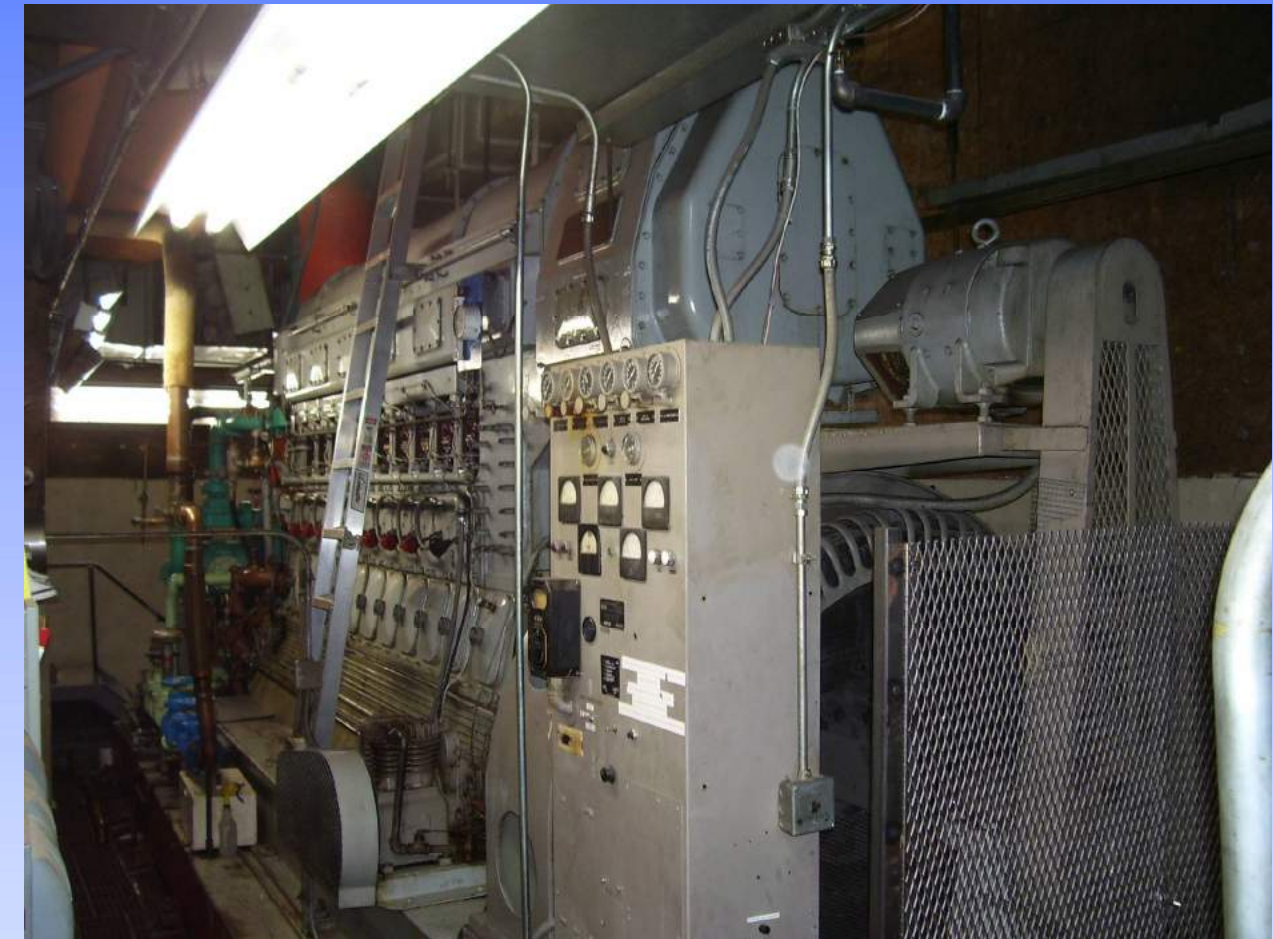


CORVINA BASE NEWS

January 2018



Is there really a submarine diesel hidden in a
basement in Reno?



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.

