



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

## News Brief

### 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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1. **Next Meeting:** At 1200, third Saturday of each month at the Knollwood Sportsman's Club. Mark your calendars for these upcoming dates:
  - a. NOVEMBER 12
  - b. DECEMBER 19
2. Duty Cook Roster:
  - a. November – Bret Zacher
  - b. December - Frank Walter Walleye Fry
  - c. January – Chris Gaines Chili Dump
3. **November Birthdays:** Pete Almeroth 18<sup>th</sup>; David Fitzgerald 23<sup>rd</sup>; John Moody 3<sup>rd</sup>; William Stannard 15<sup>th</sup>; Thomas Steinman 21<sup>st</sup>; and Gary Walters 7<sup>th</sup>.
4. **GREATER CHICAGO SubVetsWWII CHRISTMAS PARTY**, Dec. 17th - Saturday. You are all welcome. Silver Stallion Restaurant - Des Plaines. Bob Krautstrunk , IL. State Cdr. [bobreq1@aol.com](mailto:bobreq1@aol.com)
5. **Dues season** is 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. **Crash Dive Christmas Dinner** December 3; see the flyer on Page 9.

**CRASH DIVE BASE WEBSITE: WWW. CRASHDIVEBASE.COM**

## Crash Dive Meeting Minutes October 15, 2011

1. Attendees
  - a. Glenn C. Barts Sr.
  - b. Frank Voznak
  - c. Clayton Hill
  - d. Richard Behnke
  - e. Larry Warnke
  - f. Mike Shockley (guest)
  - g. Joshua Kaster (guest)
  - h. Herman Mueller
  - i. Kep Preble
  - j. Martin Salvador
  - k. Greg Miller
  - l. Joe Chevere
  - m. Gus Yakes
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 was given by Glenn Barts, Sr.; September minutes were published in the newsletter. Herman Mueller moved to accept, Larry Warnke seconded; vote was unanimous.
4. Treasurer's Report was given by Glenn Barts, Sr.. Savings \$1173.69 checking \$3281.15; Frank Voznak moved to accept; Herman Mueller seconded; vote was unanimous
5. Committee Reports
  - a. Hospitality – Glenn Barts moved to support the KSC with a \$100 donation to their raffle; Larry Warnke seconded; vote was unanimous.
  - b. Storekeeper – Herman Mueller submitted an inventory list and will make up a display board for use at meetings. Inventory list will be posted on Website. Inventory is priced at about \$3800.
6. Old Business
  - a. Webmaster – Retain [www.crashdivebase.com](http://www.crashdivebase.com) for now. Chris and Frank will work with Joe for revising content.
  - b. Christmas Party
    - i. December 3, 2011 at 1700.
    - ii. Chicken, beef and vegetables provided by base; need three people each for desserts and salads; use leftovers for December 17 base meeting.
      1. Salad – Hill,
      2. Dessert – Hill,
    - iii. Bartender from KSC is arranged for \$75.
    - iv. Decoration by Muellers pending Herman's checking.
    - v. Music by Jan Hill.
    - vi. Tickets and registration by Frank and Chris; \$10 per person.
    - vii. Toys for Tots arranged by Joe who will contact USMC.
    - viii. 50-50 will benefit O'Hare USO.
  - c. Submarine Birthday Ball 2012 – Martin Salvador moved to host a Ball; Joe Chevere seconded; vote was unanimous.
7. New Business
  - a. 50-50 won by Martin Salvador who donated to Crash Dive.
  - b. Veteran's Day ceremony at Academy of Our Lady – Joe

Chevere requested a donation of \$25. Greg Miller moved to donate \$25, Martin Salvador seconded; vote was unanimous.

8. Good of the Order
  - a. November – Bret Zacher
  - b. December – Larry Warnke
  - c. January – Chris Gaines Chili Dump
9. Next meeting November 12, 2011.
10. Meeting adjourned.

## Lost Boats

USS CORVINA (SS 226)	16 NOV 43
USS SCULPIN (SS 191)	19 NOV 43
USS ALBACORE (SS 218)	7 NOV 44
USS GROWLER (SS 215)	8 NOV 44
USS SCAMP (SS277)	16 NOV 44

## Chaplains Corner

November has arrived and the Holiday season is upon us. I hope everyone is in Good Health.

Norma Becker, wife of Bob Becker- WWII, just got out of the hospital and she is at the nursing home to recover from the surgery she had. A " Get Well Card " was sent to her.

With that I am going to wish everyone Good Health and Have a Happy Thanksgiving and remember to keep All of Our People in Uniform in your prayers.

