



UNITED STATES SUBMARINE VETERANS



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

February 2011

Volume 12, Issue 2

**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
Willie D (DD-579) story	4
China Sub Crew story	6
U-505 account	7
CD2 convention form	9
Application form	10

News Brief

1. **Next Meeting:** At 1200, third Saturday of each month at the Knollwood Sportsman's Club,
 - a. FEBRUARY 19
 - b. MARCH 19
2. **Duty Cook Roster:**
 - a. February 19 – Chris Gaines
 - b. March 19 – Greg Miller
3. **2011 calendars** for sale – contact Storekeeper Herman Mueller.
4. **CD2 Convention** is set for April 14-17, 2011 in Muskegon, MI. VADM Al Konetzni, USN (ret.) will be the guest speaker. Tolling of the Boats ceremony will include starting the engines on the Silversides. Mark your calendars and use the registration form that is on page 9.
5. **Dues Report:** Crash Dive lost three national members and 12 base members due to failure to pay dues. Seven shipmates spontaneously donated a total of \$180 with one shipmate very generously donating \$100. We sincerely appreciate all donations. The Base currently has 69 members.

Crash Dive Meeting Minutes January 15, 2011

1. Attendees:
 - a. Clay Hill
 - b. Jan Hill
 - c. Frank Voznak
 - d. Glenn Barts
 - e. Allen Tuidor
 - f. Brent Basara
 - g. Terry Elmeier
 - h. Kep Preble
 - i. Vic Van Horn
 - j. Chris Gaines
 - k. Dave Cribbins
 - l. Joe Chevere
 - m. Herman Mueller
 - n. Greg Miller
2. The meeting was called to order at 1205 by Clay Hill, followed by the Pledge of Allegiance, invocation, a Moment of Silence, and a round of introductions.
3. Secretary's Report given by Chris Gaines; November minutes were published in the newsletter, no December minutes due to Christmas dinner. Dave Cribbins moved to accept; Terry Elmeier seconded; vote was unanimous.
4. Treasurer's Report given by Glenn Barts, Sr.; \$3623.20 in checking and \$1173.69 in savings. Glenn presented a report of 2010 activities of his Office. Dave Cribbins moved to accept; Terry Elmeier seconded; vote was unanimous.
5. Old Business
 - a. USO at O'Hare Airport – Received two thank you letters for our \$200 donation. Frank Voznak wrote an article and submitted it to *American Submariner* magazine.
 - b. WWII commemoration report – Frank wrote to Chicago Veterans Affairs to meet with them and Tupman; pending.
 - c. Centerpieces for Tolling Ceremony are near completion and will be ready for use by early February. Need to design a packaging system suitable for shipment. Plan to make another few sets available for purchase by other districts.
6. New Business
 - a. 50-50 won by Chris Gaines
 - b. Newly-elected officers Frank Voznak, Jr., vice-commander, and Chris Gaines, secretary, were sworn-in to their two-year terms by District 2 Commander Vic VanHorn.
 - c. Chris Gaines gave a status report of dues collections.
 - d. Kep Preble wife's uncle served on the Barb and wrote some letters that describe part of his career. Kep offered them for our use including possible publishing in the newsletter; we accepted his offer to provide a copy. Officers should read them with an

- eye toward submitting to *American Submariner*.
- e. Chris mentioned a visit to the IL VA. It has three primary functions: education, disability, and healthcare. May file DD-214 in each county where a vet has lived.
 - f. Dave told a story of a 99-year old guy, a WWI vet, with three Purple Hearts; filed his claim and is entitled to \$2M retroactively.
 - g. Base picnic interest – Crash Dive currently participates in a number of similar events such as the KSC Corn Roast and USS Chicago Base/IL SVWWII on the grounds at Hines VA Hospital in July; could hold one at KSC if we wanted hold our own.
7. Good of the Order
- a. Dave mentioned Wild Game Feast tickets available through him. Price is \$15 per person. Super Bowl card in bar.
 - b. Greg mentioned the IL WWII Christmas party that he attended. NLON museum credits Carbonero with launching the first missile, a Loon. However, Vic Van Horn noted that the Cusk had one blowup on deck and had to submerge to put out fire. After Carbonero launch,

Cusk had a successful launch.

