### News Brief

1. **Next Meeting:** At 1100, third Saturday of each month at the Knollwood Sportsman’s Club. Mark your calendars for these upcoming dates:
   
   - **a. January 19, 2019**
   - **b. February 16**
   - **c. March 16**

2. **Duty Cook Roster:**
   
   - **a. January – Ninth Annual Chili Dump**
   - **b. February – Maurice Young**
   - **c. March – Bret Zacher’s Superb Corned Beef**

3. **January Birthdays:** Bob Zorn 5th; Glenn Barts, Sr. 20th; Terry Elmeier 24th. Happy Birthday, Shipmates!

4. **Shop for** [USS ILLINOIS]-themed items and help the FRG raise money here: [https://shop.spreadshirt.com/uss-illinois-786-frg/](https://shop.spreadshirt.com/uss-illinois-786-frg/).

5. The upcoming edition of AS magazine will have at least 4 more pages in the **Electronic Edition online**. This is a good reason to switch to Electronic Delivery. To access the Electronic Edition, go to our website, www.ussvi.org, sign in and then click on the blue "USSVI MAGAZINE" button on the left side of the page.
   
   You can then choose either the current edition or past editions back to 2005 from the buttons on the left side of the page.
Crash Dive Meeting Minutes
December 15, 2018

1. Attendees:
   a. Clay Hill
   b. Greg Miller
   c. Frank Voznak, Jr.
   d. Thomas Yore, guest
   e. Larry Warnke
   f. Dick Anderson
   g. Chris Gaines
   h. Maurice Young
   i. Ted Rotzoll

2. Meeting was called to order by Clay Hill at 1104 followed by the Pledge of Allegiance.

3. Secretary’s Report was given by Chris Gaines. Minutes are published in the newsletter that is posted on the Website.

4. Treasurer’s Report given by Chris Gaines. Savings $1,173.69; Checking $3,628.13; Sub Memorial Checking $108,877.39, Savings $5.00 and held by national $64,252.08.

5. Committee Reports
   a. Newsletter – Posted on Webpage.
   b. Membership – Send dues to Chris Gaines, 513 W. Downer Place, Aurora, IL 60506.
   d. Community Outreach – No news.
   e. Hospitality – No news.
   f. Webmaster – If you have something to post on the Website, send it to Frank Voznak.
   g. Storekeeper – Calendars are available; $8 each plus shipping. Contact Herman Mueller.
   h. Procedures – No news.
   i. Eagle Scout – Three presentations on December 29; coordinating certificate preparation.
   j. Memorial –
      i. The water-tight door is being prepared for use.
      ii. The Uni-Lock paver we had chosen no longer is available in the larger 10x10 size. Identified an alternate paver called Westport.
      iii. Selected granite color for pavers.
      iv. Working with engraver to ascertain level of detail that can be engraved.
      v. Paid an invoice from the national account. Payment was received within a few days.
      vi. City of Chicago 2FM rejected our April date due to mud and other Riverwalk landscaping projects. Looking at May 3, 2019, the date of the loss of the USS LAGARTO.
      vii. Paschen will do the excavation and foundation. Troop will provide the bolt pattern prior to partial backfill.
      viii. Paschen will start right after Christmas.
ix. 2FM’s excavation and foundation work will save us about $20,000.
x. WMM previously offered to give us a page on their Website. Frank Voznak and Karen Duvalle are starting to develop this idea.
xi. Chris and Clay: Continuing to discuss picnic possibility with Great Lakes Base.

6. Old (Unfinished) Business
   a. Holland Club Class 2018 – Clay will mail the materials.

7. New Business
   a. None.

8. Good of the Order item:
   a. Duty Cook
      ii. February – Maurice Young.
      iii. March – Brett Zacher’s Famous Corned Beef.
   b. 786 Club – next meeting will be February 12, 2019. Speaker will be recently-retired ADM Cecil Haney.
   c. Make Some Noise – Sufficient funds collected.


**Support the Cobia**
Crash Dive is committed to keeping the Cobia healthy. You can help too, even from afar. Join the WI Maritime Museum; [www.wisconsinmaritime.org](http://www.wisconsinmaritime.org).