Glenn C. Barts, Sr  
Chaplain

## All Canadian Submarines Now Out of Commission

The Montreal Gazette, September 5

OTTAWA - The navy's last operational submarine is now sidelined until 2016, leaving the service without an underwater capability and potentially throwing into question the future of the submarine fleet.

The submarine program, which has already cost around \$900 million, has been plagued with various maintenance issues that have prevented the boats from being available for operations on a regular basis.

A media report in July noted that one of the subs, HMCS Windsor, arrived in Canada in the fall of 2001 but since then it has operated at sea for just 332 days.

HMCS Corner Brook, damaged when it hit the ocean floor during a training accident in June on the West Coast, is now dockside. It will be repaired and overhauled during a planned maintenance period now underway.

But it is not scheduled to return to sea until 2016, the navy confirmed in an email to the Ottawa Citizen.

HMCS Chicoutimi, damaged by a fire in 2004 that killed one officer, still remains sidelined. That leaves HMCS Windsor and HMCS Victoria, which are also not available for duty at sea.

"The navy is focused on HMCS Victoria and HMCS Windsor and returning both to sea in early 2012," stated navy spokesman Lt.- Cmdr. Brian Owens in an email. "Trials are already underway with Victoria in anticipation to her returning to sea."

He noted that plans call for Victoria to do a test dive in the Esquimalt harbour on Vancouver Island sometime this month as part of a plan "to verify the submarine's

watertight integrity, and the functionality of other key systems.”

But defence analyst Martin Shadwick said the latest news on the four submarines is yet another blow to the program.

“All the arguments the navy made for having submarines 10 or 15 years ago are still fundamentally valid, but they haven’t been actually able to provide the politicians with specific concrete examples because the subs are not available all that much,” explained Shadwick, a York University professor. “That makes the subs a lot more vulnerable to budget cutters in the department and outside of it.”

He said the future survival of the submarine force could be put in jeopardy if the problems continue.

Canada purchased the subs second-hand from Britain and took delivery of the boats between 2000 and 2004. The navy said it did a thorough examination of the vessels to ensure they meet Canadian needs, but problems with the Victoria-class subs started materializing almost immediately.

High-pressure welds had to be replaced and cracks were found in some of the valves on the four subs. Steel piping also needed to be replaced as the submarines were put into storage in Britain with water in their fuel tanks. HMCS Victoria also underwent repairs after a dent was discovered in her hull.

In addition, there have been delays in installing Canadian equipment, such as the weapons fire control and communications gear. The subs are still not capable of firing Canadian torpedoes.

“The introduction of the Victoria Class has been fraught with many issues and faced a number of setbacks,” a May 2009 briefing note produced by the navy acknowledged. The Ottawa Citizen obtained that document through the access to Information law.

In July, media reports citing other navy documents noted the subs are also restricted in the depth they can dive because of rust problems.

In June, two sailors were injured when Corner Brook hit bottom near Nootka Sound, off the west coast of Vancouver Island. The boat was conducting submerged manoeuvres during advanced submarine officer training.

Owens said navy divers did an initial “in-water” damage assessment of Corner Brook. They found there was damage to the fibreglass bow dome, which Owens noted could mean that there may be damage to the sonar equipment it contains. There was also minor leakage in a forward ballast tank.

“The exact scope of the damage, and subsequent repair estimate, can only be derived after a more thorough assessment with the submarine docked and the development of complete repair specifications,” he added.

The cost of repairs is not known at this time.

HMCS Corner Brook is alongside the dock at Esquimalt and is being used as a training platform for submariners.

It is now undergoing an already scheduled maintenance regime in which minimal work is done, such as replacing certain components and doing an engineering survey of what needs to be done during a much more elaborate overhaul called the Extended Docking Work Period or EDWP.

The submarine will not go to sea again until after the EDWP.

Owens said Corner Brook’s EDWP is scheduled to be complete in 2015-16, making the vessel available for testing, trials and personnel training in 2016.

## Navy awards Electric Boat \$429 million contract

GROTON, Conn.  
October 17, 2011

Groton-based Electric Boat has been awarded a \$429 million contract for design, planning and technical support for the Navy's fleet of nuclear submarines.

Company spokesman Robert Hamilton says the Navy contract will sustain 800 to 1,000 skilled jobs in the submarine industrial base in Connecticut.

Electric Boat, a division of General Dynamics Corp., is the Navy's primary contractor for submarine construction.

Congressman Joe Courtney, a member of the House Armed Services Committee, said Monday that the contract is "tremendous news" for Electric Boat and the local economy. He noted it follows recent testimony by Defense Secretary Leon Panetta that he regards the submarine fleet as "indispensable."

