

June
2017

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



History of the DBF pin

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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.

On July 2, 1776, the Second Continental Congress voted to approve a resolution of independence from British rule. After voting for independence, Congress turned its attention to preparing a statement explaining this decision; the Declaration of Independence. It was approved two days later, on July 4, 1776. Even though John Adams proposed July 2 as the day to be celebrated, Americans celebrate our independence on July 4. However, most historians concluded that the Declaration was signed nearly a month after its adoption, on August 2, 1776. Most historians, and the American public, may never have had a chance to look for themselves at the date and signatures, on this document at all, except for the quick thinking of a lowly government clerk.

The War of 1812 was going poorly for America and Secretary of State James Monroe was certain that the British would ultimately attack Washington. In 1814, he was sure that invading British troops would loot and burn the Capitol and he ordered Mr. Stephen Pleasonton, a common clerk, to preserve important State Department papers and documents. Pleasonton acquired coarse linen sacks and filled them with as many department records as they would hold, including secret unpublished journals of Congress, the commission and correspondence of George Washington, the Articles of Confederation, the U.S. Constitution, and all treaties and laws the department made since 1789. He was told to take and hide them in a grist mill two miles from Georgetown. Before he left, he noticed that the Declaration of Independence (the original), nearly forgotten, was still hanging in its frame on a wall, and he took that as well. A day later, Pleasonton, fearful that the British would destroy a nearby cannon foundry and possibly the nearby grist mill if they were to make it all the way to Washington, procured a wagon and took the documents to Leesburg, VA, 35 miles distant, and stored them in a deserted stone house. That night, British troops arrived and burned many buildings in Washington, including the State Department. The documents were returned to Washington weeks later.

For his actions, President James Monroe appointed Pleasonton to the position of Fifth Auditor of the U.S Treasury. He was responsible for all domestic accounts pertaining to the Department of State and the Patent Office, all banks, consular and diplomatic accounts in foreign countries, the census, and all boundary commission accounts. His appointment also included overseeing the operations of the Treasury's Lighthouse Establishment. He had little knowledge of maritime matters, and being an additional concern, he delegated much of the responsibility to the Collectors of Customs. Under Pleasonton the collectors became the district superintendents of lights and had the authority to purchase land for necessary sites for lighthouses and oversee construction. They would also mediate conflicts, deal directly with light-keepers and were required to submit yearly reports of the status of the light stations in his charge.

However, Pleasonton was a very frugal administrator and dispensed funds only when absolutely necessary. This drew praise from higher up government officials, but came at a great expense to aids to navigation and a great cost to mariners. He was also not immune to cronyism. He established a relationship with Mr. Winslow Lewis, self-proclaimed engineer and inventor, who had developed a lighting system and won monopoly contracts for their use and supplied them to American lighthouses along the east coast. These lights were nothing more than parabolic reflectors lit by whale oil lamps and were very inefficient at focusing the available light energy. Pleasonton agreed to their expanded use primarily because he viewed them as cost effective. Although Augustin Fresnel had developed his revolutionary system of lenses in 1820, Pleasonton refused to sanction their use, viewing them as too expensive. He preferred to remain with Lewis' system, claiming that it was adequate for lighting the American coast, mainly because he thought that the Fresnel lenses would do no better than Lewis' paraboloid lamps due to the low height of the lighthouse towers at that time and any light could only be seen a short distance.

In the end, it was Pleasonton's refusal to adopt Fresnel's system, in use all over the world that proved his downfall. His administration lasted until 1852 when congress established the U.S. Lighthouse Board. It was mainly at the insistence of the world's maritime industry and the insurers of their cargoes, (Lloyds of London was one) that forced the U.S. to finally adopt the Fresnel system of refracting lenses, many of which are still in use today.



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June Meeting Minutes



The meeting was called to order by Vice-Commander Conklin at 1400 as our Co-COBS sounded two blasts on the klaxon. After an Invocation by Chaplain Paul Allen, the Pledge of Allegiance, Reading of the USSVI Creed, Tolling the Bell for boats lost in May and moment of silent prayer for all departed family, friends, shipmates and fellow submariners followed in their usual order. There were 30 members and guests present.

