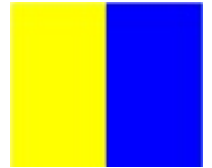
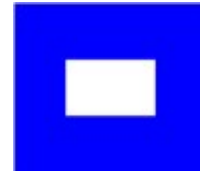
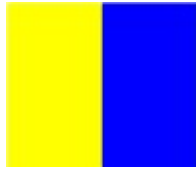


SEA POACHER ASSOCIATION



DEDICATED TO THOSE WHO SERVED ON THIS INCREDIBLE SUBMARINE!

VOLUME 15, ISSUE 2

APRIL 2017

EDITOR: LANNY YESKE LTJG 61-63

PUBLISHER: BILL BRINKMAN EM 60-62

LAST CALL NORFOLK 25 - 29 APRIL 2017

Our registered attendees as of March 1 include Lanny Yeske and Fran Zimmerman, Bill and Lin Brinkman, Deirdre Bridewell, Chuck and Bobbie Killgore, Dewey and Dottie Reed, Karl Schipper and Joan Carpenter, Robin Killgore and Ron Fischer, Joe Murdoch, Merlyn and Shirley Dorrheim, Richard Carney, Richard and Shirley Fox, Ivan and Marjorie Joslin with daughter Lessie Crosson, Ron Godwin, Larry and Arlene Weinfurter, Cecelia Thomas and Dennis Marshall, Roy Purtell and Lisa Bereta, Jackie Wengrzyn and daughters Ranee Grady and Lyndsay Wengrzyn, Cal Cochrane and Vincent Sottile plus several dozen late signees. While there is still time, commitments are needed now so see the registration form and activities summary which follows. This promises to be another great reunion and Norfolk, as the City of Mermaids and Submarines, will certainly have some surprises.



We are still very optimistic on visiting a nuclear submarine and will send out details when confirmed. Also in the loose ends department, consider bringing a contribution of whatever type for bidding at the silent auction and/or higher end items for the banquet auction which so far includes a vintage Seth Thomas 8-Day Key Wound Ship's Bell Striking Clock graciously donated by Leo and Helen Carr. Other wise all seems set and Norfolk awaits YOU!

REGISTRATION FORM

SEA POACHER NORFOLK REUNION 25-29 APRIL 2017

NAME _____

GUEST/SPOUSE _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

TELEPHONE _____ **EMAIL** _____

Any Physical Disabilities? _____

Any Dietary Restrictions? _____

Anything Else? _____

OUR HOST HOTEL:

HOLIDAY INN VIRGINIA BEACH/NORFOLK HOTEL

5655 Greenwich Road, Virginia Beach, Va. 23462

Call the hotel at 757-499-4400 to make reservations. Be sure to say you are with the Sea Poacher reunion group to get the special rate of \$119.00 per room per night plus tax. Reservations need to be made by 20 March 2017 to get this special group rate.

Activity Package _____ **# of Attendees x \$475.00 pp = \$** _____

Colonial Williamsburg Tour _____ **# of Attendees x \$83.00 pp = \$** _____

TOTAL DUE: \$ _____

50% of the "TOTAL DUE" is on February 25, 2017 with balance by March 25, 2017 on activity packages only. No refunds after April 5, 2017 on the activity packages.

Mail registration form and check payable to:

GATHERINGS PLUS

P.O. BOX 1023, BRANSON WEST, MO 65737

417-338-4048

Our Reunion Website is www.reunionpro.com,

click on "reunions" link, type in USS Sea Poacher and "enter" then click on logo

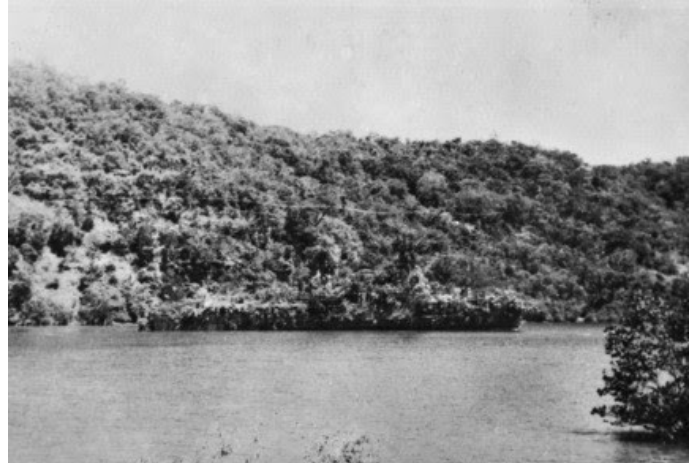
REUNION ITINERARY AND EVENTS

TUESDAY 25	WEDNESDAY 26	THURSDAY 27	FRIDAY 28	SATURDAY 29
<p>CHECK IN</p> <p>THE HOLIDAY INN NORFOLK/ VIRGINIA BEACH</p>  <p>FREE SHUTTLE AIRPORT - HOTEL</p> <p>OR</p> <p>FREE PARKING</p> <p>1200</p> <p>FULLY STOCKED HOSPITALITY ROOM OPENS WITH GAMES, SILENT AUCTION, SEA STORIES, DISPLAYS, AND OTHER EVENTS</p> <p>1730</p> <p>WELCOME ABOARD DINNER IN OUR HOSPITALITY ROOM</p> 	<p>BREAKFAST</p> <p>0900</p> <p>WELCOME TO NORFOLK WITH CITY TOUR</p> <p>FOLLOWED BY NAUTICUS, THE NATIONAL MARITIME CENTER, AND BATTLESHIP WISCONSIN</p> <p>THEN A TOUR OF THE NAVAL STATION</p> <p>LUNCH AT THE NAVAL BASE OFFICER'S CLUB</p> <p>1600</p> <p>PROBABLE TOUR OF ONE OF OUR NUCLEAR SUBMARINES</p> <p>1730</p> <p>RETURN HOTEL</p> <p>HOSPITALITY ROOM OPEN \ DINNER ON YOUR OWN</p>	<p>BREAKFAST</p> <p>1000</p> <p>VICTORY ROVER HARBOR CRUISE WITH A BOX-LUNCH</p>  <p>THEN A TOUR OF GEN DOUGLAS MACARTHUR-MEMORIAL</p> <p>FOLLOWED BY DOUMAR'S ICE CREAM</p> <p>1530</p> <p>RETURN HOTEL HOSPITALITY ROOM OPEN</p> <p>1645 - 2200</p> <p>TATTOO DINNER WITH ENTERTAINMENT</p> <p>FOLLOWED BY THE TATTOO INTERNATIONAL PERFORMANCE</p> 	<p>BREAKFAST</p> <p>0830</p> <p>TOUR MARINER'S MUSEUM IN NEWPORT NEWS AND THE SHIPYARD</p> <p>TOLLING OF THE BELLS AT VICTORY LANDING PARK AND ARCH</p>  <p>RETURN HOTEL 1230 WITH LUNCH ON YOUR OWN</p> <p>1530</p> <p>BUSINESS MEETING</p> <p>HOSPITALITY ROOM OPEN</p>  <p>1830</p> <p>FINAL BANQUET</p> <p>TO INCLUDE GUEST SPEAKERS, 50-50 RAFFLE, AUCTIONS, AWARDS, AND SURPRISES</p>	<p>BREAKFAST</p> <p>0730</p> <p>FREE SHUTTLE FROM HOTEL TO AIRPORT FOR THOSE DEPARTING</p> <p>OR AT 0830</p> <p>OPTIONAL \$83 BUS TOUR COLONIAL WILLIAMSBURG</p>  <p>LUNCH ON YOUR OWN IN A LOCAL-COLONIAL TAVERN</p> <p>FOLLOWED BY A TOUR OF THE YORKTOWN VICTORY CENTER AND BATTLEFIELD</p>  <p>1630</p> <p>RETURN HOTEL</p> <p>NOTE: ONCE YOU ARRIVE BY AIR OR CAR, THE ENTIRE TRANSPORTATION TO ALL EVENTS IS BY PRIVATE BUS AND IS INCLUDED IN YOUR ACTIVITY PACKAGE</p>

A CRAZY IDEA FOR SURVIVAL AT SEA

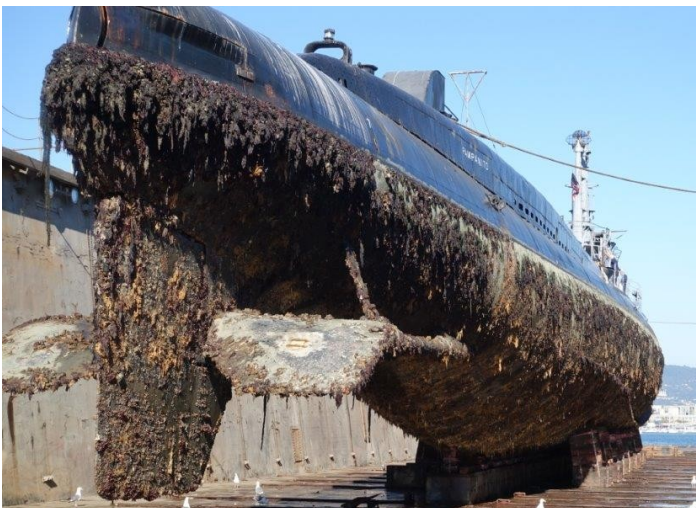
The Battle of the Java Sea in 1942 was the largest surface ship engagement since the Battle of Jutland in 1916. The Netherlands, UK, US, and Australia pitted five cruisers and nine destroyers mostly of WWI vintage against five Japanese cruisers and 14 destroyers which were newer and more powerful. All of the Allied forces were sunk with Japanese losses negligible. Not far from the disaster area was the Minesweeper Abraham Crijnsen, the last Dutch warship standing with only a three inch gun and two 29 millimeters. They needed to escape but how to avoid the Japanese ships and bombers posed a serious problem.

