



November
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

*"In memory of
the Argentina
Submarine
"ARA San Juan"*

*Sailors rest your
oars"!*



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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.

First of all, I want to apologize for missing the deadline for last month's newsletter article. You see, I seem to have suffered a catastrophic computer meltdown. Actually, according to our computer guru Norm, the CPU overheated due to a faulty cooling fan and unsoldered itself from the motherboard. We only discovered this after installing a new fan but fortunately it did not cost much and, as it turns out, Norm will work for wine (not really)! So after a trip to several computer stores, I purchased a new one and I am back in business.

In early October Dede and I accompanied the SeaRay Boat Club on the annual bay cruise. The highlight was a cruise under the Golden Gate Bridge and around Angel and Alcatraz Islands. The fires in northern California cast a pall on the trip, however. One day, the Bay Bridge was barely visible from our berth in South Beach Harbor, but Dede did manage to take a spectacular photo of the Golden Gate.

October and November were busy months for Corvina Base as well. We participated in the Nevada Day Parade in Carson City. There was a terrific spectator turnout probably because the weather was fall perfect. Fortunately, we were early in the parade lineup and did not have to wait long to get underway. We were finished with the parade route before some of the entrants even got started. Thanks to Dale Poe who pulled the Corvina float and for the spectacular display of patriotism, with sound! And a big Thank You to all who prepped the float and participated. We did an "Instant Replay" on Veteran's Day participating in the parade in Reno. Once again Dale pulled the float in full regalia and Corvina Base was well represented. Thanks to all who participated.

At our November general membership meeting we were pleased to have Pete Juhos, Western Region District 5 Commander, and his lovely wife Debbie, attend. Pete presented the Robert Link Award to Terry Bolen. Terry was recognized for his efforts in organizing the 2016 USSVI National Convention in Reno. Well Done Terry!

The Thanksgiving Holiday is upon us and soon Christmas and I wish you all an enjoyable holiday. I look forward to seeing you all at the Christmas Holiday Lunch on December 2. Please join in and help celebrate this year's recipient of the Corvina Base Founders Award.

Steve



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November Meeting



Pete was so impressed with the number of people at the meeting he couldn't put it into words.

SAVE YOUR MONEY SHIPMATES



THIS IS THE ONLY DNA TEST THAT REALLY MATTERS

(and you don't have to send away for the results)

SO TELL ME AGAIN



HOW SMALL BERTHING IS ON A SURFACE SHIP



Treasure's Report

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

Base Raffle Proceeds/Brotherhood Fund	\$ 116.00
Christmas Lunch Payments	899.00
USSVI 2018 Calendar Orders	45.00
USSVI/Base Dues 2018	440.00
Booster Club	127.50
Donations for Base Library Books	98.00
Total	\$ 1725.50

3. Checks issued in November:

USSVI National Office-Renewing member dues	350.00
USSVI National Office-Liability Insurance Share	25.00
National SK/2018 USSVI Calendars	155.50
Transfer meeting donations to K4K Account	51.50
Walmart/Founders Award Frames	13.44
National SK/Pair Magnetic Logo Signs	125.70
Truckee Meadows Blue Star Mothers Donation	250.00



DK Notes:

1. Welcome to a new to us dual member Pete Juhos, he was a MMCS(SS/SS1) from Folsom, CA. He is also a member of the Gold Country Base and is the USSVI Western District #5 Commander. He first qualified on the Bergall (SSN-667) in 1980.

2. Sorry all of the 2018 USSVI Calendars are sold out.

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 Urbani
Ted Henson
Clyde Webber
Frank Ely
Rick Johns
G. Robert Little

4 LEVELS OF CRAZY:

1. TALKS TO SELF,
2. ARGUES WITH SELF,
3. INTERRUPTS
SELF WHILE
ARGUING
WITH SELF,



4. NO LONGER SPEAKING TO SELF.

Picked up a dog from the pound.

Musta belonged to a blacksmith

because the first thing the dog did

was make a bolt for the door.



