



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

May 2013

Volume 14, 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. Mark your calendars for these upcoming dates:
 - a. MAY 18
 - b. JUNE 15
 - c. JULY 20
2. **Duty Cook Roster:**
 - a. May – Larry Warnke
 - b. June – Lucas Maxa
 - c. July – Chris Gaines
3. **May Birthdays:** Clay Hill 2nd; Ed Potts 12th; Bob Fleck 13th; Gus Yakes 16th; Stephen Robich 22nd; and Larry Warnke 28th.
4. The design for the **submarine memorial** in Chicago is nearing completion. Watch the newsletter for information. Next step: fundraising.
5. The USSVI **National Convention** is shaping up nicely. It will be held in our Region, in Rochester, MN, an easy drive for many of our members. Dates are from August 25-September 2.

Crash Dive Meeting Minutes April 20, 2013

- 1) Attendees
 - a) Chris Gaines
 - b) Clay Hill
 - c) Glenn Barts, Sr.
 - d) Herman Mueller
 - e) Tom Polzin
 - f) Dick Anderson
 - g) Pete Almeroth
 - h) Greg Miller
 - i) Larry Warnke
 - j) Frank Walter
 - k) Martin Salvador
 - l) Paul Julson, guest
 - m) Frank Voznak, Jr.
- 2) The meeting was called to order at 1218 by Clay Hill followed by the invocation, Pledge of Allegiance, and a round of introductions.
- 3) Secretary's Report given by Chris Gaines. Frank Voznak moved to accept; Martin Salvador seconded; unanimous
- 4) Treasurer's Report given by Glenn Barts. March statements: Savings \$1173.69; Checking \$5621.78. Tom Polzin moved to accept; Frank Voznak seconded; unanimous.
- 5) Committee Reports
 - a) Newsletter – no news
 - b) Membership – continuing turnover process
 - c) Charitable Service – no news.
 - d) Hospitality – Cleanup May 4 and May 11; like to have a good showing.
 - e) Webmaster – Scott Jaklin and Frank Voznak will evaluate our Website; Lucas Maxa wants to help too.
 - f) Storekeeper – preparing for Ball.
 - g) Bylaws – no news
 - h) Memorial Committee – Considering fundraising approach; considering how to recognize donors; placement of dolphins pending; there will be a corresponding Webpage for the memorial. Final drawings to be prepared after resolving recognition of donors and placement of dolphins.
 - i) Community Outreach – no news
- 6) Old Business
 - a) 2013 Ball
 - i) Museum access extended to include Sunday
 - ii) Color Guard: Lenny Kleinmark, Scott Jaklin, Martin Salvador,
 - iii) Door prizes – Centerpiece flowers, 100th Anniversary stamps, three pieces of jewelry, overnight stay from hotel.
- 7) New Business
 - a) None
- 8) Good of the Order
 - a) Duty Cook

- i) May – Larry Warnke
- ii) June – Lucas Maxa
- iii) July – Chris Gaines
- b) Picnic August 10 at Hines
- 9) Benediction
- 10) Next meeting May 18 at KSC.
- 11) Adjourned at 1355.

Lost Boats

USS Lagarto	SS 371	5/ 3/45
USS Scorpion	SSN 589	5/22/68
USS Squalus	SS 192	5/23/39
USS Stickleback	SS 415	5/30/58

Chaplain's Corner

May is arriving quickly and so far I have heard only good things. There have been no reports of anyone being sick and thankfully I have not heard of any deaths.

The Submarine Ball was a Huge Success. Everyone had a good time and like all parties it ended too soon.

Let's hope next year's ball will have even more attendees. It was nice to see a few outsiders like LCDR. Kevin Barnett and others from Great Lakes Naval Station. Let's hope we can get a few more new members in the near future.

Like always I will keep this brief and remember to keep all of our Troops in your prayers.

Glenn C. Barts, Sr.
Base Chaplain

From the CDR

First, I wish to offer my sincere Thanks and a "Bravo Zulu" to all those who helped us to plan and host this year's successful Submarine Birthday Ball in Manitowoc! The Lost Boats centerpieces were very well received. Later, in a chat with some of the active duty attendees from Great Lakes, I got the impression that they'll be taking back some very favorable stories and impressions about Crash Dive Base and its members, as well as about the Wisconsin Maritime Museum. Who knows? We might gain a few new members, too! Now we can give our full attention to concentrating on our memorial project. Thanks again to the staff & crew for all you support.

