



# Hawgfish Scuttlebutt



Published monthly by the USS Razorback  
Base of the United States Submarine Veterans,  
Inc.

Greg Schwerman  
Base Commander,  
501-804-0386, [gshwerman@suddenlink.net](mailto:gshwerman@suddenlink.net)  
Editor, David Grove  
501-951-1314; [dgrove2000@sbcglobal.net](mailto:dgrove2000@sbcglobal.net)



July 2011

## Commander's Corner

I hope everyone had a safe and fun 4th of July holiday? I thought June was unreasonably hot, but it looks like July will be even hotter, so watch those outdoor activities and keep cool.

The month of June started out with a working party on the USS Razorback on Saturday June 11th. We had a good showing of volunteers to help replace all the fuel injectors and pressure relief/purge valves on #4 engine. Greg Zonner reports that now that the injectors have been installed and the new air compressor is ready to go, the engine is ready to roll.

On Saturday June 25th the base got together at AIMM for the bimonthly meeting and potluck dinner. The meeting and dinner was well attended by about 40 people. Thanks to everyone who attended and brought a side dish, there was plenty to go around. At the meeting, it was discussed and decided that the July workday would be on the Matthews Barge and that the base along with AIMM would do a basic cleanup and minor fix up of the old barge, and that the base would use the barge for our future meetings and dinners. We also voted to help with cooking a pancake breakfast for the Razorback Association during their annual visit and reunion in September, and Carl Schmidt outlined a proposal for a Razorback Base Boosters Club. This proposal

was discussed voted on and approved. I will save the details for a later issue, but basically the donations made to the boosters would go into the base maintenance fund for the USS Razorback SS-394.



I would like to remind everyone that the 2011 USSVI annual reunion in Springfield MO. Is quickly approaching (September 9th, 10th and 11th ) so if you are thinking of

attending the reunion this year get your registration in early to avoid paying the late fee.

As I stated earlier, the July workday will be on the Matthews barge on July 9th at 0900. For our July base event, John Barr has arranged for a block of tickets for the July 30th Travelers game. I think the initial block of seats is sold out, but you can contact John if you still want to attend, and he will try to find seats close to the main group. The next scheduled base meeting will be on August 27th at AIMM.

**Greg Schwerman**  
**Base Commander**



## Submarines Lost/Damaged During the Month of July

USS G 2 (SS 27) **30 Jul 1919**. Three men lost.

USS Runner (SS-275) **1-Jul-1943**. All hands lost (78).

USS S-28 (SS-133) **4-Jul-1944**. All hands lost (50).

USS Robalo (SS-273) **26-Jul-1944**. All hands lost (81).

### **USS RUNNER (SS-275) July 1, 1943 – All Hands Lost (78)**



Following shakedown out of New London, USS RUNNER (SS-275) departed the east coast in late 1942, and arrived at Pearl Harbor via the Panama Canal on 10 January 1943. Her first patrol, 18 January to 7 March, was conducted in the area between Midway and the Palau Islands. Five Japanese cargo ships were torpedoed on this patrol, but none was confirmed as being sunk. In making the last attack of the patrol on a freighter off Peleliu, she was damaged by a near miss from a bomb dropped from a patrol bomber. The concussion knocked out her sound gear and the power supply for both periscope hoists. RUNNER made her escape by a deep dive, the crew made emergency repairs, and the ship returned to Pearl Harbor for overhaul.

On her second patrol, 1 April to 6 May, RUNNER's primary mission was to lay a minefield off Pedro Blanco Rock. Successful in this mission, RUNNER proceeded to Hainan Straits, off the Chinese mainland. One freighter was torpedoed, and the sound of a ship breaking up was heard over RUNNER's sound gear, but the kill could not be confirmed. The submarine returned to Midway 6 May 1943.

