



"To Honor Those Who Serve, Past, Present & Future"

August 2020

Volume 21, Issue 8

**Lest We Forget —  
"The USSVI Submariner's 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.

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**News Brief**

1. **Next Meeting:** Restrictions on group gatherings related to Coronavirus have caused a temporary suspension of our monthly meetings. One outdoor meeting is scheduled as noted below.

**September 19** – In-person, outdoor, picnic-style lunch and meeting at Knollwood Sportsmen's Club at 1100. Very Important Note:

**EACH SHIPMATE ATTENDING SHOULD TAKE THEIR OWN LUNCH AND BEVERAGE.**

**October 17** – WATCH E-MAIL FOR AN ANNOUNCEMENT.

2. Duty Cook Roster:
  - a. GET READY TO VOLUNTEER WHEN OUR MEETINGS RESUME.
3. **August Birthdays:** Dick Anderson 4<sup>th</sup>; Eric Clauson 6<sup>th</sup>; John McClellan 14<sup>th</sup>; and Frank Walter 25<sup>th</sup>. Happy Birthday Shipmates!
4. **Do you shop on Amazon?** Remember to use Amazon Smile for the benefit of our Charitable Foundation. Donations through August totaled \$3,865.
5. **Giving back** – Our base's September meeting includes establishing the Nominating Committee for officer elections. Volunteers are needed both for the Nominating Committee as well as candidates for elected positions. In 2020, the officers to be elected include the Base Commander and Base Treasurer.

## **Crash Dive Meeting Minutes July 18, 2020**

The July meeting and all future meetings currently are cancelled due to COVID-19.

### **Lost Boats**

USS BULLHEAD SS 332 8/6/45  
USS FLIER SS 250 8/13/44  
USS S-39 SS 144 8/14/42  
USS HARDER SS 257 8/24/44  
USS COCHINO SS 345 8/26/49  
USS POMPANO SS 181 8/29/43

### **Undersea Warfare History**

- July 1, 1944 | USS Tang (SS 306) sighted a tanker and a freighter. While she sank freighter Taiun Maru No.2, tanker Takatori Maru No. 1 fled. Tang trailed until dark, then fired 2 torpedoes which sank the tanker.
- August 3, 1958 | USS Nautilus (SSN 571) became the first ship to reach the geographic North Pole. She continued on and after 96 hours and 1,930 miles under the ice, Nautilus surfaced northeast of Greenland, having completed the first voyage across the North Pole.
- August 4, 1944 | USS Tunny (SS 282) departed Pearl Harbor, HI, on her 7th war patrol, as a member of a coordinated attack group called "Ed's Eradicators." With wolf pack members Barb (SS-220) and Queenfish (SS-393), she set her course, via Midway Island, for the South China Sea.
- August 5, 1945 | USS Puffer (SS 268) began her 9th war patrol from

Fremantle, Australia, where she headed North for her last war patrol to the Java Sea. Completing that patrol with the cessation of hostilities, Puffer headed for Subic Bay, Philippines, thence to the United States.

- August 6, 1944 | USS Pintado (SS 387) sank the 5,401 ton cargo ship Shonan Maru and damaged another target in a Formosa-bound convoy, before scampering away through a downpour of exploding depth charges.
- August 7, 1958 | USS Seawolf (SSN 575) received the Navy Unit Commendation for demonstrating the ability of the nuclear-powered submarine to remain independent of the earth's atmosphere for the period of a normal war patrol.
- August 10, 1945 | USS Haddo (SS 255) departed on its 10th and last war patrol, but it was soon terminated by the surrender of Japan. The boat then headed for Tokyo Bay, where it witnessed the signing of the surrender on board the battleship Missouri and departed for home.
- August 11, 1945 | USS Spikefish (SS 404) located a Japanese cargo ship at night, waited till morning to make identification, and sank it with gunfire. Three survivors were brought on board.
- August 12, 1943 | USS Billfish (SS 286) made eight war patrols out of Pearl Harbor between 12 August 1943 and 27 August 1945. Billfish sank three freighters totaling 4,074 tons and five smaller craft. Part of the boat's seventh and eighth patrols were spent on plane guard duty off Japan.

