg.6
Booster Clubs	pg.6
Kap(SS) 4Kid(SS)	pg.7
Lost Boats in April	pg.8
Corn from the COB	pg.8
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.

This April, the U.S. Naval Submarine Force celebrates its 117<sup>th</sup> Anniversary. April 10, 1900, the U.S. Navy purchased John Phillip Holland's revolutionary submarine and renamed it the USS Holland (SS-1), becoming America's first commissioned submarine. Ever since, American Submariners have been patrolling the depths of the oceans, taking the fight to enemies and providing maritime security around the world.

U. S. Submarine history is rich with firsts including the commissioning of the USS Nautilus (SSN571), the world's first nuclear powered submarine and her transit under the geographic North Pole on August 3, 1958; the USS Triton's (SSRN586) submerged circumnavigation of the world in 1960; and the USS George Washington (SSBN598) commencing the first nuclear deterrent patrol on November 15, 1960. The following recounts the first sailing of the USS (U-111).

Prior to nuclear power, the main source of propulsion for U.S. submarines was the diesel engine. In the early 1900's, U.S. diesel engine technology was in its infancy. Trucks, power plants and railroad locomotives equipped with diesel engines were not even a dream, and our diesel powered submarines were not reliable enough to put to sea without having a tender nearby. In 1919, Commander F. A. Daubin, assistant to a Captain in charge of the submarine section of the Chief of Naval Operations, suggested that the Navy take a look at the German submarines now located at Harwich, England (surrendered after the Armistice of 1918), which had cruised all over the Atlantic, to learn their secrets. Shortly thereafter, Daubin found himself heading to England to examine what was left of the captured U-boat fleet after the British, French and Japanese had nearly picked them clean. After a good deal of negotiating, Daubin secured the U-111, and set about repairing German sabotage efforts to make ready to go to New York. But, by the time that the U-111 was ready to sail, the USS Bushnell (AS-2), with several other German submarines in tow, had already departed for the Azores. So Daubin powered up his submarine and departed for the east coast of the U.S., unescorted. The trip was not uneventful, with breakdowns and fuel consumption a constant concern. It was the first successful unescorted transit of the Atlantic by a US commanded submarine.

The U-111 proved to be a windfall for U.S. submarine technology. The bridge, hull shape, periscopes, guns, torpedo tubes, machinery and compartment design of the U-111 were far superior to the design and machinery of our submarines of the time. Her diesel engines were disassembled, meticulously studied, and many design elements were copied. The U.S. Navy owes its later successful submarine diesel engine technology to German design and engineering.

After being used for testing, the U-111 was gradually dismantled. Daubin saw her again months later and she was now only a rusty abandoned hulk. Everything had been removed and taken ashore to the shops for disassembly and for the drawing boards. She was sealed and towed to sea for a bombing target, but after arriving on station, she sunk during the night. So ends the saga of the U.S. Navy's first U-boat.

For the complete article, please see: [Proceedings, US Naval Institute, March 1957 Vol. 83/3/649.](#)



Steve plugging our base at the Veterans Guest House Radiothon

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## March Meeting Minutes



The meeting was called to order by Commander Salzman at 1400 as our Co-COBs 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 March, and moment of silent prayer for all departed shipmates, friends, family and fellow submariners followed in their usual order. There were 31 members and guests present. New member Rich Crombie introduced himself to the group, followed by all present introducing themselves in the usual manner.

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

Vice Commander Bill Conklin gave his report.

Secretary Pete Akerson reported no mail requiring Base action has been received during the past month.

Treasurer Dave Aunkst gave his report. The Base is still very solvent.

Chaplain Paul Allen gave his report.

Newsletter Editor/Webmaster/POC/ Norm Peterson gave his report.

There was no C O B report.

Recruiter Don Brown gave his report.

Kaps-4-Kids Chairman Bill Conklin gave his report.

There was no Ad-Hoc B O D members report.

Unfinished Business:

The wording for our 'Lost Boat' brick at the Arizona Silent Service Memorial has been delivered.



Bill Conklin gave a brief summary of the Nevada Veterans Legislative Summit held in Carson City on January 28, 2017.

