



Publication for members of USS Illinois Base, United States Submarine Veterans, Inc.

Holland Club honoree

From Railroad to Submarines back to Railroads



Learn how Tim Deneen, a three-generation railroad veteran, found a special calling on board submarines--only to return to the track.

Welcome **Tim Deneen**, from Evansville, Wis., to the USSVI Holland Club. Tim, like most young men, had a path in mind after graduating from Mt. Horeb High School in 1968 at the young age of 17.

Following the advice of his high school Guidance Counselor, he planned to attend the UW Madison Engineering School in the fall. But first, summer got in the way, and he found a job pumping gas at a full-service Kerr-McGee Deep Rock station in Madison. After a short time on the job, the manager quit, so Tim was asked to take over management



of the station until someone else could be found.

Sounds promising for a recent high school graduate, doesn't it? He now was keeping records, paying bills, ordering materials, employing help, making payroll, in addition to pumping gas, washing windows, and checking fluid levels and tire pressures.

"My \$1.10/hour wage" as a gas monkey ended with this promotion, he states. Now he was working on commissions only, which was 10% of gas sales, and 50% of oil sales. He had to sell "a lot" of gasoline to make anything. It didn't help, he adds, that gas was only 33 cents/gallon, and 15 cents during price wars.

He prevailed, however, and entered college that fall, turning 18 in September. That meant hiring an additional employee to fill in during the class days.

Tim's quest was to earn a mechanical engineering degree. He was recruited by the Coach of the UW

(Continued on page 4)



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 accomplishment. We pledge loyalty and patriotism to the United States of America and its Constitution."

www.ussillinoisbase.org





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MEETING CALLED TO ORDER by Base Vice CDR Greg Miller at noon.

8 Members present – Patrick O'Brien, Bruce Pickering, Thomas Ramsay, Kate Ramsay, Terry Elmeier, Greg Miller, Dick Martin, and Daryl Rorabaugh.

1 Guest present -- Frank Brown.

Pledge of Allegiance to the flag by all hands.

Invocation was given by Base Chaplain Dick Martin.

Member / Guest introductions.

Recitation of the USSVI Creed was given by Vice CDR Greg Miller.

Tolling of Bells ceremony – Base Storekeeper Terry Elmeier read the list of boats lost and Junior Vice CDR Tom Ramsay tolled the bell.

Secretary's Report – Base Secretary Pat O'Brien asked for a motion to accept the minutes of the last meeting as distributed by email. Motion was made by Terry Elmeier; seconded by Tom Ramsay. The minutes of the September meeting were approved.

Treasurer's Report – Base Treasurer Bruce Pickering presented the monthly Treasurer's report. Pat O'Brien made a motion to accept the report; seconded by Kate Ramsay. Treasurer's report was approved.

Chaplain's Report – Dick Martin agreed to remain as Base Chaplain.

Store Keeper's Report - Nothing to report.

Scouting Report – 2 sets of honors have been rendered

Kap(ss) 4 Kid(ss) – no update.

Old Business:

- Holiday Party. Bruce Pickering is evaluating potential venues for

Christmas Party. The Holiday Party will be held after the New Year.

New Business:

- Treasurer Bruce Pickering advised he is collecting dues for year 2023. A reminder, base dues for 2023 are \$20.00.
- Greg Miller has been offered some memorabilia from the USS Illinois commissioning. Bruce Pickering will contact Jim Helsell to see if his shop could accept this material.
- Chaplain Dick Martin advised the Veterans Day Dinner this year will be held at the Embassy Suites in Rockford on November 5. Anyone wishing to attend should contact Chaplain Martin ASAP.
- The possibility of holding a "Yard Sale", possibly this Spring, was brought up. Starting this discussion at this time will provide an opportunity to find a venue and generate enthusiasm for this event.

Good of the order: None.

Next meeting will be on Nov. 5, 2022 at Mustangs Bar and Grill, South Beloit IL at noon.

Closing Prayer was offered by Chaplain Martin.

Meeting adjourned at 1:03 p.m.



