



UNITED STATES SUBMARINE VETERANS



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

May 2011

Volume 12, 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,
 - a. MAY 21
 - b. JUNE 18
 - c. JULY 16 – AT JOINT PICNIC AT HINES VA HOSPITAL
2. Duty Cook Roster:
 - a. May – Larry Warnke
 - b. June - Glenn Barts, Sr.
3. **May Birthdays:** Clay Hill 2nd, Ed Potts 12th, Bob Fleck 13th, Joe Chevere 15th, Steve Robich 22nd, and Larry Warnke 28th.
4. IL SVWWII State Meeting “**Big Bash**” May 21, 2011; Contact Bob Krautstrunk to register; 2168 Carillon Dr., Grayslake, IL 60030-4428; bobreq1@aol.com
5. Do you think Crash Dive should host a **Submarine Birthday Ball in 2012?** Contact Clay Hill and voice your opinion. See contact info on page 9.
6. **USSVI 2011 Convention** is within driving distance again this year! It is about a nine-hour drive from our meeting site to the Sept 5 -11 event at University Plaza Hotel, Springfield MO; <https://www.ussvi.org/Conventions.asp> for info.

Crash Dive Meeting Minutes April 16, 2011

1. Attendees
 - a. Frank Voznak
 - b. Pete Almeroth
 - c. Greg Miller
 - d. Clay Hill
 - e. Al Tuider
 - f. Larry Warnke
 - g. Frank Walter
2. The meeting was called to order by Clay Hill, followed by the Pledge of Allegiance, invocation, a Moment of Silence, and a round of introductions.
3. Secretary's Report; March minutes were published in the newsletter.
4. Treasurer's Report; \$3592.30 in checking and \$1173.69 in savings.
5. Old Business
 - a. Hosting a birthday ball in 2012 was tabled.
6. New Business
 - a. 50-50 won by Frank Voznak who donated it to the base.
 - b. There was some discussion of charities to support in 2011.
 - c. There was some discussion of making duty cook assignments instead of asking for volunteers.
 - d. KSC membership – Gus agreed to be our second representative.

7. Good of the Order
 - a. Duty Cook May – Glenn Barts
 - b. Next meeting May 21, 2011
8. 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 Stickelback	SS 415	5/30/58

Chaplain's Corner

May the Good Lord be With All of You.

I have not received any information that any of our Shipmates have been ill lately and that is Great. If there is a sickness or death in the family please let me know. If you cannot contact me then please contact one of the other Board Members.

This is to remind everyone to keep Bob Fleck's parents in their prayers. Earlier this month they were in a terrible car accident. His father is home and his mother just got out of an induced coma and will be moved to a long term care hospital. We wish them both a fast and full recovery.

Glenn Barts

Great Lakes Centennial

Submitted by: YNCS Don Harribine, USN(ret)

FYI & pass it on..... Thanks.....

On June 14, 2011, over 3,000 Sailors will form up on historic Ross Field in the shape of a "100" to pose for a photograph in order to celebrate the Centennial of Naval Station Great Lakes.

If you are a current, former or retired American Sailor who served honorably in any capacity at Naval Station Great Lakes, you are invited by the commanding officer of Naval Station Great Lakes to play a part in this historic photograph.

Participants will assemble in the Visitors Center parking lot next to Naval Station's main gate at 610 Farragut Ave., Great Lakes IL 60088 on or before 9 a.m., June 14, 2011. Uniform for Veterans: Summer white uniform, or an unadorned white dress shirt, dark slacks and appropriate cover (American Legion hat, ship's ball cap, etc.).

