



# Hawgfish Scuttlebutt



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## Commander's Corner

I really don't have much information to report this month. After the March base meeting we enjoyed a pot luck dinner of hotdog's hamburger's with all the usual sides and disserts. On the following Saturday March 31st Bully Hollaway, Paul Honeck, Alan and Wanda Malone, Joe Mathis, Joe Manning, and myself towed the AIMM Razorback Sail float in the Jacksonville Parade. The parade was organized to welcome back Viet Nam Veterans. The weather turned out nice, and the parade had a fairly good turnout.



The next base meeting will be on Saturday May19th at the annual base campout and picnic. Saturday April14th is scheduled as a workday on the USS Razorback, and the May workday is scheduled for May12th.

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

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## THE DEMISE OF JACK TAR

*Author Unknown*

The traditional male sailor was not defined by his looks. He was defined by his attitude.

His name was Jack Tar. He was a happy go lucky sort of bloke. He took the good times with the bad.

He didn't cry victimisation, bastardisation, discrimination or for his mum when things didn't go his way.

He took responsibility for his own sometimes, self-destructive actions.

He loved a laugh at anything or anybody. Rank, gender, race, creed or behavior, it didn't matter to Jack.

He would take the crap out of anyone, including himself. If someone took it out of him he didn't get offended. It was a natural part of life. If he offended someone else, so be it.

Free from many of the rules of a polite society Jack's manners were somewhat rough.

His ability to swear was legendary.

Jack loved women. He loved to chase them to the ends of the earth and sometimes he even caught one (less often than he would have you believe though). His tales of the chase and its conclusion win or lose, is the stuff of legends.

Jack's favorite drink was beer, and he could drink it like a fish. His actions when inebriated would, on occasion, land him in trouble. But, he took it on the chin, did his punishment and then went and did it all again.

Jack loved his job. He took an immense pride in what he did. His radar was always the best in the fleet. His engines always worked better than anyone else's. His eyes

could spot a contact before anyone else's and shoot at it first.

It was a matter of personal pride. Jack was the consummate professional when he was at work and sober. He was a bit like a mischievous child. He had a gleam in his eye and a larger than life outlook.

He was as rough as guts. You had to be pig headed and thick skinned to survive. He worked hard and played hard. His masters tut-tutted at some of his more exuberant expressions of joie de vivre, and the occasional bout of number 9's or stoppage let him know where his limits were.

The late 20th Century and on, has seen the demise of Jack. The workplace no longer echoes with ribald comment and bawdy tales. Someone is sure to take offence.

Whereas, those stories of daring do and ingenuity in the face of adversity, usually whilst pissed, lack the audacity of the past. A wicked sense of humor is now a liability, rather than a necessity. Jack has been socially engineered out of existence.

What was once normal is now offensive. Denting someone else's over inflated opinion of their own self-worth is now a crime

**"AND SO A CULTURE DIES."**



## [Submarines Lost/Damaged During the Month of April](#)

**USS S 49 (SS 160) 20 April 1926.** Four men lost.

**USS Pickerel (SS-177) 3 April 1943.** All hands lost (74).

**USS Gudgeon (SS-211) 18 April 1944.** All hands lost (80).

**USS Grenadier (SS-210) 22 April 1943.** 61 were taken prisoner, 57 survived the war.

**USS Snook (SS-279) 8 April 1945.** All hands lost (84).

**USS THRESHER (SSN 593) 10 Apr 1963.** All hands lost (129) including 22 shipyard workers.

**USS BONEFISH (SS 582) 24 Apr 1988.** Three personnel lost.

### **USS THRESHER (SSN 593) April 10, 1963 – All Hands Lost - 129**

The second Thresher (SSN-593) was laid down on 28 May 1958 by the Portsmouth (N.H.) Naval Shipyard; launched on 9 July 1960; sponsored by Mrs. Frederick B. Warder; and commissioned on 3 August 1961, Comdr. Dean W. Axene in command.