- August 13, 1945 | USS Atule (SS 403) sinks Japanese Coast Defense Vessel No.6 and damages Coast Defense Vessel No.16 off Hokkaido. Also on this date, USS Torsk (SS 423) sinks Japanese merchant cargo ship, Kaiho Maru.
- August 14, 1945 | USS Blackfish (SS 221) completed its 12th and last war patrol. While no targets worthy of torpedo fire were encountered during this patrol, on 5 August the boat rescued six Army fliers and on 8 August effectively bombarded shore installations on Kusakaki Shima.
- August 17, 1943 | USS Seawolf (SS 197) made contact with a six ship convoy on her 3rd day in the patrol area. The boat attacked day and night for three days before finally surfacing to sink Fusei Maru with her deck gun. (Exact date unknown)
- August 18, 1944 | USS Rasher (SS 269) made contact with a convoy of thirteen ships protected by six escorts. Two torpedoes were launched hitting the tanker Teiyo Maru and causing it to explode. Rasher launched a spread of six bow torpedoes on its second approach, three of which hit and sank the 17,000-ton transport Teia Maru. She then fired three more torpedoes, hitting and sinking the 20,000-ton carrier Taiyo. After pulling away and reloading, Rasher launched four torpedoes and recorded three hits on the cargo-transport Eishin Maru which caused an ammunition detonation. Rasher then launched two torpedoes and recorded two hits on Noshiro Maru. Rasher counted sixteen detonations from eighteen torpedoes fired. Rasher sank the highest tonnage of

any World War II U.S. submarine patrol to that date.

- August 19, 1943 | USS Finback (SS 230) sinks the Japanese auxiliary submarine chaser (No.109) off the eastern Celebes.
- August 20, 1943 | USS Plunger (SS 179) sank the 3,404 ton Japanese merchant cargo ship Seitai Maru off the southwest coast of Hokkaido.
- August 21, 1942 | Near Ponape, USS Tambor (SS 198) fired a spread of three torpedoes at a freighter and her escort. The first hit the target amidships and the other two aft, blowing off the stern. Shinsei Maru No. 6 quickly sank.
- August 24, 1944 | USS Sailfish / Squalus (SS 192) made contact with an enemy convoy of four cargo ships escorted by two small patrol craft. Sailfish fired a salvo of four torpedoes, scoring two hits. The 2,100-ton cargo ship, Toan Maru was enveloped in a cloud of smoke before sinking shortly afterwards.
- August 25, 1944 | USS Picuda (SS 382), in attack on Japanese convoy at the western entrance to the Babuyan Channel, sinks destroyer Yunagi 20 miles north-northeast of Cape Bojeador, Philippines and merchant tanker Kotoku Maru.
- August 26, 1949 | While operating in stormy seas off northern Norway, USS Cochino (SS 345) suffers a series of serious battery explosions that result in her loss. Though Cochino's crew is successfully rescued by USS Tusk (SS 426), the submarine loses seven of her own men during this difficult effort.
- August 27, 1945 | USS Idaho (BB-42) Idaho made her triumphal entry into Tokyo Bay with occupation troops, and was anchored there during the

**signing of the surrender onboard the Missouri on 2 September.**

- **August 28, 1944 | USS Jack (SS 259) sank a small minesweeper after attacking a convoy. After her torpedo missed another target, and she was raked with gunfire, Jack deftly evaded the attacker and returned later to sink the Japanese ship, Mexico Maru.**

## **Unusual Satellite Image Shows Russia's Newest Submarine's First Operational Move**

H I Sutton, Forbes, June 30

On June 29, a satellite passing over Russia's arctic north captured an intriguing image. You can see a bright light, followed by a long plume stretching miles behind it. At first glance you could be forgiven for thinking that it has caught a rocket launch in mid-flight. But it is in fact Russia's newest submarine, the Knyaz Vladimir. The image was spotted by Open Source intelligence expert Frank Bottema (twitter). Bottema was researching other vessel movements when he noticed what looked like a missile streaking out into the White Sea from the port city of Severodvinsk. It's location, and the fact that no warning notices or sea closures were reported (which can indicate missile tests) quickly pointed to something other than a missile test. But visually, it is unusual for a submarine to look like this in satellite imagery.

