



# Hawgfish Scuttlebutt



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

Base Commander, Ray Wewers  
479-967-5541; [raywewers@suddenlink.net](mailto:raywewers@suddenlink.net)  
Editor, David Grove  
501-951-1314; [dgrove2000@sbcglobal.net](mailto:dgrove2000@sbcglobal.net)



**Upcoming Events:**  
-July 4<sup>th</sup> Celebration

*July 2009*

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## Commander's Corner

Summer is here and has it ever let us know. Last weekend, we had our annual campout at Lake Dardanelle State Park in Russellville. We had 27 members and family members who attended all or part of the weekend. We had great food, enjoyed a lot of camaraderie and sweated a lot. Temperatures during the day hovered around the 100 mark all weekend. We had a short meeting and decided we would move the campout to the first weekend in May next year. In case of rain we have the new canopy that can be completely closed in on all sides. We think that is the reason we didn't have any rain this year.

The election for District Commander has been completed and Ken Re coy was reelected to the position. I will, therefore, continue to be your Base Commander until the election next year. I am very satisfied to continue in this position.

I have started back working on Razorback on Monday and Tuesdays and welcome anyone to come down and help. We are continuing to prep the superstructure and hull

for painting. It is a lot of work but it needs to be done. Jim Franks and I worked in the superstructure under the last two portside clamshells and have more to do there. Joe Mathis worked in the Radio Room mounting some of the Radio equipment. For those of you who are not local to the Little Rock area, we are able to spend the night on Razorback. I spent Monday on her and had a good night's sleep and was up at 0600 for breakfast and start of another work day.

We will have our next meeting on Saturday, July 25, 2009 at 1600 at the American Legion Post #1 in Little Rock. John Barr is lining up a WWII bomber pilot to be our guest speaker, so it should be an interesting afternoon. We will have dinner after the meeting at the Post.

Our August activity will be an Arkansas Traveler vs Springfield Cardinals baseball game at Dickey Stephens Park in North Little Rock. John is making the final arrangements and will provide more information later.

September is the National Convention in San Diego. There are still rooms available at the

Town and Country Resort and activities during the convention still have openings. According to the USSVI website, there are over 700 people signed up for the convention, so get your reservations in for a great time in San Diego.

There will be a work day on Saturday, July 11, 2009 on Razorback but we won't be chipping paint as it is too distracting to the tourists and tour guides inside the boat. There will be other things to work on that will be inside the air-conditioned areas. Again, you are invited to help on Monday and Tuesdays. I will send out an email to let you know that we will or will not be working on the days of the upcoming week.

**Ray Wewers,  
Base Commander**

## Submarines Lost/Damaged During the Month of July

USS G 2 (SS 27) **30 Jul 1919**. Three men lost.

[USS Runner \(SS-275\)](#) **1-Jul-1943**. All hands lost (78)

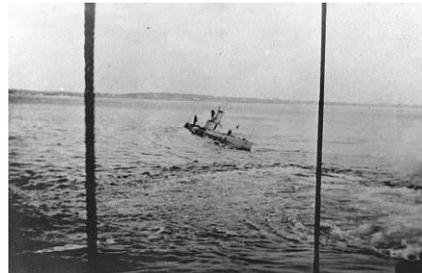
[USS S-28 \(SS-133\)](#) **4-Jul-1944**. All hands lost (50)

[USS Robalo \(SS-273\)](#) **26-Jul-1944**. All hands lost (81)

### **USS G2 (SS-27) July 30, 1919 – 3 Men Lost**



*April 2, 1912: G-2 fitting out after first grounding*



*October 1918: USS G-2 aground on Bartlet's Reef.*

An unlucky submarine came to a final end on July 30, 1919 when the G-2 sank off New London, Connecticut. The G-2 was built at Newport News Shipbuilding for the Lake Torpedo Boat Company of Bridgeport, Connecticut; they later sold her to the U.S. Navy. Originally named Tuna she was renamed G-2 on Nov. 17, 1911. On her delivery trip to Bridgeport the boat ran aground off Great Egg Harbor, New Jersey. Fog caused the accident, but the boat was stuck fast. There were nineteen men on board and they at first refused to leave the boat, but with the seas getting heavier fourteen were removed at the request of the captain by the Longport Lifesaving Station.

