



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

March 2017

Volume 18, Issue 3

**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. MARCH 18
 - b. APRIL 15
 - c. MAY 20
2. Duty Cook Roster:
 - a. MARCH –ED DOWLING
 - b. APRIL -- SEE YOUR NAME HERE!
 - c. MAY - SEE YOUR NAME HERE!
3. **March Birthdays:** Chris Gaines 13th; Richard Huntinghouse 14th; Tom Oker 17th; John Lindstedt 17th; Richard Smiskol 26th, and Russ Michalski 31st. Happy Birthday, Shipmates!
4. Get ready for two exciting meetings. Shipmate John Lindstedt will deliver his top-notch presentation on **Hyman Rickover** at our February and April meetings. The Admiral was an irascible scientist, engineer, innovator, entrepreneur, strategist, and visionary. He committed to ‘quality’ before Deming. Trust me, you will want to be there.
5. **SubFest** Sneak Peek – see article on Page 6.

Crash Dive Meeting Minutes February 18, 2017

1. Attendees:
 - a. Glenn Barts, Sr.
 - b. Ed Dowling
 - c. Frank Voznak
 - d. Larry Warnke
 - e. Ray Ratliff
 - f. Dick Anderson
 - g. Greg Miller
 - h. John Lindstedt
 - i. Cindy Lindstedt
 - j. Clayton Hill
 - k. Maurice Young
 - l. Herman Mueller
 - m. Frank A. Walter
 - n. Ted Rotzoll
2. Meeting was called to order by Clay Hill at 1112 followed by the Pledge of Allegiance, invocation, and a round of introductions.
3. Secretary's Report was deferred to next month due to secretary's absence.
4. Treasurer's Report given by Glenn Barts. Savings \$1,173.69; Checking \$3,675.49; Sub Memorial Checking \$71,514.32, Savings \$5.00 and held by national \$43,490. Ray Ratliff moved to accept; Frank Walter seconded; vote was unanimous.
5. Committee Reports
 - a. Newsletter – Posted on Webpage.
 - b. Membership – Still pursuing dues for 2017.

- c. Charitable Service – No news.
 - d. Community Outreach – No news.
 - e. Hospitality - No news.
 - f. Webmaster – No news.
 - g. Storekeeper – No news.
 - h. Procedures – No news
 - i. Eagle Scout – No news
 - j. Memorial – Made \$635 at the Kane County Gun Show.
6. Old (Unfinished) Business
 - a. Not discussed.
7. New Business
 - a. John Lindstedt delivered the first part of his presentation on Hyman Rickover.
8. Good of the Order item:
 - a. Thanks to Maurice Young
 - b. Duty Cook
 - i. March – Ed Dowling will do dessert.
 - ii. April – SEE your name here!
 - iii. May – SEE your name here!
 - c. Next Meeting is March 18, 2017 at KSC.
9. Adjourn.

Lost Boats

USS Perch	(SS 176)	3/3/42
USS Grampus	(SS 207)	3/5/43
USS H-1	(SS 28)	3/12/20
USS Triton	(SS 201)	3/15/43
USS Kete	(SS 369)	3/20/45
USS S-4	(SS 23)	3/25/15
USS Tullibee	(SS 284)	3/26/44
USS Trigger	(SS 237)	3/26/45

Nuclear Submarine To Be Named USS Indiana

Staff, WBIW.com, January 11

For the first time in 70 years, a U.S. Navy vessel will bear the name Indiana.

The commissioning committee for the Virginia Class nuclear submarine made a stop in Vincennes Sunday at the Indiana Military Museum to raise awareness about the ship.

Committee Spokesman Ray Shearer says it's a significant event made even more special by the fact that Indiana companies from Evansville to South Bend are manufacturing parts for the submarine and Crane provides the battery technology with helps run the sub and other naval vessels.

Part of the commissioning committee's mission is to raise funds in support of the ships christening. A portion of the funds will go to endow scholarships for the 135 man crew at the time of its commissioning.

There are different levels of donations all of which are tax deductible. He added people can also donate in memory of a family member who served in the navy or other branch of the armed forces.