Authorities for the City of Reno would like to display our metal model of Corvina at City Hall.

Information concerning the Nevada Veterans and Military Day was presented.

The March 'Lunch bunch' gathering for Carson City was announced.

The Corvina parade float is in need of a refit. a date and place will be announced.

Our guest speaker, Mr. Ron Smith and his assistant presented a very interesting, informative and impressive talk and display concerning the Nevada Veterans Memorial Plaza, to be constructed at or near the intersection of Vista and Sparks boulevards in Sparks. It is a 1.6 million dollar project, which is anticipated to be completed within the next two to three years (following the completion of construction on Veterans Parkway).

After a short break for ticket sales, the monthly 50/50 drawing/raffle was conducted with the following results: Wine - Dale Poe Wine - Larry Shipman Beer glasses - Mike Augenstein Book - Terry Bolen Wine - Bill Conklin - Wine - Clyde Weber DVD and Book - Don Brown Wine - Primo Quarisa V O - Don Brown Seagrams - Bill Conklin Pocket Watch - Paul Young Wine - Dave Chute The 50/50 cash amount of \$96.00 was won by Dennis Wiley who immediately donated a substantial part of it back to the base! Thanks, Dennis!

After a Benediction by the Chaplain, the meeting closed at 1545 with three blasts on the klaxon.

Respectfully submitted,

Pete Akerson,

Secretary



## Treasure's Report

1. All account balances are available at the Base meetings.

2. Deposits for March:

Base Meeting Raffle/Memorial Fund	\$ 110.00
Dues Payments 2017	35.00
Booster Club	50.00
Transfer from M M Savings Account	1000.00

3. Checks issued in March:

Donation to AZ Silent Service Memorial (Lost Boat Plaque-USS Corvina)	500.00
Donation to Veterans Guest House-Reno	500.00
Donation to NV Veterans Coalition	125.00
CapSpecialty/Memorial Theft Insurance(1 Year)	261.00
USSVI/National 2017 Dues	25.00

## Welcome to New Members

James Stuart (Associate) of Reno, He is a retired MMC on surface craft.

Michael Uva of Minden, He is a retired Captain (SC) and qualified on the Jacksonville in 1984.





## Chaplains Report

**Falklands War (continued from Feb. Newsletter):** Dave Aunkst sent me an email after reading my story about the end of the Argentine submarine ARA Santa Fe (S-21) which formally was the USS Catfish (SS-339) sold to Argentine in 1971. He and his wife, Mia, in February 2010, took a small cruise ship out of Ushuala, Argentina which is a small port city in the Beagle Channel south of the Strait of Magellan, north of the Drake Passage. The cruise took them to the Falkland and S. Georgia Islands and south to the Antarctic Peninsula. While in Grytviken, S. Georgia they saw the grave



stone of the only sailor that was killed from the Santa Fe submarine. The conflict or crisis between the United Kingdom and Argentina (they did not call it a war) lasted 74 days with the U.K. losing 255 killed and Argentina 649 killed. After Margaret Thatcher (the Iron Lady) had the nuclear-powered submarine HMS Conqueror to take out the ARS General Belgrano with 2 MK8 mod 4 torpedoes each with 805-pound torpedo warheads and the loss 323 sailors,

the Argentine Navy went home. There was a third torpedo fired but missed and bounced off another ship. The General Belgrano was the former USS Phoenix (CL-46), survived Pearl Harbor, served through WWII and then sold to Argentina in 1951. She is the only ship ever to have been sunk during military operations by a nuclear-powered submarine and the second sunk in action since WWII. The first was a diesel electric submarine built in France in 1970 for Pakistan the PNS Hangor (S131), which torpedoed an Indian Frigate in 1971 with the loss of 194 Indian sailors. While on the cruise ship, "The Prince Albert", Dave and Mia were served corvina fish and it was very good eating. It is also known as the corvina drum (*Cilus gilberti* if you can read Latin) and can reach up to 30 inches in length. The cruise ship was 350 feet long, carried 130 passengers and was "ice ready". They went in Feb. Because it is in the southern hemisphere but in one big storm only the crew could stomach eating. Ernest Shackleton, born in Ireland, raised in London, a great Antarctic explorer is also buried in Grytviken and King Edward Point is the smallest capital city in the world. If you visit S. Georgia you will have to share it with about 3 ½ million pairs of penguins. Last note; Dave didn't know the Santa Fe was the former Catfish because there was no information about it posted. Now we know that the corvina fish is good eating and highly prized in South America as a food fish. I've included 3 photos: 1) cover of Newsweek Mag, 19 April 1982. 2) Santa Fe sailor's headstone (Dave Aunkst's). 3) corvina fish served with patacones.



