



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

September 2015

Volume 16, Issue 09

**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 1100, third Saturday of each month at the Knollwood Sportsman's Club. Mark your calendars for these upcoming dates:
  - a. SEPTEMBER 19
  - b. OCTOBER 17
  - c. NOVEMBER 21
2. Duty Cook Roster:
  - a. SEPTEMBER – LARRY WARNKE
  - b. OCTOBER -- SEE YOUR NAME HERE
  - c. NOVEMBER -- SEE YOUR NAME HERE
3. **September Birthdays:** Ted Rotzoll 8<sup>th</sup>; Charlie Daniels 17<sup>th</sup>; Bob Krautstrunk 18<sup>th</sup>; and John Kidwell 17<sup>th</sup>. Happy Birthday Shipmates!
4. Special **gift baskets** for sale by Crash Dive Storekeeper Herman Mueller. See page 3 for more information.
5. Shipmate **Harry Alvey** went on Eternal Patrol. See page 3.
6. Remember to collect the **complimentary toiletries** when you travel. Take them to one of our regular. Crash Dive's Greg Miller periodically visits the USO at O'Hare Airport where the toiletries are needed.
7. **Dues season** soon will be upon us. Please reply promptly when you receive your notice.
8. **Illinois (SSN 786)** to be christened October 10, 2015 at EB in Groton, CT.

## Crash Dive Meeting Minutes August 15, 2015

1. Attendees:
  - a. Clay Hill
  - b. Greg Miller
  - c. Ed Dowling
  - d. Larry Warnke
  - e. Ron Spooner
  - f. Herman Mueller
  - g. Glenn Barts, Sr.
  - h. Gus Yakes
  - i. Chris Gaines
  - j. Cris Pascual
2. Meeting was called to order by Clay Hill at 1114 followed by the Pledge of Allegiance, and a round of introductions.
3. Secretary's Report was given by Chris Gaines. Larry Warnke moved to accept; Ed Dowling seconded; vote was unanimous.
4. Treasurer's Report given by Clay Hill. Savings \$1,173.69; Checking \$2,178.38; Memorial Checking \$34,316.35; Memorial Savings \$5.00; Held by National \$5,240.00. A memorial donation check for \$200 bounced, incurring a fee from the Credit Union. Larry Warnke moved to accept; Herman Mueller seconded; vote was unanimous.
5. Committee Reports
  - a. Newsletter – No news.
  - b. Membership – No news.
  - c. Charitable Service – No news.
  - d. Community Outreach – Always seeking complimentary toiletries from hotels. Greg Miller will send Boat Sponsorship Program recommendations to Glenn Barts for payment.
  - e. Hospitality – Corn Roast August 22; contact Larry Warnke for information and tickets; tickets also available at the door. Lots of activities for kids.
  - f. Webmaster – Always good to check for updates.
  - g. Storekeeper – Selling baskets as noted in the newsletter.
  - h. Procedures – No recent progress.
  - i. Eagle Scout – No news.
  - j. Memorial – No news.
6. Old Business
  - a. Anticipate staffing a table at the Commissary that likely will be in the fall.
7. New Business
  - a. Clay Hill will contact Ken Tupman to schedule a memorial committee meeting.
8. Good of the Order item:
  - a. Thanks to Glenn Barts for a fine delicatessen lunch.
  - b. Great Corn Roast at KSC Saturday, August 22.

- c. Duty Cook
    - i. September – Larry Warnke.
    - ii. October – See your name here.
    - iii. November – See your name here.
  - d. RSVP meeting attendance plans to the duty cook.
  - e. WWII Picnic was outstanding; large attendance. Lutheran Comfort Dog ministry attended to excellent reviews.
  - a. Next Meeting is September 19, 2015 at KSC.
9. Adjourn – Glenn Barts moved to adjourn; Ed Dowling seconded. Vote was unanimous. Adjourned at 12:16.

## Eternal Patrol Notice

Crash Dive Shipmate Harry Alvey, Wausau, WI, went on Eternal Patrol on August 16, 2015.

Harry served on 11 submarines during and after WWII. He was Chief of the Boat on two, the USS Pompon (SSR 267) and USS Blueback (SS 581) and station keeper on the USS Cobia (SS 245) after retirement. Harry was a plankowner (one of the founders) of Crash Dive Base, USSVI, and a Base Commander. It was Mr. Alvey who challenged Crash Dive Base at the 2010 Submarine Birthday Ball, held in Manitowoc, WI, to “not forget WWII and

Pearl Harbor” that led to the WWII Submarine Veterans Memorial Project. Harry will be missed.

