



Hawgfish Scuttlebutt



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Base of the United States Submarine Veterans,
Inc.

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Upcoming Events:

Next meeting will be held on Saturday, March 24 at 1600 at the American Legion Post in Little Rock
Work day on the boat will be Feb. 21, 2009. Next Work Week: April 20-24

February 2009

Commander's Corner

February, the month of Romance, is upon us. Where has January gone!!!!!! Let's all remember our loved ones during this month.

Our January meeting was very interesting. Thanks to Jim Barnes, we had Mr. Bill McGinley, WWII B-24 bomber tail gunner tell of his experiences after being shot down in 1943-44. This man was very interesting and his ability to remember what transpired with him during those two years was amazing. If anyone has a prospective guest speaker they think we would enjoy at one of our meetings, let me know and we will schedule them.

Our next activity is the Day at the Races on February 28. John Barr is setting this up and needs 30 people to sign up for it in order to get the rate of \$16 per person which includes entrance, reserved seat, a sandwich, drink and personal service. If he can't get 30, it will cost \$6.50 for

entry and reserved seat and you have to purchase your food and drink extra plus you have to go get it yourself. If you are interested, contact John at jcbarr@aristotle.net.

I have reserved 4 RV spots for our annual Lake Dardanelle State Park campout. I have a request for one of them already. I still have two spots with electrical and water hookups and one with full service. If you are interested, please contact me at raywewers@suddenlink.net or 479-967-5541. Let me know as soon as possible in case we need more, I can still get some more spots reserved. The four we have are the original spots we had several years ago. Also, if anyone has a large tent (10'x10' or larger) please bring it with you as we have outgrown our tent.

We, the base, have been invited to participate in the Little Rock St. Patrick's Day Parade on March 14 at 1300. We will meet at the boat at 1100 to do final decorations

on our sail and trailer before going to the parade site. If anyone can, we will need help on Friday, March 13 to clean and paint the sail and trailer. Also, need a volunteer with a truck to pull the trailer in the parade. Please let me know if you can help and/or participate. This is another way to get our base recognized throughout the state.

In April, the Razorback Association, a group of Razorback crewmembers will come to Razorback to work on the boat. If you can, please come and help during the week of April 20-24. There will be overnight bunking available on Razorback during the week for any who wish to stay overnight. We will have a work list promulgated in the near future as to the type work we will do.

Hope to see many of you at meetings and functions during the year.

**Ray Wewers,
Base Commander**

Submarines Lost/Damaged During the Month of February

USS Shark (SS-174) 11-Feb-1942. 59 men lost.

USS Amberjack (SS-219) 16-Feb-1943. All hands lost (72).

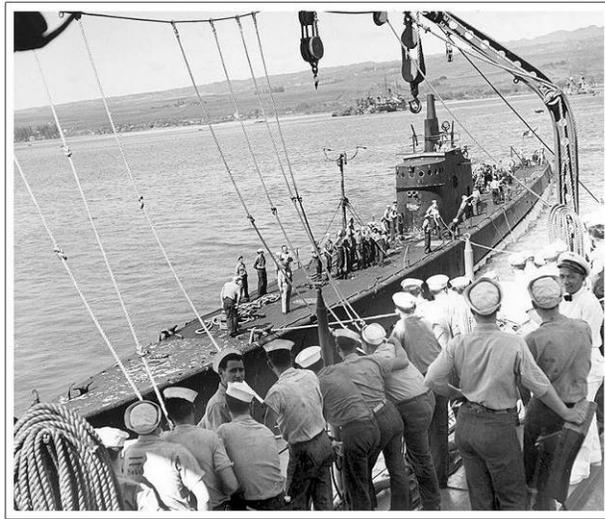
USS Scorpion (SS-278) 1-Feb-1944. All hands lost (77).

USS Grayback (SS-208) 26-Feb-1944. All hands lost (80).

USS Trout (SS-202) 29-Feb-1944. All hands lost (79).

USS Barbel (SS-316) 4-Feb-1945. All hands lost (81).

