



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

May 2012

Volume 13, Issue 5

**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 1200, third Saturday of each month at the Knollwood Sportsman’s Club. Mark your calendars for these upcoming dates:
 - a. MAY 19
 - b. JUNE 16
 - c. JULY 21
2. **Duty Cook Roster:**
 - a. May – Clay Hill
 - b. June – Greg Miller
 - c. July –
3. **May Birthdays:** Clay Hill 2nd; Ed Potts 12th; Bob Fleck 13th; Joe Chevere 15th; Gus Yakes 16th; Stephan Robich 22nd; and Larry Warnke 28th.
4. Marine Corps kids on a base housing playground when **evening colors** sounds. <http://www.youtube.com/watch?v=UhkMwAhiOcU&sns=fb>
5. The Sportsman Club is holding a **pig roast** at 4PM on the 19th. If anyone would like to hang around after the meeting or attend let me or Gus know. The price is **\$15.00** per person. Larry Warnke (see contact info on page 9).
6. **Reunion for Manitowoc-built boats** May 25-26. Information is available here: <http://www.wisconsinmaritime.org/special-events/> or by phoning the Wisconsin Maritime Museum at 866-724-2356.

CRASH DIVE BASE WEBSITE: WWW.CRASHDIVEBASE.COM

Crash Dive Meeting Minutes April 21, 2012

A. Attendees

1. Clay Hill
2. Glenn Barts, Sr.
3. Herman Mueller
4. John Moody
5. Allen Tuider
6. Frank Walter
7. Kep Preble
8. Dave Cribbins
9. Greg Miller
10. Frank Voznak, Jr.
11. Chris Gaines

B. The meeting was called to order at 1206 by Clay Hill followed by the invocation, Pledge of Allegiance, and a round of introductions.

C. Secretary's report given by Chris Gaines. Herman Mueller moved to accept; Allen Tuider seconded, vote was unanimous

D. Treasurer's report given by Glenn Barts. Savings \$1173.69 checking \$3619.35. Frank Walter moved to accept; Herman Mueller seconded; vote was unanimous.

E. Committee Reports:

1. Newsletter – no report.
2. Membership – Chris Gaines will frame and mail plankowner certificates to the plankowners for whom we have contact information, Charlie Wedel, Harry Alvey, and Ed Potts.
3. Charitable Service – Greg Miller reported receiving a thank you letter from the USO.
4. Hospitality – no report.
5. Webmaster – no report

6. Storekeeper – Herman Mueller reported the status of his search for a patch for recruits if we sponsored a division. He will check with USSVI's storekeeper for a better price.

7. Bylaws – no report.

8. Memorial Committee – Frank Voznak previewed a patch that could be sold to raise funds.

F. Old Business

1. Cobia Working Party awaiting word on paint specifications. Frank Voznak is researching work scope and dates. Volunteers include Bret Zacher, Herman Mueller, Allen Tuider, Bob Fleck. Travel expenses to be borne by each volunteer rather than Crash Dive.

G. New Business

1. 50-50 won by Clay Hill who donated it to the Base.
2. Frank Voznak is shopping for a projection screen at a reasonable price.

H. Good of the Order

1. KSC Cleanup Day is April 28.
2. Combined picnic with USS Chicago Base and IL WWII is August 18 at Hines VA Hospital.
3. KSC Corn Roast is August 25.
4. Submarine Birthday Ball April 27, 2013.

5. Duty Cook

- a. May – Clay Hill
- b. June – Greg Miller
- c. July –
- d. August – John Moody is tentative, same date as picnic.

I. November – Frank Walter fish fry

J. Benediction

K. Adjourn.

Lost Boats

USS Lagarto	SS 371	5/ 3/45
USS Scorpion	SSN 589	5/22/68
USS Squalus	SS 192	5/23/39
USS Stickleback	SS 415	5/30/58

Chaplain's Corner

Memorial Day is only a short time away. It is a time for us to Honor all the people in Uniform, Past and Present.

A lot of people will be going to parades and will help Parade The Colors. If you cannot be in one, try to be on the side lines and cheer for those marching.

