



Hawgfish Scuttlebutt



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

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Upcoming Events:

2nd Sat. of each month is a boat work day – March 12th

March 2011

Commander's Corner

Kenneth Grahame 1855-1932

There is nothing...absolutely nothing...half so much worth doing as simply messing about in boats... or with boats...In or out of 'em, it doesn't matter. ***The Wind in the Willows*** 1908.

I guess we can probably assume that the author of the above quote was probably not speaking of a submarine, but for me it still applies today as it did back then, and I guess that a lot of you feel the same.

Last month's workday on the USS Razorback was canceled due to the failure of the heat pumps and the low temperatures onboard. Today the heat is back on again due to the efforts of John Albers, Jim Franks, Jim Gates, Joe Mathis, Tom Salisbury, Greg Stitz, Ray Wewers and Greg Zonner who back in late January pulled all the heat exchangers out of the river and cleaned and purged them so that Rood Heating could recharge the systems, which was accomplished late last month. Thank you gentleman, your hard work is very much appreciated.

Our February event, the day at the races was also held last month at Oaklawn Park Race Track in Hot Springs. Thanks go to Bob and Mary Christians for setting up the event, we all had a great time.

Our next work day on the USS Razorback is scheduled for March

12th; please bring your field-day cloths so we can complete the cleanup scheduled for last month.

Our next base meeting is scheduled for 26 March at 1500 onboard the AIMM barges with a potluck dinner following the meeting. We will be grilling burgers and hotdogs, and it's requested that everyone bring a side dish or dessert.

Looking ahead to April, instead of having a workday on April 9th the second Saturday of the month, we will be celebrating the 111th birthday of the US Submarine service at the Historic 1929 Hotel Seville in downtown Harrison. The hotel has agreed to give us a 20% discount on rooms for this event, so we have reserved a block of 20 rooms, both King Suites and Historic Queen and double Queen Rooms, with the option to add more rooms if needed. <http://www.hotelseville.com>

Rooms: Contact the hotel at **870-741-2321** to make your room reservations. When making your reservation, "**request the Submarine Veterans Rate**" to receive the discount. The **Queen rooms** will be \$68.00 plus taxes and the **King Suites** will be \$82.00 plus taxes. If you think you will be attending, please reserve your room early so we will know if we need to add more rooms to ensure everyone is able to stay at the hotel. The discounted room rate also

applies to Friday if you choose to stay for the weekend.

Dinner and Socializing - 1800

to 2300 - \$20.00 each: For dinner you have a choice of either Lemon Pepper Chicken with Red Skinned Mashed Potatoes and Honey Dill Carrots, or Beef Brisket with Twice Baked Potatoes and Green Beans. Dinner will include a Dinner Salad, Rolls, Dessert, Coffee and Tea.

Please let me know early if you have any special dinner requests.

We will have a Cash Bar in the room, and there is also a bar in the hotel. The increase in price for dinner this year is to pay for the dinner hall rental and also includes gratuity.

Dress: Dress code will be Business Casual or Party Dress.

Please send your check for dinner made out to "Razorback Base" to Greg Schwerman, 2 Sparrow Court Pottsville, AR 72858. Please Be sure to indicate your choice of meal Beef or Chicken. Call if you have questions 501-804-0386 *Please no calls after 2100*

We are also planning on having dinner at one of the local restaurants in Harrison Friday night, and breakfast on Saturday and Sunday mornings, and possibly a movie and lunch on Saturday afternoon. I will have more information on these activities' later.

Greg Schwerman
Base Commander

Submarines Lost/Damaged During the Month of March

USS F-4 (SS-23) 25-Mar-1915. 21 men lost.

USS H-1 (SS-28) 12-Mar-1920. Four men lost.

USS Perch (SS-176) 3-Mar-1942. 60 taken prisoner, 52 survived the war.

USS Grampus (SS-207) 5-Mar-1943. All hands lost (72).