The sea conditions must be responsible for the wake remaining visible so far behind it. In fact, you can trace the submarine right back to its berth in Severodvinsk. Knyaz Vladimir uses a pump-jet propulsor like the latest U.S. Navy Virginia Class boats and this may be contributing to the unusual wake.

Knyaz Vladimir is the first improved Borei-A Class ballistic missile submarine to join the Russian fleet. It was only formally

commissioned into the fleet on June 12. The Russian Ministry of Defense subsequently announced (in Russian) that the submarine left Severodvinsk, where it was built, to transit to its operational home at Gadzhievo on the Kola Peninsular. There it will be part of Russia's Northern Fleet and operate in the arctic.

The Borei-A class submarine is armed with 16 Bulava intercontinental ballistic missiles. These have a range of about 5,000 miles, possibly more, and can carry 6-10 nuclear warheads. Each warhead is a MIRVs meaning a multiple independently targetable reentry vehicle. And each can be 100-150 kilotons. Altogether this means that the submarine is carrying up to 160 nuclear warheads totaling around 24 megatons.

The submarine also has to leave Severodvinsk to make room for Russia's next new Submarine, the unique Pr.09851 Khabarovsk. That submarine will be armed with six giant Poseidon nuclear powered intercontinental torpedoes. These are part of a range of 'super weapons' unveiled by President Putin in 2018. All three of the berths where new submarines are fitted out were taken, but with Knyaz Vladimir gone there will be room for the new boat.

According to the Russian Ministry of Defense, before it arrives in Gadzhievo the sub will conduct "planned combat training tasks in the waters of the White and Barents Seas". It will also "check the operation of the ship's systems and mechanisms in various modes." In fact in the satellite imagery there is a warship a few miles dead ahead of it, suggesting that it with rendezvous for exercises. This could possibly be a Admiral Gorshkov class guided missile frigate.

It is difficult to spot submarines on low resolution satellite imagery at the best of times, and even rarer to catch them at sea. Obviously once it submerges the submarine is hidden from the prying eyes in low earth orbit. At least the civilian ones we have access to! So chance images like this provide a rare glimpse at submarine operations.

# The Cultural Differences Between Serving On America's Three Types Of Nuclear Submarines

Aaron Amick, The Drive, June 30

When most people think of America's nuclear submarine fleet, they imagine something of a monolithic force, but that's not the case. Three general mission sets define the fleet and the experience of the crews that man it. As such, the experience of serving on a boat that services one mission set can vary drastically from doing so on one that services another. There is a unique culture, esprit de corps, and tempo to each that isn't often referenced or explained, but it is visceral to anyone who has been part of America's modern 'silent service.'

In a follow-up to our recent look into the eccentric characters you will find aboard a U.S. Navy nuclear submarine and the culture that permeates such a unique profession, here are the cultural differences between serving aboard SSNs, SSBNs, and the rare and elite SSGN.

## The Nuclear Fast Attack Submarine (SSN): Chaotic Readiness

The fast-paced world of the nuclear attack submarine is the most rewarding for a sailor who wants to travel the world and likes a rush. If something needs to happen quietly, the U.S. Navy sends in the 'attack' nuclear submarine, the SSN, a force that is currently made up of Virginia, Seawolf, and Los Angeles class boats.

For instance, during the collapse of the Soviet Union, the White House needed real-time reports on the deployments of Russian ballistic missile submarines. It was

too provocative to send a destroyer squadron into the Barents Sea or park a carrier group off the Kamchatka Peninsula. Beneath the waves, American nuclear submarines watched their adversary transit in and out of port, counting ship movements and reporting daily activity back to the Pentagon, who briefed the president every morning.