## Easter!



In my previous part of the Chaplain's Corner I wrote about the corvina fish. Another fish which comes from the Sea of Galilee, which Jews today call Yam Kinneret, is called the "musht fish", popularly known as "St. Peter's Fish". History tells us that Jesus spent most of his time during his three years of ministry around the lake and at least 7 of Jesus' 12 disciples were fishermen from the lake area. At the end of three years Jesus knew it was time to proceed to Jerusalem and the passion week was ahead of him. After his crucifixion on a Roman cross, Christians believe that Jesus was resurrected from his grave by God the Father. That's why the Easter celebration is very important to

Christians, because He lives we will live also with Him. After his resurrection he made appearances to some of his followers of which one was to Peter and some of the other disciples who in their discouragement went fishing on the Sea of Galilee. Early in the morning while fishing, they sighted Jesus on the shore.

He had built a fire, cooked some fish and bread, with an invitation to come ashore and eat. Were they surprised! History tells us that the fish were probably sardines at that time. I personally like sardines in olive oil right out of the can. Celebrate Easter with family and friends, ham, hot cross buns, cakes, chocolate and beverages! And the children love Easter egg hunts!



**Quote by Martin Luther, Germany 1483-1546:** *"Our Lord has written the promise of resurrection, not in books alone, but in every leaf in springtime"*

**Paul Allen**

**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)	Walter Lewis IC1(SS)
Frank Kenyon EM3 (SS)	Bob Heaps IC2 (SS)
James Jordan TMSN (SS)	

### Corvina Base Booster Club

James Gibson  
Steve Salzman  
James Turner  
Bobbie Heaps  
Dave Aunkst  
Paul Young  
Ken Anderson  
R.Dennis Wiley  
Leif Larsen  
Pete Akerson  
George Little  
Bill Desormier  
Lon Schmidt  
Dave Chute

### Corvina Base Kap(SS) 4Kid(SS) Booster Club

Paul Young  
Terry Bolen  
Bill Conklin  
Pete Akerson  
Jim Turner  
Frank Urbani  
Dennis Wiley  
Dale Poe  
Paul Young

The Corvina Base News is published monthly for the use of the Corvina Base Members. Distribution is by E-mail along with 14 copies sent by the USPS. Submission of articles must be received by the 25th of the month.

For any questions or corrections contact:

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## CORVINA BASE KAP(SS) 4 KID(SS) TEAM VISITS










### ST. MARY'S AND RENOWN

### CHILDREN'S HOSPITALS

The Kap(SS) 4 Kid(SS) Team had a great March with visits to both St. Mary's Pediatric Unit and Renown Children's Hospitals. A total of 8 children were visited, and each received lots of submarine-related goodies. Pictures of submarines and submarine life were enjoyed by the children, and each received a cap and certificate designating them as "Honorary Submariners". One child's Dad was a submarine sailor, having served on USS Snook. We hope to have him join us at Corvina Base in the near future.

K4K Team Members Bill Conklin, Primo Quarisa, Paul Young and Claudia Quarisa participated in the visits, with the able assistance of Dave Aunkst.



1941	1944	1958	1958	1954
 No Patch	 	 	 	 
Del Schwichtenberg CWO3 (SS) USS O-6 SS-67	Herbert Starmer HMC (SS) USS Cobia SS-245	Frank Urbani EN2 (SS) USS Gudgeon SS-567	James Tiernan QMC(SS) USS Irex SS-482	Leonard Stefanelli QM3 (SS) USS Catfish SS-339

## Phone Scam watch out

The criminal begins the call with a simple, "Can you hear me?" Warning: Do NOT answer that question on one of these unsolicited calls. It's a scam! If you answer that question, or any question for that matter, with a "yes," the criminal can use it against you. They are actually recording the victims' responses. If they record you saying "yes," they can use it to claim that you agreed to certain charges. They then threaten to sue the victim if they attempt to deny the charges. These calls usually show up with the local area code on the caller ID. This lets the victims' guard down, thinking it's someone local and they might know the person.