History of the USS Indiana:

This next-generation attack submarine will provide the Navy with the capabilities required to maintain the nation's undersea supremacy well into the 21st century. Virginia-class submarines will have enhanced stealth, sophisticated surveillance capabilities, and special warfare enhancements that will enable them to meet the Navy's multi-mission requirements.

The future USS Indiana will have the capability to attack targets ashore with highly accurate Tomahawk cruise missiles and conduct covert long-term surveillance

of land area, littoral waters or other sea-based forces. Other missions include anti-submarine and anti-ship warfare; mine delivery and minefield mapping. It is also designed for Special Forces delivery and support.

SSN 789 will be built at Huntington Ingalls Industries-Newport News Shipbuilding in Newport News, Va., will be 7,800-tons and 377 feet in length, have a beam of 34 feet and operate at more than 25 knots submerged. It is designed with a reactor plant that will not require refueling during the planned life of the ship, reducing lifecycle costs while increasing underway time.

Virginia-class submarines are built under a unique teaming arrangement between General Dynamics Electric Boat and Huntington Ingalls Industries-Newport News.

The first Indiana (BB 1) was laid down 07 May 1891 by William Cramp & Son, Philadelphia; launched 28 February 1893; sponsored by Miss Jessie Miller, daughter of Attorney General of the United States; and commissioned 20 November 1895, Captain Robley D. Evans in Command.

When commissioned, the first battleship (BB 01) displaced 10,288 tons; was 350'11" in length; had a beam of 69'3"; drew 24' of water; could make 15 knots of speed; was manned by 473 officers and men; and was armed with 4 13" guns, 8 8" guns, 4 6" guns, 20 6-pounders, and 6 1-pounders.

Following fitting out at Philadelphia Navy, Indiana trained off the coast of New England. This duty continued until the outbreak of the Spanish-American War in 1898, when Indiana formed part of Admiral Sampson's squadron. The ten ships sailed south to intercept Cervera's Spanish Squadron, known to be in route to the Caribbean. Indiana took part in

bombardment of San Juan 12 May 1898, and returned to Key West with the squadron to guard Havana 18 May. After it was discovered that Cervera was at Santiago, Sampson joined Schley there 1 June and took up the blockade.

In late June 1898, Army units arrived and were landed for an assault on Santiago. Cervera saw that his situation was desperate and began his gallant dash out of Santiago 03 July 1898, hoping to outrun the American blockaders. Indiana did not join in the initial chase because of her extreme eastern position on the blockade, but was near the harbor entrance when destroyers Pluton and Furor emerged. In a short time both ships were destroyed by Indiana's guns and those of the other ships. Meanwhile the remaining Spanish vessels were sunk or run ashore, in one of the two major naval engagements of the war.

Indiana returned to her previous pattern of training exercises and fleet maneuvers after the war, and made practice cruises for midshipmen of the Naval Academy before decommissioning 29 December 1903.

The battleship was recommissioned at New York Navy Yard 09 January 1906. During this phase of her career, Indiana served with the Naval Academy Practice Squadron, sailing to Northern Europe and the Mediterranean. At Queenstown, Ireland, she fired a 21-gun salute 22 June 1911 in honor of the coronation of King George V. This important work in training the Navy's future leaders ended in 1914 and she was decommissioned at Philadelphia 23 May 1914.

Indiana was recommissioned a second time 24 May 1917, and served through World War I as a training ship for gun crews off Tomkinsville, NY, and in the York River, VA. She was decommissioned at Philadelphia 31 January 1919. The name

Indiana was canceled 29 March 1919 and she was reclassified Coastal Battleship Number 1 so that the name could be assigned to a newly authorized battleship. She was used as a target in an important series of tests designed to determine the effectiveness of aerial bombs and was sunk in November 1920. Her hulk was sold for scrap 19 March 1924.

Navy finds way to keep Columbia-class design work funded as contract negotiations continue

Jason Sherman, Inside Defense, January 10

The Pentagon has modified an existing contract with General Dynamics for work on the Columbia-class submarine, a move intended to effectively provide a funding bridge to ensure the program's schedule -- which Navy leaders say has little margin for delay -- is not adversely affected by disruptions in finalizing a detail design and construction contract, now expected in "early" 2017.

