



Hawgfish Scuttlebutt



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

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August 2012

Commander's Corner

The Mayan calendar says that the world will end on December 23rd this year. But assuming that maybe the Mayan's simply ran out of rock to carve into, and we all wake up on Monday morning the 24th, the base is going to need a new Commander and Vice Commander. This year is election year again for the Base as well as USSVI National elections, and everyone should have received at least one email explaining the election process. A list of candidates and proposed bylaw changes and a mail in ballot has also been published in the last issue of the American Submariner.

As of the 1st of this month only 16% Razorback Base members have placed a vote in the USSVI election. At the March Base meeting, the executive board asked Rey Wewers to act as election chairman for this year's Base election, and recently Ray sent out an email to everyone to let him know if you have any

desire to run for Base Commander and Vice Commander. I encourage everyone to let your voice count and place a vote for both the USSVI election, Razorback Base election and the National elections in November this year.

Greg Schwerman
Base Commander

August Event Update:

Travelers Baseball Game
Saturday, August 18th – 7:10 p.m.

We will be going to a Travelers baseball game on Saturday, August 18th following the Base meeting and pot luck dinner. The game (San Antonio) begins at 7:10 p.m. So far only 6 people have requested tickets. We have 14 more available.

Please let me know as soon as you can if you want to reserve your tickets. I will mail the tickets to you. Contact me at 501-663-6622 or jcbarr346@att.net.

For those of you that live too far away from North Little Rock, we also have the option for you to spend Saturday night on the Razorback (assuming we get enough interest in this option). Let me know if you might be interested in spending the night.

And as additional enticement, remember there is midget wrestling prior to the ballgame!

John C. Barr, Membership

BACK TO SCHOOL



Watch out for kids!



Football Season is HERE!

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

USS Grunion (SS-216) 1-Aug-1942. 70 men lost.

USS S-39 (SS-144) 13-Aug-1942. No loss of crew.

USS Harder (SS-257) 24-Aug-1944. All hands lost (80). Commander Samuel Dealey, USN was posthumously awarded the Medal of Honor for Harder's fifth patrol.

USS Flier (SS-250) 13-Aug-1944. 80 Men lost - 8 men survived.

USS Bullhead (SS-332) 6-Aug-1945. All hands lost (84).

After WWII

USS COCHINO (SS 345) 26-Aug-1949. One man lost. An additional six men from TUSK (SS 426) were lost in rescue attempt.

USS HARDER (SS-257) August 24, 1944 – ALL HANDS LOST - 80



Pearl Harbor, HI -- During a visit to the Submarine Base in New London, Conn. in early 1943 a local VIP was enjoying lunch on the newly commissioned USS Harder (SS 257) with the ship's commanding officer. A young Sailor, fresh from recruit training, with sea bag in hand, inadvertently stumbled into the wardroom.

As the raw recruit stood in awe, realizing he was surely in the wrong space, the ship's captain arose from his chair, walked over to the young man, extended his hand and offered an extremely warm welcome.

"Hi there, my name's Dealey. What's yours?" said the officer.

The local dignitary couldn't remember the Sailor's name, but he remembered the young man's face. He knew the Sailor suddenly felt at home and was overwhelmingly impressed with the captain.

"There," he thought, "is a submarine skipper who's going places. Every man in his crew is behind him 100 percent." He was right. The USS Harder and Sam Dealey were indeed going places.

Sam Dealey was born in 1906 into a first-generation Texas family. He graduated from the U.S. Naval Academy in 1930 and, after serving on the battleship USS Nevada, attended submarine school in New London before accepting duty aboard the S-24 in Hawaii.

Harder's sea service began on December 2, 1942 under the command of LCDR Dealey. In May 1943, they arrived at the Submarine Base, Pearl Harbor, and after a brief training period were off on their first war patrol. Over the course of six war patrols in the Pacific Harder sank ten merchantmen, four destroyers, and three frigates to earn the title "Destroyer Killer."

Her first patrol was conducted in Pacific enemy waters, starting in June 1943. She sank three freighters, and damaged seriously a freighter-transport, another freighter, a transport and a tanker. She went to the same waters again for her second patrol, and sank three freighters and a tanker, while she damaged a trawler. Harder was a part of a wolfpack, of which Pargo and Snook were the other members, on her third patrol. In the open sea north of the Marianas, she sank a freighter, three freighter- transports and an armed trawler. Harder's fourth patrol was in the Carolines.