Commander's Log



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

Vice Commander
Dale Poe
843-6648
dadpoe@hotmail.com

Secretary
Mike Augenstein
750-7266
augy1kanobi@gmail.com

Treasurer
Dave Aunkst
410-7266
dmaun.cc@outlook.com

COB
Paul Young
303-8482
sharky5155@gmail.com

Recruiting
Dennis Wiley
972-0388
mdvwiley@sbcglobal.net

Chaplain
Paul Allen
882-7971
pmgjallen1@att.net

Newsletter/Web/POC
Norm Peterson
322-5193
1971tr6@charter.net

Ad Hoc
Leif Larsen
972-0583
rocco649@charter.net

Rick Johns
392-1615
rickjohns060@gmail.com

Assistant COB
Dave Chute
223-5135
davidchute@gmail.com

Assistant Chaplain
Marcedes Parsons
626-0352
wp347@sbcglobal.net

K4K Chairman
Bill Conklin
423-1451
billcon@cccomm.net

Past Base Commander
Dennis Wiley
972-0388
mdvwiley@sbcglobal.net

When I woke up this morning, the 23rd of January, had my coffee and begun to prepare an article for this edition of the base newsletter, I read the news that there was a sizeable earthquake south and east of Kodiak, Alaska. Fortunately, the tsunami warnings that were issued immediately after the quake were detected were already cancelled by then. But I could not help think back to Good Friday, 1964, and the Anchorage earthquake and the resulting tsunami that came without warnings and the tens of thousands of people in its path. I was only 13 years old at the time but remember the headlines on the front of our local morning paper as I stuffed them in my newspaper bag and began my delivery route. I really did not think of it again until May of 2014 when Dede and I were serving as Resident Light keepers at Battery Point Lighthouse.

The 1964 tsunami struck several coastal communities but the hardest hit was the small lumber and fishing town of Crescent City, CA, just south of the Oregon Border. During the night, by the light of a full moon, the tsunami came in a series, it is believed, of four waves. The first caused minor flooding in the downtown waterfront area. The second third and fourth destroyed 29 square city blocks and killed 11 people.

According to an eyewitness account, the fourth was the largest and most destructive. Peggy Coons and her husband Roxey were the keepers at Battery Point at the time of tsunami. Mrs. Coons awoke during the night and knew something did not sound or feel right. When she looked out of one of the seaward windows, she was greeted with an unreal sight.

"The water withdrew as if someone had pulled the plug. It receded a distance of three-quarters of a mile from the shore. We were looking down, as though from a high mountain, onto a black abyss. It was a mystic labyrinth of caves, canyons, basins, and pits, undreamed of in the wildest of fantasies. The basin was sucked dry. At Citizen's Dock, the large lumber barge was sucked down to the ocean bottom. In the distance, a black wall of water was rapidly building up, evidenced by a flash of white as the edge of the boiling and seething seawater reflected the moonlight. The Coast Guard cutter and small crafts, that had been riding the waves a safe two-miles offshore, seemed to be riding high above the 'wall' of seawater. Then the mammoth wall of water came barreling towards us. It was a terrifying mass, stretching up from the ocean floor looking much higher than the island. Roxey shouted 'let's head for the tower!' – but it was too late. 'Look out!' he yelled and we both ducked as the water struck, split and swirled over both sides of the island. It struck with such force and speed that we felt like we were being carried along

(Cont. next page)



Table of Contents

Commander's Log	pg.2
Secretary's Minutes	pg.3
Treasure's Report	pg.4
Chaplain's Message	pg.5
Corn from the COB	pg.7
Cover story	pg.10
Shipmates on Eternal Patrol	pg.11
Lost Boats in November	pg.11
Booster Clubs	pg.11

with the ocean. It took several minutes before we realized that the island hadn't moved.

"The wave crashed onto the shore, picking up driftwood logs along the beach and roadway. It looked as though it would push them onto the pavement at the end of A Street. Instead, it shoved them around the bank and over the end of the outer breakwater, through Dutton's lumberyard. Big bundles of lumber were tossed around like matchsticks into the air, while others just floated gracefully away."

The ocean covered the outer breakwater as it rolled over Dutton Dock. The surges left the huge lumber barge resting on top of Citizen's Dock. Once attached to the dock, the Citizen's fish storage buildings were now dancing over the ocean. Moored fishing boats bobbed up and down, and one boat tore up Elk Creek as if it were motorized.

Mrs. Coons continued staring outside: "When the tsunami assaulted the shore, it was like a violent explosion. A thunderous roar mingled with all the confusion. Everywhere we looked, buildings, cars, lumber, and boats shifted around like crazy. The whole beachfront moved, changing before our very eyes. By this time, the fire had spread to the Texaco bulk tanks. They started exploding one after another, lighting up the sky. It was spectacular!