Shipmate Rich Behnke was in the hospital and is presently in Re-Hab. We wish him a speedy recovery.

We had a few Loved Ones with medical problems this past month. JaNell Warnke had Surgery and Frank Voznak's Mother-in-Law is in the hospital. She had a stroke and is not doing well. Let's keep them in our prayers.

With the summer season coming up, a lot of you will be going on vacation. Remember to drive safely and have a good time.

With that I will keep this brief and remind everyone to keep all of our people in uniform in their prayers.

Glenn C. Barts, Sr.
Chaplain

Memorial Project Update

Submitted by: Frank Voznak Jr.

Frank III has met with his architect. (I need to get the name of his firm.) The end result is that the guy is

interested in our project and will submit a proposal to Frank outlining his choices of material, foundation, etc. Frank feels that once we have that in our hands, we will have an education/comparison on what we're looking at, before we set up the meetings with the other two architects. Frank knows we need preliminary drawings before we can secure the WTD, so time is becoming a factor.

Like the state, USS Illinois to take a dive

Submitted by: Kep Preble

By: Voice of the (Sterling) Daily Gazette
Created: Thursday, April 19, 2012 4:58 a.m. CDT

The following editorial appeared in the (Sterling) Daily Gazette on Tuesday, April 17:

(MCT) — The top brass in the U.S. Navy must have a strange sense of humor.

Why else would they name a new attack submarine the USS Illinois?

One wonders whether Navy Secretary Ray Mabus, who made the announcement Friday, did so after reviewing the state's dreadful financial condition. Illinois is submerged in red ink. Our deadbeat state's total bond and pension debt is \$119 billion, while vendors are owed more than \$6.1 billion.

Did Mabus also consider the state's sorry reputation for political corruption? We're the "Land of Crooked Governors," the state where a Chicago lawmaker can be arrested on bribery charges one week, and win a primary election the next.

Does the Navy secretary really intend to force a captain and crew to serve aboard a vessel named after a state that's the financial laughingstock of the Midwest and the political laughingstock of the nation?

Even so, some similarities exist.

The USS Illinois would dive to the ocean's depths. The real Illinois is deeply underwater in its finances.

The USS Illinois will have a conning tower. The real Illinois has politicians who con voters.

The USS Illinois, while operating beneath the surface, will have to stay above crush depth. The real Illinois has a crushing debt.

But the differences between a Navy submarine and the state of Illinois can't be ignored.

A submarine's commander and officers watch out for the crew's well-being. Illinois' political leaders watch out for themselves.

A submarine's officers and crew work together like a well-oiled machine. Not so with Illinois' political leaders and the rank and file.

The biggest difference?

A submarine can rise to the surface anytime it wants to.

Illinois' financial woes threaten to hold it underwater indefinitely.

Seriously, we wish the Navy well as it builds, tests and commissions the USS Illinois. May the vessel and its future crews have many safe voyages.

Meanwhile, we wait for the real Illinois to surface from the murky financial depths. And wait. And wait.

Male Humor

Submitted by: Greg Miller

This is a story that is perfectly logical to all males:

A wife asks her husband, "Could you please go shopping for me and buy one carton of milk, and if they have eggs, get six."

A short time later the husband comes back with six cartons of milk.

The wife asks him, "Why the hell did you buy six cartons of milk?"

He replied, "They had eggs."

Watertight - The Book

Submitted by: Tom Barnes

Great promo to all boat sailors.....For those who can read it might even be worth a look-see.

The Nuclear Submariners world from the Rag Hats perspective (approved by the A gangers local 1)

Send it around, it is a funny verbal advertisement for this guys new book called "Watertight".

<http://www.youtube.com/watch?v=HnKhywNQQuQE&context=C44b5b10ADvjVQa1PpcFMUeL6q73lYmjdDH4qkt3Xhaxumyv-iamA=>

District CDR's Newsletter

Submitted by: Vic Van Horn

It has been a few months now since my last correspondence, and much has taken place.

Most recently, there has been a change in District 2 Vice Commanders. Pete Womer of the Silversides Base has accepted that position and I am sure he will do a great job. Pete will have the bases located in Indiana, Michigan, and Ohio.