Following trials the nuclear attack submarine took part in Nuclear submarine Exercise (NUSUBEX) 3-61 off the northeastern coast of the United States from 18 to 24 September.

On 18 October; the submarine headed south along the east coast. After calling at San Juan, Puerto Rico, she conducted further trials and test-fired her torpedo system before returning to Portsmouth on 29 November. The ship remained in port through the end of the year and spent the first two months of 1962 evaluating her sonar system and her Submarine Rocket (SUBROC) system. In March, the submarine participated in NUSUBEX 2-62, an exercise designed to improve the tactical capabilities of nuclear submarines, and in antisubmarine warfare training with Task Group ALPHA.

Off Charleston, the ship undertook operations observed by the Naval Antisubmarine Warfare Council, before she returned briefly to New England waters from whence she proceeded to Florida for SUBROC tests. However, while mooring at Port Canaveral, the submarine was accidentally struck by a tug which damaged one of her ballast tanks. After repairs at Groton, Conn., by the Electric Boat Company, the ship returned south for more tests and trials off Key West. Thresher then returned northward and remained in dockyard hands through the early spring of 1963.

In company with Skylark (ASR-20), Thresher put to sea on 10 April 1963 for deep-diving exercises. In addition to her 16 officers and 96 enlisted men, the submarine carried 17 civilian technicians to observe her performance during the deep-diving tests.

Fifteen minutes after reaching her assigned test depth, the submarine communicated with Skylark by underwater telephone, apprising the submarine rescue ship of difficulties. Garbled transmissions indicated that--far below the surface--things were going wrong. Suddenly, listeners in Skylark heard a noise "like air rushing into an air tank"--then, silence.

Efforts to reestablish contact with Thresher failed and a search group was formed in an attempt to locate the submarine. Rescue ship Recovery (ASR-43) subsequently recovered bits of debris, including gloves and bits of internal insulation. Photographs taken by bathyscaph Trieste proved that the submarine had broken up, taking all hands on board to their deaths in 5,500 of water, some 220 miles east of Boston. Thresher was officially declared lost in April 1963.

Subsequently, a Court of Inquiry was convened and, after studying pictures and other data, opined that the loss of Thresher was in all probability due to a casting, piping, or welding failure that flooded the engine room with water. This water probably caused electrical failures that automatically shutdown the nuclear reactor, causing an initial power loss and the eventual loss of the boat.

Thresher is in six major sections on the ocean floor, with the majority in a single debris field about 400 yards square. The major sections are the sail, sonar dome, bow section, engineering spaces, operations spaces, and the tail section.

Owing to the pressurized-water nuclear reactor in the engine room, deep ocean radiological monitoring operations were conducted in August 1983 and August 1986. The site had been previously monitored in 1965 and 1977 and none of the samples obtained showed any evidence of release of radioactivity from the reactor fuel elements. Fission products were not detected above concentrations typical of worldwide background levels in sediment, water, or marine life samples.

**"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

### Eternal Patrol

Robert S. Dwinell

Date Died: 3/20/2012

Date Born: 12/24/1931

Bases: Mare Island and Razorback

Joined USSVI: 1989

Boats Served on: AH-12, SS-347, SS-421, SS-225, SS-394, SS-398, SS-391, SS-377, SSG-574, SS-336, SS-331, SS-489, SS-487, SS-335, SSR-573, SS-480, LSD-31

BIO: Qualified in submarines on the USS Cubera (SS-347) in 1953 and was a ENCS(SS) when he left the Navy.

Lord, this departed shipmate with dolphins on his chest is part of an outfit known as the best. Make him welcome and take him by the hand. You'll find without a doubt he was the best in all the land.

So, heavenly Father add his name to the roll of our departed shipmates still on patrol.

Let them know that we who survive will always keep their memories alive.