On Jan. 4, Pentagon acquisition executive Frank Kendall approved the Navy's request to transition the new ballistic missile submarine program into engineering and manufacturing development, launching a \$128 billion program to develop and procure a fleet of 12 submarines through the 2030s to replace the Ohio-class boats.

As recently as last spring, the Navy and General Dynamics were planning to execute this milestone by last October; when that plan collapsed over the summer, the parties then looked to the end of last December to award a contract for detail design and construction. Any delay in proceeding with design work this month, Navy officials argued, threatened to

adversely affect the production line, delivery schedules, and potentially add cost to the program.

The three-month delay in securing milestone B approval is effectively an administrative delay, according to the Navy, while work on design of the ship continues.

"The Navy and industry are currently negotiating the detail design and construction (DD&C) contract, which is expected to award in early 2017," according to a Jan. 6 Navy information paper provided to Congress explaining key details of the milestone B decision. "With negotiations continuing on the DD&C contract, the Navy has ensured the Columbia program design effort will continue without interruption."

The Navy, according to the paper, issued a modification to an existing research and development contract to pay General Dynamics to proceed with detail design work.

"With this modification in place, detail design efforts that had initially planned to transition to the DD&C contract will continue on the current R&D contract to ensure continued design progress," according to the information paper.

The Navy's fiscal year 2017 budget includes \$1.1 billion for Columbia-class research and development funding and \$773 million in new-start procurement funding. Last month, Congress included a special provision in the stopgap spending bill funding the federal government through April, appropriating Navy funds to begin procurement spending on the new submarine program.

"With the milestone B approval and the appropriations of \$773 million in FY-17 . . . under the second continuing resolution, funding is now available to execute detail design," according to the Navy paper.

"Milestone B enables the program to move into the Engineering and Manufacturing Development phase where we will focus our attention on achieving an 83-percent design maturity prior to construction start in 2021, and ensuring we meet the requirements necessary to meet a successful Production Readiness Review, our next major program event," Capt. David Goggins, Columbia-class program director said in statement. "The Navy is committed to delivering Columbia on time and within budget while taking advantage of every opportunity to achieve further cost savings."

As part of the milestone B review, the Pentagon updated cost estimates for the program. Kendall, the Pentagon's acquisition executive, agreed to adopt the Navy's cost estimate for the engineering and manufacturing development phase of the program, including \$13 billion for research, development, test and evaluation, \$115 billion in procurement funding, and \$173 million in military construction associated with acquiring the fleet.

Those figures, included in a Jan. 4 memo Kendall signed approving milestone B, are expressed in then-year dollars, which factor in future inflation assumptions. Annual budgets are prepared and appropriated using then-year dollars.

In constant-year 2017 dollars, the Navy estimates the total Columbia-class program will cost \$100 billion. Constant-year dollars do not account for inflation; when tracking costs over a decades-long project such as the Columbia class, any alterations to the funding profile based on constant dollars reflect programmatic changes -- or "real" change.

Subfest Sneak Peek!

You have Subfest weekend blocked off on your calendar already, don't you? You don't?! Well go do it now! July 7-9th you are going to want to be in Downtown Manitowoc!

We have quite a few fantastic things in the works for Subfest 2017: WWII: On The Homefront. I can't share too many details yet, because we don't have confirmation and contracts signed for all of it. However, every month I will share a little info with you! The exciting news this week is:

This year we will be offering Maritime History Bus Tours throughout Subfest weekend! These tours will take visitors around Manitowoc and give them a glimpse of what life was like back in the 1940's! Education Director Matt Kadow and Submarine Curator Karen Duvall are putting together some fantastic content and photos for these tours. This is something that both locals and visitors will find to be a great experience!

We are also excited to announce that we already have 7 local companies who have signed on to sponsor this event!

- ***Briess Malt & Ingredients**
- ***NextEra Energy Point Beach**
- ***UnitedOne Credit Union**
- ***Shoreline Credit Union**
- ***Schenck SC**
- ***TA Motorsports**
- ***Investors Community Bank**

Cousin's Subs of Manitowoc has also just signed on as the sponsor of our two Sub Eating Contests!

We sincerely appreciate their support and belief in this great event! Please make a point to support their businesses!