## Lost Boats in April

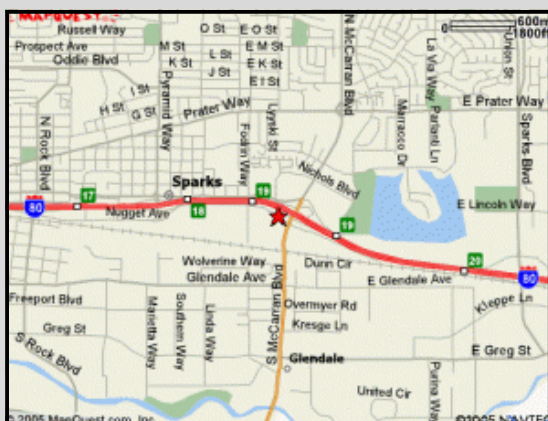
[USS Pickerel \(SS-177\)](#) was lost on **3-Apr-1943** with the loss of **74 crew** when it was sunk within lume of Shiramuka Light off Honshu.

[USS Grenadier \(SS-210\)](#) was scuttled **22-Apr-1943** after serious damage by aircraft near Penang, ~ 10 Miles West of Lem Voalan Strait

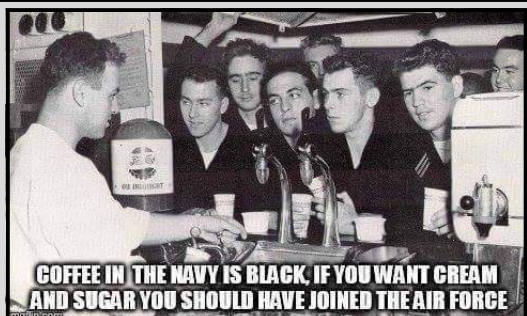
[USS Gudgeon \(SS-211\)](#) was lost **18 April-1944** with the loss of **80 crew** when it was sunk off Saipan near Maug Island.

[USS Snook \(SS-279\)](#) was lost sometime after **8-Apr-1945** with the loss of **84 crew** when it was sunk within 100 miles East of 18° 40N; 111° 39E, near Hainan Island

[USS Thresher \(SSN-593\)](#) was lost on **10-Apr-1963** with the loss of **129 crew and yard workers** when it was sunk while on sea trials near Isle of Shoals.



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



From the March 2017 issue of Proceedings Magazine:

### An Embarrassing Submarine Tour

It was Fleet Week in San Diego and our submarine had been selected to be the "visit ship." Sitting in the Wardroom, we could hear a newly reported seaman acting as tour guide for our visitors from the local community. "This is the Forward Torpedo Room, where they shoot the torpedoes. And there are the torpedoes." Then he crawled through the oval door into the Forward Battery. "This is the Wardroom, where the officers eat. Here is the Executive Officer's Stateroom, and this is the Captain's Stateroom." Then we heard the ring of the privacy curtain on the curtain rod. "And this is the CAPTAIN." And there he stood, in his skivvies.

By Commander William B Hickman

U.S. Navy Reserve (Retired)

I thought it was a good laugh!

Aloha and Mahalo!

Michael P. Uva



Master Chief  
hard at work

## CORN FROM THE COB



A doctor that had been seeing an 80-year-old woman for most of her life finally retired. At her next checkup, the new doctor told her to bring a list of all the medicines that had been prescribed had a prescription for birth control pills. "Mrs. Smith, do you realize these are birth control pills?" "Yes, they help me sleep at night." "Mrs. Smith, I assure you there is absolutely nothing in these that could possibly help you sleep!" She reached out and patted the young doctor's knee and said, "Yes, dear, I know that. But every morning, I grind one up and mix it in the glass of orange juice that my 16-year-old Granddaughter drinks. And believe me it definitely helps me sleep at night." You gotta love Grandmas!