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### A Toast To The Navy Wife

She's one of a kind  
for half of her life  
she's left behind.

She must be strong  
and steady and true  
while her man's a long  
way out on the blue.

She takes care of the house  
the kids and the pets  
gets some off to school  
the others to the vets.

She takes care of the moving  
this chore never ends  
the tearful good byes  
and making new friends.

There's no one quite like her  
on all of God's earth  
and I'd like to toast her  
this lady of worth.

While her man is at sea  
may she weather the storm  
chart her course carefully  
and keep her love warm.

She's one of a kind  
so please raise your glass  
to this lady of ours  
this lady with class.

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**Apr 20-22<sup>nd</sup>** – Submarine Birthday

**May 12<sup>th</sup>** – Workday

**May 18-20<sup>th</sup>** – Base Meeting  
Campout

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### Navy News

#### Navy Grounds Drone Copter Fleet

*Wired, By Katie Drummond/ Noah Shachtman*



In recent years, the Navy's Fire Scout robotic helicopters have racked up quite a resume: Drug busts off the coast of Latin America, counter-piracy missions off the shores of Africa and even covert surveillance in the skies above Afghanistan. But now, the drone 'copters are going on an indefinite hiatus.

Operations of the MQ-8B Fire Scout will be suspended "for the indefinite future," after the robo-copters were involved in two recent crashes. The news was first reported by FlightGlobal.com, and confirmed by Danger Room.

On March 30th, off the coast of West Africa, a technical glitch kept one Fire Scout from being able to land on the U.S.S. Simpson. "After multiple approaches and exhaustive troubleshooting by operators, the aircraft was positioned a safe distance from U.S.S. Simpson and the flight was terminated," the Navy says in a statement. The Fire Scout dropped into the ocean, and then was recovered by the ship's crew.

Days later, on April 6th, another one of the robo-copters appears to have crashed during surveillance operations in northern Afghanistan. "The cause of the

crash is unknown at this time," according to the Navy. But "in light of the recent mishaps, the Navy has temporarily suspended Fire Scout flight operations for 14 air vehicles in inventory while system performance and operational procedures are reviewed."

Until now, Navy admirals have been staunch supporters of the troubled robo-copters. Despite a series of mishaps, the Navy as recently as this past summer was still keen on adding even more Fire Scouts to their growing fleet. But that was before these most recent crashes.

In theory, at least, the Navy's enthusiasm over the Fire Scouts makes sense. The spy drones can lift off and land from a ship's moving deck, and offer a suite of reconnaissance tech — cameras, sensors and radar — designed to quickly relay info back to human personnel. In a short amount of time, the Fire Scout fleet has racked up 3,000 flight hours on deployment.

But the drones haven't always performed like they should. In 2010, the Navy lost contact with a Fire Scout flying over test grounds in Maryland; the copter eventually drifted into the restricted airspace around Washington, DC. A damning Pentagon report issued last year noted that the Fire Scout had a mere 50 percent success rate while aboard the U.S.S. Halyburton, and actually failed all 10 of its test missions before being deployed the Afghanistan. The Pentagon's testing chief, Michael Gilmore, concluded that the robo-copters couldn't be trusted to "provide time-sensitive support to ground forces" because of "fragile" data links between the Fire Scouts and personnel.

The robo-copters also have a recent history of crashes, most notably this past summer, when a Fire Scout was shot down over Libya. At the time, it looked like Navy brass would continue to advocate for the Fire Scouts, with Rear Admiral Bill Shannon dismissing that incident (and the Pentagon report) as overblown.

The Fire Scouts' flight time grew to around 400 hours per month. The Navy even asked Congress for funding that'd double their supply of Fire Scouts, and started tests that'd arm the robo-copters with laser-guided missiles.

For now, those plans seem to be on hold.

