



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

September 2016

Volume 17, Issue 9

**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.

Inside This Issue:

Meeting minutes	2
Lost Boats	3
USNA grads avoid subs	3
USS Illinois delivered	7
The new Mark 48 torpedo	8
Contact information	9
Application form	10

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 17
 - b. OCTOBER 15
 - c. NOVEMBER 19
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 8th; Charlie Daniels 17th; Bob Krautstrunk 18th; John Kidwell 27th. Happy Birthday, Shipmates!
4. Watch this newsletter for an announcement of a wonderful, two-part presentation on the foresight and impact of **Hyman G. Rickover**. Great Lakes Base Historian John Lindstedt has created an overview of the admiral's life and impact on national security, manufacturing, and engineering.
5. Greg Miller collects hotel-size **toiletries** at each meeting for use by the USO at O'Hare.
6. Get a head start on **dues** by sending yours to Tom Polzin (see contact information on Page 9). Crash Dive dues are \$15 per year and national dues are \$25 per year for annual members. Contact Tom for details and options.

Crash Dive Meeting Minutes August 20, 2016

1. Attendees:
 - a. Larry Warnke
 - b. Gus Yakes
 - c. Gene Weisbecker
 - d. Ron Spooner
 - e. Cris Pascual
 - f. Dick Anderson
 - g. Ray Ratliff
 - h. Jan Hill
 - i. Frank Voznak
 - j. Ed Dowling
 - k. Greg Miller
 - l. Clay Hill
 - m. Ted Rotzoll
 - n. Herman Mueller
 - o. Tom Polzin
2. Meeting was called to order by Clay Hill at 1102 followed by the Pledge of Allegiance, invocation, and a round of introductions.
3. Secretary's Report was given by Clay Hill. Larry Warnke moved to accept; Herman Mueller seconded; vote was unanimous.
4. Treasurer's Report given by Clay Hill. Savings \$1,173.69; Checking \$4,002.40; Sub Memorial Checking \$55,827.89, Savings \$5.00 and held by national \$41,290.00. Herman Mueller moved to accept; Frank Voznak seconded; vote was unanimous.
5. Committee Reports
 - a. Newsletter – no news.
 - b. Membership – Started dues mailing list.
6. Charitable Service – 9/12/2016 work party lunch and accommodation provided on site.
7. Community Outreach – no news.
8. Hospitality – Corn Roast August 27 at 1100. Larry Warnke has tickets. Terrific food; live band; kid's activities. Great family fun.
9. Webmaster – Cobia info is on the Website.
10. Storekeeper – Smithsonian Channel "Hell Below" TV series starting September 23.
11. Procedures – SoP 1-5 are ready for signature and implementation.
12. Eagle Scout – Seeking a volunteer for a September 11, 2016 presentation in Deerfield. Contact Ted if you can help.
13. Memorial – Frank Voznak reviewed the current status of the memorial including a discussion of the paver project status.
14. Old (Unfinished) Business
 - a. No discussion.
15. New Business
 - a. Request for staffing help at farmer's markets September 10, 11, and 12; contact Greg Miller if you can help.
16. Good of the Order item:
 - a. Thanks to Ted Rotzoll for a fine Greek lunch.
 - b. Duty Cook
 - i. September – Larry Warnke.

- ii. October – SEE your name here.
 - iii. November – SEE your name here.
 - c. Next Meeting is September 17, 2016 at KSC.
9. Adjourn – Gene Weisbecker moved to adjourn; Dick Anderson seconded; Adjourned at 1211.

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

Why are submarines an unpopular choice for US Naval Academy graduates?

The "sub draft" is discussed here:
<http://www.navy.mil/navydata/cno>

Why are submarines so unpopular as to make a "sub draft" necessary?

First, consider that the target demographic within those aspiring to Naval service are the more academically gifted. These people in engineering, math, or science related majors in college are typically drawn towards either submarines or airplanes due to their strong academic background. So the "choice" every midshipman in this demographic gets to make is be a "pilot" or a "submariner".

Glamour:

Lets face it, pilots get all the glory. This may be warranted as well. It is naturally much more exciting and glamorous to be a fly-boy. Tell somebody that you are a "pilot" and you get a much different reaction than if you said you are a "submariner". Civilians typically know what a pilot does, but have very little concept what a submarine officer does (I have yet to meet a single civilian that understands what a submarine officer does before I explain it to them).

