



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

April 2016

Volume 17, Issue 4

**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. APRIL 16
 - b. MAY 21
 - c. JUNE 18
2. Duty Cook Roster:
 - a. APRIL – GREG MILLER
 - b. MAY – LARRY WARNKE
 - c. JUNE – FRANK VOZNAK
3. **April Birthdays:** Mike Slattery 23rd. Happy Birthday Mike!
4. Be sure to Like our Chicago Submarine Memorial **Facebook** page.
5. **Save the Date:** April 30; Candlelight Bowl memorial fundraiser, at Suburbanite Bowl in Westmont, IL. Details to follow. See flier at page 8.
6. **We need your stuff** for a yard sale in Coal City on April 29 and 30. Frank Voznak will collect items for the sale at our April 16 meeting. Here’s your chance to clean-out the garage! Proceeds to benefit the memorial.
7. **USSVI National convention** information: <http://www.ussviconvention.org/2016/>
8. Combined **Picnic:** Hines VA Hospital Picnic Grounds **Saturday, August 13.**

Crash Dive Meeting Minutes March 19, 2016

1. Attendees:
 - a. Maurice Young
 - b. Ed Dowling
 - c. Frank Voznak
 - d. Ray Ratliff
 - e. Cris Pascual
 - f. Frank Walter
 - g. Scott Jaklin
 - h. Larry Warnke
 - i. Gus Yakes
 - j. Ted Rotzoll
 - k. Tom Polzin
 - l. Glenn Barts
 - m. Greg Miller
 - n. Chris Gaines
 - o. Herman Mueller
2. Meeting was called to order by Greg Miller at 1102 followed by the Pledge of Allegiance, invocation, and a round of introductions.
3. Secretary's Report was given by Chris Gaines. Larry Warnke moved to accept; Ray Ratliff seconded; vote was unanimous.
4. Treasurer's Report given by Glenn Barts. Savings \$1,173.69; Checking \$2,011.50; Memorial Checking \$43,088.35; Memorial Savings \$5.00; Held by National \$20,790.00. Frank Walter moved to accept; Tom Polzin seconded; vote was unanimous.
5. Committee Reports
 - a. Newsletter – no news.
 - b. Membership – a few shipmates have yet to pay base dues. Tom is pursuing them.
 - c. Charitable Service – no news
 - d. Community Outreach – Working Party in forward battery and motor room; discovered in the motor room behind the piping a pair of goggles for a Momsen lung. Anticipate another working party. SubFest Weekend is July 8-10. Actively pursuing subvets to take a watch in the compartments.
 - e. Hospitality – Recently enjoyed the Corned Beef and Cabbage dinner.
 - f. Webmaster – Keep checking; recent notice of the Candlelight Bowl.
 - g. Storekeeper – no news.
 - h. Procedures – SoP 1-5 are ready for signature and implementation.
 - i. Eagle Scout – Three presentations in April and two in June. Disappointed by the BSA decision regarding referencing their organization. Any Crash Dive shipmates with a relative soon to be awarded Eagle Scout is encouraged to contact Ted Rotzoll in advance.

- j. Memorial –
 - i. Candlelight Bowl in Downers Grove April 30 to raise funds; tickets are \$35 for three hours of bowling and a pizza buffet. Invite your family and friends.
 - ii. For the Candlelight Bowl, individual registrants will be grouped with others to form a team. Contact Dennis Thezan with your attendance plans.
 - iii. NEED shipmates to donate items for gift baskets (i.e. store gift cards, tools, trinkets, books, etc.). Frank Voznak has a letter to encourage retailers to donate goods for the gift baskets. Frank also has a small poster suitable for local bulletin boards. Alleys are filling-up with bowlers. Dennis Thezan is taking names.
 - iv. Tawani Foundation pledged a grant of \$5,000.
 - v. Disney approved matching Charlene Getz's donation of \$500.
 - vi. Donation to AZ Silent Service Memorial seeking a minimum of five shipmates donating \$10 each. The Base
 - donated \$100 and this extra \$50 entitles us to a brick.
- vii. Chicago Base asked Crash Dive to staff several French Markets in our area. Gary Meyer has the schedule and is seeking shipmates to help. Contact Frank to volunteer.
- 6. Old (Unfinished) Business
 - a. None.
- 7. New Business
 - a. Ed Dowling moved to include a gift basket from the Storekeeper for the Candlelight Bowl; cost is \$20. Ted Rotzoll seconded; vote was unanimous.
 - b. Ed Dowling suggests that we figure out how to post our SoPs on the Webpage.
 - c. MSP Pearl Harbor celebration announcement. Agreed to have CDR reply reporting no conflict and our willingness to publicize their event.
 - d. Frank Voznak – Base slogan idea will be discussed again.
 - e. Frank Voznak discussed interest in creating a base motto.
- 8. Good of the Order item:

- a. Thanks to Chris Gaines for a terrific corned beef and cabbage lunch.
 - b. Duty Cook
 - i. April – Greg Miller.
 - ii. May – Larry Warnke.
 - iii. June – Frank Voznak will find out.
 - c. SOUND Klaxon
 - d. Next Meeting is April 16, 2016 at KSC.
9. Adjourn – Ed Dowling moved to adjourn; Maurice Young seconded; Adjourned at 1202 followed by lunch.

Lost Boats

USS PICKEREL	(SS-177)	4/3/43
USS SNOOK	(SS-279)	4/8/45
USS THRESHER	(SSN-593)	4/10/63
USS GUDGEON	(SS-211)	4/18/44
USS GRENADIER	(SS-210)	4/22/43

Loss of USS Thresher (SSN-593)

At 0913 on April 11, 1963 the USS Thresher sent a distress call over its underwater "telephone" to the USS Skylark, a submarine rescue vessel standing nearby for Thresher's submerged system testing. They were off Cape Cod at the time. It was Thresher's last words. It went down in deep waters with 129 souls, including 16 officers, 96 sailors, and 17 civilians. I was in my last year at the Naval Academy, hoping to get accepted by VADM Rickover to become a submariner, later that autumn.

Post accident analyses indicated, with some confidence, that the cause was poorly welded piping joints (silver-brazed joints) that ruptured, causing massive flooding & a reactor scram (automatic shutdown); an inadequate high pressure blow system which froze moisture in the ballast tank blow piping, stopping the blow; and inappropriate operating procedures that prevented helping the boat to surface (shutting main steam stops after a reactor scram, thereby precluding use of residual steam for the boat to drive itself to the surface).

These analyses resulted in the "SubSafe" program and new reactor operating procedures. It also produced simulation studies that showed the response time needed for the two most catastrophic casualties: Stern planes locked on full dive at high speed; or, a major sea water incursion from piping rupture at slow speed. These studies showed that in order to recover from either of these, all recovery procedures needed to be implemented completely within 3 seconds of the initiation of the casualty. Obviously, a new era of more watchful submarine driving and submarine building had arrived.

Some of us submariners after Thresher likely owe our lives to these 129 souls who gave theirs for us. We learned to identify and determine how to overcome technical and operating deficiencies that no one was aware of at the time.

Thank you, crew and shipyard riders on Thresher, and may God rest each of your souls with him in heaven for eternity. Amen.

Leonard R. Wass
Captain, USN (Ret.)

Secret weld: How shoddy parts disabled a \$2.7 billion submarine

David Larter, *Navy Times* March 27, 2016

In early 2015 engineers on a brand-new submarine made a troubling find: A pipe joint near the innermost chamber of its nuclear-powered engine showed signs of tampering.

The defective elbow pipe, used to funnel steam from the reactor to the sub's propulsion turbines and generators, showed evidence of jury-rigged welding that could've been designed to make it appear satisfactory. But the part was already installed, the sub already commissioned.

These defective parts, each probably valued on the order of \$10,000 or less, have kept the \$2.7 billion attack submarine *Minnesota* languishing in an overhaul for two years, while engineers attempt to cut out and replace a difficult to reach part near the nuclear reactor. Meanwhile, Navy engineers are scouring aircraft carriers and other submarines for problems and criminal investigators are gathering evidence.

The unauthorized parts are impacting three new Virginia-class attack submarines, likely extending the post-shakedown overhauls for the other two subs and adding greatly to the final tab at a time these fearsome vessels are needed around the globe to defend carrier groups and strike America's adversaries. It's also trapped its crew in limbo as repair deadlines come and go, while other subs must take their place.

