



UNITED STATES SUBMARINE VETERANS



CRASH DIVE BASE Lake Bluff, IL



“To Honor Those Who Serve, Past, Present & Future”

April 2022

Volume 23, Issue 04

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.

Inside This Issue:

Meeting minutes	2
Lost Boats	3
Steel Boats/Iron Men	3
Omaha Trophy	4
Bonefish Fire in 1988	5
Meet the Seawolf	6
Contact information	9
Application form	10

News Brief

- Next Meeting:** At 1100, third Saturday of each month at the Knollwood Sportsman's Club. Mark your calendars for these upcoming dates:
 - April 16**
 - May 21**
 - June 18**
- Duty Cook Roster:**
 - April – Maurice Young
 - May – Chris Gaines
 - June – Picnic lunch – Burgers and hot dogs will be provided; take a dish to pass.
- April Birthdays:** None.
- The graffiti damage to our **Chicago WWII Submarine Veteran's Memorial** will be cleaned off by the City and contractor responsible for the Riverwalk. Crash Dive is not responsible or involved..

Crash Dive Meeting Minutes

March 19, 2022

- 1) Call to Order- 1101
 - 2) Attendance:
 - a) Clayton Hill
 - b) Bret Zacher
 - c) Manny Garmendez
 - d) Herman Mueller
 - e) Maurice Young
 - f) Frank Walter
 - g) Chris Gaines
 - h) Glenn Barts
 - i) Ted Rotzell
 - 3) Reports:
 - a) Secretary's Report
 - i) Visiting Stanford University in California today
 - ii) Still collecting ideas for Veteran's project at UWM
 - iii) Base contact POC for business cards; currently email only.
 - b) Treasurer's Report
 - i) Funds in GLCU: Checking \$1,440.24; Savings \$1,000.00
 - ii) Crash Dive Memorial: \$11,089.31; Petty Cash: \$100
 - iii) Charitable donations paid, totaling \$250.00.
 - iv) Motion to separate \$5000 from Memorial Fund to separate Drydock Account
 - (1) Motioned by Frank, 2nd by Herman, motion carries.
 - c) Committee Reports
 - i) Newsletter – Chris Gaines
 - (1) Newsletter completed today and to be uploaded and sent out soon.
 - ii) Membership – Chris Gaines
 - (1) 3 responses from letter campaign, 1 request to drop.
 - (2) Bob Krautstrunk in hospital, as of 26 Feb 22.
 - (3) Good faith effort made to contact all outstanding
 - members: some drops to come.
 - (4) Cards sent to Bob, WW2 vet. Our thoughts and prayers go out to him and family.
 - iii) Community Outreach– Bret Zacher
 - iv) Hospitality – Bret Zacher
 - (1) Gerry Schoemann from Great Lakes Base donates POW/MIA display to Crash Dive
 - (2) Gifted to KSC in remembrance of Larry J. Warnke.
 - v) Webmaster – Frank Voznak, Jr. [ABSENT]
 - vi) Storekeeper – Herman Mueller
 - (1) Fundraising ideas are in progress.
 - vii) Eagle Scout – Ted Rotzoll
 - (1) Court of Honor coming up; same day as grand-daughters wedding (no conflict, busy day)
 - (2) 2 Courts in May; 1 in June
 - (3) Invitation extended to all members to attend Courts of Honor or participate in Eagle Scout activities: feel free to reach out to Ted at (847) 515-7001.
- 2) Old (Unfinished) Business
 - a) WWII Chicago Memorial
 - i) Graffiti & cleanup
 - (1) Various locations along Riverwalk tagged; security likely to increase.
 - ii) Paint/rust restoration
 - iii) Paver program with WI Maritime Museum pending city approval
 - iv) Plaque Dedication: set a date and event plan & Participation