Then a crew member came up with the unbelievable idea of turning the vessel into an island which after some deliberations seemed to offer the best possibility for escape. Accordingly, on nearby islands the crew cut down trees to cover the ship, with some parts painted to look like rocks and cliff faces. When completed, during daylight hours they would anchor near one of the 18,000 islands in the area, and then move only at night. After eight days they reached Australia and reunited with Allied forces. From Jack Ensminger.



A NEEDED SHAVE AND HAIRCUT

After 10 years, here is the USS Pampanito (SS-383) in September 2016 and refurbished in November at a cost of \$650,000 received from private donations. Photos of her fifth dry docking since becoming a museum boat courtesy of Jack Ensminger and JJ Lynch. During World War II, she sank six ships totally 27,000 tons and damaged four others. Pampanito was the USS Stingray (SS-161) in the movie *Down Periscope*. With no propellers, she was towed to the Golden Gate Bridge for a scene where she last passed in 1945. She is a National Historical Landmark and is moored at Pier 45 at Fisherman's Wharf. Pampanito is open for visiting and well worth your time as attested to by Sea Poacher's West Coast Posse of Bob Henry, John Savory, Bob Sumner, Gene Dempsey, and your Editor.



SECNAV - CNO - MCPON SURRENDER

After a fierce backlash from the Fleet, all Navy ratings have been restored by the CNO. Besides the Fleet, the Commandant of the Coast Guard on 7 Dec 2016 said "NO" to the change for his sailors. One of the last gasps of SECNAV Ray Mabus before leaving the Obama Administration was to try and change the title of "Midshipman" in another ill-advised move towards gender integration. However, the Naval Academy Superintendent also said "NO" on 10 Dec 2016. Whether influence was exerted by the new Administration is not known, but this is good news to allow a Navy tradition begun in 1775 to continue. For more information on this, see www.navytimes.com/articles/ratings-restored-effective-immediately-sailors-will-get-their-job-titles-back.



IN HONOR OF GRANDPA'S SERVICE

Not sure it gets any better than this. Cub Scout Dominic McFarlin honored his Grandfather Robert (Rustler) Henry EM 1960-61 with a report on Sea Poacher and his home made cake in a school project in Livermore, CA last February. His project also won the Blue Ribbon for First Place.

Dominic has read our *We Remember Sea Poacher* Book and with his parents Nikki and Eric will be doing a sleepover aboard USS Pampanito (SS-383) in San Francisco Bay shortly. No word on whether Grandpa Bob is going to be up for that or not. BRAVO ZULU - DOMINIC!



BILL BELICHICK AND THE NAVY

Thanks to Ron Godwin for the heads up on this. We all know of Bill's connection to the Super Bowl Patriots, but how about his connection to the Naval Academy? It is where he grew up as his father Steve served there as an Associate Professor and Assistant Football Coach for 33 years after serving in the Navy in WWII, playing for the Detroit Lions, and coaching at Vanderbilt and UNC. Steve was best known for scouting of upcoming opponents and served under seven head coaches at Annapolis, was part of 17 wins over Army, coached Heisman Trophy winners Joe Belino and Roger Staubach, and helped lead Navy into six bowl games. He entered Eternal Rest in 2005 at Annapolis and is interred in the Navy Cemetery. His son Bill grew up around the game of football and said the team he knew most about was Navy and that they deal with a lot. There is no redshirting like in other colleges as they graduate in four years and have to adapt to a lot of turnover quickly. Bill said he learned a lot on making decisions and picking options, and probably more than he can even remember. The current Navy coaching staff still works frequently with Bill and the Patriots on plays and strategy. You can find more on this on the Internet.

A SAD LETTER OF REGRET

Dear Sirs:

It is with regret and haste that I write this letter to you. Regret, that such a small misunderstanding could lead to the following circumstances, and in haste in order that you will get this report before you form your own preconceived opinions from reports in the world press. For I am sure that they will over dramatize the affair.

We had just picked up the pilot and the Apprentice had returned from changing the 'G' flag for the 'H' flag, and this being his first trip, he was having difficulties in rolling up the 'G' flag. I therefore proceeded to show him how it should be done. Coming to the last part I told him to "let go". The lad although willing was not too bright, necessitating my having to repeat the order in a sharper tone of voice. At this moment the Chief Officer appeared from the chartroom where he had been plotting the ships passage, and thinking that it was the anchor that was being referred to, repeated the " let go " order to the Third Mate on the foc'sle. The port anchor, having been cleared away but not walked out, was promptly let go.

The effect of letting the anchor drop from the pipe while the vessel was proceeding at full harbour speed proved too much for the windlass brake, and the entire length of the port cable was pulled out by the roots. I fear that the damage to the chain locker may be extensive. The braking effect of the anchor naturally caused the vessel to sheer in that direction and towards a swing-bridge that spans a tributary to the river up which we were proceeding. The swing-bridge operator showed great presence of mind by opening the span for my vessel to go through. Unfortunately he had not thought of stopping the vehicular traffic. The result being that the bridge partly opened and deposited a Volkswagen, two cyclists and a cattle truck on the foredeck. My ships company are at present rounding-up the contents of the latter, which from the noise, I would say are pigs.