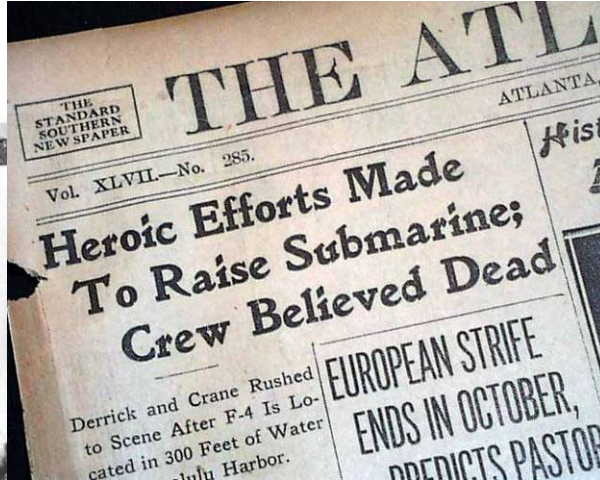
USS Triton (SS-201) 15-Mar-1943. All hands lost (74).

USS Tullibee (SS-284) 26-Mar-1944. 79 men lost, one taken POW and survived the war.

USS Kete (SS-369) 20-Mar-1945. All hands lost (87).

USS Trigger (SS-237) 28-Mar-1945. All hands lost (91).

USS F-4 (SS-23) March 25, 1915 – 21 Men Lost



USS F-4 (SS-23) was a F-class submarine. Her keel was laid down by the Moran Brothers Company of Seattle, Washington. She was originally named Skate, making her the first ship of the United States Navy named for the skate. She was renamed F-4 on 17 November 1911. She was launched on 6 January 1912 sponsored by Mrs. M.F. Backus; and commissioned on 3 May 1913, Lieutenant (junior grade) K.H. Donavin in command.

Joining the First Submarine Group, Pacific Torpedo Flotilla, F-4 participated in the development operations of that group along the west coast, and from August 1914, in Hawaiian waters. During submarine maneuvers off Honolulu, Hawaii on 25 March 1915, she sank at a depth of 306 ft (93 m), 1.5 mi (2.4 km) from the harbor. Despite valorous efforts of naval authorities at Honolulu to locate the missing boat and save her crew, all 21 perished. F-4 was the first commissioned submarine of the U.S. Navy to be lost at sea.

A diving and engineering precedent was established with the Navy's raising of the submarine on 29 August 1915. Courage and tenacity marked the efforts of divers who descended to attach cables to tow the boat into shallow water, while ingenuity and engineering skill characterized the direction of Naval Constructor J.A. Furer, Rear Admiral C.B.T. Moore, and Lieutenant C. Smith who accomplished the feat with the aid of specially devised and constructed pontoons. Only four of the dead could be identified; the 17 others were buried in Arlington National Cemetery.

The investigating board subsequently conjectured that corrosion of the lead lining of the battery tank had permitted seepage of sea water into the battery compartment and thereby caused the commanding officer to lose control on a submerged run. Others believe that the bypassing of an unreliable magnetic reducer closed a Kingston valve in the forward ballast tank resulting in a delay. Based on other reported issues, there may also have been problems with the air lines supplying the ballast tank.

F-4 was stricken from the Naval Vessel Register on 31 August 1915.

In 1940, the remains of F-4 were buried as fill in a trench off the Submarine Base, Pearl Harbor.

"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

Update on HPAC

Rick Pressley and I will be in Houston 23/24 Feb to pick up the HPAC from Fairbanks Morse. Also the restored injectors and other items. Rick will drive the items to the boat and turn over to Jim-Jim (Barnes-Gates), then return home to SC. I'll go from Houston back here to NM. Truly a nationwide effort to get the rumbling sound restored to the AER. But this wouldn't have happened without the concurrent financial contributions of many RazAssociation members, a matching donation from Razorback Base, a 50/50 split with the USSVI charitable foundation (Thank You, Ray Wewers!), and the enduring inspired leadership of Ron Sagaert.

It'll be nice to rip my right arm out of its sockets once again as I tackle the 33 turns of #4 inboard exhaust valve after nearly 50 years of reprieve.

Shane

UPDATE:



The Razorback Crewmember's Association continues to be an active and vital part of AIMM's success. Although these men are scattered across the nation, they visit regularly and help out in many ways.

The Association was able to secure the donation of a high-capacity air compressor from Fairbanks-Morse, the company that originally built Razorback's engines. Fairbanks-Morse still builds a similar engine today. This

compressor came from their plant in the Houston, TX area, and is worth about \$3,000.



