



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

August 2012

Volume 13, Issue 8

**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. AUGUST 18 - PICNIC – SEE ARTICLE ON PAGE 3
  - b. SEPTEMBER 15
  - c. OCTOBER 20
2. **Duty Cook Roster:**
  - a. August – Picnic
  - b. September – Larry Warnke
  - c. October – Glenn Barts, Sr.
3. **August Birthdays:** John Manasse 5<sup>th</sup>, Eric Clauson 6<sup>th</sup>, Anthony Mescher 8<sup>th</sup>, Russ Rutowski 9<sup>th</sup>, John McClellan 14<sup>th</sup>, Harry Alvey 16<sup>th</sup>, Frank Walter 25<sup>th</sup>, and Walter Murray 26<sup>th</sup>.
4. Make your reservations now for the **USSVI National Convention**, Norfolk, VA September 2-9. See [http:// http://ussvi-2012convention.com/](http://ussvi-2012convention.com/) for details.
5. **Dues season** is approaching. When you get your letter, consider paying ahead several years. Crash Dive appreciates donations and will issue a receipt for your generosity.

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

## Crash Dive Meeting Minutes July 21, 2012

- A. Attendees:
  - 1. Frank Voznak, Jr.
  - 2. Glenn Barts, Sr.
  - 3. John Moody
  - 4. Martin Salvador
  - 5. Greg Miller
  - 6. Richard Behnke
  - 7. Larry Warnke
  - 8. Chris Gaines
  - 9. Gus Yakes
  - 10. Bob Zorn
- B. Called to order at 1209 by Frank Voznak, followed by the invocation, Pledge of Allegiance, and a round of introductions.
- C. Secretary's report given by Chris Gaines. Glenn Barts moved to accept Larry Warnke seconded; unanimous.
- D. Treasurer's report given by Glenn Barts. Savings \$1173.69, checking \$3690.04. Larry Warnke moved to accept, Martin Salvador seconded. Unanimous
- E. Committee Reports
  - 1. Newsletter – no news
  - 2. Membership – no news
  - 3. Charitable Service – delivery to Great Lakes comprising two truckloads of household goods. Looking for school supplies – ring binders, backpacks, crayons, etc. Fundraiser for Friends of Fisher House of Illinois; Greg has details. White Sox ballgame special price \$75

adult \$65 kids 13 and under; Thursday Sept. 13 at 7:10pm at USCellular Field. Sox vs. Tigers. See Greg.

- 4. Hospitality – Corn Roast August 25; event is primarily for kids and grandkids; see Larry Warnke for \$10 tickets.
- 5. Webmaster – no report
- 6. Storekeeper – no report
- 7. Bylaws – no progress
- 8. Memorial Committee –
  - a. Recent meeting with engineering firm; now looking for an architect from among three volunteers.
- F. Old Business
  - 1. 2013 Birthday Ball
    - a. Support total price of \$45-50 per person.
    - b. Chris Gaines will print tickets that will go on sale immediately.
  - 2. Cobia Working Party
    - a. Greg spent two days on the Cobia refurbishing a drain line.
    - b. Two members donated \$150 toward paint.
    - c. Seeking volunteers to work on Cobia. Greg offers to be our liaison. Need to coordinate with nearby Bases.
- G. New Business
  - 1. 50-50 won by Frank Voznak, Jr. who donated to the base.
  - 2. Projection Screen – still evaluating.
  - 3. 721 Club – assign to Clay.

4. LCD projector – rules are being drafted. Projector is available for loan/rent by members.
5. Clamagore – individual members may assist but the base will not.
6. Annual report – Clay is compiling and will submit to Vic Vanhorn.
7. Christmas Party
  - a. Chris Gaines to print tickets and begin selling immediately.
  - b. Greg suggests Frank has an idea for a “Christmas tree” decoration for the tickets.
8. Attend the Corn Roast; see Larry for tickets
- H. Benediction
- I. Adjourn 1350

## Lost Boats

USS BULLHEAD SS 332	8/6/45
USS FLIER SS 250	8/13/44
USS S-39 SS 144	8/14/42
USS HARDER SS 257	8/24/44
USS COCHINO SS 345	8/26/49
USS POMPANO SS 181	8/29/43

## Chaplain's Corner

It is with great remorse to report that we have lost two shipmates this past month.