"The tide turned, sucking everything back with it. Cars and buildings were now moving seaward again. The old covered bridge, from the Sause fish dock, that had floated high on the land, had come back to drop almost in its original place. Beds, furniture, televisions, mattresses, clothing, and other objects were moving by so fast that we could barely tell what they were. The next wave rushed past up into town but appeared to do no damage. The rest of the night, the water and debris kept surging in and out of the harbor."

Come daylight: "The whole beachfront was a mass of destruction. Logs, boats, furniture, cars, along with buildings were tossed helter skelter. The lumber from three big yards was high on the beach or floating around in the water. The two small buildings, along with cars that had washed off the dock, had faded from sight. Some of the boat landings and small crafts were sailing around on top of the ocean in a dizzying pattern. At midday, the tide flowed in and filled the basin so full that it ran back over the breakwater. The big tug had returned, hooked onto the lumber barge, and pulled it back out to sea. The other boats came in, hovering around the Coast Guard cutter. The silent killer, after taking its toll of life and property had left. Isolated on the island, we watched the search begin the next morning along Elk Creek for bodies. It was hard to believe that, of all things that floated by, the only bit of salvage to reach the island was one spool of lavender thread!"

Steve Salzman
Commander

Secretary's Minutes



January 6th, 2018 Meeting minutes.

There were 26 members and guests present.

The meeting was called to order at 1400 by Base Commander Steve Salzman. After an Invocation, The Pledge of Allegiance, reading of the USSVI Creed, Tolling of the Bell for Boats lost, and a moment of silent prayer for all departed friends, shipmates, family, and fellow submariners. Introductions were conducted for new base member Robert Stapp. Welcome aboard!

The Vice commander Dale Poe reported making good contacts with the Seattle base

New Base member Robert Stapp was inducted into the Holland Club. BZ!

Treasurer Dave Ankst gave his report.

Chaplain Paul Allen reports contact with Frank Ely, Doc, Joe Casten, Bruce Hedrick. mentioned a website called "truepeoplesearch.com" as a free source for finding people on the web.

Newsletter/Web/POC, working on changes to the newsletter.

Recruiter Dennis Wiley gave his report. Business cards are available to hand out to potential members. Sent out reminders to potential members.

Kaps-4-Kids Chairman Bill Conklin gave his report. Good shape financially, 3 hospital visits, books and Kindles were donated to the hospital. Read a letter of appreciation from St. Mary's Hospital. Welcome aboard Rick Johns.

Special events coordinator Terry Bolen reports new venue for the Christmas party at the Nugget, downstairs where Orosko's used to be. The August Picnic location is reserved.

(Cont. next page)

Parade chairman Dave Aunkst gave his report. Three parade sign ups are scheduled.

Correspondence topics: National elections, Western region roundup, Scholarship program, 2018 convention cruise.

Unfinished business: Corvina Model, progress on finding placement. 2018 base dues, USSVI stickers are available for membership cards.

New business: Dave Ankst gave a financial report for the base. A motion was carried to drop this year's sponsorship, to the USS Nevada as another base is sponsoring. There was discussion on Corvina Base insurance. CO presented information regarding a contact letter to be given to base members for their estate packet, providing information to next of kin about Corvina base contacts, and veterans burial benefits, etc. Additional input is needed.

An auction of items from Don Brown's Submarine memorabilia was held, Donated by his wife Teri Brown: A plaque, Sweatshirt, and Submarine jacket.

The monthly 50/50 Raffle/Drawing was held, prizes were Several bottles of wine , a bottle of Scotch, , A toy AR rifle BBQ lighter, USSVI garrison hat, ties, Mike's hard Lemonade, bread dipping oil, toy submarine model, 50/50 was \$108.00

CO made a final announcement that there will be a guest speaker at the February base meeting. Mr. Washington, a veterans benefit counselor from the Department of Veterans Affairs. He will be here to discuss veterans benefits and answer questions. Please plan to attend.

Good of the organization: Ted Henson gave information on the Moving Vietnam VeteransWall. Will be opening May 31st, closing June 4th. In Gardenerville at the East-side Memorial Park. Contact Ted Henson for more Information. Bill Conklin Mentioned the Veterans home is ahead of schedule, and planning a ribbon cutting ceremony on Veterans Day.

After all subjects had been discussed, and a Benediction, the meeting was adjourned.