The Razorback Crewmember's Association also donated the transportation of the compressor. Former Razorback crew member Ron Saegert drove from his home in North Carolina to the factory, where the 600-pound compressor was loaded into the back of his truck. He drove up to North Little Rock. We offloaded the compressor, and he was nice enough to help us get the compressor down the gangway before he headed home.



We would like to thank Ron and all the members of the Razorback Crewmember's Association who helped acquire the compressor. AIMM volunteer Hal Haislip and local sub vets Joe Manning and Mark "Mark-Mark" Taylor helped the AIMM staff get the compressor down the gangway.

The next step is to get the compressor hooked up to Razorback's air systems. Using the high-pressure air, we hope to be able to start one engine in April, something few other museum subs have been able to do...

Posted By Blogger to [Arkansas Inland Maritime Museum at North Little Rock](#)

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

Navy News

100-foot-long narco sub found in Colombia

CNN-February 15th, 2011



The homemade drug submarine was found in a rural area of Timbiqui.

The Colombian military has seized a 100-foot-long submarine capable of transporting eight tons of cocaine from Colombia to Mexico, news reports say.

The vessel was found in a jungle area in Timbiqui in southwestern Colombia on Sunday, according to a report from RTT News.

Colombian navy officials said the homemade sub had two diesel engines and sophisticated navigational equipment that would enable it to travel to Mexico while remaining up to 30 feet below the surface of the Pacific Ocean.

The vessel was set up for a crew of four but was unoccupied when found, RTT reported. Officials estimated it would have cost \$2 million to build.

The submarine is just the latest example of crafts smugglers have made to try to get their illicit cargo past law enforcement.

Last year, VBS.TV got access to the Colombian naval base where many captured smuggling vessels are taken.

Super-stealth sub powered by fuel cell - From Frederik Pleitgen, CNN



Eckernfoerde, Germany (CNN) It is almost totally silent, radiates virtually no heat and is constructed entirely from non-magnetic metals.

Meet the U212A -- an ultra-advanced non-nuclear sub

developed by German naval shipyard Howaldtswerke Deutsche Werft, who claims it to be "the peak of German submarine technology."

And few would argue. The super-stealth vessel is the first of its kind to be powered by a revolutionary hydrogen fuel cell that lets it cruise the deep blue without giving off noise or exhaust heat. That's important, because according to Bernd Arjes, a captain in the German Navy, silence keeps submariners alive.

"We operate in coastal waters around Europe and this submarine is specially designed for finding submarines. If you want to find other submarines of course you have to be quiet," he said.

With this latest technology, he added, "the boat is virtually undetectable." But being indistinguishable is not the only thing that sets the U212A apart. Unlike conventional subs, which need air to combust diesel, the fuel cell doesn't require oxygen to operate.

This means it can remain submerged for many weeks -- holding its breath many times longer than its gas-guzzling cousins.

You'd expect a boat like this to pack a punch, and you'd be right. The 212A is armed with 12 heavyweight wire guided torpedoes, each capable of destroying a war ship or disabling an aircraft carrier.

"An aircraft carrier might not break with one torpedo but probably gets hit at the rudder or something. And then he probably can't maneuver into the wind to use his aircraft," said Arjes.

Germany, which has no nuclear weapons or nuclear-powered ships of its own, is the world's third largest exporter of defense goods.

HDW began developing the technology for the U212A in 1994, with the first vessels reaching market in 2003.

Export editions have already been sold to the navies of Greece, Portugal and South Korea.

But sub-aquatic sailors around the world should think twice before getting too excited over this new toy.

With a high degree of self-automation, the sub requires only a small crew and there is extraordinarily little in the way of creature comforts for those few on board.

And so it seems that even with all this state-of-the-art technology, a submariner's life still remains one of confined living quarters and shared bunks.

Navy: New Subs to be Designed for Women

The Day, New London, Conn

The Navy says it's about to start spending money to design women's accommodations for Virginia-class and future ballistic-missile submarines.

The Navy officially lifted the ban on women serving aboard submarines in the spring. Twenty-four women have already begun training to serve as early as the end of this year as officers on ballistic-missile and guided-missile submarines.

The Navy's initial plans did not include enlisted women, or the smaller fast-attack submarines because of the perceived lack of privacy.