The *Minnesota*, the 10th Virginia-class attack boat, was delivered 11 months ahead of schedule. But it has been in the shipyards at Electric Boat in Groton, Connecticut for two years — more than twice as long as a normal post-shakedown availability. It still has months

to go. The plankowner crew has spent only a handful of days at sea since joining the fleet and experts say they're likely to forfeit their whole deployment cycle, forcing fleet bosses to make tough decisions about whether to extend deployments or withhold forces from missions overseas.

News of the lousy parts first emerged in August, a month after the *Minnesota* was to have finished its overhaul. Since then, a Justice Department-led investigation is examining the quality control issues that led the shoddy part to be installed in the \$2.7-billion sub.

The same shoddy elbow joints were installed aboard attack subs *North Dakota* and *John Warner*, forcing the Navy to spend millions of dollars and many more months to repair them. If these pipes ruptured, they would leak steam and force the submarine to take emergency measures that would impair its combat effectiveness.

Minnesota's repairs should be completed sometime this summer, according to Naval Sea Systems Command, but for many of the officers and crew that may be too late. They'll have to report to their next tour of duty without having deployed, which they worry could hurt their careers, said Brian Skon, the head of the *Minnesota* Navy League, who helped sponsor the commissioning ceremony and stays in touch with the crew.

"They're frustrated," Skon said. "They want to be underway, they want do a deployment. I spoke with the chief of the boat and he's been very clear: he wants to be a COB on deployment."

At the center of the debacle is pipe-maker Nuflo Inc., a Jacksonville, Florida-based manufacturer that is the focus of the investigation into quality control issues, according to two Navy sources familiar with

the inquiry. The investigation has delayed the repairs so that agents can recover evidence, sources said.

With 120 employees, the pipe maker bills itself as "the primary manufacturer of fittings for U.S. Navy Aircraft Carriers and Submarines," according to their website. Nuflo has provided parts for the carrier Theodore Roosevelt's recent mid-life refueling overhaul, as well as for the new carrier Gerald R. Ford, according to various news reports. Neither the Nuflo's CEO or spokesperson responded to repeated calls and emails for comment by March 25.

The setback for what has been the Navy's most successful shipbuilding program is startling because Virginia-class has been in production for more than 15 years, according to a defense acquisitions expert.

"This is an unusual situation, especially since this is a relatively mature program," said Dan Goure an analyst with the Lexington Institute, based in Arlington, Va. "It's also surprising that the yards would have had this problem."

Making matters worse are concerns that the flawed pipe fittings may extend well beyond the three identified attack submarines. In a statement, NAVSEA, which oversees ship construction and maintenance, said it has sent inspectors across the fleet to test Nuflo-made fittings on other ships.

"As part of an ongoing investigation into a quality control issue with a supplier, General Dynamics Electric Boat and Huntington Ingalls Incorporated, Newport News, determined that fittings supplied by the vendor in question required additional testing and repair due to incorrect test documentation, incorrect testing, or unauthorized and undocumented weld repairs performed on these fittings," a NAVSEA spokeswoman said in the statement. "The

fittings, which are used in various piping applications aboard new construction submarines, are also installed on other ships. Therefore, out of an abundance of caution, the Navy, in coordination with its industry partners, has been performing additional inspections and surveys throughout the fleet to fully bound the issue."

The full scope of the problem remains unclear. NAVSEA declined to comment on whether any other shoddy parts had been found on other ships, citing the ongoing investigation.

"NuFlo has been doing business with the Navy's nuclear enterprise for some time now," said one industry source who asked to speak anonymously due to the Justice Department investigation.

The Virginia-class submarine is a joint project between General Dynamics Electric Boat and Huntington Ingalls. A spokeswoman for HII declined to comment because of the ongoing investigation. A spokesman for Electric Boat deferred all questions to NAVSEA.

'Gold standard'



All eyes were on the Minnesota when it was commissioned at a 2013 ceremony in Norfolk, Va. The sub was delivered 11 months early but extended maintenance has prevented the crew from starting their pre-deployment work-ups. (Photo: MCSN Andrew Schneider/Navy)

The Minnesota's plankowners in the late summer of 2013 were eager to take one of the fleet's most lethal ships out for a spin.

"I think it will be one of those defining moments in our careers," said Senior Chief Machinist's Mate (SS/DV) Jody Reynolds in a Navy release, marking all the effort to establish a great command.

At its commissioning ceremony, the brass took a victory lap. The sub was delivered 11 months ahead of schedule and they cited it as proof that the Virginia-class program was the "gold standard" in defense acquisitions.

