



Hawgfish Scuttlebutt



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

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Upcoming Events:

2nd Sat. of each month is a boat work day

September 2010

Commander's Corner

Well summer is finally over, and cooler weather has finally arrived. September is here and that means that as I sit here writing this, many of you are attending the National Convention in Cincinnati, which is why we normally don't have a base meeting or base event in September. Unfortunately because we voted last year to move the base picnic from June to May this year, it has upset our usual meeting schedule for the remainder of the year. For that reason at last month's pot luck dinner, I asked the executive board to consider scheduling a base business meeting for September 25th at 1300 following the burial ceremony for our late shipmate Jim Lemons; we might even find someone to grill up a few burgers and hot dogs for lunch? A few items of business need to be addressed, including nominations for base officer elections and plan this year's Christmas dinner.

As I mentioned above, also on September 25th at 10:00 AM

onboard the USS Razorback, the base will be saying farewell to the remains of our late shipmate Harold R. "Jim" Lemons who passed away in March. Base Chaplain Carl Schmidt has been asked by the family to officiate the ceremony, and all base members are invited to attend. Please wear your USSVI or SVWWII vests.

Well done to Greg Zonner, Jim Gates and Bob Bowlin and all who attended the great pot luck dinner on the barge August 28th. I didn't get an official head count, but I think we had a bit over 35 to 40 people in attendance. There was plenty of food and lots of desserts for all. After the dinner Joe Mathis set up the 16MM projector and showed an old Roy Rogers movie. If he had just thrown in a little diesel smoke along with the clatter of the old projector, you'd have thought you were back on the old boat on a duty night.

The September work day on Razorback will be conducted along with the Razorback Association on 9 and 10

September. Mark "Camel" Taylor has volunteered the use of his portable hydraulic system to raise the remaining periscope along with the assistance of the help of the association volunteers. Any and all assistance will be greatly appreciated. We could also use a few volunteers to come down early on the 9th to help serve pancake breakfast to the Razorback Association volunteers who will be staying on the boat Thursday and Friday.

Someone recently asked if we ever had meetings in Hot Springs? If anyone knows of a place to have a meeting, or would like to make arrangements for a future base dinner or event, please let me know. Again the next base business meeting will be September 25th at 1300 and the October event will be bowling in Heber Springs.

Greg Schwerman
Base Commander

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.

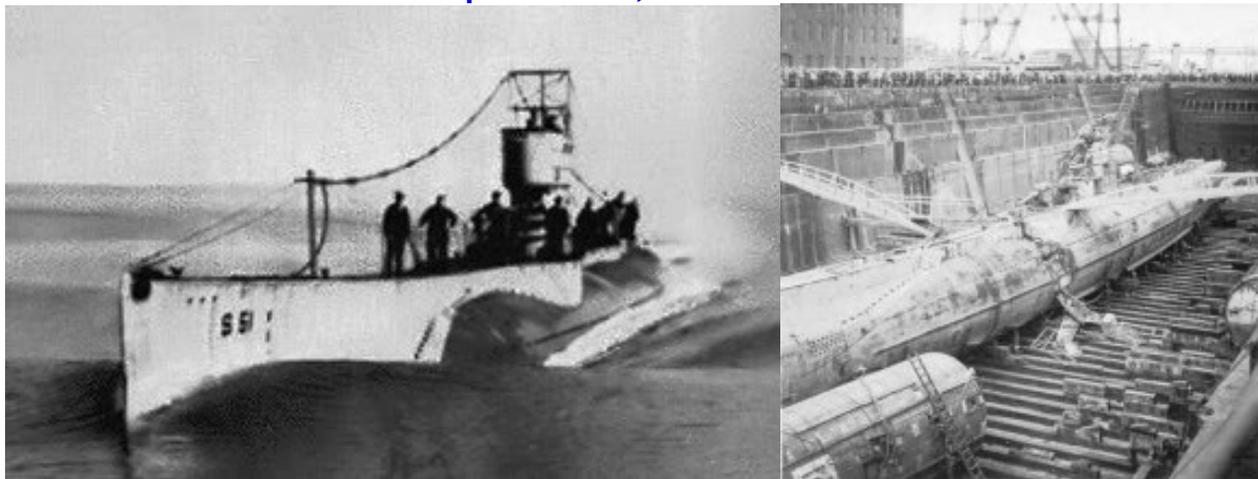
[USS S-51 \(SS-162\) 25-Sep-1925](#). 33 men lost.

