



# Hawgfish Scuttlebutt



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

Base Commander, Paul Honeck  
501-241-0691; [pneckerar@gmail.com](mailto:pneckerar@gmail.com)  
Editor, David Grove  
501-951-1314; [dgrove2000@sbcglobal.net](mailto:dgrove2000@sbcglobal.net)



## Upcoming Events:

2<sup>nd</sup> Sat. of each month is a boat work day.  
Bowling at Heber Springs in Oct.

## September 2009

### Commander's Corner

Summer is about over but looking at the temperatures of last few weeks it may be gone.

Many of you are on their way to San Diego for the convention. I hope all of you have nice time and a safe trip. Do to the convention there won't be meeting in September, then bowling at Allen's bowling alley in Heber Springs for October and we will have a regular business meeting in November. December will be annual Christmas Party on Saturday the 12th. The last couple of business meeting we had guest speakers. I would like continue if you know of someone interesting let me know. As the kids and grand kids get back to school for another year I hope this may free up more members to attend our social and business functions.

I am sure most of you are aware that Ray as stepped down has Base Commander

and has stepped up to District Commander. Ray's not leaving the base, I won't let him. He has always done a great job no matter what. I plan on leaning on him and past commanders for help and direction. One thing that has gone off the radar has been the landscaping of the Snook Memorial. The base with the help of Sherry Hollaway planted two nice trees but we got money to do more. Any ideas?

The Razorback has started sleepover on the boat. The regulations require two adult representatives from AIMM must be available for the duration of the stay. Greg Zonner is asking for help from the base members. AIMM's phone number is 371-8320. Give him a call to get more details.

Razorback will be hoisting the area CPO selectees on a day of reflection as they march forward to the Chief Petty Officer ranks. My last CPO initiation was in

September of 1991 so I am not sure what they are about anymore.

Even though I don't have the stats in front of me I believe this summer was somewhat successful as far the number of visitors to the boat. Remember the second Saturday of each month is a workday on the boat. I guess that rebuilding the lights still needs to get done. If you have something would like to fix or fix up talk to Jim Gates and go for it. Hope all is well with all.

**Paul Honeck**  
**Base Commander**



"You...ah...been a chief for long?"

## Submarines Lost/Damaged During the Month of September

USS S-5 (SS-110) 1-Sep-1920. No loss of life. All the crew escaped through a hole cut in hull in the tiller room.

USS S-51 (SS-162) 25-Sep-1925. 32 men lost.

USS Pompano (SS-181) 1-Sep-1943. All hands lost (76)

USS Grayling (SS-209) 9-Sep-1943. All hands lost (75)

USS Cisco (SS-290) 28-Sep-1943. All hands lost (76)

### USS POMPANO (SS-181) September 1, 1943 – 76 Men Lost



USS Pompano, 1330-ton Perch class submarine built at the Mare Island Navy Yard, California, was commissioned in June 1937. She operated in the eastern Pacific for the rest of the decade and for the first two years of the 1940s. Pompano arrived at Pearl Harbor, Hawaii, soon after the beginning of the Pacific War, and began her first war patrol in mid-month. Surviving attacks by "friendly" planes a few days after leaving Pearl Harbor, she inspected Wake Island on New Year's Day 1942. The submarine then proceeded to the Marshall Islands, where she attacked a large ship on 13 January, but apparently did not sink it. In April-June 1942 Pompano conducted her second patrol, into the East China Sea, sinking a small tanker, a large transport and some smaller craft. Her next patrol, in July-September, took her into the waters off Japan where she survived a serious depth-charging and sank two enemy ships.

After a Mare Island overhaul Pompano operated in the Marshall Islands area in January and February 1943, off Japan in March-May and again in June-July, sank no ships and experienced some of the frustrating torpedo problems that plagued the Navy during the war's first half. Her seventh war patrol, also in Japanese waters, began in August. Pompano sank two freighters but then disappeared, with the loss of her entire crew. Though the evidence is circumstantial, she was probably sunk by a mine sometime in September 1943.