- (1) City presented with request: decision is pending. They prefer Veteran's Day over Memorial Day.
- (2) Rickover Academy honor guard to be provided; tolling 4 Manitowoc lost boats.
- (3) Refining protocol for tolling ceremony at meetings and ceremonies.
- b) Lutheran Church for Dogs
- i) Gene and dog, Brutus, and Jim with his dog.
 - (1) Coordinate with Clay to schedule meeting visit; will look at options for May-Fall
- c) Cobia Dry Dock Status – Hand out from last meeting
- i) Contact Greg Miller about volunteering for tabling at fundraising events.
 - ii) Work Party coming up: arrive Sun 27 Mar 22; work Mon 28th thru Wed 30th.
 - iii) Opportunities to double match donations
 - iv) Leads into New Business topic
- 3) New Business
- a) Inter-base Activities and the 2024 National Convention:
- i) Cooperative fundraising for Cobia Drydock
 - ii) Revive CD2 regional convention (last held in 2012)
 - iii) Proposal to host 2024 convention in Chicago/WI area
 - (1) National conference unlikely since pushback from conference selection process and other candidate bases in the running now.
- 4) Good of the Order
- a) Illinois Submarine License Plate
- i) Legislation update: Thomas Krause reports testifying with Ryan Spain
- ii) HB 4528 passed committee by 12-0, read and passed house; moving to senate.
- iii) Bill has picked up “number of co-sponsors”
- b) Duty Cook
- i) April – Maurice
 - ii) May – Chris
 - iii) June – Base Picnic
- c) 786 Club
- i) ICEX 2022!
 - ii) Trip to Pearl in June (will occur even if boat is not available)
- 5) SOUND Klaxon
- a) Next Meeting is 16April 2022 @ KSC
- 6) Adjourn – 1151

Lost Boats

USS PICKEREL (SS-177)	4/3/43
USS SNOOK (SS-279)	4/8/45
USS THRESHER (SSN-593)	4/10/63
USS GUDGEON (SS-211)	4/18/44
USS GRENADIER(SS-210)	4/22/43

Submarine: Steel Boats/ Iron Men

This 55 minute video was voted the most realistic submarine movie. This 1989 documentary aboard the Los Angeles Class USS HYMAN G RICKOVER (SSN-709) shows life on a submarine, explores the work of Admiral Hyman G. Rickover, and provides a glimpse into the training process for new sailors. It examines the motivations and character of the sailors who are proud to be members of the Silent Service. It is worth watching if you want to enter the depths and see the life of the Silent Service.

<https://www.youtube.com/watch?v=7Qt7dyhB-jg&t=1s>

USS ALASKA Awarded Omaha Trophy



KINGS BAY, Ga. — The crews of the Ohio-class ballistic-missile submarine USS Alaska (SSBN 732) were recently announced as the recipients of the 2021 U.S. Strategic Command (USSTRATCOM) Omaha Trophy.

This is the fifth time in ten years that USS Alaska has been selected for this honor, which recognizes outstanding support to the USSTRATCOM mission of strategic deterrence.

Both the Blue and Gold crews were recognized as the ballistic-missile submarine winners. The award consists of four categories which include: intercontinental ballistic missile squadron, ballistic missile submarine, strategic bomber squadron, and global operations squadron.

Cmdr. Bill Dull, commanding officer of USS Alaska's Blue Crew said he is proud of the hard work both crews exhibited throughout the past year.

"It is a tremendous honor to earn the 2021 USSTRATCOM Omaha trophy," said Dull. "Earning this award is the direct result of the hard work and effort by both crews of Alaska working together to execute the number one

mission in the Department of Defense. I could not be more proud of the Alaska family."

Cmdr. Justin Hardy, the Gold Crew's commanding officer, said the award is validation of the crews' continued hard work.

"This award is a testament to the hard work and perseverance the crew of the Alaska has shown throughout the year and continues to demonstrate every day," said Hardy. "It is humbling and inspiring to be part of such a dedicated team."

The award recipients were announced in a message from Adm. Charles Richard, commander of USSTRATCOM. The award will be presented to Alaska at a later date.

"Today's strategic threat environment requires that we have a combat-ready force on watch 24/7," said Adm. Charles Richard, commander of USSTRATCOM. "These Omaha Trophy award winners stood out for their continued excellence anytime, anywhere, making our global mission successful. I congratulate all units nominated for their exceptional meritorious service. Each of you demonstrate an unrivaled commitment to strategic deterrence. Bravo Zulu!"