On April 13, 1944 she sank a Japanese destroyer and a freighter and damaged a second destroyer. Harder departed for her fifth patrol in the Celebes Sea on May 26, 1944. She picked up coast watchers from northeastern Borneo, and gave a very valuable contact report on a major task force leaving Tawi Tawi anchorage, preparing to engage in the first Battle of the Philippine Sea. She sank a destroyer on June 6, 1944; the same day allied forces were struggling desperately to hold the Normandy beachhead half a world away.

On the next day another destroyer fell victim to Harder's torpedoes, and sank tail first. Yet another destroyer was Harder's next victim, sunk on June 9th and on June 10th she damaged another destroyer. By the time Harder returned from this patrol, her reputation as "Destroyer Killer" was renowned.

Commander Dealey guided his eminently successful fighting ship, Harder, out of the harbor at Fremantle, Australia on August 5th, 1944 to begin her sixth war patrol. In company with Hake, Harder conducted training exercises enroute to Darwin. These two submarines topped off with fuel at Darwin, and on 13 August, together with Haddo, left for their assigned area west of Luzon, Republic of the Philippines. They were to patrol as a coordinated attack or wolfpack group, with Cmdr. Dealey in charge.

On the afternoon of August 20th, 1944, Ray, patrolling the same area, tracked a large convoy into Paluan Bay on the northwestern coast of Mindoro. An hour after surfacing, she contacted Harder just outside the bay and held a megaphone conversation with Sam Dealey. Dealey formulated a plan for concentrated dawn wolfpack attack on the convoy. Harder came alongside Haddo at 1:30 on the morning of August 21st and told Lt. Cmdr. C.W. Nimitz, Jr., that at least 16 enemy ships were hold-up in the bay. When the convoy made its exit at dawn (as convoys were known to do) Ray was to approach from the northwest, Haddo from the west, and Harder from the southwest.

Guitarro also had been drafted by Dealey, and was to attack from the northwest near Cape Calavite Lighthouse. During the ensuing attacks, four ships, totaling 22,000 tons, were sunk, according to the Japanese. It is thought likely that Harder sank one of them. On the following day, Haddo and Harder conducted a combined attack on three small vessels off Bataan, sinking all three. Haddo and Harder each received credit for sinking one vessel, and shared credit for the third sinking.

On the morning of August 23rd, Haddo contacted a tanker escorted by a destroyer, and blew the bow off the destroyer in a down-the-throat shot. She fired her last torpedo in this attack, and in response to urgent calls for assistance, Hake and Harder rendezvoused with her. Haddo, now out of torpedoes, "received Sam's blessing" and left his wolfpack, heading south. Hake and Harder discussed plans for finishing off the damaged destroyer and then departed for their common objective off Caiman Point.

At 4:53 on the morning of August 24th, Hake dove not far from Caiman Point and about four miles off Hermana Major Island, near the west coast of Luzon, with Harder in sight 4,500 yards south of her. Hake heard echo ranging to the south and soon sighted two ships. At first they appeared to be a three-stack light cruiser and a destroyer, but upon later inspection were identified as a three-stack Thai destroyer (1,035 tons) and a minesweeper of less than 1,000 tons. Hake broke off the attack and headed north when the target zigged away apparently to enter Dasol Bay, while the minesweeper stayed outside.

At 6:47 upon coming to a northerly course, Harder's periscope was seen dead ahead at about 600-700 yards. Sound also reported faint screws on the bearing, so Hake turned away toward the south. At this point the minesweeper gave three strong pings, whereupon Hake saw her 2,000 yards away swinging toward the two submarines. Hake figured he had sound contact and went deep. The enemy kept pinging, but seemed to have the two targets located and to be undecided what to do about it. At 7:28, Hake heard 15 rapid depth charges, none close. Two sets of screws were heard and each continued pinging on either quarter of Hake as she evaded to the westward. By 9:55 all was quiet.