POMPANO left Midway 20 August, bound for the coasts of Hokkaido and Honshu. She was never heard from again, and when she failed to return, was presumed lost. The Japanese knew that she was in her area, however, for two ships fell to her torpedoes during September: AKAMA MARU, a 5,600 ton cargo carrier, on the 3rd, and TAIKO MARU, a 2,958 ton cargo carrier on the 25th. The enemy made no anti-submarine attacks during this period in POMPANO's area, so enemy mines probably destroyed the veteran. POMPANO was struck from the Navy List 12 January 1944.

USS Pompano (Lt.Cdr. Willis Manning Thomas) was due to leave her patrol area at sunset on 27 September 1943 and return to Pearl Harbor through Midway. She was expected to arrive at Midway for fuel and provisions on 5 October 1943 but she never arrived. The official version is that she was lost while patrolling off the coasts of Hokkaido and Honshu. Probably lost to Japanese mines. The date usually given (27 September) is an approximate one.

However Japanese records show that a submarine was sunk on 17 September by air attack off the Aomori Prefecture near Shiriya Zaki (offsite link). Though we cannot be certain the boat was actually sunk here, it must be taken into consideration since it can only have been directed against Pompano as this is within her patrol area and as there were no other submarines operating in that area. They say a seaplane based on Ominato (offsite link) attacked a surfaced sub which returned fire (this is critical since it leaves little doubt about what the plane attacked) then dived. The Japanese minelayer Ashizaki dropped depth charges the following day on a spot where oil was surfacing, bringing up more oil.

**"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  
[retldoun@earthlink.net](mailto:retldoun@earthlink.net)

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**USSVI 2010 Calendars** will be available soon contact Bill Hollaway for pricing and delivery.

Bill Hollaway  
[retldoun@earthlink.net](mailto:retldoun@earthlink.net)

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### Membership News

We have the following new members so far this year:  
Kenneth Brenton, ENC(SS), 1958, SS-331 - Bugara, Holland Club, Alma  
Tom Desaulniers, MM3(SS), 1963, SS-418 - Thornback, Regular, Conway  
William Haupt, SN(SS), 1945, SS-173 - Pike, Holland Club, Little Rock  
Robert G. Keys, EN2(SS), 1959, SS-487 - Remora, Regular, Evening Shade  
Wanda Malone, Associate, Heber Springs  
Larry Vallee, ET3(SS), 1994, SSBN-734 - Tennessee, Regular, Stuttgart  
Greg Nelson, Associate, El Dorado

Greg is the son of Maxwell Nelson who reported on Final Patrol in June. Greg has joined us to honor his father, a great and fitting tribute.

We currently have 207 members, of which 175 are submarine veterans, and 74 are members of Holland Club. A very distinguished group! The only bases larger than ours are on either coast. I like to refer to us as the largest inland base in USSVI. Maybe bigger isn't better, but I know there are a lot more submarine veterans here in Arkansas that do not belong to the Razorback Base. Many of them you know, and I wish you would encourage them to join us.

Please remember to let me know if any of your contact information changes. Want to keep that information up to date so you

receive Base and USSVI communications.

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### Razorback Base Activities

The Razorback Base has activities every other month, with Base meetings in the intervening months. We have gotten a little bit set in what we do, so suggestions for other activities are always appreciated.

Had about 20 at the horse races in Hot Springs in February. We don't get a large attendance there, but those of who go really do have fun. Everybody enjoys wagering on the races and the terrific corned beef sandwiches.

In May we had a banquet at the USS Razorback honoring this year's inductees into the Holland Club. (See accompanying photograph.) Seven of the 11 inductees were able to attend. Attendance was really good, as was the catered food. I think this is a good new activity, and hopefully we will continue it. Think maybe we have only 4 inductees next year, but to honor them in this way is important.



### Bowling in Heber Springs

Saturday, October 24th, 4 p.m.

Our October activity will be in Heber Springs at Al Malone's Heber Lanes bowling alley. We will do bowling, pizza, and a drink for \$8 each. Bowl as much as you want. Maybe we can have some challenge matches Heber Lanes is located at 114 Tulaka Blvd, in Heber Springs, phone 501-362-3882. That is on the east side of 25B (Heber Springs Road, North) going north up the commercial strip from downtown. It is about 2 blocks north of Wal-Mart on the right.

Need to know no later than Sunday, October 18th for a head count. Can contact me at 501/663-6622 [jcbarr@aristotle.net](mailto:jcbarr@aristotle.net), or 9

Broadview Dr., Little Rock, 72207-5113.