On 28 May 1943 RUNNER left Midway to proceed to 48 -30'N, 154 E and begin her third war patrol. She was to patrol south and west from this spot, until she came into the area south of Hokkaido and east of the northern tip of Honshu, where she was to patrol from about 8 June to 4 July 1943. The submarine was never heard from following her departure from Midway.

She was expected at Midway about 11 July, and not later than 15 July, and should have made a transmission when approximately 500 miles from this base. She was ordered on 11 July to make an immediate transmission, but no reply came. Although a careful lookout was maintained in the hope that RUNNER was safe but without transmission facilities, results were negative. On 20 July RUNNER was reported as presumed lost.

A summary of Japanese antisubmarine attacks received since the close of hostilities contains no mention of an attack which could explain the loss of RUNNER. Thus her loss must be ascribed to an enemy minefield, of which there were at least four in the area to which she was assigned, to an operational casualty, or to an unreported enemy attack. Destruction by a mine is considered the most likely of these possibilities.

RUNNER was awarded one battle star for World War II service.

**"We shall never forget that it was our submarines that held the lines against the enemy while our fleets replaced losses and repaired wounds," Fleet Admiral Chester Nimitz, USN.**



**Razorback Base News**

Shipmates,

I purchased 20 tickets for the baseball game on Saturday, July 30th. ALL of the tickets have been taken.

If you are interested in going, let me know within the next week and I will purchase additional tickets close to where the original 20 are.

Did not expect the demand and do want to leave anyone out.

Sea Daddy assistants may want to call your shipmates that live in Arkansas to see if they are interested. (These are members without e-mail.)

John C. Barr  
501-663-6622 (h) 501-993-3953  
(c)  
jcbarr346@att.net  
\*\*\*

**Helping our Members**

Razorback Base Members,

As some of you know, Razorback Base Member David Boyer lost most of his possessions to the floods in Des Arc, Arkansas in May, 2011. If anyone would like to help David to recover from these losses, you may send a tax-deductible donation to the:

USSVI National Office  
P. O. Box 3870  
Silverdale, WA 98383-3870

Make check to "USSVI Charitable Foundation".  
State in the memo "David Boyer Fund"

If you just want to make a donation, you can make your check out to USS Razorback Base and send it to me at:

Ray Wewers  
918 Barborek Lane  
Russellville, AR 72802

And I will make sure he gets it.

Thanks,

Ray Wewers

\*\*\*

**Holland Club Members**

Name	QYR
John A. Albers	'61
Earle Lee Aucoin	'45
James E. Baker	'52
Bobby L. Barge	'61
Maurice L. Barksdale	'61
James W. Barnes	'58
Max R. Bassett	'59
James L. Baugh	'59
Donald A. Bice	'52
James Bjorklund	'56
Marvin Smith Blair	'50
Joseph T. Blanchett	'45
Curtis D. Borud	'58
Robert C. Bowlin	'58
Kenneth Brenton	'58
Kenneth R. Brown	'57
Ralph Richard Bulmer	'44
Hal Butler	'56
William E. Butler	'61
John F. Cameron	'58
Bernard C, Carroll	'52
R. B. Casto	'60
Kenneth E. Chambers	'59
Richard E. Childs	'58
Derrell F. Clements	'50
George R. Conro	'58
Frank S. Crawford	'52
Donald L. David	'59
T. Wesley Dodson Jr.	'53
Kelly Driver	'43
Robert S. Dwinell	'53
Carl L. Eubanks	'53
George E Fore	'58
Dennis D. Foster	'56
James F. Franks	'60
Bill L. Garrison	'61
Ronald D. Gorence	'57
Walter A. Gossfeld	'57
James R. Grinstead	'49
Eugene J. Haley Sr.	'46
John A. Harrel Jr.	'58
William Harold Haupt	'45
Robert B. Hickey	'56
Ronald W. Hines	'58