Sailor, rest your oar.

## 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 |

## SK Gift Baskets

Submitted by: Herman Mueller

We are introducing 4 gift baskets that are now available for sale at \$20 each. Each basket features an assortment of jewelry and a small box of chocolates. Whether it is a birthday, anniversary, or just saying "I love you!" our Gift Baskets are ready to give, for your shopping convenience.



Order yours by contacting Crash Dive Storekeeper Herman Mueller; his contact information appears on Page 9.

## 2015 NYC Veterans Day Parade

Submitted by: William C. Andrea

All Hands: USSVI has been invited to participate in the 2015 New York City Veterans Day Parade. This will be our fifth year of participating. The parade always takes place on Veterans Day, rain or shine. For a complete overview of the parade, go to <http://americasparade.org/>. In order to coordinate with the parade organizers, we need to get the approximate number of participants, and a firm number of float participants. Please consider joining our ranks and promoting the United States Submarine Service and USSVI in this monumental event. Please contact me as soon as possible by email ([wcandrea@bellsouth.net](mailto:wcandrea@bellsouth.net)) or phone (561-790-1287 or 561-389-3032) I will also be at the National Convention in Pittsburgh, so you may also contact me there if you are attending also. If you plan on marching or bringing a float: I will need to submit float information, including make & model of towing vehicle, approximate length of towing vehicle and float, and brief description of float. All vehicles must have proof of registration and insurance upon request and all drivers must be legally licensed for the vehicle they will be driving. Floats are especially important, as they are real crowd pleasers and attention grabbers. Please don't drag your feet on this one. There are thousands of participants, and the parade organizers need as much time as possible for the lineup, staging, police, security, etc. Contact me at the above email or phone #'s for questions or info. Let's make USSVI shine, and I hope to see you in New York.

Bill Andrea, NJVC

## Why Our Fleet Is Growing After Years Of Decline

Ray Mabus, Time, Sept 16

*Size and capability equal global presence, and our multi-billion dollar contracts are actually saving taxpayer dollars*

What should Americans conclude when they hear conflicting claims about the U.S. Navy being too large or shrinking too much? History and the facts prove those claims wrong. Indeed, this administration is aggressively rebuilding our fleet to surpass 300 ships before 2020, and that effort is critical to our security and our economy.

The size of our fleet matters because we live in a maritime-centric world. About 70% of our planet is covered by water; 80% of the earth's population lives within an hour's drive to the sea; 90% of global trade is seaborne; and 95% of voice and data are carried via undersea cables.

Since the end of World War II, the U.S. Navy has kept international sea lanes open around the world. We've protected trade and commerce not just for ourselves and our allies, but for everyone. Today, \$9 trillion in goods are traded globally by sea, supporting about 40 million jobs in the U.S. alone and benefiting nearly every consumer on earth. With numbers like that, the health of the world's economy depends in large part on the United States Navy and Marine Corps.

There is an inarguable link between rising prosperity and civil stability, but that's just one of the direct benefits Americans enjoy because the U.S. Navy, America's Away Team, is doing its job across the globe. That presence – on, above and beneath the seas – reassures our allies and

deters our adversaries. And, if conflict comes, we will fight and win.

We are also ready to respond to humanitarian crises, as we do repeatedly around the world, most recently in Nepal, the Philippines, Japan and Haiti. Closer to home the Navy and Marine Corps responded after Hurricanes Sandy and Katrina. It is what Americans do, what we have always done.

In every case, from high-end combat to irregular warfare to disaster relief, our naval assets get there faster, stay longer, we bring whatever we need with us and we act without having to ask anyone's permission because our ships are sovereign U.S. territory. The Navy demonstrated the significance of this capability when the only strikes for the first 54 days of the air campaign against Islamic State militants in Iraq and Syria came from Navy F/A-18 Hornets off the USS George H.W. Bush in the Arabian Gulf. Land-based fighters could not participate until host nations approved.

That is presence – the unrivaled advantage that the Navy and Marine Corps team uniquely provide our nation. People and platforms can be surged, but you cannot surge trust and there is no “next best thing” for building trust other than being there. Maintaining that presence requires gray hulls on the horizon.

On Sept. 11, 2001, our fleet stood at 316 ships. Fewer than eight years later, despite one of the great military build-ups in American history, the fleet had declined to 278 ships. It's true our focus in those years was on two ground wars, but our shipbuilding program had been neglected. In the five years before 2009, the Navy put just 27 ships under contract, not nearly enough to keep our fleet from shrinking, and not enough to keep our shipyards going. In the next five years, we put 70 ships under contract.

