



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

October 2015

Volume 16, Issue 10

**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. OCTOBER 17
 - b. NOVEMBER 21
 - c. DECEMBER 19
2. Duty Cook Roster:
 - a. OCTOBER – CHRIS GAINES
 - b. NOVEMBER -- SEE YOUR NAME HERE
 - c. DECEMBER -- SEE YOUR NAME HERE
3. **October Birthdays:** Tom Polzin 13th; Ed Mokos 30th; Happy Birthday Shipmates!
4. Shipmate **William Derse** went on Eternal Patrol. See page 3.
5. 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.
6. **Dues season** soon will be upon us. Please reply promptly when you receive your notice.
7. **Bubblehead Bookshelf** will be a new monthly feature. When shipmates read a book that they want to share with others, send a brief description, not a full book report, to Chris Gaines to have your item added to the Bookshelf.
8. Be sure to Like our Chicago Submarine Memorial **Facebook** page.

Crash Dive Meeting Minutes September 19, 2015

1. Attendees:
 - a. Clay Hill
 - b. Frank Voznak
 - c. Greg Miller
 - d. Ed Dowling
 - e. Jan Hill
 - f. Ray Ratliff
 - g. Dick Anderson
 - h. Larry Warnke
 - i. Ron Spooner
 - j. Tom Polzin
 - k. Herman Mueller
 - l. Glenn Barts
 - m. Chris Gaines
2. Meeting was called to order by Clay Hill at 1128 followed by the Pledge of Allegiance, and a round of introductions.
3. Secretary's Report was given by Chris Gaines. Frank Voznak moved to accept; Ed Dowling seconded; vote was unanimous.
4. Treasurer's Report given by Glenn Barts. Savings \$1,173.69; Checking \$1,969.74; Memorial Checking \$34,560.00; Memorial Savings \$5.00; Held by National \$5,240.00. Ray Ratliff moved to accept; Frank Voznak seconded; vote was unanimous.
5. Committee Reports
 - a. Newsletter – No news.
 - b. Membership – No news.
 - c. Charitable Service – No news.
 - d. Community Outreach – Nothing scheduled.
 - e. Hospitality – Ed Dowling moved to donate \$100 to KSC; Greg Miller seconded. Vote was unanimous.
 - f. Webmaster – Always good to check for updates.
 - g. Storekeeper – Selling gift baskets as noted in the newsletter.
 - h. Procedures – New focus on financial procedure review and adoption.
 - i. Eagle Scout – No news.
 - j. Memorial –
 - i. Upcoming meeting with Senior Project Director of the Chicago Navy Memorial Foundation.
 - ii. Great Lakes denied our request to setup a table at the NEX.
6. Old Business
 - a. None
7. New Business
 - a. Herman will research a DVD of the Cobia entering Manitowoc Harbor.
 - b. Nominating Committee to propose candidates for vice-commander and secretary. Ed Dowling

- and Larry Warnke will serve.
- c. Base library
 - i. Clay suggested starting a base library of submarine-related books owned by members that are available for loan.
 - ii. Chris Gaines suggests establishing a Bubblehead Bookshelf first. It would be a newsletter article with book reviews submitted by shipmates.
 - d. Glenn reviewed his notes from the USSVI convention.
 - i. Considering offering first-year membership gratis to newly-qualified sailors.
 - ii. Dues rising \$5 to cover cost of American Submariner costs.
 - iii. Request an optional quarterly report from base treasurers.
 - iv. New Base Handbook coming out.
 - v. New national Website will accommodate paying dues online.
 - vi. Reno will host 15-20 August 2016 convention; 2017 is open.
 - vii. Considering another cruise convention.

8. Good of the Order item:
 - a. Thanks to Larry Warnke for a fine pulled pork lunch.
 - b. Duty Cook
 - i. October – Chris Gaines
 - ii. November – See your name here.
 - iii. December -- See your name here.
 - c. Next Meeting is October 17, 2015 at KSC.
9. Adjourn – Larry Warnke moved to adjourn; Tom Polzin seconded; Adjourned at 12:52.

Eternal Patrol Notice

Crash Dive Shipmate William Derse, Surgeon Bay, WI and Bonita Springs, FL went on Eternal Patrol on September 24, 2015.

William entered the service in 1961. He qualified on the Cavalla in 1962. When he left the Navy in 1964, he was an Engineman Second Class.

Sailor, rest your oar.