William J. Holland	'58
Gilbert F. Houston	'58
Robert C. Howard III	'57
Thomas P. Howard	'60
Earl L. Huss	'54
Allen D. Hutchinson	'59
Robert G. Keyes	'59
Sidney R. J. Logan	'58
James A. MacDonald	'58
James W. Mason	'49
Robert G. Medearis	'61
Joseph Mehalick	'42
Calvin Moon	'44
Terence M. Murphy	'57
Jack W. Nease	'52
Richard C. Nixon	'56
Marvin H. Pastor	'55
Eugene L. Prohl	'53
John Przybys	'61
John A. Ranguette	'61
C. Dean Read, Jr.	'55
Gary L. Reynolds	'61
L. C. Richard	'60
Ronald Sagaert	'60
Richard E. Saleh	'55
Thomas S. Salisbury	'59
Bruce J. Schick	'61
Frederick Carl Schmidt	'61
Ralph E. Slutts	'58
Gerald Spielman	'61
Walter Stevens	'52
Glenn L. Stewart	'57
Colin L. Stockdale Jr.	'58
Clifford T. Swires	'49
Robert C. Sykes	'54
Joseph T. Talbert, Jr.	'59
Frank C. Tillery	'61
Donald L. Underwood	'57
Stanley A. Walker	'47
Frederick Weilminster	'45
Wayne H. Welch	'59
William T. Wiedeman	'49
Adrian M. Wills	'61
Alan J. Wilson	'61
M. Richard Winchell	'49
Frederick R. Wright	'49

\*\*\*



**Aug 27<sup>th</sup>** – Base meeting at AIMM  
**Sept 9, 10 & 11-** USSVI Annual  
 Convention in Springfield Mo.

\*\*\*



**Chaplin's Corner**

**Mary Lemons Obituary**

Date of Death: Jun 30, 2011  
 Location of Service: Hot Springs  
 Funeral Home, Hot Springs AR

Mary Lemons, 90, of Hot Springs passed away, Thursday, June 30, 2011. She was born in Coventry, Connecticut. She was a retired savings and loan teller; volunteer at artist work shop and a member of Oaklawn United Methodist Church. She was predeceased by her husband Horald "Jim" Lemons and her parents. Survivors include her brothers-in-law; T.D. Lemons of Hot Springs, Jerry Lemons of Camden and sister-in-law, Shirley Waldron of Arizona. Memorial service will be held at 2:00 P.M. Sunday at Hot Springs Funeral Home Chapel, 1017 Central Avenue, Hot Springs Arkansas, with Reverend Fred Hunter officiating. In lieu of flowers memorials may be made to Oaklawn United Methodist Church.

\*\*\*

**STONE**

TWO FRIENDS WERE WALKING  
 THROUGH THE DESERT.  
 DURING SOME POINT OF THE  
 JOURNEY, THEY HAD AN  
 ARGUMENT; AND ONE FRIEND  
 SLAPPED THE OTHER ONE  
 IN THE FACE

THE ONE WHO GOT SLAPPED  
 WAS HURT, BUT WITHOUT  
 SAYING ANYTHING,  
 WROTE IN THE SAND,

TODAY MY BEST FRIEND  
 SLAPPED ME IN THE FACE.

THEY KEPT ON WALKING,  
 UNTIL THEY FOUND AN OASIS,

WHERE THEY DECIDED  
 TO TAKE A BATH

THE ONE WHO HAD BEEN  
 SLAPPED GOT STUCK IN THE  
 MIRE AND STARTED  
 DROWNING,  
 BUT THE FRIEND SAVED HIM.

AFTER HE RECOVERED FROM  
 THE NEAR DROWNING,  
 HE WROTE ON A STONE:

'TODAY MY BEST FRIEND  
 SAVED MY LIFE'

THE FRIEND WHO HAD  
 SLAPPED  
 AND SAVED HIS BEST FRIEND  
 ASKED HIM, 'AFTER I HURT  
 YOU,  
 YOU WROTE IN THE SAND AND  
 NOW,  
 YOU WRITE ON A STONE,  
 WHY?'

