



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

September 2021

Volume 22, Issue 09

**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:** At 1100, third Saturday of each month at the Knollwood Sportsman's Club. Mark your calendars for these upcoming dates:
 - a. **September 18**
 - b. **October 16**
 - c. **November 20**
2. **Duty Cook Roster:**
 - a. SEPTEMBER – MAURICE YOUNG
 - b. OCTOBER – CLAYTON HILL
 - c. November – Annual Chili Dump
3. **September Birthdays.** Ted Rotzoll 8th; Charlie Daniels 17th, and Bob Krautstrunk 18th. Happy Birthday Shipmates!
4. **Crash Dive** has a few openings where you can showcase your skills while serving your shipmates. Can you see yourself as our Chaplain, Community Outreach Chair, Membership Chair, Charitable Giving Chair, Vice-Commander, or CoB? Contact Clay Hill to step-up.

Crash Dive Meeting Minutes August 21, 2021

1) Call to Order 1120

1) Call to Order 1115

- a) The following submarines were lost during the month of **August**:

USS BULLHEAD	(SS-332)	06August 1945
USS FLIER	(SS-250)	13August 1944
USS S-39	(SS-144)	13August 1942
USS HARDER	(SS-257)	24August 1944
USS COCHINO	(SS-345)	26August 1949

2) Attendance

- (1) Clay Hill
- (2) Bret Zacher
- (3) Glenn Barts
- (4) Herman Mueller
- (5) Ted Rotzell
- (6) Charlie Kruger
- (7) Manny Garmendez
- (8) Scott Jaklin
- (9) Maurice Young
- (10) Chris Gaines

3) Reports:

a) Secretary's Report

- (1) University Events coming up:
 - (a) Project 22
Run/Walk/Ride: 19 Sep
21 Racine/Milwaukee
 - (b) 9/11 Ceremony: to be held on Thu 09 Sep 21
 - (i) Bret invite, details via email
 - (c) Formal Dining/Military Ball: any interest? Details to follow

b) Treasurer's Report

- (1) Funds in account:
 - (a) Checking \$4,098.04;
Activity: None

- (b) Savings \$15,462.44,
Activity: None

- (2) Invest savings; discussion on options and returns. Motion before Oct.

- (a) to be covered in New Business

- (3) Switch to Chase Bank:
Tabled until later meeting

- (4) Donation to Holland Club?
Carryover from Jun/Jul

- (a) Maurice motions \$200 donation for Larry Warnke donation to Holland Club, 2nd by Scott Jaklin, Motion carries.

- (i) Will donate \$100 to Cobia and \$100 to Holland Club

c) Committee Reports

i) Newsletter – Chris Gaines

- (1) Question of how long to keep newsletters on website

ii) Membership – Chris Gaines, Until USSVI Database Update

- (1) 26 members expressed interest
- (2) Would like to write to members who have not responded, particularly life-members and 5 without email
- (3) Clay will oversee mailing upon return from Florida

iii) Community Outreach– Bret Zacher

- (1) Chicago base outings:
Sep/Oct at Volo car museum,
 - (a) Date to follow
 - (b) Group rate with enough participants
- (2) Coordinate with Greg about working parties

iv) Hospitality – Bret Zacher

- v) Webmaster – Frank Voznak, Jr. [ABSENT]
- vi) Storekeeper – Herman Mueller
- vii) Procedures – Chris Gaines
 - (1) Final arrangements instruction from National
 - (a) Idea to be included in newsletter annually
- viii) Eagle Scout – Ted Rotzoll
 - (1) Last month 6 scouts had Courts of Honor, 2 more coming up
 - (2) 6 certificates signed for Waukegan, to be presented by other than Ted
 - (3) Bret presented to 2 scouts at his temple
 - (4) Request backup presenter if Ted is unavailable
 - (a) Niel from Great Lakes should be designated
- ix) Memorial Committee – Frank Voznak, Jr. [ABSENT]
 - (a) Update on bid and model
 - (b) Construction before winter?
 - (1) In touch with City, waiting for approvals
 - (2) No construction date set
 - (3) Offer information to river tour guides, Bret will contact companies

