



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

January 2022

Volume 23, Issue 01

**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. **January 15, 2022**
 - b. **February 19**
 - c. **March 19**
2. **Duty Cook Roster:**
 - a. January – 12th Annual Chili Dump
 - b. February – Ted Rotzoll Goose Chili meal
 - c. March – Bret Zacher's Famous St. Patty's Day Feast
3. **January Birthdays.** Bob Zorn 5th; Glenn Barts 20th. 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 December 18, 2021

1) Call to Order 1119

2) Attendance

- a) Chris Gaines
- b) Frank Walter
- c) Maurice Young
- d) Frank Voznak, Jr.
- e) Clay Hill
- f) Bret Zacher
- g) Manuel Garmendez

3) Reports:

a) Secretary's Report

- i) No limbs lost at axe-throwing event
- ii) End of semester; busier than ever (recovering from flu).
- iii) Likely will not attend Jan meeting due to Wisconsin Hero Outdoor trip.

b) Treasurer's Report (Last Month's Numbers Below)

- i) Funds in account:
 - (1) Checking \$8,920.93;
 - (2) Savings \$1,000.00
 - (3) Petty Cash: \$100
- ii) Base Memorial Fund for investment; amended motion carried in Nov.
- iii) Monies transferred to Crash Dive Base Memorial Fund
- iv) Must be in account for 90 days, estimated 12-14% for 2021.
- v) Chase may revisit our non-profit status.

4) Committee Reports

- a) Newsletter – Chris Gaines
 - i) Up to date until December.
- b) Membership – Chris Gaines
 - i) Dues to be collected this month. Please contact Chris before he contacts you!
- c) Community Outreach – Bret Zacher
 - i) National website may come back online in January, pending testing.

- ii) Riverwalk memorial has been getting more tourist visibility (tour boats and social media).

d) Hospitality – Bret Zacher

- e) Webmaster – Frank Voznak, Jr.
 - i) Minor updates to be done on website.

f) Storekeeper – Herman Mueller [ABSENT]

g) Procedures – Chris Gaines

- i) To be dropped as a report until staff and crew can develop training.
- ii) Chris is expert on customs COVID testing requirements for travel to Canada!

h) Eagle Scout – Ted Rotzoll [ABSENT]

i) Memorial Committee – Frank Voznak, Jr.

- i) Frank to connect Michelle with Troop Contracting for future pavers

5) Old (Unfinished) Business

a) USS Chicago SSN-721 Post Decommissioning

- i) Ask Michelle Woods/city if interested in acquiring sail; explore placement
- ii) Michelle refers park committee to possibly acquire USS Chicago sail.
- iii) Riverwalk committee not interested in sail.
- iv) Update on contacting Len Wass
- v) 688 class life extension may refuel USS Chicago.
- vi) Other options for sail locations discussed; Navy Pier doesn't seem an option.
- vii) Len Wass to be contacted for interest leads if needed.

6) New Business

- a) Reach out to Glenn Barts (we miss you; best wishes)
- b) Bret offers to send cards; contact shipmates

- c) Motion to resurrect Binnacle List; carried.

7) Good of the Order

- a) Duty Cook
 - i) January – Chili dump for 2022
 - (1) Volunteers: Clay, Frank V., Bret, Frank, Maurice, Chris
 - (2) Chris Brings cornbread, dessert
 - (3) Clay brings cheese and sour cream
 - (4) Bret brings fresh jalapenos
 - (5) Oyster crackers in box at KSC
 - b) February – Ted Rotzoll, Goose Chili depending on avail
 - c) March – Bret, St. Patrick’s meal
 - d) April – Maurice, something good
 - e) 786 Club
 - i) Next speaker: 23 Feb 22, VADM Bill Houston, ComSubFor and ComSubLant
 - ii) Trip to Pearl delayed to June due to COVID restrictions, hopefully.

- 8) SOUND Klaxon
- 9) Next Meeting is 15January 2022 @ KSC
- 10) Adjourn 1239

Lost Boats

USS Scorpion	(SS-278)	1/5/44
USS Argonaut	(SS-166)	1/10/43
USS Swordfish	(SS-193)	1/12/45
USS S-36	(SS-141)	1/20/42
USS S-26	(SS-131)	1/24/42

Undersea Warfare History

- **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.

Undersea Cable Connecting Norway With Arctic Satellite Station Has Been Mysteriously Severed

The cables run through a highly strategic stretch of water near where the Barents and Norwegian Sea meet.