THE FRIEND REPLIED  
 'WHEN SOMEONE HURTS US  
 WE SHOULD WRITE IT DOWN  
 IN SAND, WHERE WINDS OF  
 FORGIVENESS CAN ERASE IT  
 AWAY.

BUT, WHEN SOMEONE DOES  
 SOMETHING GOOD FOR US,  
 WE MUST ENGRAVE IT IN  
 STONE  
 WHERE NO WIND  
 CAN EVER ERASE IT'

LEARN TO WRITE  
 YOUR HURTS IN  
 THE SAND AND TO  
 CARVE YOUR  
 BENEFITS IN STONE.

THEY SAY IT TAKES A  
 MINUTE TO FIND A SPECIAL  
 PERSON,

AN HOUR TO  
 APPRECIATE THEM,

A DAY  
 TO LOVE THEM,  
 BUT THEN,

AN ENTIRE LIFE  
 TO FORGET THEM.

Fraternally,  
 Carl Schmidt

Razorback Base Chaplain

\*\*\*

**Veteran Designation to Appear  
 on Arkansas Driver's License**

LITTLE ROCK, Ark. –

Arkansas veterans will now have proof of military service on their driver's license or identification card, beginning July 1, through a controlled statewide implementation of the new driver's license design. The word "Veteran" will be placed below the individual's picture on the updated format.

The designation was created by "The Nick Bacon Remembrance Act" in memory of the former Arkansas Department of Veterans Affairs director and Congressional Medal of Honor recipient who passed away in 2010. The bill was introduced by State Representative John Charles Edwards through the efforts of Veterans' Commissioner Tom Thomas of Searcy.

According to Representative Edwards, the designation will serve an important purpose, "It is not unusual for some of our new veterans returning from Iraq and Afghanistan to come home dealing with issues such as Post Traumatic Stress Disorder. In the event law enforcement or medical providers come in contact with such veteran, they can clearly be identified for any necessary assistance." Edwards also said that veterans will be able to take advantage of discounts offered by local merchants without showing discharge papers.

Another positive, taxpayers will not have to bear the expense of the identification. "The state's driver's license was already in the process of being redesigned," said Edwards, "Therefore, the Department of Finance and Administration was easily able to create a space for the designation."

The designation will be no additional cost for first time driver's license applicants and driver's license renewals. If a veteran chooses to add the designation before their renewal date, they may obtain a duplicate license for \$10. The cost of an identification

card and duplicate identification card is \$5. Proof of service must be established by presenting a personal DD 214 form.

All 134 local revenue offices will be issuing the new formats with the designation by the end of July, 2011. Visit <http://www.dfa.arkansas.gov/offices/driverservices/Pages/formatRollout.aspx> for more information.

The mission of the Arkansas Department of Veterans Affairs is to provide assistance to veterans and their dependents in acquiring state and federal benefits to which they are entitled to by virtue of their service to this country. For more information, visit [www.arkansas.veterans.org](http://www.arkansas.veterans.org).



## AIMM FACTS & EVENTS

### The Sail-Powered Submarine - USS R-14



On 02 May, 1921 USS R-14 (SS-91) got underway from Pearl Harbor to participate in the search for USS Conestoga (AT-54), an ocean-going tug.

After seven days of searching, R-14's engines had to be stopped due to an excessive amount of water in the fuel. On 12 May, the Engineering Officer, LT Roy T. Gallimore, came up with the idea of rigging a sail. A foresail was made by sewing twelve hammocks together and using the torpedo loading crane as a mast. A top

boom was made out of bunk frames.

This sail was enough to propel the submarine at about 1 knot, which turned the propellers enough to allow the batteries to be slowly charged. A main sail was then made by sewing blankets together and lashing them to the radio mast and then a third sail was made with even more blankets.