[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 S-51 (SS-162) September 25, 1925 – 33 Men Lost



S-51 (SS-162) was laid down on 22 December 1919 by Lake Torpedo Boat Company, Bridgeport, Conn. launched on 20 August 1921; sponsored by Mrs. R. J Mills; and commissioned on 24 June 1922, Lt. W. S Hans in command.

The new submarine was based at New London Conn., on 1 July 1922 as a unit of Submarine Division 4 and followed a normal peacetime training cycle, operating out of her home port with visits to Newport and Providence, R.I. She departed from New York on 4 January 1924 for the Canal Zone to participate in winter fleet maneuvers off Panama and in the Caribbean. During this cruise, she visited Trinidad, Guantanamo Bay, Culebra, and St. Thomas, V.I. After returning to New York on 30 April, she resumed type training off Block Island and in New England coastal waters.

On the night of 25 September 1925, S-51 was rammed and sunk off Block Island, N.Y., by the merchant steamer, City of Rome. Only three survivors of the 36 men on board the ill fated submarine were recovered.

S-51 was raised on 5 June 1926; struck from the Navy list on 27 January 1930; and sold for scrap on 23 June 1930 to the Borough Metal Company, Brooklyn, N.Y.

"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

USSVI 2010 Calendars will be available soon contact Bill Hollaway for pricing and delivery. Bill Hollaway
retldousn@earthlink.net

Burial At Sea

On Saturday 25 September at 10:00 AM there will be a burial at sea ceremony held onboard the USS Razorback for our late shipmate Herald "Jim" Lemons. Jim passed back in March at the age of 88, and his wish was to be buried at sea. Jim's wife Mary has requested the base perform the burial ceremony aboard the Razorback. All base members are invited to attend.

Last night at the base picnic dinner held onboard the AIMM barges, it was discussed and decided by the E-board, that we will move the regular base meeting scheduled for October 23rd, to September 25th at 12:00 PM immediately following the ceremony for Jim. This move was decided necessary in order to continue with our annual bowling night at the Malone's, Heber Lanes in Heber Springs on Saturday October 23rd.

At last year's bowling weekend, a number of us stayed at a Bed and Breakfast in Heber for the weekend, and had a great time. Barbara would like to get an idea of how many people would be interested in reservations at the B&B again this year for the bowling weekend, so if you would be interested, send me a message with how many will be attending so we can get moving on making our reservations.

Thanks,

Greg Schwerman
Base Commander

Two Base Member Dependents Awarded USSVI Scholarships

Christopher E. Gage, Son of Shipmate Jimmy D. Gage was awarded the "Albert H. 'AL' Packard Memorial Scholarship Award" \$1000.00

David "John" Grove, III, Son of Shipmate David Grove was

awarded the "John Frederick's, PNC Memorial Scholarship Award" \$1500.00.

Both recipients appreciate their awards and the support from the USSVI Scholarship program and those who donate to the program.

USS Razorback on Local TV Station



A story about Razorback aired on the local news the other day. If you missed it, the direct link to the story below (Copy and paste). The video is over 3 minutes long, which is a very long story for a TV news program.

We would like to thank THV Channel 11 for taking the time to come down and visit us.

<http://www.todaysthv.com/news/local/story.aspx?storyid=113996>

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

AIMMS NEWS

How Tough Were U.S. Submarines? Darn Tough!!

Photo # 19-N-20935 USS Salmon off the Mare Island Navy Yard, 10 August 1944



USS Salmon (SS-182) was designed in February 1935, nearly seven years before World War II started. Her test depth was only 250 feet, little more than half of Razorback's.