Respectfully Submitted,
Mike "Augy" Augenstein
Base Secretary

Treasurer's Report



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

2. Deposits for January:

Base Raffle Proceeds/BH Fund	\$132.00
USSVI/Base 2018 Dues	70.00
Booster Club	125.00
Auction of Items	115.00

3. Checks issued in January:

USSVI National Office-Renewing member dues	\$ 50.00
USSVI/Boat Sponsorship Program(3)	90.00



DK Details:

1. For those members that pay annual dues, a 2018 Paid Dues Sticker is available to put on your USSVI Membership Card. Let me know if you want one, and I will get one to you.

2. If you are an annual member, and have lost/ misplaced your USSVI Membership Card, let me know and we can get you a replacement.

Returning Base member Rober Stapp was inducted into the Holland Club.



Chaplain's Message



Eternal Patrol

Joseph R. Casten EM3 (SS) 8/11/1929 - 9/10/2017: The Corvina base was sorry to learn that another member has passed away without us knowing about it. When calling the assisted living facility where Joe has lived for about the last 5 years they told us that Joe had passed away in September. After Joe's wife of 49 years, Jean, passed away in 2012 he chose to live at this facility because of his failing eyesight and had to be in a wheelchair because of the inability to walk, but most of those years he was able to be considered independent living at this facility. I was able to contact his brother Fred who lives in Reno to get more information about Joe's passing who said he just kind of faded away which was no surprise to Primo Quarisa after he and Don Brown had visited Joe this summer and he kept asking who they were. There was a funeral at Little Flower Church, Reno but the Corvina Base did know about it.

Joe enlisted in the US Navy in 1953 and qualified on the USS Baya (SS/AGSS-318) in 1954 and served on the USS Mingo (SS-261) and the USS Redfish (SS-395) and was a plankowner of the Corvina base. When he was able to, Joe always attended base meetings driving his bright yellow



Mustang convertible and since he lived close to Primo he would give him a ride and Primo said even in the winter the top would be down. Most of us that knew Joe, would probably agree that he usually was the best dressed person at our meetings. The periscope from the USS Baya is installed in the Vallejo Naval & Historic Museum and the city of Vallejo can be viewed through the periscope.

Joe was a retired bus driver from the NYC Transit System Brooklyn, NY and drove out of the Jackie Gleason Station and his wife, Jean, had retired from the New York Telephone Co. Before becoming a bus driver Joe also worked as a bartender and the post Office. His father joined the US Navy

from the Philippines during WWI and then stayed in the USA after the war. Jean's parents came from Lithuania. They came out west to Reno to visit a close niece of Jean's, but they liked it so well that they decided to move here in 1992. Joe and Jean never had any children. One of Joe's favorite pastime activities was to play the horses at Grand Sierra Casino but when he first moved to Reno it was called the MGM and later the Hilton. I remember visiting Joe at his retirement home and he was excited because that evening Jean's niece was going to take him to play the horses and have dinner at the Grand Sierra. Joe and Jean were both cremated, so I suggested to Fred that their cremains could be interred at the Fernley Veterans cemetery. Thank you, Joe, for your proud service to the people of the United States of America. "Sailor, rest your oar."

Bobbie Heaps: Corvina Base Assistant Chaplain Mercedes Parsons received a call this morning from Bobbie Heaps daughter in Washington with the sad news that Bobbie passed away this morning at 01:00 A.M. Thursday January 25, 2018. The effects of the cancer that took her life got quite painful at the end and she had to be treated with morphine under hospice care. About two weeks ago Pete and Nancy Akerson had been up to

Washington to visit their daughter and family and on their way home stopped in to visit Bobbie, had a good 30-minute visit, and were the last Corvina Base family to see her. We will miss you Bobbie, but we will see you on the other side of the river. Rest in Peace dear lady!

Herbert "Doc" Starmer: After writing about Doc last month Primo informed me that he and Doc were on the same Honor Flight in 2013. On that trip Doc gave Primo a signed copy of his book "World War II Submarine Doc" but he can't find it now so that I can read it. Maybe someone reading this has his book.

February and George Washington



February is the month to celebrate the birthdays of Presidents George Washington and Abraham Lincoln and of course Valentine's Day. I was thinking recently about these two presidents, also others, and how in the last 150 years their names were used many times. For example, Washington DC, Washington High Sch., almost every city in America has a street named Washington and the latest Virginia Class submarine the USS Washington (SSN-787) which is named after a state, but the state is named after George Washington. After the Civil War ended in 1865 and the slaves were freed many of that community took the name Washington as a surname because many of them at that time only had first names. Historians believe that they wanted a name they could be proud of. Contrary to common belief, according to historian Edna Medford of Howard University, slaves rarely took their masters' names. I was glad to read that because two of my family names are Allen and Bryant and those names are quite common among the black community, but I don't know for sure if any of my ancestors were slave owners except for one with the last name of Mathew.