## Rickover's First Engineering Challenge

In December of 1932, Hyman G. Rickover, executive officer of S-48, wrote his wife, Ruth, "I hope that never again in my naval service will I ever be subject to conditions such as these." After graduating from submarine school in June 1930, the 30-year-old lieutenant was assigned to the submarine USS S-48 (SS 159). his assignment lasted three years. Decades later he credited the S-48's "faulty, sooty, dangerous and repellent engineering" with inspiring his obsession for high engineering standards. Rear Adm. William D. Irvin, who served with Rickover as an ensign aboard the sub, recalled that "anything that could go wrong on the S-48 did go wrong."

When he was assigned to the S-48, it was the only remaining S-class submarine from the four-boat Group IV consisting of S-48 to S-51. S-49 and S-50 experienced battery explosions and S-51 sank due to a collision with a passenger ship. By the time Rickover reported aboard the S-48, her two surviving sister ships, themselves mechanical and electrical nightmares, had been decommissioned. The S-48 had experienced its own serious mechanical and electrical problems long before Rickover reported for duty.

The vessel's hard luck started 10 months after launching, when the yet-to-be-commissioned sub conducted her first test dive in New York Sound off of Penfield Reef on December 7, 1921. According to press reports, the 240-foot boat "was hardly under water before the shouted reports came from the aft part of the vessel: 'Engine room flooding! Motor room flooding!'" Emergency procedures kicked in. The men in the aft compartments stumbled forward and the forward compartment doors were shut. "A moment later the stern softly bumped on the bottom. The electric lights went out." Flashlights in hand, the sub's Commander, Lt. Francis Smith, ordered the ballast tanks blown, but "the weight of the water in the stern compartments was too much...her nose tilting up a little but that was all." Two hundred pounds of pig lead ballast bars were jettisoned through an air lock and four dummy torpedoes were shot out, on which the crew had painted "HELP" and "SUBMARINE SUNK HERE" along with numerous milk bottles "in which messages were enclosed giving notice of the plight of the vessel."



Slowly the bow began to rise like an inverse pendulum, but the stern stuck to the bottom. The upward tilt shifted the stern water. "Port batteries flooding!" yelled a crewman. The New York Evening News described the dramatic moment: "Breathing stopped. A flooded battery means chlorine [gas]." Cmdr. Smith and three crewmen immediately began bailing "to get seawater below the level of the [battery containers]... their hands were burned and every moment or two a whiff [of chlorine gas] drifted across their faces," making them cough and choke. No sooner had they gotten the water off the port side batteries that the starboard batteries started flooding. At the same time, the boat's bow continued to tilt upward as more material weight was jettisoned. At 30 degrees, the ship's executive officers were certain the bow was above the surface "more than sixty feet from the bottom."

One member of the crew, while being pushed from behind, wriggled and worked his way out of the sub through a torpedo tube, which was about four feet higher than the ocean surface. A rope was passed up the tube, and the remaining crew of 50 were pulled out one by one. Hot coffee and blankets were also hauled up as the men huddled in the freezing weather. One Sailor's wet underclothing "was frozen into a solid casing about his shoulders and legs." Some of the men went back down into the sub through the torpedo tube and "hauled out mattresses [which]...one by one were burned at the tip of the upstanding bow...the men sitting around their flaming signal...[warming themselves from] a stiff wind...[and] rough waters." They were finally rescued at 10:30 PM by a passing tug. The ordeal had lasted 14 hours, 10 of which were spent exposed to the frigid elements. Three men were briefly hospitalized for minor chlorine gas inhalation. Most of the men were employees of the Lake Torpedo Boat Co. of Bridgeport, Conn.

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Initial reports by the Associated Press claimed that the sub had been hit by a tug boat, but it was later learned that somebody left open one of the airtight "manholes." Divers were able to secure the hatch and refloat the vessel.