Chaplains Report

CHRISTMAS 2017

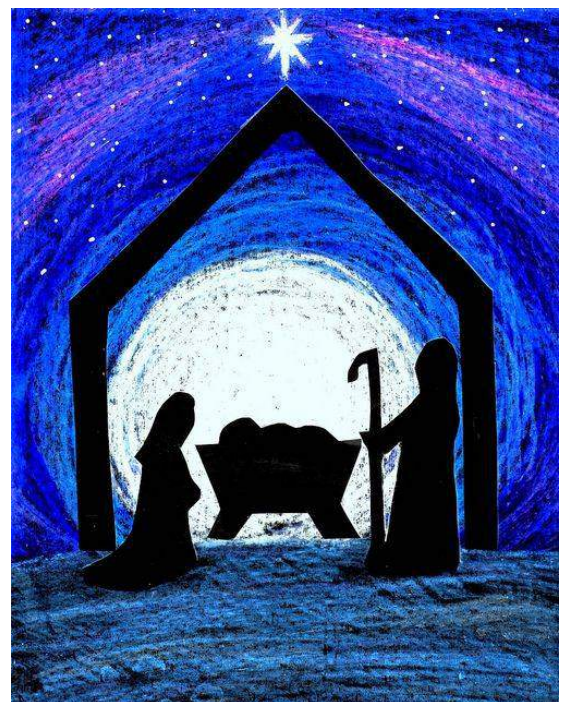
I want to wish all the Corvina Base a MERRY CHRISTMAS and a HAPPY NEW YEAR! Christmas is a special celebration for the Allen family because we come together and give gifts because of our love for each other. But we as a family believe that the real meaning of Christmas is about celebrating the birth of Jesus Christ and that he would become the savior of all mankind that put their faith in Him. I'm including a Christmas poem by a French poet named Placide Cappeau written in 1847 who also wrote the words to "O Holy night".

*Led by the light of faith serenely beaming
With glowing hearts by his cradle we stand.
So, led by the light of a star sweetly gleaming,
Here came the wise men from Orient land.
The King of kings lay thus in lowly manger
In all our trials born to be our friend.*

Prayer: Dear Jesus, you are heaven's eternal King – and you were born on earth to be our friend! In every challenge, every hardship, every trial.....you remain faithful. You came to Bethlehem, so we never need be alone in Boston, in Butte, Los Angeles, Carson City, or Reno or any place in between. You slept peacefully in a manger, and now we can sleep in peace at home or hotel or hospital or palace – you are with us to guard, protect, and comfort. Let your presence kindle a lasting thrill of hope in our hearts, this Christmas and always. We pray for all the Corvina Base Family that need physical and spiritual help at this time. We pray especially for Frank and Linda Ely, Bobbie Heaps, and anyone else going through severe trials that you O Lord would walk side by side with them at this time.

Also, Lord, we don't want to forget our submarine friends on the ARA San Juan. We pray they will be found and we pray for their families at home in Argentina that they will be comforted. Thank You Lord for hearing and answering our prayers.
AMEN!

Paul Allen Corvina Base Chaplain





CORVINA BASE KAP(SS) 4 KID(SS) TEAM **VISITS** **ST. MARY'S PEDIATRIC UNIT**

The Kap(SS) 4 Kid(SS) Team visited a nine-year-old girl at St. Mary's Hospital Pediatric Unit. Jensyn is a bright and very sweet little girl who showed great interest in our presentation. She and her family asked lots of great questions, and the visit lasted almost an hour (most are about 15 - 20 minutes). The Team presented Jensyn with lots of goodies including a coloring book, crayons, wrist band, stickers and temporary tattoos. A Cap and Certificate designated her as an "Honorary Submariner". Team Members Bill Conklin, Primo Quarisa and Claudia Quarisa participated in the visit.



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)	Rudolph (Rudy) Massenzi
Don Brown FTGC(SS)	

Corvina Base
Kap(SS) 4Kid(SS)
Booster Club
Paul Young
Primo Quarisa
Norm Peterson
Ted Hensen
Bill Conklin
Pete Akerson
Ted Henson & Rocky
Wesley Rece



"Roots - Paul's Travels"

As some of the Corvina Base is aware about my disappearing recently for about a whole month I thought I would share a few things I did. I have an older brother (81) that is 7 years older than me, whose wife died last year, that wanted to do a cross country trip to see his daughter and family in Virginia Beach, VA. His daughter Mindy is the wife of Vice Admiral Scott VanBuskirk (retired) who was our Christmas Banquet guest when he was a Captain and Commander of Submarine Development Squadron 12 in Groton, CT. Before that he was the Commanding Officer for the USS Pasadena (SSN-752). Scott retired after 34 years of active duty and is now one of the Vice Presidents for Oceaneering International where Vice Admiral Al Konetzni Ret. "Big Al The Sailors Pal" worked before he retired.