Lost Boats

USS Seawolf	(SS-197)	10/3/44
USS S-44	(SS-155)	10/7/43
USS Wahoo	(SS-238)	10/11/43
USS Dorado	(SS-248)	10/12/43
USS Escolar	(SS-294)	10/17/44
USS Shark II	(SS-314)	10/24/44
USS Darter	(SS-227)	10/24/44
USS Tang	(SS-306)	10/25/44
USS O-5	(SS-66)	10/29/23

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.

Christmas Party Invitation

You're All Invited !!
Greater Chicago Chapter Christmas.

Sunday - Dec. 13th - Silver Stallion Rest. -
Lee & Algonquin - DesPlaines

1:00 - 2:00 - Social Hour

2:00 Buffet - Beef & Chicken Plus all the
trimmings

3:00 Raffle GREAT PRIZES.!

\$10.00 Per Person Seats are limited. So
RESERVE early!

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Make check to:

USSVWWII - Send to:

Gene Weisbecker
8181 Hess Av.
LaGrange, Il. 60525-5217

1-630-390-9561

HOPE YOU CAN MAKE IT!

Bob Krautstrunk

First Lady Christens Navy Submarine Named After Illinois

AP, Oct 10

First lady Michelle Obama christened a Navy submarine at a Connecticut shipyard on Saturday, taking three whacks to break a bottle of champagne against the hull of the USS Illinois and thanking military families for their sacrifice.

"So I want to take a moment to thank you all for everything that you're doing for each other and for this country," she said. "I know these service members, these sailors couldn't do what they do without you."

Mrs. Obama also praised the workers at the Groton shipyard and their "particular genius" in building the sub.

The \$2.7 billion vessel is the 13th in the Virginia class of submarines, which can carry out a range of missions including anti-submarine warfare, delivery of special forces and surveillance. The 377-foot submarine will carry a crew of more than 130 and a payload of weapons including torpedoes and Tomahawk missiles.

Mrs. Obama called the submarine a "technological wonder."

"It is full of technologies like a photonics mast, full of high-resolution and infrared cameras," she said. "It has the most advanced stealth, sonar and

Crash Dive Base
Rondout - Lake Bluff, IL

communications systems and enough high-definition screens to put Best Buy out of business."

The first lady previously wrote her initials on a steel plate used in the sub's construction at a keel-laying ceremony last year. She joins predecessors Laura Bush, Hillary Rodham Clinton and other first ladies who have sponsored submarines.

Several Connecticut and Rhode Island officials, Illinois Gov. Bruce Rauner and Navy Secretary Ray Mabus spoke at the ceremony at the Groton shipyard of Electric Boat, a division of General Dynamics Corp. that builds the submarines with Newport News Shipbuilding in Virginia.

Construction on the submarine began in 2011. It is scheduled for delivery to the Navy in 2016.

The crest of the submarine features an outline of the state of Illinois, a white-tailed deer in honor of the state animal and foliage representing Illinois forest and prairie life. It also has a banner with the Latin words "Nemo Magis Fortiter," or "none more brave," a line from the Illinois state song.

Another Chance for Historic Sub

Charleston Post and Courier, Aug 31

The historic submarine Clamagore, once slated to be towed from Patriots Point Naval and Maritime Museum and sunk off the coast of Florida, has been given a reprieve. Those who support keeping the Cold War-era submarine at the museum should seize the unexpected opportunity to rescue the vessel.

The Clamagore, one of three large vessels on display at the state museum in Mount Pleasant, was to have been taken off Florida's shore and sunk as a diving attraction. But funding for the proposal fell through in Florida, and the Clamagore

remains at its berth near the aircraft carrier Yorktown.

While the aircraft carrier Yorktown is the central exhibit of Patriots Point, the Clamagore ranks second in popularity, according to a 2011 review of the museum by the Legislative Audit Council.

The World War II destroyer Laffey ranks third. The Laffey almost sank at its mooring seven years ago, and was saved only by an emergency \$11 million loan from the state Bond Review Committee. That was fortuitous for the Laffey, known as the "Ship that Wouldn't Die." But it eliminated similar consideration for the Clamagore, which needs \$6 million in repairs, according to the latest estimate from Patriots Point.

There has been a turnaround at the museum, both in an improved bottom line and in plans to use a portion of the museum property for resort development, and another nearby site as the Medal of Honor Museum.