The first was Jose ( Joe ) Chevere, Jr. who died on 29 July 12. Joe was a member of Crash Dive and he was our Web Master.

The second was Lloyd Getz who died 8 Aug 12. He was both a member of Crash Dive and the WWII Sub Vets.

At this time I would like to remind everyone to keep us on your list to report any adversity in your family. I hope everyone kept last month's newsletter, It had all the info on what to do in the case of a death of a shipmate.

Besides these two losses I have heard of no other illnesses or deaths among our shipmates.

Like always I try to keep this short so everyone enjoy what is left of the summer and remember to keep all of our people in uniform in your prayers.

Glenn Barts  
Chaplain

## Picnic

Submitted by: Chris Gaines

USS Chicago Base is continuing its tradition in hosting a picnic for IL WWII subvets. Crash Dive supports the picnic by donating beer and bottled water, and by attending the picnic.

The picnic is scheduled for August 18. That is Crash Dive's normal meeting date. Shipmates are encouraged to participate in the picnic as a show of appreciation for our WWII brethren.

Location is the same as in years past, at the picnic pavilion at Hines VA Hospital in Hines, IL. It is just south of the Fisher House that Crash Dive supports through an annual donation.

Attendees who wish to do so may provide a side dish or sweet.

Each person should take a white elephant gift, wrapped in newspaper.

Everyone take a smile, family if you got 'em, sea stories and maybe a lawn chair.

The event starts at 10:30 on the grounds of the Hines VA Hospital, Hines, IL located at 5th & Roosevelt Rd., Hines IL 60141 - through main gate off Roosevelt Rd. continue south to almost the end, pavilion is on the left (east).

I hope it's not hot and I hope it doesn't rain, picnic goes on no matter what, and the pavilion is covered and breezy.

Please tell us if you plan to attend so that we may provide enough food. Contact Chris Gaines at 630-892-5718 or [ccgaines@mindspring.com](mailto:ccgaines@mindspring.com).

## Have You Voted Yet?

Submitted by: Pat Householder

Crash Dive has 63 members who are eligible to vote – primary base, non-associate members. Eleven members have voted online thus far. Every eligible member is encouraged to vote.

If you HAVE NOT yet voted, our national USSVI election is underway and all Regular (US Submarine Qualified) members have several ways to vote.

1. Go to <http://www.ussvi.org/>, then click the VOTE NATIONAL ELECTION button. Follow the instructions to log in as a member, then register your vote. (Be sure to have your copy of AMERICAN SUBMARINER Magazine at hand so you can review the full text of the Proposed Amendments and the Candidate Bios.)

2. In AMERICAN SUBMARINER Magazine, you will find a paper ballot you can complete and mail in. If you do so, BE SURE to enter your name and Base on the ballot so that I can verify

your eligibility to vote before entering it into the vote tracking system.

3. At [www.ussvi.org](http://www.ussvi.org), under the DOCUMENTS button, then the ELECTIONS button, there are downloadable documents covering the Proposed Amendments, Candidate Bios and A Ballot, all of which can be printed out for use.

It is important to remember that Proxy Voting is not allowed. This means, each member must do his own voting, regardless of method chosen. Bases cannot vote as a bloc, and any votes received as such will not be accepted. Proxy voting can lead to a loss of membership for the person attempting to do so.

Your vote is your voice in the future direction and operation of our organization, so please carefully consider your alternatives and vote your choices.

## WWII DIESEL BOAT ERA

by Michael Skurat [miskurat01@snet.net](mailto:miskurat01@snet.net)  
Member Groton Base USSVI & Central CT Chapter of Sub Vets WWII  
Submitted by: Frank Voznak, Jr.

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There have been many major changes in the U.S. Navy Submarine Service since the WWII Diesel Boat Era. It might be interesting historically to note some of them.