Clay

Threatened Portsmouth Shipyard Battles Back

[Politico, April 25](#)

The Portsmouth Naval Shipyard is waging a campaign for survival.

With furloughs looming, defense spending tanking and a new round of base closures recommended by the Pentagon, Portsmouth has often been mentioned during the initial congressional hearings on the administration's 2014 budget as an example of just what's at stake for thousands of workers.

The shipyard is operated by about 6,000 federal employees, almost all of them facing 14 unpaid furlough days by Sept. 30 unless the Pentagon decides otherwise.

But Portsmouth is situated on an island on the border between Maine and New

Hampshire — giving it twice the usual political clout. Four senators regularly make the case for the shipyard, including three members of the powerful Senate Armed Services Committee: New Hampshire Sens. Jeanne Shaheen, a Democrat, and Kelly Ayotte, a Republican, and Independent Maine Sen. Angus King.

Shaheen told the story of a woman who approached her nearly in tears over what a furlough for her husband this summer would mean.

“She said, ‘We don’t know what we’re going to do about our personal budget because of the furloughs that he is expecting,’” Shaheen said at a Thursday Senate Armed Services Committee hearing on the budget’s effect on the U.S. Navy and Marine Corps. “Clearly it’s one of the things that has an impact on morale.”

Paul O’Connor, president of the Portsmouth Navy Shipyard’s local Metal Trades Council, said furloughs would mean shipyard employees would fall at least a month behind on maintenance and repair to nuclear-powered submarines.

“There’s a lot of stress right now at the shipyard,” O’Connor said. “We’re in our third year of pay freezes. And you can’t pick up the newspaper or listen to radio and TV without hearing some member of Congress introducing legislation to either cut our pay, to freeze our pay, increase our retirement contribution.”

Also at Thursday’s hearing, Navy Secretary Ray Mabus told senators the decision to make cuts that affect shipyard employees isn’t made lightly.

“We have civilian workers, shipyard workers are a great example, that have a direct operational impact on the Navy,” he said. “Everybody recognizes just how crucial these civilians are. [Marine Corps Commandant] Gen. (James) Amos says that he considers them civilian Marines, we

consider them civilian sailors, and they are absolutely critical to the fleet.”

But outside the New Hampshire and Maine delegations, O’Connor said he doesn’t believe Congress grasps the gravity of furloughs. Remember, he said, Congress put the shipyard in this mess in the first place by failing to stave off sequestration.

“We don’t have a 20 percent excess in our pay, that we can afford to lose for 14 consecutive weeks,” he said. “We will be struggling to make our mortgage payments, our car payments, our kids’ tuition payments, our food bills — all that stuff will be a struggle.”

There’s still time for Congress to act to turn off sequestration down the road, although that’s a tall order that grows taller every day.

And the position of the administration is becoming less clear: On Thursday, Amos said the Marines were assuming sequestration will stand, even as the president’s 2014 budget assumes it doesn’t exist.

“Furloughs are extended only right now, out to the end of the fiscal year,” O’Connor said. “Sequestration is a 10-year sentence. So we don’t know what’s going to happen.”

At the same time, the Pentagon and the White House are recommending a 2015 round of base realignments and closings, called BRAC.

And that’s another sore point in Portsmouth — the shipyard barely survived the 2005 BRAC round.

“There wasn’t talk about closing our shipyard, the Department of the Navy and the Department of Defense put our shipyard on the closure list,” he said. “If not for the men and women of our shipyard and the greater community in New Hampshire and Maine standing side by side and fighting the fight, our shipyard would be closed today.”

But BRAC is on the distant horizon, since the Pentagon needs congressional approval to make the cuts.

"The work at our shipyard has to be done, whether it's done on schedule, as we're accustomed to, or behind schedule," O'Connor said. "[Congress] is telling us, 'We don't give a damn about your schedules, we don't give a damn about national security, all we care about is sticking to our guns, forcing you people out of work, making you the scapegoats and showing the nation that we are tough on budget cuts.'"