Now the Defense Department has notified Congress that the Navy will design the next generation of ballistic-missile submarines with the flexibility to accommodate female crew members. Beginning this fiscal year, the Navy will also study how to reconfigure Virginia-class submarines to bring women on board.

The Navy plans to buy 12 ballistic-missile submarines to replace the 14 current Ohio-class, or Trident, boats that are nearing the end of their service lives. The lead ship in this new class will not be purchased until 2019.

"Design of the Ohio replacement is the next anticipated expenditure of funds in the Navy's approach to assign women within the Submarine Force," the Defense Department stated in its letter to Congress.

The design change is needed should the Navy allow enlisted women to serve on submarines. Female officers can serve on the current ballistic-missile submarines without any modifications to the subs.

"There will be flexibility if our policy changes," Lt. Cmdr. Mark C. Jones, spokesman for the commander of the Submarine Force, said Thursday, adding that "women officers are going to lead the way for the study of the integration of enlisted females."

Electric Boat in Groton, the prime contractor for the Virginia-class program, has been working on the design of the ballistic-missile submarine. A spokesman referred all questions to the Navy.

EB has not yet been asked to make any changes to the Virginia-class design, Jones said. "We're just going to evaluate the possibility," he said. "As we bring women into the Submarine Force, we're looking at different accommodations on different platforms."

Jones could not give a timeline or say how much money would be spent on the endeavors. The letter to Congress stated that the desired flexibility would be "achieved in a fiscally responsible manner."

USS Memphis Returns from Final Overseas Mission

Lt. Patrick Evans, Submarine Group 2 Public Affairs Officer



Dressed as city of Memphis favorite son Elvis Presley, Chief Fire Control Technician Brian Paugh poses on top of USS Memphis (SSN 691) as the submarine returned to Naval Submarine Base New London following her final deployment. A decommissioning ceremony will be held for the Los Angeles-class submarine April 1. (U.S. Navy photograph by Mass Communication Specialist Virginia K. Schaefer/Released)

Los Angeles-class attack submarine USS Memphis (SSN 691) returned to Naval Submarine Base New London March 2, marking the end of her final overseas mission.

Next month, the Navy will hold a decommissioning ceremony for Memphis, which has been in service for more than 30 years, spanning six presidents. The ceremony is scheduled for April 1 at 1:00 p.m. at the submarine base.

When Memphis arrived, most crewmembers were wearing their black service dress uniforms, but Chief Fire Control Technician Brian Paugh was dressed in a white jumpsuit with rhinestones, depicting music icon Elvis Presley.

"Since I love Elvis, and I love Johnny cash - both are from Memphis, Tenn. - I said, 'Sure. Why not? I'll do it,'" said Paugh.

Many crewmembers are remembering this final deployment with reverence.

"There've been lots of great chiefs who have come before me, who have served on Memphis," said Paugh. "I've met a lot of them over this past year with the boat decommissioning and everything. To be able to say I was one of the last chiefs in the chief's quarters is a great honor and a privilege."

Memphis, which departed Jan. 10, supported missions in the European Command area of responsibility.

"The deployment went excellent," said Capt. Carl Lahti, Memphis commanding officer. "The crew performed extremely well. We fulfilled all of our missions exactly as we were tasked overseas. I'm particularly proud of the crew and the effort they put in to get the 33-year old ship prepared. We are in excellent condition."

"Not sure if you guys realize it, but what you just pulled off here with this fairly short deployment overseas has accredited you rock star status in the submarine force," Capt. William Merz, commodore of Submarine Development Squadron 12 told the crew of Memphis. "While you were brilliantly completing your

missions, you enabled a dozen other ships to better complete theirs."

Shortly after the homecoming, Capt. Carl Lahti turned over command of Memphis to Cmdr. Jeffery Joseph, who will lead the submarine through the decommissioning and inactivation process.

"It's a distinct honor to be the last commanding officer," said Joseph. "It is a unique responsibility because we are responsible for the legacy of the ship."

Previously, Joseph previously served as deputy commander of readiness for Submarine Squadron 3 in Pearl Harbor, Hawaii. He was also executive officer of USS Louisville (SSN 724).