Together, the three sails provided enough force to move the submarine at about two knots.

On the morning of 15 May, R-14, after three days under sail, was able to begin running her electric motors, and she made port in Hilo, Hawaii at 9:45 a.m.

USS Conestoga was never found.

Image courtesy of Naval History and Heritage Command, Washington, DC.

\*\*\*

### A Submarine History Mystery

#### USS SILVERSIDES SSN 679



#### COMMISSIONING MAY 5, 1972

On May 5th, 1972, USS Silversides (SSN-679) was commissioned.

A submarine's commissioning booklet, given as a souvenir to participants and guests, usually includes some history of the vessel, some remarks about history of the commissioning ceremony and the photographs and biographies of the VIPs and the Captain, along with pictures of the other officers and crew, and sometimes pictures or drawings of the boat.

The commissioning booklet for Silversides includes most of these things, with one notable exception - the picture and biography of Silverside's Commanding Officer. The program of events shows CDR John E. Allen as the

Commanding Officer, but nothing else.

While there is probably a simple explanation for the omission, like an error by the printer that was wasn't caught in time, until we find out, this will be a submarine history mystery...

----- Pride Runs Deep -----

### **Navy News**

#### **USS Drum Restoration Efforts Praised By U.S. Navy**

By Kelli M. Dugan, Baldwin County Now, July 5, 2011

Preservation progress on oldest surviving World War II-era submarine called 'monumental'

Restoration efforts on the oldest surviving World War II-era submarine, housed at USS Alabama Battleship Memorial Park, have received high praise from the U.S. Navy.

The USS Drum, SS-228, was hauled out of the water 10 years ago, and although restoration efforts are ongoing to the world's oldest surviving World War II-era submarine, the vessel's hull has been repaired. (Staff photo by Kelli M. Dugan)

Bill Tunnell, the military history museum's executive director, said both the park's namesake battleship and the USS Drum, SS-228 are inspected annually. Tunnell said the most recent inspections were both "very good," but the submarine's restoration progress was singled out.

Specifically, the USS Drum was recognized for having shown "monumental progress in external preservation," and the staff working on the project were cited for performing an "excellent job."

The letter was signed by Capt. C.R. Pietras, program manager for the U.S. Navy's Inactive Ship Program.

Tunnell praised chief volunteer Tom Bowser and park employee Leslie Waters, who serves as the sub's chief of the boat, for a "phenomenal job."

"It's always amazing to walk inside because she just glistens," he said.

Tunnell conceded the project is "nowhere close to being done," but one of the primary goals when the vessel was taken out of the

water in 2001, was to repair the hull, and "that's complete."

Surviving crewmembers of the USS-Drum recently held their annual reunion and honored 41 years of fallen shipmates in a memorial service in the park's Alabama Pavilion.

Only five of the total 293 crewmembers attended the 2011 reunion, and Tunnell said their dwindling numbers is a testament to the project's importance and timeliness.

\*\*\*

## **Groton's Electric Boat, 100 Years Later**

By Deborah Straszheim, Groton Patch, July 7, 2011

Advances In Construction Save Money And Time; Next Effort Will Be Minimizing Maintenance.

Years ago, Groton's Electric Boat received the newly-built shell of submarines and lowered equipment through holes in the top, much like building a ship in a bottle.

Today, the company that started operations in Groton 100 years ago this month, builds Virginia-class attack nuclear submarines in parts, lines them up and pieces them together like slices of a salami.

Tasks that used to take eight hours take one, said Robert Hamilton, director of communications for the company.

"If we hadn't brought the number of hours down, we probably wouldn't be in the submarine business," he said.

Groton is finishing work on the USS Mississippi; a submarine designed for strength, intelligence gathering and stealth, and scheduled to be christened at the end of this year. The shipyard also has the parts of four other submarines. Hamilton offered reporters a tour of the secure facility on Wednesday.