Our Christmas dinner at the USS Razorback will be on Saturday, December 12th. Will provide more information later, but wanted you to mark your Calendar.

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

## AIMMS NEWS

### New Deck Logs Online

All of Razorback's World War II Deck Logs, from April 1944 through September 1945, have been scanned and converted to Adobe PDF files (as a bonus, we've also got the deck logs for October - December 1945).

The Deck Logs complement the Patrol Reports well, because the Deck Logs provide an even deeper look into the training of Razorback's crew as well the day-to-day conditions aboard an American submarine, deep inside Japanese waters, during World War II.

AIMM would like to thank Calvin Moon, former Razorback WWII crewmember for copying these deck logs at the National Archives and sending us the copies.

Look for more stuff in the coming weeks!

The Deck Logs can be found at: <http://www.aimm.museum/SS-394-WWII-Deck-Logs.asp>



### New Kid's Bridge to Play With at Museum

Here at the Arkansas Inland Maritime Museum (AIMM), while we would like to think that a submarine would be pretty fun by itself, we know that there is always room for improvement.

In order to add to the educational experience while also improving the "fun" side of the museum, especially for the younger kids, we have added a replica ship's bridge.

The bridge has a combination of controls from an ocean going ship and a river tugboat.

The helmsman's wheel spins, the four rudder controls move, as do the valve controls and both throttles.

This project was made entirely from donated items, including the helmsman's wheel. AIMM would like to thank everyone who donated time or materials to make this project possible.

The kid's bridge has been dedicated in the memory of Captain Glen R. "Pappy" Sears, USN (ret), Razorback's former Commanding Officer.

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

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

### **Navy News**

#### **WWII Vets Diminishing**

As of September 30, 2008, the most recent date for which statistics are available from VA, 2,306,000 WWII vets were living. A total of 16,112,566 Americans served in uniform between 1941 and 1945. In other words, only 14% of the GIs mobilized by war's end are still alive today.

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

#### **USS New Mexico Commissioning Delayed**

KRQE (CBS NM), Sept. 2, 2009

The "New Mexico" is what the Navy calls a Virginia Class nuclear submarine. It was christened at Newport News, Virginia last December with the wife of a high ranking Navy Admiral breaking the bottle of champagne and doing the honors.

The "New Mexico" was supposed to be formally commissioned and join the fleet next month, but that's been pushed back until November because of some problems.

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

#### **Unraveling a Cold War Mystery**

The ALFA SSN: Challenging Paradigms, Finding New Truths, 1969-79  
Gerhardt Thamm

This article originally appeared in a classified Studies in

Intelligence, Vol. 37 No. 3 (Fall 1993). The author received a Studies in Intelligence Annual Award for it in 1994. The article was declassified with slight redactions in 2007.

*Better is the enemy of good enough.*

This Russian proverb incorporates a philosophy that is both wise and true to the Russian heart. Those who have learned to appreciate the Russian character will agree that most Russians instinctively adhere to and follow that philosophy. To build, to create things good enough to do what they are meant to do is wise; to make them better than necessary is a waste of energy and precious resources. The proverb reportedly was inscribed on a plaque in the office of Deputy Minister of Defense and Admiral of the Fleet of the Soviet Union Sergei Gorshkov, who had guided the development of his navy since 1956.

Those of us who watched the building of the Soviet Navy from its humble beginnings as a coastal defense force after World War II to a powerful bluewater navy noticed long ago that the old proverb was true, even when it came to building submarines.

We knew that the Soviets did not follow our practice in building submarines; they did not incorporate edge-of-technology items in series-production models. And we saw Soviets building double-hull submarines long after we had discovered that the modern single-hull design had many advantages over the double hull, among them an improved speed/horsepower ratio. While the US Navy leaped decades ahead in submarine design, the Soviets plodded along by improving tried technologies. Our submarines not only looked better, they were better.

Yet the Soviets seemed satisfied with evolutionary advances in submarine design. Many US intelligence analysts were sure that the Soviets were never going to "put all their eggs into one basket." Soviet society punishes failure; designing high-risk submarines does not enhance one's career.