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**Lost Boats**

<table>
<thead>
<tr>
<th>Ship</th>
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<tr>
<td>USS Scorpion</td>
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<td>1/20/42</td>
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<tr>
<td>USS S-26</td>
<td>SS-131</td>
<td>1/24/42</td>
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</tbody>
</table>

**Undersea Warfare History**

- December 17, 1917 | USS F-1 (Carp) (SS 30) while maneuvering in exercises at sea, F-1 and F-3 collided. F-1 sank within 10 seconds, her port side torn forward from the engine room. 19 of her men were lost, while three others were rescued by the submarines with whom she was operating.
- December 18, 1942 | USS Searaven (SS-196) got underway from Fremantle, on her 6th war patrol, bound for the Banda Sea, Ceram Sea, and the Palau Islands.
- December 19, 1944 | USS Redfish (SS 395) sank the Japanese carrier Unryu, 200 nautical miles southeast of Shanghai, China.
- December 20, 1957 | USS Jack (SS-259) recommissioned briefly, to prepare for transfer to the government of Greece and after training operations was loaned to the Royal Hellenic Navy.
- December 21, 1974 | USS Glenard P. Lipscomb (SSN 685) was commissioned with Cmdr. James F. Caldwell in command.
- January 06, 1923 | USS S-19 (SS-124) was recommissioned at Groton, CT., with Lcdr. William J. Butler in
command. S-19 operated off the Northeastern coast of the United States, taking part in Fleet exercises off Panama.

- January 06, 1945 | USS Tuna (SS-203) began her 13th and final war patrol as she left Saipan, Marianas Island, to take position off the west coast of Borneo.
- January 08, 1983 | USS City of Corpus Christi (SSN 705) is commissioned with CDR W.G. "Jerry" Ellis in command at Naval Base Groton, CT.
- January 09, 1942 | USS Pollack (SS 180) sinks the Japanese freighter Teian Maru (ex-Yugoslav Tomislav) 40 miles south-southwest of Inubo Saki, Japan.
- January 11, 1945 | USS Spearfish (SS-190) guns sank a sampan. She took 3 Japanese on board as prisoners, but one died several days later.
- **January 14, 1945** | USS Cobia (SS 245) sank the minelayer Yurishima off the southeast coast of Malay. Surfacing to photograph her sinking victim, Cobia was driven under by a Japanese bomber.
- **January 15, 1943** | USS Wahoo (SS 238) began her 3rd war patrol with her escort, USS Patterson (DD 392).
- **January 16, 1945** | USS Tautog (SS-199) sighted a ship heading toward her and fired a spread of 3 torpedoes, 1 hit blowing off the enemy's bow. Tautog fired another torpedo from a range of 700 yards and Transport No. 15 disintegrated.
- **January 17, 1942** | USS Whale (SS 293) sank the Japanese transport Heiyo Maru.
- **January 18, 1945** | USS Plunger (SS 179) sank the Japanese Cargo Ship Eizon Maru.

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**GROTON BUILDING (MAINTENANCE FUND)**

Submitted by: John E. Markiewicz

A Groton Building (Maintenance) Fund has now been setup in the Charitable Foundation to assist in providing funds for the Maintenance of the Joe Negri Memorial Clubhouse located in Groton, Connecticut.

Tax Exempt Donations by USSVI Bases or by individual members may now be sent to Fred Borgmann at the National Office marked for deposit to this fund.

**Greetings Submarine Lovers**

Submitted by: Greg Miller

Wisconsin winters are once again taking their toll on Cobia and a working party is being planned for February 4-7. The plan is to arrive at the Wisconsin Maritime Museum by 1600 Monday, February 4, for those staying at the museum. Tuesday and Wednesday, February 5 and 6, are to be work days, departing either late Wednesday, February 5, or February 6 morning. Berthing accommodations are available both on the boat or, if you prefer, inside the museum. Bring your sleeping bag.

The engine rooms are in serious need of attention. They are also some of the coldest spaces on the boat so dress warm--sweatshirts, coveralls and stocking caps. For tools, we will be needing brushes, scrapers, wire brushes, drop cloths, and sandpaper (60 grit) as well as eye protection and rags. Breakfast and lunch will be supplied by the museum and we expect a good time to be had by all.
If you need further information, just give me a shout, 630-543-7855 home or 331-307-9497 cell.

DBF

Greg Miller
Vice Commander
Crash Dive Base

Chicago Auto Show

Again this year, Crash Dive Shipmate Pete Almeroth kindly invites us to the Chicago Auto Show.