By [Thomas Newdick](#) January 10, 2022 [The War Zone](#)

An undersea fiberoptic cable located between mainland Norway and the Svalbard archipelago in the Arctic Ocean has been put out of action in a still-mysterious incident. The outage on the subsea communications cable – the furthest north of its kind anywhere in the world – follows an incident last year in which different cables linking an undersea surveillance network off the Norwegian coast were severed, a story that we covered [in detail at the time](#).

The latest disruption involves [one of two fiberoptic cables](#) that enable communications between the Norwegian mainland and Norwegian-administered Svalbard that lies between the mainland and the North Pole. The outage occurred on the morning of January 7, but was first widely reported yesterday. The extent of the damage is not clear from [the official press release](#) from Space Norway, the country's space agency, which maintains the cables primarily in support of the Svalbard Satellite Station (SvalSat), but it is significant enough that it is expected to require the services of an ocean-going cable-laying vessel.

(Read the complete article here: <https://www.thedrive.com/the-war-zone/43828/undersea-cable-connecting-norway-with-arctic-satellite-station-has-been-mysteriously-severed>. Ed.)

Kicked out of Bermuda by a hurricane and then by the Governor

Jerry Pait, 'The Sub Vet' Facebook Group;
December 27, 2021
Submitted by: Clay Hill

Our first port visit to Bermuda didn't take long for me to realize we are in the world's largest open-air prison. The sky is very stormy. Our stay was cut short due to a hurricane headed straight for Bermuda. We got underway and out to sea. Sometime after we left, the storm changed course, missed Bermuda, and ran right over us. Being a DB, we had to ride it out on the surface. Very rough ride but nothing like storms in the North Atlantic; those were majestic.

Bermuda on the USS Entemedor SS-340



Our second port visit to Bermuda was for one week. Why I have no clue, it is the last place I'd go on vacation or pull into for a port visit. Mucho dinero, if you know what I mean. The Captain's wife flew over, had reservations at some fancy resort, and had planned to spend

the week with her. Not so fast there, gonzo. At that time, our head cook was "Shorty Long." Go figure. Shorty was what you would call "a cheap drunk." He didn't need but a few beers, and he was smashed. Shorty went on the beach and started giving some Bobbies a hard time about their Bermuda shorts. He only had one beer, so he wasn't falling down drunk yet. Shorty was also a fast runner. So here he goes running from the Bobbies and jumping over garden walls. He eventually evaded capture. About an hour after he had been on liberty, a cab came down the pier, and Shorty climbs out, yelling corpsmen. He had already paid the cab off, and there he stood screaming for the Doc. He was soaking wet, his uniform was shredded, and he was cut and scratched pretty much over 90% of his body. The last garden wall he jumped over wasn't a garden wall, it was next to the ocean, and Shorty tumbled and slid down the coral until he hit the partially submerged rocks at the cliff's base. No way to climb back up, so he had to walk/wade/swim around the edge until he finally got to a beach and could get out. While doing so, he was getting pounded by the waves and getting more cuts. Between all the topside watches calling down on the 1MC and announcing, You need to come topside and see this, there must have been 75-100 people topside. We all laughed and laughed at Shorty. It was a topic of sea stories for years to come. When Doc finished with him, he looked like the Mummy. Ah, the good times.

Continuing with our port visit to Bermuda, some of the guys found the

club "40 Thieves." It was a massive club in another building of some kind. As word spread around the boat, one night, I believe it was a Wednesday. Just about everyone on Entemedor, not on watch, ended up there. The XO, Eng, Weps, etc., etc. on down. The place was popular with the locals. That particular night, the Governor of Bermuda, his wife, and one daughter was there. You all know how much DB sailors respected authority, and tonight was no different.

Most of the crew was well underway. Lots of guys danced with the Governors daughter, but his wife was butt ugly. We were having a great time until the Eng told the Governor his wife's face reminded him of an elephant's knee cap. Well, that was it, the Governor ordered all the sailors out of the club. Of course, no one paid any attention to him, who the hell did he think he was, anyway. So, then the Bobbies came, and things got serious. The XO intervened and dissuaded a significant lock-up. He asked for one favor before we left; he wanted us to sing the Governor and his wife a song. Hell, we all knew the song, so we, as best we could, lined up in a choir type formation, and as loud as we could, we sang them a 'hymn.' As a result, we got thrown out of the club, but the next morning, the CO returned fuming because the submarine was ordered to leave Bermuda. What a great day to be a submarine sailor. The CO was upset for a long time because he had to leave his wife behind. Even today, it was worth it. First time I've ever been thrown out of a country.

US Navy ballistic-missile submarine USS Alabama completes 100th patrol

[NewsMaritime SecurityPRESS RELEASES](#)

By [Colton Jones](#)

Oct 26, 2021

Modified date: Oct 26, 2021

Submitted by: Bret Zacher



Photo by Amanda Gray

The U.S. Navy has announced that its Ohio-class ballistic-missile submarine USS Alabama (SSBN 731) recently returned to Naval Base Kitsap-Bangor after completing its 100th patrol.