DUES TIME again!

\$25
National Dues

\$20
Base Dues
note increase in
base dues from
\$10 to \$20

It's time to pay your **2023 National and Base membership dues** for the United States Submarine Veterans, Inc (USSVI). I will be available to accept your 2023 dues 15 minutes before and after our November and December Base meetings.



Treasurer's Report

Bruce Pickering
USS Illinois Base Treasurer

Need to pay your national dues by credit card? Then you must contact the USSVI Office Manager directly at (360) 337-2978. Dues cannot be paid by credit card at the base level.

Illinois Base Dues

The USS Illinois Base dues are now \$20. Multi-year options are not available.

Make your check out to "USS Illinois Base" and bring it to our meeting, or mail it to my attention: **Bruce Pickering, 1702 Calumet Ave., Beloit, WI 53511.** Make your payment before Dec. 15, 2022 to ensure time for your dues to reach National before year end.

National Dues

National dues for both qualified and associate members are: 1-year term is \$25; 3-year term is \$70; 5-year term is \$115. Life-time memberships are associated with your age: Age 76+ is \$100; 66-76 is \$200; 56-65 is \$300; 46-55 is \$400; and 45 and under is \$500.

USSV Charitable Foundation seeks help for brothers in need

'This foundation is the charitable arm of the United States Submarine Veterans, Inc.

Shipmates,

As you are aware Hurricane Ian recently wreaked havoc on the state of Florida and the Carolinas.

What you may not know is how that has impacted over 1,000 Florida USSVI members and their families. In the southwest part of Florida alone, we have over 150 members who were in Ian's path of destruction. At the time of this email, there are still almost 600,000 Floridians without power.

We are already aware of some who lost everything! Many more will incur significant out-of-pocket expenses to meet deductibles and help with cleanup efforts. Officials are predicting total damage costs from the hurricane could top \$60 Billion.

What we're asking is for you to help these shipmates, your Shipmate by making a tax-deductible donation through the USSV Charitable Foundation. All donations will go directly to those affected by hurricane Ian.

Donations can be made by going to www.ussvcf.org and clicking on the hurricane relief button.

Thank you for your help in this critical time of need for our shipmates; it's times like these that we pull together and demonstrate why the Brotherhood of the Phin is "a brotherhood like no other."



Ken Earls, President
USSV Charitable Foundation
kenearls.ss@gmail.com
www.ussvcf.org
928-308-4488 - Mobile



Deneen story ...

(continued from page 1)



Crew (rowing team) to try out for a Junior Varsity Coxswain position based on his weight being at the minimum required for a coxswain. Other Crew members he described as being football player types, which came in handy on a couple of occasions. He was glad he recalls that he didn't have to do the 10-mile warm up run that the crew members did before they put their boat into Lake Mendota.

The Coach was very encouraged that he didn't need an electric megaphone for the Crew to hear him, and he was able to keep a good rhythm. Once he learned how to steer the "shell" (keep it in a straight line) from his position at the rear, he was welcomed as a JV coxswain.

Time for a change

After completing his first semester at college, he found mechanical engineering wasn't what thought it was going to be. "My brother and I raced a muscle car at a local drag strip, and I had visions of being another Carroll Shelby."

He found it time to move on to something else, so he went to the Coach to let him know he was not planning to return for the second semester. He was told: "If it's the grades, don't worry about it. We can fix it for you." Tim adds, "I'm sure my eyes widened. Growing up in the country and working on farms during the summers did not prepare me for that."

Tim was then referred to a psychologist by the Dean of Engineering. The doctor's opinion after

learning of Tim's "racing history, and Carroll Shelby," was that he was "suicidal and naïve."

Tim's future was mapped out. Having registered for the draft, and with the loss of his student deferment, he began receiving letters from Uncle Sam. He was classified 1A.

Uncle Sam calls

In May of 1969 Tim applied for a job as a Locomotive Fireman on the Chicago & North Western Railroad and "hired out on May 13, 1969, leaving the gas station business behind. He became a third generation C&NW rail-roader.