The shells of the submarines are built in Quonset, R.I. and arrive in Groton with nearly every light bulb, cable and part they need, except the key items Groton installs: electronics, communications, sonar and weapons systems.

The local shipyard installs combat systems in 30 days, and

then tests them for three months, a process that used to take a year and a half, said Ronald Mauldin, manager of the facility that handles the installations.

The shipyard tests early because it works on this premise: It costs \$1 to fix a problem discovered at a lab, \$3 to fix the same problem found in partially-assembled submarine, and \$8 to fix the problem once the ship is out to sea.

"It's much easier to fix it here than to wait," Mauldin said.

John Pavlos, project leader for the Virginia-class submarine program, said the Navy told the company it would buy two ships a year, if Electric Boat could get construction costs down to \$2 billion per submarine. Finding ways to build the same ship at a lesser cost became a company-wide goal, he said.

"Make it better, make it cheaper and deliver on time," he said. "So that was a huge challenge."

Pavlos said Electric Boat redesigned the bow of the ships and made changes such as replacing individual missile tubes with fewer, larger canisters that could hold multiple weapons.

In 2008, the company built platforms in the main assembly building to make working on the unfinished subs easier. Employees take an elevator or the stairs 40 feet up, and keep equipment and tools on the platforms to save time.

The USS Mississippi already has its commander: John McGrath, assigned since 2009. He'll have a crew of 130, most of whom will share rooms the size of a walk-in closet with five other men when the ship is out to sea. Each sleeping area holds six bunks.

Assigning a commander and assembling the crew early is necessary so they learn the specifics of the submarine they'll be in.

Otherwise, McGrath said, "It's like showing up for your first NFL game having never played before."

The next round of building at Electric Boat will focus on maintenance and extending the life

of parts so ships can stay out at sea longer, Pavlos said.

Virginia-class subs typically have a life of about 33 years, with 14 deployments and four docks for maintenance, he said.

The goal is to add another deployment and cut maintenance stops to three.

The company is also continuing to locate staff in its facility in New London. Electric Boat has moved about 980 engineers and designers to the former Pfizer facility, and ultimately plans to have 3,600 people there by late next year.

\*\*\*

## **International Submarine Races Bring 29 Teams From Around The World To Bethesda**

By June Q. Wu, *The Washington Post*, June 29, 2011

His wet suit undone to the waist, 21-year-old Josh Burton inspected the three-blade propeller of his 9.5-foot, one-person, man-powered submarine. Nearby, his sister sawed chunks of purple-tinged foam to insulate the hull.

It was the third day of the 11th International Submarine Races in Bethesda, and Burton had heard that the United States Naval Academy's team already had broken the competition's record twice.

His family's backyard creation — Scuba Sub — had yet to test the dark green waters of the model basin at the Naval Surface Warfare Center's Carderock Division. But Burton, a Virginia Tech engineering student, was convinced the latest design changes would send Scuba Sub gliding underwater.

"We're still waiting to get across the finish line," said Burton, of Frederick, who was a third grader when his family built its first submarine. "It's been a long time coming."

This year's International Submarine Races drew 29 teams of high schoolers, university students and submarine enthusiasts from as far away as Oman, Venezuela and France.

The races, organized every two years by the Foundation for Undersea Research and Education, started Monday and run through Friday. Teams are allowed to race their submarines through a 100-meter

stretch of water as many times as the schedule permits.

There are no guidelines, other than safety regulations. Any design for a human-powered submarine is fair game.

One submarine was painted like a blue whale, complete with cartoon eyes and a blowhole. Another looked like a tuna. The number of yellow submarines submerged in the basin would have made the Beatles proud.

“This is a systems engineering problem with a few wrinkles: It’s underwater, it’s human-powered,” said Daniel Dozier, the naval center’s submarine race liaison.

A panel of nine judges will award teams based on innovation, use of composite materials, design, team spirit and absolute speed, among other factors. Winners get bragging rights and, for some categories, cash prizes and trophies.