Initially there were only seven pay grades (actually eight). They ran from one to seven with Apprentice Seaman (AS) as one, Seaman Second Class (S2/c) as two, Seaman First Class (S1/c) as three, Petty Officer Third Class (e.g. MM3c) as four. Petty Officers Second and First Class as five and six. Chief Petty Officers were initially promoted to

"seven A" for one year (Acting Appointment) and then to Chief Petty Officer as pay grade seven. There were no Master or Command Chief, etc. The "C" for Chief Petty Officers preceded the rate designation, for example CMM not MMC as today. For all of the seaman ratings there was a comparable Fireman (F)

The Officer's rank structure has remained consistent with minor exceptions. During WWII a five star Fleet Admiral rank was added and bestowed on Nimitz and King. No one promoted to that rank since WWII. Another thing there was no Commodore rank utilized. Officers were promoted from Captain to Rear Admiral (lower half) and hence to Rear Admiral (upper half). The Rear Admiral (Lower Half) replaced the Commodore rank. As it is custom to call any Commanding Officer Captain it also was custom to call a Submarine Squadron Commander Commodore.

Before WWII an Apprentice Seaman's pay was \$21.00 per month. Pays increased in WWII with Apprentice Seaman to \$50.00 per month and to around \$120.00 per month for a Chief. All personnel on Submarines got 50% submarine money and 20% sea duty pay. When added together added up to about 80% extra pay.

If you were married and/or had dependents your pay was reduced by \$28.00 per month the U.S. Navy supplemented another \$22.00 and your dependent was sent a monthly

check for \$50.00. Consequently, an Apprentice Seaman would get \$22.00 per month. However, enlisted personnel below pay grade four could not marry without the permission of their Commanding Officer. This breached more often than observed and obviously many entered the service married.

At one time the Navy Paymasters would pay personnel with \$2.00 bills so that when spent it would indicate to the local economy the impact of the service. Also when being paid by the Paymaster on board a tender you would line up with your "pay chit" to draw your pay. When you reached the pay desk you would salute the Paymaster, put your fingerprint on the "pay chit" and draw your money. There was a posted pay list indicating what you had on the "books" and you could draw all or whatever amount you desired

Submarine and sea pay were a real boon especially when sea store cigarettes at six cents a pack and a bottle of beer on Bank St. was twenty-five cents. Later when you came in off patrol you would have that back pay and be really flush.

Due to rapid expansion of every aspect of the U.S. Navy, if you could cut the mustard, promotions were forthcoming. Many a serving enlisted person commissioned (called mustangs) or advanced in rating because of the enormous need to fill billets in new construction and replace casualties. Classes at the U.S. Naval Academy graduated

early. Personnel with special qualifications were coming into the service rated and/or commissioned. You could see a Chief Petty Officer with no hash marks. These ratings were derided and called "slick arms" (no hash marks) and/or "Tajo" ratings by the old-timers. Some enlisted personnel commissioned as regular line officers, Warrant Officers and Limited Duty Officers (LDOs) in specific areas. Such commissions initially were considered temporary with reversion back to their permanent grades at the conclusion of hostilities

They created many specialty ratings. In their "Crow" specialty designator was a diamond with a letter inside, e.g., the letter "A" would be for a coach or professional athlete who would conduct physical conditioning, etc. Most, if not all, of these ratings ceased to exist with the end of the war. Some referred to these as "square knot" rates.

There were right and left arm rates. Right arm rates were considered "Sea Going Rates" (BM, QM, GM, SM, FC, TM, etc.) and the "Crow" was worn on the right arm. Left arm rates were ancillary and were MM, Y, EM, RM, MOMM, ET, etc. Right arm rates were senior to left arm ratings. There was no Boatswain Mate Third Class they were called Coxswains.

Seamen and Firemen wore a "watch stripe" round the right shoulder - white for seamen red for firemen. There was other colors of "Watch Stripes" for aviation, CBs, etc.

Indication of rate was on uniform cuffs. One white/red stripe for AS/FA, two for S2c/F2/c and three for S1/c and F1/c. The present diagonal 1, 2, or 3 stripe(s), in color was originally for WAVE uniforms and after WWII were adopted for the present enlisted uniform and the watch stripe was eliminated.

The "T-Shirt" a part of the enlisted uniform initially served two purposes. (1) It was to be worn without the Jumper on work details, especially in tropical locations. (2) It was meant to have the high white neckline to show in the "V" of the Jumper. Some personnel, to enhance the appearance would cut the tab off and wore the "T-shirt" backward for a better appearance especially if with age and washings it seemed to sag. The popularity of the T-Shirt expanded into wide public acceptance after WWII and is now utilized, not only as an undergarment but as outerwear with various designs, logos, etc.