Booker T. Washington a famous educator and advisor to presidents gave himself the name Washington, said that names like Lincoln and Sherman were good names but too provocative at the time. One of my Dutch great grandfathers was named "Benjamin Franklin Festervan" and his brother was "Andrew Jackson Festervan". As a kid in elementary school we were taught that these great leaders were worthy to be honored and I still feel that way. Thank God for these great leaders that formed this great country, "The United States of America". Let's celebrate them this February!

Valentine's Day and Love!!!

By the time Valentine's Day is here my Gloria and I will have been married 51 GOOD YEARS. I thank God for the women in our lives and the joy of sharing life together. Men, don't forget to honor your wives!



Scripture: Genesis 29:20: So, Jacob served seven years for Rachel, and they seemed to him but a few days because of the love he had for her.

Prayer: Father God, we thank you for the ladies and the extended families you have given to us to make our lives more fulfilled and we thank you also for giving the help needed to be good husbands and fathers. As we celebrate two great presidents of our country in February, we pray for our leaders in office today that you, O Lord, would give them wisdom needed to lead our great nation. We also pray for the Corvina base families that are going through serious physical trials, strength for them and their caretakers. Thank you Lord for hearing and answering our prayers. AMEN!

Paul Allen, Corvina Base Chaplain

Corn from the COB



The Infamous Toilet Paper Letter

Lt. Cmdr Coe was CO of the Skipjack when he wrote his famous "toilet paper" letter to the Mare Island Supply Office. Read it, and then the new material follows which the author graciously permitted me to post.

USS SKIPJACK

June 11, 1942

From: Commanding Officer

To: Supply Officer, Navy Yard, Mare Island, California

Via: Commander Submarines, Southwest Pacific

Subject: Toilet Paper

Reference: (a) USS HOLLAND (5148) USS SKIPJACK req. 70-42 of 30 July 1941.

(b) SO NYMI Canceled invoice No. 272836

Enclosure: (1) Copy of canceled Invoice

(2) A sample of material requested.

This vessel submitted a requisition for 150 rolls of toilet paper on July 30, 1941, to USS HOLLAND. The material was ordered by HOLLAND from the Supply Officer, Navy Yard, Mare Island, for delivery to USS SKIPJACK. 2. The Supply Officer, Navy Yard, Mare Island, on November 26, 1941, canceled Mare Island Invoice No. 272836 with the stamped notation "Cancelled---cannot identify." This canceled invoice was received by SKIPJACK on June 10, 1942. 3. During the 11 ¾ months elapsing from the time of ordering the toilet paper and the present date, the SKIPJACK personnel, despite their best efforts to await delivery of subject material, have been unable to wait on numerous occasions, and the situation is now quite acute, especially during depth charge attack by the "back-stabbers." 4. Enclosure (2) is a sample of the desired material provided for the information of the Supply Officer, Navy Yard, Mare Island. The Commanding Officer, USS SKIPJACK cannot help but wonder what is being used in Mare Island in place of this unidentifiable material, once well known to this command. 5. SKIPJACK personnel during this period have become accustomed to using of "ersatz," i.e., the vast amount of incoming non-essential paperwork, and in so doing feel that the wish of the Bureau of Ships for the reduction of paperwork is being complied with, thus effectively killing two birds with one stone. 6. It is believed by this command that the stamped notation "cannot identify" was a possible error and that this is simply a case of shortage of strategic war material, the SKIPJACK probably being low on the priority list. 7. To cooperate in our war effort at a small local sacrifice, the SKIPJACK desires no further action be taken until the end of the current war, which has created a situation aptly described as "war is hell."

J.W. Coe

Here is the rest of the story:

The letter was given to the Yeoman, telling him to type it up. Once typed and upon reflection, the Yeoman went looking for help in the form of the XO. The XO shared it with the OD, and they proceeded to the CO's cabin and asked if he really wanted it sent. His reply, "I wrote it, didn't I?"

As a side note, twelve days later, on June 22, 1942, J.W. Coe was awarded the Navy Cross for his actions on the Skipjack.

