



UNITED STATES SUBMARINE VETERANS



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

September 2011

Volume 12, Issue 9

**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. SEPTEMBER 17
  - b. OCTOBER 15
  - c. NOVEMBER 19
2. **Duty Cook Roster:**
  - a. September – Larry Warnke
  - b. October – Glenn Barts, Sr.
  - a. November – Bret Zacher
3. **September Birthdays:** Charles Daniels 17<sup>th</sup>; Bob Krautstrunk 18<sup>th</sup>; John Kidwell 27<sup>th</sup>; Lloyd Getz 30<sup>th</sup>.
4. **GREATER CHICAGO CHRISTMAS PARTY,** Dec. 17th - Saturday. You are all welcome. Silver Stallion Restaurant - Des Plaines. Bob Krautstrunk
5. **Dues season** soon will be upon us. Why not get ahead of the curve and send in your dues early? Better yet, send in a couple of years' worth. Donations graciously accepted too.
6. Have you ever **planned a national meeting?** See page 8.

## Crash Dive Meeting Minutes August 20, 2011

1. Attendees
  - a. Clay Hill
  - b. Jan Hill, guest
  - c. Glenn Barts, Sr.
  - d. Frank Voznak, Jr.
  - e. Frank Voznak III, guest
  - f. Bret Zacher
  - g. Larry Warnke
  - h. Chris Gaines
  - i. Herman Mueller
  - j. Alan Tuider
2. The meeting was called to order at 1219 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; June minutes were published in the newsletter; July meeting was replaced by the picnic. Herman Mueller moved to accept, Larry Warnke seconded; vote was unanimous
4. Treasurer's Report given by Glenn Barts, Sr.; Savings \$1173.69 checking \$3222.15; Herman Mueller moved to accept; Alan Tuider seconded; vote was unanimous
5. Committee Reports
  - a. Newsletter – Received several compliments.
6. Old Business

- a. Birthday Ball – Crash Dive has no current interest in hosting a 2013 CD2 convention. 2012 Ball discussion led by Clay Hill; Bret Zacher moved to not host 2012 Ball; Larry Warnke seconded; vote yea 8 nay 1.
  - b. Hosting CD2 convention in 2013 generated no interest among USS Chicago Base.
7. New Business
  - a. 50-50 won by KSC member
  - b. Memorial – Frank Voznak III provided constructive ideas as a designer. Next meeting with City of Chicago August 24.
  - c. Boat Sponsorship Program could not be discussed in Greg Miller's absence.
  - d. Picnic Report –
    - i. Drank six cans of regular beer and six cans of lite beer provided by Crash Dive; someone else provided beer too.
    - ii. Crash Dive also had one no-show and two show up without RSVPing for a total of nine attendees.
    - iii. Total attendance was about 50 people, similar to last year
  - e. National SK solicitation drew no interest

- f. Donation to families of SEALs message – Chris Gaines moved to refer to Charitable Service Committee, Herman Mueller seconded. Unanimous
- g. National Convention Planning training message from national – Chris Gaines to promote in newsletter. Bret Zacher is interested.
- 8. Good of the Order
  - a. Duty Cook
    - i. September – Larry
    - ii. October – Glenn
    - iii. November – Bret Zacher
  - b. Convention – promote attendance
  - c. KSC Corn Roast tickets are available from Larry Warnke
  - d. Larry donated a clock from a Soviet submarine to Crash Dive for use or disposition by the base.
- 9. Benediction was given by the chaplain
- 10. Adjourn 1403.

## Lost Boats

USS S-5	(SS-110)	09/1/20
USS Grayling	(SS-209)	09/09/43
USS S-51	(SS-162)	09/25/25
USS Cisco	(SS-290)	09/28/43

## Chaplains Corner

This last month has been remarkably quiet. That is a good thing. I know it is a little late but please remember and keep all of the 9-11 Heroes that lost their lives so many others could survive in your prayers.

Remember if there is sickness or death in the family contact me or one of the other Board Members.

See You All At The Sept. Meeting.

Glenn Barts  
Chaplain

## Navy Submarine USS Memphis Hit By Exam Cheating Scandal



By MICHAEL MELIA 08/15/11  
HARTFORD, Conn. -- When the Navy discovered an exam-cheating ring aboard one of its submarines, it swiftly fired the commanding officer and kicked off 10 percent of the crew.