While challenged by constrained budgets and continuing fiscal uncertainty, we've done this with business fundamentals: increasing reliance on fixed-price contracts, block buys and multi-year procurements; having stable designs and mature technologies; and hard, but fair, bargaining.

In April 2014, the Navy awarded its largest ever contract by dollar value, an \$18 billion, multi-year contract for 10 Virginia-class submarines. The savings we realized with this contract were more than \$2 billion, effectively giving the Navy 10 subs for the price of nine.

With two shipyards building our DDG-51 destroyers, in 2013, instead of bidding out two ships, we bid three. Each shipyard received one ship and the low bidder the third ship. The difference between the low and high bids also was taken out of the high bid's profit. We're saving \$300 million per ship by doing so. This formula was repeated in 2014 when we bid out nine ships under the same rules with comparable savings. Interestingly, one shipyard won the first time, the other the second, showing the great benefits to competition.

Our newest type of ship, the Littoral Combat Ship, a large, fast, shallow draft, modular ship, has two variants built by different yards. The first four, LCS 1-4, were contracted before 2009, at an average ship construction cost of \$548 million. We now have 19 ships authorized and appropriated under the FY10-15 block buy contract at an average ship construction cost of \$337 million, thanks to competition and facility improvements at both shipyards.

These business practices are helping build our fleet, while saving taxpayer dollars. And the work is increasing and stabilizing America's shipbuilding and ship repair industry, which provides more than

400,000 direct and indirect jobs and contributes more than \$36 billion to America's gross domestic product. Shipbuilding enhances and strengthens economic security and national security.

Beyond the platforms themselves, we must also maintain our technological superiority with the systems and weapons we put on those platforms. The Department of the Navy has, throughout history, always paved the way for innovation, driving new technologies such as the switch from sail to coal, coal to oil, and using nuclear power as propulsion. We pioneered the use of computers, carrier aviation and precision-guided munitions.

We continue to innovate from within and to seek out new technologies from industry. 3-D printing, directed energy and unmanned systems are among many and varied capabilities we are exploring and moving from the lab to the warfighter, to ensure we hold that technological advantage.

And today we're getting more out of our ships. All of our ships are multi-mission platforms, ready to meet anything that comes over the horizon. On any given day, we have about 100 ships forward deployed, meaning they are far from America's shores in places like the western Pacific and the Arabian Gulf. This is the same number we had forward deployed 20 years ago when the fleet had 400 ships instead of the approximately 300 we have currently. Regardless, today we have more firepower, more capability, and more capacity to do whatever is necessary on the world's oceans than we did 20 or 40 or 100 years ago, and we are increasing this power dramatically because of the new ships coming into the fleet.

Certain things are beyond debate. First, we are the only nation willing and able to ensure freedom of the seas; the U.S.

economy – and the world's – depends on our doing just that. Secondly, in order to protect sea-lanes, reassure allies and deter potential foes, we must have a fleet that is big enough and capable enough to do so, and that fleet must be forward deployed constantly. Third, after years of decline, our fleet is growing and will reach the required size in less than five years. Fourth, ships take a long time to build and are on the seas for decades; the fleet size we are living with today is the result of decisions made ten years ago or longer, and by building our fleet, we are making better decisions for those who follow us. Lastly, shipbuilding is a unique skill that is hard to acquire, and that, once lost, is very hard to recover.

Some like to say that our fleet is declining in size or compare the size of the today's fleet to what it was at some point in history. These assertions discount the fact that ships today can do far more than those of any other age. And while such statements may advance political or personal agendas and grab headlines, they demonstrate a fundamental misconception, whether willful or innocent, that we cannot afford, and do a disservice to our Sailors, Marines, shipbuilders, industry and, most importantly, to America.

Statements like these embolden our potential adversaries, undermine the confidence of our allies, and are completely wrong. The U.S. Navy and Marines are the most formidable expeditionary fighting force the world has ever known, providing our nation with invaluable presence around the world. By continuing to increase both the size and capability of our fleet, we will ensure that it remains so.

Ray Mabus is Secretary of the Navy.

## Delays For Revolutionary Zumwalt Destroyer Offer Lesson For Navy's Next Sub

Loren Thompson, Forbes, Sept 16

People have been building ships in and around Maine's Bath Iron Works (BIW) for a long time. The shipyard's Wikipedia entry says it was founded in 1884, but the first vessel built on the banks of the Kennebec River was launched over a hundred years earlier, and the iron foundry that was precursor to the shipyard was the biggest industrial employer in America on the eve of the Civil War (it had 4,500 employees).