The "toilet paper" letter reached Mare Island Supply Depot. A member of that office remembers that all officers in the Supply Department "had to stand at attention for three days because of that letter." By then, the letter had been copied and was spreading throughout the fleet and even to the President's son who was aboard the USS Wasp.

As the boat came in from her next patrol, Jim and crew saw toilet-paper streamers blowing from the lights along the pier and pyramids of toilet paper stacked seven feet high on the dock. Two men were carrying a

(Cont. next page)



long dowel with toilet paper rolls on it with yards of paper streaming behind them as a band played coming up

after the roll holders. Band members wore toilet paper neckties in place of their Navy neckerchiefs. The wind-section had toilet paper pushed up inside their instruments, and when they blew, white streamers unfurled from trumpets and horns.

As was the custom for returning boats to be greeted at the pier with cases of fresh fruit/veggies and ice cream, the Skipjack was first greeted after that with her distinctive tribute-cartons and cartons of toilet paper.

This letter became famous in submarine history books and found its way to the movie ("Operation Petticoat"), and eventually coming to rest (copy) at the Navy Supply School at Pensacola, Florida. There, it still hangs on the wall under a banner that reads, "Don't let this happen to you!" Even John Roosevelt insured his father got a copy of the letter.

The article below was written by Dr. Joyce Brothers in 1963 after the loss of the USS Thresher and the 129 men aboard her.

It attempts to explain the reasons that Submarine sailors are who and what they are.

Risk is an Inspiration in Submarine Service The tragic loss of the submarine Thresher and 129 men had a special kind of impact on the nation ... a special kind of sadness, mixed with universal admiration for the men who choose this type of work. One could not mention the Thresher without observing, in the same breath how utterly final and alone the end is when a ship dies at the bottom of the sea ... and what a remarkable specimen of man it must be to accept such a risk Most of us might be moved to conclude, too, that a tragedy of this kind would have a damaging effect on the morale of the other men in the submarine service and tend to discourage future enlistments. Actually, there is no evidence that this is so. What is it, then, that lures men to careers in which they spend so much of their time in cramped quarters, under great psychological stress, with danger lurking all about them?

Bond Among Them

Togetherness is an overworked term, but in no other branch of our military service is it given such full meaning as in the so-called "Silent Service." In an undersea craft, each man is totally dependent upon the skill of every other man in the crew, not only for top performance but for actual survival. Each knows that his very life depends on the others and because this is so, there is a bond among them that both challenges and comforts them. All of this gives the submariner a special feeling of pride, because he is indeed a member of an elite corps. The risks, then, are an inspiration, rather than a deterrent. The challenge of masculinity is another factor which attracts men to serve on submarines. It certainly is a test of a man's prowess and power to know that he can qualify for this highly selective service. However, it should be emphasized that this desire to prove masculinity is not pathological, as it might be in certain dare-devil pursuits, such as driving a motorcycle through a flaming hoop.

Emotionally Healthy

There is nothing dare-devilish about the motivations of the man who decides to dedicate his life to the submarine service. He does, indeed, take pride in demonstrating that he is quite a man, but he does not do so to practice a form of foolhardy brinksmanship, to see how close he can get to failure and still snatch victory from the jaws of defeat. On the contrary, the aim in the submarine service is to battle the danger, minimize the risk, to take every measure to make certain that safety rather than danger, is maintained at all times.

(Cont. next page)

Are the men in submarines braver than those in other pursuits where the possibility of sudden tragedy is not constant? The glib answer would be that they are. It is much more accurate, from a psychological point of view, to say that they are not necessarily braver, but that they are men who have a little more insight into themselves and their capabilities. They know themselves a little better than the next man. This has to be so with men who have a healthy reason to volunteer for such risk. They are generally a cut healthier emotionally than others of similar age and background because of their willingness to push themselves a little bit farther and not settle for an easier kind of existence. We all have tremendous capabilities but are rarely straining at the upper level of what we can do; these men are. The country can be proud and grateful that so many of its sound, young, eager men care enough about their own status in life – and the welfare of their country – to pool their skills and match them collectively against the power of the sea.

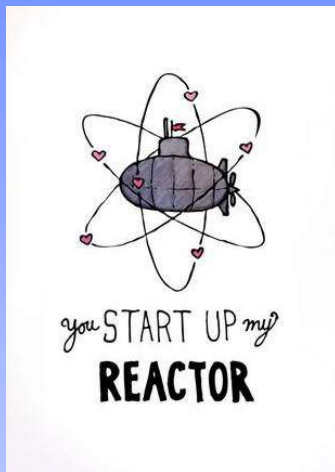
Timeless Valentine

As time goes by from year to year,
One thing is surely true, my dear;
Though decades come and decades go,
Just seeing you sets me aglow.