- c. Duty Cook
 - i. February – Dave offers leftover chicken and beef as smorgasbord; need side dishes.
 - ii. March – Greg Miller
 - d. CD2 – wait until Feb meeting to identify CD2 attendance and then decide about April meeting.
 - e. Pete Almeroth working at Chicago Auto Show
8. Benediction
9. Adjourn 1325.

Lost Boats

USS Barbel (SS-316)	2/4/45
USS Shark I (SS-174)	2/11/42
USS Amberjack (SS-219)	2/16/43
USS Grayback (SS-208)	2/27/44
USS Trout (SS-202)	2/29/44

DON'T SHOOT – WE'RE REPUBLICANS!

From an 1993 article by Kit Bonner of the
Sacramento Bee
(Transcribed By Jerry Proc VE3FAB)

From November 1943, until her demise in June 1945, the American destroyer 'William D Porter' was often hailed - whenever she entered port or joined other Naval ships - with the greetings: 'Don't shoot, we're Republicans!'. For a half a century, the US Navy kept a lid on the details of the incident that prompted this salutation. A Miami news reporter made the first public disclosure in 1958 after he stumbled upon the truth while covering a reunion of the destroyer's crew. The Pentagon reluctantly and tersely confirmed his story, but only a smattering

of newspapers took notice. Fifty years ago today, the Willie D as the Porter was nicknamed, accidentally fired a live torpedo at the battleship Iowa during a practice exercise. As if this weren't bad enough, the Iowa was carrying President Franklin D. Roosevelt at the time, along with Secretary of State, Cordell Hull and all of the country's WWII military brass. They were headed for the Big Three Conference in Tehran, where Roosevelt was to meet Stalin and Churchill. Had the Porter's torpedo struck the Iowa at the aiming point, the last 50 years of world history might have been quite different.

The USS William D Porter (DD-579) was one of hundreds of assembly line destroyers built during the war. They mounted several heavy and light guns but their main armament consisted of 10 fast-running and accurate torpedoes that carried 500 pound warheads. This destroyer was placed in commission on July 1943 under the command of Wilfred Walker, a man on the Navy's fast career track. In the months before she was detailed to accompany the Iowa across the Atlantic in November 1943, the Porter and her crew learned their trade, experiencing the normal problems that always beset a new ship and a novice crew. The mishaps grew more serious when she became an escort for the pride of the fleet, the big new battleship Iowa.

The night before they left Norfolk, bound for North Africa, the Porter accidentally damaged a nearby sister ship when she backed down along the other ship's side and her anchor tore down her railings, life rafts, ship's boat and various other formerly valuable pieces of equipment. The Willie D merely had a scraped anchor, but her career of mayhem and mishaps had begun. Just twenty four hours later, the four ship convoy consisting of Iowa and her secret passengers and two other destroyers was under strict instructions to maintain

complete radio silence. As they were going through a known U-boat feeding ground, speed and silence were the best defence. Suddenly a tremendous explosion rocked the convoy. All of the ships commenced anti-submarine manoeuvres. This continued until the Porter sheepishly admitted that one of her depth charges had fallen off her stern and exploded. The 'safety' had not been set as instructed. Captain Walker was watching his fast track career become side-tracked. Shortly thereafter, a freak wave inundated the ship, stripping away everything that wasn't lashed down, and a man was washed overboard and never found. Next, the fire room lost power in one of its boilers. The Captain, by this point, was making reports almost hourly to the Iowa on the Willie D's difficulties. It would have been merciful if the force commander had detached the hard luck ship and sent her back to Norfolk. But no, she sailed on.

The morning of 14 November 1943 dawned with a moderate sea and pleasant weather. The Iowa and her escorts were just east of Bermuda, and the president and his guests wanted to see how the big ship could defend herself against an air attack. So, Iowa launched a number of weather balloons to use as anti-aircraft targets. It was exciting to see more than 100 guns shooting at the balloons, and the President was proud of his Navy. Just as proud was Admiral Ernest J King, the Chief of Naval Operations; large in size and by demeanour, a true monarch of the sea. Disagreeing with him meant the end of a naval career. Up to this time, no one knew what firing a torpedo at him would mean. Over on the Willie D, Captain Walker watched the fireworks display with admiration and envy. Thinking about career redemption and breaking the hard luck spell, the Captain sent his impatient crew to battle stations. They began to shoot down the balloons the Iowa had

missed as they drifted into the Porter's vicinity.