The captain and four others remained with the boat and attempted to refloat her. Tugs later arrived and pulled the boat off the shoal. The boat was repaired and finally commissioned into the navy on Feb. 6, 1915. The G-2 grounded again on Oct. 1, 1918, this time on Bartlet's Reef near Niantic, Connecticut, again she was refloated. After she was decommissioned on April 2, 1919 it was decided to use her as a target to test depth charges. It was during this test that she sank. The boat was taken out into Two Tree Channel near New London, Ct. to prepare for the test when at 09:30 she began to sink stern first. A witness said he saw the stern of the G-2 begin to go under. He stated "They (the boarding party of G-2) cried for assistance and within a few minutes the bow of the G-2 began to lift into the air, probably rising about ten feet. Then the submarine sank suddenly."

The USCG Acushnet, which was also involved in the test, launched her lifeboats and recovered six men from the water. Sadly because of how fast the G-2 went down two men were trapped inside and perished, a third drowned before he was rescued. To the best of my knowledge the boat is still where it sank, but parts of it have been salvaged.

**"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

### Razorback Hogs!

Attention Base Biker Enthusiasts! For those who may have an interest, a SubVet motorcycle club is forming and there has been some interest from our local base members. For those who would like more info, visit [www.silentservicemc.com](http://www.silentservicemc.com) for details on membership, application form, etc.

Bill Hollaway [retldousn@earthlink.net](mailto:retldousn@earthlink.net)  
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### USSVI Razorback Base Meeting Minutes

June 27, 2009

The Razorback Base meeting was called to order by base commander Ray Wewers at 1:00 p.m. at Lake Dardanelle State Park in Russellville, AR. There were 21 members and 2 visitors. The Pledge of Allegiance led by Ray Wewers.

Treasurer's report given by Greg Schwerman. We have a balance of \$4494.91 in the base checking account. A motion was made and seconded to accept the financial report as read. Motion passed. Greg ask the base to let him change to a bank closer to him. The Bank of the Ozarks was named. Motion was made and seconded to let Greg change banks. Motion passed. Motion was made and seconded to pay for food for the picnic today from base funds Motion passed

#### Committee Reports:

1. Membership Report: Ray announced the base has three new members. They are: Kenneth Brenton of Alma, AR., Tom Desaulniers of Conway, AR., and Miles Williams of Greenwood, AR. The base now has 205 members.
2. Activities Report-Ray Wewers a base meeting on July25, 2009 in Little Rock. AR. The base will go to a Travelers baseball game on Saturday, July 29, 2009.

Jim Barnes presented a plaque to the base from a Bentonville school in honor of Shorty Hagerman. The school had taken on The USS Razorback as a project and Shorty and Jim had gone to the school on numerous occasions. It will be placed in the museum.

A good time was had by all at the picnic. Meeting was adjourned at 1:30 p.m..

Recording Secretary -Jane Farmer

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

### 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 engineroom, 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 auxillaryman 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.

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

### Tricare hikes inevitable, lawmaker says

Navy Times, 29 June 2009 Issue

A key lawmaker who has helped derail past Pentagon plans for big increases in Tricare fees for military retirees warns that the day is coming when enrollment costs, deductibles and co-payments will have to go up.

Rep. Susan Davis, D-Calif., who chairs the House Armed Services Committee's military personnel panel, said that after three consecutive years in which lawmakers inserted specific language in the annual defense authorization bill prohibiting Tricare fee increases, the House version of the 2010 bill does not have any such

provision — because the Pentagon did not ask for such increases in its budget request.

The Obama administration and Defense Secretary Robert Gates agreed to a one-year moratorium on their quest for substantial fee hikes in order to work with Congress on finding other ways to hold down health care costs.

As the armed services committee met June 16 to consider HR 2647, the 2010 defense policy bill, Davis said she and other lawmakers share the Pentagon's concerns that rising health care costs are squeezing money for other defense programs, but they don't want to make rash changes.

"Any changes to the health care benefit require careful and deliberate consideration," she said.

Davis also said discussion about options will not be limited to the Pentagon and Congress. She pledged to include military associations that represent troops and families in seeking a "fair and equitable solution" to controlling health care costs.

The Senate Armed Services Committee will start writing its version of the defense bill in late June. That committee also has not supported fee hikes pushed by the Pentagon to make up for the fact that Tricare fees have not changed since the plan started in 1994. Senators tend to favor limiting Tricare fee hikes to the size of the modest cost-of-living adjustment made each Dec. 1 in military retired pay.



### New Exhibit at AIMM



New AIMM volunteer Mike Hopper recently completed a new exhibit on the monitor USS Arkansas (BM-7).



(Photograph from the Library of Congress archives)

The second U.S. Navy ship to bear the state's name, the monitor Arkansas was the lead ship of her class, and one of the last monitors built for the U.S. Navy as they transitioned from sail to steam in the period around the turn of the last century.

Monitors were the first vessels built with guns in rotating turrets, rather than being fixed in place. Steam powered and built with armored hulls, they revolutionized naval warfare during the American Civil War.