Many former participants have gone on to work for the U.S. Navy or government agencies, Dozier said, adding that he has handed out dozens of business cards to aspiring engineers.

Several team members likened the experience of pedaling a submarine underwater to full-on sprinting, but with a scuba mask in 67-degree water. Faculty advisers and coaches reminded teams to fuel up with Gatorade and energy bars between runs.

Commander David Robillard, the faculty adviser for the Naval Academy’s team, wore a bright orange life jacket and watched his divers lower themselves into the basin.

The \$10,000 two-person, non-propeller yellow submarine took more than a year to design and build and is powered by two sets of blades that flap back and forth in the water.

“We put on the final paint Sunday morning, trailered down here, and were the third sub to get in the water,” said Robillard, who graduated from the Naval Academy in 1988. The team broke the competition record for nonpropeller submarines on Monday and again on Wednesday, clocking in at 5.885 knots, or 6.8 miles per hour.

Robillard explained the team adjusted the tension in the blades for greater torque, or turning force, and tweaked the location of the pedals.

After completing their first run for the day, the team from the

Université de Sherbrooke in Québec headed to their tent in the parking lot. Boxes of tools, pieces of wood, fiberglass sheets and Goldfish crackers lined the trailer that they traveled in for 12 hours. A barbecue grill was set up in the back.

So far, the team’s one-person propeller submarine, Smash, has posted a speed of 3.6 knots, or just over 4 miles per hour. They hope to beat 6.1 knots, or 7 miles per hour, by Friday.

“We called our sub Smash because we wanted to ‘smash’ the competition record,” said Ludovic Trenblay, 24. “But we smashed it into a wall in our first run instead.”

After Wednesday’s first run, the team decided to build a set of new fins out of wood — “on-the-spot engineering,” Trenblay quipped — to minimize the bobbing motion of the submarine.

For show, each sported a mustache for the races. Except Mathieu Philippe Gauthier Lemieux, 22, the submarine pilot. He said he shaved his team spirit Tuesday.

“It got in the way of the scuba mask,” Lemieux explained, rubbing his upper lip ruefully.

Photo slideshow:

[http://www.washingtonpost.com/local/international-sub-races/2011/06/29/AGIVBJRH\\_gallery.html#photo=1](http://www.washingtonpost.com/local/international-sub-races/2011/06/29/AGIVBJRH_gallery.html#photo=1)



**July Birthdays**

- July 1<sup>st</sup> – Walter Gossfeld
- July 1<sup>st</sup> – Sheri Grove
- July 3<sup>rd</sup> – Rain Rainwater
- July 3<sup>rd</sup> – J.W. Webber
- July 4<sup>th</sup> – Al Sabatino
- July 5<sup>th</sup> – William Holland
- July 6<sup>th</sup> – Ron Gorence
- July 6<sup>th</sup> – Tom Hardin
- July 10<sup>th</sup> – Mary Christians
- July 11<sup>th</sup> – Bill Garrison
- July 12<sup>th</sup> – Jim Flanders
- July 13<sup>th</sup> – Don Underwood
- July 13<sup>th</sup> – Jim MacDonald
- July 13<sup>th</sup> – Sharon Hollaway
- July 14<sup>th</sup> – Rick Pressly
- July 16<sup>th</sup> – Scotty Stewart
- July 16<sup>th</sup> – Mike Reynolds
- July 16<sup>th</sup> – A. Meredith
- July 17<sup>th</sup> – Dave Higgins
- July 18<sup>th</sup> – Ron Sagaert

- July 22<sup>nd</sup> – David Grove
- July 24<sup>th</sup> – Robert Mattson
- July 26<sup>th</sup> – Hutch Hutchinson
- July 29<sup>th</sup> – Sidney Logan
- July 30<sup>th</sup> – Derrell Clements
- July 30<sup>th</sup> – L. Richard