Read the rest of the article at:  
<https://www.cia.gov/library/center-for-the-study-of-intelligence/csi-publications/csi->

[studies/studies/vol52no3/unravelling-a-cold-war-mystery.html](http://studies/studies/vol52no3/unravelling-a-cold-war-mystery.html)

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#### **Naval Customs, Traditions, & Etiquette**

##### **Cup of Joe:**

Josephus Daniels (18 May 1862-15 January 1948) was appointed Secretary of the Navy by President Woodrow Wilson in 1913. Among his reforms of the Navy were inaugurating the practice of making 100 Sailors from the Fleet eligible for entrance into the Naval Academy, the introduction of women into the service, and the abolishment of the officers' wine mess. From that time on, the strongest drink aboard Navy ships could only be coffee and over the years, a cup of coffee became known as "a cup of Joe".

<http://www.cffc.navy.mil/customs.htm>

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

#### **RISK IS AN INSPIRATION IN SUBMARINE SERVICE**

By Dr. Joyce Brothers "1963"

At the time of the loss of the Thresher, Dr. Joyce Brothers was doing research on what makes a Submariner go down to the depths in a submarine and I think it was for the Navy Department. After the Thresher was lost, she wrote the following giving her thoughts about the loss and what she thought about Submariners.

The tragic loss of the submarine Thresher and 129 men had a special kind of impact on the nation.....a special kind of sadness, mixed with universal admiration for the men who chose this kind of work. One could not mention the Thresher without observing, in the same breath how utterly final and alone the end is when a ship dies at the bottom of the sea.....and what a remarkable specimen of man it must be who accepts such a risk.

Most of us might be moved to conclude, too, that a tragedy of this kind would have a damaging effect on the moral of the other men in the submarine service and tend to discourage future enlistments. Actually, there is no evidence that this is so.

What is it, then, that lures men to careers in which they spend so much of their time in cramped quarters, under great psychological

stress, with danger lurking all about them?

**Bond Among Them**

Togetherness is an overworked term, but in no other branch of our military service is it given such full meaning as in the so-called "silent service."

In an under sea craft, each man is totally dependant upon the skill of every other man in the crew, not only for top performance but for actual survival. Each knows that his very life depends on the others and because this is so, there is a bond among them that both challenges and comforts them.

All of this gives the submariner a special feeling of pride, because he is indeed a member of an elite corps. The risks, then, are an inspiration, rather than a deterrent.

The challenge of masculinity is another factor, which attracts men to serve on submarines. It certainly is a test of man's prowess and power to know he can qualify for this highly selective service. However, it should be emphasized that this desire to prove masculinity is not pathological, as it might be in certain daredevil pursuits, such as driving a motorcycle through a flaming hoop.

**Emotionally Healthy**

There is nothing daredevilish about the motivations of the man who decides to dedicate his life to the submarine service. He does, indeed, take pride in demonstrating that he is quite a man, but he does not do so to practice a form of foolhardy brinkmanship, to see how close he can get to failure and still snatch victory from the jaws of defeat. On the contrary, the aim in the submarine service is to battle the danger, to minimize the risk, to take every measure to make certain that safety rather than danger, is maintained at all times.

Are the men in submarines braver than those in other pursuits where the possibility of sudden tragedy is not constant? The glib answer would be that they are. It is much more accurate, from a psychological point of view, to say they are not necessarily braver, but that they are who have a little more insight into themselves and their capabilities.

They know themselves a little better than the next man. This has to be so with men who have a healthy reason to volunteer for a risk. They are generally a cut healthier emotionally than others of similar age and background because of their willingness to push themselves a little bit farther and not settle for an easier kind of existence.

We all have tremendous capabilities but are rarely straining at the upper level of what we can do; these men are.

The country can be proud and grateful that so many of its sound, young, eager men care enough about their own status in life--and the welfare of their country--to pool their skills and match them collectively against the power of the sea.

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

**Medal of Honor**



TM2(SS) Henry Breault

"For heroism and devotion to duty while serving on board the U.S. Submarine O-5 at the time of the sinking of that vessel. On the morning of 28 October 1923, the O-5 collided with the steamship Abangarez and sank in less than a minute. When the collision occurred, Breault was in the torpedo room. Upon reaching the hatch, he saw that the boat was rapidly sinking. Instead of jumping overboard to save his own life, he returned to the torpedo room to the rescue of a shipmate who he knew was trapped in the boat, closing the torpedo room hatch on himself. Breault and Brown remained trapped in this compartment until rescued by the salvage party 31 hours later."