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### **Memorial for Thresher**

*D. Kerr, Seacoastonline.com, Apr 8, 12*

This month, as they do every year, surviving family members will gather in Kittery, Maine, to honor the 129 men who perished in the sinking of the fast-attack nuclear submarine USS Thresher in April 1963.

The loss of the Thresher (SSN 593) during deep-dive trials off the New England coast remains the worst submarine disaster of all time. The tragedy particularly resonates here on the Seacoast, where it embodies the symbiotic relationship between local communities and Portsmouth Naval Shipyard. Thresher was built and home-ported at the yard, and civilian employees working side-by-side with Navy sailors were lost when the submarine imploded that morning. They entered those unknown depths together on a shared mission, and they made the ultimate sacrifice together.

The families of these lost pioneers gather with local submarine veterans each April for a memorial service in remembrance of that sacrifice. On April 14, the ceremony will be held at Traip Academy. In the meantime, efforts are under way to establish a more permanent reminder in the town Thresher called home, to coincide with next year's 50th anniversary of the disaster.

Current plans call for the dedication of a memorial at the former Kittery Traffic Circle, to be highlighted by a 129-foot flagpole visible from Interstate 95 and showcased by floodlights 24 hours a day. The height of the flagpole will commemorate the 129 brave sailors and civilians who went down with the submarine. The flag is to rise from a rounded black granite base, with cherry

trees and appropriate ornamentation augmenting the memorial. Sidewalks, benches and other improvements are to be installed around the surrounding area as well. And in this corner at least, there is hope the site will be renamed USS Thresher Memorial Circle, but I suppose that's an issue for another day.

More importantly, a long overdue tribute will be paid to those lost aboard SSN 593. Members of Thresher Base — the local chapter of U.S. Submarine Veterans — and the families meeting here next weekend recognize that their loved ones are heroes, and it's time they be celebrated as such. They aren't heroes just because they died; they're heroes because they undertook a dangerous mission, they were fully aware of the possible consequences, and they went anyway.

In my mind, they're heroes the way astronauts are heroes, exploring the depths of the sea where few others have gone just as their counterparts explore the frontiers of space. And they did it in defense of their country. Just imagine riding in an oversized cigar tube under a thousand feet of water. If something goes wrong, there's nowhere to go; you don't even have the option of jumping overboard.

The ongoing hype for this month's 100th anniversary of the Titanic sinking serves as a stark reminder of how little the general public knows about the Thresher. The submarine fleet is at times appropriately referred to as the "silent service," but while stealth is an essential component of its success, it has also perhaps deprived submariners of the public acclaim they are due. Their accomplishments are invisible, taking place far below the ocean's surface and out of sight.

Thresher was the most advanced submarine of its day, the first of its class, created during the height of the Cold War to "hunt and kill" Soviet subs. During its fatal dive, the submarine was reportedly near its maximum test depth of 1,300 feet when its nuclear reactor

shut down, causing the crippled vessel to plunge to the bottom of the sea. It was crushed by enormous water pressure as it sank, instantly killing all on board.

Today, Thresher rests in several broken fragments beneath 8,400 feet of water on the ocean floor. However, its loss served as a catalyst for major changes in submarine safety known as SUBSAFE, which has prevented similar catastrophes from occurring.

For more than two centuries, from sailing ships to nuclear submarines, the Navy yard and its Seacoast neighbors have worked together to keep our country safe.

The memorial targeted for next year's anniversary will pay tribute to a tragedy, but it will also serve as a celebration of what this partnership has been able to achieve in defense of our nation's freedom.

It will serve as a reminder of those aboard Thresher, and other lost submariners as well, who are Forever on Patrol, Never to be Forgotten.

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### **CRS: Cut SSBNs Below 12 Could Raise Homeport Question**

*Inside the Navy April 6, 2012 by Dan Taylor*

If the Navy were to decide to reduce the number of future ballistic missile submarines (SSBNs) below 12 vessels, it would raise the question of whether the service would need a submarine homeport on each coast, according to a Congressional Research Service report updated last week.