However, they suffered from one major defect. With their low decks, they had poor seagoing capability. In fact, the first such vessel, USS Monitor, sank during the Civil War not from enemy fire, but during a storm off Cape Hatteras.



(Photograph from the U.S. Navy History and Heritage Center, Washington, DC)

The monitor Arkansas, commissioned in 1902, was designed to take advantage of the previous 40 years of ship design since USS Monitor had been built. For example, she was able, during her career, to sail as far south as the Panama Canal.

After serving as a training vessel at the U.S. Naval Academy in Annapolis, MD for several years, she was renamed USS Ozark in 1909 in order to free up the name "Arkansas" for a battleship then under construction (USS Arkansas (BB-33), which served in both World War I and World War II).

Largely obsolete due to rapidly advancing technology, she was converted to a submarine tender, to provide support to a new type of warship that was, in turn, revolutionizing naval warfare all over again.

She was decommissioned after World War I and sold for scrapping in 1922.

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### New Digital Submarine History at AIMM



AIMM is continuing to add to its online digital archive of submarine documentation. The first is a recruiting brochure from WWII, titled "See Action Now! with the Submarine Service" It describes the "many modern comforts and conveniences" found aboard a submarine. A sample dinner menu is given: Tomato Soup, Sirloin Steak, Brown Gravy, Baked Potatoes, Fresh Frozen Corn, Peas, Salad, Fresh-Baked Rolls, Butter, Jam, Strawberry Shortcake, and Coffee

This booklet describes how submarine sailors get "responsibility and advancement", "rewards", "the highest pay in the Navy" and "Above all - ACTION!"



This second brochure from the 1960s with its somewhat contrived title includes information aimed at teens, as it describes training programs for high-school students. However, it also describes the advanced technical training for programs such as nuclear power and ballistic missiles.

Each of these brochures provides a window into the Navy's past, and electronic copies are available upon request. Just send an e-mail to the AIMM staff.

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Welcome ABOARD



U. S. S. BOWFIN (SS-287)

U.S. NAVY PHOTO BY GALT

AIMM has finished digitizing a collection of over 100 commemorative booklets from submarines. These booklets date from as far back as the 1930s to as recently as last year, and cover a wide variety of submarines, including diesel-powered submarines like USS Razorback, some of the earliest nuclear powered submarines and even the most modern submarines like USS Seawolf (SSN-21).

Many of these booklets are very rare, as only limited numbers were printed and handed out only to those who actually attended the event. A complete list of the booklets in our collection can be found at:

<http://www.aimm.museum/booklets.asp>

If you have a booklet you would like to contribute to the collection, please contact the museum. If you would like to "loan" your booklets to us, we would be happy to scan them and return them to you.

Greg Stitz - Curator  
Arkansas Inland Maritime Museum  
[www.aimm.museum](http://www.aimm.museum)  
Home of USS Razorback (SS-394)  
501-371-8320

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

**Navy News**

**40 Years Later:**

*Ten Things You Didn't Know About the Apollo 11 Moon Landing*  
By Craig Nelson: Popular Science July 2009

1. The Apollo's Saturn rockets were packed with enough fuel to throw 100-pound shrapnel three miles, and NASA couldn't rule out the possibility that they might explode on takeoff. NASA seated its VIP spectators three and a half miles from the launchpad.
2. The Apollo computers had less processing power than a cellphone.
3. Drinking water was a fuel-cell by-product, but Apollo 11's hydrogen-gas filters didn't work, making every drink bubbly. Urinating and defecating in zero gravity, meanwhile, had not been figured out; the latter was so troublesome that at least one astronaut spent his entire mission on an anti-diarrhea drug to avoid it.
4. When Apollo 11's lunar lander, the Eagle, separated from the orbiter, the cabin wasn't fully depressurized, resulting in a burst of gas equivalent to popping a champagne cork. It threw

the module's landing four miles off-target.

5. Pilot Neil Armstrong nearly ran out of fuel landing the Eagle, and many at mission control worried he might crash. Apollo engineer Milton Silveira, however, was relieved: His tests had shown that there was a small chance the exhaust could shoot back into the rocket as it landed and ignite the remaining propellant.

6. The "one small step for man" wasn't actually that small. Armstrong set the ship down so gently that its shock absorbers didn't compress. He had to hop 3.5 feet from the Eagle's ladder to the surface.

7. When Buzz Aldrin joined Armstrong on the surface, he had to make sure not to lock the Eagle's door because there was no outer handle.