Navy officials describe the case aboard the USS Memphis as a rare lapse in integrity, but some former officers say the shortcuts exposed by the scandal are hardly unique to a single vessel.

The former submariners tell The Associated Press it is not uncommon for sailors to receive answer keys or other hints before training exams. They say sailors know how to handle the nuclear technology, but commanders competing with one another to show proficiency have made tests so difficult – and so detached from the skills sailors actually need – that crew members sometimes bend the rules.

An investigation report obtained by the AP through a Freedom of Information Act request describes an atmosphere aboard the USS Memphis that tolerated and even encouraged cheating: Sailors were emailed the answers before qualification exams, took tests outside the presence of proctors and openly asked officers for answer keys. One sailor told investigators that test-takers were encouraged to "use their time wisely" during breaks, insinuating that they should look up answers to exam questions.

A submarine force spokeswoman, Navy Cmdr. Monica Rousselow, said the Navy holds its officers and crew to very high standards and denied that cheating is rampant.

"The evidence we have shows that it's very rare," said Rousselow, who is based in Norfolk, Va.

But three former officers said the episode aboard the Groton, Conn.-based Memphis was an extreme example of shortcuts that occur aboard many of the roughly 70 American submarines in service.

One of the former officers, Christopher Brownfield, wrote in a book published last year that his superiors aboard the USS Hartford urged him to accept an answer key to pass a nuclear qualification exam. He said other crew members received answers by

email, and the sub's leadership ignored him when he complained about cheating.

"It was almost universal," Brownfield said in an interview. "I don't know anybody on the ship who could have passed that exam without cheating on the first try."

As an instructor at the Navy's submarine school in Groton in 2005, Brownfield said he heard from members of roughly a dozen other crews that cheating also took place on their boats. He blamed pressure to hit ever-higher performance targets.

"They've expected more and more paperwork, with higher levels of compliance, and over time those expectations diverged from what people are actually doing," said Brownfield, who is now researching nuclear sustainability as a graduate student at Columbia University. "In the nuclear department, the test became so difficult it really had no bearing on what people were doing on a daily basis."

Two other former submarine officers who spoke to the AP on condition of anonymity for fear of losing connections to the Navy said that cheating is pervasive.

"Most people have great integrity except in this one area. On a lot of boats, they'll bend the rules and try to juice the results," said one former officer. He said it was not unusual for crew members on his submarine to receive hints to study particular areas before exams. As an instructor at the submarine school, he said he learned of similar practices on other subs.

Submariners have to make it through rigorous, highly technical training and testing before going to sea. Once deployed, they face more exams to test their knowledge and preparedness for worst-case

scenarios. Low scores can lead to consequences up to removal from a sub, and hurt the overall rating of the crew.

The scandal aboard the Memphis broke in November when Navy brass learned that an answer key to one such test had been discovered in a junior officer's email.

The sub's commanding officer, Cmdr. Charles Maher, was relieved of duty within two weeks. He wasn't accused being involved in the cheating, but the Navy said he fostered an environment that failed to uphold the expected standards of integrity. He did not respond to messages left by the AP.

Of the 13 crew members who were punished, only three returned to the Memphis for its final deployment. The other crew members were reassigned, kicked out of the Navy or are awaiting possible dismissal, said Navy Lt. Jennifer Cragg, a submarine group spokeswoman at Naval Submarine Base New London in Groton. The 33-year-old submarine was decommissioned in April.

John Fischer, a former officer who used to help oversee exams from a Navy base in Washington state, said the tests are about much more than the knowledge displayed by individual test-takers. Officers aboard each sub create their answer keys, and the process is meant to sharpen the superiors' skills as well. He said the exams are supposed to be difficult, with a certain number of failures designed in to identify areas for improvement.

He said the collegial atmosphere aboard a submarine, where exams are administered by fellow shipmates and even friends, could be a factor in the cheating.

"If you get one guy in there who doesn't have the integrity to do the right thing, then it can progress really easily," said Fischer, who now works as a manufacturing engineer.

Like the other ex-officers interviewed for the story, Fischer said the safety of the reactors is not in question.