By the following August (1922), the S-48 began its second series of tests on Long Island Sound, diving to a depth of 100 feet and firing torpedoes and "other such trials." She was accepted and commissioned by the U.S. Navy in October of 1922. Over the next three years, she was in and out of New London, Conn. for repairs. She ran aground twice in 1926 during a violent storm once taking on water, which again caused chlorine gas to form. She was then returned to New London for the fifth time. Due to a lack of repair funds, the submarine was decommissioned. Funds became available in 1927 and repairs commenced, which included a hull extension of 25½ feet. In December 1928, she was recommissioned. Within seven months, she was back at New London undergoing repairs before resuming operations in June 1929. It was a year later that Rickover joined the crew.



In his biography, "Rickover: The Struggle for Excellence," Francis Duncan reports on a myriad of mechanical and electrical problems confronted by the young engineering officer on his first cruise aboard the S-48. He relates that the pneumatic control valves used to submerge the ship never "synchronized [properly and thus when diving] she [always] lurched to one side or the other...to as much as twelve degrees." Rickover wrote about his first cruise in July of 1930. Less than an hour into the cruise, a malfunctioning electrical controller forced the sub to stop. Once fixed, the gyro compass repeater then "went haywire...[making it] impossible to steer a correct course," he reported. About an hour later, an exhaust valve stem cracked, forcing another stop. It was repaired and "then three...cylinder jackets of the port engine developed leaks... [Rickover, fearing the Captain] would become disgusted [with his performance] took the chance and ran with the leaky cylinder jackets..." If that wasn't enough, several hours later "the electrician reported...something wrong with one of the main motors." Crawling into the bilges to check out a "jangling in the bow," he discovered the anchor chain was loose, "the control panel for the anchor windlass had become grounded."

Two months later, smoke belched from a ventilator fan; a main battery had caught fire. According to Thomas Rockwell in his book, "The Rickover Effect," the skipper, fearing an explosion, "ordered all men on deck, prepared to jump overboard if the expected hydrogen explosion occurred." Believing the problem was his responsibility, Rickover volunteered to re-enter the sub and fix the problem. Rickover wrote, "the smoke was coming from the battery compartment...when it was opened black smoke billowed forth... Wearing a gas mask and trailing a lifeline [Rickover ventured through the hatch]." Finding no fire, he rigged a ventilating system and lime was placed in the compartment to absorb carbon dioxide. A later examination revealed that the fire had started by sparking battery connections. Three hours later, a short circuit in the "charred battery connections" started yet another fire, which he unsuccessfully attempted to put out with a carbon tetrachloride fire extinguisher. In desperation, he successfully sprinkled lime on the flames. It worked. The cause of the second fire was old and deteriorating insulation. Rockwell also relates that Rickover was confronted with propulsion motors that "were a continual source of trouble." Showing his hands-on approach to problem solving, "he redesigned and rebuilt them [after which] they caused no further trouble."

In July 1931, Rickover was promoted to Executive Officer. In November, the S-48 had another mishap. She started a dive for a practice torpedo run and immediately "she took a twelve-degree list and a sharp downward angle. At seventy feet...she was out of control...blowing the tanks...brought her up... [A later] investigation showed a vent valve had failed to open." In February of 1932, after several diving mishaps, a group of officers "nervous and tired, had drawn up a message... for all to sign, stating the ship was unsafe and could not complete her assignment." According to Duncan, "Rickover argued them out of it...it would be bad for the reputations of all concerned and [told them] that he could work out a new diving procedure." His diving protocol meant diving took longer, but it worked.





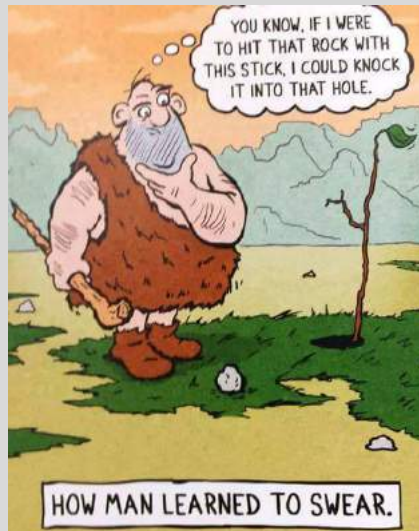
Denied a coveted submarine command of his own, Rickover went on to become an Inspector of Naval Materiel, served on a battleship, and later commanded a minesweeper. In 1939 he was transferred to engineering duty (he had received his Master's Degree in Electrical Engineering in 1929). A year later, he was promoted to command the electrical section of the Bureau of Ships and, at the end of WWII, commanded the Okinawa Naval Repair Base. A year later (1946) he was assigned to the Oak Ridge atomic energy facility, which led to his becoming chief of the joint Navy-Atomic Energy Commission Nuclear Propulsion Program, where he oversaw the engineering and construction of the Navy's nuclear submarine fleet.