So you could say folks in the Bath area have shipbuilding in their blood. Generation after generation has worked at the shipyard, and during much of that time the slogan "Bath Built is Best Built" was widely taken to be true in maritime circles. General Dynamics, which bought the yard 20 years ago, has invested billions of dollars in keeping Bath Iron Works on the cutting edge of shipbuilding technology (GD contributes to my think tank and is a consulting client).

Given its history and reputation, reports of delays at BIW in assembling the Navy's Zumwalt destroyer are surprising. Traditionally, the shipyard would specialize in serial production of one or two warship designs, and work on getting the assembly process down to a science. Of course, the lead ship in a new class is always harder to build than the vessels that follow, because there is little prior experience to guide the various crafts engaged in assembling a new warship.

And Zumwalt – the DDG 1000 destroyer in naval nomenclature – is about as new as a warship can be. In fact, it is revolutionary. It was conceived to be a stealthy surface combatant whose guns could hit within 50 yards of targets 60 miles away, and its integrated electric power system could generate 80

megawatts of power – enough to drive not only the ship's propellers and the on-board combat system, but also futuristic weapons like lasers and electromagnetic railguns. It was also a lot bigger than existing destroyers, displacing 16,000 tons (versus 9,000), and utilizing a wave-piercing hull design unlike anything the Navy had purchased in modern times.

A Navy factsheet captured just how ambitious the Zumwalt concept was with this description: "DDG 1000 will triple naval surface fires coverage as well as tripling capability against anti-ship cruise missiles. DDG 1000 has a 50-fold radar cross section reduction compared to current destroyers, improves strike group defense ten-fold and has ten times the operating area in shallow water regions against mines."

Obviously, the Zumwalt was going to be a challenge for whatever shipyard got the job of building the lead ship. Recognizing the complexity of assembling such a warship, the Navy's Sea Systems Command decided it would be the integrator of the Zumwalt rather than the shipyard, and it would oversee management of contractors building key parts of the ship, such as the mission system made by Raytheon and the long-range guns made by BAE Systems.

Therein may lie the least-noticed contributor to the problems the ship subsequently encountered. The normal practice when buying major combat systems is to hire a prime contractor or "lead system integrator" that is responsible for managing all contractor inputs to the final product. That way, the government doesn't have to maintain the internal expertise to deal with multiple suppliers on highly technical matters associated with ship outfitting and integration.

The Navy didn't do that. It chose to deal directly with Bath Iron Works, Raytheon, BAE Systems, and Huntington Ingalls Industries, the builder of the

warship's composite deckhouse. This put the Navy in an unusual position, as a Government Accountability Office report noted last year: "As the integrator, the Navy is responsible for ensuring on-time delivery of products and bears the costs of schedule delays that affect another contractor."

It is an open question as to whether the Navy had the skills and resources necessary to assume this role. The various setbacks and delays associated with assembly of the lead ship and two subsequent vessels in the class suggest it may not have. Of course, it didn't help that the government decided to terminate the program after contracting for only three warships, and restart production of the legacy class of destroyers. That resulted in Bath gearing up for new production of an improved legacy warship before it had completed any of the three DDG 1000 vessels.

As Christopher Cavas observed in Defense News last month, assigning responsibility for the delays is "problematic" given the division of labor between the service and the contractors in managing the program. But past experience with putting the government in charge of integrating combat systems is uneven at best. For instance, the Air Force chose to be lead integrator on the B-1 bomber, and a subsequent RAND Corporation dissection of what happened found that military personnel lacked the experience or resources necessary to execute the role effectively.

Maybe the Navy is different, but common sense suggests that personnel not engaged in the day-to-day business of building ships may lack critical skills when put in charge of integrating the most sophisticated surface combatant in history. The service recently entertained the idea of being its own integrator on the replacement of the Navy-Marine Corps Intranet – the biggest intranet in the world – but then got cold feet when it began to

grasp the difficulty of coordinating half a dozen different supplier teams.

With the same cast of characters now preparing to develop the even more complicated Ohio Replacement Program that will produce a successor to Ohio-class ballistic missile submarines, it might be worthwhile for the Navy to consider what part its role as prime integrator on the Zumwalt destroyers played in slowing completion of the program. I'm not saying putting the Navy in charge of Zumwalt integration was a decisive factor, but if it contributed materially to shipbuilding delays, then the service might want to avoid a similar acquisition approach on its next class of submarines.