Dick young has stepped down and I want to thank him for all he has done for USSVI while in the position of Vice Commander for our District. Bravo Zulu Dick!!

I encourage all of you to find the time to submit nominations for our National recognition Awards. Your bases are worthy of recognition, so why not go for it. Speaking of Awards, they will be presented at the National Convention in Norfolk during the banquet dinner and at the general business meeting.

I hope you all can make the convention this year, as it is the last official National convention for our WWII brothers. Due to their dwindling numbers, they have decided to fold their National colors and meet at the State level. We should wrap our arms around them and bring them into our bases and show them how much we appreciate what they done for us and for the Nation.

Please pass on to our members, that I wish them a terrific, but safe Memorial Day and keep the WWII guys in your prayers.

And lastly, I want you to know that it is a joy and an honor to work alongside you all and I hope your summer is one to remember. Thank you for all you do for the USSVI.

HIGH REGARDS: VIC VANHORN
D2/CDR

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The Sculpin's Lost Mission: A Nuclear Submarine in the Vietnam War

By Admiral Charles R. Larson, U.S. Navy (Retired), with Captain Clinton Wright, U.S. Navy (Retired), and Paul Stillwell

One would expect that Cold War "special ops" involving U.S. nuclear-powered submarines are shrouded in secrecy. Other American sub activities during that era, however, are also hidden, one for a very strange reason.

In 1971, after he had spent two and a half years of duty in the White House as naval aide to President Richard Nixon, Commander Chuck Larson was ready to go back to sea. He was ordered to be executive officer of the attack submarine Sculpin (SSN-590), under Commander Harry Mathis. For several months the boat went through workups off the coast of southern California to prepare for a deployment to the western Pacific. That deployment included active participation in the Vietnam War.

After leaving the West Coast in January 1972, our first assignment was a classified special operation that lasted about two months. It went very well. The mission helped us hone our ship-handling and intelligence-gathering skills, and made us confident in our capabilities, and feel good about the way the ship was operating. Although it is still classified after all these years, it's safe to say that it was intelligence-gathering targeted against the Soviet Union.

Years later, Sherry Sontag and Christopher Drew's book, *Blind Man's Bluff* (New York: Public Affairs, 1998), described Cold War submarine operations. Because of security

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concerns, I can't specifically discuss the contents, but the book is a good read.

After the special operation, the Sculpin went into Yokosuka, Japan, for some liberty, and my wife, Sally, met me there. I had grown my beard while at sea and that, combined with my black hair and pale complexion after the extended period underwater, made me look-according to Sally-like Rasputin, the mad tsarist Russian.

In March, shortly after we began our second operation, patrolling the South China Sea, we were diverted for a specific mission. The U.S. government believed supply trawlers were operating out of Hainan Island, off the southern coast of the People's Republic of China. They were running arms, ammunition, and supplies from the northern part of the Gulf of Tonkin down to the Vietcong in the IV Corps region, the southernmost portion of Vietnam. U.S. forces discovered this when ground troops caught the enemy in the act of off-loading a trawler on a South Vietnamese beach. The incident sparked a big firefight, creating the legend that the trawler crews were elite forces willing to fight to the death. It also initiated a concerted effort to stop the traffic by convincing the enemy that it could not succeed.

Each of the trawlers could carry about 100 tons of munitions. Several suspect ships were photographed, so we knew generally what they looked like, but as long as they were in international waters, we had no means to interdict them other than to turn them around by making low passes with a P-3 Orion patrol plane or a close approach by a surface ship. This was complicated by the fact that so many legitimate trawlers like them were in the area. Several

gunrunners had been turned around, but this would not stop the at-sea resupply effort.

To convincingly discourage the effort, it would be necessary to destroy them in the waters off South Vietnam before they could land their cargo. The plan that evolved was to use a submarine to follow one from Hainan to South Vietnam and finger it for our forces to destroy. We were selected for this mission.