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



**September Birthdays**

- Sep 3<sup>rd</sup> – William Flynn
- Sep 4<sup>th</sup> – Stephen Pittman

- Sep 5<sup>th</sup> – Leslie Nichols
- Sep 9<sup>th</sup> – Joseph Mathis
- Sep 10<sup>th</sup> – June Eubanks
- Sep 15<sup>th</sup> – Jud Rouch
- Sep 20<sup>th</sup> – R. Casto
- Sep 21<sup>st</sup> – Thomas Howard
- Sep 22<sup>nd</sup> – Joseph Talbert
- Sep 23<sup>rd</sup> – Gary Reynolds
- Sep 24<sup>th</sup> – Mad Max Bassett
- Sep 30<sup>th</sup> – Donald Bice
- Sep 30<sup>th</sup> – Sammy Baugh
- Sep 30<sup>th</sup> – Jeffrey Gerard

**Happy Birthday!**

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

**Treasures Report: Aug 2009**

<b>BEGINNING BAL.:</b>	<b>\$ 4316.96</b>
<b>DEPOSITS:</b>	
Dues Collected	
Donations for New Tent	25.00
Ships Store	120.00
<b>TOTAL DEPOSITS:</b>	<b>\$ 145.00</b>
<b>EXPENSES:</b>	
Newsletter Stamps	88.00
<b>TOTAL EXPENSES:</b>	<b>\$ 88.00</b>
<b>ENDING BALANCE:</b>	<b>\$ 4373.96</b>
<b>CHARITYS</b>	
<b>Boat Maintenance Fund</b>	<b>\$ 1366.03</b>
<b>Base Charity Fund</b>	<b>\$ 750.00</b>
Boat Sponsor Donation	100.00
<b>Ending Balance</b>	<b>\$ 650.00</b>
<b>USS Snook Memorial</b>	<b>\$ 1255.86</b>
<b>Regions Bank CD</b>	<b>\$ 5049.33</b>
Interest Earned	
<b>TOTAL IN BASE FUNDS =</b>	<b>\$12695.18</b>

**Greg Schwerman**  
**Base Treasurer**

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

**Submarine Museum Trivia**

Last Month: Besides Razorback, the only other museum submarine to be at Tokyo Bay on Sept. 2, 1945?  
A: USS CAVALLA  
Q: **Western-most museum submarine?** (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><u>Base Commander</u></b>	Paul Honeck	<a href="mailto:pneckerar@gmail.com">pneckerar@gmail.com</a>	(501) 241-0691
<b><u>Vice Commander</u></b>			
<b><u>COB</u></b>	Joe Mathis	<a href="mailto:usnjrm@yahoo.com">usnjrm@yahoo.com</a>	(501) 565-6021
<b><u>Chaplain</u></b>	Carl Schmidt	<a href="mailto:bonnynclyde@classicnet.net">bonnynclyde@classicnet.net</a>	(501) 843-7855
<b><u>Treasurer</u></b>	Greg Schwerman	<a href="mailto:gschwerman@suddenlink.net">gschwerman@suddenlink.net</a>	(501) 804-0386
<b><u>Yeoman</u></b>	Jane Farmer	<a href="mailto:dcfarmert2@sbcglobal.net">dcfarmert2@sbcglobal.net</a>	(501) 753-8824
<b><u>Webmaster</u></b>	Greg Zonner	<a href="mailto:zonner632@horizonbroadband.net">zonner632@horizonbroadband.net</a>	(501) 316-6641
<b><u>Membership</u></b>	John Barr	<a href="mailto:jbarr@aristotle.net">jbarr@aristotle.net</a>	(501) 663-6622
<b><u>Storekeeper</u></b>	Billy Hollaway	<a href="mailto:retldousn@earthlink.net">retldousn@earthlink.net</a>	(501) 758-3266
<b><u>Holland Club</u></b>	Lee Huss	<a href="mailto:lee393sub@sbcglobal.net">lee393sub@sbcglobal.net</a>	(501) 922-1216
<b><u>Memorials/Ceremonies</u></b>	Billy Hollaway	<a href="mailto:retldousn@earthlink.net">retldousn@earthlink.net</a>	(501) 758-3266