Jude Law Joins Kevin Macdonald's Submarine Thriller 'Black Sea'

blogs.indiewire.com, April 25

First announced over a year ago, the pieces are coming together on the submarine thriller "Black Sea" -- something Macdonald described as "one of those hard, intelligent B-movies they used to make -- dark, little vicious B-movies" -- and Focus Features have snapped up the worldwide rights, with Jude Law slated to star. So what's it all about? Well, it sounds perfectly pulpy. Law would play an unemployed submarine captain hired by some shady folks to lead an expedition to find a sunken sub supposedly loaded with gold. So he puts together a ragtag crew to take on the gig, and get back at his ex-employers as well. Sounds like a nice tweak on "Treasure of the Sierra Madre."

Jury Clears Two Men in Nerpa Submarine Disaster Retrial

RiaNovost, April 26

VLADIVOSTOK-A jury in Russia's Far East acquitted two crew members of a Russian Navy nuclear attack submarine which suffered one of the worst accidents in the fleet in the past decade, at the end of a retrial on Friday.

Twenty men including seventeen civilian shipyard workers were suffocated in the accident in November 2008 aboard the Nerpa, an Akula II-class attack submarine, which was undergoing sea trials in the Sea of Japan, after its freon gas-based fire suppression system was accidentally triggered. There were 208 people on board at the time, almost three times the boat's normal complement, as the crew included shipyard staff as well as a navy crew.

The boat's captain, Dmitry Lavrentyev, was charged with abuse of authority and an engineer, Dmitry Grobov, was accused of causing death by negligence. But the jury at a court in the city of Vladivostok unanimously cleared them of the charges, after a series of reports by investigative daily Novaya Gazeta and leaked evidence suggested the inquiry had not been properly conducted.

"The state prosecution had guessed there would an acquittal, because all the evidence we provided pointed to that. That's why the jury made a unanimous decision, unlike the one at the previous trial," Lavrentyev's defense lawyer Sergei Bondar said on Friday.

The prosecution pledged to appeal the verdict.

Friday's ruling is the second acquittal for the two men. A jury previously acquitted both men on September 14, 2011, but the Supreme Court's military board overturned the verdict in May 2012 and ordered the retrial.

The case has been highly controversial and divisive, with some senior naval officers and shipyard workers standing up for the crewmen and blaming the prosecution and defense industry. In May 2011, shipyard workers wrote an open letter defending the two crewmen and claiming the freon gas in the boat's fire-suppression

system was contaminated with poisonous chemicals.

Earlier this week, Russian law enforcement officials were forced to deny a video existed showing what happened on the boat in the last few minutes before the disaster. The denial came a day after Acting Pacific Fleet Chief of Staff Rear Admiral Andrei Voitovich claimed a video existed which it exonerated the crew, as it showed their reactions to the emergency situation on board. He claimed it had been hidden by investigators.

Problems in China's Submarine Program?

www.Lowyinterpreter.org, April 24

Submarine development and construction is a notoriously opaque subject, hard enough to analyse in open societies and even more difficult in a secretive environment such as that of China's military. Nevertheless, open sources are providing information that indicates important trends and potential problems in China's ambitious efforts to create a second-strike ballistic missile submarine force, at the same time as it produces both nuclear attack submarines and large numbers of modern conventionally propelled patrol units.

The Taiwanese report cited in Sam Roggeveen's post claiming that none of China's new ballistic missile submarines (or the accompanying missile) is yet fully operational may be a straw in the wind to suggest that the People's Liberation Army-Navy (PLA-N) is struggling to achieve its ambitions in this complex area of naval capability.

Another comes in the recent reports that China plans to order at least four of an export version of the Russian LADA (Type 677) class patrol submarine. Although there

are significant doubts as to the status of the plan, what is interesting about this scheme is the suggestion that the Russians themselves have accepted that their protracted development of the LADA needs help. Only three boats have been completed since the first was laid down in 1996 and it is arguable that even the lead unit is not yet fully operational. The failure of the type has forced Russia to revive KILO (Type 636) production for its own navy.

Russia has also now apparently resumed a cooperative relationship with the Italian Fincantieri shipbuilder, with the obvious hope of incorporating western European technology into its boats (something that had already to be done for the water-making systems and batteries of the units Russia exported to India in previous years).