USS TROUT (SS-202) February 29, 1944 – 79 Men Lost



The veteran patroller USS Trout (Lieutenant Commander A.H. Clark) left Pearl Harbor 8 February 1944 en route to her eleventh patrol, topped off with fuel at Midway and left 16 February, never to be heard from again. She was to patrol between 20°-00'N and 23°-00'N, from the China coast to 130°-00'E. Trout, scheduled to leave her area not later than sunset 27 March 1944, was expected at Midway about 7 April; overdue she was reported presumed lost 17 April.

From the Japanese since the war the following facts, have been gleaned: On 29 February 1944 Sakito Maru was sunk and another ship badly damaged in 22°-40'N, 131°-45'E. Since Trout was the only U.S. submarine which could have attacked at this time in this position but did not report the action, it is assumed she was lost during or shortly after this attack.

In her first ten patrols, Trout sank 23 enemy ships, giving her 87,800 tons sunk, and damaged 6 ships, for 75,000 tons. Trout's first patrol resulted in no enemy damage, but her second was most unusual: She delivered ammunition from Pearl Harbor to Corregidor in January 1942. To compensate for the weight of ammunition delivered, she brought back as ballast 20 tons of gold, silver and securities to Pearl Harbor; whence it was taken to Washington for safekeeping. Trout also sank a medium freighter and a patrol craft. From mid-March to mid-May 1942 Trout patrolled in the Empire, sank a large tanker, three freighters and a gun-boat, and damaged a large freighter. Her fourth patrol she was part of the forces defending Midway but made no successful attacks. The area south of Truk was the scene of Trout's fifth patrol; here she sank a transport and damaged an aircraft carrier.

During her sixth patrol, in the Southern Solomons, Trout had but one attack opportunity. She made no hits on a battleship sighted on 13 November 1942. In the South China Sea on her seventh patrol, she sank a freighter, a tanker and two sampans, and damaged two large tankers. In the same general area on her eighth patrol Trout sank two sampans and damaged an auxiliary.

In May and June 1943 Trout patrolled the lesser Philippines and sank two tankers, a freighter and two small schooners, also damaging a freighter. Trout's tenth patrol was a passage from Fremantle to Pearl, with a patrol of the Davao area en route. She sank a freighter, a transport, a sampan and for a time was credited with a submarine--I-182, thought to have been destroyed in Surigao Strait on 9 September. Trout was awarded the Presidential Unit Citation for her second, third and fifth patrols.

Razorback Base News

Razorback Base Meeting Minutes

January 24, 2009

The Razorback Base meeting was called to order by base commander Ray Wewers at 1600 at the American Legion Post in Little Rock, AR. There 19 members and 2 visitors present. The Creed was read by Ray Wewers.

Tolling of the Bell for Lost Boats and Crewmen in January and February was read by John Barr. Invocation was given by Carl Schmidt. The Pledge of Allegiance was led by Paul Honeck

New member Al Sabation and his friend Diana Stage were introduced. Our speaker for the evening

Bill McGinley was introduced.

Minutes of the November 22, 2008 base meeting was read and approved.

Financial report was given by Greg Schwerman. We have a balance of \$10,097.45 in base account. A "CD" for \$5000 was purchased at Regions Bank where we have established a new checking account. A motion was made and seconded to close base account at Community Bank. Motion passed. All other balances can be found in the treasurer's report. Motion was made and seconded to accept treasurer's report. Motion passed.

Committee reports:

1. Chaplain-Carl Schmidt reported the wife of Maurice Barksdale was in the hospital in Dallas.
2. Membership-John Barr has collected dues from 198 members for 2009. Only 8 members have not paid. There were 62 Life Membership paid.
3. Storekeeper-Billy Hollaway reported there was \$68 collected from calendar sales. There is a balance of \$366.53 on hand
4. Activities-John Barr reported the trip to the race track is planned for Feb.28. Let him know if you are going. He talked about going to a Traveler's game in April or Aug. The Razorback crew will be here in April 20-24. We may have a dinner with them and 11

new Holland members that need to be inducted into the Holland Club. Ray has reserved 4 R.V. spaces for the June 26-27 camp out. Let him know if you want one.