In his effort to stop the progress of the vessel, the Third Mate dropped the starboard anchor. Too late to be of any practical use, for it fell on top of the swing-bridge operators control cabin. After the port anchor was let go and the vessel started to sheer, I rang 'full astern' on the engine room telegraph, and personally telephoned the engine room to order maximum revolutions. I was informed that the sea temperature was 53 degrees, and was asked if there was going to be a film tonight. My reply would not contribute constructively to this report.

Up to now I have confined my report to the activities at the forward end of my vessel. Back aft they were having their own problems. At the moment the port anchor was let go, the Second Mate was supervising the making-fast of the after tug, and was lowering the ships towing spring onto the tug. The sudden braking effect of the port anchor caused the tug to 'run in under' the stern of my vessel, just at the moment when the propeller was answering my double ring for 'Full astern'. The prompt action of the 2 Second Mate in securing the inboard end of the towing spring delayed the sinking of the tug by some minutes thereby allowing the abandonment of the tug.

It is strange, but at that very moment of letting-go the port anchor, there was a power cut ashore. The fact that we were passing over a 'cable area' at the moment could suggest that we may have touched something on the bottom of the riverbed. It is perhaps fortunate that the high-tension cables brought down by the foremast were not live, possibly they had been replaced by the underwater cable. But owing to the shore blackout, it is impossible to say where the pylon fell.

It never fails to amaze me, the action and behavior of foreigners during moments of crisis. The Pilot for instance, is at the moment huddled in the corner of my day-cabin, alternately crooning to himself and crying, after having consumed a bottle of my gin in a time that is worthy of inclusion in the Guinness Book of Records. The tug captain, on the other hand, acted violently and had to be forcibly restrained by the Steward, who now has him handcuffed in the ship's hospital where he keeps telling me to do impossible things with my ship and my person.

I enclose the names and addresses of the drivers and the insurance companies of the vehicles on my foredeck which the Third Officer collected after his somewhat hurried evacuation of the foc'sle. These particulars will enable you to claim for the damage that they caused to the railings at number one hold. I am enclosing this preliminary report, for I am finding it difficult to concentrate with the sound of the police sirens and their flashing lights. It is sad to think that had the Apprentice realized that there was no need to fly pilot flags after dark none of this would have happened.

For the weekly Accountability Report I will assign the following casualty numbers : T75001 to T75100, inclusive.

Yours very truly, Master

FROM THE AUGUST 1987 EDITION OF THE LOG in the UNITED KINGDOM.

WIN THE BATTLE - YET LOSE THE WAR

A new display was dedicated on the 75th Anniversary of the attack on Pearl Harbor and is on display at the Submarine Bowfin. Three significant targets were not struck that would have seriously affected the war with Japan. As shown in this 13 Oct 1941 photograph, the 26 fuel tanks (some camouflaged) were holding four million barrels of fuel which if destroyed would have taken two years to replenish. Also, shown to the right is the submarine base with 13 submarines that were immediately available to begin war patrols. Finally, the dry docks were largely untouched and in three months were able to return most of the small ships and three battleships to duty. From Jack Ensminger and John Savory with details at navylive.dodlive.mil/2016/12/06/December-7th-1941-a-submarine-force-perspective.



EAU DE SUBMARINE

Association Vice President Jon Nagle recently wrote about one item that he really misses aboard the diesel boats and Sea Poacher in particular. The aroma which he describes as a mixture of old socks, human body odor, whatever was cooked in the last month, and rancid potatoes all blended nicely with an abundance of fuel oil topped with a touch of lube oil. Showers and washing were non-existent. They didn't call us pigboat sailors for nothing. But what amazes Jon, was after being at sea for eight to ten weeks and being really ripe, the females would jump all over us (of course only if you were single as the married pukes went to the library). It must have been the dolphins. Now a days, Jon understands they give them to you at a special ceremony in "A" School. He remembers very vividly receiving his. It was a bar called the "Chant éclair" (French for rooster). He was directed to stand on a barstool. The crew handed him a bar mixing glass filled with one shot of every booze behind the bar. The silver dolphins, provided by someone he never discovered, were dropped into the glass and sank to the bottom. He was then told to drink until he could grab the dolphins in his teeth. Never being one to shy away from a dare, Jon did so with the hardest part not falling off the barstool. He says he still has those dolphins more than 50 years later as one of his most treasured possessions.