But the Patriots Point board hasn't changed its mind about getting rid of the Clamagore. Patriots Point director Mac Burdette says the options include donating the ship to another museum, sinking it offshore as a reef and scrapping it.

"We're not going to be able to keep the submarine," he said. Patriots Point officials are concerned that the sub could be swamped during a hurricane and sink at its berth.

Meanwhile, museum officials have added to the attractions by bolstering its Vietnam War exhibit, which now includes one of the few surviving river patrol boats from that conflict.

Certainly, the Vietnam War deserves to be recognized at the museum, as a defining historical period affecting many veterans and their families. Meanwhile, World War II is becoming more and more a memory as the number of veterans declines daily.

The Clamagore's years of service span three wars — WWII, the Korean War and the Vietnam War. It was built during World War II and was decommissioned in 1975. It serves as a fitting memorial to the Navy's submarine service during the Cold War

between Western democracies and the Soviet Union and its satellite states.

The Cold War was a defining period of international tension and nuclear peril, and the Clamagore offers a unique example of the rugged conditions under which some submariners served.

Turning it into a reef would cost Patriots Point an estimated \$2 million. That could serve as a down payment for its restoration.

The Clamagore deserves any consideration it can get from the Patriots Point board, veterans groups and the state, for a plan that will restore the vessel and keep it at the naval museum.

Don't give up the ship.

U.S. Gets Frozen Out of the Arctic

James M. Loy, Bloomberg View, Aug 31

President Barack Obama should be applauded for gathering world leaders in Anchorage, Alaska, this week for a U.S.-led conference on "Global Leadership in the Arctic." Yet the summit's limited focus on climate change, though undoubtedly important, belies the significance of the broader U.S. interests and responsibilities in the Arctic region.

As ice turns to navigable ocean, the Arctic is becoming the U.S.'s third great ocean border, creating vexing strategic challenges and unprecedented opportunities. These include not only climate change, but threats to national sovereignty and security, revolutions in international commerce and a "Klondike"-like rush to control vast undersea resources.

The U.S. Geological Survey estimates that 13 percent of the world's undiscovered oil and 30 percent of its undiscovered natural gas lie in the Arctic. The U.S. has the potential to be the leader in responsible Arctic

oil exploration, as our major oil companies maintain the technology and know-how to responsibly tap deep-sea Arctic oil, and could set a new global standard for responsible development and emergency response.

Yet the U.S. is barely in the game, potentially allowing other nations to move in and develop these resources less safely.

The opening of Arctic sea routes will cut transit times between Asian, U.S. and European markets, reducing fuel costs and carbon emissions. A trip via the Northern Route above Russia from Shanghai to Hamburg takes 30 percent less time than a similar trip through the Suez Canal, and a Northwest Passage trip shaves off days from a trip through the Panama Canal.

But growing traffic along these routes raises new questions of regulation and sovereignty. President Vladimir Putin of Russia has stated that he wants the Bering Strait to become the next Suez Canal, and that any ships passing over large swaths of the Arctic - even the North Pole - may be forced to pay transit fees to Russia.

It shouldn't come as a surprise that Russia is investing aggressively in the Arctic: 95 percent of its gas reserves and 60 percent of its oil reserves are located in the region. It leads the world with 22 icebreakers and has restored Soviet-era airfields and ports.

China, which isn't even an Arctic country, will have built two icebreakers by next year. The U.S. Coast Guard, however, has two functioning icebreakers (the same number as tiny Estonia), and one of these vessels is already a decade past its intended 30-year life span.

The U.S. needs to play catch up after decades of disengagement. This

lack of leadership on a range of Arctic issues - from maritime border disputes to seabed claims - is amplified by the U.S. Senate's bizarre refusal to ratify the United Nations Convention on the Law of the Sea. More than 165 nations have signed onto the convention, which effectively governs territorial and commercial claims on the high seas, and has become the primary regime for arbitrating Arctic territorial claims. The U.S., however, is among the last holdouts refusing ratification, along with North Korea, Iran, Syria and Libya.

This failure to join the convention diminishes U.S. credibility on issues in the Arctic that have tremendous strategic and economic implications. That is why every U.S. president, chairman of the Joint Chiefs of Staff, chief of naval operations and Coast Guard commandant since 1994 has called for accession to the treaty. So have the U.S. Chamber of Commerce, as well as countless U.S. oil, shipping, fishing, and telecommunications companies that are eager to invest billions in the Arctic, but now must sit on the sidelines without the clear legal rights that the Law of the Sea convention guarantees to other Arctic nations.