Work hours:

In Port:

Submarine officers typically work between 100-130 hour work weeks while in port. Integrated into this time are "duty days", or days where your workday continues into the night and into the next day, and when this "duty day" ends and you are relieved after 24 hours, you still have a full 14-18 work day ahead of you with little to no sleep from your duty night. Heaped on top of this are the requirements for maintaining qualifications and training as a nuclear operator, wildly erratic schedule, and the multiple collateral duties that submarine officers are required to fulfill, can lead to very poor working conditions overall, and it is the submarine officers job to endure this work environment, put a smile on his face, and convince those around him

to "keep on truckin' cause the job has gotta get done." Oh, and those duty days? They happen once every 3 days, and one of them always falls on one of the weekend days so you never have a weekend to yourself.

Compare this with the other communities (surface) where the duty rotation can be as good as 7 section (duty once a week), significantly less work hours (less if no nuclear training to maintain, and even less on a larger ship with more officer to share the many responsibilities with). Or pilots, who just do training when not underway. This makes being a submarine officer a hard sell.

Underway the work day is spastic at best, one day you might work 34 straight hours and you can then grab 2 hours of sleep before waking up to do it all over again. Sleep deprivation is the norm, and you are asked to perform at a very high level on this very low amount of sleep. Also, underway on a submarine is drastically different than on any other vessel, as you are cut off from the outside world for what can be several months at a time. Cut off means you don't get to talk to loved ones and they don't get to talk to you. Very little news filters in from the outside world either. Imagine, if you will, locking yourself in your house with 100 friends you love to hate, with no TVs, radios, telephones...nothing. The isolation is

what usually affects people most dramatically when underway.

Contrast this with pilots who are mandated 8 hours a sleep before flying a mission, who have significantly fewer collateral duties to fulfill, and are almost in no way affiliated with the day to day operations of the ships they're on. Also consider that these ship's have satellite internet, and as such pilots and surface officers have email, facebook, internet...you name it.

The Stakes:

You take a little steel tube, pack a nuclear reactor and high power steam propulsion plant with high pressure and temperature steam. You also use the steam power plant to produce high voltage un-grounded electricity which you route throughout the boat in exposed cable bundles. You pack in 24 intercontinental ballistic missiles and the rockets that propel them out of the submarine (just 1 stage of 1 of these rockets is enough to liquify the submarine internals) that can each potentially be armed with up to 8 ballistic nuclear re-entry bodies that each by themselves can potentially be 20 times as powerful as those dropped on Japan in WW2. You route high pressure air and hydraulics throughout this tube to operate all this large machinery required to move the tube around. You pack in up to 40 ADCAP Mk 48 torpedoes who have an auto-

catalytic fuel that could utterly destroy your tube (see Russian submarine Kursk) and pack it full of high explosives. You pack all of these extremely dangerous things into that small metal tube, climb inside it with 120 people you love to hate (the feeling is mutual too), seal it up, drive it out thousands of miles into the middle of the ocean, and sink it.

If a fire burns for longer than 15 seconds without an extinguisher on it, it begins to grow rapidly and in as little as 2 minutes can render the entire space untenable. The loss of any 1 space on a submarine is likely a loss of the ship. There are a lot of things on a submarine that want to burn or start a fire. And a lot of things on a submarine like to explode when exposed to high heat. As such, every single person on a submarine has to know how to combat a fire by himself and call for assistance. On no other platform in the military is the success and survival of the whole ship dependent on the individual performance of each sailor as it is on a submarine.

This is all backdrop to some of the nation's most vital clandestine operations (just 1 of the large number of missions a submarine can perform) which you never read about due to the nature of the missions. The stakes are high, and there is no room for error. It is a lot of stress. It is also a lot of pride.

Conclusion:

So you have to ask, why would anybody do this job?

Other than Seals, no other community asks more of its men and women than the submarine service. And as such, being a submariner is a certain badge of honor that is respected by the other communities and services. It is an arduous, thankless, and dangerous job. To offset these drawbacks, submarine officers are the highest paid operators in the military. Period.