## **Sailors Test Two New Types Of Flame-Resistant Uniforms**

Lance M. Bacon, Navy Times, Sept 14

Sailors began testing two new types of fleet uniforms in September that offer comfort along with fire protection.

One is an improved version of the flame-resistant variant coveralls now worn in the fleet, along with a new flame-resistant fleece jacket. The other type looks like a Navy blue flight suit: a flame-resistant fabric that sports a flight suit design.

Sailors at three commands are to begin what's expected to be a year-long wear test of uniforms that will replace the uncomfortable flame-resistant coveralls, which were fast-tracked to the fleet in 2012 amid concerns about fire risk. Fleet Forces Command on Sept. 10 issued the first 165 sets to sailors aboard the destroyer Carney, which left Mayport, Florida on Sept. 4 in a homeport switch to Rota, Spain. At least 235 more sailors aboard the amphibious assault ship Kearsarge and the attack submarine Newport News will be outfitted prior to deployments this fall.

The prototypes feature a tri-blend of flame-resistant fibers designed to give increased comfort and durability, said Amy Brayshaw, research and development team leader with the



Navy Clothing and Textile Research Facility in Natick, Massachusetts. While they provide the same level of flame resistance, the improved flame-resistant variant uniforms, called the IFRV, also protect against arc flash.

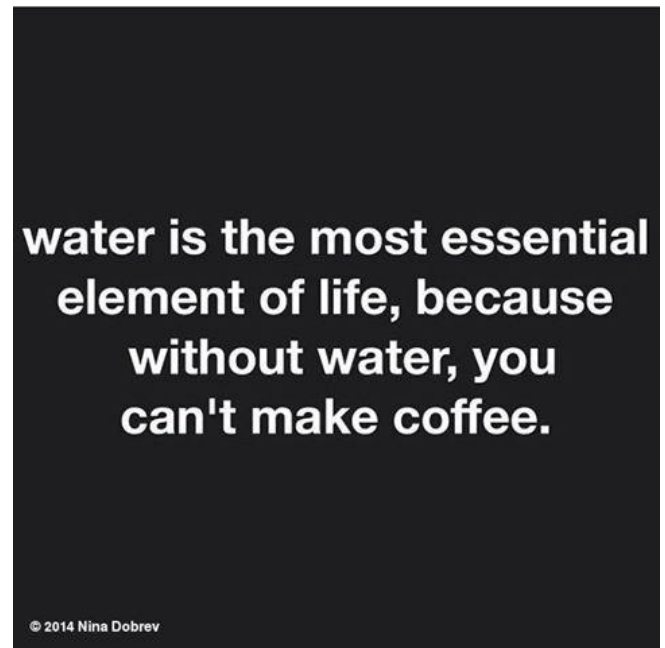
Each participant will receive four uniforms: two coveralls and two flight suits. The one-piece coverall version looks exactly like the current FRV, and the other looks like a dark blue flight suit – complete with many pockets and Velcro closures on the waist, wrists, and ankles.

Because it makes little sense to cover a flame-resistant coverall with a jacket that could quickly burn or even melt, wear testers will also don a dark blue version of the Army's flame-resistant fleece jacket to see if it can withstand shipboard life. Officials said they plan to eventually test a flame-resistant sweater, something akin to the olive "sub sweater" that is a favorite among bubbleheads.

Sailors will turn in the prototypes at the end of their float. Officials will analyze appearance, durability, staining, and odor and make recommendations by September 2016. A subsequent wear test typically follows to test recommended changes. Contracts must then be drawn and vendors selected to build the

inventory. Most uniform changes take between three and four years from concept to roll out.

Navy Times will publish an in-depth look at the new uniforms being tested for the issue on newsstands Monday, Sept. 21.



### 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)

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**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)

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**Membership** – Tom Polzin, 12463 Foxtail Lane, Huntley, IL 60142; (v) 847-867-8668; (f) 847-669-2444; [tapolzin@aol.com](mailto:tapolzin@aol.com)

**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 (\_\_\_\_\_)

## 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.)

Check here if your Military Service falls within these time periods: Dec 7, 1941, thru Dec 31, 1946; June 27, 1950, thru Jan 31, 1955; Aug 5, 1964, thru May 7,1975; and Aug 2, 1990 to date.

Check here if you have been awarded an Expeditionary Medal

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.** \_\_\_\_\_

**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)

Upon completion, give this form, including your National and Base membership dues to the appropriate base officer, or mail to: Crash Dive Membership Chairman Tom Polzin, 12463 Foxtail Ln, Huntley, IL 60142; Cell 847/867-8668 Fax 847/669-2444