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

XO Bill Conklin reported on the Memorial Day and 'Stars and Stripes' Honor March' activities at the Sparks Marina. He also provided several copies of the 'Sparks Tribune' with several pictures of Corvina Base members were featured on the front page.

There was no Past Commanders report.

Secretary Pete Akerson reported that no mail requiring Base action had been received during May.

Treasurer Dave Aunkst reported on the financial status of the Base.

Chaplain Paul Allen reported no new additions to the Base Binnacle List.

Newsletter Editor Norm Peterson had no new information to report.

There was no COB report.

Recruiter Don Brown Reports his recruitment efforts continue in their usual active manner.

Kap(SS)4Kid(SS) Chairman Bill Conklin reported on his latest activities.

In a brief ceremony, Member Jeffery Woodward was inducted into the Holland Club. Congratulations Jeffery!

Placement of the Corvina model at City Hall is a continuing process.

A Corvina parade float upkeep session will be announced/scheduled soon.

A Storage site for the float has not yet been arranged/located.

The Bi-Annual Corvina Base Garage Sale will be held at Pete and Nancy Akerson's home at 7269 Bold Venture Court in Hidden Valley on August 19, 2017. Sale items may be delivered there the afternoon and evening of August 18. They can NOT be stored in the Potato Barn.

The June 'Lunch Bunch' meeting was announced for 1130 Friday, June 16, 2017 at Q's BBQ, 230 Fairview Drive (in the Lowes parking lot) in Carson City.

After a brief recess to sell tickets, the monthly 50/50 drawing raffle was held . The cash prize was won by Clyde Webber who made a very generous donation to the 'booster' fund. Thanks, Clyde!.

After a Benediction by Chaplain Allen, the meeting adjourned at 1521 as three blasts sounded on the klaxon.

Respectfully Submitted,

Pete Akerson, Secretary

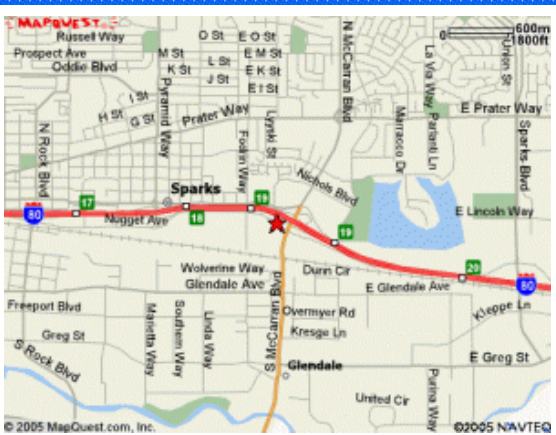


Treasurer's Report

1. All account balances are available at the Base meetings.
2. Deposits for June:

Base Meeting Raffle/Memorial Fund	\$121.00
Booster Club	99.00
Transfer in from Money Market Savings	500.00
3. Checks issued in June:

Norm Peterson/Reimburse Website Fee(3 yrs)	\$ 215.64
Nevada Veterans Coalition (Honor Guard)	125.00
Virginia City Parade Entry Donation	30.00
USPS/Post Office Box Rent (1yr)	90.00
Nev Insurance/Liability Policy (1yr)	474.00
US Bank/Safe Deposit Box Rent(1 yr)	45.50



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

The Corvina Base News is published monthly for the use of the Corvina Base Members. Distribution is by E-mail along with 13 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 about every fourth month.

For any questions or corrections contact:
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Chaplains Report

Binnacle List

Del Schwichtenberg: Several Corvina Base members paid Del and Mary Ellen a visit on Friday, the 16th after lunch bunch. They live very close to Q's Restaurant. Del was pleased we came since most of his guests are caretakers but they do take loving care of him. Del could talk with us but can't stand by himself yet which would be his #1 goal.