Huntington Ingalls Awaiting Commitment from Navy Before Ramping Up Workforce

Megan Eckstein, USNI, February 28

SAN DIEGO, Calif. – The Navy and many lawmakers want a massive increase in Navy spending but haven't yet put forward a plan to start ramping up spending – and one shipbuilding executive said he wouldn't feel comfortable investing in a larger workforce until certain signs of Navy commitment appear in the budget.

Mike Petters, president and CEO of Huntington Ingalls Industries, told USNI News last week that his company is already investing \$1.5 billion in technologies and processes that can "reset our efficiency and our competitiveness," but to support a ramp-up to 355 ships his yard would need to expand its workforce. And he's not ready to do that just yet.

"There's a lot of things that have to happen if we decide we're going to invest against that. Some of it is, you've got to get rid of sequestration. You've got to get to some kind of normal order on the Hill," he said.

"But you can do some programmatic things that make sense right now: you could change the way you buy aircraft carriers. When we built up the last time we bought them two at a time, so let's buy them two at a time again. You wouldn't see that for a decade or so, but the point is making those decisions now would then create the confidence to go invest in that ramp-up.

"To get to the numbers they're talking about, I think you've got to build stuff you're already building. You expand the rate of production for submarines and destroyers, and I think you can do that, and if you make the decision to do that in the next multiyear procurements that happen,

that will create the investment profile that you need," he continued.

"And then I think around amphibs and auxiliaries, you can make commitments – like in the amphib case, you can accelerate the LX(R) to take advantage of the production line that's there. For auxiliaries you've got production lines that are mature, let's take advantage of those production lines. And if you do those things, you can efficiently, actually, build up the size of the fleet."

HII is well situated to support the early stages of a fleet expansion, given the company's role in the three main ship classes being targeted for early production rate increases: HII is the sole builder of amphibious warships today at its Ingalls Shipbuilding yard, Ingalls is one of two yards building Arleigh Burke-class destroyers, and its Newport News Shipbuilding yard works alongside General Dynamics' Electric Boat shipyard to co-produce Virginia-class attack submarines.

Petters said he was confident the two yards had the physical space to accommodate higher paces of production for these three classes, or to take on new work.

"The issue is not about footprint, the issue is about workforce," he said.

"We can go and get the tooling and the work site, the job site, we can do all that a whole lot faster than the government can actually appropriate the funds to go do that, or make decisions to go do that. The question is, can you create the workforce fast enough? And we're actually pretty good at that, but it's not something you just start late; you've got to start early on that. So that's kind of the way we think about it, as we start to see some of these programmatic decisions being made, then you go and start creating the workforce to

go make it happen, which adds to the efficiency and makes it cheaper."

The Navy is still awaiting a supplemental budget to add funding to the current fiscal year – potentially as much as \$40 billion across the Defense Department – but much of that is likely to support maintenance, modernization and operations for current platforms. But the Fiscal Year 2018 budget, expected to be sent from the White House to Congress in early May, could contain some of the signs that Petters said might spur some hiring at his yards.

"The two-ship buys for carriers, increasing volumes of submarines and destroyers, accelerating the amphibs: those things are in the realm of the possible right now, and those would be very overt, direct signals that would be, not just to our level of the industry, but it would also start to give us the latitude to go and start incentivizing our supply chain to keep up and provide the stuff we need from them," he said.

As for the investments already being made, Petters said "we're investing into the [Ohio Replacement Program, or Columbia-class ballistic missile submarine] program. We're investing into the things we learned as we went through the construction of the Ford (aircraft carrier), we're making some investments in those areas that are going to drive cost out of the Ford (class). And a billion and a half dollars kind of runs the whole gamut."

Among the technologies being leveraged is a "smart shipyard" idea that would connect employees all around the yard via wireless internet and tablets, and allow them to do their work based on 3D "digital blueprints" instead of traditional 2D drawings. Since Petters announced last February that the third Ford-class carrier, the future Enterprise (CVN-80), would be

the first paperless ship, and Newport News Shipbuilding president Matt Mulherin last May described his dream for a digital shipyard, Petters said the company has been hard at work testing out their ideas.

“We keep running pilots and demonstrators to the workforce, saying, this is how this could work and give us some feedback as to whether that makes sense or not,” Petters said.

“It’s all been very very positive for us, and we’re continuing to be excited about the future.”