REMEMBERING A SUBMARINE HELLCAT

Last December, Shipmate John Savory forwarded a letter from Michele Kinaan in Sacramento regarding attending a local Pearl Harbor ceremony honoring WWII submarine veterans including her father Russell Dale Hinkle, Sr. There in she spoke of his service on both Sea Fox (SS-402) and Sea Dog (SS-401) and also noted that he had been murdered at age 71 by four teenagers. I became very interested and decided to pursue the story. Russell as an EM3 was a Sea Fox plank owner on 13 June 1944 in Portsmouth, NH. On its first patrol (4 Oct - 24 Nov 1944) two medium Japanese tankers totaling 8,000 tons were sunk. During a periscope attack on Nov 8 on a four ship convoy, she fired four torpedoes and 30 seconds later sonar reported one weapon circling and a second veering to starboard. The CO immediately ordered crash dive to 300 feet, and two minutes later all personnel in the Conning Tower heard a torpedo passing directly overhead. Later that day, Sea Fox attempted to pick up 15 Japanese survivors of a tanker they had just sunk. No one wanted to be rescued so they departed. During the second patrol (20 Dec - 5 Feb 1945) a Liberator pilot was rescued and two ships were damaged. They were subjected to 22 depth charges, but the Skipper said they were not "too close." After which they returned to Camp Dealey, Guam and eight days later, seven of Russell's crew members had persuaded a native to guide them to a very restricted area to search for war "souvenirs" in which there are different accounts on its meaning. In this tragic episode, they were ambushed by 30 Japanese stragglers with five of the Sea Fox crew killed including the COB, the Chief Electrician, and a First Class Electrician. The event is detailed in the book *Silent Victory* by Clay Blair, Jr.



Russell was subsequently assigned to the Submarine Relief Crew of Commander Submarine Division 282 before being transferred to Sea Dog for its fourth war patrol on 25 May 1945, which resulted in perhaps the most famous highly classified submarine operation in World War II involving nine submarine "Hellcats." The U.S. had developed a new mine detection device (called Hell's Bells) allowing a submarine to "hear" an enemy mine, and Admiral Nimitz decided to test in the heavily mined Sea of Japan. The Hellcats were formed into three groups: the Hepcats consisting of Sea Dog, Spadefish, and Crevalle; the Polecats comprising Tunny, Skate, and Bonefish; and the Bobcats using Flying Fish, Tinosa, and Bowfin. All were under command of the Flagship Sea Dog Commanding Officer Earl Hydeman. All nine submarines were told to hold fire until they were all properly positioned in the Sea of Japan, and then at sunset on June 9th to sink everything Japanese possible. The Sea Dog unfortunately lost its radar before entering and had to rely on Crevalle as their "seeing eye dog" for the entire operation. In more than several instances, mine cables scraped down the submerged hulls, but clearing wires around the bow and stern planes staved off disaster. The results were phenomenal.



Thirty-one ships and 16 small craft totaling 108,230 tons were sunk with another five ships and 8,070 tons damaged. Sea Dog itself sank six ships and 29,500 tons with others damaged. Most all were sunk with a single torpedo in a Sea Dog alleged effort to keep the cost of the war down. When asked by a news reporter what the SS in SS-401 stood for, Nimitz replied "Single Shot." During the operation, a low flying Japanese plane forced her to bottom in 116 feet of

water and Sea Dog received unofficial credit for the first landing and invasion of the Japanese homeland. The entire operation was termed "brilliant" by CSD 104 with exploits never to be forgotten, CSS 10 noted the patrol would live long in the annals of submarine warfare, and COMSUBPAC termed it a history-making patrol and a smashing blow to the enemy. There is an interesting seven minute video of this operation filmed aboard Sea Dog on the Internet at <http://archive.org/details/NPC-15521>. Unfortunately, Bonefish (SS-223) was lost with all 85 hands in the effort. After sinking two large cargo vessels that added to her personal but unofficial total of 31 ships sunk and seven damaged totaling over 210,000 tons, Bonefish was never heard from again.

Russell would spend another nine months operating in the Philippines as a holding force with the Redfish, Scabbardfish, and Sea Fox (unofficially known as What-The-Hellcats), before being transferred to Philadelphia on 15 March 1946 and departure from the Navy. He had met Mary on the famous SS Admiral steamboat in St. Louis in 1943, and they would be married three years later. Russell then became an insurance company auto damage appraiser and retired in Millstadt, IL when computers became a requirement. He was the father of Russell Junior (Dale) and five daughters (Jane, Nancy, Cindy, Michele, and Paula), and used his knowledge of wrecked vehicles to scare everyone about careless driving. Motorcycles were forbidden as a family means of transportation, however, Dale defied the rules and built a Chopper in the late 60's.





Russell was a proud submarine veteran who marched in parades, visited the sick, served in funeral honor guards, and worked at conventions as an officer in the Illinois-Missouri Rebel Squadron of the SUBVETS of WWII and a member of the American Legion. Michele said he loved his Country and time in the Navy so much and would smile from ear to ear every time he wore his Submarine Blue and Gold vest with all the cool patches. Other important activities were gardening, family vacations to West Virginia, and fishing. And he was an inspiration to his family. Daughter Michele was into sports and Russell was her #1 fan. He was with her in grade school, a State High School Championship, and college triumphs until a knee injury ended her career in softball.