Harder never was heard from again. Japanese records reveal that an antisubmarine attack was made on the same day with 15 depth charges. The enemy said, "much oil, wood chips and cork floated in the neighborhood." Presumably Harder perished in this depth charge attack as Sam Dealey and his fine crew had fought their final battle.

Harder was officially credited with having sunk 20.5 enemy ships. This gave Harder, one of the greatest fighting machines in the Pacific war, a total of 82,500 tons sunk and seven ships damaged.

Admiral Thomas Kincaid, then Commander Seventh Fleet, wrote of Dealey, "He developed a superbly-trained submarine crew. He had faith in his officers and crew. His officers and men knew it and worshipped him." Harder received the Presidential Unit Citation for her first five patrols and Commander Dealey was posthumously awarded the Medal of Honor for his outstanding contribution to the war effort on Harder's fifth patrol.

"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

Base Elections

All Razorback Base Members, as you know we will be electing a new Base Commander and Vice Commander in October of this year.

Two shipmates have stepped forward and volunteered to run for the two positions. However, we want to give anyone who desires to aspire to either of these positions the opportunity to be nominated. If you so desire or know of someone who would be interested and do a good job, please let me know by August 11 so we can present the slate to the membership at the August 18 meeting.

Greg Schwerman
Base Commander

On Eternal Patrol

Joseph (Joe) Truman Blanchett, June 14, 2012, Enid, OK. Joe was 89 and qualified on the USS Seal (SS-183), making its last 5 war patrols. Joe was a MOMM1 (SS) when he left the Navy. Joe's burial service was held on the Razorback July 21.

Clifford Terry Lyle, July 17, 2012, Dyers, AR and Midland, TX. Terry was 62 years old. Terry is the brother of Razorback sailor Roger Lyle.

Joseph Mehalick, July 20, 2012, Groton, CT: Joe was 91 and qualified in submarines on the USS Albacore (SS-218) in 1942 (4 war patrols). He also served on the USS Razorback (5 war patrols) and USS Seawolf. Joe retired from the Navy as an ENCM (SS) 1961. He spent the next 20 years at Electric Boat as a nuclear power training instructor.

USS RAZORBACK Base Bids Farewell to Shipmate Jos Blanchett

On Saturday, 21 July 2012, members and guest of Joe Blanchett's Family and USS RAZORBACK Base gathered on the decks of USS RAZORBACK

(SS 394) to pay their last respects to MoMM1C (SS) Joseph T. Blanchett who departed on eternal patrol in June. The VFW of Conway provided the Honor Guard and Bugler while our base served as Color Guard, Cremains Escort, Chaplain and Side Boys. A special thank you is in order for Carl Schmidt, National Chaplain, Color Guard Members Jim Gates, Paul Honeck, Greg Schwerman and Jim Franks, Escorts Joe Mathis and Alan Malone, and Side Boys Bob Bowlin, Tom Desaulniers, John Albers, Ray Wewers, John Barr, Jim Barnes, Greg Zonner, Fred Weilminster, Gene Prohl and Joe Manning. Mark Taylor provided the US Flag for the ceremony.

Thank You
Billy Hollaway, COB
retldousn@earthlink.net

Razorbacks Base Activities 2012

Aug 18th – Base meeting, potluck and Travelers ball game

Sept. National Convention – Norfolk, VA 9/2-9/12/2012

Sept 22nd – Holland Club Induction (more info to come)

Oct. – Navy Birthday (Dinner or Party)

Nov. – Base meeting 11/17/2012 or Veterans Week Activity

Dec. – Christmas Party 1700 at Razorback 12/15/2011

John C. Barr-Membership Chair

Booster Club Razorback Base - USSVI

Bob Christians - Hot Springs Vil., AR
Jane Farmer - North Little Rock, AR
Cecil Goins - Granbury, TX
Ronald Hines - Oxnard, CA
Terence Murphy - Gaithersburg, MD
George Wrightam - Heber Springs, AR
Carl Schmidt - Cabot, AR

Funds from the Booster Club will be used for restoration of the USS Razorback and other special projects appropriate to the mission of USSVI.

Send donations to Razorback Base – USSVI, 9 Broadview Dr., Little Rock, AR 72207-5113 (Memo – Booster Club).

