



Hawgfish Scuttlebutt



Razorback Base
United States Submarine Veterans



APR, 2018

The U.S. Navy's Greatest Mistake Ever: They Only Built 3 Of These Nuclear Attack Submarines.



By Kyle Mizokami

The resulting submarine is according to the U.S. Navy ten times quieter over the full range of operating speeds than the Improved Los Angeles submarines, and an astonishing seventy times quieter than the original Los Angeles-class submarines.

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To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds, and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution.

COMMANDER'S CORNER

The submarine force was born April 11, 1900 when the U.S. Navy bought the submersible Holland VI from John Holland. This year we are celebrating the 118th birthday with dinner at Shorty Smalls, 11100 N Rodney Parham Rd, Little Rock, 28 April at 1700. We have a room reserved, and you can order your choice for dinner from the menu. Anyone coming in from out of town and needing a hotel room for the night, you have 2 choices for Saturday night. The Wyndham River Front (855) 512-6068, has set aside a block of 10 rooms for \$96.00 per night, but you need to make your reservation before 8 April to hold the \$96.00 rate. Also, the Embassy Suites 11301 Financial Centre Pkwy, Little Rock , (501) 312-9000 has also confirmed that their military rate is also \$96.00 per night. So, make your reservations soon and join the celebration.



Upcoming base events, 28 May is Travelers Base Ball Game, 23 June is the Base Campout at Lake Dardanelle State Park. Again, if you haven't made your RV site reservations call soon to reserve your spot (479) 967-5516 <http://www.arkansasstateparks.com/lakedardanelle>

V/r,

Greg Schwerman
Base Commander

A handwritten signature in black ink that reads "Greg Schwerman".



(continued from page 1)

It can run quiet at twice the speed of previous boats. This formidable increase in performance came at a formidable increase in cost. The total Seawolf program was estimated at \$33 billion for twelve submarines, an unacceptable cost considering the Soviet Union—and the threat of the Akula and follow-on subs—ended in 1991. The program was trimmed to just three submarines that cost \$7.3 billion.

The Seawolf-class submarines were envisioned as the best submarines ever built. Designed to succeed the Los Angeles-class attack submarines and maintain America's edge in the underwater domain, the class suffered from cost overruns and the collapse of the Soviet Union. While still some of the best submarines ever built, they were built at reduced numbers.

In the late 1980s, the U.S. Navy was faced with a crisis. In 1980, the Soviet Union had received information from the Walker family spy ring that the Navy could track its submarines through excessive propeller noise. As a result, the Soviet Union went looking for advanced Western machinery to make better propellers. In 1981, the Japanese company Toshiba sold propeller milling machinery—now relatively common nine-axis CNC milling machines—to the Soviet Union via the Norwegian Kongsberg corporation.

By the mid 1980s, the Soviet Union's new machinery began to make itself felt. The new Akula-class submarines had a "steep drop in broadband acoustic noise profiles". One government source told the Los Angeles Times, "the submarines started to get silent only after the Toshiba stuff went in." On top of running silent, the Akula class could dive to depths of up to two thousand feet—while the U.S. Navy's frontline submarines, the Los Angeles class, could dive to only 650 feet.

To combat the threat of the Akula class, the U.S. Navy responded with the Seawolf class of nuclear attack submarines. The Seawolf submarines were designed with HY-100 steel alloy hulls two inches thick, the better to withstand the pressures of deep diving. HY-100 steel is roughly 20 percent stronger than the HY-80 used in the Los Angeles class. As a result, the submarines are capable of diving to depths of up to two thousand feet, and crush depth estimates run from 2,400 to 3,000 feet.

At 353 feet, Seawolf subs were designed to be slightly shorter than their predecessors, by just seven feet, but with a twenty percent wider beam, making them forty feet wide. This width made them substantially heavier than the subs before them, topping the scales at 12,158 tons submerged.

The Seawolf submarines are each powered by one Westinghouse S6W nuclear reactor, driving two steam turbines to a total of 52,000 shaft horsepower. The class was the first class of American submarine to utilize pump-jet propulsors over propellers, a feature that has carried over to the newest Virginia class. As a result, a Seawolf is capable of eighteen knots on the surface, a maximum speed of 35 knots underwater, and a silent running speed of about 20 knots.