However, Michele opted to replace it with racquetball and was highly seeded to play in the first U.S. Open Championship in Memphis on 15 Nov 1996. Russell never had the opportunity to watch her play and decided this was the time. She flew in from California where he and Mary picked her up in St. Louis on Nov 14. They had just celebrated their 50th wedding anniversary as shown above. A lively discussion ensued about the Championship to begin in the morning. After dinner, there was a 1930 rest stop at the Arkansas Welcome Center on I-55 near Blytheville, and their lives changed forever. Nearing the restrooms, Michele observed a teenage boy on the pay phone and another at a vending machine. There was a look of hesitation on her Dad's face and then the worst imaginable nightmare began. She heard four consecutive popping noises and hoped they were not gunshots. Rushing outside, Michele saw her Dad staggering to the ground. He had resisted the restroom robbery and in the scuffle was shot. Then it all became a blur until she saw the look of sadness on the paramedic's face when he told them what they already knew. We sat in the police car shivering and holding each other in shock and disbelief. A police chaplain arrived, took us to his home, and attended to us until relatives were on scene. How could Michele play racquetball at a time like this? The only words uttered by her Mom were: "Dad would have wanted you to go!" It was after midnight when she stripped off her bloody clothes and the serenity prayer became her best friend to block the memories. She was ready to play at 0700. Michele said it was just like when she was younger at softball games and felt her Dad sitting quietly on the sidelines. She felt his presence on the court lifting her arm, clearing her mind, and driving her to victory. Michele played the entire weekend in a fog, but won every match and became the first Women's A Singles Division U.S. Open Champion in U.S. history.

Her Dad was gone and on Eternal Patrol. He was interred with full military honors at Jefferson Barracks National Cemetery in St. Louis. Wife Mary passed away from sorrow a few years later. It was a robbery gone bad and Russell refused to go down without a fight. He died for what was right. The four teenage boys were caught. The 16 year old shooter was sentenced to life in prison without parole. While his appeal was turned down in 1998, under a new law on sentencing juvenile murderers enacted during the Obama Administration, there will be a new sentencing hearing for him in 2017. The other three teenagers, who were also armed during the murder, were also sentenced to prison in Arkansas. One is still locked up and will likely get a sentence rehearing as well, but the other two, one of which received a second sentence for indecent exposure in 2011, have been paroled and are no longer found on Internet inmate searches. There will be a follow-up report on the rehearing results held later this year.

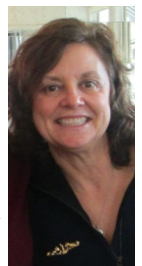


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Michele is extremely proud to be a daughter of a WWII submarine veteran. She is now a Senior Geologist with Wallace Kuhl and Associates in West Sacramento, married to David, a California Highway Patrol Motorcycle Sergeant who retired as Supervisor of the CHP Academy Motorcycle Training Unit, and would love to have her 15 year old daughter experience a submarine reunion, memorial, or other event to see how her Grandfather, who she never met, served his country and community proudly until the day he died. With family in Sacramento, your Editor visited her in February 2017 to put the finishing touches to this story. An invitation was extended to visit Norfolk.

Russell's son-in-law Mike Melton is writing a book on this with the emphasis on instilling readers of his devotion to duty and willingness to serve our great nation. Finally, and on a needed lighter note, Mike noted that Russell received a bottle of liquor almost every Christmas from many of the auto body shops he worked with. He was not a drinker, and when they were cleaning the attic of his home they discovered dozens of bottles in storage given to Russell. They were thankful the house never caught fire as there would have been an explosion of unknown magnitude. One also wonders if Michele, shown here with her dolphins, and with her CHP connection, still stays away from motorcycles. She told me yes, however.....



PRESIDENT'S REPORT - BILL BRINKMAN

1. Dues: We have 204 Life and 25 Regular members (including 39 widows). If you're a Life Member or have paid your 2017 dues, thank you. If not, please pay \$10 for each year or become a Life Member for \$100. Life Members no longer get annoying letters from me or our Treasurer Hubert Jackson, receive a free patch, and we continue Life Membership status for your widow. Make checks payable to Sea Poacher Association and mail to me at 3042 Alton Place, Round Rock, TX 78665 or email me at seapoacher@att.net with questions.

2. Address and e-mail changes: Please send us changes. Remember, we do not show your mailing address and telephone number on our newsletters or our website. When shipmates request them, we do put them in touch with you.

3. Sea Poacher Memorial Fund: When a shipmate passes on, we present to the next of kin a Memorial Plaque. The framed and matted picture of Sea Poacher underway at sunset includes a Final Prayer and service years. Funding for this stands alone, so we appreciate check contributions made out to Sea Poacher Association and mailed to me. Please indicate "Memorial Fund" on your check.

4. Women to Register for the Draft: From Lanny. A DOD plan for this was dropped by Congress on 29 Nov 2016.

5. Those Were Our Days: From Jack Ensminger. A nostalgic look at Key West and diesel submarines. It has been around before but worth another look. See it at www.youtube.com/watch?v=z8hm1YDekPY

6. Sinking of the Thresher: From Jack Ensminger. On the 10 April 1963 50th anniversary of the sinking, Bruce Rule wrote a most interesting and very plausible letter to the Deputy CNO on the cause of the disaster that is directly opposed to that of the Court of Inquiry. However, nothing seems to have resulted from it. In any case, it is worth checking out his analysis at www.iusscaa.org/articles/brucerule/letter-to-the=deputy-CNO.htm

7. Arizona Cardinal Tribute To Our Military: From Jack Ensminger. An awesome patriotic tribute can be seen at www.con-alerts.com/video-az-cardinal-host-most-patriotic-game-start-ever/ Take that you know who!