Linda Ely: My wife and I saw Frank and Linda at Carson City Costco on June 15 returning home from Renown Hospital after Linda had just finished her last round of chemo-therapy. The good news is that she has regained about 25 pounds.

Don Brown: For the last few weeks Don has had a problem because of his diabetes where his glucose level cannot be brought under control. The doctors are trying different medications but as of this writing none have worked. Hopefully they will find a way to help Don. The worst symptom that he has is weakness such as the ability to even carry a gallon of milk, plus he is losing weight.

Paul Allen: Over the last couple of years I have had problems with my back. Some pain but mainly the ability to walk upright. I finally went to Spine Nevada and after X-Rays and MRI they made a diagnosis that I have scoliosis of the lumbar section of the spine and stenosis. Treatment is physical therapy and no heavy lifting. My goal is to avoid surgery and become an upright man!

Independence Day (July 4, 1776) 241 Years

As I was driving down the road recently, thinking about the upcoming 4th of July parade in Virginia City, the radio played Ray Charlie's recording of "America the Beautiful". He recorded it in 1972 but it was popularized in the Bicentennial in 1976 and his rendition is still popular today. As a side note, I want to thank the men who repaired the Corvina Base float so it would be ready for the 4th. We live in a beautiful country, but I believe the liberty we have even makes our country more beautiful. The lyrics to this song were written by English Professor Katherine Lee Bates, at the age of 33, when on a train trip through Chicago, the wheat fields of Kansas on her way up to the views of Pikes Peak. The music was composed by church organist and choirmaster Samuel A. Ward at Grace Episcopal Church in Newark, New Jersey. I know that in the church I went to growing up it was included in the hymnal. I've include two verses of "America the Beautiful". Let's celebrate our independence!



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O beautiful for spacious skies,
For amber waves of grain,
For purple mountain majesties
Above the fruited plain!
America! America!
God shed His grace on thee,
And crown thy good with brotherhood
From sea to shining sea!

O beautiful for patriot dream
That sees beyond the years
Tine alabaster cities gleam
Undimmed by human tears.
America! America!
God shed His grace on thee,
And crown thy good with brotherhood
From sea to shining sea.

Scripture: Matthew 10:29-31 “Are not two sparrows sold for a penny? Yet not one of them will fall to the ground apart from the will of your Father. And even the very hairs of your head are all numbered. So don’t be afraid; you are worth more than many sparrows”

Prayer: Father, God, Your Word says that people are more important than many sparrows so we believe that the members of the Corvina Base that have physical needs are important to you. We pray for healing for them and strength for their caretakers. Also, Lord, as we celebrate July 4th that your blessings would remain on “the United States of America”. Thank you, Lord, for hearing our prayers. Amen!
Paul Allen, Corvina Base Chaplain

Boats Lost in July

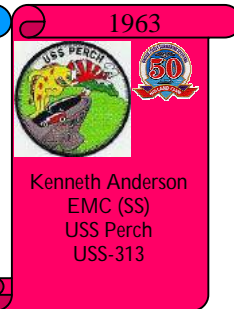
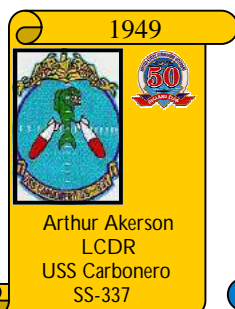
USS Runner (SS-275) was declared lost **1-Jul-1943** with the loss of **78 crew** when it was sunk somewhere between Midway and Hokkaido.

USS S-28 (SS-133) was lost on **4-Jul-1944** with the loss of **50 crew** when it foundered off Hawaii , while operating with *USCGC Reliance*

USS Robalo (SS-273) was lost on **26-Jul-1944** with the loss of **84 crew** when it was sunk 2 miles off west coast of Palawan.

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
Paul Allen
Michael Uva
Dan Moran
Frank Urbanti
Clyde Webber
Frank Ely





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

Paul Young
Terry Bolen
Bill Conklin
Pete Akerson
Jim Turner
Frank Urbani
Dennis Wiley
Dale Poe
Frank & Linda Ely
Ted Henson

The War Pig

If you're looking for the least glamorous and surely shortest lived occupation in an ancient army, look no further than the brief and terrifying existence of the war pig. What was the function of a war pig?