The Seawolf class is equipped with the BQQ 5D sonar system, which features a twenty-four-foot-diameter bow-mounted spherical active and passive array as well as wide-aperture passive flank arrays. The submarines are being refitted with TB-29A thin-line towed array sonar systems. Rounding out sonar systems is the BQS 24, for detection of close-range objects such as mines.

The ship's original combat data system was the Lockheed Martin BSY-2, which uses a network of seventy Motorola 68030 processors—the same processor that drove early Macintosh computers—and is now being replaced with the AN/BYG-1 Weapons Control System.

The submarines were designed to be true hunters, and as a result have eight torpedo tubes, double the number of earlier submarines. It has stores for up a combination of up to fifty Mark 48 heavyweight torpedoes, Sub-Harpoon antiship missiles, and Tomahawk missiles. Alternatively, it can substitute some of this ordnance for mines.

The resulting submarine is according to the U.S. Navy ten times quieter over the full range of operating speeds than the Improved Los Angeles submarines, and an astonishing seventy times quieter than the original Los Angeles-class submarines. It can run quiet at twice the speed of previous boats.

This formidable increase in performance came at formidable increase in cost. The total Seawolf program was estimated at \$33 billion for twelve submarines, an unacceptable cost considering the Soviet Union—and the threat of the Akula and follow-on subs—ended in 1991. The program was trimmed to just three submarines that cost \$7.3 billion.

The extreme quietness of the Seawolf class gave the Navy the idea of modifying the last submarine, USS Jimmy Carter, to support clandestine operations. An extra one hundred feet was added to the hull, a section known as the Multi-Mission Platform (MMP). The MMP gives Carter the ability to send and recover Remotely Operated Vehicles/Unmanned Underwater Vehicles and SEALs and diving teams while submerged. It includes berthing for up to fifty SEALs or other attached personnel. Carter also features auxiliary maneuvering devices fore and aft for precise maneuvering in situations such as undersea cable tapping and other acts of espionage.

The Seawolf-class submarines are outstanding submarines, but the Cold War mindset at the time of development accepted high performance and consequently high costs to meet a high-level threat. The post-Cold War Virginia class forced the Navy to reign in costs while still producing a progressively better submarine. While unsuccessful as a class, the tiny Seawolf fleet is still a very useful part of the U.S. Navy submarine force, giving it capabilities not even the Virginia class can match.

Perspective

QMOW: Navigator we're on a course for sea mounts.

NAV: Exec we're heading for shallow water.

EXEC: Captain, we're running out of water.

CAPT: What, no water, ...very well, secure the showers.



Lost Boats –April

EDITOR NOTE: We have seen many newsletters and reports of lost boats such that it is now somewhat redundant. We should never forget and that is what we are about, however I am going to list in the newsletter a boat lost during the month of issue but instead of listing how the boat was lost as we have for some time, I am going to list "who" we lost by focusing on some of our shipmates we lost including some pictures of them. Certainly we have too many to include them all, but we can take a moment and honor their memories. Alan

USS PICKEREL (SS 177)

The following men were lost while serving on USS PICKEREL (SS 177).