The Navy currently has 14 Ohio-class SSBNs stationed at Bangor, WA, and Kings Bay, GA, but the service plans on buying 12 SSBN(X)s beginning in the 2020s to replace them, and there have been calls to reduce that number further due to budget constraints. In an April 5 report to Congress titled, "Navy Ohio Replacement (SSBN[X]) Ballistic Missile Submarine Program: Background and Issues for Congress," CRS naval analyst Ronald O'Rourke examined three options for "reducing the cost of the Ohio

replacement program and the program's potential impacts on funding available" for shipbuilding, including: reducing the planned SSBN(X) buy, altering the schedule so the Navy can fund them incrementally; and funding SSBNs outside the Navy's shipbuilding budget.

Regarding the first option, O'Rourke wrote that views on whether a force of fewer than 12 SSBNs would be adequate "depend on, among other things, assessments of strategic nuclear threats to the United States and the role of SSBNs in deterring such threats as a part of overall U.S. strategic nuclear forces, as influenced by the terms of strategic nuclear arms control agreements.

"Reducing the number of SSBNs below 12 could also raise the question as to whether the force should continue to be homeported at both Bangor, WA, and Kings Bay, GA, or consolidated at a single location," he added.

However, O'Rourke noted that the "Navy's position is that the requirement for having a certain number of SSBNs on patrol at any given moment translates into a need for a force of 14 Ohio-class boats, and that this requirement can be met in the future by a force of 12 SSBN(X)s."

Regarding the second possibility of altering the schedule to procure SSBNs incrementally, the report states that the option would not actually reduce the total procurement cost of SSBNs -- "to the contrary, it might increase the program's total procurement cost somewhat by reducing production learning curve benefits in the Ohio replacement program," the report says. O'Rourke said the advantage of such a move would be to spread out the money spent on the program by beginning procurement two years early and ending two years late, which would reduce the shock to the shipbuilding budget.

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### **Sub Sightings**

*By Mike Clary, Sun Sentinel, Apr 6, 2012*

**DANIA BEACH**— They pop up mysteriously, without warning, just a few hundred yards offshore,

sleek, gun-metal gray and menacing.

And for those who spot them for the first time while strolling on the sand or gazing from a beachfront balcony, the sight can be alarming.

"I've heard some strange stuff, like 'What, are we at war?'" said Javier Canut, chief lifeguard at Dania Beach. "Some people have never seen anything like this."

What people are seeing are U.S. Navy submarines going through surface and underwater exercises in an Atlantic Ocean training ground south of Port Everglades that has been used by the military for at least 20 years.

For four days last week, one Navy sub was particularly conspicuous, "topside and going back and forth," said Canut, "usually with a Coast Guard or BSO [Broward Sheriff's Office] escort. It's always fascinating because you don't see a sub every day."

Lorraine Klopfenstein, 61, saw her first submarine last week when she looked out the window of her 14th floor Hollywood condominium. "It was really close; I could see it without binoculars."

"My first thought was that it might be dope smugglers," she said. "But it was there day after day, just under the surface. It was fascinating to watch."

The Navy does not like to talk about what's up beneath the waves. "There are several different training grounds that we use," said Navy Lt. Brian Wierzbicki, a spokesman for the Kings Bay Naval Submarine Base in Georgia. "We can't disclose the specific locations."

Citing security concerns, he also declined comment on whether any recent training exercises have been conducted in collaboration with the U.S. Naval Warfare Center, which is tucked into a corner of John U. Lloyd State Park.

But it is no secret that submarine training goes on off the coast here. Nautical charts show a restricted area about four miles east, buoys are sometimes set out, and boat captains say they see submarines popping up and down

frequently. When exercises are underway, the Navy also broadcasts warnings over VHF marine radio.