To frighten away war elephants besieging their host army. How did they do it? With much screaming and fire.

In order to drive back the formidable war elephants, Greek and Roman commanders would send pigs, coated in combustible pitch, crude oil, or resin, and lit aflame, out into the field towards the oncoming army. The combination of the squealing (which we can only imagine was intense) and the fire would severely spook the elephants, not only forcing them to retreat but, often times, inflicting considerable damage on their own army as they stampeded away from the incendiary pigs.



Corn from the Cob

One day a man decided to retire...

He booked himself on a Caribbean cruise and proceeded to have the time of his life, that is, until the ship sank.

He soon found himself on an island with no other people, no supplies, nothing, only bananas and coconuts.

After about four months, he is lying on the beach one day when the most gorgeous woman he has ever seen rows up to the shore.

In disbelief, he asks, "Where did you come from? How did you get here?"

She replies, "I rowed over from the other side of the island where I landed when my cruise ship sank."

"Amazing," he notes. "You were really lucky to have a row boat wash up with you."

"Oh, this thing?" explains the woman. "I made the boat out of some raw material I found on the island. The oars were whittled from gum tree branches. I wove the bottom from palm tree branches, and the sides and stern came from a Eucalyptus tree."

"But, where did you get the tools?"

"Oh, that was no problem," replied the woman. "On the south side of the island, a very unusual stratum of alluvial rock is exposed. I found that if I fired it to a certain temperature in my kiln, it melted into ductile iron and I used that to make tools and used the tools to make the hardware."

The guy is stunned.

"Let's row over to my place," she says "and I'll give you a tour." So, after a short time of rowing, she soon docks the boat at a small wharf. As the man looks to shore, he nearly falls off the boat. Before him is a long stone walk leading to a cabin and tree house.

While the woman ties up the row boat with an expertly woven hemp rope, the man can only stare ahead, dumb struck. As they walk into the house, she says casually, "It's not much, but I call it home. Please sit down."

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"Would you like a drink?" "No! No thank you," the man blurts out, still dazed. "I can't take another drop of coconut juice." "Oh it's not coconut juice," winks the woman. "I have a still. How would you like a Tropical Spritz?"

Trying to hide his continued amazement, the man accepts, and they sit down on her couch to talk. After they exchange their individual survival stories, the woman announces, "I'm going to slip into something more comfortable. Would you like to take a shower and shave? There's a razor in the bathroom cabinet upstairs."

No longer questioning anything, the man goes upstairs into the bathroom. There, in the cabinet is a razor made from a piece of tortoise bone. Two shells honed to a hollow ground edge are fastened on to its end inside a swivel mechanism. "This woman is amazing," he muses. "What's next?" When he returns, she greets him wearing nothing but some small flowers on tiny vines, each strategically positioned, she smelled faintly of gardenias. She then beckons for him to sit down next to her.

"Tell me," she begins suggestively, slithering closer to him, "We've both been out here for many months. You must have been lonely. When was the last time you played around? She stares into his eyes.

He can't believe what he's hearing. "You mean..." he swallows excitedly as tears start to form in his eyes,

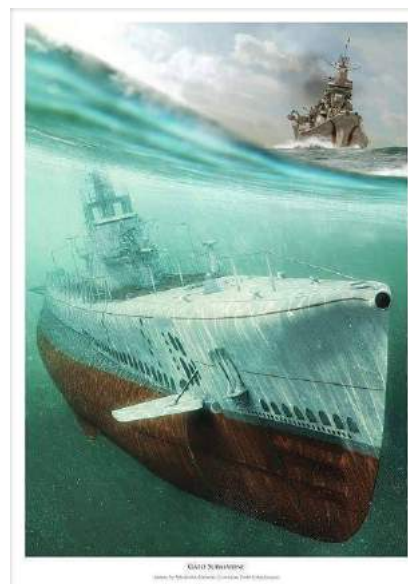
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"You've built a Golf Course?"