5. Communications-Ray Wewers bought \$100 of tickets at convention from the American Submariner Opportunity Drawing. The base received \$50 back and \$ 50 went to the USSVI Foundation. We received a thank-you from the State AR Veterans Affairs for attending Dec.7, 2008 ceremonies at the State Capital.

Old Business:

1. Work day on the boat will be Feb. 21, 2009. This was changed from Feb. 14. Last work day was very successful. The air conditioners are working well.
2. The Eternal Patrol plaque was given to the base by Carl Schmidt and will be put in the reception barge.

New Business:

1. St. Patrick's Day Parade-Greg Stitz told us that the Razorback Base had been asking to participate in the parade on March 14, 2009 at 1 p.m. It will start in Little Rock, and end in North Little Rock. It was agreed to participate in this parade.
2. Shipmate of the Year-Ray Wewers ask for write-ups on people who might meet these qualifications. Please turn them in by the March meeting.
3. Overnight on boat-Volunteers will be needed for sleep-over's on the boat. These will begin in Feb.
4. Memorial Day Weekend-We will try to have a cook-out and watch the fireworks on the boat at this time.

Ray Wewers introduced our speaker Bill Ginley. He was in the Army Air Force in WWII. He told us of his experiences from the beginning of his tour till he was shot down over Germany and his escapes till he returned home.

Good of the Order

1. Mark Taylor, Captain of the Patriot Riders, told us about their part in Short Hagerman's funeral.
2. Carl Schmidt presented information on bibles to give to families of people who go on eternal patrol instead of sending flowers. A motion was made and seconded to purchase 1 bible for the Chaplain's use and then let us decide if this is what the base wants to do. Motion passed.

Benediction was given by Carl Schmidt.

Meeting was adjourned at 5:50 p.m.

Recording Secretary
Jane Farmer

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

USSVI Razorback Base Charter Members

The following list represents my best recollection and historical record for the Charter Members of USSVI RAZORBACK Base. The base was formed in October 2000 and the Executive Committee decided that our cutoff date would be January 31, 2001. Certificates were printed and presented to all who were eligible. If your name is missing or you feel you were one of the Charter Members, please get word to me and will correct the problem. Thanks, Billy Hollaway, Memorial/Ceremonies

Greg Schwerman, 01/01
Harold Lemons, 00/10
John Przybys, 00/10
Carl Schmidt, 00/10
Byron Stratton, 00/10
Michael Moore, 00/10
James Barnes, 00/10
Joe McBroom, 00/12
L. C. Richard, 00/10
Gerald Carlson, 00/10
Thomas Salisbury, 00/10
Raymond Wewers, 00/10
James Baker, 00/10
Lee Huss, 01/01
Robert Christians, 00/10
Wendell Dedmon, 00/10 Deceased
Robert Sykes, 00/10
Bruce Lipe, 00/10
Marvin Blair, 00/10
Carl Eubanks, 00/10
Judd Rouch, 00/10

John Baker, 00/10
Art Randall, 00/11 Deceased
John Dale, 00/10
Derrell Clements, 00/10
Tom McLeod, 00/10
Michael Rainwater, 00/11
Wayne Goodenow, 00/11 (Deceased)
John Harrell, 00/10
Stephen Phillippo
----- Pride Runs Deep -----

USSVI Longevity Pins

At the December 2007 base Christmas party members of Razorback Base received five-year and ten-year longevity pins for tenure in USSVI. The only criteria for the pin is for your primary base to be the Razorback Base. If you are a primary member of this base, and did not receive one of these pins, please let Billy Hollaway know and your information will be validated. My e-mail address is retldousn@earthlink.net; snail mail is 3220 N. Cypress St., N. Little Rock, AR 72116 and home phone number is (501) 758-3266.