For veterans, by no later than 5 p.m. on May 20, 2011, email the following information to nsgl.pao@navy.mil, or fill out this form and fax it to 847-688-4945 847-688-4945, or mail it to:

NAVAL STATION GREAT LAKES
PUBLIC AFFAIRS OFFICE
2601E PAUL JONES ST
GREAT LAKES IL 60088
Name (LAST, FIRST, MI):

When You Served in the United States Navy (DATE to DATE):

When You Were Stationed at Great Lakes (DATE to DATE):

Your Vehicle Information (Year, Make, Model, Plate Number/State):

Please bring a copy of your DD-214 (discharge papers) and a state-issued ID card. If you do not have your DD-214, you can easily obtain one from the National Archives:

<http://www.archives.gov/veterans/military-service-records/>

In accordance with Title 17 U.S.C. Section 107, this material is distributed without profit to those who have expressed a prior interest in receiving the included information for research and educational purposes.

Reference:

<http://www.law.cornell.edu/uscode/17/107.shtml>

Boatsailors and Peacoats

by Bob 'Dex' Armstrong

You remember them... Those ton and a half monsters that took the annual production of thirty-five sheep to make. Those thick black rascals with black plastic buttons the size of poker chips. The issue coats that drove shore duty chief petty officers stark raving nuts if they caught you with the collar turned up or your gahdam hands in your pockets.

"Hey, you rubber sock, get those gahdam hands outta them damn pockets! Didn't they issue you black leather gloves?"

So, you took your hands out of your pockets and risked digital frostbite rather than face whatever the Navy had in

store for violators of the 'No Gahdam Hands In Peacoat Pockets' policy. There's probably a special barracks in Hell full of old E-3s caught hitchhiking in sub-zero weather with hands in peacoat pockets.

As for those leather gloves, one glove always went missing. "Son, where in th hell are the gloves we issued you?"

We??? I don't remember this nasty, ugly bastard being at Great Lakes when the 'jocks and socks' petty officers were throwing my initial issue seabag at me and yelling, "Move it!!"

As for the gloves, once you inadvertently leave one glove on a whorehouse night table or on the seat of a Greyhound bus, the remaining glove is only useful if a tank rolls over the hand that fit the lost glove.

In the days long ago, a navy spec. peacoat weighed about the same as a flat car load of cinder blocks. When it rained, it absorbed water until your spine warped, your shins cracked and your ankles split. Five minutes standing in the rain waiting on a bus and you felt like you were piggy-backing the statue of liberty.

When a peacoat got wet, it smelled a lot like sheep dip. It had that wet wool smell, times three. It weighed three and a half tons and smelled like 'Mary had a little lamb's' gym shorts.

You know how damn heavy a late '50s peacoat was? Well, they had little metal chains sewn in the back of the collar to hang them up by. Like diluted navy coffee, sexual sensitivity instruction, comfortable air-conditioned topside

security bungalows, patent leather plastic-looking shoes and wearing raghats configured to look like bidet bowls, the peacoat spec. has been watered down to the point you could hang them up with dental floss. In the old days, peacoat buttons and grocery cart wheels were interchangeable parts. The gear issued by the U.S. Navy was tough as hell, bluejacket-tested clothing with the durability of rino hide and construction equipment tires.

Peacoats came with wide, heavy collars. In a cold, hard wind, you could turn that wide collar up to cover your neck and it was like poking your head in a tank turret.

The things were warm, but I never thought they were long enough. Standing out in the wind in those 'big-legged britches' (bell bottoms), the wind whistled up your cuffs and took away body warmth like a thief. But, they were perfect to pull over you for a blanket when sleeping on a bus or a bus terminal bench.

Every sailor remembers stretching out on one of those oak bus station pews with his raghat over his face, his head up against his AWOL bag and covered with his peacoat. There was always some 'SP' who had not fully evolved from apehood, who poked you with his billy bat and said, "Hey, YOU!! Get up! Waddya think yer doin? You wanna sleep, get a gahdam room!"

Peacoats were lined with quilted satin or rayon. I never realized it at the time, but sleeping on bus seats and station benches would be the closest I would ever get to sleeping on satin sheets.

Early in my naval career, a career-hardened (lifer) first class gunner's mate told me to put my ID and liberty card in the inside pocket of my peacoat.

"Put the sonuvabitches in that gahdam inside pocket and pin the damn thing closed with a diaper pin. Then, take your heavy folding money and put it in your sock. If you do that, learn to never take your socks off in a cathouse. Them damn dockside pickpockets pat 'cha down for a lumpy wallet and they can relieve you of said wallet so fast you'll never know you've been snookered.