USSVI National Election

Razorback shipmates, voting in the 2012 USSVI election only takes several minutes to vote. Go to www.ussvi.org and click on the voting button. You will be electing the National Officers and your Central Region Director for the next two years.

My name is Carl Schmidt and I'm a candidate for National Senior Vice Commander in 2012, and I'm asking you for your vote. You can read all the candidates' biographies in the recently received American Submariner.

If you have questions please email me bonnynclcyde@classicnet.net or phone me at 501-843-7855.

Carl Schmidt
USS Razorback Base Chaplain

ORDER YOUR 2013 USSVI CALENDAR NOW

The 2013 USSVI Calendars are in production and will be available for delivery starting in August.

The theme of this year's calendar is "The Victors", a tribute to the fighting submariners of WWII.

I am taking orders for calendars as of August 1, 2012 through September 30, 2012. The order will be placed to the USSVI National Storekeeper on October 1, 2012. Members' cost per calendar will be **\$9.00**/each not to include shipping or postage. If you want or think you may want a calendar or calendars, please notify me before the October 1 date. I cannot guarantee orders placed after that date. You may place orders with the Base Storekeeper by e-mailing retldousn@earthlink.net; calling 501 758 3266; or via postal correspondence to Billy Hollaway, 3220 N Cypress St., N Little Rock, AR 72116. I will be available at the base meeting and Arkansas Travelers baseball game on 18 August 2012 also. Your cooperation in this effort is deeply appreciated.

Billy Hollaway, Storekeeper
retldousn@earthlink.net

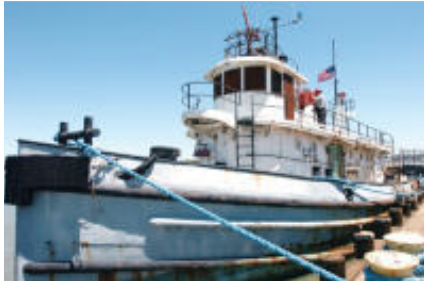


Aug 18th – Base meeting
Aug 18th – Traveler's Game
Sept 22nd – Holland Club Induction

AIMM FACTS & EVENTS

Historic USS Hoga Tug at Vallejo's Mare Island Drydock for Repairs

*Times-Herald: By Jessica A. York
 08/01/2012*



This little tugboat has seen its share of nautical history, and still has at least one dent to prove it.

The former USS Hoga, destined to become a preserved Mississippi River waterfront museum in Arkansas, came to roost temporarily on Tuesday morning at Mare Island for repairs.

The 71-year-old Navy vessel, most recently a tenant at the Suisun Bay Reserve Fleet, is a floating national historic landmark best known for a historic defensive role in the infamous Dec. 7, 1941 attack on Pearl Harbor.

The tugboat, with its firefighting capabilities, helped tow the stranded battleship USS Nevada out of a major harbor channel it was blocking. A dent from its contact with the Nevada was purposely maintained since the historic battle.

The USS Hoga was tugged with a bit of pomp and circumstance to Allied Defense Recycling's Mare Island shipyard docks at about 11 a.m. Tuesday, a series of water cannons shot off in welcome. Aboard was the mayor of North Little Rock, Ark., its ambassador.

"It was a tribute to the old lady, and she is a lady," said Allied Defense Recycling General Manager Gary Whitney, referring to the vessel.

Within months, the Hoga will join the USS Razorback, a submarine already moored in North Little Rock -- capstones to the beginning and end of World War II.

"There have been some questions of why does North Little Rock (pop. 62,000) want a submarine ... and a tugboat," Hays said. "These two vessels, both in preservation and history and our reflection on it, to (be able to) share that history with future generations, to me, is extremely important that we don't pass up."

The Razorback was one of 12 submarines chosen to be present in Tokyo Bay when the Japanese surrender was signed on Sept. 2, 1945, according to the city-owned Arkansas Inland Maritime Museum (www.aimm.museum), near where the two will be docked.

The Hoga also served four decades as an Oakland Fire Department municipal fire boat, and hosted a tour by former President Jimmy Carter.

The Navy signed over the tugboat to the museum in 2005, after about two years of effort. The museum beat out several entities competing for the donation, Hays said. Fundraising efforts, timing and the economy have delayed its removal from Suisun Bay until recently, Hays said.