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

Run-Away Diesel

By Bob Sykes

In the mid fifties I was aboard my first duty station, a diesel submarine, USS Bass (SSK2). I had been on it for about two years, had made second class and was qualified on all my rate's duty stations (watches). During one night in port, while I had the below-decks watch, the duty Engineman wanted to test and load one of our diesel generators on which he had just finished doing some PM's on the diesel engine. Since I was also the duty electrician, it meant that he (also the Watch Section Leader) would have to shuffle the below-decks watch so that I could get relieved and operate the diesel generator switchboard for him.

Now he was also qualified on all his rate's watch station and had done some cross rate watch training and was familiar with the diesel generator switchboard. So he asked me if it would be all right if he operated the switchboard, thereby saving him having to switch people around to get me relieved. It sounded good to me and if it was OK by the duty officer, go ahead.

An hour or so later, I heard the diesel generator start and run for

awhile. On my next tour through the boat, I noticed a commotion at the engine-room hatch. The Duty Officer and the Duty Chief (not of engineering rate) were at the closed hatch discussing calling the Engineer at home and at the same time talking to the engine-room on the sound powered phone. They all were very excited, because they could not get the diesel generator to shutdown. The Engineman had tripped the fuel racks and the diesel had keep on running. He had tried closing the air induction valve, pulling a vacuum on the engine-room, cutting off the air to the engine, but it still keep on running. The engine-room hatch opened and there was a brief discussion between the three, then the Duty Officer left to call the Engineer. I stepped through the hatch into the engine-room, looked down at the generator switchboard and saw that the number one diesel (the one being tested) breaker green light was on, meaning that its breaker was closed. I reached down, turned the breaker control handle to the right, the breaker opened and the diesel generator stopped. At that time in my life I had never seen three happier people.

For those non-electrical types, here is an explanation of what happened. When the engineman went to shutdown the diesel generator, at the switchboard, he lowered the generator output voltage with its control knob, and then turned its breaker control switch to the closed position instead of the trip position and of course the breaker remained closed. Failing to observe that the breaker-closed green light was still on, he then went to the diesel controls and tripped the fuel racks. When this happened, the diesel lost its power; the generator stopped putting out voltage and turned from a generator to a motor. Now the generator, as a motor, is running the diesel and unless you trip the breaker it will keep on running and would still be today if I hadn't of trip its output breaker.

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

News from AIMMS:

Naval History Magazine now available at the Museum Store

Published by the United States Naval Institute, *Naval History* is the world's preeminent naval and maritime history magazine.

Each bimonthly issue, illuminated with dramatic photography and fine art, features new historical discoveries, insightful essays, scholarly analyses, interviews with notable naval veterans and historians, book reviews, and firsthand accounts by the people who participated in our naval triumphs and tragedies.

Naval History covers your maritime heritage with the authority and high style expected of all U.S. Naval Institute publications.

Individual issues are \$5 each. The current issue is the February 2009 issue.

When the Navy Needs Something Historical, Who do they Call? No, They Don't Call Ghostbusters! They Call AIMM!

Recently, the PAO of a West Coast Submarine Group contacted AIMM with a request.

They needed a copy of an article published over 15 years ago in the Submarine Review, which is published by the Naval Submarine League in Washington, DC.

Thanks to the efforts of Ron Martini of the USSVI and the work of the AIMM staff, the AIMM / USSVI Library is one of the few places in the world with a complete set of back issues of Submarine Review, and the AIMM website is the only place on the Internet with a complete index of the articles in all the issues.

We were able to locate the article, scan it as a PDF file, and sent it off via e-mail the same morning that the request came in.

AIMM Breaks Records for 2008

The final attendance numbers for 2008 are in, and it was our best year ever.

In 2008, a total of over 18,000 people toured the submarine. The previous record was 12,032 in 2006.

We gave tours to 110 school groups, more than double our previous best (47 schools in 2007). We even gave school group tours this fall, which we have never done before (as you know, the spring is prime time for school groups to go on trips.