If China is joining this program, even if only as a buyer, this indicates that it is not confident its indigenous production effort will achieve results in good time. This may be an issue of quantity – in China's strategic situation, numbers have a value all their own – but it is much more likely to be one of quality.

This should not be a surprise. China faces extraordinary challenges in effectively managing three separate major submarine programs from its own resources. Despite national security and commercial intellectual property restrictions, most Western submarine operators can and do share a great deal of technology and doctrine through alliance arrangements and bilateral relationships. China enjoys no such access (at least not legitimately so).

It has had to hedge its bets before, with the purchase of a dozen Russian KILO class boats – four in 1993 and eight in 2002. While the first buy could be seen as providing a window on the much more advanced state of Russian design and construction at the time, the second can

only have been because the Chinese-designed SONG (Type 039) class was not proving to be all that the PLA-N wanted. Certainly, the first unit needed several years of trials before commissioning and the second and subsequent boats had to be greatly modified.

The SONG class has been followed by the YUAN (Type 041; pictured), whose appearance suggests that its design was strongly influenced by that of the KILO. This boat is now in large scale production and Jane's Fighting Ships predicts a class size of 20. However, many of its systems and sub-systems represent older technology, and a truly up to date design will be required to meet the operational challenges of the future.

Chinese participation in a Russo-Italian program may provide the access it needs to a range of technologies, although Russia is likely to agree to the scheme only if China buys enough boats to avoid the accusation that its intent is simply reverse engineering.

This will not, in the short term, solve China's problems with its ballistic missile submarines or the nuclear attack boats, but it will help relieve pressure on China's ship design personnel and facilities – pressure which must be intense, given the number of construction programs the PLA-N has in hand for both surface and sub-surface units. It is not often realised that limited stocks of drawing-office design expertise, draughtsmen and naval architects have long been one of the major constraints for naval development in every nation with pretensions to building its own warships, including, at times, both the UK and the US. This is a reality China is now facing.

Deadly Secrets

Strategy Page, 4 Apr 13

April 4, 2013: For more than a decade now Russia has been restoring the heavy security on military matters that characterized the Soviet period (1921-91). But many naval officers are protesting the heavy-handed security, because in the past that has meant that details of naval mishaps were not distributed and that prevented experienced sailors from making suggestions that could prevent the same problem from causing another bad accident. This syndrome was particularly harmful when it came to nuclear submarines.

For a long time the Soviets did not even admit to the public when a nuclear sub was lost. This changed, shortly before the Soviet Union fell apart. The first public announcement of a sub loss was in 1986, when the public was told that the K-219 had sunk in the Atlantic. Earlier losses were not made public until the 1990s when, for a few years, the government granted unprecedented access to many of its archives. It was during this period that the public found out about the 1983 sinking of the submarine K-429 in the Pacific. Many naval officers, after seeing these records for the first time in the 1990s, noted that the lack of openness led to design and operational flaws in the nuclear submarine force being noted in accident reports, but not resulting in many changes (because of secrecy).

Some Russian nuclear subs had so many accidents, often involving the same systems that their crews truly considered them cursed. For example, Russia's first SSBN (ballistic missile submarine), the K-19 was finally sent to a shipyard for decommissioning and dismantling in 2002 after a long, disaster filled, career. Many sailors considered that dismantling long overdue. The K-19's tribulations began on

its 1961 maiden voyage and were so horrendous that the details did get out, and a movie was actually made about it. In that movie, one sailor was heard to call the K-19 "cursed." He was right. The K-19 went on to suffer so many mishaps that sailors nicknamed the boat "Hiroshima."

Eight sailors died in the 1961 incident from radiation sickness. In 1969 K-19 collided with an American sub in the Barents Sea. In 1972, an onboard fire killed 28 of the crew. There were also fires in 1978 and 1982, but no one died in those. There were numerous other minor incidents. K-19 was taken out of active service in 1990 and docked at a remote Pacific base for over a decade.

It wasn't until the 1990s, after the Soviet Union fell apart, that the world was told how horrendous the Soviet nuclear submarine program had been. Before the 1990s all most people knew details about was the American nuclear submarine program, which was the best run and safest on the planet. This began back in 1952 with the construction of the first nuclear powered sub, the USS Nautilus. Completed in 1955, the Nautilus served until 1980, at which point it became a museum ship.