1	<u>Augustus Howard Alston, Jr.</u>	25	<u>Nicholas George Gaetano</u>	51	<u>John McMahon</u>
2	<u>Dionisio Apsay</u>	26	<u>Alva Louis Garner</u>	52	<u>Frederick Louis Meischke</u>
3	<u>Edward Newton Ayer</u>	27	<u>Lowell Jackson Goodin</u>	53	<u>Henry Murel Mitchell</u>
4	<u>Kenneth Herschel Baurmeister</u>	28	<u>William Robert Greisiger</u>	54	<u>Harvey Wilson Moore, Jr.</u>
5	<u>Leslie Duane Bays</u>	29	<u>Louis John Harget, Jr.</u>	55	<u>Grover Cleveland Morrison, Jr.</u>
6	<u>Joseph A. R. Beauregard</u>	30	<u>Clarence Harris</u>	56	<u>Thomas William Nowviock</u>
7	<u>Robert Glen Beck</u>	31	<u>Richard Lintner Helm</u>	57	<u>Francisco Olaguera</u>
8	<u>Julius John Bergman</u>	32	<u>Theodore Michael Herda</u>	58	<u>Beryl Glyde Osborn</u>
9	<u>Walter Earl Blaylock</u>	33	<u>Francis Paul Hery</u>	59	<u>William Albert Peifer</u>
10	<u>Robert Evans Brownell</u>	34	<u>Henry Robert Hilbert</u>	60	<u>J. W. Wayne Pierce</u>
11	<u>David Livingstone Browning, Jr.</u>	35	<u>Holroyd James Hirst</u>	61	<u>Donald Polk</u>
12	<u>Ray Clifford Carroll</u>	36	<u>William Thomas Hoge</u>	62	<u>John Williams Pore</u>
13	<u>Cyril Arthur Cline</u>	37	<u>Andrew Joseph Horvath</u>	63	<u>Charles Allane Powell</u>
14	<u>Thomas Henry Coffey</u>	38	<u>Walter Bishop Hunt</u>	64	<u>Svend John Rasmussen</u>
15	<u>Paul Thaddeus Cynewski</u>	39	<u>Fred Richardine Hutchens</u>	65	<u>Sherry Buford Ray</u>
16	<u>Grady Theron Davis</u>	40	<u>Richard Lee Isley</u>	66	<u>Elmer Howard Russell</u>
17	<u>Harry Shepardson Dowe, III</u>	41	<u>Jerrell Robert Johnson</u>	67	<u>Wade Calvert Shaffer, Jr.</u>
18	<u>Roger Eugene Eagan</u>	42	<u>Edward Karaus</u>	68	<u>Thomas Frederick Sharp</u>
19	<u>Warren Eugene Evans</u>	43	<u>Ralph Fenton Kimball</u>	69	<u>Donald Arthur Shiffer</u>
20	<u>David Evidon</u>	44	<u>William John Lemke</u>	70	<u>Robert Waldo Stanton</u>
21	<u>Theodore Gustav Feiock</u>	45	<u>Joseph Coverdale Lindsay</u>	71	<u>William Andrew Stevens</u>
22	<u>Ernest Theadore Flanders</u>	46	<u>Robert Eugene Litchfield</u>	72	<u>Eldridge Campbell Stockton</u>
23	<u>John Edwin Flowers</u>	47	<u>John Bert Littledave</u>	73	<u>Luke McAlpin Taylor, Jr.</u>
24	<u>Marshall Buddie Frazier</u>	48	<u>Charles Oliver Markle, Jr.</u>	74	<u>Merrill Gragg Van Cleve</u>
		49	<u>Wayne Thomas Eldred Mattson</u>		
		50	<u>Patrick Henry McCormack</u>		



Jesse Clarence Harris



Rank/Rate Torpedoman's Mate, Second Class
 Service Number 272 03 61
 Birth Date May 24, 1913
 From Dothan, Alabama
 Decorations Purple Heart
 Submarine USS Pickerel (SS-177)
 Loss Date April 3, 1943
 Location Off Honshu, Japan
 Circumstances Probably sunk by depth charge attack
 Remarks

Jesse Clarence Harris, the second child of Mr. and Mrs. Jed Pollard Harris (his mother the former Alice Freeman), was born in Early County, Georgia, near Blakely.

David Evidon



Rank/Rate Seaman, First Class
 Service Number 638 08 13
 Birth Date October 21, 1923
 From Minneapolis, Minnesota
 Decorations Purple Heart
 Submarine USS Pickerel (SS-177)
 Loss Date April 3, 1943
 Location Off Honshu, Japan
 Circumstances Probably sunk by depth charge attack



The Diving Alarm Ballet

by Mike Hemming

As I pass between the controllermen, the oogah, oogah, Dive!, Dive comes over the speakers and they leap to their sticks and rheostats. The engine shut down air lever is hit, rheostats spun down, sticks are thrown, as the ballet begins. Generator electricity wanes as the huge storage batteries are called on for power. Sticks pulled to new positions and rheostats spun back up to keep the motors turning. The flurry of intense activity over, minor adjustments made and times logged while listening, always for the sound of water doing something it shouldn't.

As I walk forward at the same time into the enginerooms, the two men in each one do the shutdown dance Throttles are slapped down, hydraulic levers pulled to the closed position to shut exhaust valves and drains opened by the throttleman. As his oiler spins the inboard exhaust valves the 32 turns to shut it, either the oiler or the throttleman (depending on who is closer) will have yanked the pin holding the great intake air valve open so it falls shut with a loud clang. His inboard exhaust valves shut, the oiler drops below to secure the sea valves that allow the seawater to cool the engines. Then, the throttleman checks everything secure one more time.