Time shifts my body; I start to sag,
When I pass a mirror, it can make me gag.
My joints all ache; I can hardly move;
Still a smile from you, and I'm in the groove.

Getting older can be a pain,
But with you along, I can't complain.
Despite the things that we go through,
I know I'll never stop loving you.

Your loving heart turns life to play,
As we laugh at time from day to day.
So I write this poem, and I'll hang my sign,
Saying, "Always Be My Valentine."



Our Newest Holland Club Members

1967



Jeffery Woodward
ST3(SS)
USS Guardfish
SSN-612

1967



James Weaver
SK2(SS)
USS Sam Rayburn
SSBN-635

1967



Robert Stapp
STS2(SS)
USS Andrew Jackson
SSBN-619

1967



Bill Sweetwood
EN3(SS)
USS Salmon
SS-573

1963



Charles Orman
ETN2(SS)
USS Swordfish
SSN-579

1966



Carl Inman
EN3(SS)
USS Medregal
AGSS-480

Harrah's Casino Hotel Fairbanks Morse Diesel
The Tale of two Diesel Boat Enginemen, Primo Quarisa and Paul Allen

Over the last two years I was told by someone, but I don't remember who (maybe Don Brown), that in the bilges of The Harrah's Casino Hotel Reno that there was a Fairbanks Morse Diesel used for emergency power, that may have come from a decommissioned WWII Submarine. I decided that recently one day while in Reno I would stop in Harrah's and check this out. I went to the security and asked the lady if she would call a maintenance man and give him my request. She looked at me with the look of "you want to do what?" She called Terry the on duty Maint. man and it turned being a former navy airdale and finding out that I was a former submariner, he knew why I was there. Terry took me down into the bowels of Harrah's and in front of me was this big Fairbanks Morse Diesel, but he didn't know any facts about the history. He did tell me that Allen who has been with Harrah's for 55 years taking care of this engine would be in the next week. Well I thought because the Blackfin, the boat I served on, had General Motors 278AS diesels, that I needed a Fairbanks engineman and called Primo Quarisa who had served on the Aspro and had 45 years with Cashman Tractor Co. Reno. We got all excited and showed up next week to meet with Allen and Terry. Allen didn't know any history either but knew that the engine had been installed in 1959. He started the engine up for us which made us realize why we used to call them rock crushers because that big diesel was loud.

Allen could tell us that it was a 38D 8 ½ which was the same engines used on the diesel boats and still used today on the nuclear boats for emergency power except the new Virginia Class boats use a Caterpillar Model 3512B V-12. He did have a serial no. also (833300) which helped in the search and so I called the Fairbanks Morse offices in Beloit, Wisconsin and they gave me info on how to contact their historian. He researched the history of the engine and found that it was shipped on October 30, 1942 to Sturgeon Bay, Wisconsin and was installed on the USS PC1179 which turns out to be a submarine chaser with two Fairbanks for main propulsion. So, instead of a sub it was a subchaser. The USS PC1179 was commissioned on January 22, 1943 in New Orleans and saw action



in the S. Pacific at the invasion of Leyte P.I. then Luzon, prepared for the invasion of Okinawa by clearing mines. When WWII ended she was decommissioned on May 13, 1946 and berthed in the Columbia river for the next 15 years and sold on May 10, 1961 (just as I was graduating from high school). So that means Harrah's probably got that engine about 1961. Primo and I were a little disappointed that it wasn't a boat engine but sure had fun listening to that diesel roar!