According to a recent Navy news release, the patrol was completed by Alabama Blue Crew who departed early May.

Alabama joined a select group, alongside USS Alaska (SSBN 732) and USS Henry M. Jackson (SSBN 730), as the third Ohio-class submarine to reach this milestone.

“100 Patrols speaks to its longevity and the success of the fleet. 100 Patrol is pretty uncommon,” said Chief Electronics Technician (Navigation) Josh Jones, assistant navigator. “Submarining is the ultimate team sport. The eye-watering efforts to get the crew certified, the ship buttoned up for sea, and the ability to stay at sea for an unusually arduous patrol are a testament to the caliber of Sailor who volunteers for Submarine duty. Answering

the call repeatedly to man the Nation’s watch bill would not be possible without the dedication of each and every Sailor onboard,” said Alabama Blue Crew Commanding Officer Cmdr. Brian Murphy.

While underway, the ship hosted more than 480 Midshipmen from various schools and programs such as the Professional Training of Midshipmen, Career Orientation for Midshipmen, and Submarine Pacific Training Midshipmen Development.

“This is always a great opportunity to share with the Navy’s future leaders what Submarines do and why we are so important to the defense of the Nation,” said Murphy.

While underway, Alabama hit a second millstone by celebrating its 36th birthday since commissioning May 25, 1985.

“Keeping our SSBNs ready to fight requires more time and resources than in the past, which in turn has required the ships to stay at sea longer while repairs are done on our sister ships. For example, Alabama’s 100th Patrol was 132 days long, the 4th longest strategic deterrence patrol in the history of the Ohio-class SSBN force,” said Murphy.

Alabama is one of eight Ohio-class ballistic missile submarines homeported at naval Base Kitsap-Bangor and the seventh U.S. Navy ship to bear the name. The class is designed for extended, undetectable deterrent patrols and as a launch platform for intercontinental ballistic missiles.

The hapless attack sub Boise could return to the fleet in 2023 after 8 years sidelined

By [David B. Larter](#)

Sep 22, 2020

Submitted by: Clay Hill



The attack submarine Boise arrives at Huntington Ingalls Industries' Newport News, Va., shipyard on June 18, 2018, to begin an extended engineering overhaul. (Ashley Cowan/Huntington Ingalls Industries)

WASHINGTON — It has been five years since the [attack submarine Boise](#) returned from its last patrol, and this whole time she has been waiting on some loving care and attention in the shipyards.

On Monday, the check cleared for roughly \$351.8 million that covers the initial planning and work as part of her overhaul at [Huntington Ingalls Newport News Shipbuilding](#) where she has been in dry dock since earlier this year. Another contract covering the full engineering overhaul is in negotiations, according to Naval Sea System Command spokesperson Colleen O'Rourke, work that will include significant maintenance on the nuclear propulsion system and modernization upgrades.

The running tab on Boise so far is \$355 million, with advanced planning money already awarded, according to the Defense Department contract announcement. The work under this contract is scheduled to wrap up in May 2023, eight years after the sub left the operational fleet.



[With the Navy's submarine maintenance woes, there may yet be hope](#)

The U.S. Navy is mired in a years-old backlog of attack submarine maintenance, but there is some hope they'll be able to dig out.

By [David B. Larter](#)

While Boise could be wrapped up by 2023 – the overhaul was initially scheduled for 25 months – it's possible the repairs could take longer, O'Rourke said.

The bill will be paid out of 2020 Operations & Maintenance funding, according to the contract announcement.

Boise has been something of a cause célèbre among congressional leaders, who have pointed to the ship's long wait to enter the shipyard as emblematic of the Navy's [struggle with maintenance delays](#). The issue with attack submarines has been complicated, because while that work would typically be done in the public shipyards, those have been backed up with aircraft carriers and the Ohio-class ballistic missile subs.

Some of the Navy's problems will resolve themselves after ballistic missile subs are refueled, said Bryan Clark, a retired submarine officer and analyst with the Center for Strategic and Budgetary Assessments, in a 2019 interview.

"The big factor here is that attack submarines are last in line when it comes to maintenance," Clark explained then. "And that maintenance is done in the public yards, both the refueling and non-refueling overhauls. So that's why you see submarines like Boise who have been waiting a long time to get in, because carriers had a lot of maintenance backlog.

"And working through that backlog pushed SSBN refuelings back, and that in turn pushed attack subs to the end of the line. Now that they are working through the carrier backlog and the SSBN refueling is now largely completed, that's going to mean the attack submarines can be brought back into the public shipyards. So that's a structural issue that's going to work itself out."