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 SUPPORTS THE STARS AND STRIPES HONOR MARCH

USSVI Corvina Base Members Bill Conklin, Rich Crombie, Terry Bolen and Dennis Wiley were proud to participate in the First Annual Stars and Stripes Honor March on Memorial Day 2017, supporting the Nevada Veteran's Memorial Plaza to be constructed on a beautiful grass hill overlooking the Sparks Marina in Sparks, Nevada. Well over 100 people participated in the March.

Corvina Base Shipmate Rich Crombie (in uniform) is a driving force behind the construction of the Memorial, and was the organizer and host of the Honor March. He is a Gold Star Dad, having lost his son Army Private First Class David Nick Crombie during Operation Iraqi Freedom in 2006. PFC Crombie is the recipient of the Bronze Star and Purple Heart.

Shipmates can visit honormarch.com for further information and a link to the Nevada Veteran's Memorial Plaza website.



History of the DBF pin

by Patrick Meagher TMC(SS) USN RET.

Probably none of today's submariners know the origin or the significance of the Diesel Boats Forever (DBF) pin. Most former Diesel boat sailors are also ignorant of its origins even though it is worn with pride on many Sub-Vets vests.

The last diesel attack boat built for the US Navy was commissioned in October 1959 (1). At that time there were five classes of nuke boats along with two "one off" designs in various stages of construction and pre commissioning trials along with USS Nautilus SSN-571, and the four Skate class boats in operational status (2). The diesel boat force made up predominantly of modernized fleet boats (Fleet Snorkels, Guppy 1A's, Guppy 2's, Guppy 2A's, Radar picket, Regulus missile, troop carrier, and hunter-killer conversions), six Tang's plus Darter, Growler, Greyback, the two Salmon's and the three "B" girls had become the source of pre-commissioning crews for the nuke boats. There was a steady stream of 9901's passing through the diesel boat force, spending seven months onboard learning the boat and earning their dolphins before departing for nuke school. A smaller number of career enlisted electricians, machinist mates, enginemen, and electronic technicians also volunteered for the nuke program. Admiral Hyman Rickover personally interviewed all officers applying for the nuclear power program as well as many of the senior enlisted submariners. Tales of Rickover's interviews consistently reported on his efforts to intimidate and discredit the accomplishments of the officer interviewee's, alienating many who interviewed with him. Disturbing reports from senior enlisted veterans of the nuke boat navy in favorite submarine "watering holes" ashore indicated Rickover's new operating philosophy was at work in the engineering spaces.

"Don't trust enlisted engineers." Nuke trained officers consistently checked, double checked, and triple checked the work and system lineups of the enlisted engineers, a major change to the long standing professional relationship between enlisted and officer submariners. In addition, "front-enders" the non-nukes, were reporting excessive wardroom focus on the engineering plant at the expense of the historic mission of the submarine. They were also describing the "no-touch" rule from the reactor compartment aft. If you were not a nuke, you couldn't touch any part of the engineering plant-period. You could learn it in theory, identify major components, valves and panels, but that was it. Gone was the traditional submarine qualification program that demanded standing all watches under instruction as well as rigging all compartments for all evolutions. Lost on most submariners was the reason Rickover imposed the new operational Philosophy which is best summarized by Gary E. Weir (3)

"The potential for major disaster in the nuclear propulsion program caused him (Rickover) to elevate professional competence, discipline, and responsibility to the rank of absolute virtues required of every naval and private participant.....Unfortunately for a great many people, Rickover's personal and professional manner made the lesson difficult to learn." (pg. 168)

By early 1967 total nuclear submarine crews numbered in excess of one hundred counting blue and gold SSBN crews with sixty four nuke boats (forty one of which were SSBN's) in commission. The thirty seven Sturgeon class nuke boats would start to commission with the lead ship in March of that year. The Diesel boat fleet in contrast numbered slightly over one hundred in commission with most of the modernized fleet type boats nearing the end of their useful lives. Former SSR's, SSK's, and Fleet Snorkels would start to decommission within eighteen months to be followed shortly by the guppy conversions.