On the night of 30 October, 1944 (just a few weeks after the above photo was taken), Salmon was depth charged by three Japanese escorts. The first two

patterns exploded very close to the submerged submarine, which was already operating beyond her test depth at a depth of 310 feet.

Damage from the attack was so severe that before Salmon could be brought under control, she reached an estimated depth of 620 feet, more than twice her test depth! (The exact depth is unknown because every depth gauge in the submarine had been shattered in the attack). The water pressure was so great that her pressure hull was deformed between frames.

Salmon's crew was able to bring her safely back to the surface and escape from Japanese controlled waters. After temporary repairs, she was sent stateside, where it was determined that she was damaged beyond economical repair and Salmon was decommissioned and scrapped as a war loss.

Source: The Fleet Submarine in the U.S. Navy, CDR John Alden, USN (ret), Naval Institute Press.

Official U.S. Navy Photograph courtesy of the Naval History and Heritage Command.



AIMM just received a generous loan from a former Razorback crewman. William Zwiker was an Engineman aboard Razorback in the late 1960s. He took a number of photographs, both black & white and color, during Razorback's 1968-1969 WESTPAC deployment.

The original photographs are being scanned and will soon be back enroute to Mr. Zwiker.

The entire collection, over 150 photographs will be on the AIMM website as soon as the scanning is done.

Many other photographs are available on the [AIMM photo page](#).

AIMM would like to thank Mr. Zwiker and the many other people who have donated personal photographs or other artifacts and allowed us to share them with our many thousands of visitors.

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!--



USSVI National Election

Thanks to the 3,161 members who voted in this important election. Your vote in support of the candidates of your choice is appreciated.

The election was clean and mostly trouble free, although there were some technical glitches that needed to be fixed, and a few incompatibilities due to the vast array of internet browsers in the marketplace.

There were also some problems that arose due to a technical delay in getting American Submariner ballot issue 'on the street', which adversely impacted on the already set travel arrangement of the election master, and the closure of the voting site a day early, again due to the travel requirements of the elections master.

As National Commander, I take full responsibility for the problems that occurred. I sincerely regret that these issues developed and have taken steps to identify all the problem areas and find solutions for the next election cycle.

All of those involved coped with the evolving circumstances as best we could with the limited alternatives available to us.

The election results were not impacted; however, as the election vote margins were of such size that any last minute voting would not have changed any of the outcomes. Nonetheless, those few members denied an opportunity to

vote on the 24th have every right to feel offended and disenfranchised.

As mentioned above, the Natl Secretary is composing a 'lessons learned' report on this election with recommendations so that the problem areas can be addressed prior to the next election cycle.

The election results will be announced at the Convention Annual Business Meeting in Cin'cy, Sept 4th.

USSVI 2010 Election Results

National Commander: T Michael Bircumshaw

Senior Vice Commander: Jon Jaques

Junior Vice Commander: Al Singleman

Secretary: Tom Conlon

Treasurer: John Markiewicz

NE Region: Paul Orstad

SE Region: Bill Andrea

Central Region: Wayne Standerfer

Western Region: Jim Dunn

Proposed Amendments all passed. 2013 Convention will be held in Rochester, MN. Starting in 2014, the meetings will be held in the even numbered years.

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

Navy News

SUBMARINE HISTORY



H.L. Hunley Will Be Set Upright For First Time Since Its Sinking In 1864

By Scott Boyd, *Civil War News*, September 2010

CHARLESTON, S.C. – The Confederate submarine H.L. Hunley will be rotated early in 2011 to an upright position for the first time since it sank on Feb. 17, 1864.

That night the Hunley became the world's first successful combat

submarine by sinking an enemy vessel, the USS Housatonic, on blockade duty off Charleston.

The Hunley has been kept at the same 45-degree angle to starboard (right side) she had when first discovered in 1995 and recovered from the ocean in 2000.

Officials with the Friends of the Hunley, which raises funds for the historic vessel's ongoing conservation, made the announcement on Aug. 8. It was the 10th anniversary of the submarine's recovery off Sullivan's Island, near the entrance to Charleston Harbor.