The Omaha Trophy was originally created by the Strategic Air Command Consultation Committee (SCC) in 1971. At the time, a single trophy was presented annually as a token of appreciation to the command's best wing. The SCC – an advisory group comprised of business leaders in the Omaha area – became the Strategic Command Consultation Committee after the activation of USSTRATCOM in 1992.

Alaska is one of six SSBNs homeported at Naval Submarine Base Kings Bay, Ga. She is the fourth U.S.

Navy ship to be named for the Territory of Alaska or the State of Alaska.

Historic Rescue Efforts

On 24 April 1988 USS Bonefish SS 582 was submerged, during an exercise with guided-missile frigate USS Carr FFG 52 about 160 mi (260 km) off the Atlantic coast of Florida, when seawater began leaking onto cables and electric buses in a battery-supply cableway. Arcing then caused an explosion, which flashed into a fire within minutes, with the temperature in the battery space reaching 1,200° Fahrenheit (650° Celsius). The heat was so intense that it melted the soles of the shoes of the crewmembers in the space above.



Bonefish surfaced, and the captain ordered the crew to abandon ship. The crews of a whaleboat from Carr and helicopters from both Carr and the aircraft carrier USS John F. Kennedy rescued 89 men. Petty Officer Third Class Larry B. Grossman, an Aviation Rescue Swimmer (AIRR) and Navy Diver from Helicopter Anti-Submarine Squadron Seven (HS-7), with total disregard for his own safety, jumped from an H-3 helicopter into the ocean and spent more than three hours rescuing stricken Sailors. (Navy AIRRs are members of the Naval Special Operations (NSO) community, consisting of personnel who take on the most impossible missions and the most elusive objectives, dedicated to being the top emergency response unit in the world.) The first survivor, in a panic, knocked off Grossman's

mask and Grossman gave up his own life preserver to calm the Sailor down. Petty Officer Grossman swam thousands of yards in the choppy waters and received credit for having saved 19 lives. Grossman's eyes were nearly swollen shut from the fuel and saltwater and he also received minor chemical burns on his body from the diesel fuel spilled in the ocean. He remained overnight in the medical ward on the carrier for his injuries. Grossman later received the Navy and Marine Corps Medal from the President for his extraordinary heroism. (The Navy and Marine Corps Medal is the highest noncombat decoration awarded for heroism within the US Department of the Navy, ranking immediately above the Bronze Star Medal in the order of precedence for the awards and decorations of the US armed forces).

The Navy decommissioned Bonefish on 28 September 1988, struck her from the Naval Vessel Registry on 28 February 1989, and disposed of her by scrapping on 17 August 1989. Northrop Grumman later bought the hull for marine-concept testing. (Wikipedia)

2 Navy personnel injured in accident aboard docked nuclear submarine

By Andy Rose, CNN

Updated 8:30 PM ET, Mon April 4, 2022



The USS Louisiana seen here on December 7, 2021, at the Puget Sound Naval Shipyard and Intermediate Maintenance Facility.

(CNN)Two Navy personnel were transported to a medical facility with non-life threatening injuries Saturday after a Navy nuclear submarine

docked in a naval shipyard experienced an accident while conducting a routine test, according to a statement from the Puget Sound Naval Shipyard in Washington state.

The USS Louisiana ballistic missile submarine "experienced a problem in the forward crew access compartment while conducting a routine compartment air test," according to Anna Taylor, spokesperson for the Puget Sound Naval Shipyard and Intermediate Maintenance Facility in Bremerton.

"The boat's nuclear propulsion space was not affected," she added.

The test is no longer in progress and Navy personnel responded to the situation, Taylor said.

Five other sailors were evaluated by Navy medical personnel and did not require treatment, according to Taylor.

The 560-foot Louisiana was commissioned in 1997 and has been based in Washington state since 2005. It is capable of carrying up to 20 ballistic missiles with thermonuclear warheads.

State and local authorities have been notified about the incident. Further announcements will be released as more information becomes available, Taylor said.

Correction: An earlier version of this story misstated who was transported to a medical facility. They were Navy personnel.

Meet the Seawolf: The Most Powerful US Navy Submarines Ever Built?