Lahti returns to Submarine Development Squadron 12 as Deputy Commander

Commissioned Dec. 17, 1977, Memphis became an Atlantic Fleet operational asset as part of Submarine Squadron 8 in Norfolk, Va. in 1978. All current and former crew members, their families, and friends are cordially invited to attend activities connected to the historic decommissioning ceremony. More information about the event can be found online at www.Memphisdecom.wordpress.com.

USS MEMPHIS DEACTIVATION

Submitted by: James A Fox
Shipmates,

Today we received word of the USS MEMPHIS DEACTIVATION CEREMONY. We know that this is a pretty short turnaround so John Carcioppolo needs to get word out to the USSVI/USSVI WWII members as soon as possible. John is the central point of contact for members of both SUBVETS and WWII SUBVETS. If you are interested in attending the ceremony please contact John with your name, full mailing address, email address, telephone number, and number of tickets desired no later than FRIDAY MARCH 11, 2011. John's email is commander@subvetsgroton.org.

If you previously served aboard USS MEMPHIS please indicate the years you served onboard and you rate while

onboard. John will provide one listing of all SUBVETS/SUBVETS WWII wanting to attend to the Squadron Twelve Command Master Chief who will ensure that tickets are provided. If you should have any questions please don't hesitate to contact me either by email at commander@subvetsgroton.org or by phone at (860) 514-7064.

Base POCs please give this message widest dissemination. John would prefer that the Base Commanders collect the names of all your members who want to attend and just provide him with one list, but he will take individual contact form members as well.

Feb. 23, 1942: Invasion! They're Coming!

By Tony Long



1942: A Japanese long-range submarine surfaces off the California coast and uses its 5½-inch deck gun to shell an oil refinery near Santa Barbara.

The attack, which lasted about 20 minutes, caused little damage to the Ellwood refinery. But it helped to stoke fears, which had existed since the raid on Pearl Harbor 10 weeks earlier, that the Japanese might be preparing a full-scale invasion of the West Coast.

In Philip K. Dick's 1962 novel, *The Man in the High Castle*, the Japanese not only plan a U.S. invasion, they carry it off. In reality, though, the Imperial High Command envisioned nothing of the sort, lacking both the military capacity and a strategic reason for invasion.

Cmdr. Nishino Kozo, skipper of the I-17, was familiar with the

Ellwood refinery, having docked there as the captain of an oil tanker before the war. A Parade magazine article in 1982 suggested that Kozo staged the raid on his own initiative, in retaliation for a slight he suffered during a prewar visit to Ellwood. Whether Kozo took the opportunity to settle an old score is unknown. He never said. (The I-17 was on combat patrol along the Pacific Coast. Five days after shelling the refinery, Kozo torpedoed an American tanker off Cape Mendocino.)

Kozo's gunnery display scared the bejesus out of the already skittish Americans. On the night following I-17's shelling of the refinery, trigger-happy anti-aircraft gunners in Los Angeles lit up the night sky with tracer ammunition for a couple of hours after spotting some UFOs. The refinery shelling, in any event, showed the extent to which submarine technology had advanced since World War I. The I-17 was a B1-class submarine: 350 feet long, with 2,200 tons surface displacement, and by far the largest combat sub to see service during World War II. By comparison, Germany's largest long-range combat U-boat, the IXD, was 70 feet shorter and displaced barely 1,600 tons when surfaced.

A generation earlier, World War I subs were smaller, carried fewer torpedoes and had a much more limited range.

Kozo was able to take advantage of the fact that American coastal defenses were poorly organized in early 1942. German U-boat commanders on the East Coast were discovering the same thing, with devastating effect on Allied shipping.

--Wear your Dolphins - you earned them!--

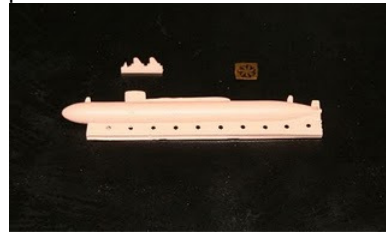
AIMMS NEWS



The long awaited models from OKB Grigorov have arrived. We have the following models in stock:

USS Skipjack-class SSN - \$20
 USS Sturgeon class SSN - \$20
 USS Permit-class SSN - \$20
 USS Tulibee (SSN-597) - \$20
 USS Ohio class SSBN / SSGN - \$40
 Russian Borei-class SSBN - \$40
 Russian Yasen-class SSN - \$35
 Russian November-class SSN - \$25
 French Redoutable-class SSBN - \$35

As you would expect for 1/700 resin kits, the part count is low, with most kits having four resin parts and one photo-etched metal part.