This kind of rapid response platform has a culture centered around readiness. The SSN is always on the firing line in port, at sea, and on the station. It can receive mission tasking at any time and it must respond. On the attack boats I was on, mission tasking kicked up the adrenaline level a little and an extra bit of excitement moved throughout the officers and enlisted crew when time-sensitive orders came.

The SSN schedule is dynamic. Long term milestones, such as drydock refit and nuclear refueling, are planned out years in advance and generally are not changed. Mid-term goals, like nuclear safety inspections and tactical readiness evaluations, are on an annual rotation, but they are a little flexible as to when they begin. Short term events, such as weapons loading and diesel maintenance, are crammed into availability slots during brief in-port periods.

As an example, in 1992, we had pulled into port on a Friday afternoon and had a Monday morning underway planned. The submarine's diesel engine needed critical maintenance that required ripping it apart. A nuclear submarine cannot go to sea without a backup mode of power, the diesel engine. With the Captain's blessing, the A-gangers began tearing down the Fairbanks-Morse diesel engine shortly after we secured the mooring lines.

They worked around the clock all weekend. By the time I returned with a fresh sea bag over my shoulder that



Monday, from the parking lot I could see the thick white exhaust of a diesel engine running. That is the level of hard work and service I witnessed in the American fast attack submarine community. The crew sacrificed what little time they had in port to ensure we could go to sea if called upon to do so.

This forces division leaders to communicate both up and down the chain of command to ensure maintenance and evolutions don't conflict. The young petty officer in sonar needs to test the sonar. The weapons officer needs torpedoes loaded. The engineering officer needs a pure water truck on the pier. The radio room needs a communication mast pulled and taken to the shop. Meanwhile, divers are working over the side. This is just another day in port for the SSN crew. Understanding what evolutions have priority and supporting the goal of getting the boat ready for sea as a crew instead of just as an individual who needs to complete his or her maintenance tasks adds to the comradery of the unit. When all the evolutions are complete and department heads can report to the Captain their sub is mission-ready, there is a great sense of pride and accomplishment because that doesn't just happen on its own. The crew worked together to make it happen.

Within the SSN community, there are special operations boats. These commands are specially trained and outfitted with unique equipment to conduct high-risk missions. Their deployments are highly sensitive and important to America's senior military leaders. Diplomatic and military actions are determined by the success of special operation submarine commands.

When the SSN sailor does get some time off, they tend to get a little wild in liberty ports. Most sailors will spend the day visiting whatever tourist trap and

restaurant is near the pier. But after hours, it's game on. Nightclub hopping and drinking with your watch section is common in a port where you don't speak the language.

I have shared many an evening with the Fire Control Technician from my watch section. Underway, we were steely-eyed hunters of the deep. In port, we generously over tipped the dancing girls and drained pitchers of beer to German-techno music. Most important, we made sure we both made it back to the boat for underway the next morning.

SSN sailors take great pride in what they do. They have a 'work hard, play hard' culture. With long times away from homeport and always being pushed to the front of the firing line, attack boat sailors have an elevated sense of self-worth. With mottos like, "ain't no slack in a fast attack" and "fast attack, don't come back (to homeport)," and "ain't no pride in a Trident (SSBN) ride," the sense of being part of something elite is certainly there.

#### Nuclear Ballistic Missile Submarine (SSBN): A Routine Lifestyle

Schedule and routine are the order of the day in the nuclear ballistic missile submarine (SSBN) world. We don't like surprises when dealing with nuclear weapons. This makes SSBN culture the polar opposite of SSN culture. It is very top-down coordinated from the squadron level.

When a sailor reports to their first SSBN command, they know every underway, refit, dry dock, nuclear, and tactical inspection scheduled for the next four years. Divisions can work much more autonomously in regards to routine maintenance because everyone knows the days and times when they can't do something. So, it's just a matter of filling in

the blanks with evolutions you can do.

A typical SSN deployment will last six or seven months and visit a port every few weeks, but the underway time between port visits are usually longer on the SSBN, 70 to 80 days. However, the in-port time is much higher for SSBN crews because you share the SSBN submarine with a second crew!