This type of digital work environment could generate 15-percent cost savings on Enterprise, Mulherin said last year.

‘Black Holes’ in the South China Sea: Vietnam Commissions 2 New Attack Submarines

Franz-Stefan Gady, The Diplomat, March 1

The Vietnamese Navy commissioned the last two of six Russian-made diesel electric attack submarines this week.

The Vietnam People’s Navy (VPN) held a flag raising ceremony for two new Russian-made Project 636M (improved Kilo-class) diesel electric attack submarines at Cam Ranh naval base in Vietnam’s south central coastal Khanh Hoa province on February 28, Vietnam’s Ministry of Defense reports in a press release.

The two submarines — Da Nang and Ba Ria-Vung Tau — will join four other Project 636M boats already in service with the VPN’s Submarine Brigade 189 and are the last two subs commissioned as part of a \$ 2.6 billion contract (some sources indicate \$2.1 billion) with Russia’s Admiralty Shipyards for six diesel-electric attack submarines in 2009.

The flag raising ceremony was attended by Vietnamese Prime Minister

Nguyen Xuan Phu and other dignitaries. The prime minister emphasized the importance of the VPN in raising awareness over the South China Sea territorial disputes and praised the navy’s willingness to defend every inch of Vietnam including its territorial waters.

He also noted that Vietnam seeks no arms race in the region and the deployment of the new submarines does not aim to deter other countries in the region.

Furthermore, he stated Vietnam’s desire for a peaceful solution to the South China Sea disputes. Yet, he was also adamant that Vietnam would defend its sovereignty over its continental shelf, its territorial sea, and its islands.

Project 636M submarines, an improved variant of the original Project 877 (Kilo-class) design, are specifically designed for operations in shallow waters and are primarily intended for anti-shipping and anti-submarine warfare operations. With a crew of 52, the sub has an endurance of 45 days and can reach a submerged top speed of around 20 knots. The Project 636M boats are slightly longer than the original Kilo-class and feature an improved MGK 400E sonar, new noise reduction technology (the U.S. Navy dubbed the subs “black holes” due to their quietness) and new armaments.

Displacing around 4,000 tons when submerged, the submarines can be armed with both torpedoes and submarine-launched cruise missiles including 3M-14E Klub supersonic cruise missiles, sold to Vietnam by Russia in 2015. As I noted elsewhere: “While it is unknown whether the anti-ship variant of the weapon sold to Vietnam is the 3M-54E Klub-S (range 220km) or 3M-54E1 (range 300km) – both of which can be launched from submarines – the land-attack variant is almost certainly

the 3M-14E (range 300km), capable of carrying a 450kg warhead.”

The submarines, armed with supersonic cruise missiles can threaten the People’s Liberation Army Navy (PLAN) naval base at Sanya on China’s Hainan Island as well as Chinese military facilities in the South China Sea. As I explained in June 2016 (See: “US Arms Sales to Vietnam: A Military Analysis”):

Vietnam’s military planning vis-à-vis China is defensive in nature and built around A2/AD—or anti-access and areal denial strategies, exploiting asymmetrical advantages by, for example, fielding new diesel-electric submarines to exploit China’s known weakness in anti-submarine warfare. All of this requires enhanced maritime domain awareness (MDA) and early warning systems in place and the establishment of a so-called kill chain linking “see-ers and shooters,” as one analyst recently put it.


Vietnam’s ultimate goal is to deter China from deploying People’s Liberation Army Navy (PLAN) vessels in so-called gray zone coercion scenarios, which involves the use of China Coast Guard (CCG) and maritime militia vessels to blockade

Vietnamese-held islands and features in the South China Sea while avoiding open military conflict.

Whether the VPN’s new submarine fleet will contribute to Vietnam’s overall A2/AD strategy and deterrence capabilities will above all depend on the training of its submarine crews and how well the VPN can maintain the operational readiness of the new boats in the years ahead.

SUBMARINE CUISINE

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Why do American submarine sailors universally sing the praises of the food they eat while defending their country? Let the chefs tell you their best tricks and techniques in preparing sumptuous submarine foods.

Submarine Research Center
US NAVAL SUBMARINE BASE, BANGOR
WASHINGTON

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 cggaines@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