8. New Australian Submariners Monument: From John Savory. Now under construction at Fremantle it includes the 278 WWII patrols made by 118 U.S. submarines of which eight were lost with 570 men. Contact paul-meakin@gmail.com for information and donation procedures.

9. Wounded Warriors Project Problems: From Lanny. Reported by military.com on 1/1/17 they began 2016 with a \$400M budget but lost at least \$100M following a scandal on lavish spending by executives with as much as 40% of revenue spent on fund raising and administration. WWP may lose another \$200M this year. While management has been replaced the outlook is not clear but hopefully corrections will be made. More later.

10. DOD Approves Online Shopping For All Military Veterans at Exchanges: From Jack Ensminger. Only needing congressional approval, all veterans whether retired or not can shop online at exchanges beginning in November.

11. More Submarines: From Lanny. President Trump calls for a 350 ship Navy from its current 274 including 18 more attack submarines which currently stands at 52 operational attack subs. There are also new ratings including Yeoman Submarine (YNS), Logistics Specialist Submarine (LSS), and Culinary Specialist Submarine (CSS).

12. New Secretary Of The Navy: Army reserve officer Philip Bilden has been nominated for the office. He is currently on the Supervisory Board of the Naval Academy and Naval War College Foundations and is well respected.

13. The Ten Countries With The Most Submarines: From Jack Ensminger. There are several surprises here at <http://www.youtube.com/watch?v=uj9wwIG18pg>

14. Tambor (SS-198) Remembered: From Jack Ensminger. Very interesting article in The Periscope Volume 13 Number 1 published January 2017. Search on The Periscope and its details.

MEMORIAL PLAQUES



DAVID CLINTON GREEN, FN 1945-46. At 91 he entered Eternal Patrol in Lufkin, Texas on 18 Nov 2016. David is shown firing at a Japanese ship on our Third Patrol with details in our book. Following the Navy, he retired from Joe L. Ward Company in Waco, and was a member of the VFW and a church deacon. David is survived by two daughters, six grand, 13 great, and 26 great grandchildren. He is at rest in Gray Cemetery in Cherokee.



LEE YONTS, EN 1950-54. On 11 Feb 2016, Lee departed for Eternal Patrol in Norwich, CT at age 84. He retired from the Navy as a Senior Chief Petty Officer after 22 years service, and then became a Maintenance Supervisor for the Town of Ledyard where he also retired. Lee is survived by a son and two daughters, five grand, and three great grandchildren. He lost his wife Bernadine of 59 years only a year earlier, and he is the step-uncle of our own Bill Brinkman. No other information was found.



VERNON R. BARNETT, EMC 1960-64. Our Chief of the Boat entered Eternal Patrol at age 86 on 12 Dec 2016 in Raeford, FL. His 23 years of active duty included service in Korea on a destroyer. Following the Navy, he worked overseas for many years as a Shipyard Superintendent. Vernon was predeceased by his wife Peggy, and is survived by a daughter, three sons, eight grand, and great grandchildren. He was saluted in our October 2008 issue. John Snook, and Jack Merrill, who appeared with the COB in the January 2017 issue, also participated in the very moving ceremony at the National Cemetery in Bushnell, FL.



JOHN PATRICK O'GRADY, LTJG 1950-51. Departed for Eternal Patrol on 22 Oct 2016 while a resident of Rochester, MN. Pat first served in WWII combat operations via motor torpedo boats throughout the South Pacific. He was later commissioned and after qualifying on Sea Poacher would serve on Barb, Odax, Amberjack, and be Commanding Officer of both Requin and Sailfish, before retiring as a Commander with 24 years active duty. Pat then earned three graduate degrees and became a high school principal and then an Adjunct Professor at St. Mary's University. As a member of numerous Navy and fraternal organizations, he is survived by a son, three grandsons, and many other family members. Interment with military rites occurred at Calvary Cemetery.



RALPH D. COBB, LTJG 1944-45. Our last surviving WWII Sea Poacher officer who made all four war patrols entered Eternal Patrol in Williamsburg, VA at age 93 on 10 Dec 2016. Following the Navy, the graduated from the University of Michigan and was an Engineer with Dow Chemical for 25 years. Ralph was active in the Episcopal Church, the local Williamsburg government and colleges, and USSVI. He is survived by his wife Joyce of 72 years, two sons, five grand, seven great grandchildren, and numerous other family members. A remembrance ceremony will be held at a later date.