The railroad proved to be a very demanding job. He was on call 24/7, with one hour to report for duty when called. The hours were long, he explains with Federal Hours of Service allowing 16-hour days. Working 16 hours required 10 hours off duty. Working less than 16 required 8 hours off duty.

When Tim's last letter from the draft board arrived, he explains how he and a buddy went to the Navy Recruiting Office in Madison looking to enlist in the Navy before being drafted. The only recruiter in the office that day was a man wearing a beige shirt, and blue trousers with a red stripe.

"My Dad was part of the 5th AD (Patton's Ghosts)," he adds, "and was severely 'wounded in action' in Germany at the end of WWII. My Dad's brother Ed was in the Navy from '29-'49, retiring as a BMC. One of his dress uniform coats was in the attic, so I recognized uniforms."

I'm no Marine!

So, when the recruiter tried to sign him up with a guarantee for pilot training (helicopter) and told him he would be sent to Camp Pendleton, Tim told the re-

cruiter: "Gomer Pyle was at Camp Pendleton! And Gomer Pyle is in the Marines!"

As fate would have it, the Navy recruiter entered the office at that point, and Tim recognized the Chief's uniform. The Navy recruiter was Larry Weinfurter.

Saved by the Chief, Tim and his friend Cliff enlisted that day on a 180-day delay program and did their boot camp in San Diego. Chief Weinfurter mentioned Submarine Service to Tim, and the "all volunteer" aspect, as well as the "unknown" was very appealing.

Sound advise prevails

The Chief also gave him some advice: "If they think you are smart enough, they will try to get you into nuclear power training, which requires a six-year contract. If you don't like the Navy, four years is going to seem like a long time."

Tim was the Academic Award winner for his boot camp company, so he was "offered nuclear power training," but he declined due to the two-year extension.

He was then interviewed for Communications Technician school. When he asked about the duties of the CT rating, he was told: "We can't tell you that!" This was his introduction to "spooks," and with little information to go on, he declined that offer as well. Following graduation from boot camp he received orders to RM A school at San Diego.

With little money and lots of time, Tim watched a lot of old training films. After watching one showing a Destroyer in heavy seas "go through three and over one," he decided, "If I'm going to spend time underwater, I'd would rather be on a submarine," so he submitted his request for Submarine Training.

(Continued on page 5)



Deneen story . . .

(still rolling along from page 4)

Tim's Radio A school Morse Code classes went well. His Dad was a C&NW Telegrapher, so Tim was familiar with the "key," but did not know the code. Tim took two years of typing in high school, thinking he would never use it (he has never quit using it since graduating). Knowing the keyboard made learning the code much easier.

Following Sub School in New London, he went to RM C School in Newport, RI. Upon graduation with a year of training under his belt, he received orders to the **USS John C Calhoun (SSBN-630)**, Gold Crew as the Calhoun was coming out of overhaul at Mare Island.

After the overhaul, Tim was assigned as the COMTAC Librarian for the "Radio Shack." This meant going through all the publications and entering all the changes made during the overhaul period. This was all manual cut and paste (scissors and tape). This work served him well during his tour of duty. The Blue Crew took the Calhoun through the Panama Canal, and the Gold Crew joined them in Charleston, SC.

Only doing my job

As the COMTAC Librarian, Tim was put in charge of the Access List for the Radio Shack. After making all the corrections, he realized how limited the access list was. "One day," he says, "I shut the door on the Weapons Officer. He went straight to the Captain, and I got a call from the Captain wanting to know why I had shut the door on the Weapons Officer." When I told him the Lt. was not on the access list, the Captain said, "Very good, Deneen."

On another occasion, Tim applied for the advancement test for RM 2. He was told he didn't not have enough time in service. But . . . one of the changes made during the overhaul period was making the Reserve time of the 180-day program count for time in service for advancement. He earned his promotion.

"Being a Radioman was a great experience" he said. "I learned great organizational skills, and I had to read all incoming traffic as part of the job. When I saw one of Admiral Zumwalt's 'Z Grams' allowing enlisted below the rank of E7 to wear black Wellington boots with their dress uniform, I went out and bought a pair."