"This is a historic milestone for the Hunley Project," said S.C. State Senator Glenn F. McConnell, chairman of the Hunley Commission, in a subsequent phone interview.

"We're rotating the Hunley upright, which gives us access to areas that we have never seen, and it also allows us to begin the deconcretion of the vessel, which may unlock the final clues to why the Hunley didn't come home," McConnell said.

"It's really a turning point in the project," Chris Watters, Hunley Project assistant conservator, said in a phone interview.

The deconcretion of the Hunley's surface as well as conservation required to remove the salts embedded in the iron vessel from its 136 years in the ocean require that the large slings attached to a truss which have held the submarine at its 45-degree angle be removed.

"For the public, it's going to be great because the Hunley will be much easier to be seen without the truss there," Watters said.

"During the chemical treatment, it needs as much surface contact as possible," he noted. Currently the slings obscure as much as a third of it.

Rotating the Hunley "is an extraordinarily complex engineering feat," according to Watters. "We've been working with engineers, Detyens Shipyards in Charleston and professional riggers."

The rotation will be based on studies of the finite element model

of the Hunley created by Dr. Vincent Blouin, assistant professor in the Clemson University Department of Materials Science and Engineering.

Blouin's model has been developed and refined since 2006. Among other things, it conveys a "great understanding now of areas of stress 'hot spots' on the Hunley," Watters said. This will be crucial for the maneuver.

The rotation will be accomplished by pulling on the starboard side of the slings while simultaneously releasing on the port side. The process will be "very slow and controlled" and should take about a week, according to Watters.

"We'll have load cells attached to the slings and that's going to give us a measurement of the tension, which is directly related to the weight or load that's being placed on the slings," he explained.

Keel blocks, which are opposable wedges that can move up and down, will hold the Hunley upright after it is rotated. There will be 12 or 13 keel blocks, made by nearby Detyens Shipyards.

As shown in Conrad Wise Chapman's iconic painting of the submarine sitting on a dock, the Hunley was designed to sit upright when out of the water, Watters said. That is how it will be after the rotation.

More than the keel blocks will hold it up. "We'll probably have shaped supports so it distributes a little of the weight," he said. "And we'll probably also have some kind of support mechanism a little bit higher up in case of an earthquake or something like that."

McConnell said that after deconcretion is completed the final conservation treatment of the Hunley can begin — sometime around 2015, he estimated.

Then the Hunley will be moved from the Warren Lasch Conservation Center on the old Navy base in North Charleston to a state-of-the-art display facility in the redevelopment area on the waterfront.

"It will be upstream," McConnell said. "The facility would

sit out on the Cooper River. It will not be built as a 'glass box museum,' so-to-speak, but will be an interactive facility."

He said the state, years ago, bought the Southern Maritime Collection. "We will combine that with the Hunley to create a world-class interactive exhibit on Civil War maritime history."

In order to prevent further corrosion of the iron while the Hunley is on display, it will need to be sealed in an environmentally-controlled structure with very low humidity. "You can't have corrosion in a totally dry environment," Watters explained.

One option would be an argon enclosure, similar to how the original U.S. Constitution is kept in a sealed display case at the National Archives.

McConnell wants to explore building a working replica, but with some modern safety features like air tanks for the crew, for the 2014 sesquicentennial of the Hunley's history-making voyage.

An obstacle to building this working replica has been the lack of a complete design specification for the vessel. The rotation will reveal some final areas of the Hunley not fully understood.

"Once we deconcrete her and get the final specs on her and see her equipment, we could build her," McConnell said.

"It really would be exciting to see the Hunley sail again." The Hunley Commission will discuss that when it meets in early fall.