## Costs sinking our submarine fleet

October 17, 2011

**AUSTRALIA'S troubled Collins Class submarines are more than twice as costly to operate as US Navy nuclear submarines that are more than five times larger.**

According to new figures obtained by News Limited, the six Collins boats cost about \$630 million a year or \$105 million each to maintain and sustain, making them the most expensive submarines of any type to ever put to sea.

At present just two of the fleet of six boats could go to war and with a maximum of three available at any one time the costs are even higher when applied to serviceability.

The annual price for "sustainment" (maintenance and support) is \$415.9 million for 2011-12 with operating costs (fuel, rations, wages, weapons etc) running at \$213.4 million for the 12 months for a total of \$629.3 million or \$104.8 million each.

By comparison a US Navy Ohio Class nuclear attack submarine, that is more than five times the size of a Collins boat, costs about \$50 million a year to operate.

The disturbing cost figures come as Defence officials revealed that at least two possible contenders for the navy's new submarine fleet, the Spanish S-80 and French-Spanish Scorpene class boat, have been ruled out of the future submarine project.

Answering questions on notice from Opposition spokesman David Johnston, Defence said both vessels did not meet "Australia's broad needs as outlined in the Defence White Paper".

They are smaller than the Collins and the White Paper calls for 12 larger submarines to cost up to \$36 billion.

In 2008 an embarrassed navy brass ceased to report on the performance of the Collins fleet in the Defence annual report.

The 2007-08 performance outcome for the Collins fleet (2007-08) showed that it achieved just 64 per cent of its mission capability or 559 days of actual availability.

Since then the figures have been classified as "secret" but assuming a similar outcome then "sustainment" and maintenance of the subs now cost taxpayers \$273,972-a-day each or \$1,643,835-a-day for the six vessels.



The US Navy's Ohio Class nuclear attack submarines cost \$137,000-a-day each to operate.

Last week Mr Smith said that the maintenance and sustainment issues with the submarine fleet were "longstanding and difficult".

## Every U.S. Navy and Coast Guard Enlisted or Mustang knows about the following:

There was a time when everything you owned had to fit in your seabag. Remember those nasty rascals? Fully packed, one of the suckers weighed more than the poor devil hauling it. The damn things weighed a ton and some idiot with an off-center sense of humor sewed a carry handle on it to help you haul it. Hell, you could bolt a handle on a Greyhound bus but it wouldn't make the damn thing portable. The Army, Marines and Air Force got footlockers and WE got a big ole' canvas bag.

After you warped your spine jackassing the goofy thing through a bus or train station, sat on it waiting for connecting transportation and made folks mad because it was too damn big to fit in any overhead rack on any bus, train and airplane ever made, the contents looked like hell. All your gear appeared to have come from bums who slept on park benches.

Traveling with a seabag was something left over from the "Yo-ho-ho and a bottle of rum" sailing ship days. Sailors used to sleep in hammocks, so you stowed your issue in a big canvas bag and lashed your hammock to it, hoisted it on your shoulder and, in effect, moved your entire home from ship to ship.

I wouldn't say you traveled light because with ONE strap it was a one shoulder load

that could torque your skeletal frame and bust your ankles.

It was like hauling a dead linebacker.

They wasted a lot of time in boot camp telling you how to pack one of the suckers. There was an officially sanctioned method of organization that you forgot after ten minutes on the other side of the gate at Great Lakes or San Diego.

You got rid of a lot of the 'issue' gear when you went to a SHIP. Did you EVER know a tin-can sailor who had a raincoat? A flat hat? One of those nut-hugger knit swimsuits? How bout those 'roll-your-own' neckerchiefs... the ones girls in a good Naval tailor shop would cut down & sew into a 'greasy snake' for two bucks?

Within six months, EVERY fleet sailor was down to ONE set of dress blues, port & starboard undress blues and whites, a couple of white hats, boots, shoes, a watch cap, assorted skivvies, a pea coat and three sets of bleached out dungarees.

The rest of your original issue was either in the pea coat locker, lucky bag or had been reduced to wipe-down rags in the paint locker. Underway ships were NOT ships that allowed vast accumulation of private gear.

Hobos who lived in discarded refrigerator crates could amass greater loads of pack rat crap than fleet sailors. The confines of a canvas-back rack, side locker and a couple of bunk bags did NOT allow one to live a Donald Trump existence.

Space and the going pay scale combined to make us envy the lifestyle of a mud-hut Ethiopian. We were global equivalents of nomadic Mongols without ponies to haul our stuff.

And after the rigid routine of boot camp, we learned the skill of random compression, known by mothers world-wide as 'cramming'. It is amazing what you can jam into a space no bigger than a bread-box if you pull a watch cap over a boot and push it with your foot.