Each United States Navy SSBN has a Blue and a Gold crew. While one crew is underway for 70 or more days, the other crew is shore-based, training. This kind of rotation gives the sailor a more routine lifestyle that is better for a family than any other command in the U.S. Navy. An SSBN sailor has more opportunity to spend time with loved ones and attend college. In fact, many SSBN commands have extracurricular events only seen in commands ashore, like softball and bowling teams.

While the benefits are great, they come at a cost. An SSBN patrol is about three months of mundane routine and order. A typical day for a sailor on an SSBN is to wake up, shower, and eat whatever meal is served. They spend the next six hours standing their watch. For some, that is watching the missile tubes, checking temperatures, and pressures. For others, it's making sure the reactor power is the same as it was the last watch because you've been going five knots to nowhere for weeks and you lost track of what month it is.

After your watch, you eat again. Then there is usually one hour of cleaning in the spaces that you are responsible for and general areas like passageways. Sometimes there is formal training, but there is always a qualification to work on and studying to do during this time. After the watch, cleaning, drills, a shower, and training, it is time for a workout, burn a flick (watch a movie), and sleep.

That routine is repeated every 18 hours for months on end. The SSBN is endlessly punching holes in the ocean day after day in some of the most remote places on earth, away from all prying eyes, satellites, shipping lanes, and most importantly, far from other submarines.

The SSBN crew is tactically passive by nature. They have an enormous responsibility in shepherding potentially hundreds of nuclear warheads away from detection while maintaining a high state of readiness. Their retaliatory nuclear strike mission is a mental burden.

Every SSBN sailor is aware of the awesome responsibility they have but it is rarely discussed. Having the nation's nuclear trigger within arm's reach is a surreal experience and it will change your perspective on war forever. SSBN crews train very hard to do a mission they hope to never have to execute. They simply prowl the quiet corners of the ocean receiving continuous communications to be ready to launch.

#### Nuclear Guided Missile Submarine (SSGN): The Admiral's New Toy

After 1994's Nuclear Posture Review and the years of experimentation and testing that followed, four Ohio class nuclear ballistic missile submarines began conversion to nuclear guided-missile submarines (SSGNs). These multi-role boats could sling 154 tomahawk missiles, carry 66 SEAL team members, and have enough communications equipment for a command ship. They became the hottest boats to be on in the submarine service.

The American SSGN boats stay forward-deployed in Guam and Diego Garcia, but have as much underway time as the SSBNs. The SSGN combines the stealth capability of a ballistic missile submarine,

because that is what they were originally, with the capacity for a massive tactical weapons strike, covert SEAL team insertion and extraction, and signals intelligence gathering. These versatile submarines receive a lot of attention from above the squadron level and their presence in a theatre impacts both diplomatic and military maneuvers. A single SSGN will typically have about half the tactical missile strike capability of the entire naval task force. She is like being the queen of the naval chessboard.

She is rare, precious, and powerful.

The SSGN's top-down, action-oriented command style breeds a strong sense of self-worth in the crew. Her complement of sailors and officers have an immense amount of pride in the mission and the ability to complete the most challenging tasks that come out of the Pentagon. Because the staffing orders to an SSGN are in high demand, they are filled with some of the best graduates out of the naval academy, nuclear power school, and other enlisted training pipelines. Even the new junior sailors have already proven themselves to the best among their peers before stepping on board.

The rewards are two-fold: exciting tactical missions like launching 100 Tomahawk missiles into Libya in 2011 during Operation Odyssey Dawn, intelligence gathering near the coast of unsuspecting nations like an SSN, delivering and extracting special forces teams. They also have two crews, Blue and Gold, each with an off-crew training period like the SSBN.

The SSGN crew makes an attack boat sailor look humble. SSGNs have the spotlight on them all time from senior Navy staff because of their mission and capability. They are expected to perform and succeed in critical areas around the

globe. This leads to aggressive confidence bordering on hubris, but that is exactly the mentality required to execute the mission.

All said, the SSGNs enjoy the best of all other submarine benefits in one command.