By [Sebastien Roblin](#), February 22, 2022;
www.19fortyfive.com



The U.S. Navy's newest attack submarine, USS Seawolf (SSN 21), conducts Bravo sea trials off the coast of Connecticut in preparation for its scheduled commissioning in July 1997. The aerial image shows the sail from a starboard angle, looking forward, 9/16/1996. Jim Brennan. (OPA-NARA II-9/10/2015).

The Seawolf submarines might just be the best US Navy nuclear attack submarines ever. The bad news: there are only three of them: Late in the 1950s, the Soviet Navy's nuclear-powered submarines—starting with the November-class attack submarine—could dive twice as deep as most of their American counterparts and often had higher maximum speed. But they had a conspicuous flaw: they were a lot noisier.

That meant American subs were routinely detecting and trailing the Soviet submarines from a distance without being detected in return—a huge advantage had there ever been a conflict. In the 1980s, however, the Soviet Navy began to improve its acoustic stealth game. The Japanese Toshiba and Norwegian Kongsberg firms had sold propeller-milling technology to the Soviets that allowed for a much quieter seven-bladed

propeller on its new Akula-class attack submarines.

U.S. Navy studies concluded the Akula exceeded the mainstay of the U.S. submarine force, the *Los Angeles* class, for acoustic stealth and roughly matched the Improved *Los Angeles* variant. As the Pentagon was flush with money during the Reagan administration, in 1983 the Navy began designing the biggest, baddest—and fastest and quietest—attack submarine possible to restore its edge over the Soviet Navy.

The resulting *Seawolf* laid down by Electric Boat in October 1989 had a wider hull than the 7,000-ton *Los Angeles*, displacing over 9,000 tons submerged and measuring 108 meters in length. Whereas the *Los Angeles* carried 37 torpedoes in four tubes, the *Sea Wolf* could lug fifty heavy-weight 533-millimeter Mark 48 torpedoes or Harpoon anti-ship missiles, which it could launch through eight oversized 660-millimeter torpedo tubes. (The tubes size was meant to future-proof in case the Navy adopted larger weapons. It didn't.) The *Seawolf* could also use the tubes to launch surface-attack Tomahawk missiles.

The *Seawolf* submarine was built entirely out of higher-strength HY-100 steel so that it could endure dives as deep as 490 meters. Its sail (conning tower) was reinforced for operations Arctic ice, where Soviet ballistic-missile submarines were known to lurk. Moreover, its S6W pressurized water reactor gave the *Seawolf* an extraordinary maximum speed of 35 knots (40 miles per hour), allowing it to chase down disengaging adversaries.

But most impressive were the *Seawolf*'s advancements in acoustic stealth: a *Seawolf* was an order of magnitude quieter than even the Improved *Los Angeles* boats at 95 decibels. Oceanic background noise averages 90 decibels.

Even better, the *Seawolf*'s propellerless pump-jet propulsion system allowed it to maintain acoustic stealth even when cruising a brisk 20 knots, whereas most submarines are forced to crawl at 5-12 knots to remain discrete. Its huge 7.3-meter diameter spherical sonar array on the bow was supplemented by wide-aperture flank arrays and TB-16D and TB-29 towed arrays. These feed sensor data to the *Seawolf*'s BSY-2 combat system, which can engage multiple targets simultaneously using Mark 48 torpedoes directed either via a wire connected to the sub, or using their own organic sonar.

Thus, the *Sea Wolf* was designed as the ultimate submarine-hunter: stealthier, more heavily armed, and able to match or exceed its adversaries in speed and maneuverability.

These exquisite capabilities came at a steep price—namely \$33 billion for twelve *Seawolves*, cut down from the initial plans for 29. Adjusted for 2018 dollars, that comes out to nearly \$5 billion per sub, three times the cost of the *Los Angeles* boats. The HY100 steel also particularly suffered extensive weld-cracking problems, necessitating additional reconstruction.

Following the dissolution of the Soviet Union, the *Seawolf*'s premium capabilities and expense could hardly be justified as large numbers of Russian submarines rusted away at their docks.

Thus the *Seawolf* order was downsized to just three submarines which launched between 1995 and 2004: the *Seawolf*, the *Connecticut*, and the *Jimmy Carter*, numbered SSN-21 through 23. All three are based on the Pacific Ocean at Naval Base Kitsap-Bangor in Washington State.