He tells of the day the Captain called for a dress uniform inspection. Tim was "all shined up and ready, wearing his new Wellington boots." He was called out by the Captain for being out of uniform. After referring to the "Z Gram," the Chief Yeoman was sent to verify this, and all was well.

A memorable event for Tim was when the Gold Crew took the boat to Port Canaveral for missile testing. He was allowed to invite his Dad on a tour of the boat including the Radio Shack. His Dad then accompanied him on the Destroyer Escort to witness the test shot.

Tim was also noted for "gigging the Admiral" (Squadron Commodore) in Holy Loch, but that story he needs to tell you himself. He was being very respectful to the Admiral, but the answer threw the officer out of sorts. "I thought I was bound for an 'Admiral's Mast,' he explains,

but instead got lots of handshakes from the wardroom."

Wisconsin here I come

When his four-year Navy stint ended in 1973, it was no surprise to find him back in Wisconsin working on the railroad. To keep his seniority, he had to report back within 90 days of discharge.

"The Navy trained me to do a job, and the training was condensed. Then, they put me on the job and held me responsible and accountable for it," he shares.

His "can do" attitude continued throughout his career with the railroad. Upon his return he accepted a nomination for an open position for the Local Chairman, United Transportation Union Local (UTU) #312. This had to do with collective bargaining agreements. He was elected and held that position until 2006.

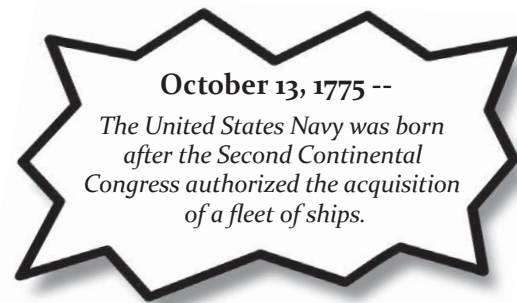
In 1984 he accepted the nomination for Legislative Rep. for the Local. "If not filled, the Local would be closed" he added. In 2006 he was elected to a full-time position as Wis. State Legislative Director for the UTU.

Tim retired from the railroad in 2012, with just under 43 years of service. Both this Gold Capped sub sailor and his wife, Susan, are now enjoying retirement. They have been married since 1979.



This 1908 photo shows Tim's grandfather John E. Deneen, a CNW Agent) at Rileys, Wis., located between Verona and Mt. Horeb.





'Thank You for Your Service'

(MILITARY.COM) -- An editorial written by Blake Stilwell appeared online with a personal opinion addressing an unusual and strange Congressional Resolution introduced in Congress by two Representatives on Sept. 29, 2022—one from Michigan (Republican) and one from California (Democrat).

Mr. Blake's headline reads: "Congress wants America to Thank Veterans in the Most Awkward Way Possible." What brought up this resolution, he writes? "When 'Thank you for your service' usually comes from a well-meaning civilian, veterans often fumble for an appropriate and respectful response. Saying 'thank you' to a 'thank you' seems awkward, and saying 'you're welcome' feels a little pompous."

The resolutions asks that the phrase "Thank you for your service," be changed to "Thank you for our freedom."

Mr. Blake goes on to discuss the fact that as Americans we do "have an obligation to support the brave men and women of our Armed Forces who risk their lives to protect the freedom of the American people, and our allies,"

As you know, he points out, "the U.S. military faces a number of high-profile problems. All branches are struggling to meet manning requirements, the U.S. Army is recommending food stamps to military families and Fort Hood is still an evolving tragedy -- just to name a few of the real issues Congress could be fixing."

In the end, the editor feels that "our Nation has fallen short of our obligation to our military."

His prediction with this "non-binding resolution," which was referred to the House Armed Services Committee the day it was introduced--"It will likely die a death as meaningless as its existence."



If you missed October's USS Illinois Base meeting, you missed seeing a memorabilia display that beat all.

Ret. CDR Steve Jones shared his "extensive" collection of international submarine dolphin pins with the Base. THANKS Steve!