[Break for Chow 1200]

2) Old (Unfinished) Business

- a) Adding lifetime membership for dues
 - i) Discussion in comparison to other bases
 - (1) Discussion about lack of income down the road and costs covered by expenses
 - (2) Great Lakes base hasn't seen many negatives since being offered from Day 1

- (3) Discussed details about Great Lakes Base meetings and venue
- (4) Not to be pursued at the moment due to maintaining contact with members

b) Suggestions for events

- i) Various suggested in June:
- ii) Limited interest in Volo car museum
- iii) Veterans day, 11 Nov, in conjunction with 786 Club event

3) New Business

a) Investment of Base Funds:

- (1) USSVI Charitable fund has non-profit investment earning ~11% interest
- (2) Discussion about tax liability and involvement in USSVI Charity Fund
 - (a) No time commitment to leave money in, but should be left to invest as long as possible
- (3) Bret and Glen recommends \$14,000 initial investment
 - (a) Scott motions \$14,000, Glen 2nds; motion carries

b) Changing Base finances to Chase Bank

- i) Great Lakes Credit Union does not support mobile deposit;
 - (1) requires physical visit to branch
 - (2) GLCU initially used for convenient location
 - (3) Discussion about Non-Profit
 - (4) Scott motions to move to Chase, Charlie 2nds; motion carries

4) Good of the Order

- a) Get Tickets for KSC Corn Roast in Aug!
 - (1) Last 4 tickets sold at end of meeting

- (a) next week 28 Aug 12-4p
- (2) Road closed from the East.
Use west entrance from
Rockland Rd.
- b) Convention in Orlando, FL coming
up!
- c) Duty Cook
 - (1) September - Maurice
 - (2) October – Clay
 - (3) November – Chili DUMP!
To maintain annual status.
- d) 786 Club
- 5) **SOUND Klaxon**
 - a) Next Meeting is 18September 2021
@ KSC
- 6) **Adjourn 1303**

Lost Boats

USS S-5	(SS-110)	09/1/20
USS Grayling	(SS-209)	09/09/43
USS S-51	(SS-162)	09/25/25
USS Cisco	(SS-290)	09/28/43

Undersea Warfare History

- September 3, 1943 | USS Pollack (SS 180) sank the 3,421 ton cargo ship Tagonoura Maru.
- September 4, 1941 | USS Greer (DD 145) is attacked by the German submarine U-652. Greer is undamaged in the attack, and damages U-652 with depth charges. The attack led President Roosevelt to issue shoot-on-sight order, directing Navy ships to attack any ship threatening U.S. shipping or foreign shipping under escort.
- September 5, 1776 | The Continental Navy adopts first uniforms for naval officers.
- September 6, 1997 | USS Louisiana (SSBN 743) is commissioned. The boat was the last of the Navy's 18 Ohio-class nuclear-

- powered fleet ballistic missile submarines.
- September 7, 1776 | American craft Turtle attacks HMS Eagle in first naval attack ever made in a submersible vehicle.
- September 9, 1943 | USS Trout (SS 202) sank the Japanese submarine I-182.
- September 10, 1944 | USS Sunfish (SS 281) intercepted a convoy coming out of the Tsushima Strait. She sank the Chihaya Maru and damaged several other targets.
- September 11, 2001 | American Airlines flight 77 is hijacked by terrorist and hits the Pentagon, causing 184 fatalities. American Airlines flight 11 and United Airlines flight 175 hit the Twin Towers at the World Trade Center, New York City. United Airlines flight 93 goes down in Shanksville, Pennsylvania after passengers engaged the hijackers.
- September 12, 1944 | USS Pampanito (SS 383) sank the transport Kachidaki Maru and the tanker Zuiho Maru while damaging a third ship.
- September 13, 1996 | USS Cheyenne (SSN 773) is commissioned at Naval Station Norfolk. Cheyenne was the 62nd and last of the Los Angeles-class submarines built.
- September 16, 1944 | USS Picuda (SS 382) probed deeper into the interior of Luzon Strait for a bold daylight attack on an 8 ship convoy guarded by 3 destroyers and air cover. Picuda sank the 5975-ton Tokushima Maru and scored hits on 2 other freighters.
- September 17, 1943 | USS Trigger (SS 237) fired 4 torpedoes striking the 6435 ton cargo ship Yowa Maru..
- September 18, 1793 | George Washington lays the cornerstone to the United States Capitol building, the home of the legislative branch of American government. The building would take nearly a century to complete.