The end, Paul Allen

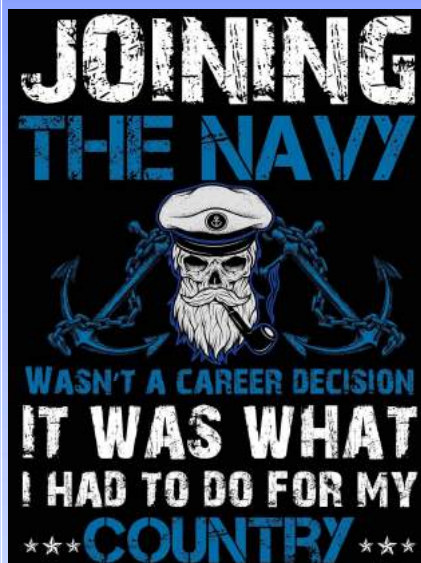
SHIPMATES ON ETERNAL PATROL

2001
Harry Wellman CS1 (SS)
2002
Harry Sembagh EN3 (SS)
Stanley Blair ICC (SS)
2003
Melvin Phillips ET1 (SS)
2004
Boyd Tieslau TM3 (SS)
Russel Scofield TMCS (SS)
2005
Richard Burdette LT. (SS)
Robert Rich EN1 (SS)
Donald Campbell TM2 (SS)
Francis Signore CSC (SS)
2006
Harold Lister EN3 (SS)
2007
James Avitt RM1 (SS)
2008
Larry Garrelts ETCS(SS)
Melvin Schreckengost ET2
Charles H. Massie TM1 (SS)
2009
Wayne F. Garrett ET2 (SS)
Elvin L. Morrison FTC (SS)
Erick Bjorum CWO(SS)
2010
Norm Snyder EM1(SS)
Charles Hyman MM2(SS)
James T. Wright III
Gordon Lane RMC(SS)
2011
Edwin V. Schalbert TMC (SS)
2013
Chester E. MacDowell TMI (SS)
Gerald Stratton ENC(SS)
Jerry D. Noma MM2(SS)
Richard Ekenberg , ETC(SS)
Richard C. Barringer SOSN(SS)
2014
Lowell Wapelhorst MOMM2(
Jack Quade SMSN(SS)
2015
Bert Skidmore YN2(SS)
Frank Kenyon EM3 (SS)
Walter Lewis IC1(SS)
Bob Heaps IC2 (SS)
2016
James Jordan TMSN (SS)
Herbert "Doc" L. Starmer: HMC (SS)
2017
Rudolph (Rudy) Massenzi
Don Brown FTGC(SS)
Joseph Casten EM3 (SS)

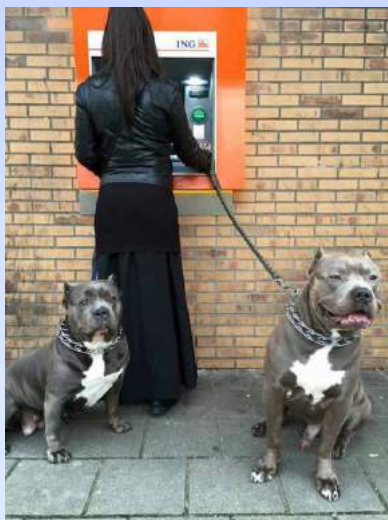
Meetings are
on the first Saturday of each
month at Denny's
Coffee Shop,
205 E. Nugget Ave. Sparks NV
At 1400 hours.

Corvina Base
Kap(SS) 4Kid(SS)

Booster Club
Mike Uva
Terry Sheldon-Brown
Terry Bolen
Frank Urbani



How to use an ATM in Chicago



Corvina Base Booster Club

R. Dennis Wiley
Rick Johns
James Gibson
Bob Little
Michael Uva
Steve Salzman
Terry Bolen
Dale Poe
Dave Aunkst
Bill Desormier

Lost Boats in February

[USS Shark \(SS-174\)](#)
lost on **11-Feb-1942** with the loss of **59 crew** when it was sunk East of Menado, Celebes

[USS Amberjack \(SS-219\)](#)
lost on **16-Feb-1943** with the loss of **72 crew** when it was sunk off Rabaul

[USS Scorpion \(SS-278\)](#)
lost on **1-Feb-1944** with the loss of **77 crew** when it was sunk East China Sea

[USS Grayback \(SS-208\)](#)
lost on **26-Feb-1944** with the loss of **80 crew** when it was sunk near 25° 47N 128° 45E

[USS Trout \(SS-202\)](#)
lost on or after **29-Feb-1944** with the loss of **79 crew** when it was sunk near 22° 40N; 131° 45 E

[USS Barbel \(SS-316\)](#)
lost on or after **4-Feb-1945** with the loss of **81 crew** when it was sunk in southern entrance to Palawan Passage

The Corvina Base News is published monthly for the Corvina Base Members. Distribution is by E-mail along with 13 copies sent USPS. Submission of articles must be received by the 25th of the month.
For any questions or corrections contact:
Norm Peterson 1971tr6@charter.net