But it's not the pay that brings new people into our community, nor is it some evil sadistic urge for self flagellation. It is far and away the people. The shared responsibility for each other and the shared experience forges an extremely tight bond between the crew of a submarine, one that can only be rivaled by marine/army combat units, and even then it is still a different type of bond as each man is just as important as the one next to him. It is less steeped in the rigid structure of the rest of the military, and lines of rank are blurred more in submarines than anywhere else. This appeals to certain types of people and not to others.

So when you ask a submariner what it is he misses about submarining once he's gone, he will always respond "I miss the people."

Smoke

by Mike Hemming

<http://www.olgoat.com/substuff/mik66.htm>Smoke

It's hard to believe for some but there is an aging group of men bound together by smoke. Not the smoke people ordinarily draw into their lungs for a buzz, legal or illegal, but stinky old diesel smoke made by burning hydrocarbons. It's burned in great big old noisy diesel engines designed for railroad locomotives and transplanted into a submarine, of all places.

This smoke binds them together with wispy chains stronger than the finest hardened steel. Men that sit around remembering shipmates and times good and bad, their memories brought to them on grey blue clouds. Clouds of it shot out over ports of the seven seas, on lighting off for going to sea. Underway and across those seas the smoke settles to an efficiency haze, but the diesel smoke smell follows them. The smoke and sounds that shut down when reaching homeport after many days alone at sea.

Today, these old timers travel many miles to see, hear and once more catch that wonderful reminder of their youth. With tears in the eyes of some they lean forward to breathe it in. They take photographs of diesel smoke clouds belching from exhaust pipes of museum piece subs.

Page 6

Back home they show them to others and post video clips on the internet. Others sit and wait for those clips to download over slow internet connections, just to see that smoke and hear the sound.

It is said that the sense of smell brings back the strongest memories. If so then we are lucky ones, because our smoke is strong and memorable. Along with our smoky chains we have those memories and neither can be removed from our hearts.

Many a submariner says, "One more time, just one more time". For some, that means to go out and make another dive, for others just to hear the roar and to smell that smoke. Me, I'd like to yank a throttle lever, feel the deck plates shudder under my feet, hear the sounds, smell the smoke and be with those that are bound together by these things.



"Just one more time and for a little while."

Crash Dive Base
Rondout - Lake Bluff, IL

Italian Cruise

A young New York woman was so depressed she decided to end her life by throwing herself into the ocean.

Just before she could throw herself from the docks, a handsome young man stopped her. "You have so much to live for," he said. "I'm a sailor and we are off to Italy tomorrow. I can stow you away on my ship. I'll take care of you, bring you food every day, and keep you happy. When we get to Italy you will be SO GLAD you're alive"

With nothing to lose and always wanting to see Italy, she accepted.

That night, the sailor brought her aboard and hid her in a small but comfortable compartment in the ship's hold.

From then on, every night, he would bring her sandwiches, a bottle of red wine, and make love to her until dawn.

Two weeks later she was discovered by the captain during a routine inspection.

"What are you doing here?" asked the captain.

"I have an arrangement with a sailor," she replied. "He brings me food and I get a free trip to Italy."

"I see," The captain says.

Then her conscience got the best of her, and she added, "Plus, he's screwing me."

"He certainly is," replied the captain. "This is the Staten Island Ferry."

Electric Boat: New \$2.7B attack sub Illinois delivered to Navy early and under budget

New London Day, September 11

Electric Boat said that it has delivered the nuclear attack submarine Illinois to the Navy early and below budget.

The Illinois was delivered four days early, and more than \$100 million below target cost, according to EB's director of communications, Tim Boulay.

The \$2.7-billion submarine is the 13th ship in the Virginia class, the most advanced class of submarines in the world.

The Virginia program, which is built by Electric Boat and Newport News Shipbuilding, has been hailed as a success for the on-time and under-budget delivery of the submarines, despite setbacks when inspectors discovered unauthorized and undocumented weld repairs that affected at least three of the submarines.

Shipbuilding partners EB and Newport News already have delivered 12 Virginia-class submarines to the Navy, and 11 of the boats are in various

phases of construction between EB's facilities in Quonset Point and Connecticut, and Newport News.

"Like the previous ships of the class, Illinois has been designed specifically to incorporate new technologies that will provide the capabilities required to meet emergent threats," EB President Jeffry Geiger said in a statement.

"This enables the Virginia Class to make unique and significant contributions to national security for decades to come," he said.

Geiger credited the Navy, the shipbuilders and the supplier base for the cost and schedule achievements.