- September 19, 1944 | USS Bang (SS 385) made radar contact with an enemy convoy, submerged and fired on 2 of the ships. The tanker Tosei Maru No. 2 sank, while the other vessel suffered substantial damage.
- September 20, 1942 | USS Wahoo (SS 238) sank a 6,400 ton freighter south of Namonuito Atoll.
- September 23, 1943 | USS Harder (SS 257) sank a 4,500 ton freighter, Kowa Maru and a 5,800 ton tanker Daishin Maru off Nagoya Bay.
- September 24, 1944 | USS Kingfish (SS 234) sailed on her 5th war patrol, headed for the South China Sea and accomplished two special missions.
- September 25, 1944 | USS Guardfish (SS 217) sinks Japanese merchant cargo ship, No.2, Miyakawa Maru, in the Yellow Sea off Chinnampo.
- September 26, 1963 | First steam-eject launch of Polaris missile at sea occurs off Cape Canaveral, Fla., from USS Observation Island (EAG 154).
- September 27, 1944 | USS Apogon (SS 308) sank the 2,000 ton cargo ship, Hachirogata Maru. Following the attack, she rescued two Japanese survivors.
- September 30, 1944 | USS Ronquil (SS 396) Began her second war patrol, which was carried out in two phases. She first operated with a coordinated submarine attack group in the Bungo Suido, then joined six other submarines to carry out an anti-patrol sweep off the Bonin Islands.

Navy celebrates commissioning of USS Vermont (SSN 792)

Submarine Readiness Squadron (SRS) 32, DVIDS,
August 28

GROTON, Connecticut – The Navy celebrated the commissioning of USS Vermont (SSN 792), the first Block IV Virginia-class submarine to enter service, Saturday, Aug. 28, at Naval Submarine Base New London.

“Vermonters have served with valor from the highest mountains to the depths of the ocean,” said Secretary of the Navy Carlos Del Toro, who served as the event’s keynote speaker and was attending his first ship ceremony as secretary.

“This vessel has already proven itself in service, not only because it was designed the right way, but because of the exemplary work of the men aboard,” he continued.

Vermont was administratively commissioned on April 18, 2020, but due to restrictions on large gatherings because of the COVID-19 pandemic at the time, no traditional commissioning ceremony was held. To ensure the health and safety of the crew and all those in attendance during the ceremony Saturday, attendance was limited and no public or media tours were held. Masks were required in all indoor spaces and encouraged in outdoor spaces.

Since its administrative commissioning, USS Vermont has been an active submarine in the U.S. Navy, including participation in anti-submarine warfare exercises alongside the Brazilian navy in the U.S. 4th Fleet area of operations in December of 2020.

In addition to Del Toro, Rear Adm. Douglas Perry, director of undersea warfare on the chief of naval operations' staff and a Vermont native, was among those who spoke at the Saturday ceremony.

Perry spoke of the legacies of previous Navy ships with Vermont ties and military heroes from the state's past, like Ethan Allen during the Revolutionary War and 19th Century Admiral of the Navy George Dewey.

"The Green Mountain State's legacy of naval service runs deep," Perry said. "You join a rich history of honorable service."