Since the Nautilus, over 400 nuclear subs have been built, most of them (over 60 percent) Russian. As was their custom the Russians went for quantity rather than quality. As a result of this, some 80 percent of those Russian boats have since been retired. Not only did Russian subs wear out quickly but they were not able to get to sea as often as their Western counterparts. When they did get to sea they had more problems with radiation and reactor reliability.

The realization of how dangerous (to everyone) Russia's nuclear submarine fleet was led to an international effort to safely decommission over a hundred obsolete,

worn out, defective or broken down Russian nuclear subs. This effort has been going on for nearly a decade and was driven by the Russian threat to just sink their older nuclear subs in the Arctic Ocean. That might work with conventional ships but there was an international uproar over what would happen with all those nuclear reactors sitting on the ocean floor forever. Russia generously offered to accept donations to fund a dismantling program that included safe disposal (of the nuclear reactors).

The current Russian fleet of nuclear subs is tiny and the Russians would rather keep them tied up at dock most of the time. The crews can do a lot of training at dockside and only go to sea a few times a year, to check on their state of training. Given the number of accidents their subs have had in the past decade, the training the crews are getting now is not sufficient.

Only the U.S. and Britain were able to build nuclear subs that could stay at sea regularly and for long periods. French nukes were nearly as reliable but the Chinese built nuclear boats have, so far, been of lower quality than three decade old Russian designs. India is also in the midst of getting its first generation nuclear subs operational and it has been rough going.

While nuclear subs are a much feared weapon, they have gone sixty years with only one instance of combat. That was in 1982, when a British SSN sunk an Argentinian cruiser (the former World War II era USS Phoenix). Nuclear subs have been much more active in espionage work. While not as flashy as sinking other ships, it is dangerous, demanding, and rewarding work. Most of these efforts during the Cold War are still secret.

Ahoy! Submarine Prowls Waters off Fort Lauderdale Beach

Sun-Sentinel, May 2

Viewed from 500 feet up in a small Cessna, the vessel plowing across the ocean below looked like a tug towing a barge. But upon closer inspection, pilot Ken Kaltman recognized the distinctive low profile of a sleek black submarine.

"We were a little bit shocked to see it out there, to be honest," he said. "We thought it was a little bit unusual."

Only mildly unusual. It's no secret that submarines are often sighted off Port Everglades Inlet, where the Navy maintains the South Florida Ocean Measurement facility, an offshore military testing ground.

Kaltman, 67, Delray Beach, later learned as much. "We were told they occasionally have sub sightings in that area, so I didn't think that much about it," he said.

Kaltman and his co-pilot, Bill Malkemes, were flying in his private plane from Hollywood to Lantana on a quick pleasure jaunt. They were flying low and about a mile and a half offshore from Port Everglades when they spotted the sub. They circled it and took photos.

"It was pretty exciting, actually," Kaltman said.

Mike Crochet, a former Navy submarine officer and principal analyst with IHS Aerospace and Defense

Forecasting, owner of Jane's Fighting Ships, identified the vessel as a Virginia-class Navy submarine.

"U.S. submarines frequently surface off the coast of Florida," he said.

The Navy doesn't discuss local submarine activity, or acknowledge specific vessel locations. But nautical charts show a restricted area about four miles east of the port. Buoys are sometimes set out during exercises and the Navy will broadcast warnings over VHF marine radio.

The offshore maneuvers involve mine countermeasure training and the testing of unmanned underwater vehicles. The South Florida Ocean Measurement Facility encompasses a network of undersea cables and detection devices used to determine the acoustical and electromagnetic characteristics of different ships.

Capt. Courtney Day, owner of Cape Ann Towing, figured the sub Kaltman saw was undergoing tests at the facility.

"They're doing an exercise offshore, that's kind of typical," he said. He heard that a submarine called at Port Everglades over the weekend for a crew change, witnessed by thousands of cruise ship passengers — and their ever-present cellphone cameras.

But sub sightings have become more rare in recent years, Day said. "We used to have a lot more subs here in the '90s."

Crash Dive Base Contact Information

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Chaplain – Glenn Barts, Sr.

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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 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