For an animation of the planned rotation see youtube.com/watch?v=2S1s87Z0oqk&feature=player_embedded

The Friends of the Hunley site is www.hunley.org

New Scorpion Sinking Theory

6 August 2010

From: B. Rule, 3931 Brookfield Ave, Louisville, KY 40207-2001

To: VADM David J. Dorsett, Director of Naval Intelligence, Office of Naval Intelligence, 4251 Suitland Road, Washington, DC 20395-5720

Subj: Why the USS SCORPION (SSN-589) Was Lost on 22 May 1968

Ref: (a) Originator's ltr of 14 Mar 2009

(b) SCORPION SAG Report: "EVALUATION OF DATA AND ARTIFACTS RELATED TO THE USS SCORPION (SSN-589) (U)" of 29 June 1970, prepared for presentation to the CNO SCORPION Technical Advisory Group by the Structural Analysis Group: Peter Palermo, CAPT Harry Jackson, Robert Price, et al. (c) Originator's ltr of 28 Oct 2009 Encl: (1) Enclosure (1) to Originator's ltr of 14 March 2009

ASSESSMENT

The USS SCORPION was lost because hydrogen produced by the 65-ton, 126-cell TLX-53-A main storage battery exploded in two-stages one-half second apart at 18:20:44Z on 22 May 1968. These events, which did not breach the pressure-hull, prevented the crew from maintaining depth-control. As discussed by reference (a), the SCORPION pressure-hull collapsed at 18:42:34Z at a depth of 1530-feet. Noted times are actual event times on board SCORPION.

This assessment is NOT the generic attribution of the loss of a submarine to a battery-explosion advanced as a default explanation in the absence of any more likely construct. This assessment is based on (1), the results of examination and microscopic, spectrographic and X-ray diffraction analyses of recovered SCORPION battery material that confirm an explosion occurred, and (2), the July 2008 reanalysis of the SCORPION "precursor" acoustic signals that identified these signals as explosions contained within the SCORPION pressure-hull. Collectively, these findings indicate battery explosions were the initiating events responsible for the loss of SCORPION on 22 May 1968.

DISCUSSIONS:
EXAMINATION AND METALLURGICAL ANALYSIS OF A RECOVERED SCORPION BATTERY COMPONENT Section 7.1.3, page 7.2 of reference (b) states: (quote)the general battery damage is violent. The high velocity intrusion of

pieces of the flash arrestor into both inside and outside surfaces of the retrieved plastisol cover attest to violence in the battery well. The damage to the terminal battery post coupled with the violent tearing of the plastisol covers indicates the possibility of a battery explosion. While it is possible that this damage could have been an after-effect of hull implosion, the SAG (Structural Analysis Group) feels that the intrusion of particles into the plastisol cover would have been much less severe had water been in the battery well at the time. (end quote)

Section 5.3.6, page 5.17 of reference (b) states: (quote) The battery installed in SCORPION was a TLX-53-A, manufactured by Gould-National Battery, Inc. Battery cell debris is in evidence over the entire debris field. Table 5-2, page 5.38 provides a list of the battery debris identified by the Portsmouth Naval Shipyard analysis team. (end quote) Comment: Table 5-2 notes damage from heat and melting. The presence of melting eliminates the possibility that such damage occurred as a result of pressure-hull collapse (implosion) because analysis of acoustic data discussed by Section IV of reference (c), confirms SCORPION was fully-flooded within 0.112-seconds of pressure-hull and bulkhead collapse; hence, the melting damage (and the battery explosion) had to have occurred within the still-intact SCORPION pressure-hull.

In consonance with this conclusion, Section 5.3.6, page 5.17 of reference (b) also states: (quote) the Portsmouth Naval Shipyard Analysis Group reports that the available evidence indicates the battery probably exploded at some time before flooding of the battery well occurred. Review of Figure 5-13 indicates that the threads on the terminal posts were sheared off and there are no cover seal nuts remaining. This indicates that an explosion took place on the inside of the cells. The covers were completely blown off. Had the pressure been applied on the

outside of the covers, the cover support flange on the terminal posts would have held pieces of the covers and it is expected that the cover seal nuts would have remained in place in at least some instances. (end quote)

Further, Section 5.3.6c, page 5.18 of reference (b) states: (quote) The (battery cover) sample from SCORPION had been violently, but locally, torn, particularly at the location of the bus connection bolts and nuts. The deformation in this region appears to have started on the inside, or battery side of the cover. (end quote)