By coming to the Mare Island shipyard, Hays is hoping to avoid the exorbitant cost of having to lift the 325-ton tugboat by crane onto a barge, so that it may travel safely. Instead, with Allied Defense Recycling's help, the Hoga will have its hull made seaworthy and its large open body divided into several watertight compartments, making it less susceptible to sinking during transport, he said. The Navy must first agree to this alternate plan, though, Hays said.

Some parts will be scavenged from two ex-Navy tugboats abandoned at the Port of Richmond. The vessels are in the Mare Island's Dry Dock 2 for dismantling, said Whitney, the general manager. Sea-going tugboats Lion and Tiger, formerly known as the USS Quapaw and

USS Moctobi, were built just a few years after the Hoga.

Hays, whose 24-year run as mayor will end in January, said he may return to Mare Island to travel with her on her final journey to Arkansas.

At 8 this morning, another vessel -- the Mare Island-built submarine tender Nereus -- will leave the shipyard on its final voyage to Texas for dismantling. Allied Defense Recycling has had the 67-year-old vessel since July 17 for cleaning and repairs.

For further information or to arrange a visit to the Hoga, call (707) 652-7360, or visit www.mareislanddrydocks.com. Arkansas Inland Maritime Museum is also online at www.aimm.museum.

Navy News

TRICARE Enrollment Fee Increases for FY2013

*By Terry Howell, July 24, 2012
 MilitaryAdvantage.Military.com*

The fiscal year 2013 TRICARE Prime enrollment fees for uniformed service retirees and their families go into effect Oct. 1, 2012. The Prime enrollment fees for 2013 are \$269.28 for retirees, and \$538.56 for retirees and their family members.

Survivors of active duty deceased sponsors and uniformed services medically retired service members and their dependents are exempt from annual fee increases. Their enrollment fee is frozen at the rate in effect when they were classified and enrolled in TRICARE Prime. Their fee remains frozen as long as there is no break in their TRICARE Prime enrollment.

Read more:

<http://militaryadvantage.military.com/2012/07/2013-tricare-enrollment-fees/#ixzz21fiJfkXH>

Worker Charged With Arsons in USS Miami Fire

*Associated Press, by Clarke Canfield
 Jul 23, 2012*

PORTLAND, Maine - A civilian employee set a fire that caused \$400 million in damage to a Navy submarine because he was suffering from anxiety and wanted to get out of work early, Navy

investigators said in a complaint filed Monday.

Casey James Fury, 24, of Portsmouth, N.H., faces up to life in prison if convicted on two counts of arson for allegedly setting fire to the USS Miami nuclear-powered attack submarine while it was in dry dock on May 23, and setting a second fire outside the sub on June 16.

Fury was taking multiple medications for anxiety and depression, and told investigators he set the fires so he could get out of work, according to a 7-page affidavit filed in U.S. District Court in Portland on Monday.

Fury, who was working on the sub as a painter and sandblaster, initially denied starting the fires, but eventually acknowledged his involvement, the affidavit reads. He admitted to setting the May 23 fire, which caused an estimated \$400 million in damage, while taking a polygraph test and being told by the examiner he wasn't being truthful.

"The reason he set the fire was in order to get out of work," the affidavit reads. "Fury further explained to (the examiner) that he had failed to admit his involvement...because he was scared and because everything was blurry to him and his memory was impacted due to his anxiety and the medication he was taking at the time."

The Miami was in dry dock at Portsmouth Naval Shipyard in Kittery, Maine, for an overhaul when the fire broke out May 23, damaging the torpedo room and command area inside the sub's forward compartment. It took more than 12 hours to extinguish the fire.

A second fire was reported June 16 on the dry dock cradle on which the Miami rests, but there was no damage or injuries.

Fury denied involvement in the fires when he was interviewed the day after the first fire and two days after the second fire, according to the affidavit from NCIS agent Jeremy Gauthier.

At a follow-up interview last Wednesday, Fury told Gauthier he set the second fire after getting

anxious over a text conversation with an ex-girlfriend about a man she had started seeing, according to the affidavit. Fury described how he wanted to leave work early, so he took some alcohol wipes and set them on fire outside the submarine.