The USS Porter (background ship) just before going under.

Down on the torpedo mounts, the crew watched, waiting to take some practice shots of their own on the big battleship, which, even though 6000 yards away, seemed to blot out the horizon. Lawton Dawson and Tony Fazio were among those responsible for the torpedoes. Part of their job involved ensuring that the primers were installed during actual combat and removed during practice. Once a primer was installed, on a command to fire, it would explode shooting the torpedo out of its tube. Dawson, on this particular morning, unfortunately had forgotten to remove the primer from torpedo tube #3. Up on the bridge, a new torpedo officer, unaware of the danger, ordered a simulated firing. Fire 1, Fire 2 and finally Fire 3. There was no fire 4 as the sequence was interrupted by an unmistakable 'whooooooshhhing' sound made by a successfully launched and armed torpedo. Lt H Steward Lewis, who witnessed the entire event, later described the next few minutes as what hell would look like if it ever broke loose.

Just after he saw the torpedo hit water, on its way to the Iowa and some of the most prominent figures in world

history, Lewis innocently asked the Captain, 'Did you give permission to fire a torpedo?' Captain Walker's reply will not ring down through naval history.. although words to the effect of Farragut's immortal 'Damn the torpedoes' figured centrally within. Initially there was some reluctance to admit what had happened or even to warn the Iowa. As the awful reality sunk in, people began racing around, shouting conflicting instructions and attempting to warn the flagship of imminent danger. First, there was a flashing light warning about the torpedo which unfortunately indicated it was headed in another direction. Next, the Porter signalled that it was going reverse at full speed! Finally, they decided to break the strictly enforced radio silence. The radio operator on the destroyer transmitted 'Lion (code for the Iowa), Lion, come right. The Iowa operator, more concerned about radio procedure, requested that the offending station identify itself first. Finally, the message was received and the Iowa began turning to avoid the speeding torpedo.

Meanwhile, on the Iowa's bridge, word of the torpedo firing had reached FDR, who asked that his wheelchair be moved to the railing so he could see better what was coming his way. His loyal Secret Service guard immediately drew his pistol as if he was going to shoot the torpedo. As the Iowa began evasive manoeuvres, all of her guns were trained on the William D Porter. There was now some thought that the Porter was part of an assassination plot. Within moments of the warning, there was a tremendous explosion just behind the battleship. The torpedo had been detonated by the wash kicked up by the battleship's increased speed. The crisis was over and so was Captain Walker's career. His final utterance to the Iowa, in response to a question about the origin of the torpedo,

was a weak, 'We did it'. Shortly thereafter, the brand new destroyer, her Captain and the entire crew were placed under arrest and sent to Bermuda for trial. It was the first time that a complete ship's company had been arrested in the history of the US Navy. The ship was surrounded by Marines when it docked in Bermuda, and held there several days as the closed session inquiry attempted to determine what had happened. Torpedoman Dawson eventually confesses to having inadvertently left the primer in the torpedo tube, which caused the launching. Dawson had thrown the used primer over the side to conceal his mistake.

The whole incident was chalked up to an unfortunate set of circumstances and placed under a cloak of secrecy. Someone had to be punished. Captain Walker and several other Porter officers and sailors eventually found themselves in obscure shore assignments. Dawson was sentenced to 14 years hard labour. President Roosevelt intervened; however, asking that no punishment be metered out for what was clearly an accident. The destroyer was banished to the upper Aleutians. It was probably thought this was as safe a place as any for the ship and anyone who came near her. She remained in the frozen north for almost a year, until late 1944, when she was re-assigned to the Western Pacific. Before leaving the Aleutians, she accidentally left her calling card in the form of a five inch shell fired into the front yard of the American base commandant, thus rearranging his flower garden. In December 1944, she joined the Philippine invasion forces and acquitted herself quite well. She distinguished herself by shooting down a number of attacking Japanese aircraft. Regrettably, after the war, it was reported that she also shot down three American planes. This was a common event on ships, as many

gunners, fearful of kamikazes, had nervous trigger fingers.