"They tell us the boundaries, to stay away," said Mark Richardson, who captains the 41-foot charter boat Hattatude out of the Hyatt Regency Pier 66 in Fort Lauderdale. "I stay clear and it doesn't affect me. But it is definitely a wild thing to see a sub pop up. Everyone in the boating community was talking about it."

Wierzbicki said submarines from other nations also train and transit the east coast, and that could also account for some sightings.

The Navy did have to talk about its training in February 1993, when an \$800 million nuclear-powered sub ran aground on a reef in 24 feet of water just south of the Dania Beach fishing pier.

Neither the 360-foot-long USS Memphis nor its nuclear reactor was damaged, the Navy said.

Stuck for about 90 minutes, the sub eventually was lifted from the reef by the tide, and under its own power limped back to Kings Bay.

Submarines have long gripped popular imagination, well before Jules Verne published his classic "20,000 Leagues Under the Sea" in 1870. In the 17th century, a Dutch inventor built a submersible he propelled with oars.

But Verne's tale of life underwater in the Nautilus inspired inventors, and by the 20th century, submarines were major weapons of warfare.

During World War II, German U-boats prowled the Florida Straits and both coasts, sinking scores of ships. Residents of Palm Beach County reported being able to look out over the ocean and see plumes of smoke from cargo ships that had been torpedoed.

Most military submarines built now are nuclear powered and can stay submerged for weeks and even months.

Wierzbicki said he understands the fascination with spotting a submarine on the surface. "It is not common," he said. "They are meant to be

underwater. They are designed not to be seen."

A submarine is scheduled to be among the ships calling on Port Everglades during the 23rd annual Fleet Week, which begins April 25.

And in Kings Bay, the Navy this month will mark the 112th anniversary of the Navy's submarine force with a formal ball, according to Wierzbicki.

"We have been an operational force for a long time," he said. "Our submarines operate all over the world. There are submarines out there every day."

But we only see them once in a while.

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## **N. Korean Subs Disappear**

*mainichi.jp, Apr 5, 2012*

SEOUL (Kyodo) -- South Korea is tracking three to four North Korean submarines that disappeared after recently leaving two bases on the east coast, a local newspaper reported Thursday, citing a South Korean military source.

The source, cited by the Dong-A Ilbo, said the submarines are presumed to be of the 370-ton class that the South Korean military has been unable to locate since they departed from two submarine bases on the east coast.

Another source was quoted as saying, "North Korea seems to be actively conducting submarine infiltration drills in the wake of warmer weather recently." The source added, "(The South Korean military) is closely watching the situation without ruling out the possibility of a provocation disguised as a drill."

South Korea is preparing for a potential surprise attack by North Korea aimed at South Korean naval vessels or military bases, amid a tense security climate since the North has threatened to make strong provocations against the South while planning to launch a satellite atop a long-range rocket between April 12 and 16.

The United States and other allies view the North's rocket launch as a disguised test of its ballistic missile technology.

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## **Civilians On Submarine**

*Florida Today, Mar 31, 2012*

PORT CANAVERAL — Bob Lawson cinched a three-night cruise on a submarine — something he had long wanted to do.

"It was fantastic," said Lawson as he stepped off the USS San Juan, a nuclear-powered submarine, at dawn Friday at the Naval Ordnance Test Unit's wharf at Port Canaveral.

Lawson, of Viera, was one of 15 civilians who got the chance to cruise aboard the sub to help familiarize civic and government leaders, and relatives and friends of the crew about life of submariners.

The USS San Juan did what submariners call a "bump-and-go" — a stop long enough for one group to get off and another 10 to get on. It was tied to the dock for about 15 minutes.

Lawson, said his son, Petty Officer 2nd Class Bob Lawson, was living a long-time dream of being a submariner while serving on the San Juan.

"My son has wanted to do it since he was 8 years old," he said.