Adm. Hyman Rickover retired in 1982 having served 63 years—longer than any other man in naval history. The nuclear submarine fleet he helped develop resulted from exacting standards he credited to those three eventful years he lived aboard the “faulty, sooty, dangerous and repellent[ly]” engineered S-48. Adm. George W. Emery (Retired) once worked on Rickover's staff. In a recent Naval History article he observed that Rickover made “a point to be personally on board during each nuclear-powered ship's initial sea trials.” He missed two sea trials due to illnesses. According to Emery, it was Rickover's “presence [that] set his demanding stamp of approval on both the material readiness of the ship's nuclear-propulsion plant and state of training of her crew.”

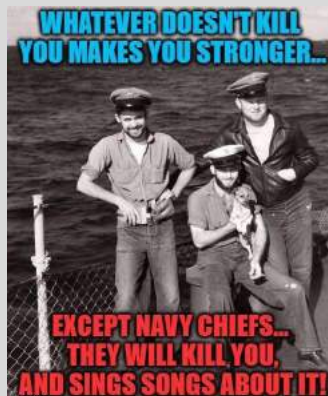
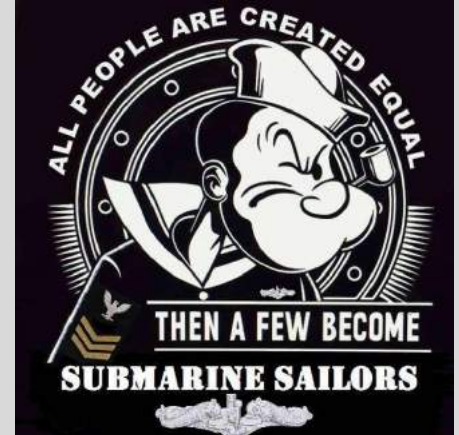
He held himself personally responsible for each submarine built and launched under his watch. Emery also reveals a personal part of Rickover's attitude. A reporter asked him about his “powerful focus on quality standards,” to which he responded, “I love my son. I want everything that I do to be so safe that I would be happy to have my son operating it. That's my fundamental rule.”

Adm. Rickover personified the American dream. Born into poverty in Russian Poland, his family fled to America to escape rampant anti-Semitism when Rickover was 6 years old. He entered the work force at the age of 9 to help support his family. At 14 he worked full time delivering telegrams while attending high school. In 1918 he was accepted at Annapolis. There he was known for his disciplined study. “[A]t night, when his three roommates slept, he sat in the shower stall, having rigged a blanket to hide the light, and prepared for the morrow's class.” By the end of his career, he had been wined and dined by presidents, congressmen, senators, diplomats, and industry leaders. He was awarded two Congressional Gold Medals and the Presidential Medal of Freedom. The young Polish-Jewish immigrant proved that hard work and diligence in America makes anything possible.

Despite her frequent mechanical and electrical mishaps, sinkings, and groundings, the Lake Torpedo Boat Co. built S-48 was finally deactivated in 1935 and berthed at League Island, N.Y. At the beginning of WWII, she was reactivated and used for training at New London. “Overhaul and repair periods [during the war] were frequent,” history records. The hard luck S-48 was decommissioned in 1945 and scrapped the following year after 25 years of service, three of which inspired one of the Navy's most respected and honored seamen.



**A NEGATIVE PERSON SEES THE GLASS OF WATER HALF EMPTY. A POSITIVE PERSON SEES IT HALF FULL. A SAILOR ADDS TWO SHOTS OF RUM, TWO CUBES OF ICE, AND SAYS “CHEERS”**



### **So I got my concealed gun permit yesterday...**

...and went over to the local Bass Pro Shop to get a small 9mm pistol 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 card reader!

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.