Then Minnesota entered the yards. It was supposed to last less than a year.

The post-shakedown availability would repair problems identified at inspections and in sea trials. The work, valued at \$57.2 million, would be completed by February 2015.

That was extended to July, which became public a month later when the deadline was missed and Navy Times' sister publication Defense News reported that the joints were sidelining three submarines.

NAVSEA's latest completion estimate is sometime "this summer," according to their statement. This means Minnesota's post-shakedown repairs will have lasted more than two years — as much time as it takes to refuel a Los Angeles-class attack sub.

By contrast, the post-shakedown availability for the the Virginia-class attack submarine California, the eighth of the class, was completed in 2013 in just 11 months.

All of this is ending up on the shoulders of the crew. If the PSA had gone off without a hitch, Minnesota would be nearing its first deployment, said Bryan Clark, a retired submarine officer. To top it off, a big chunk of the plankowners are likely never to deploy with their boat.

"For the crew it sucks because most of them came on not long before commissioning with the understanding that they would be doing a post-shakedown period in the yards, then work-ups then a deployment," said Clark, a defense expert at the Center for Strategic and Budgetary Assessments. "Now you've got a whole crew of people who will spend their whole time in the shipyards or work-ups but never deploy."

Mounting pressure



The force is only able to meet a little over half of the requests for attack submarines in the Pacific. Here, the Los Angeles-class attack submarine Chicago sails near Guam. (Photo: Lt.j.g. Jonathan Peterson/Navy)

Meanwhile, the demand for attack boats, capable of running spy missions or delivering stealthy special operations teams against well guarded adversaries, is nearing Cold War levels.

In February, U.S. Pacific Command head Adm. Harry Harris, whose forces must respond to the growing tensions between China and its neighbors, testified that attack subs were among his most pressing needs; the fleet was only meeting 62 percent of his demands for attack boats, he said. In October, the 6th Fleet commander, Vice Adm. James Foggo, said he needed more attack boats in Europe in part to counter Russia moves.

Please come to the Candle Light Bowl
Fund Raiser on April 30, 2016 for the:
WWII Submarine Veterans Memorial

28 Submarines Built in Manitowoc Wisconsin Passed This Spot
On Their Way To War After Pearl Harbor, December 7, 1941



DEDICATED

TO ALL U.S. NAVY SUBMARINERS
PAST, PRESENT & FUTURE
WHO DEFEND OUR NATION IN PEACE & IN WAR
crashdivebase.com

\$35 per person includes pizza, bowling and cash bar.
Raffles, Split the Pot, Silent Auctions.

Tickets at: Suburbanite Bowl
201 W. Ogden Ave
Westmont, IL 60559

7:00 pm

For Information, Contact Dennis / 708 343-6820

MEMORIAL UPDATE

- The USSVCF has corrected an error and we now correctly stand at \$20,790 held in their Treasury. We are currently waiting on a \$500 and also a \$5000 matching fund donation.
- Last January, USS Chicago Base sent out letters to all of the active duty submarines, and just recently, Ken Tupman has reported that we have received one return with a donation of \$250 from the USS Pennsylvania Gold ward room.
- A partial Memorial Committee met with the Lemont Historical Society on April 5th, at the VFW post in Lemont, and gave a slide

presentation about the memorial. It was also a fundraiser, and we collected over \$600 because of the event.

- The architects have notified me that we need to have a meeting with CDOT at the end of April, on the memorial site to get re-acquainted and to update plans.
- April 30 is the Candlelight Bowl in Downers Grove, on Ogden Ave. There will be 3 hr. of bowling, pizza, raffles, and a 50/50. Also a cash bar. Tickets are available. See Frank Voznak at the meeting, or call at 630 986-0175 for information.

Respectfully submitted,
Frank J. Voznak

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 – Greg Miller, 964 Fischer Drive, Addison, IL; (630)543-7855 or fourkats4me@yahoo.com

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; crispases@aol.com; 285 Southridge, Gurnee, IL 60031; 847-855-0772

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

Storekeeper – Herman Mueller, 503 Lynn Terrace, Waukegan, IL 60085; 847-445-5034; hermanandlorimueller@comcast.net

Newsletter Editor – Chris Gaines

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



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: \$115.00; 3 Yr term: \$70.00; 1 yr term (Jan thru Sep) \$25.00; (Oct thru Dec adds the next yr): \$30.00;
 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. ____
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)

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