"Only a dumbass idiot will clam-fold his wallet and tuck it in his thirteen button bellbottoms. Every kid above the age of six in Italy knows how to lift a wallet an idiot pokes in his pants. Those little bastards learn to pick sailor's pockets in kindergarten. Rolling bluejackets is the national sport in Italy."

In Washington DC, they have a wonderful marble and granite plaza honoring the United States Navy. Every man or woman who served this nation in a naval uniform, owes it to himself or herself to visit this memorial and take their families.

It honors all naval service and any red-blooded American bluejacket or officer will feel the gentle warmth of pride his or her service is honored within this truly magical place.

The focal point of this memorial is a bronze statue of a lone American sailor. No crow on his sleeve tells you that he is non-rated. And, there are further indications that suggest maybe, once upon a time, the sculpturer himself may have once been an E-3 raghat.

The lad has his collar turned up and his hands in his pockets.

I'm sure the Goddess of the Main Induction nearly wets her panties laughing at the old, crusty chiefs standing there with veins popping out on their old, wrinkled necks, muttering,

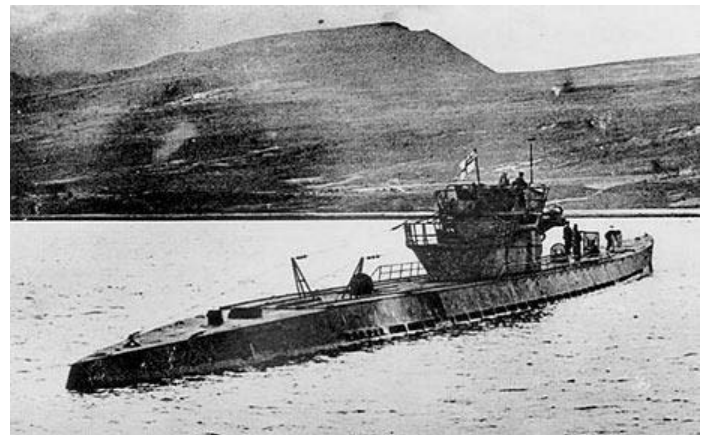
"Look at that idiot sonuvabitch standing there with his collar up and his gahdam hands in his pockets. In my day, I would have ripped that jerk a new one!"

Ah, the satisfied glow of E-3 revenge.

Peacoats... One of God's better inventions.

Mass Surrender of Nazi U-boats documented in new book

For 65 years residents of a remote Scottish village have paid heed to the wartime warning that "loose lips sink ships".



The Highland fjord in the far north-west of Scotland, close to Cape Wrath, was the only Scottish rendezvous point for U-boats. In the space of two weeks, from May 10 to May 25, 1945, it turned into the biggest single gathering of the German submarine fleet



By Auslan Cramb

(<http://www.telegraph.co.uk/journalis>

[ts/auslan-cramb/](http://www.telegraph.co.uk/journalis/auslan-cramb/)),

Scottish Correspondent 8:00AM GMT 20 Mar 2010

Now, however, they have decided to speak out to tell the astonishing story of the biggest ever surrender of Nazi U-boats.

The surrender of German submarines in Loch Eriboll in Sutherland was one of the strangest episodes at the end of World War II. Locals were sworn to secrecy and it has often been assumed that only “two or three” crews gave themselves up in the sheltered inlet.

But a new book marking the 65th anniversary of the incident reveals that no fewer than 33 U-boat commanders surrendered in the space of 12 days in the 10-mile long loch.

The Highland fjord in the far north-west of Scotland, close to Cape Wrath, was the only Scottish rendezvous point for U-boats. In the space of two weeks, from May 10 to May 25, 1945, it turned into the biggest single gathering of the German submarine fleet anywhere in the world. The U-boats — nicknamed grey wolves — were part of Hitler’s plan to starve Britain of food, raw materials and equipment.