8. The toughest moonwalk task? Planting the flag. NASA's studies suggested that the lunar soil was soft, but Armstrong and Aldrin found the surface to be a thin wisp of dust over hard rock. They managed to drive the flagpole a few inches into the ground and film it for broadcast, and then took care not to accidentally knock it over.

9. The flag was made by Sears, but NASA refused to acknowledge this because they didn't want "another Tang."

10. The inner bladder of the space suits—the airtight liner that keeps the astronaut's body under Earth-like pressure—and the ship's computer's ROM chips were handmade by teams of "little old ladies."

Craig Nelson uncovered these facts in various NASA archives while researching his new book, *Rocket Men* (Viking; \$28)

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

**July Birthdays**

- July 1<sup>st</sup> – Walter Gossfeld
- July 1<sup>st</sup> – Sheri Grove
- July 3<sup>rd</sup> – Michael Rainwater
- July 4<sup>th</sup> – United States
- July 4<sup>th</sup> – Al Sabatino
- July 5<sup>th</sup> – William Holland
- July 6<sup>th</sup> – Ron Gorence
- July 6<sup>th</sup> – Tom Hardin
- July 10<sup>th</sup> – Mary Christians
- July 11<sup>th</sup> – Bill Garrison
- July 12<sup>th</sup> – Jim Flanders
- July 13<sup>th</sup> – Don Underwood
- July 13<sup>th</sup> – Jim MacDonald
- July 13<sup>th</sup> – Sharon Hollaway
- July 14<sup>th</sup> – Rick Pressly

- July 16<sup>th</sup> – Scotty Stewart
- July 16<sup>th</sup> – A. Meredith
- July 18<sup>th</sup> – Ron Sagaert
- July 19<sup>th</sup> – Dave Higgins
- July 22<sup>nd</sup> – David Grove
- July 24<sup>th</sup> – Robert Mattson
- July 26<sup>th</sup> – Hutch Hutchinson
- July 29<sup>th</sup> – Sidney Logan
- July 30<sup>th</sup> – Derrell Clements
- July 30<sup>th</sup> – L. Richard

**Happy Birthday!**

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

**Treasures Report: June 2009**

<b>BEGINNING BAL.:</b>	<b>\$ 4494.91</b>
<b>DEPOSITS:</b>	
Dues Collected	35.00
Donations for New Tent	50.00
<b>TOTAL DEPOSITS:</b>	<b>\$ 85.00</b>
<b>EXPENSES:</b>	
Jim Stephins (BBQ Meat)	125.84
<b>TOTAL EXPENSES:</b>	<b>\$ 125.84</b>
<b>ENDING BALANCE:</b>	<b>\$ 4454.07</b>
<b>CHARITYS</b>	
<b>Boat Maintenance Fund</b>	<b>\$ 1266.03</b>
<b>Donation</b>	
W. Haupt	100.00
<b>Ending Balance</b>	<b>\$ 1366.03</b>
<b>Base Charity Fund</b>	<b>\$ 750.00</b>
<b>USS Snook Memorial</b>	<b>\$ 1255.86</b>
<b>Regions Bank CD</b>	<b>\$ 5024.47</b>
<b>TOTAL IN BASE FUNDS =</b>	<b>\$12850.43</b>

*Greg Schwerman*

*Base Treasurer*

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

**Submarine Museum Trivia**

*Last Month:* Cold War submarine on display at Shipyard where RAZORBACK was built.

A: ALBACORE

**Q: Museum submarine in Wisconsin?** (answer will be posted in next issue)

**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>	Ray Wewers	<a href="mailto:raywewers@suddenlink.net">raywewers@suddenlink.net</a>	(479) 967-5541
<b>Vice Commander</b>	Paul Honeck	<a href="mailto:phoneck@centurytel.net">phoneck@centurytel.net</a>	(501) 241-0691
<b>COB</b>	Joe Mathis	<a href="mailto:usnjrm@yahoo.com">usnjrm@yahoo.com</a>	(501) 565-6021
<b>Chaplain</b>	Carl Schmidt	<a href="mailto:bonnynclyde@classicnet.net">bonnynclyde@classicnet.net</a>	(501) 843-7855
<b>Treasurer</b>	Greg Schwerman	<a href="mailto:gschwerman@suddenlink.net">gschwerman@suddenlink.net</a>	(501) 804-0386
<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:jbarr@aristotle.net">jbarr@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>	Lee Huss	<a href="mailto:lee393sub@sbcglobal.net">lee393sub@sbcglobal.net</a>	(501) 922-1216
<b>Memorials/Ceremonies</b>	Billy Hollaway	<a href="mailto:retldousn@earthlink.net">retldousn@earthlink.net</a>	(501) 758-3266