Also, thanks to other members who shared their own submarine treasures & memories.





News from National

MVA and USSVI Update on Blue Water Claims

by John Dudas--USSVI VSO

On Oct. 6, 2022, a Zoom Meeting was held between the Military Veterans Advocacy Inc. group (MVA) and USSVI to continue their discussions to establish a combined legal term of "Understanding" to help the organizations promote the processing of Blue Water Claims for Submariners with the VA.

It has been an ongoing effort with recent success in locating support for submariners who have been trying to locate any non-classified documents relating to the submarine position within the 12-mile limits of Vietnam.

The MVA was instrumental in the process of getting the Blue Water legislation passed and also the new PACT ACT where they actually wrote part of the legislation which is now law.

Below are highlights of this meeting:

(1) The PACT Act expanded the Agent Orange Presumptive Exposure to new areas which included Guam and American Samoa between the dates of Jan. 9, 1962 through July 30, 1980. It also included Johnson Atoll from Jan. 1, 1972 through Sept. 30, 1977. This opened up a larger exposure for American submarines and submarine tenders.

If you served on active duty in any of these areas, or had your ship pull into any of these areas that includes the territorial waters off Guam and American Samoa, then you are automatically assumed "Presumptive" for exposure to Agent Orange.

(2) Submarine Squadron 15 was established on Sept. 1, 1963 and ran through Sept. 30, 1981. From December 1964 through October 1981, 23 different SSBNs completed 398 Polaris Deterrent Patrols in the Pacific. The Submarine Tenders Proteus and Hunley were also stationed in Guam during this period, so there are a multitude of personnel that can now apply for Agent Orange benefits for these timeframes.

(3) The MVA has been working on establishing a list of Deck Logs for this area of operations and so far, have a listing of 48 submarines that comprise 13 SSBNs, 12 SSNs, 20 SS (diesels), 2 SSKs and 1 SSR Submarines. The list is not yet finished and some of the boats are still missing, but they are working diligently to complete this search at the NARA archives. When it is completed, the entire list will be distributed to all members to help with their claims process.

(4) The listing will also contain the NARA Log Image with an internet code for you to access that ships Deck Logs for the times they were in the areas of exposure. I can't wait for this to be completed as I know how many of you have been emailing and calling me for help with this missing data.

If you are interested in the MVA, please go to their website at <https://www.militaryveteransadvocacy.org/>.

The PACT information can be found at this location: <https://www.va.gov/resources/the-pact-act-and-your-va-benefits-esp>.

Editor's Note: You can find the original notice from USSVI on their website at <https://ussubvets.org/POCNotices.asp>



**Dick Martin, EM3 (SS)
Chaplain,
USS Illinois Base**

Hi, to all of our wonderful members, we are way into the Fall activities, with Halloween, Thanksgiving, and of course Christmas, and then New Years. Wow, how fast can time go by. It seems to be speeding up to me and especially at my age.

I think this is the first time I am feeling my age and like most of us I'm slowing down. We have already

received notice of the National Convention for 2023 to be held in Tucson, Arizona, so plan ahead.

**May God be with each one of you
And be ye kind one to another,
tenderhearted, forgiving one
another, even as God for Christ's
sake hath forgiven you.**

From Ephesians 4:32



Tolling of the Bells for Lost Boats

"To perpetuate the memory of our shipmates who gave their lives in pursuit of their duties while serving their country."



October



The Seawolf's (SS-197) crew firing her aft 20MM AA gun, May 8 1944 after completing an overhaul at Hunters Point Navy Yard in San Francisco, CA. -- (Navysource.org photo--courtesy of Darryl L. Baker.)

USS O-5 (SS-66) lost on October 29, 1923 when it sunk after collision with SS Ababgarez (United Fruit Company) off Panama Canal. Loss of 3 crew. Torpedoman's Mate 2nd Class (SS) Henry Be-rault received the Congressional medal of Honor for his heroic actions.