In April 1945, the destroyer was assigned to support the invasion of Okinawa. By this time, the greeting "Don't Shoot, We're Republicans" was commonplace and the crew of the Willie D had become used to the ribbing. But the crew of her sister ship, the USS Luce, was not so polite in its salutations after the Porter accidentally riddled her side and superstructure with gunfire. On 10 June 1945, the Porter's hard luck finally ran out. She was sunk by a plane which had (unintentionally) attacked underwater. A Japanese bomber almost made entirely of wood and canvas slipped through the Navy's defence. Having little in the way of metal surfaces, the plane didn't register on radar. A fully loaded kamikaze, it was headed for a ship near the Porter, but just at the last moment veered away and crashed along side the unlucky destroyer. There was a sigh of relief as the plane sunk out of site, but then it blew up underneath the Porter, opening her hull in the worst possible location.

Three hours later, after the last man was off board, the Captain jumped to the safety of a rescue vessel and the ship that almost changed world history slipped astern into 2400 feet of water. Not a single soul was lost in the sinking. After everything else that happened, it was almost as if the ship decided to let her crew off at the end.

China: Submarine Crew Submerge Selves For Greater Good

China Daily/Asia News Network, Jan 29, 2011
BEIJING, China - Generations of commanders and crew members with the People's Liberation Army (PLA) Navy submarine fleet have devoted themselves to the development of China's sea-based nuclear deterrent, a Chinese newspaper said in a rare

behind-the-scenes report on the low-profile force.

As one of the most mysterious components of the PLA, the daily lives of commanders and crews on the country's submarines have barely been reported.

However, a recent feature in Beijing-based Science and Technology Daily shed a spotlight on the succession of crews that have worked underwater for more than 46 years on the submarine that once conducted the test launch marking China's sea-based nuclear deterrent.

The feature, titled Forging the Underwater Sword for the Republic, depicted "the tremendous sacrifice, the remarkable dedication and the huge contribution that commanders and crew members on the Changcheng 200 submarine have made to the motherland's national defense".

Changcheng 200, or Great Wall 200, reportedly entered service in September 1964 and later conducted test launches for sea-based missiles. The submarine belongs to the North Sea Fleet.

On Oct 12, 1982, the submarine conducted China's first underwater test launch for a carrier rocket, which was interpreted by many foreign military analysts as showing China's capability to launch a sea-based nuclear counterattack.

The submarine has set multiple records, including the longest service time and the highest number of missile launches in the history of the PLA Navy submarine fleet.

But the name Changcheng 200 never appeared in the media until Aug 4, 2010, when Chinese President Hu Jintao, also the Central Military Commission chairman, signed an order to award it the honorary title "Vanguard

Submarine of Underwater Test Launches".

The submarine's honors include more than 60 citations and three second-class collective merits, said the Science and Technology Daily report, which also gave several touching examples of the servicemen.

In one instance, Wang Hao, a former electrician on the submarine, gave up several well-paid job offers in lucrative or easy businesses, and chose to follow the cause of his father, who was one of China's first submarine crew members.

Almost all the seamen on the submarine have written wills before setting out for dangerous missions, the report added.

In return for their contribution, nine commanders and crew members were awarded the title of second-class meritorious serviceman and 63 third-class merits were given to generations of these naval warriors.

Many low-level crew members have become specialists in their assigned professions, the report said, singling out weapon officer Zhang Haijun as a model soldier-turned-expert.

Zhang reportedly used all his off-duty time studying aerodynamics and missile technologies and his efforts finally reached fruition in a set of missile textbooks.

Fort Pierce Sailor Witnessed The Capture Of A U-Boat

By Joe Crankshaw TCPalm.com, January 22, 2011

FORT PIERCE — The sound of a depth charge gun firing woke Electrician's Mate 2nd Class Philip Kornely Jr.

He had been sleeping topside between two 40 mm guns on the destroyer escort USS Pope because they were swabbing the crew's quarters below.

"I jumped up and looked around," said Kornely, 87, of Fort Pierce. "I saw a German

submarine pop up onto the surface and the crew start jumping overboard. General Quarters sounded on the Pope and we all ran to our battle stations."

Kornely's station was on the electrical panels and gyroscopes below decks. His job would be to keep power flowing if the ship was damaged.

But there was no fight, and Kornely was told to gather up all the submersible pumps and put them a small boat that would come alongside.

"When you are below decks, you don't know much about what is going on," said Kornely. "The officers and the commo (communication) people topside know, but you don't."

The Pope was part of Task Group 24.3 which included the escort carrier USS Guadalcanal, and four other destroyer escorts, the Pillsbury, Chatelain, Jenks and Flaherty. The task force cruised the southern Atlantic sinking submarines.