In 2012, the last time the treaty was put to a vote, 34 Senate Republicans voted against it, depriving the treaty of the necessary two-thirds majority for ratification.

Ratifying the treaty could allow the U.S. to gain new ocean territory twice the size of California, but we don't even have a seat at the negotiating table because a few senators believe the accord would undermine our sovereignty.

But this refusal has done far more to undermine U.S. sovereignty and territorial claims than any treaty

ever could, as our Arctic neighbors assiduously build internationally recognized claims in the area.

This is all the more striking as the U.S. long was dominant in the Arctic. Before 1960, it operated a fleet of eight polar icebreakers. In 1957, the first surface ships to navigate the Northwest Passage were Coast Guard cutters, and a year later a Navy submarine became the first to reach the North Pole. The U.S. once invested in more than 600 radar and weather stations extending from the Aleutian islands to Greenland. And it invested in strategic energy infrastructure such as the Trans-Alaska Pipeline, recognizing that responsible Arctic development was central to the nation's energy security.

Restoring the U.S. to its historic role as an Arctic power will require a recognition of the complex and strategic issues at stake, long-term investment to improve Arctic infrastructure and capabilities, the adoption of the Law of the Sea convention to have an equal voice in the discussion, and a fresh sense of urgency.

Seawolf Completes Six-Month Arctic Deployment

(NAVY NEWS SERVICE 25 AUG 15) ...

Mass Communication Specialist 2nd Class Amanda R. Gray, Commander, Submarine Group 9 Public Affairs

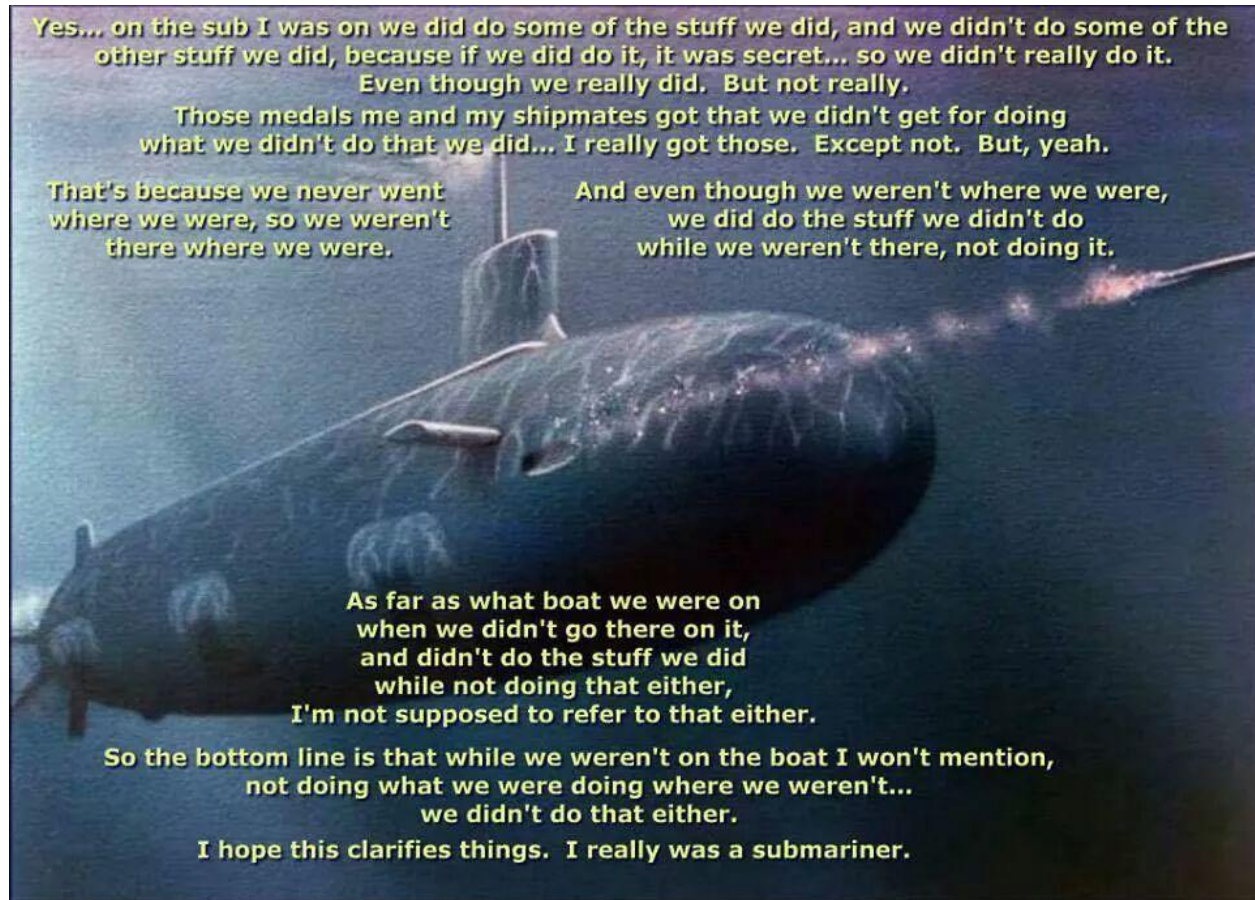
BREMERTON, Wash.— The fast-attack submarine USS Seawolf (SSN 21) returned to its homeport of Naval Base Kitsap-Bremerton Aug. 21, following a six-month deployment. During the deployment, Seawolf conducted routine submarine operations, which included scheduled under-ice transits and under-ice operations. "The crew performed