This is the third U.S. Navy ship to bear the name Vermont, but first in a century. The first was one of nine 74-gun warships authorized by Congress in 1816. The second, Battleship No. 20, was commissioned in 1907 and first deployed in December of that year as part of the "Great White Fleet." The battleship Vermont was decommissioned June 30, 1920.

The submarine Vermont was christened in a traditional ceremony at General Dynamics' Electric Boat shipyard in Groton, Connecticut, on Oct. 20, 2018.

"She was built by the best, for the best, and is the best of the best," said Gloria Valdez, the ship sponsor and a former deputy assistant secretary of the Navy overseeing shipbuilding and modernization. "She is the most technologically advanced submarine in the world."

USS Vermont is 377 feet long, has a 34-foot beam and will be able to dive to depths greater than 800 feet and operate at speeds in excess of 25 knots submerged. She has a crew of more than 130 Navy personnel.

"We get to finally say, 'The ship's in commission, thank you so much to everyone who supported us,'" said Cmdr. Charles Phillips, the commanding officer of USS Vermont. "This represents the people of Vermont. We want to make them proud and let them justify their confidence in us as we defend our country."

Fast-attack submarines are multi-mission platforms enabling five of the six Navy maritime strategy core capabilities – sea control, power projection, forward presence, maritime security and deterrence. They are designed to excel in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare and mine warfare. Fast-attack submarines project power ashore with special operations forces and Tomahawk cruise missiles in the prevention or preparation of regional crises.

Block IV Virginia-class submarines incorporate design changes focused on reduced total ownership cost. By making these smaller-scale design changes to increase the component-level lifecycle of the submarine, the Navy will increase the periodicity between depot maintenance availabilities and increase the number of deployments.

Blocks I-III Virginia-class submarines are planned to undergo four depot maintenance availabilities and conduct 14 deployments. Block IV design changes are intended to reduce planned availabilities by one to three, and increase deployments to 15.

Also speaking at the ceremony Saturday were members of the Vermont and Connecticut congressional delegations: U.S.

Rep. Peter Welch of Vermont, U.S. Rep. Joe Courtney of Connecticut and U.S. Sen. Richard Blumenthal of Connecticut.

French submarine FNS Améthyste visits U.S. Navy in Groton

Submarine Readiness Squadron (SRS) 32, DVIDS, September 1

GROTON, Connecticut – The nuclear-powered French submarine FNS Améthyste (S605) arrived Wednesday at Naval Submarine Base New London, where her crew is being hosted for a scheduled port visit.

“Groton submariners understand the value of a good port visit to rest, replenish and recuperate,” said Capt. John Stafford, commodore of the Groton-based Submarine Squadron 4. “They also value the strategic message delivered by such a demonstration of solidarity with our French shipmates. We are privileged to host the crew of the Améthyste, share sea stories on our common experiences, and reaffirm to our adversaries the indomitable strength of our alliances.”

The Améthyste is expected to remain at the Navy submarine base for multiple days, during which time the Groton-based USS Cheyenne (SSN 773) will serve as her host boat. Cmdr. Samuel Bell, commanding officer of Cheyenne, visited France four years ago during a port visit while the executive officer of USS Hartford (SSN 768).

“The crew of USS Cheyenne is excited to welcome the crew of the FNS Améthyste to Groton,” he said. “We looking forward to sharing sea stories and building friendships based on the

camaraderie that binds submarine sailors worldwide. I am personally excited to repay the warm reception I received in Brest, France on USS Hartford in July 2017.”

Fast-attack submarines like those based in Groton are multi-mission platforms enabling five of the six Navy maritime strategy core capabilities – sea control, power projection, forward presence, maritime security, and deterrence. They are designed to excel in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare and mine warfare.

Fast-attack submarines project power ashore with special operations forces and Tomahawk cruise missiles in the prevention or preparation of regional crises.