USS S-44 (SS-155) lost October 7, 1943 when it was sunk during her 5th war patrol off Paramushiru Kuriles during a gun battle with a heavily armed Japanese destroyer. Loss of 56 crew. Two men were taken prisoner and survived the war.

USS Wahoo (SS-238) lost on Oct. 11, 1943 during her 7th war patrol. She was lost to depth charges dropped by a Japanese patrol aircraft in or near La Perouse Strait off northern Japan. Loss of 80 crew.

USS Dorado (SS-248) lost on October 12, 1943 when it was sunk in the South-western Atlantic, possibly near Cuba. Cause of her loss remains unknown. Loss of 77 crew.

USS Seawolf (SS-197) lost on October 3, 1944 on her 15th war patrol in tragic error when sunk by her own forces in a submarine safety zone just north of Morotai, between Philippines and Indonesia. Loss of 83 crew and 17 U.S. Army troops.

USS Escolar (SS-294) lost on or after October 17, 1944 on her 1st war patrol when it was sunk in the Yellow Sea of China, most likely by possible Japanese mine. Loss of 82 crew.

USS Shark (SS-314) lost on October 24, 1944 on her 3rd war patrol in the channel midway between Hainan and Bashi when it was sunk by escorts after attacking and sinking a lone freighter. Compounding the tragedy, it turned out that the freighter had 1,800 U.S. POWs on board. Loss of 87 crew.

USS Dartar (SS-227) lost on October 24, 1944 when it became grounded on Bombay Shoal off Palawan while attempting an "end around" on an enemy formation. The boat was destroyed. Entire crew rescued by USS Dace.

USS Tang (SS-306) lost on October 25, 1944 on her 5th war patrol. During a daring night surface attack, Tang was lost to a circular run by one of her own torpedoes and sunk in the north end of Formosa Strait. Nine of the crew were taken prisoner and survived the war--all prisoners, including CDR R.H. O'Kane, survived the war. CDR O'Kane was awarded the Congressional Medal of Honor. Loss of 78 crew



Mark your calendar for the next USS Illinois Base, USSVI, meeting.

Next USSVI Illinois Base Meeting

Date: Saturday, Nov. 5, 2022

Time: Noon

Location: Mustang Bar & Grill
482 Gardner St. • South Beloit, Illinois

www.ussillinoisbase.org



Share this application with a fellow submariner!



AMERICAN SUBMARINER (USSVI) MEMBERSHIP APPLICATION

OUR PURPOSE: "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 Purpose 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 and when required by the National Membership Chairman. If I am not yet discharged, the discharge requirement is waived.

- ☐ I certify that I was designated qualified in USN Submarines aboard USS _____ 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)
- ☐ I understand I am applying for membership 'at large' and I may also later affiliate with a local chapter if I wish.

Full Name: _____ **Address:** _____

City: _____ **State:** _____ **Zip Code:** _____ - _____ **Tel:** (____) _____ - _____

Emailing this completed form to ussvi@telebyte.net constitutes my electronic signature. Date: _____

Your E-Mail Address _____ **Base/Chapter Desired:** MEMBER AT LARGE

Nat'l 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

How did you find us? ☐ 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 any of 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 from August 2, 1990 to date.
- ☐ Check here if you have been awarded an Expeditionary Medal.

Submarines served aboard as ship's company

1. _____ **Hull#** _____ **Rank/Rate** _____ **From Yr.** ____ **to Yr.** ____
2. _____ **Hull#** _____ **Rank/Rate** _____ **From Yr.** ____ **to Yr.** ____
3. _____ **Hull#** _____ **Rank/Rate** _____ **From Yr.** ____ **to Yr.** ____
4. _____ **Hull#** _____ **Rank/Rate** _____ **From Yr.** ____ **to Yr.** ____
5. _____ **Hull#** _____ **Rank/Rate** _____ **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, please email this completed form to ussvi@telebyte.net or mail to USSVI National Office, P.O. Box 3870, Silverdale, WA 98383-3870. You will be contacted for dues payment arrangements.

Questions: Call 1-877-542-DIVE or email office@ussvi.org