More and more Rickover trained officers were appearing on squadron and force staffs bringing with them Rickover's operational philosophy. It was apparent to all that the diesel boat navy were dinosaurs soon to be extinct along with their officer community who were either unwilling to become nukes or passed over by Rickover as unfit to become nuke boat engineers in order to ascend to command of a nuke boat (4). Diesel boats were still conducting most of the non-deterrent submarine operations including "special missions." Nuke attack boats were "wowing" many with their performance and potential along with occasional contributions such as "a mission of great value to the government of the United States of America." The nukes were not without their teething problems however. It was not uncommon for a nuke boat to be unable to get underway as scheduled due to an "engineering problem." A refueling every three to four years also required a shipyard stay of from eighteen months to two years again reducing the number of nuke boats available for operations. So it was left to the diesel boats to pick up the slack.

'Dex' Armstrong (5) describes the thinking of the enlisted smokeboat sailor during these years.

"We were it...One crew. Nobody took over our boats when we came in. When the old girl went to sea, we were there. The same names, same faces, same officers forward. If someone failed to maintain a system or piece of equipment, the Chief of the Boat knew precisely what butt to put his boot into when ass-kicking time rolled around. Those were great days... Didn't know it then, that came later...much later. We knew nuclear boats represented progress but we didn't think much about it.....We could see the future of submarining floating in the after nest.

The big, fat, black monsters getting all the attention. High speed, deep-diving ugliness rapidly sending our smokeboat fleet up the river to the scrapyards. To us nuke boats were like elephants... They were big as hell, uglier than sin and none of us had any idea what went on inside of the damn things. They were just there."

This brings us to the DBF pin. In 1969 USS Barbel SS-580, the lead ship of the last class of diesel boats built for the US Navy was deployed to WesPac. While on a "special mission" in early 1970 the control room gang got into one of those nuke boat vs. diesel boat discussions.

It was pointed out during the discussion that on a number of occasions a diesel boat would have to get underway for a "broke-down" nuke boat again proving the superiority of smokeboats over unreliable nuke boats. Someone suggested there ought to be a pin for smokeboat sailors, something like the new Polaris Deterrent Patrol Pin for "boomer" sailors, for the times you had to take a nuke boat commitment because they were broke-down. A contest was commissioned to design the pin. ETR3(SS) Leon Figurido's winning design was a broadside view of a guppy boat with SS superimposed on the North Atlantic sail. There were two bare breasted mermaids, one on the bow and one on the stern facing in with arms extended. Completing the design was a ribbon underneath the boat with holes for stars, and centered on the ribbon the letters "DBF". ETR3(SS) Figurido received appropriate recognition for his winning design along with a prize of some sort, now long forgotten. Upon Barbel's return to Yokosuka the design of the DBF pin was hand carried to a local manufacturer of nautical gewgaws where a batch were cast and brought back to the ship and sold at cost to Barbel crewmembers that began to wear them ashore. As the DBF pin grew in popularity within the diesel boat community it continued to be cast and sold in shops around Yokosuka eventually making its way to Pearl Harbor, San Diego, and on to the east coast. Most "smokeboat" sailors assumed a gold star would be placed in the ribbon for each diesel boat served on. However, it was confirmed to the author years later by Capt. John Renard, USN RET. Skipper of Barbel at that time, a star was to be placed on the ribbon for each time a diesel boat you served on had to get underway for a broke-down nuke.