- Hull
- Starboard diving plane
- Port diving plane
- Propeller (photo-etched)
- Dunce cap (the cone-shaped part on the back of the propeller)

There is also a display stand in each kit. All kits are "full-hull", that is, they show the entire ship, including the part that would normally be underwater. The hulls have a resin block along the keel, which will have to be carefully removed and sanded smooth before painting. If you've never built a resin kit before, this is normal and expected.

Overall detail is good. When comparing the model to the available (unclassified) blueprints that are available, it doesn't look like OKB missed anything. All the various hatches, torpedo tube doors, and intakes are there.

That's not to say that these kits are perfect. There are occasional bubbles, small voids and rough spots in the molds. These are to be expected in resin kits and are easy to fix. The vertical rudders are often rough and lacking the seam that should show the separation between the rudder and the rudder stock, but this should also be easy to fix and again, isn't completely a surprise to anyone who has built resin ship models.

The four SSN kits were examined in detail. The Tulibee kit has excellent detail, but appears to have the after PUFFS array in the

wrong position, at least as compared to the "as built" drawings that I have on hand. The arrays themselves also don't look quite right, but both position and appearance are relatively easy to fix. USS Tulibee (SSN-597) was a unique submarine.

The Skipjack and Sturgeon class kits have excellent detail, as does the Permit-class kit, which is incorrectly labeled as a "Thresher" class (the entire class was renamed after USS Thresher (SSN-593) was lost in an accident in 1963).

Since this was the first order of kits from this company, only limited numbers of each kit were ordered (only one in some cases), so if you want one, call or e-mail soon. Sales tax is included in the price, but postage will be "at cost".

The Seabag

There was a time when everything you owned had to fit in your seabag. Remember those nasty rascals? Fully packed, one of the suckers weighed more than the poor devil hauling it. The damn things weighed a ton and some idiot with an off-center sense of humor sewed a carry handle on it to help you haul it. Hell, you could bolt a handle on a Greyhound bus but it wouldn't make the damn thing portable.

The Army, Marines and Air Force got footlockers and we got a big ole' canvas bag. After you warped your spine jackassing the goofy thing through a bus or train station, sat on it waiting for connecting transportation and made folks mad because it was too dam big to fit in any overhead rack on any bus, train and airplane ever made, the contents looked like hell. All your gear appeared to have come from bums who slept on park benches.

Traveling with a seabag was something left over from the "Yo-ho-ho and a Bottle of rum" sailing ship days. Sailors used to sleep in hammocks. So you stowed your issue in a big canvas bag and lashed your hammock to it, hoisted it on your shoulder and in effect moved your entire home and complete inventory of earthly

possessions from ship to ship. I wouldn't say you traveled light because with one strap it was a one-shoulder load that could torque your skeletal frame and bust your ankles. It was like hauling a dead linebacker.

They wasted a lot of time in boot camp telling you how to pack one of the suckers. There was an officially sanctioned method of organization that you forgot after ten minutes on the other side of the gate at Great Lakes or San Diego. You got rid of a lot of issue gear when you went to the SHIP. Did you ever know a tin-can sailor who had a raincoat? A flat hat? One of those nut hugger knit swimsuits? How bout those roll your own neckerchiefs. The ones the girls in a good Naval tailor shop would cut down and sew into a 'greasy snake' for two bucks? Within six months, every fleet sailor was down to one set of dress blues, port and starboard undress blues and whites, a couple of whitehats, boots, shoes, assorted skivvies, a peacoat and three sets of bleached out dungarees. The rest of your original issue was either in the pea coat locker, lucky bag or had been reduced to wipe down rags in the engine room. Underway ships were not ships that allowed vast accumulation of private gear. Hobos who lived in discarded refrigerator crates could amass greater loads of pack rat crap than fleet sailors. The confines of a canvas back rack, side locker and a couple of bunk bags did not allow one to live a Donald Trump existence. Space and the going pay scale combined to make us envy the lifestyle of a mud hut Ethiopian.