David Hird, 65, a former local government officer, has spent two years researching *The Grey Wolves of Eriboll*.

He has identified and detailed every U-boat that came into Eriboll and said he

was “staggered” to find 33 had surrendered in the loch. They included U-1231, which was used as the fleet’s “off-licence” and was laden with wine, and U-532 which had just returned from Japan and was carrying raw rubber, quinine and other war supplies.

“It was covered in barnacles it had been in the ocean so long,” said Mr Hird, who lives in east Sutherland and is originally from Yorkshire. “I have identified them all and have proved to my satisfaction there were 33 that came into Loch Eriboll.” The vessels that surrendered were responsible for sinking or damaging 59 merchant ships and 14 warships —300,000 tonnes of Allied shipping.

Fifteen U-boats were brought under convoy from Norway by Canadian warships and all were disarmed within hours. Explosives and other armaments were dumped over the side and they were then re-routed to locations including Lochalsh in Wester Ross, where the crews were arrested.

As part of Operation Deadlight, the U-boats were scuttled in the Atlantic, with 121 of the 154 U-boats that surrendered being sunk in deep water off Lisahally, Northern Ireland, or Loch Ryan, in the west of Scotland, in late 1945 and early 1946.

Loch Eriboll was chosen because of its isolation and deep anchorage. It also limited any opportunity for a last show of defiance from the U-boat commanders.

Mr Hird’s research uncovered just one

such incident, when U-295 rammed a Canadian escort ship, HMCS Nene, punching a hole in the starboard side. The U-boat captain claimed it was an accident.

“There were also considerable crew numbers,” said the author. “Each U-boat had between 30 and 50 crew. The crews were happy to surrender in Scotland, it was the Russians they were worried about. They just didn’t want to give up to them.

“Stuff was just dumped there and then over the side. I am quite convinced that the loch’s seabed to this day is littered with explosives and armaments. “I spoke to crew from both Canadian and British vessels who oversaw the operation and one or two locals who remembered seeing the U-boats, though they were very young at the time.”

Alan Hope, a sailor on HMS Byron, told him of the moment the first U-boat arrived. He said: “U-1009 arrived on the surface flying a tattered black flag from its periscope as a sign that it was ready to surrender.

“The U-boat was boarded, guns and torpedo firing pistols were thrown overboard and log books and other documents were removed in preparation for the escorted passage to Lochalsh where the crew were to be taken into captivity.

“The U-boat captain read a message to his ship’s company telling them that they were leaving their boat and I think there were a few tears.”

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Submarine Service Insignia

Submitted by: Frank Voznak, Base Historian

“We need to give more than just lip service to our people, our submarines, as the core of our professional business. We also need to keep our future in focus. We have the most versatile platform and capable warriors in the U.S. Armed Forces, and we need to keep our edge in the maritime sphere. I firmly believe that the submarine force is critical to our national defense. It is our responsibility to keep charging forward and operating in a manner where others understand our importance too.”

- RADM Al Konetzni, Jr., former Commander Submarine Force Pacific

The U.S. armed forces are all-volunteer, and U.S. Navy submarines are manned by volunteers from within the Navy. Submarine personnel are accepted only after the most rigorous testing and observation. After acceptance into the submarine program, candidates undergo a demanding training schedule, which includes attendance by all Officers and non-nuclear trained enlisted personnel at the Naval Submarine School New London, in Groton, Connecticut, as well as rigorous technical training in different specialty areas. Further training and qualification at sea are required before submariners are awarded the coveted "dolphins" - the submarine insignia worn by officers (gold) and enlisted personnel (silver) to demonstrate their achievement.

Some 5,000 officers and 55,000 enlisted people make up the submarine force. In addition to submarines, these

highly skilled people are assigned to submarine tenders, submarine rescue ships, deep-diving submersibles, floating dry docks, shore support facilities, submarine staffs, and senior command staffs.

The submarine force has always been a small fraction of the active Navy. In 1998 only about 7% of the Navy's people were submariners. They operated one-third of the Navy's warships, a highly cost-effective employment of personnel. Today, at the end of the decade, the smaller submarine force of the late 1990s continues to man a significant fraction of the Navy's warships, and some of the most capable and versatile.