The United States submarine force has something for anyone wanting to serve. If you are looking to do some of the most exciting things you will ever do in your life, but never talk about, volunteer for SSGN or SSN duty. If you want to go to college for free and start a family, SSBN life is your ticket.

No matter what style of submarine service you prefer, being a submariner will be the most challenging and rewarding thing you will ever do.

## Why America's Virginia-Class Is Really 5 Submarines In 1

Caleb Larson, National Interest, July 3

Here's What You Need To Remember: New submarine classes have to undergo extensive testing and validation in order to be put into production. By implementing incremental changes and improvements in the design (and not just in the production process) the Navy is able to get better submarines out of shipyards and into the water much more quickly than would otherwise be possible.

America's Virginia-class submarines come in five "blocks," and the latest hulls, block Vs, are essentially a new class of submarine. So why aren't they called something else?

### Cost Effective

According to the Congressional Research Service, the Virginia-class design "was developed to be less expensive and better optimized for post-Cold War submarine missions than the Seawolf-class design," which was intended to be the United States' heavy-weight with which to attack Soviet Union underwater



strongpoints. Only three Seawolfs were built.

The Virginia-class submarines come in five “blocks,” each with different, incremental improvements and tweaks related to manufacturing ease and upgrades in automation to reduce crew size.

While the initial batch of ten Virginia-class submarines (blocks I and II) are essentially the same, the following eight Virginias are block III and incorporate a new bow design.

As per Craig Hooper’s analysis, the new block IIIs will have “a new sonar array and large diameter vertical payload tubes.” A prodigious twenty percent of the block IIIs were redesigned. Of that class, the USS Delaware will apparently be commissioned into the U.S. Navy in 2020.

As Hooper explains, “the new Block V boats, by adding the payload tubes and making other changes, induced another 20 percent change in the overall Virginia class design,” which means that the block Vs are forty percent re-designed. They’re essentially new submarines.

Block V Virginia’s are also about eighty feet longer, carry more Tomahawk missiles, and have underwater drone launch and recovery capabilities. So if they’re so different—why aren’t they a different class?

Two reasons: bureaucracy and innovation  
New submarine classes have to undergo

extensive testing and validation in order to be put into production. By implementing incremental changes and improvements in the design (and not just in the production process) the Navy is able to get better submarines out of shipyards and into the water much more quickly than would otherwise be possible.

A secondary benefit to the “incremental change” strategy are the lessons learned that would presumably be incorporated into the Columbia-class design. The Columbia-class is a planned twelve-hull design that would be the America’s most advanced nuclear-propelled design once they enter the water, likely in 2027.

Hooper explains that the downside of incorporating incremental changes is that it hampers new ideas: “the time-consuming and expensive bureaucratic requirements that face new programs may discourage innovation and incentivize the Navy to keep older platforms in service longer than is prudent.” Put bluntly, the Pentagon’s pathological fear of a “new start” may encourage the development of sub-optimal solutions to avoid testing and trials requirements inherent in a “new platform.”

In order to work around the Navy—the Navy—is not renaming the class, but “blocking” the tweaked variants. Smart.

## Crash Dive Base Contact Information

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# APPLICATION FOR MEMBERSHIP

Regular  Life  Associate

**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 & its Constitution."

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 1<sup>st</sup> thru Dec 31<sup>st</sup>. Please indicate your term preference: \_\_\_\_\_  
Nat'l Dues: 5 Yr term: \$115.00; 3 Yr term: \$70.00; 1 yr term (Jan thru Sep) \$25.00; (Oct thru Dec adds the next yr): \$30.00;  
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.)

Check here if your Military Service falls within these time periods: Dec 7, 1941, thru Dec 31, 1946; June 27, 1950, thru Jan 31, 1955; Aug 5, 1964, thru May 7, 1975; and Aug 2, 1990 to date.

Check here if you have been awarded an Expeditionary Medal

### 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)

Upon completion, give or mail this form, including your National and Base membership DUES (payable to 'Crash Dive Base') to Crash Dive Membership Chairman Tom Polzin, 1305 Winslow Circle, Woodstock, IL 60098; 847-867-8668