There were no Silver Metal Dolphins for enlisted personnel. Dolphins for enlisted personnel consisted of embroidered "patches". (white for blues and blue for whites) sewn on the right forearm. Silver Metal Dolphins for enlisted personnel was authorized after WWII.

All enlisted personnel wore embroidered "patches" as distinguishing marks e.g., if you were a designated striker you could wear the insignia for that specialty on the left upper sleeve.

Other distinguishing marks for enlisted personnel were "patches" on uniforms, e.g., an Expert Lookout "patch" binoculars, a diver a divers helmet (M for Master. with degree of qualification indicated on the chest section of the helmet. These worn on the right upper sleeve and there were many of them. One "perk" that has persisted is the wearing of gold rating insignia and hash marks for those with 12 years of good conduct.

Chief Petty Officers merely pinned their fouled anchor hat insignia to the front top of their hat covers. The black band and background for the insignia was initiated after WWII.

Officers did wear Gold Metal Dolphins as they do today.

Unknown today was also the fact that there was a dress white uniform for enlisted personnel. The collar and cuffs were blue and were adorned with piping. What is worn today are "undress whites". Pictures of them are in old "Bluejacket Manuals".

Officers wore swords for ceremonial occasions as they do today but back before WWII Chief Petty Officers had a cutlass for ceremonial dress occasions.

Another uniform item that is now passé is the flat hat. Once the ribbon had the name of your ship but this discontinued for security reasons and all flat hats merely had U.S. Navy in gold on the ribbon. In boot camp all of your uniform items were stenciled

with your name and service number. There were no doors on lockers and each item had a prescribed method of folding and stowing. It was even prescribed as to how you would pack your seabag.

Originally, the entire submarine base was literally below the railroad tracks. Later as the base expanded it was called "lower base". Most of the upper base buildings, i.e., Morton Hall, Dealey Center, etc., were constructed for WWII. The road from the present main gate past the golf course was the Groton-Norwich road. About half way up the road was an overhead railroad bridge. The entrance to the base was under the bridge and the Marine guard stationed there in a guard shack. The base commanders office was housed in a small brick building about half way between the training tower and the Torpedo Shop.

Submarine School - six weeks enlisted and three months for officers.

Of some 250,000 men who applied for submarine duty less than 10% made it to Sub School and many of those washed out. Submarine School was the sole tyrannical domain of one Chief Torpedoman Charles Spritz. Submarine School was called "Spritz's Navy". He ruled with an iron hand and was feared by instructors and students alike. He had little regard for rate whether you were a Seaman First Class or a Petty Officer First Class. To call him eccentric was a gross understatement. He did not

smoke, did not drink and was single. It is open to debate as to if he ever even pulled a liberty. His total devotion was to the Submarine School. It was universally conceded that he had gone "asiatic", not 100% stable and perhaps as a youngster he might have been dropped on his head.

He insisted that personnel, at all times, be properly and neatly attired in the regulation "Uniform of the Day" without exception. No tailor made, proper rolled neckerchief down to the "V" in the Jumper with immaculate white T-Shirt showing, shoes well shined, etc. He did not permit smoking nor any type of horseplay. He demanded that all personnel move at a fast pace.

Chief Spritz had the uncanny ability to be everywhere at all times and pity the poor individual who crossed his path. His discipline was swift and sure. He felt it was his personal mission to ascertain that anyone leaving sub school for submarine duty was in every respect ready. He had many axioms but his favorite was "There is room for anything on a submarine except a mistake". Sub school students were not "boots", many, if not most, had time in the U.S. Navy and were rated.

There is an article in POLARIS issue of August, 2000 (Submarine Saga segment) which delves into more detail relative to Chief Spritz and is briefly incorporated here as it is a definite part of the Diesel Boat Era.

Sub Vets of WWII in recognition of respect, and a fealty obligation to this once feudal lord and master, wear a "Spritz's Navy" patch on their vests.

It would seem that the screening at Sub School served us well. Friction between members of the crew was unbecoming and unacceptable. If an individual demonstrated an inability to "get along" he could be transferred to another boat. If the same conduct prevailed there he would be transferred out of submarines.