Mindy didn't want her Dad to drive by himself, so I went with him. I would call it an ancestral tour of 17 states and almost 7,000 miles. We visited lots of family and it was great as I had only been in 3 of these 17 states. I gained 5 lbs. from all the food people fed us mostly southern style cooking but I had to shed all those lbs. when we returned. A few years ago, I joined Ancestry.com because we didn't know much about our ancestry and found out that 100 % of our ancestors were from south of the Mason-Dixon Line.

When we started our trip, we were cruising by the Salton Sea in S. Calif. And I saw a sign that said Corvina Beach (photo included) because the Corvina fish lives in that lake and in the Atlantic Ocean off of Argentina. We went through the White



Sands National Monument, NM where the White Sands Missile

Test Range is located, and it says on the highway that the highway closes sometimes for missile testing. The white sands covers 275 sq. mi. but you're not allowed to take any sand for a souvenir and I found out it's not like regular sand but white gypsum.

Another high lite for me was going through the USS Razorback (SS-394) in N. Littlerock, AR which was closed the day we were there but a sub vet coming out of a hatch saw me and told us to come on down. They haven't put stairs in, so you climb straight down the ladder and going through the first hatch I bumped my head. Ouch! We waved at Elvis Presley on the



way through Memphis, TN and visited our youngest brother in Knoxville, TN who we hadn't seen in 14 years then moved on to Virginia Beach where we stayed with the VanBuskirks for a week.

Scott VanBuskirk was able to get a few days off from work so he and Mindy were really good to us, especially me because I had never been in that area before. They gave us the grand tour of Virginia Beach and the showed us the Inland Waterway. Other places were Norfolk, Williamsburg, Washington DC, Fort Munro, and the Norfolk Naval Station. FT. Munro, named after Pres. Munro, was finished in 1834 and even though it was located in Confederate Virginia the Union never allowed the Confederates to take to take it over. It was the largest stone

fort ever built in the US and was built in a 7-point star formation with a moat around it. Jefferson Davis was kept there for 2 years after the Civil war and a US Flag was hung in his casement cell for him to look at for two years. That flag is still on display there today.

We went down to the piers at the Norfolk Naval Station and arrived to view the USS Washington (SSN-787) after they had just closed down from the commissioning ceremony, but we noticed in background the USS Abraham Lincoln CVS-72 which Scott had been the strike force commander of as a Rear Admiral which made for a great photo. The



commissioning ceremony had beautiful weather but later the skies opened up and dumped a lot of rain. On the way back to Nevada, we toured the 632-ft. high Gateway Arch in St. Louis, MO. The vehicle used to get us to the top reminded me of the decompression chamber submariners go through before going into submarines. After St. Louis we headed home on Hwy.70 through Denver and 50 through NV. My brother did all of the driving, we had no auto problems, no illness although my lower back did act up toward the end. Now I know more about my roots! A GREAT TRIP!

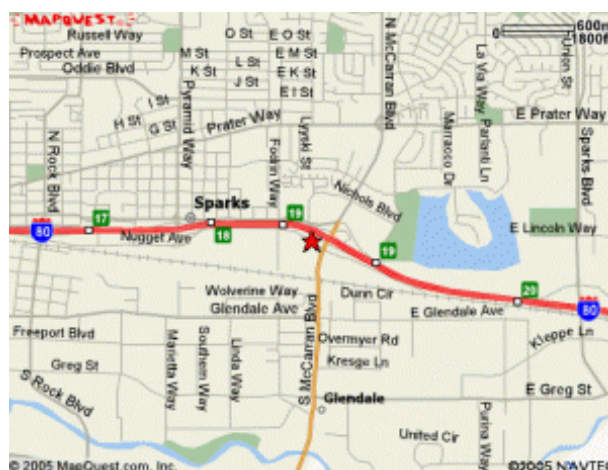
Boats Lost in December

USS F-1 [ex-CARP] (SS-20) was lost on **17-Dec-1917** with the loss of **19 crew** when it was sunk after collision with USS F-3 off San Clemente

USS S-4 (SS-109) was lost on **17-Dec-1927** with the loss of **34 crew** when it was sunk after ramming by USCG Paulding

USS Sealion (SS-195) was lost on **25-Dec-1941** when it was scuttled in Manila Bay after damage at Cavite

USS Capelin (SS-289) was lost **on or after 1-Dec-1943** with the loss of **76 crew** when it was sunk off Celebes possibly off Kaoe Bay



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

Pete
&
Steve
Presenting
the
Robert
Link
Award to
Terry
Bolen.