The Pursuit Begins

We took up a patrol station off Hainan on 10 April. After referring to a book with images of the different types of trawlers and what we could expect, we picked up our quarry on 12 April. The wardroom was divided on whether she was a good prospect. However, the ship resembled photographs of other known suspects, and her projected track was taking her toward the west coast of the Philippines, which did not make sense for a fisherman. So we took off in trail. Not long thereafter, the trawler turned to the south, and that was the clincher for us. She had an extremely distinctive shaft rub and propeller sound, which our sonarmen could easily discriminate from background noise. We relied completely on passive sonar to avoid being detected. The active sonar in the Skipjack-class submarines wouldn't have been reliable because of the reverberations in shallow water.

The ship we followed was probably 200 feet long, a large trawler, certainly suitable for open-ocean fishing. We did, of course, identify her by periscope before we started to trail, but we weren't able to follow her totally by periscope and maintain visual contact. We didn't want to take the chance of having our

periscope seen in the flat, calm waters of the South China Sea. Also, she was making a speed of advance through the water of about 11 knots. That meant that if we were going to do our periscope operations every now and then, get out radio messages, and do our required housekeeping evolutions, we were probably going to have to run an average of about 18 or 20 knots submerged to keep up with her. We also had to include time for ocean analysis and tactical maneuvering to make certain we were staying with the correct target.

One more challenge was that the trawler was heading south, right through the "dangerous ground." On charts of the South China Sea, an area about 180 nautical miles wide and 300 miles long is simply labeled dangerous ground. Our charts had one track of soundings through that area-taken in 1885. We assessed that the terrain was fairly level, but the depth was 200 feet or less in most of this area. So we were in a position of running up to 20 knots in 200 feet of water, with between 30 to 80 feet under the keel at that high speed. Our ship could react very quickly to plane (control surface) movements, so we had only our most experienced officers of the deck, diving officers, and planesmen on station. Our chief petty officer diving officers controlled the ship's depth by supervising the planesmen. They did a superb job.

As the trawler headed south, she vectored a little to the east and went into an area in the dangerous ground where we couldn't go. Up to then, although we were in the dangerous area, we felt secure in knowing the bottom was fairly level. But now she went into an area that was littered with rocks, shoals, and shipwrecks. I wondered then if the

trawler's crew was smart enough to do what we called a "sanitization move"-go where even surface ships wouldn't follow. She doubtlessly believed that if she went through there she would come out the other side well clear of any tailing vessel.

I was absolutely convinced that the trawler was unaware of our presence (that became clear later when we intercepted a radio message). We believed the ship's course change was simply a safety move. While we were able to use our fathometer to plot the bottom and know the depth under our keel, the device looks only directly down; it doesn't look ahead. We were genuinely worried about what we couldn't see ahead-an undersea mountain, a wreck, or something else.

Lost and Found

When the trawler had entered the dangerous ground, we requested cover from an on-call P-3 Orion. Although we were under the operational control of the U.S. Military Assistance Command, Vietnam (MACV) in Saigon, we had the ability to call the shots on the scene. We wanted the aircraft to remain covert, so it would not scare the trawler back into port by making low passes near her. During the ship's voyage through this very shallow, wreck-strewn portion of the dangerous ground, the plane, remaining at high altitude to minimize the chance of being seen, kept track of her by radar and visual observation. We dodged around the area by hauling off to the west, then south, and finally back to the east, to an area where we predicted the trawler would emerge, still in the dangerous ground. As the P-3 turned the contact over to us, the trawler appeared just about where we thought she would. We picked her up from the

distinctive shaft rub and propeller sound and got in close enough to get a good positive periscope observation. We then went back in trail.

As we headed south in the South China Sea, we approached a new hazard. We found a large number of oil-drilling platforms near the coast of Borneo. We first became aware of this hazard through the prolonged tracking of a diesel contact, which prompted the CO, Commander Harry Mathis, to go up to periscope depth for a look. We spotted an uncharted platform. If the rigs were operating, that was no problem; we could plot the location of their noisy diesel engines. We found some charted, some not, some operating and others not.

Our concern, of course, was about those uncharted and not running. We made frequent periscope observations to avoid the platforms, which forced us to run faster to maintain the quarry's speed of advance. We continued south at higher speeds for longer periods of time, sometimes with barely 20 to 30 feet of water beneath the Sculpin's keel.