A spokesman for Naval Reactors, the agency that oversees the Navy's nuclear propulsion program, said the Navy works diligently to understand the root causes of any cheating case and to make changes. Spokesman Thomas Dougan said that out of 16,000 nuclear-trained officers and enlisted sailors taking several exams annually, there are on average one or two cheating cases per year that result in the removal of nuclear qualifications. Most cases involve only a few sailors, he said.

Dougan said the written exams are one of several measures used to assess the effectiveness of a continuing training program, and the kind of cheating that occurred on the Memphis would not put the ship or reactor plant at risk.

He said commanders use other measures, including supervisors' observations, drills and oral exams, to assess how well-trained crews are.

On the Memphis, the Navy investigation concluded that some of the mechanical operators decided to cheat partly because problems with the exam's design prevented questions from lining up with the expected answers. Five of eight sailors stopped using the answer keys after the problems with the exams were addressed, the report said. It suggested that the exam program could be improved by requiring that all qualification exams be proctored.

In light of the scandal, Rousselow said squadron commanders and commanding officers have been encouraged to make any changes that might be necessary to prevent such cheating. She said the Navy was leaving it up to commanders to determine what steps if any should be taken to implement lessons learned from the Memphis.

## Any Good with Your Hands?



Shipmates:

Some of you already know that I've been working on a movie script with several Hollywood directors. We started the project 18 months ago and we now have the funding and will start filming the first week of October.

The name of the movie is "Phantom". Of course it's a submarine movie, but it has a supernatural twist. We have

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rented the Russian Foxtrot in Huntington Beach CA and signed on Ed Harris (Abyss), Andy Garcia (Oceans 11), William Fichtner (Blackhawk Down) and Natasha McElhone (Solaris).

Now that the writing is done, I will be working as a consultant and in addition, I am in charge of getting the underwater models built, tested and delivered to the underwater wet stage, a large indoor pool equipped with lighting and cameras. We will be building two motorized torpedoes, a motorized Foxtrot sub (approximately 12' in length) and a smaller motorized November sub. In addition we will be building a ½ scale replica of the Foxtrot's exterior hull, the part that has the torpedo tube doors.

I will be contracting most of the work out. As always, the budget is tight, but if any retired submariner who is good with his hands and has some time is interested in getting involved, I would love to discuss the project with you.

I am also looking for a small machine shop in the Central Ohio area and maybe the name of somebody that can do some woodworking. Any help in this area would be appreciated.

This should be a fun project.

Ken Sewell

[krs6449@aol.com](mailto:krs6449@aol.com)

(614) 558-0695

Crash Dive Base  
Rondout - Lake Bluff, IL

## Navy is changing the way it prepares for storms

By Larry Shaughnessy, CNN  
Pentagon Unit

September 2, 2011 11:19 p.m. EDT  
STORY HIGHLIGHTS

- \* The USS Wasp is one of America's largest amphibious ships
- \* It has a full-sized flight deck, a dock inside its stern and a hospital deck
- \* "What you are seeing is lessons learned," says Rear Adm. Kevin Scott

Aboard The Uss Wasp (CNN) -- -- Even before Hurricane Irene started thrashing the U.S. East Coast, the Navy prepared for what it could do if the disaster was even more catastrophic than it proved to be.

As Irene strengthened and bore down on the United States, the Navy ordered 27 warships to sail out of its massive naval station in Norfolk, Virginia. Another 11 ships, already at sea on various duties, were told to stay out.

"Our first mission was to sortie the fleet and keep the fleet safe," said Capt. Brenda Holdener, commander of the USS Wasp, one of the ships that left Norfolk.

Like Air Force bases that fly their planes west, moving ships to sea has become standard operating procedure for the Navy when major hurricanes approach.

"Ships are safer at sea than than are in port during a hurricane or heavy weather," said Lt. Cmdr. Timothy Reiswig, navigator of the Wasp.

But when the Wasp, an amphibious assault ship, headed out of Norfolk, steering clear of Irene was just its first objective.

The ship was also prepared to respond with a wide array of equipment and people to the hurricane zone if civilian officials asked for help.