The insignia of the U.S. Navy's Submarine Service is a Submarine flanked by two dolphins in a horizontal position with their heads resting on the upper edge of the bow planes. Dolphins, the traditional attendants to Poseidon, the Greek god of the sea and patron deity of sailors, are symbolic of a calm sea. The Submarine insignia adopted in March, 1924, is a bow view of a submarine proceeding on the surface with bow planes rigged for diving. The dolphins represented on this insignia are fish, not mammals. The more familiar gray bottle-nose dolphin is a marine mammal. Its keen intelligence, curiosity, and friendliness to man have led submariners to consider it as a mascot of the Silent Service.

The origin of the U.S. Navy Submarine Insignia dates back to 13 June 1923. Captain Ernest J. King, USN, Commander, Submarine Division Three (later Fleet Admiral and Chief of Naval Operations during World War II), suggested to the Secretary of the Navy,

via the Bureau of Navigation (later known as BUPERS), that a distinguished device for qualified submariners be adopted. He submitted a pen-and-ink sketch of his own showing a shield mounted on the beam of a submarine, with dolphins forward and aft of the conning tower. The suggestion was strongly endorsed by Commander Submarine Divisions, Atlantic. During the next several months the Bureau of Navigation solicited additional designs from several sources. Among the designs were a submarine and shark motif, a submarine and shield, and submarines with ancient dolphins.

A Philadelphia firm, Bailey, Banks and Biddle, which had done work for the Navy previously, was requested to design a suitable badge. In 1928, Mr. George Meale, representing the firm, mentioned to Ensign William Crawford Eddy that they were looking for a design for "Submarine Wings" to denote qualifications in Submarines. Using his original sketches of the 1926 Naval Academy class crest that he had designed, Eddy came up with the present submarine insignia which was adopted by the Navy and is in use today (shown above), a bow view of surface submarine, with bow planes rigged for diving, flanked by dolphins in horizontal position, their heads resting on the upper edge of the bow planes. Future Navy Captain Eddy then recommended to the Secretary of the Navy that the design be adopted. The recommendation was accepted by Theodore Roosevelt, Jr., Acting Secretary of the Navy. The submarine insignia was to be worn at all times by officers and men qualified in submarine duty attached to submarine units or

organizations, ashore or afloat, and not to be worn when not attached.

In 1941 the Uniform Regulations were modified to permit officers and enlisted men to wear the submarine insignia after they had been assigned to other duties in the naval service, unless such right had been revoked. The officer insignia was a bronze gold plated metal pin, worn centered above the left breast pocket and above the ribbons or medals. Enlisted men wore an embroidered silk insignia on the outside of the right sleeve, midway between the wrist and elbow until 1947 when it was shifted to above the left breast pocket. In 1943 the Uniform Regulations were modified to allow enlisted men, who were qualified for submarine duty then subsequently promoted to commissioned or warrant ranks, to continue wearing the enlisted submarine insignia until they qualified as submarine officers when they were entitled to wear the officers submarine pin. A 1950 change to Uniform Regulations authorized the embroidered insignia for

officers (in addition to pin-on insignia) and a bronze, silver plated, pin-on insignia for enlisted men (in addition to the embroidered device).

2011 National Convention Info

The OZARK/RUNNER SS476 BASE (USSVI) and the City of Springfield, MO. invite you to join us in Springfield, MO. for the 2011 Joint National Convention of the USSVI and of the U.S. Submarine Veterans of WWII. The Convention will run from Mon. Sept 5 to Sun. Sept 11, 2011.

The host Base is the OZARK/RUNNER BASE. The Convention Chairman is Ron Athey TMC (SS) USN Ret (rondo_94590@yahoo.com or 1-417-763-0935).

The convention website is www.ussvispringfieldmo.com.

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; hermanandlorimueller@comcast.net

Newsletter Editor – Chris Gaines

Base Historian – Frank Voznak



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