Virginia-class submarines displace 7,835 tons, with a hull length of 377 feet and a diameter of 34 feet.

They are capable of speeds in excess of 25 knots and can dive to a depth greater than 800 feet, while carrying Mark 48 advanced capability torpedoes and Tomahawk land-attack missiles.

The Illinois is slated to be commissioned in Groton this fall, at which point the ship will join the Navy's fleet of 52 attack submarines.

The submarine was christened Oct. 10, 2015, by ship sponsor First Lady Michelle Obama at EB's Groton shipyard.

The company, which currently has 14,500 employees, has beefed up its labor force due to growing demand, led by the Virginia-class program now and the recently named Columbia-class program, a new class of ballistic-missile submarines that will replace the aging Ohio-class boats in the future.

U.S. Navy To Produce More Of Its Deadly Mark 48 Heavyweight Submarine Torpedo

Arthur Dominic Villasanta, Yibada.com, July 30

The U.S. Navy will re-start production of its long-lived Mark 48 heavyweight submarine torpedo to build a newer and more modular version of this already excellent weapon.

The 45 year-old Mark 48 torpedo arms all U.S. Navy submarines but was recently upgraded to sink deep-diving submarines and high performance surface warships of the Chinese and Russian navies.

This huge, wire-guided torpedo weighing 1,600 kilograms has the unique ability to circle around and again attack a surface warship it failed to hit on its first try. The torpedo is nicknamed "the keel buster" because its warhead is designed to explode beneath the keel of an enemy ship, thereby breaking its back and sinking it more quickly.

The newest version of the torpedo, the Mk-48 Mod 7 Common Broadband Advanced Sonar System (CBASS), is optimized for both the deep and littoral waters and has advanced counter-countermeasure capabilities.

The modular Mod 7 increases sonar bandwidth, enabling it to transmit and receive pings over a wider frequency band. It takes advantage of broadband signal processing techniques to greatly improve search, acquisition and attack effectiveness.

More important, the version is a lot more resistant to Chinese or Russian countermeasures.

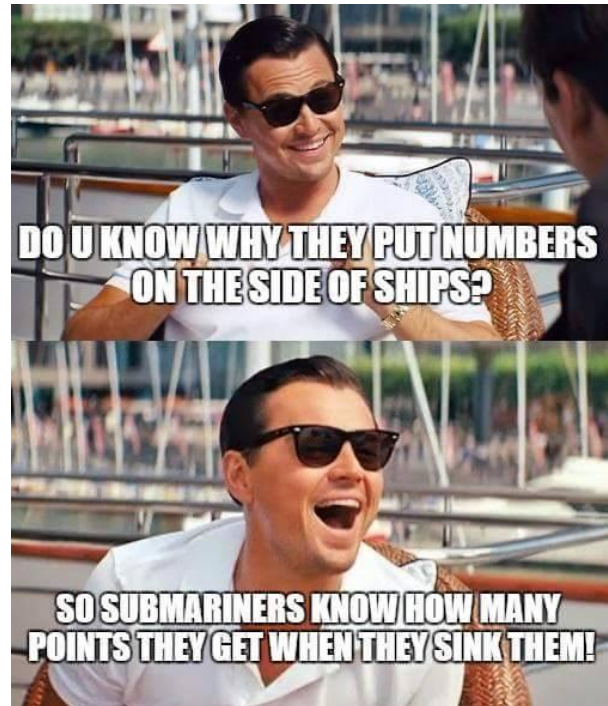
Lockheed Martin, which developed the new version of the Mk-48 in 2011, will also be in charge of the production re-start. Under the terms of the contract, Lockheed Martin will deliver 20 Mod 7 CBASS kits to the Navy every month.

The company expects selling some 250 torpedoes to the Navy over the next five years. There are some 760 Mk-48 torpedoes in the U.S. Navy's inventory.

The Mod 7 can deliver a 290 kg high explosive warhead at an enemy surface ship out to a maximum range of 38 kilometers at a speed of 102 km/h. It

can also destroy enemy submarines hiding at a depth of 800 meters.

The Mk-48, which is 5.8 meters long, arms all U.S. Navy submarines, including Ohio-class ballistic missile submarines and Seawolf-, Los Angeles-, and Virginia-class attack submarines. It is also used by Canadian, Australian and Dutch submarines.



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

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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