"Over the years we've had so many hurricanes that devastate this country, you know we kinda get primed for being ready and responsive to it," said Rear Adm. Kevin Scott, commander of Amphibious Task Force 26, a unit that was created to be more prepared for hurricane response than any other Navy unit.

"What you are seeing is lessons learned from what has happened over the past few years, and realizing that the response that's required for a major catastrophe -- you know like Hurricane Katrina and Rita -- requires all the resources that the nation has to bear," Scott said.

Those resources were focused on the Wasp, one of America's largest amphibious ships. The ship has a full-sized flight deck, capable of launching heavy-lift or search and rescue helicopters, and a dock inside its stern, capable of carrying and

launching two huge landing craft. Those boats can move from inside the hull of the Wasp to just about any beach and unload some 160 tons of equipment, supplies or personnel.

And not all the help has to go to shore. The Wasp, which normally carries Marines into combat, has a huge hospital deck.

"We have three operating rooms. We can expand to four. We have 15 ICU beds that you can see here, each one with it's own equipment, which is exactly what you would find in a normal ICU," said Lt. Cmdr. Juan Dapena, a doctor who is the senior medical officer on the Wasp.

Dapena's regular medical staff was augmented by a surgical team that was prepared to go ashore to help with any medical emergencies.

The ship also brought a group of Seabees, Navy engineers who are trained in disaster response. They brought along chainsaws, water pumps -- even a bulldozer.

But putting this vast capacity of disaster aid to use depends on a twist of federal law.

States can and did mobilize thousands of National Guard troops to help victims of Irene.

But the Navy sailors involved in Amphibious Task Force 26 are active-duty military, and they can't just find a crisis and start helping.

Under a system called Defense Support of Civilian Authorities, local officials who want help have to ask the federal government for it. The president would then issue an order to the military, which would trickle down the chain of command before the Wasp and other ships in the task force could go to work.

This time, as bad as Irene was, state and local officials, as well as non-military federal agencies like the Federal Emergency Management Agency, were able to respond without calling in the Navy.

But Scott thinks even though his task force focused on practice training, that what he saw while at sea for the past week is evidence the Navy is better prepared than ever.

"Over the years we've just gotten better and better at it and poised to respond," Scott said.

But to prove that the Navy has gotten better, that would likely require a disaster like Irene ... only worse.

## **Any Good at Planning Things?**

Submitted by T. Michael Bircumshaw

Shipmates,

The BOD is working diligently on restructuring the USSVI convention system as our current process has a significant number of areas that are

no longer practical for an organization with more than 13,000 members.

Among the weak areas is the Hotel and Catering negotiation process. This process is a specialty in all of the organizations throughout the world who conduct "Conventions".

It is a much different process than the one that puts together "Reunions", which is the system we are currently operating under. There are significantly more people at a "convention" and conventions require larger, more accommodating locations. They also cost more than a "Reunion" because of the difference in location requirements.

One of the things that we want to get started on is to have at least one and preferably two trained negotiating personnel in each Region. We have found a company that provides the

training for a minimal cost and USSVI will pay for any approved volunteers to attend the training.

If you are interested please contact our Convention Chairman, Don Brown at 775-853-5309 or by e-mail at [donbrownss322@sbcglobal.net](mailto:donbrownss322@sbcglobal.net) and we will begin a selection process to find the right people to get the job done.

Our conventions are of primary interest to USSVI and the BOD, as they must be designed and operated to give our membership the absolute best experience possible at the lowest possible cost. "Great Conventions = Happy Members"; we want both.

Best,  
Michael

### Crash Dive Base Contact Information

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

**Vice-Commander** – Frank Voznak, [franklin2@comcast.net](mailto:franklin2@comcast.net)

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

**Treasurer** – Glenn C. Barts, Sr., 2000 Jamestown Drive, Palatine, IL 60074; 847-934-7418; [gcbarts@msn.com](mailto:gcbarts@msn.com)

**COB** – Larry Warnke, [l\\_warnke@msn.com](mailto:l_warnke@msn.com)

**Chaplain** – Glenn Barts, Sr.

**Storekeeper** – Herman Mueller, 503 Lynn Terrace, Waukegan, IL 60085; 847-445-5034; [hermanandlorimueller@comcast.net](mailto: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 1<sup>st</sup> thru Dec 31<sup>st</sup>. 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