And finally, Section 5.3.6e, page 5.18 of reference (b) states: (quote) Some 20 equally small (nearly sub-visible) fragments of material were imbedded at high velocity in both the inside and outside of the sample. The trajectories of the fragments were essentially random, ranging from grazing to vertical incidence. Microscopic, spectrographic and X-ray diffraction analyses reveal that these fragments are identical in composition and structure to the alumina flash arrestors used on the batteries in SCORPION. (end quote)

DISCUSSIONS: SCORPION ACOUSTIC DATA

Enclosure (1) to reference (a), forwarded as enclosure (1) to this letter, provides detailed discussions of four independent lines of evidence that, collectively, established, for the first time, that the two "precursor" acoustic events that occurred at 18:20:44Z, 21-minutes and 50-seconds before hull-collapse, were explosions from then unidentified sources that were contained within the SCORPION pressure-hull. The energy yield of these explosive events, now assessed to have been battery-associated, is estimated to have been no more than about 20-lbs of TNT each.

The July 2008 identification of the precursor acoustic events as explosions contained within the SCORPION pressure-hull strongly supports the battery explosion conclusion advanced by reference (b), i.e., the acoustic data identifies

the actual explosive events previously assumed by the authors of reference (b), the SAG Report, to have occurred based on the observed damage to a recovered battery component discussed above.

CONCLUSION

Collectively, the above information indicates the two acoustic events that occurred 0.5-seconds apart at 18:20:44Z were produced by explosions associated with the SCORPION TLX-53-A battery, and were the initiating events responsible for the loss of SCORPION on 22 May 1968. Additional information will be provided as developed.

B. Rule

Copy to (w/ encl):
COMSUBFOR

Top Senior Enlisted Sailor Wraps Up Western Pacific Visit

By Mass Communication Specialist 1st Class (EXW) Jennifer A. Villalovos

WASHINGTON (NNS) -- The master chief petty officer of the Navy (MCPON) wrapped up his 18-day trip to the Western Pacific Sept. 2, where he visited various commands and talked with Sailors.

MCPON (SS/SW) Rick D. West made stops in Hawaii, Guam, Japan and Korea during his visit. His first stop was Joint Base Pearl Harbor-Hickman where he toured and visited the crews of the Arleigh Burke-class guided-missile destroyer USS Chafee (DDG 90), the guided-missile cruiser USS Chosin (CG 65) and the Los Angeles-class fast-attack submarine USS Pasadena (SSN 752), as well as an impromptu visit to USS Hawaii (SSN 776). West also met with senior leadership and held an all-hands call at the Sharkey Theater.

While in Guam, West joined Sailors from Maritime Expeditionary Security Squadron 7 for an early morning physical training session and continued the day with a visit to the Fleet and Family Support Center. He also held all-hands calls for chief petty officers and E-6 and below personnel. Additionally, he visited with Sailors aboard the Los Angeles-class attack submarines USS Buffalo (SSN 715), USS City

of Corpus (SSN 705), USS Houston (SSN 713), and the Ohio-class nuclear-powered fleet ballistic missile submarine USS Michigan (SSGN 727) and the Emory S. Land-class submarine tender USS Frank Cable (AS 40). Afterwards, MCPON visited Explosive Ordnance Disposal Mobile Unit 5 and Naval Special Warfare Unit 1 where he toured the commands and talked with Sailors.

West then flew to Japan and joined the area's chief petty officer selectees for their traditional hike to the highest and most famous mountain in Japan, Mt. Fuji. West said the climb was something he will always remember.

"It was really cool that MCPON was able to hike Fuji with us," said Chief (Select) Electronics Technician (SW) Patrick Davis, with Commander, Submarine Group 7. "He is the first MCPON I ever met and he was very approachable. It was an honor to meet him. At Fuji, we (Yokosuka chief petty officer selectees) presented him with a Japanese scroll doll signed by all the selectees."

West made a quick stop in Misawa, Japan, his first visit since taking office as MCPON, before meeting up with Vice Chief of Naval Operations (VCNO) Adm. Jonathan Greenert, in the Republic of Korea. Together MCPON and VCNO toured the child development center and Fleet and Family Support Center before heading back to Yokosuka, Japan. There they held an all-hands call and answered questions covering topics such as manning, rate mergers, education, uniforms and the future of the Navy.