The auto show will be available for our shipmate's & family. Just give them my number to meet at the show 630 464-1163. I'll be their for the whole show.

The Chicago Auto Show, starts Sat Feb 9th thru Monday the 18th. 10 - 10 daily and 10 - 8 on the 18th.

www.chicagoshow.com for more details or just Google.

Take care,

Pete

Read a Good Book Lately?

Due to the timing of this email, and the number of people we are trying to reach, we are sending this in bulk, so please forgive the lack of one-on-one details.

Frank Hood here. Fellow Base Commander of the Marblehead Base, and co-author of the book "Poopie Suits & Cowboy Boots".

Our book was prominently featured in the latest edition of the American Submariner. In the Letters to the Editor, there was an overview posted by Michael Bircumshaw, our ad was near the back, and a full 2 page essay "How to Spot a Brother of the 'Phin" by my co-author and brother, Charles Hood, was also included.

Since its inception on 18 Jan 2018, we have sold 1384 books and have already donated $13,500 to the USSVI Scholarship Fund.

Last year, due to better funding, the Scholarship Committee approved grants totaling $50,000. Poopie Suits accounted for a little over 25% of that number.

Many of our members have grown children, but they have grand kids, and some of them may be considering going to college.

We are continuing our mission to generate funds and to do so, we just released the new, greatly expanded, 3rd Edition.

I have attached some info about this 3rd edition. A copy of the book cover and a copy of our Press Release about this 3rd Edition.

The amazing fact is, this new book has 50 more pages and 50 more annotated photographs, but costs less. Charles reduced the font size and used a slightly less expensive grade of paper.

So, just for the month of January, we are offering the book for $15 if ordered off of Blurb.com. After January, the price will go to $20 online, or $25 if one of us personally signs a copy and ships it to a shipmate.

Would you bring up the fact that the book has gone into its 3rd expanded edition, and that it is available at a price of only $15, which still includes a $10 donation to the USSVI Scholarship Fund, at your January Base meeting?
Would you also bring up that we would be glad to help any member find out more about applying for a Scholarship Grant for one of their family members. All they need to do is contact me at fhood01@gmail.com.

Would you consider putting this info into your Base Newsletter so all members can see this and get the proper contact or ordering information?

At this price, it also might be a good time for your E-Board to consider buying 4 or 5 and then raffling them off for a fund raiser for your Base. Some Bases have already done this and if you have, Thank You so much for taking the initiative to do this. You have helped greatly with the funding of our own Scholarship Fund.

And as stated before, since the inception, neither Charles nor I have taken one red cent from this mission.

We want to Thank all who have already ordered the book, either First or Second Edition, and ask them to please consider buying a 3rd Edition for a friend who is a vet. Maybe not even a Navy vet. Someone who would enjoy leaning about life on a nuclear submarine.

From one bubblehead to another, from one Base Commander to another, I want to Thank You from the bottom of my heart for taking action as requested in this email.

May you and your Base have a fabulous year.

Straight Board,

Frank Hood

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Is Pressurised Submarine Escape Training Really Too Dangerous? (Australia)

Frank Owen, The Strategist, January 25

The Royal Australian Navy has stopped its longstanding program of using pressurised submarine escape training to teach crews how to exit a stricken vessel. The decision to stop submariners practising escapes using a tower containing a 22-metre-high column of water would not have been taken lightly, so let’s consider the issues that would (or should) have been considered.

The navy says that practising this technique is too risky and that it’s introducing alternative escape training.

The loss of a submarine grips the world’s attention like few other accidents. Here are some examples of peacetime incidents in which submariners survived the initial accident:

- USS Squalus sank in 243 feet of water in May 1939 after a valve indicator suffered a mechanical failure. All 33 of the survivors were rescued using what’s known as a submarine rescue chamber, versions of which are still in service. It’s the only time that survivors of a sunken submarine have been rescued.

- In June 1939, HMS Thetis sank just outside the English city of Liverpool. Despite the submarine being so close to the surface that its stern was lifted clear, 97 of the 101 on board perished because one of the submariners became trapped in the escape tower.