superbly on multiple operations in the 6th Fleet area of responsibility," said Cmdr. Jeff Bierley, Seawolf's commanding officer, from Birmingham, Alabama. "We conducted two polar transits, including a routine surfacing at the North Pole. Operations under the Arctic are part of the Navy's continued commitment to maintain access to all international seas, and Seawolf was just part of that commitment." The Navy has been operating in the Arctic for decades and it is expected that presence requirements will likely increase as maritime traffic in the region increases. Ships like Seawolf support the Arctic national strategy by developing capabilities, increasing maritime awareness and preserving freedom. "Seawolf did an exceptional job; they had an accelerated fleet readiness training period so they were really pushed to get all of their preparations, training and certifications done before deployment, including preparations for the very challenging Arctic transit," said Capt. Douglas Perry, commander, Submarine Development Squadron 5, from Alexandria, Virginia. "Arctic transits are important, not just for us to be able to keep our fleet assets around the globe, but it also give us an opportunity to maintain undersea dominance of the Arctic spaces, an area that is very challenging and is changing dramatically." This was the first deployment for many of the Sailors aboard Seawolf, awarding them the unique experience of visiting the North

Pole. "It was a very interesting deployment full of mixed emotions and the unexpected," said Yeoman 3rd Class Felipe Aparicio, from Los Angeles. "Surfacing at the North Pole was awesome. As you push through the surface it takes your breath away. You feel the ice hit the hull of the boat and you hear thumping back and forth all around you; then it just stops. It was a memorable experience. We got out of the boat, and the best way to describe the North Pole is that it's a cold, snowy desert." These polar transits and the surfacing of submarines demonstrate the U.S. Navy's commitment to assure access to all international waters. USS Nautilus (SSN 571) was the first submarine to complete a submerged polar transit. "We are very happy to be home to the Pacific Northwest, and we are eager to spend time with our family and friends," said Bierley. Seawolf, commissioned July 19, 1997, is the first of the Navy's three Seawolf-class submarines. The Seawolf is significantly quieter than any Los Angeles-class submarine. It is also faster, has more torpedo tubes and can carry up to 50 torpedoes or missiles, or 100 mines. All of the Seawolf-class submarines are homeported in the Pacific Northwest — USS Connecticut (SSN 22) and Seawolf at Bremerton, Washington, and USS Jimmy Carter (SSN 23) at Naval Base Kitsap-Bangor.

http://www.navy.mil/submit/display.asp?story_id=90772

Why It's Still Called the 'Silent Service'



Crash Dive Base Contact Information

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

Vice-Commander – Frank Voznak, Jr. 9 South 255 Madison, Burr Ridge, IL. 60527; 630 986-0175 franklin2@comcast.net

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

Treasurer – Glenn C. Barts, Sr., 2000 Jamestown Drive, Palatine, IL 60074; 847-934-7418; gcbarts@msn.com

COB – Larry Warnke, l_warnke@msn.com

Chaplain – Cris Pascual; crispasses@aol.com; 285 Southridge, Gurnee, IL 60031; 847-855-0772

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Storekeeper – Herman Mueller, 503 Lynn Terrace, Waukegan, IL 60085; 847-445-5034; 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 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 (_____)

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