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Corn from the COB

Evolution of the Dolphin Trailer Hitch Covers

By: Leif Larsen

Harry Sembagh introduced the concept of the Dolphin Trailer Hitch Cover (hitch cover) to members of the Corvina Base. Shortly thereafter Don Brown, Harry and I took up the challenge of developing the first proto-type of the hitch cover.

The proto-type was made from 2" square tubing and a piece of heavy steel plating large enough to fit the dolphins inside. I was able to get my neighbor James Beatty to weld the plate onto the tubing. This heating of the plate tended to put a warp in the plate that had to be pounded out. We realized that this was not the ultimate solution. However we continued on.



Harold Lister was determining the size of the dolphins to be attached on the face plate and developing the casting for them. Once the dolphin size was finalized then the dimensions of the face plate was determined and what length the square tubing had to be and where the hole needed to be placed from the face plate to allow the trailer hitch pin to fit through.

Harold delivered the dolphins that had to be attached to the face plate after the face plate was welded onto the square tubing and straightened out. Bob Lewis and I used JB Weld to attach the dolphins. This turned out to be unsatisfactory as the dolphins fell off the hitch cover on my truck somewhere on the dirt road by the Animal Ark. Back to the drawing board on that.

Bob developed the idea of drilling small holes in the eyes of the dolphins and drilling and tapping corresponding holes in the face plate to attach the dolphins. The screws were then dipped in Super Glue and screwed into place. This worked out very well and this was used for the dolphins in the future. I believe we made several of the proto-type hitch covers, how many eludes me but I do know the one I had was sold in auction at one of base meetings.

Unbeknownst to us Rod Friedline was busy placing the design of the hitch cover into a CAD/CAM system and had several aluminum castings made of the basic hitch cover and then had them anodized black. When he presented them to us we just couldn't believe it, they were awesome. This was the final version that we sold to USSVI members.

Jumping back a bit while all this was going on Harold and I visited several chrome plating shops in the area and settled on one in Carson City. (I'm certain the EPA has shut it down by now but it served our purpose.) Now that all the pieces were in place we haggled around to set the price and I can't remember what we decided on. It could have been \$50 but enough that we could turn a profit.

(cont. next page)

We did have a couple of requests for gold dolphins which Harold gold plated and as I recall we bumped up the price a bit for that.






Now we began to figure out how to advertise them. We didn't have a website at that time so Don worked a deal with American Submariner to place ads. While Don was getting this in place Bob and I started the final assembly of the hitch covers in his workshop. I still remember Bob's wife Eleanor bringing out cookies once in awhile and the crazy talking clock Bob had in the workshop.

Don and I took care of the orders and shipping. We eventually sold out and folded up shop. So if you happen to have purchased one, hang on to it since there are no more, at least manufactured by the Corvina Base.

This was a team effort and my thanks go out to Harry, Harold, Don, Bob and Rod for making this happen.

Veterans Day Parade Reno



 <p>1949</p> <p>James Gibson LCDR(SS) USS Conger SS-477</p>	 <p>1965</p> <p>Fred Hamilton TM2(SS) USS Andrew Jackson SSBN-619</p>	 <p>1961</p> <p>Bruce Hedrick EM2 (SS) USS Sea Dragon SS-584</p>	 <p>1965</p> <p>Mark Hogan ETCS(SS) USS Scamp SSN-588</p>	 <p>1963</p> <p>Elmer Hopson USS Pomfret SS - 391</p>
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Passenger Steamer SS Warrimoo



The passenger steamer SS Warrimoo was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought the master, Captain John Phillips, the result. The Warrimoo's position was LAT 0° 31' N and LON 179 30' W. The date was 31 December 1899.

"Know what this means?" First Mate Payton broke in, "We're only a few miles from the intersection of the Equator and the International Date Line".

Captain Phillips called his navigators to the bridge to check & double check the ships position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed. The calm weather & clear night worked in his favor.

At mid-night the SS Warrimoo lay on the Equator at exactly the point where it crossed the International Date Line! The consequences of this bizarre position were many:

The bow of the ship was in the Southern Hemisphere & in the middle of summer.

The stern was in the Northern Hemisphere & in the middle of winter.

The date in the aft part of the ship was 31 December 1899.

In the bow (forward) part it was 1 January 1900.

This ship was therefore not only in:

two different days,

two different months,

two different years,

and two different seasons,

but it was also in two different centuries

all at the same time.