We were the global equivalents of nomadic Mongols without ponies to haul our stuff. And after the rigid routine of boot camp we learned the skill of random compression packing. Known by mother's world wide as 'cramming'. It is amazing what you can jam into a space no bigger than a breadbox if you pull a watch cap over a boot and push it in with your foot. Of course it looks kind of weird when you pull it out but they

never hold fashion shows at sea and wrinkles added character to a salty appearance. There was a four-hundred mile gap between the images on recruiting posters and the actual appearance of sailors at sea. It was not without justifiable reason that we were called the tin-can Navy.

We operated on the premise that if 'Cleanliness was next to Godliness', we must be next to the other end of that spectrum. We looked like our clothing had been pressed with a waffle iron and packed by a bulldozer. But what in the hell did they expect from a bunch of jerks that lived in the crews hole of a 2250 Sumner Class can. After a while you got used to it. You got used to everything you owned picking up and retaining that distinctive aroma. You got used to old ladies on busses taking a couple of wrinkled nose sniffs of your peacoat then getting up and finding another seat.

Do they still issue seabags? Can you still make five bucks sitting up half The night drawing a ships picture on the side of one of the damn things with black and white marking pens that drive old master-at-arms into a 'rig for heart attack' frenzy? Make their faces red. The veins on their neck bulge out. And yell, "Jeezus H Christ! What in god's name is that all over your seabag?" "Artwork, Chief.. It's like the work of Michelangelo.. My ship...Great huh?" "Looks like some damn comic book." Here was a man with cobras tattooed on his arms. A skull with a dagger through one eye and a ribbon reading 'DEATH BEFORE SHORE DUTY' on his shoulder. Crossed anchors with 'Subic Bay 1945' on the other shoulder. An eagle on his chest and a full blown Chinese dragon peeking out between the cheeks of his butt. If anyone was an authority on stuff that looked like a comic book, it had to be this E-8 sucker. Sometimes I look at all the crap stacked in my garage, close my eyes and smile, remembering a time when everything I owned could be crammed into a canvas bag. Maturity is hell.

March Birthdays

March 4th – Frank Tillery
 March 6th – James Baker
 March 8th – James Grinstead
 March 15th – Eugene Haley
 March 16th – John Ranguette
 March 21st – Richard Nixon
 March 23rd – Joe Ward
 March 23rd – Greg Schwerman
 March 24th – Dan Odenweller
 March 26th – Dick Childs
 March 27th – Bonny Schmidt
 March 30th – George Fore
 March 31st – Fred Wright

Happy Birthday!

Treasures Report: Feb 2011

BEGINNING BAL.:	\$ 8874.40
DEPOSITS:	
Dues	180.00
Storekeeper	16.05
TOTAL DEPOSITS:	\$ 196.05
EXPENSES:	
Chaplin cards	25.00
Chaplin Bible	43.32
National Dues	60.00
USSVI NTS	10.88
Newsletter-Stamps	88.00
TOTAL EXPENSES:	\$ 227.20
ENDING BALANCE:	\$ 8843.25
CHARITYS	
Boat Maint Fund	\$ 1441.03
Base Charity Fund	\$ 474.00
USS Snook Memorial	\$ 1405.86
Hicks Memorial	50.00
ENDING BALANCE	\$ 3270.89
Regions Bank CD	\$ 5181.72
Interest	
Ending Balance	\$ 5181.72
Cash on hand	50.00
TOTAL IN BASE FUNDS =	\$14,749.97
Fairbanks Morse	\$400.00

*Base Treasurer
 Bob Bowlin*

ST. Patrick's Day!

March 17th



**HAWGFISH SCUTTLEBUTT
IN GOD WE TRUST**

David Grove
144 White Oak Ln.
Little Rock, AR 72227
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

Base Commander	Greg Schwerman	gschwerman@suddenlink.net	(501) 804-0386
Vice Commander	Joe Mathis	usnjrm@yahoo.com	(501) 565-6021
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Yeoman	Jane Farmer	dcfarmert2@sbcglobal.net	(501) 753-8824
Webmaster	Greg Zonner	zonner632@horizonbroadband.net	(501) 316-6641
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Holland Club	Tom Salisbury	tomann@ipa.net	(501) 337-0788
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