Our volunteers put in over 41,000 hours in 2008, another record.

Website visits continue to climb as well, and we hope that the new website design will attract even more visitation and more repeat visits as we add even more photographs, videos, and other multimedia.

Greg Stitz

Curator

Arkansas Inland Maritime Museum

www.aimm.museum

Home of USS Razorback (SS-394)

501-371-8320

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

VIRGINIA-Class training to detect diesel subs hindered By Security Rules

By Dan Taylor, Inside the Navy, Feb. 2, 2009

The Pentagon's testing arm warns that the Virginia-class submarine is getting inadequate training against "a primary threat of record" in diesel submarines because of security rules that restrict operations around subs sent by allied nations, according to the latest Defense Department operational test and evaluation report released last week.

The proliferation of diesel submarines (SSKs) worldwide are a growing concern in Pentagon circles because their engines are quiet, making them difficult to detect. Since the Navy does not have any diesel subs of its own, it relies on allied nations to send their subs to train with the U.S. fleet.

However, security rules restrict operations around foreign vessels, resulting in inadequate testing involving diesel submarines; the 2008 DOT&E report states.

"Navy security rules for the Virginia prevent realistic ASW [anti-submarine warfare] testing using allied SSKs," the report states. "As a result, the Virginia-class submarine will complete IOT&E [initial operational test and evaluation] without resolving performance against a primary threat of record."

The report goes on to note that the rules also restrict sub operations near allied ASW-capable warships.

The agency recommends that the Navy "propose and resource an appropriate surrogate and adequate test strategy to resolve performance against the SSK threat of record" and "establish procedures where Virginia

submarines can operate with and train for both their peacetime and wartime missions with our allies."

The Navy had trained alongside the Swedish diesel sub Gotland for two years until mid-2007. The service had difficulty tracking the sub during exercises.

Adm. Jonathan Greenert, head of U.S. Fleet Forces Command, told reporters in March 2008 that ASW was the Navy's "No. 1 working priority" in 2008 and the service needs to do a much better job tracking diesel subs.

The security rules that inhibit diesel sub training are also causing delays for IOT&E testing, which could lead to problems in the program's schedule, the report notes.

"The Navy has invoked special security rules for all test data containing Virginia signature-related information that significantly delays the transport, reconstruction and analysis of test data," it states. Along with other testing obstacles, "these factors have delayed IOT&E completion, will delay test analysis and reporting and could postpone the milestone," the document adds.

DOT&E recommends defining clear rules for what Virginia-class data requires special classification and handling.

Additional operational testing was set to take place over the last four months to make up for incomplete, canceled and inadequate test events, according to the report.

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



February Birthdays

February 4th – Paul Honeck
 February 5th – Michael Meriweather
 February 6th – John Archer
 February 12th – Skeets Stockdale
 February 13th – Gil Houston
 February 20th – Glenn Boothe
 February 22nd – Dick Winchell
 February 24th – Frank Hampson
 February 25th – Shannon Harris
 February 26th – Robert Walls
 February 28th – T. Dodson
 February 28th – Bruce Dart

Happy Birthday!

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

Treasures Report: January 2009

BEGINNING BAL.:	\$10097.45
DEPOSITS:	
Dues Collected	630.00
Calendar Sales	43.00
Donations	45.00
TOTAL DEPOSITS:	718.00
EXPENSES:	
Memorial Expenses	69.30
Meat for Christmas Party	157.60
Regions Bank CD	5000.00
TOTAL EXPENSES:	\$ 5226.90
ENDING BALANCE:	\$ 5588.55
CHARITYS	
Boat Maintenance Fund	\$ 1253.03
Base Charity Fund	\$ 1700.00
USS Snook Memorial	\$ 1797.26
Regions Bank CD	\$ 5000.00
TOTAL IN BASE FUNDS =	\$15338.84

Greg Schwerman
Base Treasurer



Remember Valentine's Day!



**HAWGFISH SCUTTLEBUTT
IN GOD WE TRUST**

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Razorback Base Executive Committee:

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