The training tower caused many a wash out for both physical and mental reasons. If a person could not "pop" his ears it could cause pain and even bleeding from the ears. Your voice changed dramatically to a high pitch under pressure. All personnel had to qualify from the 100' lock with the Mommson Lung. Right after the war it was noted that some German submariners had made emergency escapes using free ascents. A number of crews from boats went to the tower and made free ascents.

We had less pomp insofar as the ceremony observed when a member of the crew qualified than is apparent today. The individual, thrown over the side then sewed dolphins on his uniforms and wore them with pride. They have always been, and always will be, a badge of honor regardless of manner in which bestowed.

*To be continued next month.....*



## Navy testing ocean drones in Rhode Island

Submitted by: Office on 8/7/2012

Just beneath the placid, sailboat-dotted surface of Narragant Bay, torpedo-shaped vehicles spin and pivot to their own rhythm, carrying out missions programmed by their U.S. Navy masters.

Read more:

<http://www.foxnews.com/us/2012/08/07/navy-testing-ocean-drones-in-rhode-island/?test=latestnews#ixzz22s2aAeVk>

### Sub in seabed collision, opposition parties demand an explanation

*Bizcommunity.com, Aug. 16*

South African Navy submarine SAS Queen Modjadji I (S103) was put out of action after colliding with the seabed, Ports and Ships website says.

The German-built submarine, one of three in South Africa's arsenal, was on a cruise along the eastern seaboard when the accident occurred, according to Ports and Ships website. Reports say the submarine nosedived into the sea floor while doing submerged safety drills.

The submarine was able to surface and proceeded to Durban where an inspection revealed denting of her forward hull. The submarine subsequently sailed for Simon's Town to undergo repairs.

Opposition parties demanded an explanation as to how the accident occurred, pointing out that another submarine, SAS Manthatisi (S101) has been out of the water for some time following a series of problems, Ports and Ships website reports.

### U.S. Navy Eyes More Subs, But CBO Says Shortfalls Remain

Submitted by: Office on 8/9/2012

The U.S. Navy is looking at buying more submarines in the coming years, but the most recent Congressional Budget Office (CBO) analysis of the service's shipbuilding plan says more boats will be needed to address fleet shortfalls.

The Navy's recently released 30-year shipbuilding plan includes more subs this year than the service had a year ago, CBO notes

Go to the link for the story...

[http://www.aviationweek.com/Article.aspx?id=%2Farticle-xml%2Fasd\\_08\\_08\\_2012\\_p04-02-483942.xml](http://www.aviationweek.com/Article.aspx?id=%2Farticle-xml%2Fasd_08_08_2012_p04-02-483942.xml)

## 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, Jr. 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 [cggaines@mindspring.com](mailto:cggaines@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, Jr.



# APPLICATION FOR MEMBERSHIP

Regular  Life  Associate

**OUR CREED:** "To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America & its Constitution."

With my signature below I affirm that I subscribe to the Creed of the United States Submarine Veterans, Inc., and agree to abide by the Constitution, all Bylaws, Regulations and Procedures governing the U.S. Submarine Veterans, Inc., so long as they do not conflict with my military or civil obligations. I will furnish proof of my eligibility for Regular membership, including my discharge under honorable conditions, and proof of my U.S. Navy (SS) Designation, if required by the Base or the national Membership Chairman. If I am not discharged, the discharge requirement is waived. If I am not U.S. N. submarine qualified, I am applying as an Associate and my sponsor is indicated below.

- I certify that I was designated qualified in USN Submarines aboard \_\_\_\_\_ in \_\_\_\_\_ (Yr)  
(Honorary designations regardless of source do not apply under any circumstances.)
- I certify that I received a discharge under Honorable Conditions (if not currently in military service) in \_\_\_\_\_ (Yr)

**Name:** (Print /Type) \_\_\_\_\_ **Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip Code:** \_\_\_\_\_ - \_\_\_\_\_ **Tel:** ( \_\_\_\_\_ ) \_\_\_\_\_ - \_\_\_\_\_

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

**Your E-Mail Address** \_\_\_\_\_ **Base/Chapter Desired:** \_\_\_\_\_

The Member Dues year runs from Jan 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