As our target passed between the Great Natuna Islands, we made an end run around North Natuna. After that, our quarry was on a beeline for the Gulf of Thailand, passing through the busy sea-lane between Hong Kong and Singapore. The density of the large shipping traffic in this lane was incredible. Crossing it was like running across a busy freeway. It was night time, and sonar was useless amid all the traffic noise, so we crossed at periscope depth following our quarry's stern light, maneuvering to avoid the large ships bearing down on us from both directions.

The Gulf of Thailand presented a new challenge. The water was hot, 86 degrees Fahrenheit, and shallow, averaging 110 feet deep, and the bottom was flat. The surface was a dead calm mirror with fishing buoys and nets everywhere, not to mention small fishing boats of every description. It was also very hazy and so hot that the horizon was somewhat obscure. Such were the wartime circumstances that our operation order authorized us to operate in water as shallow as six fathoms. Who says nuclear-powered submarines can't operate in the littorals?

To Be Continued.....

Motivational Poster

Submitted by: Clay Hill and Kep Preble



My Friend, you should like the first one.....that was the Greene's launch the year we came home for Christmas, went to shoot a couple and then changed crews in Charleston...I know because somewhere I have one of the originals from the observations ship.....

Online Submarine Museum Available

Here is some good online sub stuff from Pat Householder.

Shipmate, US Submarine Veterans (USSVI) has an extensive online Submarine museum presence on FACEBOOK. Here is a link to a short YOUTUBE video on how to use it. <http://youtu.be/KDNIJOWPfvk>. If you are FACEBOOK adverse, here is a direct link to some of the albums. (no sign-in needed) <http://www.facebook.com/#!/USSVI.Museum.online/photos>. I'd be interested in hearing what you think of both the online museum concept and the "school of the boat" video. I'm thinking of creating a training series on how to best utilize the USSVI website (www.ussvi.org), since there is such a wealth and depth of submarine related historical

information there. Feel free to share this information with your association shipmates. It is not necessary for them to belong to USSVI to use these resources, but I do think anyone who earned the 'fish' we so proudly wear should seriously consider joining and support our rich heritage as submarine veterans.

Fraternally, Patrick Householder

Naming Navy Ships

Submitted by: Tom Barnes

"USN Ship Designations" by Guy Derald and Tony DiGiulian
Updated 17 September 2010

Many of you have inquired about the naming of Navy ships and their associated hull numbers. This should answer your questions:

http://www.navweaps.com/index_tech/index_ships_list.htm

Crash Dive Base Contact Information

Commander – Clayton Hill, 195 Clover Lane, Cedarburg, WI 53012; 262-377-5332 (work number) or bisi@ameritech.net

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

Secretary (POC) – Chris Gaines, 513 West Downer Place, Aurora, IL 60506; 630-892-5718 or ccgaines@mindspring.com

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

COB – Larry Warnke, l_warnke@msn.com

Chaplain – Glenn Barts, Sr.

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

Newsletter Editor – Chris Gaines

Base Historian – Frank Voznak, Jr.



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

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

Who is your sponsoring USSVI Regular Member?: (Mandatory for Assoc Mbrs) _____

Associate Applicant is: Veteran Spouse of Veteran Other (specify) _____

YOUR U.S. NAVY BIOGRAPHICAL DATA

Date Of Birth (MM/DD/YY) ____/____/____ **If other military service, What Branch?** _____

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

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

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

- | | | |
|----------|-------------|-----------------------------|
| 1. _____ | Hull# _____ | From Yr. _____ to Yr. _____ |
| 2. _____ | Hull# _____ | From Yr. _____ to Yr. _____ |
| 3. _____ | Hull# _____ | From Yr. _____ to Yr. _____ |
| 4. _____ | Hull# _____ | From Yr. _____ to Yr. _____ |
| 5. _____ | Hull# _____ | From Yr. _____ to Yr. _____ |

Next of Kin: Name: _____ **Relationship:** _____ (Spouse, Partner, Son, Dau, Parent, Other)

Addr: _____ **City:** _____ **State:** _____ **Zip:** _____ **Tel:** _____

(Leave this address line blank if the same as your home address)

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

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