The DBF pin continued to gain in popularity among current and former smokeboat sailors who wore them with pride as either a pin or on a belt buckle, all the while collecting the ire of the senior nuke officer community. As the wholesale decommissioning of the fleet type boats occurred during the early 70's scores of career electricians and enginemen were forced to "surface" as there was no room for them on Rickover's boats. Their designation was changed by BUPERS from "SS" to "SQ" indicating they were excess to submarine force manning requirements although they were still allowed to wear their dolphins. Soon they too would be gone along with their collective histories. In 1973 Rickover issued an edict that Midshipmen would no longer go on summer cruises on diesel boats. Rumor had it that too many were showing up at his interviews with "bad attitudes" about nuke boats picked up on their summer cruise on the smokeboats. It was reported in favorite submarine hangouts ashore that on more than one occasion nuke boat skippers banned the wearing of DBF pins by their crew members, typically "front enders" the non-nukes, implying that to do so would indicate disloyalty to the nuke submarine force. In the mid 70's the DBF pin went into the display of submarine insignia maintained at the Pacific Submarine Museum then located at the Submarine Base, Pearl Harbor. The caption alluded to an "unofficial" insignia worn by a disappearing breed of submariner nostalgic for the days of diesel boats.

In July 1975 the last guppy submarine in US service, USS Tiru SS-416, decommissioned in Charleston SC. A handful of the guppies sailed on in foreign service into the late 90's with two, ex-USS Cutlass SS-478, and ex-USS Tusk SS-426 continuing to serve today in the Republic of China (Taiwan) navy as training boats. The last

diesel attack boats in US service were USS Darter SS-576, USS Barbel SS-580, USS Blueback SS-581, and USS Bonefish SS-582. They decommissioned between 1988 and 1990. Two Tang class boats, ex-USS Tang SS-563, and ex-USS Gudgeon SS-567, recently decommissioned in the Turkish Navy with ex-Gudgeon slated to be Turkey's museum submarine. The Turkish skipper of ex-Tang when asked about the difference between the German designed and built replacement boats for their retiring ex-US boats is reported to have said, "American submarines are built for war, German submarines are built for export." (6)

It's ironic that 15 years after decommissioning of USS Blueback SS-581 at the Submarine Base in San Diego, a Swedish Navy Type A-19 Gotland Class Air Independent Diesel Boat is conducting weekly ops there to "familiarize" US Navy ASW forces with the operating characteristics of advanced non-nuclear submarines. When the Swedish crew comes ashore on Friday after a week at sea they still look and smell like the smokeboat sailors of old. Our current crop of submariners avoids them.

The DBF pin, originally designed by a USS Barbel SS-580 crewmember as an unofficial insignia to recognize the diesel boats ability to fill-in on very short notice for broke-down nuke boats, now resides with pride on the blue vests of Submarine Veterans who qualified and served on smokeboats. Today the DBF pin is the unique symbol of the professionalism, discipline, and camaraderie of American smokeboat sailors who sailed on, unloved, unwashed, and underpaid as their era was coming to a close. DBF!



REGULUS MISSILE PROGRAM MEMORIAL

The REGULUS Missile Program is memorialized at Pearl Harbor as the pioneers in stealth defence and deterrence of aggression in the continuing existential threat to the western nations.



A Touching Story



A cool way to take a casket to the cemetery.

The funeral procession pulled into Waukegan Cemetery. Several cars of family members followed a black truck towing a boat with a coffin in it. A passer-by remarked, "**That guy must have been a very avid fisherman.**"

"Oh he still is," replied one of the mourners. "**As a matter of fact, he's headed to the lake as soon as we bury his wife.**"

THE FLAG

**She fluttered in the wind
That blew o'er the bloodied field
In Remembrance once again
Of those who did not yield.**



**She stands for what is right and good
In the hearts of blessed men
Who shed their life's blood
In battle for her time and again.**

**White is there for Purity,
Blue to remind us be True,
And Red of blood for Bravery,
Soldier, these represent you.**



**So when you hear the bugle sound
As it did in days of yore,
And you gather yourselves round
To prepare to go to war,**

**Stand tall and carry Her proudly
As those before you have done,
Firing your volleys loudly
Bear your arms and crew your guns,**



**For many have fought and died for Her
And the land She represents,
Their legacy is here,
In the Army of the present**

**And when the battles all are won
And peace reigns night and day,
We shall remember our fallen ones
Every time we see Their Flag!**