**Happy Birthday!**

\*\*\*

**Treasurer’s Report: June 2011**

<b>BEGINNING BAL.:</b>	<b>\$ 8268.45</b>
<b>DEPOSITS:</b>	
Funds David Boyer	585.00
Base Dues&Maitenance	20.00
Base Fund Raiser	103.00
<b>TOTAL DEPOSITS:</b>	<b>\$ 708.00</b>
<b>EXPENSES:</b>	
Picnic	200.00
Outstanding Checks:	
#1201 Boyer	60.00
#1203 Boyer	585.00
<b>TOTAL EXPENSES:</b>	<b>\$ 845.00</b>
<b>ENDING BALANCE:</b>	<b>\$ 8131.45</b>
<b>CHARITYS</b>	
Boat Maint Fund	\$ 1441.03
Donation	5.00
<b>ENDING BALANCE</b>	<b>\$ 1446.03</b>
<b>Base Charity Fund</b>	<b>\$ 567.86</b>
<b>Deposit</b>	<b>585.00</b>
Check	585.00
Check	-60.00
<b>ENDING BALANCE</b>	<b>507.86</b>
USS Snook Memorial	\$ 1405.86
<b>ENDING BALANCE</b>	<b>\$ 1405.86</b>
<b>Regions Bank CD</b>	<b>\$ 5186.83</b>
<b>Interest</b>	
<b>Ending Balance</b>	<b>\$ 5186.83</b>
Cash on hand	50.00
<b>TOTAL IN BASE FUNDS =</b>	<b>\$13,368.28</b>

**Base Treasurer**

**Bob Bowlin**

**HAWGFISH SCUTTLEBUTT  
IN GOD WE TRUST**

David Grove  
144 White Oak Ln.  
Little Rock, AR 72227  
[dgrove2000@sbcglobal.net](mailto:dgrove2000@sbcglobal.net)



**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. A pledge of loyalty and patriotism to the United States Government its Constitution."*



**Razorback Base Executive Committee**

<b>Base Commander</b>	Greg Schwerman	<a href="mailto:gschwerman@suddenlink.net">gschwerman@suddenlink.net</a>	(501) 804-0386
<b>Vice Commander</b>	Joe Mathis	<a href="mailto:usnjrm@yahoo.com">usnjrm@yahoo.com</a>	(501) 565-6021
<b>COB</b>	Billy Hollaway	<a href="mailto:retldousn@earthlink.net">retldousn@earthlink.net</a>	(501) 758-3266
<b>Chaplain</b>	Carl Schmidt	<a href="mailto:bonnyncllyde@classicnet.net">bonnyncllyde@classicnet.net</a>	(501) 843-7855
<b>Treasurer</b>	Bob Bowlin	<a href="mailto:trkrbob@gmail.com">trkrbob@gmail.com</a>	(501) 450-3559
<b>Yeoman</b>	Jane Farmer	<a href="mailto:dcfarmert2@sbcglobal.net">dcfarmert2@sbcglobal.net</a>	(501) 753-8824
<b>Webmaster</b>	Greg Zonner	<a href="mailto:zonner632@horizonbroadband.net">zonner632@horizonbroadband.net</a>	(501) 316-6641
<b>Membership</b>	John Barr	<a href="mailto:jcbarr@aristotle.net">jcbarr@aristotle.net</a>	(501) 663-6622
<b>Storekeeper</b>	Billy Hollaway	<a href="mailto:retldousn@earthlink.net">retldousn@earthlink.net</a>	(501) 758-3266
<b>Holland Club</b>	Tom Salisbury	<a href="mailto:tomann@ipa.net">tomann@ipa.net</a>	(501) 337-0788
<b>Memorials/Ceremonies</b>	Billy Hollaway	<a href="mailto:retldousn@earthlink.net">retldousn@earthlink.net</a>	(501) 758-3266