Fury eventually admitted to setting the May 23 fire after agreeing to take a polygraph examination on Friday. When the polygraph examiner told Fury he wasn't being truthful in denying his involvement in the fire, Fury admitted he had caused the fire, the affidavit said.

Fury told Timothy Bailey, the polygraph examiner and a NCIS agent, that "his anxiety started getting really bad" so he grabbed his cigarettes and a lighter, walked up to a bunk room and set fire to some rags that were on the top bunk before returning to work.

The Navy originally said the fire started when an industrial vacuum cleaner sucked up a heat source that ignited debris inside the vacuum.

Fury told Gauthier that he was taking three medications for anxiety, depression and sleep, and a fourth for allergies. He checked himself into an in-patient mental health facility on June 21 and checked himself out two days later, the affidavit reads.

If convicted of either charge, Fury could face life imprisonment and a fine of up to \$250,000 and be ordered to pay restitution, the U.S. Attorney's Office said. Fury was scheduled to make his initial court appearance Monday afternoon.

Navy Tests Ocean Drones In RI's Narragansett Bay

By Michael Melia, Associated Press, Aug 7, 2012

NEWPORT, R.I. -- I Just beneath the placid, sailboat-dotted surface of Narragansett Bay, torpedo-shaped vehicles spin and pivot to their own rhythm, carrying out missions programmed by their U.S. Navy masters.

The bay known as a playground for the rich is the testing ground for the Naval Undersea Warfare Center in Newport, where the Navy

is working toward its goal of achieving a squadron of self-driven, undersea vehicles.

One of the gadgets recently navigated its own way from Woods Hole, Mass., to Newport, completing several pre-set tasks in what the military calls an unprecedented feat.

Technology under consideration by the military is often tested aboard cylinder-shaped vehicles with a diameter of about 20 inches. But the center also tests its own prototypes, including one dubbed Razor, which can propel itself by using flippers, like a turtle, for stealth.

The Navy hopes its drones will eventually pilot themselves across oceans. The vehicles are already used to detect mines and map the ocean floor and, with tweaks over the next several years, the military says they will be applied more to intelligence gathering and, in the more distant future, anti-submarine warfare.

"We do see these autonomous undersea vehicles as game changers," said Christopher Egan, a program manager at NUWC.

Compared with aerial drones, the undersea vehicles can be challenging to control from a distance. The water distorts the transmission of signals, and the drones have to contend with boat traffic, swirling currents, and obstacles on the ocean floor.

They are typically powered by batteries, but their endurance has been sharply limited by the lack of a stronger power source that will allow for safe handling by sailors who deploy and collect the devices aboard submarines.

With advances in alternative energy sources, particularly fuel cells, the Navy says it is close to achieving a fully independent drone. By 2017, the Navy aims to have a large, unmanned vehicle that can stay out for 70 days. Within the next decade, it wants to field its first full squadron.

"We've seen the advances of unmanned aerial vehicles and what that provides to the war fighter," said Navy Capt. Brian Howes, who is involved in planning for the vehicles as commander of

Submarine Development Squadron 5 in Washington state. "We're pushing the technology to have the same leap for our unmanned undersea vehicles."

In a time of tight federal budgets, the Navy also sees drones as a cost-effective way to extend the reach of its submarine fleet, which has been gradually shrinking in size since the end of the Cold War.

Norman Friedman, a New York-based naval analyst, said the unmanned undersea vehicles — or UUVs — are a necessary investment. Whether they deliver on their promise, he said, will depend on success at finding the right power plant.

"The big obstacle is going to be energy," he said. "I don't get the feeling anyone has jumped up and said this is not a problem anymore."

The bay is perfect environment with shallow water, varied features on the bottom and commercial traffic, Egan said. At times, however, the engineers have to contend with interference from pleasure boaters, including one man who was approached by a Navy vessel after trying to grab a vehicle near the surface.

"We've had occasional interactions where a boat operator sees an opportunity to maybe snap up a cool device," Egan said. "We've had to deter them on occasion."

The Navy has used unmanned vehicles to simulate enemy submarines for training purposes since the 1970s, but officials say they have made dramatic leaps in autonomy.