One set of guests cruised for three nights. After that, another group, including Patrick Air Force Base's 45th Space Wing Commander Brig. Gen. Anthony Cotton, had a day cruise Friday. The crew of the USS San Juan then were to get a few days off to spend with family members in the Cape Canaveral area.

Those who ride on the submarines for the first time talk about the tight quarters, the closely stacked bunk beds and the experience of sensing when the sub is submerging deep into the ocean.

When two people encounter each other in an aisle or on stairs, one must step aside to allow the other to pass. Some spoke about bumping their heads on small doorways or low-hanging pipes or equipment when they weren't being careful.

"As submariners, you try to explain it, but people really don't understand," said Eric Spindle, the

acting command master chief at NOTU.

The familiarization trips help family members of the crews understand the environment in which the sailors work.

Lt. Cmdr. Jim Westermeyer said that to the submariners, living on board quickly becomes second nature.

"It's part of your life," he said. "But when you talk to someone about it, they go, 'What?'"

To Baylor Long, whose brother, Lt. Ben Long, serves aboard the USS San Juan, the cruise was an interesting experience he had only heard about until now.

"Heading down into the sub, I didn't know what to expect," said Long, of Toledo, Ohio. "It's pretty cool to see the power of the ship. It was a once-in-a-lifetime opportunity."

Dr. David Rosvold, a cardiologist from Riverton, N.J., has been on board a submarine but had never cruised in one until now. His son, Petty Officer 2nd Class Mark Rosvold, serves on the crew.

"It was a wonderful experience to see what these guys do," Rosvold said. "I tend to get seasick in a fishing boat. This didn't bother me at all."

The USS San Juan is a 360-foot-long Los Angeles class attack submarine whose home port is Groton, Conn. It underwent an overhaul from April 2010 to February of this year.

Al Francher served four years in the Navy, always wanting to be on a submarine. The 71-year-old from Chesterton, Ind., finally got his chance when Petty Officer 2nd Class Cory Kennedy, a former Boy Scout who was in his troop years ago, invited him.

"I thought it was absolutely fabulous," he said. "It had great meaning for him to ask me. The crew is so outstanding."

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## **SecNav Announces Submarine USS South Dakota**

U.S. Senators Tim Johnson (D-S.D.) and John Thune (R-S.D.) and Representative Kristi Noem (R-S.D.) have received word from

the Secretary of the Navy, Ray Mabus, Jr., that he is granting their request to name a Virginia class attack submarine the USS South Dakota. In March, the delegation wrote to Secretary Mabus requesting the designation. This is the third USS South Dakota.

"This designation is a fitting tribute for all those South Dakotans who have served our nation. This submarine will represent our state all over the globe and will help ensure our nation's military remains the strongest in the world. I want to thank Secretary Mabus for his quick response to the delegation's request and for continuing the strong tradition of the USS South Dakota, including the battleship that served extensively during the Second World War," said Johnson.

"This is exciting news for South Dakota and I appreciate Secretary Mabus's favorable response to our request," said Thune. "The Navy's designation, which follows in the tradition of the decorated World War II battleship USS South Dakota, is a tribute to those who have served from our great state, and will serve as a symbol of our state and our nation's power for many years to come. This submarine naming represents a great source of pride for all South Dakotans."

"Over the years, thousands of South Dakotans have answered the call to serve our country, and this is an honor the brave men and women of our state deserve," said Rep. Noem. "I'm grateful to Secretary Mabus for his swift and favorable response and am glad a South Dakota namesake will be a part of the continued defense of our great nation."

Aside from the USS South Dakota, the Secretary also announced the naming of four additional Virginia class submarines: the USS Illinois, the USS Washington, the USS Colorado, and the USS Indiana.

"Each of these five states serve as home to military bases that support our national defense and provide men and women that volunteer to serve their country," Mabus said. "I look forward to

these submarines joining the fleet and representing these great states around the world. Prior ships that have carried the names of these five states stood as defenders of freedom on the water. Now these states will represent the latest and greatest technology ever assembled to submerge below the surface and project power forward."