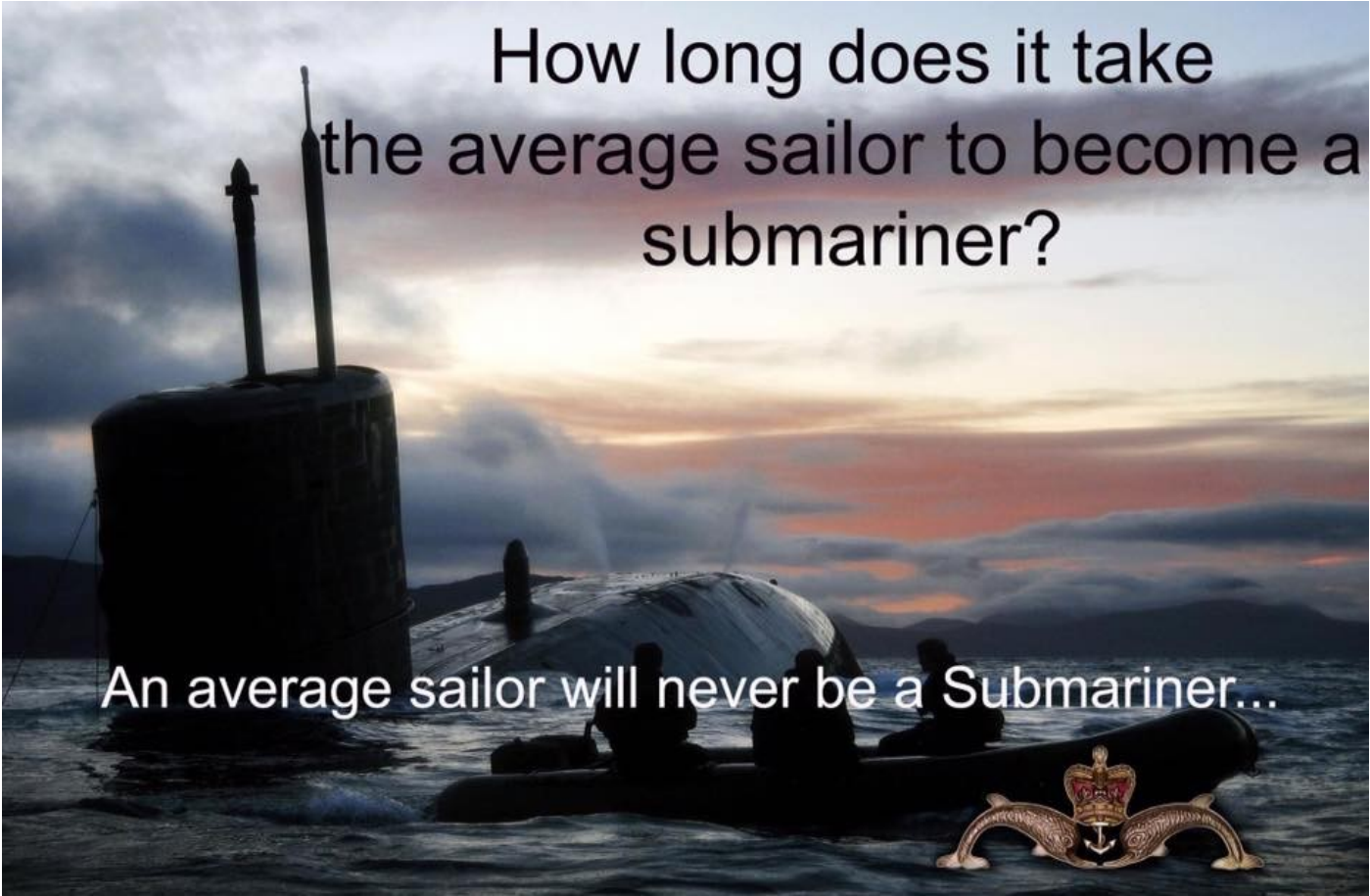


THEODORE F. JOHNSON, CDR specific dates unknown. Ted left for Eternal Patrol at age 86 in Severna Park, MD on 10 Nov 2013. He served for 35 years in the Naval Intelligence Community with duty on numerous submarines including Sea Poacher as well as being a member of USSVI. Ted also retired from the National Security Agency, and was an instructor for the American Sailing Association and a licensed 100 ton Master. He is survived by his wife Jean of 56 years and a daughter. His interment is at Arlington National Cemetery.

EACH OF THESE VETERANS AND THOSE WHO HAVE ENTERED ETERNAL PATROL SINCE OUR LAST REUNION IN BRANSON WILL BE REMEMBERED AT THE "TOLLING OF THE BELLS" CEREMONY AT THE VICTORY LANDING PARK AND ARCH IN NORFOLK ON 28 APRIL 2017.

SEA POACHER ASSOCIATION

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A photograph of a submarine on the water at sunset. The sky is filled with orange and yellow clouds. In the foreground, a small boat with several people is visible. The text "How long does it take the average sailor to become a submariner?" is overlaid on the image.

How long does it take
the average sailor to become a
submariner?

An average sailor will never be a Submariner...



CONTRIBUTED BY JACK ENSMINGER