- In January 1953, HMS Truculent sank in the River Thames estuary following a collision and, although 64 of those who survived the accident made a successful escape, all were swept away by strong currents and 57 died from exposure.
The Peruvian submarine BAP Pacocha sank in August 1988 after a collision with a fishing trawler. Thirty-three of those aboard were able to abandon the submarine before it sank, but several of the 22 trapped inside suffered injuries, some fatal, because of their unfamiliarity with the escape systems. The Peruvian government had stopped escape training to save money.

Once a submarine sinks and can no longer surface, it’s termed a ‘distressed submarine’, or DISSUB. Conditions are likely to be fraught for those who have survived the initial accident. They face decisions that will drastically affect their chances of survival. The choice of whether to attempt escape or await rescue is heavily influenced by the conditions on board. If the situation is deteriorating rapidly, escape may be the only option.

In simple terms, the escape system involves equalising the pressure between the inside and outside of a specially equipped airlock (the escape tower) so that submariners don’t get compression sickness when they ascend. Each crewmember wears a suit that has a venting lifejacket and a hood to contain the vented (and exhaled) air. The hood keeps their head in air so that they can continue to breathe ‘normally’. The escape system has been tested down to 180 metres, which generally equates to the depth of the edge of the continental shelf.

The escape is performed via the tower, which can be flooded in a short enough time to prevent nitrogen from being absorbed into the bloodstream. At the same time, an inflation system pumps air into the lifejacket at a pressure that is kept above the pressure inside the tower as it floods. Once the water pressure inside the tower is the same as the sea pressure outside, a spring in the upper hatch

overcomes the sea pressure that has been holding it shut and the escaper floats to the surface.

The ascent itself is very rapid—up to 2–3 metres per second—but it’s cold and dark until you approach the surface. Those who have escaped at depth describe a simple and relatively comfortable experience when ascending from about 90 metres. But beyond that, it gets physically harder and, from about 150 metres, it’s increasingly risky and frightening, especially in the tower itself.

In 1946, Captain Philip Ruck-Keene conducted a review of submarine escape for the Admiralty using the evidence of those who’d got out of boats that sunk immediately prior to and during World War II. While the report is 72 years old, it makes a number of points that are still relevant, including the observation that personnel in a sunken submarine contemplating escape ‘must be regarded as quite incapable of doing anything but the simplest tasks. They are frightened, numb and stupid.’

The committee recommended pressurised submarine escape training with the highest possible levels of fidelity. ‘[T]hroughout the war, disasters and mistakes were almost entirely due to ignorance of simple physiological facts and lack of knowledge of how to use the equipment. No matter how simple the equipment is, successful escapes will never take place without proper training and knowledge.’

For the escape to be successful, all those involved need to be trained and, most importantly, confident that the system works. Up until now, that has consisted of a combination of theoretical and practical training using a purpose-built submarine escape training facility—a tower containing a 22-metre-deep water
column with an escape tower at its base. The facility was built at HMAS Stirling in Western Australia in the mid-1980s and has long been regarded as one of the best in the world.

Apart from some training accreditation shortfalls—partly due to instructors being exposed to an accumulation of high pressure levels through a combination of professional and recreational diving—the rate of accidents has been remarkably low. Turkish research, for example, reported 41,183 training ascents from 30 and 60 feet (9.1 and 18.3 metres) without serious injury. A low escape-training accident rate has also been reported in Australia, the United States, Canada, Japan and Germany.

In 1999, Lieutenant Commander Robyn Walker (later surgeon-general of the Australian Defence Force), noted in the context of the Australian submarine escape and rescue organisation that ‘the RAN has an obligation to make every practicable effort to provide the safest work environment for its personnel’. In that same year, the navy’s Submarine Safety Board endorsed a safety assessment that recommended continuing with pressurised submarine escape training.

The training involves comprehensive practice with the mechanical systems and procedures in line with the established principles of competency-based training and assessment. It is, of course, unable to replicate the physical and psychological environment of a submarine accident, so one hopes that the messages conveyed during the training are strong enough to remain in place when stress levels are extreme.

The most important message that I took away from my own experience of escape training was never to hold my breath. This is a very real application of Boyle’s law, where the volume of air in your lungs increases as you rise into shallower water. The most difficult part is the final 10 metres when the air volume doubles and, if you haven’t sorted out your breathing—or continuous exhaling if the suit hood has been torn—you’re very likely to burst your lungs.

While everyone hopes that the need for a real escape from a sunken submarine will never arise, it would be a great concern if the first time a submariner has the physical and psychological experience of escape is in the dark, in cold water, with no instructor support, and when their life—and those of their colleagues—depends on their capacity to remember the drill.