“We’re incredibly honored to welcome the Améthyste to our waterfront and build new, personal relationships in this storied alliance that dates back to the very founding of our nation,” said U.S. Navy Capt. Matthew Boland, commodore of the Groton-based Submarine Squadron 12. “This experience will undoubtedly enrich both French and American Sailors alike, and remind us of our shared resolve for peace and stability across the Atlantic.”

The arrival of the French submarine is the latest noteworthy event in a busy August for the base waterfront, which just two days earlier hosted a commissioning commemoration ceremony for the USS Vermont (SSN 792) and on Aug. 24 saw the homecoming of USS San Juan (SSN 751) after a seven-month deployment.

The last international submarine to visit Naval Submarine Base New London was the British submarine HMS Trenchant (S91) in April of 2018.

Submarine to be first Navy ship named after Utah since Pearl Harbor

Ashley Fredde, KSL, August 29

SALT LAKE CITY — The first and only U.S. Navy vessel named after the state of Utah — until now — rests in the waters of Pearl Harbor, where it was crippled by Japanese torpedoes and quickly sank.

Through the efforts of Utah veterans and others, a U.S. Navy vessel will carry the name of the state of Utah for the second time. The USS Utah SSN 801, a Virginia-class attack submarine, will receive formal recognition of the start of its construction on Sept. 1 with a keel-laying ceremony.

Joe Costello, a Navy veteran and board member of the USS Utah commissioning committee, said that he'd always been told there would never be another USS Utah or another USS Arizona.

"Since day one — and I joined the Navy in '82 — I was told there would never be another USS Arizona and there never be another USS Utah because they sank at Pearl Harbor and the loss of life and the memorials there," Costello said. "I'm looking forward to the day where the USS Utah submarine will park right next to the USS Utah battleship training ship."

Its predecessor was known by some of its surviving crew members as the "forgotten ship." Navy Reserve Capt. Cannon Neslen said the construction and addition of USS Utah to the submarine force serves as a tribute to the ship and its crew.

"A submarine named after the state of Utah is just a really incredible achievement for the state of Utah when you think about the history of the legacy USS Utah from Pearl Harbor," Neslen said.

He continued, "It is really sobering to think that the USS Utah was one of those vessels that was lost in attacks on Pearl Harbor. And so when you think of the new USS Utah being a submarine, that is a tribute and in memorial of all those sailors who lost their lives in Pearl Harbor on the USS Utah."

Following the keel-laying ceremony, the USS Utah will be christened in the late summer of 2022 and will officially be inducted into the U.S. Navy fleet in 2023.

The USS Utah and its eventual crew will carry out special operation forces, intelligence, surveillance and reconnaissance missions. The submarine will also "support carrier battle group missions and engage in naval mine warfare," according to the sub's website.

Crew members will on occasion visit Utah and meet with its leaders. During those visits, businesses and communities across Utah are able to sponsor or donate to the crew. But Neslen said residents can also receive the crew warmly to show their support.

"I think residents of the state of Utah can definitely show a warm welcome as far as recognizing those sailors and officers for their service to our U.S. Navy on the USS Utah," he said.

Utah resident and Navy veteran Cristian Pack agreed. Pack remembered his service on the USS Ohio and recalled how much Ohio's support meant to the crew. He said the crew often wore baseball hats sent by

Ohio's baseball teams and would read letters sent by school children.

"It was really neat to be able to see what the state did for us," Pack said.

The keel-laying ceremony will be broadcast on General Dynamic's website and will be published on the USS Utah's page afterward.

Navies around the world had big plans for 'cruiser submarines,' but they feel apart during World War II

Benjamin Brimelow, Business Insider, September 1

Submarines showed early in their existence that they could have an outsize impact in major wars.

They were so effective that major naval powers set out to build different kinds of submarines for different missions. The Japanese even attempted to create dedicated submarine aircraft carriers.