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

These submarines will have the capability to attack targets ashore with highly accurate Tomahawk cruise missiles and conduct covert long-term surveillance of land areas, littoral waters or other sea-based forces. Other missions include anti-submarine and anti-ship warfare; mine delivery and minefield mapping. They are also designed for special forces delivery and support.

Each Virginia-class submarine is 7,800-tons and 377 feet in length, has a beam of 34 feet, and can operate at more than 25 knots submerged. It is designed with a reactor plant that will not require refueling during the planned life of the ship, reducing lifecycle costs while increasing underway time. The five submarines will be built by Northrop Grumman Shipbuilding in Newport News, Va., in partnership with General Dynamics/Electric Boat Corporation.

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### The Ten Most Dangerous Things on a Submarine

10. An A-Ganger that can actually read
9. An Engineman with anything electrical
8. The 3" launcher and anything that goes in it.
7. The COB (nuff said)
6. Any time a LT says, "I was just thinking..."

5. An Ensign who says "Based on my experience..."
4. Any of the unenlightened group known as nonquals.
3. A sonarman who says : "Trust me, It's biologics"
2. A skinny cook
1. Anybody saying "Hey watch this s%\*#" !

### April Birthdays

- April 2<sup>nd</sup> – James Bjorklund
- April 2<sup>nd</sup> – Adrian Willis
- April 4<sup>th</sup> – Richard McCarstle
- April 8<sup>th</sup> – Allan Bigtas
- April 9<sup>th</sup> – Bobby Barge
- April 11<sup>th</sup> – Tom Desaulniers
- April 12<sup>th</sup> – Carl Eubanks
- April 13<sup>th</sup> – Kevin Bascle
- April 14<sup>th</sup> – Robert McBride
- April 15<sup>th</sup> – Harold Haislip, III
- April 16<sup>th</sup> – Jesse Ayers, Jr.
- April 18<sup>th</sup> – James Morehouse
- April 22<sup>nd</sup> – Hershel Kelly
- April 23<sup>rd</sup> – Paul Harless
- April 28<sup>th</sup> – Serkan Celik

**Happy Birthday!**

### Treasurer's Report: March 2012

<b>BEGINNING BAL.:</b>	<b>\$ 5775.95</b>
<b>DEPOSITS:</b>	
<b>TOTAL DEPOSITS:</b>	<b>\$ 00.00</b>
<b>EXPENSES:</b>	
Chaplin Exp-Bible	43.47
<b>TOTAL EXPENSES:</b>	<b>\$ 43.47</b>
<b>ENDING BALANCE:</b>	<b>\$ 5732.48</b>
<b>CHARITYS</b>	
<b>Boat Maint Fund</b>	1066.03
<b>ENDING BALANCE</b>	<b>\$ 1066.03</b>
<b>Base Charity Fund</b>	567.00
<b>ENDING BALANCE</b>	<b>\$ 567.00</b>
<b>USS Snook Memorial</b>	1405.86
<b>ENDING BALANCE</b>	<b>\$ 1405.86</b>
<b>Regions Bank CD</b>	<b>\$ 5202.48</b>
<b>Interest</b>	<b>0</b>
<b>Ending Balance</b>	<b>\$ 5202.48</b>
Cash on hand	50.00
<b>TOTAL IN BASE FUNDS =</b>	<b>\$14,023.85</b>

**Base Commander-Greg Schwerman**

**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>	Alan Malone	<a href="mailto:o5retired@yahoo.com">o5retired@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:bonnynclyde@classicnet.net">bonnynclyde@classicnet.net</a>	(501) 843-7855
<b>Treasurer</b>	Mark Taylor	<a href="mailto:Empty704@aol.com">Empty704@aol.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>	Paul Honeck	<a href="mailto:plheh38@hughes.net">plheh38@hughes.net</a>	(501) 758-3266