The escape process clearly contains risks—some during training and many in the actual escape. It may be possible to avoid the training risks, but that merely transfers them to the poor person who’s next in line to climb into the escape tower for real. As a doctor specialising in underwater medicine said to me in 1999, the risks of doing escape training are far less than the risks of not doing escape training.

A navy spokesperson provided the following statement to The Strategist in response:

‘The Royal Australian Navy provides its submariners with extensive individual and collective training throughout their careers. This training is regularly reviewed and updated. Navy recently conducted an extensive review of its Pressurised Submarine Escape Training (PSET) program, including assessing the escape training requirement (pressurised or unpressurised) against the contemporary work health and safety standards.'
‘As an outcome of this review, Navy will now deliver submariners a new Submarine Abandonment, Escape and Rescue training package. The Submarine Enterprise, through an integrated project team of representatives from Defence and industry, is managing the transition to the new training.

‘These important changes see the Submarine Enterprise shifting from an historical escape-focused construct to a more comprehensive and contemporary SAER concept aligned to the context of Australian submarines and their operations.

‘The safety of the submarine and its personnel is inherent across all activities of the Submarine Enterprise. Safety is best achieved by ensuring design, upkeep, update, upgrade and operations are always conducted at a high standard.

‘Training continues to be aligned with graduated near-realistic scenarios that best prepare its submariners for operations at sea.’

### CROAKER Family Request

Buffalo Base in Buffalo New York is fortunate enough to have the USS Croaker SS/SSK 246 as a museum ship located at the Buffalo Naval Park. November 22, 2018 marked the 30th anniversary of the Croakers arrival at the Naval Park. April 21, 2019 marks the 75th anniversary of the Croaker’s commissioning. Due to both of these anniversary’s falling on holidays, Buffalo Base and the Buffalo Naval Park will be celebrating both events on Saturday April 27th. In preparation for that event, we are looking for any and all Submarine veterans who were qualified on the Croaker. If any of your members qualified on the Croaker or know anyone who qualified on the Croaker, even if they are not a member of USSVI, we would like them to contact buffalo base at buffalobaseussvi@gmail.com We are trying to establish a roster and email list of all former members of the Croaker family. We would like to see as many former Croaker shipmates at this ceremony as can possibly attend. Any questions can be sent to the same email and will be answered to the best of my ability.

Please let me know if this can possible be sent out or who I need to contact.

Thanks for your help.

Fred "Fritz" Marazita Jr.
Buffalo Base Commander

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### Crash Dive Base Contact Information

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<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Address</th>
<th>Phone Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commander</td>
<td>Clayton Hill</td>
<td>195 Clover Lane, Cedarburg, WI 53012; 262-377-5332 (work number) or <a href="mailto:bisi@ameritech.net">bisi@ameritech.net</a></td>
<td></td>
</tr>
<tr>
<td>Vice-Commander</td>
<td>Greg Miller</td>
<td>964 Fischer Drive, Addison, IL; (630)543-7855 or <a href="mailto:fourkats4me@yahoo.com">fourkats4me@yahoo.com</a></td>
<td></td>
</tr>
<tr>
<td>Secretary (POC)</td>
<td>Chris Gaines</td>
<td>513 West Downer Place, Aurora, IL 60506; 630-892-5718 or <a href="mailto:ccgaines@mindspring.com">ccgaines@mindspring.com</a></td>
<td></td>
</tr>
<tr>
<td>Treasurer</td>
<td>Glenn C. Barts</td>
<td>2000 Jamestown Drive, Palatine, IL 60074; 847-934-7418; <a href="mailto:gcgbarts@msn.com">gcgbarts@msn.com</a></td>
<td></td>
</tr>
<tr>
<td>COB</td>
<td>Larry Warnke</td>
<td><a href="mailto:L_warnke@msn.com">L_warnke@msn.com</a></td>
<td></td>
</tr>
<tr>
<td>Chaplain</td>
<td>Cris Pascual</td>
<td>285 Southridge, Gurnee, IL 60031; 847-855-0772</td>
<td></td>
</tr>
<tr>
<td>Membership</td>
<td>Tom Polzin</td>
<td>1305 Winslow Circle, Woodstock, IL 60098; 847-867-8668; <a href="mailto:tapolzin@aol.com">tapolzin@aol.com</a></td>
<td></td>
</tr>
<tr>
<td>Storekeeper</td>
<td>Herman Mueller</td>
<td>503 Lynn Terrace, Waukegan, IL 60085; 847-445-5034; <a href="mailto:hermanandlorimueller@comcast.net">hermanandlorimueller@comcast.net</a></td>
<td></td>
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<tr>
<td>Newsletter Editor</td>
<td>Chris Gaines</td>
<td></td>
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<tr>
<td>Base Historian</td>
<td>Frank Voznak, Jr.</td>
<td>9 South 255 Madison, Burr Ridge, IL. 60527; 630 986-0175 <a href="mailto:franklin2@comcast.net">franklin2@comcast.net</a></td>
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APPLICATION FOR MEMBERSHIP