Of course, it looks kinda weird when you pull it out, but they NEVER hold fashion shows at sea and wrinkles added character to a 'salty' appearance.

There was a four-hundred mile gap between the images on recruiting posters and the ACTUAL appearance of sailors at sea. It was NOT without justifiable reason that we were called the tin-can Navy.

We operated on the premise that if 'Cleanliness was next to Godliness' we must be next to the other end of that spectrum...

We looked like our clothing had been pressed with a waffle iron and packed by a bulldozer. But what in hell did they expect from a bunch of swabs that lived in a crew's hole of a 2100 Fletcher Class can? After awhile you got used to it...You got used to everything you owned picking up and retaining that distinctive aroma... You got used to old ladies on busses taking a couple of wrinkled nose sniffs of your pea coat, then getting and finding another seat.

Do they still issue seabags? Can you still make five bucks sitting up half the night drawing a ships picture on the side of one of the damn things with black and white marking pens that drive the old master-at-arms into a 'rig for heart attack' frenzy? Make their faces red...the veins on their neck bulge out.... and yell, 'What in God's name is that all over your seabag???

'Artwork, Chief...It's like the work of Michelangelo...MY ship... GREAT, huh?'

"Looks like some damn comic book..."

Here was a man with cobras tattooed on his arms...A skull with a dagger through one eye and a ribbon reading 'DEATH BEFORE SHORE DUTY' on his shoulder...Crossed anchors with 'Subic Bay-1945' on the other shoulder...An eagle on his chest and a full blown Chinese dragon peeking out between the cheeks of his butt... If ANYONE was an authority on stuff that looked like a comic book, it HAD to be the MAA...

Sometimes, I look at all the crap stacked in my garage, close my eyes and smile, remembering a time when EVERYTHING I owned could be crammed into a canvas bag.

(Author unknown)

## Dues

Submitted by: Chris Gaines

Letters regarding 2012 dues are about ready to be mailed to each member. While we appreciate your taking care of this quickly, there are a few options that you might want to explore.

If your letter states that your national dues are \$20 for the year, space did not permit discussing some multi-year options that are available. You may pay \$55 for a three-year renewal, saving \$5, or you may pay \$90 for a five-year renewal, saving \$10. You may even opt for life membership but the amount depends on your age. Please contact me if you are interested.

Crash Dive Base dues are the same for everyone at \$15 per year. That isn't quite true. In recognition of the sacrifices of our WWII shipmates, Crash Dive waives their dues. Everybody else owes \$15.

While Crash Dive does not offer a discount for multi-year payments, you certainly may pay ahead at the annual rate. I still will write to you each year as a reminder of how far ahead you are paid-up.

Some of our shipmates very generously include a donation with their dues check. Crash Dive graciously appreciates the generosity of our members. If you are so inclined, please include a short note that explains the donation. We would refund any

overpayments so your note helps us get it sorted out.

The national office policy regarding dues is that they must be paid by December 31. Any dues that remain unpaid after January 31 will cause the member to be dropped. Dropping a shipmate is unpleasant. We want you as a member and hope that you renew before the deadline.

As always, we are open to suggestions about how to make this process easier for you. Let us know if you have any ideas or if you have seen practices in other organizations that you think we might adopt.

Our treasurer thanks you for your money!

### 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, 9 South 255 Madison, Burr Ridge, IL. 60527  
630 986-0175 [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



# **CRASH DIVE BASE**

**ANNUAL**

**CHRISTMAS GET-TOGETHER**

**KNOLLWOOD SPORTSMAN'S CLUB**

**DEC. 3, 2011**

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**1700 SOCIAL HOUR**

**CASH BAR**

**1800 PROGRAM (BRIEF)**

**1900 DINNER**

**DISH TO PASS- CONTACT:**

**GLENN BARTS (847) 934-7418 [gcbarts@msn.com](mailto:gcbarts@msn.com) FOR DETAILS**

## **TOYS FOR TOTS COLLECTION**

**Sponsored by USMC Reserve**

**(NEW UNWRAPPED TOYS)**

**50-50 DRAWING TO BENEFIT U.S.O.**

**TICKETS \$10 PER PERSON IN ADVANCE; CONTACT:**

**CHRIS GAINES (630) 892-5718 [ccgaines@mindspring.com](mailto:ccgaines@mindspring.com)**

**FRANK VOZNAK (630) 986-0175 [franklin2@comcast.net](mailto:franklin2@comcast.net)**

**80 TICKETS AVAILABLE - FIRST COME FIRST SERVED**



# 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