The last boat, the *Carter* uniquely was modified at an extra cost of \$887 million into the ultimate spy and special operations submarine. Its hull was lengthened by 30 meters to incorporate a special Multi-Mission Platform which can carry divers, or manned or unmanned underwater reconnaissance vehicles which can be deployed using special locks. The 12,000-ton *Carter* also boasts thrusters allowing it to maneuver more precisely while in treacherous shallow waters and ocean floors. It is also understood to carry instruments allowing it to tap the undersea cables through which the internet and other long-distance communications travel.

Naturally, the *Carter*'s clandestine activities remain a secret, though its reception of numerous unit citations for unspecified reasons suggest an eventful operational career. It's known to have deployed an aerial drone to spy on North Korean coastal artillery, and it returned to port in 2017 flying a black pirate flag—traditionally flourished by a submarine returning from a patrol in which it has scored a victory.

In fact, all of the *Seawolf*-class submarines remain shrouded in secrecy, with very few photos or articles released to the press. What reports are available suggests the subs frequently traverse under the polar ice of the Arctic Ocean,

at times testing specialized sonars and communications equipment.

None of the *Seawolf* subs are known to have engaged in combat, however—unless you count the attack of a polar bear on the *Connecticut*'s rudder after it surfaced through the Arctic in 2003. You can see a picture of the engagement taken via the periscope [here](#).

Meanwhile, more affordable (\$1.8 billion each) *Virginia*-class submarines better suited for littoral engagements are entering service, retaining many of *Seawolf* class's advanced features such as the stealthy pump jets, while ditching some of the bulk and gold-plating and making greater use of off-the-shelf technologies. Later *Virginias* also sport vertical launch cells for rapid land-attack capabilities.

Demand for the *Seawolf*'s high-end capabilities may rise, however, due to the return of an undersea arms race involving the United States, Russia and China. China's submarine fleet will likely soon exceed America in numbers, though the majority of it consists of shorter-range diesel-electric submarines, and even its nuclear submarines are considered to be significantly noisier than their U.S. counterparts. Russia continues to operate stealthy *Akula* and *Borei*-class boats and is developing improved successors as well as Poseidon strategic nuclear torpedoes designed to destroy coastal cities.

Thus the U.S. Navy reportedly sees the beefier, more heavily armed characteristics of the *Seawolf* as a model for its next SSN(X) submarine—even if it comes at a similar cost of \$5.5 billion per submarine.

1981 Sub Collision in East China Sea



On 9 April 1981, George Washington was at periscope depth and was broadsided by the 2,350 long tons (2,390 t) Japanese commercial cargo ship Nissho Maru in the East China Sea about 110 nmi (130 mi; 200 km) south-southwest of Sasebo, Japan. George Washington immediately surfaced and searched for the other vessel. Owing to the heavy fog conditions at the time, they did see the Nissho Maru heading off into the fog, but it appeared undamaged. It headed into port for repairs; the crew was later flown back to Pearl Harbor from Guam. Unbeknownst to the crew of the George Washington,

Nissho Maru sank in about 15 minutes. Two Japanese crewmen were lost; 13 were rescued by Japan Maritime Self-Defense Force destroyers JDS Akigumo (DD-120) and Aogumo (ja). The submarine suffered minor damage to her sail.[8]

The accident strained U.S.–Japanese relations a month before a meeting between Japanese Prime Minister Zenko Suzuki and President of the United States Ronald Reagan.[9] Japan criticized the U.S. for taking more than 24 hours to notify Japanese authorities, and demanded to know what the boat was doing surfacing only about 20 nmi (23 mi; 37 km) outside Japan's territorial waters.

The U.S. Navy initially stated that George Washington executed a crash dive during the collision, and then immediately surfaced, but could not see the Japanese ship due to fog and rain (according to a U.S. Navy report). A preliminary report released a few days later stated the submarine and aircraft crews both had detected Nissho Maru nearby, but neither the submarine nor the aircraft realized Nissho Maru was in distress.

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 – Bret Zacher; bret.zacher@gmail.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