With my signature below I affirm that I subscribe to the Creed of the United States Submarine Veterans, Inc., and agree to abide by the Constitution, all Bylaws, Regulations and Procedures governing the U.S. Submarine Veterans, Inc., so long as they do not conflict with my military or civil obligations. I will furnish proof of my eligibility for Regular membership, including my discharge under honorable conditions, and proof of my U.S. Navy (SS) Designation, if required by the Base or the national Membership Chairman. If I am not discharged, the discharge requirement is waived. If I am not U.S. N. submarine qualified, I am applying as an Associate and my sponsor is indicated below.

☐ I certify that I was designated qualified in USN Submarines aboard ______________________ in __________ (Yr)
(Honorary designations regardless of source do not apply under any circumstances.)

☐ I certify that I received a discharge under Honorable Conditions (if not currently in military service) in _______ (Yr)

Name: (Print /Type)___________________________________ Address: ____________________________________________
City: ____________________________ State: ____ Zip Code: ________ - ______ Tel: (______) ______-__________
Signature: __________________________________________ Date: ______/______/_______

Your E-Mail Address ________________________________ Base/Chapter Desired: __________________________

The Member Dues year runs from Jan 1st thru Dec 31st. Please indicate your term preference:
Nat'l Dues: 5 Yr term: $ 90.00; 3 Yr term: $ 55.00; 1 yr term (Jan thru Sep) $ 20.00; (Oct thru Dec adds the next yr): $ 25.00
Nat'l Life: 76+ yrs = $100.00; 66 thru 75 yrs = $200; 56 thru 65 yrs = $ 300.00; 46 thru 55 = $400.00; Thru 45 yrs = $ 500.00
Local Base/chapter dues are separate and additional. Crash Dive Base dues are $15 annually.

How did you find USSVI? ☐ Friend, ☐ Boat Assn, ☐ Local Event/News, ☐ Internet, ☐ Other (_______________)

Who is your sponsoring USSVI Regular Member?: (Mandatory for Assoc Mbrs) ____________________________
Associate Applicant is: ☐ Veteran ☐ Spouse of Veteran ☐ Other (specify) ____________________________

YOUR U.S. NAVY BIOGRAPHICAL DATA

Date Of Birth (MM/DD/YY) ______/____/_______ If other military service, What Branch? _________

Highest Rate & Rank Attained: _____________ Mil Retired (Y/N): _____ On Active Duty? (Y/N): ______

YR entered Mil Service: ______ YR left Mil Service _____ (Active/Inactive reserve time also counts.)

Submarines and ships served aboard as ship’s company (Use back if you need more space.)

1. ____________________________ Hull#______________ From Yr.____ to Yr. ______
2. ____________________________ Hull#______________ From Yr.____ to Yr. ______
3. ____________________________ Hull#______________ From Yr.____ to Yr. ______
4. ____________________________ Hull#______________ From Yr.____ to Yr. ______
5. ____________________________ Hull#______________ From Yr.____ to Yr. ______

Next of Kin: Name: __________________________ Relationship: ________ (Spouse, Partner, Son, Dau, Parent, Other)
Addr: __________________________ City: __________ State: ___ Zip: _________ Tel: ______________________
(Leave this address line blank if the same as your home address)

Applicants on active duty are requested to provide a permanent home address.

Upon completion, give this form, including your National and Base membership dues to the appropriate base officer. or mail to: Crash Dive Secretary, Chris Gaines, 513 W. Downer Place, Aurora, IL 60506: 630-892-5718

February 17, 2010
Rev. F