These radical submarine designs had wide appeal but ultimately had limited utility, especially cruiser submarines.

Designed in the inter-war period, these massive subs relied just as much on large guns and turrets as they did on torpedoes.

Submersible warships

Cruiser submarines trace their origin to two models of the Imperial German Navy during World War I: the Type 151 class, which had seven subs, and the Type 139 class, which had three.

Both types had torpedo tubes — two on the Type 151s, which had storage for 18 torpedoes, and six on the Type 139s, which could store 24 torpedoes — but their primary armament were two massive 5.9-inch deck guns normally fitted on surface warships, which were located in front of and behind the coning tower.

Their massive size and displacement — about 200 feet to 300 feet long and over 2,000 tons submerged — allowed them to sail much farther than smaller submarines and without assistance.

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Type 151 and 139 boats operated in the waters off the Azores, Africa, and even the East Coast of the US, sinking dozens of ships. One Type-151 boat, U-156, became the first foreign warship to shell the continental US in 70 years when it fired on a Cape Cod town in July 1918.

Conceptually, the boats functioned more like navy cruisers than true submarines — hence the name.

Cruiser submarines could patrol large areas independently for long periods of time, escort friendly vessels, ambush or engage enemy ships with guns and torpedoes, lay mines, and even conduct shore bombardment.

They also exploited an interesting loophole in the Washington Naval Treaty in 1922, in which major naval powers of the world agreed to limits on the number, weight, and caliber of most warships.

Submarines, however, were practically unregulated. Cruiser submarines, with large torpedo stores and large guns, were a way to augment the power of any surface fleet without violating the treaty.

Multiple models

All of the major naval powers built cruiser submarines in the inter-war period.

Britain's HMS X1 had four 5.2-inch guns in two twin turrets and displaced some 3,600 tons submerged.

The Soviet Union's 12 K-class boats were armed with two 4-inch guns, and, at 320 feet long and 2,600 tons submerged, were the largest Soviet subs until the 1950s.

Italy had two types of cruiser submarines: the Ettore Fieramosca and the four Cagni-class boats.

The Germans built some of their Type IX subs for long-range duty similar to that of cruiser submarines.

Several of the US Navy's nine V-boats, specifically those of the Narwhal subclass, became cruiser submarines, each armed with two 6-inch guns. They saw extensive service during World War II and were perfect for inserting and supporting Marine Raiders on special operations, as well as transporting supplies to guerrillas in the Philippines.

Crash Dive Base
Rondout - Lake Bluff, IL

The most well-known cruiser submarine among Western countries was France's Surcouf. It had two 8-inch guns in a single turret and had two external swiveling torpedo mounts with three tubes each, in addition to the standard internal torpedo load. It also carried a floatplane for reconnaissance and to provide targeting.

Japan embraced cruiser submarines more than any other power. Due to the large size of the Pacific, Japan's navy prioritized the ability to cover long distances, especially with its submarines.

The Imperial Japanese Navy had multiple classes of cruiser submarines, most notably the Type J1 and Type B1 classes. The four J1 boats had two 5.5-inch guns. The 20 B1 boats only had one gun each but were also each equipped with a floatplane.

The submarines were highly effective, particularly early in the war, when they sank multiple US ships — including the carrier USS Wasp and cruiser USS Juneau — and bombarded the US mainland on two separate missions.

Japanese cruiser subs were also effective transports, facilitating the transfer of critical technology between Nazi Germany and Imperial Japan.

Ultimately unsuccessful

Despite their long ranges and massive firepower, cruiser submarines failed to catch on.

It became obvious that they were being used to skirt the limits of the Washington Naval Treaty, and restrictions on submarines were included in the following London Naval Treaty in 1930

Moreover, the boats had shortcomings.

They were nowhere near as well armored as surface warships, which meant they couldn't use their deck guns against warships unless the odds were heavily in their favor. Firing and operating the guns also proved difficult in the submarines' confined spaces, particularly in rough waters.