This time, June 4, 1944, the task group had a secret plan to capture a German submarine, the U-505, off French South Africa.

"The crew didn't know what we were doing because we were focused on killing subs, not capturing them," said Kornely. When the crew stood down from battle stations, Kornely went topside to watch as the

destroyer escorts picked up German submariners from the water.

"They brought them on board the Pope to be transferred to the carrier. Someone handed me submachine gun and told me to stand guard over the prisoners. I told them I didn't know how to shoot a submachine gun. They said not to worry, that the safety was on, and that the Germans weren't going to try anything," Kornely said. "So I stood there and tried to look like I knew what I was doing."

The U-505 was one five German subs captured during the war. It was a valuable and top secret capture. The Navy boarding team, recovered secret documents, codes and a valued Enigma code machine, which could be used to read German messages. The U-505 was towed to Bermuda and the crew held incommunicado or access to the International Red Cross until the end of the war.

When he was discharged, Kornely went to work for New York Bell Telephone Co. He married Mary Elizabeth Higgins in April 1948, and they had four children. After being, as they describe it, "snowbirds" they retired permanently in Spanish Lakes Country Club Village in 1987.

Kornely notes the Task Group 22.3 Association is still looking for members from among Navy veterans. "Just send us a letter to P.O. Box 3071, Wenatchee, Wash. 98807," he said.

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, 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; Herman.mueller@rosalindfranklin.edu

Newsletter Editor – Chris Gaines

Base Historian – Frank Voznak, franklin2@comcast.net

CD2 Convention Registration Form

Registration

Name: _____
 Spouse/Guest Name: _____
 Street Address: _____
 City, State ZIP Code: _____

Phone/Fax: _____

Fee Schedule:

Registration _____ x \$20 = _____
 Friday Museum/Lunch _____ x \$25 = _____
 Saturday Ball _____ x \$45 = _____

Total fee base: _____

Dinner Entree Selection: _____

Baked Tilapia _____

w/ seafood stuffing _____

Bread of chicken _____

Prime Rib _____

Restrictions: _____

Send your check, payable to
 Ed Feury
 58685 71st Ave,
 Hartford, MI 49057

eaf26u.sr@mwconnections.com
 261-621-2371

If you desire a receipt, please include a self-addressed stamped envelop with payment.
 Registration fee after March 31, 2011 will be \$30.

No refunds after March 31, 2011

Weekend Itinerary

April 14, 2011 Thursday
 1600-2200 Hospitality Suite open

April 15, 2011 Friday
 1000-1400 Silversides/GLNMM
 1200-1300 Lunch at Museum
 1400-1530 Tolling of Boats /GLNMM
 Dinner (on your own)
 1800-2200 Hospitality Suite open

Saturday
 0900-1100 USSVI Business Mtg
 0900-1100 Auxiliary Business Mtg
 1300-1430 WWII Business Mtg
 1700-2200 Birthday Ball
 Cash Bar
 Posting of the Colors
 Dinner
 Keynote Presentation
 Dancing

Sunday
 0800-1100 Hospitality Suite open
 0800-1100 Breakfast (on your own)
 0830-1000 Base CDR Meeting

Hotel Information

Holiday Inn Muskegon Harbor
 939 Third Street
 Muskegon, MI 49440
 Phone (231) 720-7108
 Special Rate: \$70 plus tax per night
 until March 17, 2011
 Be sure to mention "US Sub Vets"



Welcome!

We are delighted to host the Central Region District Two Convention in conjunction with our 2011 Submarine Birthday Ball.

Entertainment will begin officially on Friday with a visit to the USS Silversides and the Great Lakes Naval Memorial and Museum, followed by a Tolling of the Boats ceremony and a starting of the Silversides diesel engines. On Saturday, we'll have business meetings throughout the day and a Submarine Birthday Ball that evening. Our keynote speaker is Vice Admiral Al Kesteven, Jr., retired, and the evening concludes with dancing. The Hospitality Suite will be open at listed times throughout the weekend, starting on Thursday at 1600, serving selected snacks and both alcoholic and non-alcoholic beverages.

We're glad you are joining us.
 Commander Don Mitt
 Escolar Base
 State Commander Don Merrill
 World War II Sub Vets



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