In the control room, the other area of great activity on a dive, lookouts almost free fall to their diving stations on the bow and stern planes. Quickly the bow planesman rigs out his planes and both he and the stern planesman set their charges to the prescribed angles for the dive. Arriving soon after the planesmen, the OOD, now the diving officer, gives the ordered depth to reach and the angle to do it. Then he checks that all is well and will watch the planesmen to learn if the trim needs changing.

The Chief of the Watch having closed the huge main air induction valve, will watch the Christmas Tree to see that all hull openings are closed. Then he pulls the vents to flood the main ballast tanks and watches the depth to signal the auxiliaryman on the air manifold when to blow negative tank to the mark to stop our descent into the depths. The manifold operator will hammer open the valve and then close off the roaring rush of compressed air, as needed.

By this time, the trim manifold operator will have arrived from the engine room. After climbing over the stern planesman, he will be ready to pump and flood seawater to the tanks. This will trim up the boat to neutral buoyancy.

In the conn, the helmsman will have rung up standard speed so the boat will be driven under by the screws. The QM of the watch will dog the conning tower hatch when the OOD, the last man down from the bridge, pulls the lanyard to close it. There is no music to guide this dance except calm orders given and acknowledged. Started in a flurry of activity, it will end by winding down quietly to a state of relaxed vigilance by men practiced and confident of themselves and each other. They have done this many times, this graceful and awkward descent into the depths. They do it as fast as is safely possible. This is where they belong, with many feet of sea hiding the strong steel of the hull. Men asleep in bunks half-awakened by the raucous alarm and noisy ballet, drift back to deep sleep, confident they are at home where they should be.



TREASURER'S REPORT		Mar-18
TOTAL BASE FUNDS BEGINNING BALANCE		\$ 16,359.94
General Fund Beginning Balance		\$ 6,530.06
	Boat Sponsorships	\$ 210.00
	Dues National	\$ 25.00
General Fund Ending Balance		\$ 6,295.06
Designated Funds Beg. Balance		\$ 4,511.52
	Maint. Fund Balance	\$ 2,752.66
	Charity Fund Balance	\$ 372.00
	Snook Memorial Fund Balance	\$ 1,386.86
Designated Funds Ending Balance		\$ 4,511.52
Checking Balance (General + Designated Funds)		\$ 10,806.58
Other Funds		
	CD Balance	\$ 5,236.36
	Cash on Hand	\$ 82.00
TOTAL BASE FUNDS ENDING BALANCE		\$ 16,124.94

April

Adrian M. Wills	2
James C. Bjorklund	2
Richard Wayne McCarstle	4
Edward John Alves	5
Herbert F. Wise	8
Bobby L. Barge	9
Tom Desaulniers	11
Carl L. Eubanks	12
Robert McBride	14
Harold D. Haislip III	15
James W. Morehouse	18
Hershel W. Kelley	22
Paul Harless	23

Booster Club

Suzann & John Barr (5)
Ron Hines (9)
Terence & Kathleen Murphy (5)
Frank C. Tillery (2)



Base Officers

Base Commander Membership Chair & Past Base Commander	Greg Schwerman	501-804-0386	gschwerman@suddenlink.net
Base Vice Commander Mem. and Ceremonies , Past Base Commander Base Newsletter	Alan Malone	501-206-7248	O5retired@yahoo.com
Base Treasurer	Mark Taylor	501-416-2488	Empty704@aol.com
Chief of the Boat	Jerry Stanek	501-538-3529	Jstanek9@earthlink.net
Chaplain	Joe Manning	501-366-0331	Joe.manning@att.net
Holland Club & Storekeeper Past Base Commander	Billy Hollaway	501-758-3266	retldousn@earthlink.net
Yeoman	Myna Miller	215-360-5960	Mynamiller63@hotmail.com
Membership	Need Volunteer	501-804-0386	gschwerman@suddenlink.net
Base Historian National Archives Chairman	Joe Mathis	501-565-6021	usnjrm@yahoo.com
Base Webmaster Past Base Commander	Greg Zonner	501-307-5522	gzonner@aimmmuseum.org
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Past Base Commander	Carl Schmidt	501-843-7855	bonnyclyde@classicnet.net