Before leaving Japan, MCPON toured the guided-missile destroyers USS Stethem (DDG 63), USS Fitzgerald (DDG 62), USS Lassen (DDG 82) and the Ticonderoga-class guided-missile cruiser USS Shiloh (CG 67).

"I am proud of all of you. Keep up the great work out here in FDNF (Forward Deployed Naval Forces)," said West.

For more news from Master Chief Petty Officer of the Navy, visit www.navy.mil/local/mcpon/.

Navy Offers Incentives To Senior Sub Officers

By Mark D. Faram, Navy Times, 6 September 2010

Navy officials are sweetening the pot to entice some senior officers in the submarine support community to stay in uniform.

Members of the community are no longer qualified for submarine duty at sea, but offer a wealth of experience to submariners, both at sea and ashore.

Submarine support incentive pay previously was used to retain lieutenant commanders.

"We've changed the demographic we're targeting now to those who have screened for commanding officer ... at the O-5 and O-6 levels," said Rear Adm. Tony Kurta, head of manpower policy and plans for the chief of naval personnel.

To qualify, officers must have 20 to 25 years of service, be eligible for assignment worldwide and have nuclear training, according to NAVADMIN 293/10, released Aug. 30.

Under the program, a one-year contract will net \$15,000, up from \$10,000. A two-year deal will net \$20,000 annually for a total payout of \$40,000, nearly double the previous \$11,000 annual payment.

A three-year deal will net \$75,000, with \$25,000 paid each year, up from \$12,000 each year under the old program.

Kurta said the changes will not impact those currently under an SSIP contract.

"All existing contracts will be honored," he said. But those contracts will be honored at the old rates of pay.

Memorial Service for Crew Of World War II Submarine USS Flier Might Bring Closure For Families

Submitted by: James A Fox

MUSKEGON - Families who never got to bury their loved ones after a submarine hit a mine and sank in the Pacific in World War II will finally see a video of the

sunken vessel in Muskegon this week.

Nelson Jacobson, a Grand Haven man whose father survived the sinking, hopes the experience will bring those families closure.

Footage of the U.S.S. Flier will be shown for the first and perhaps only time in the U.S. Friday as part of a memorial for its 86 crew members. Eight of the crew members, including Alvin Jacobson Jr. of Grand Haven, survived the sinking, but have since died. See attached link.

http://www.mlive.com/news/muskegon/index.ssf/2010/08/memorial_service_for_crew_of_w.html

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



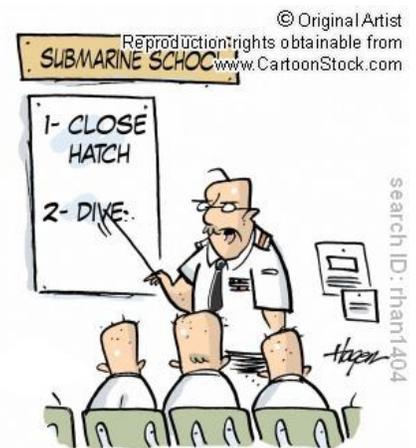
September Birthdays

Sep 4th – Stephen Pittman
 Sep 5th – Leslie Nichols
 Sep 9th – Joseph Mathis
 Sep 10th – June Eubanks
 Sep 15th – Jud Rouch
 Sep 20th – R. Casto
 Sep 21st – Thomas Howard
 Sep 22nd – Joseph Talbert
 Sep 23rd – Gary Reynolds
 Sep 24th – Mad Max Bassett
 Sep 28th – Mac McCammon
 Sep 30th – Donald Bice
 Sep 30th – Sammy Baugh
 Sep 30th – Jeffrey Gerard

Happy Birthday!

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

Treasures Report will be available in next month's Hawgfish



NOW I CANNOT OVERSTRESS THE IMPORTANCE OF ORDER HERE!

**HAWGFISH SCUTTLEBUTT
IN GOD WE TRUST**

David Grove
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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

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