Despite early successes for the Japanese and good use by the Americans, cruiser submarines had poor wartime records

overall, especially as navies fielded more advanced anti-submarine capabilities.

Nearly all of Japan's cruiser submarines were lost in action, including all but one of the B1 boats, as were three of Italy's four Cagni-class boats and almost half of the Soviet K-class boats. Surcouf did see service with the Free French Naval Forces, but it disappeared en route to the Pacific in 1942.

Ultimately, the cruiser submarine concept was ditched in favor of smaller subs dedicated to using torpedoes, but the concept of subs with long-range capabilities lived on, leading to the development of cruise- and ballistic-missile subs early in the Cold War.

There's a German U-boat at the bottom of Lake Michigan

Blake Stilwell, Business Insider, August 30

Crewman aboard a ship owned by A and T Recovery on Lake Michigan dropped cameras into the deep to confirm what sonar was telling them — there was a German U-boat resting on the bottom of the Great Lake.

Luckily, the year was 1992, a full 73 years removed from the end of the Great War that saw German submarines force the United States to enter the war in Europe. How it got there has nothing to do with naval combat.

In the days before a true visual mass medium, the American people were restricted to photos in newspapers to get a view of what the war looked like.

World War I was the first real industrial war, marked for its brutality and large numbers of casualties, not to mention the advances in weapons technology that must have seemed like magic to the people who had never seen poison gas, automatic machine guns, and especially

boats that moved underneath the waves, sinking giant battleships from the depths.

So after years of hearing about evil German U-boats mercilessly sinking tons and tons of Allied shipping and killing thousands of sailors while silently slipping beneath the waves, one of those ships began touring the coastal cities of the United States — and people understandably wanted to see it.

The November 11, 1918 Armistice demanded that the German navy turn over its ships to the British but instead of doing that, the Germans scuttled the bulk of their fleet near the British base at Scapa Flow. The submarines, however, survived.

Seeing that there were so many U-boats and that German technology surrounding U-boats used some of the best technology at the time, the British offered them out to other nations, as long as the submarines were destroyed when their usefulness came to an end.

The United States accepted one, UC-97, and toured it around the country to raise money needed to pay off the enormous war debt incurred by the government of the United States.

When they successfully raised that money, the Navy continued touring the ships as a way to recruit new sailors. The UC-97 was sailed up the St. Lawrence Seaway into Lake Ontario and then Lake Erie.

It was the first submarine ever sailed into the Great Lakes.

Eventually, though, the novelty of the ship wore off, and after raising money, recruiting sailors, and giving all the tech she had on board, the boat just sat on the Chicago River. All the other subs taken by the US were sunk according to the treaty's stipulations.

UC-97 couldn't really move under her own power and was towed to the middle of Lake Michigan, where she was sunk for target practice by the USS Wilmette, forgotten by the Navy for decades after.

Crash Dive Base Contact Information

Commander – Clayton Hill, 195 Clover Lane, Cedarburg, WI 53012;

clay53012@yahoo.com

Vice-Commander – Bret Zacher; bret.zacher@gmail.com.

Secretary (POC) – Manny Garmendez, mgarmendez@gmail.com;

Treasurer – Glenn C. Barts, Sr., 2000 Jamestown Drive, Palatine, IL 60074; 847-934-7418; gcbarts@msn.com

COB – Vacant.

Chaplain – Vacant.

Membership – Vacant.

Storekeeper – Herman Mueller, 503 Lynn Terrace, Waukegan, IL 60085; 847-445-5034; hermanandlorimueller@comcast.net

Newsletter Editor – Chris Gaines, 513 West Downer Place, Aurora, IL 60506; 630-892-5718 or ccgaines@mindspring.com

Base Historian – Frank Voznak, Jr. 9 South 255 Madison, Burr Ridge, IL. 60527; 630 986-0175 franklin2@comcast.net



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 1st thru Dec 31st. 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