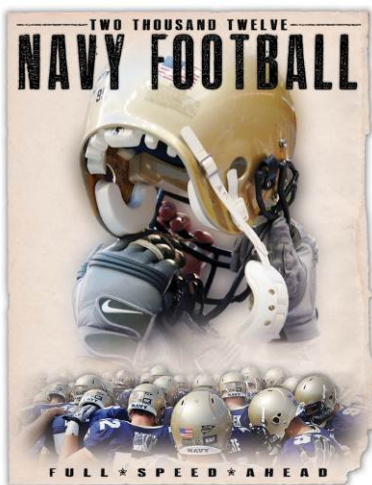
The vehicle that completed the 26-hour voyage from Cape Cod to Newport in October 2010, for example, plotted its own course without relying on GPS positioning or other communications, Egan said. Guiding itself by features on the sea floor, it passed through the pylons of a bridge, circumnavigated the island of Jamestown and surfaced in a pre-determined spot inside the harbor.

The laboratory at the Naval Undersea Warfare Center, which has 65 engineers and scientists

dedicated to UUVs, works closely with private companies, academic institutions and other government agencies involved in similar research. The gadgets have a wide range of applications beyond the military, as demonstrated last year by vehicles that recovered the flight data recorder from an Air France plane that crashed in the mid-Atlantic.

The submarine community is particularly eager to see what the vehicles can do. Electric Boat in Groton, Conn., has designed a module to help future attack subs deploy and recover the drones, transporting them through the payload tubes.

"If you can do reconnaissance with multiple UUVs or one UUV, then in effect you extend the area the submarine touches," Friedman said.



09/01/12	vs. Notre Dame In Dublin, Ireland
09/15/12	at Penn State
09/22/12	vs. VMI
09/29/12	vs. San Jose State
10/06/12	at Air Force
10/12/12	at Central Michigan
10/20/12	vs. Indiana
10/27/12	at East Carolina
11/03/12	vs. Florida Atlantic
11/10/12	at Troy
11/17/12	vs. Texas State
12/08/12	vs. Army



August Birthdays

Aug 3rd – Bob Medearis
 Aug 3th – Bonnie Zonner
 Aug 4th – Harold Pelton
 Aug 7th – John Albers
 Aug 7th – Bill Dempsey
 Aug 9th – Stan Walker
 Aug 10th – Walter Stevens
 Aug 11th – Ray Wewers
 Aug 12th – William Nichols
 Aug 12th – Larry Hobby
 Aug 18th – John Przybys
 Aug 19th – Dennis Foster
 Aug 22nd – Joe Blanchett
 Aug 22nd – Shane Foraker
 Aug 23rd – Billy Hollaway
 Aug 23rd – James Barnum
 Aug 25th – Riversaleh Saleh
 Aug 25th – Nick Proctor
 Aug 25th – Stew Burner Stephens
 Aug 25th – Sandy Stephens
 Aug 27th – Juanez Stiltz

Happy Birthday!

Treasurer's Report: July 2012

BEGINNING BAL.:	\$ 5963.19
DEPOSITS:	
Booster Club	
George Wrightam	
Dues	15.00
	50.00
TOTAL DEPOSITS:	\$ 65.00
Accounting Error	0.20
EXPENSES:	
No Expenses	0.00
TOTAL EXPENSES:	\$ 0.00
ENDING BALANCE:	\$ 6028.39
BASE CHARITYS	
Boat Maint Fund	1066.03
Base Charity Fund	567.00
USS Snook Memorial	1405.86
CHARITY END BAL	\$ 9067.28
Regions Bank CD	\$ 5206.36
Interest	0
Ending Balance	\$ 5206.36
Cash on hand	50.00
TOTAL IN BASE FUNDS =	\$14,323.64

**HAWGFISH SCUTTLEBUTT
IN GOD WE TRUST**

David Grove
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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

<u>Base Commander</u>	Greg Schwerman	gschwerman@suddenlink.net	(501) 804-0386
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<u>Holland Club</u>	Tom Salisbury	tomann@ipa.net	(501) 337-0788
<u>Memorials/Ceremonies</u>	Paul Honeck	plheh38@hughes.net	(501) 758-3266