But other aspects of the Navy's quest to dig out of the submarine backlog are thornier and will require the service to make long-term commitments to private shipyards, Clark said. One of the main issues with assigning attack subs to private shipyards is that they are not necessarily set up as maintenance shops: They're more so built and organized as new construction yards.



The attack submarine Chicago at the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility. (U.S. Navy photo by Dave Amoda)

Naval Sea Systems Command acknowledged as much in a statement to the [Virginian Pilot](#) as part of a story on the delays of Columbus and Helena, which the command attributed to "the workforce's inexperience in conducting submarine maintenance, which differs greatly from new construction."

Working through those issues will take time, Clark said.

"It's a totally different job from ship construction," he added. "So that will take some time to build up a workforce and capacity that's dedicated to ship maintenance, instead of taking folks who were working new construction and simply repurposing them for overhauls. There are some growing pains associated with adjusting to doing that kind of work."

In an interview with [USNI News](#), former Naval Sea Systems Command head Vice Adm. Thomas Moore

said he thought Boise would go better than previous attempts at maintaining attack boats in private shipyard.

"I think we are well-positioned on Boise, certainly way better than we were on Helena and Columbus, when we learned so many lessons the hard way," Moore said. "They hadn't done submarine work in 10 years, and I think we underestimated how they had atrophied in that skill set. I think they did as well."

"And the other thing is, I think we recognized that we probably put too much on their plate, with multiple availabilities on their plate at one time."

Correction: An earlier version of this story mischaracterized the work covered under the contract announced Monday.

Russia's Nuclear Submarine Construction Reaches Post-Soviet High

By [The Barents Observer](#); one day ago



The crew of a nuclear submarine built at Sevmash shipyard. Lev Fedoseyev / TASS

Russia's Sevmash shipyard, the only one in the country that builds nuclear-powered submarines, saw a record year in 2021. Three subs were handed over to the Navy, two were put on water and construction started on another two.

Not since the late days of the Soviet Union have the workers at the building and repair yard Severodvinsk been busier than now. Moscow's modernization program for its Navy over the last decade stands in sharp contrast to considerable neglect in the years after the disintegration of the Soviet Union.

2022 marks 10 years since the Russian Navy's first fourth generation multi-purpose submarine, the Severodvinsk, successfully

launched a Kalibr cruise missile from a submerged position in the White Sea. While it took nearly 20 years to complete construction of the Severodvinsk, later Yasen-M class vessels are being built faster.

Construction of the Novosibirsk, which was commissioned for the Navy in late December 2021, took 8 years.

Similar construction times are also being seen for the new ballistic missile submarines of the Borei-A class in the wake of the Yury Dolgoruky, which took 16 years from being laid down in 1996 to commissioning for the Northern Fleet in 2012. The Knyaz Oleg, handed over to the Pacific Fleet just before Christmas last year took 7 years to build.

As of Jan. 1, 2022, 13 nuclear-powered submarines are at different stages of construction at the Sevmash yard and are all expected to be delivered to the navy before 2027.

While high-profile publicity is given to laying-down ceremonies, launching and commissioning of ballistic missile subs and multi-purpose subs, far less is known about special-purpose subs. The Barents Observer has on several occasions reported about the Belgord, the world's longest submarine built on a modified Oscar-II class hull. The submarine will be the carrier of the new Poseidon nuclear-powered,

nuclear-armed drones and likely be based with the Pacific Fleet later this year.

Two other carriers of the Poseidon drone are currently under construction at the Sevmash yard, the Khabarovsk and Ulyanovsk.

Other unconfirmed submarines that might be in the pipeline for construction in years to come are two more Borei-A class vessels, two more Poseidon carriers and one or two special-purpose mini-submarine to sail for GUGI, the Defense Ministry's Main Directorate for Deep Sea Research.

Design work for fifth generation nuclear-powered submarines, referred to as the Husky class, is said to be underway, but so far no contracts have been signed.

In addition to new submarines, the Sevmash yard is busy working on repair and modernization of the large nuclear-powered battle cruiser Admiral Nakhimov. Originally commissioned into the Soviet Navy in 1988, the warship was rarely deployed to sea and has been in Severodvinsk for the last 23 years. If no further delays are announced, the battlecruiser will be re-commissioned for the Northern Fleet in 2023.

Crash Dive Base Contact Information

Commander – Clayton Hill, 195 Clover Lane, Cedarburg, WI 53012; clay53012@yahoo.com

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Treasurer – Bret Zacher; bret.zacher@gmail.com

COB – Vacant.

Chaplain – Vacant.

Membership – Vacant.

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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 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