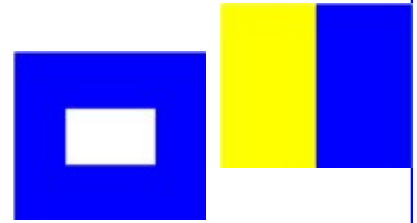
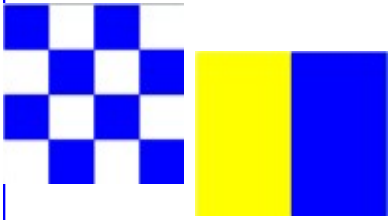


SEA POACHER ASSOCIATION



DEDICATED TO THOSE WHO SERVED ON THIS INCREDIBLE SUBMARINE!

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PUBLISHER: BILL BRINKMAN EM 60-62

OUR ONLY THREE STAR ADMIRAL

It is 1959 and XO LT Kent Jean Carroll briefed the Sea Poacher crew about to depart for the Mediterranean:

“Shaving is not mandatory, however, no unshaven crew member will be allowed to go on liberty”

recalls QM Karl Schipper who also suggested this article and provided much of the information contained herein. Who would have known our XO and LT/LCDR would go on, attain the rank of Vice Admiral, and serve for nearly 40 years on active duty? A most interesting story.

Enlisting in 1943 from Newton, Iowa, Kent was a WWII Seaman who received the Victory Medal before enrolling in the NROTC Program at Notre Dame where he graduated in 1946, and then served on the Battleship Mississippi and Carrier Kearsarge. After submarine school in 1949, he then served on submarines Irex, Caiman and Sea Fox, with assignments in Korea and Vietnam, before becoming XO of Sea Poacher (1957-59). Bill Sharp remembers him for his very helpful counseling and support allowing him four days off to do testing for the Naval Aviation Cadet Program which eventually led to Bill's commercial pilot license for airplanes, helicopters, and instructor rating.

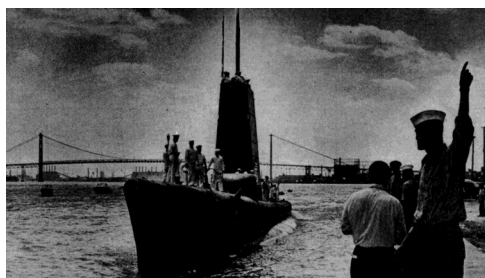
Ron Godwin also recalls the XO's Mast which was still legal in that time frame. You could have CO's Mast or the XO's volunteer punishment to avoid a record notation. Ron was an ST3 during a shipyard period and was always woke up by his section leader EN1 Christian Fredrickson for quarters. However, when Chris was relieved by ST1 Elwood Forni (later lost as a Chief on Thresher SSN-593) who did not know of this waking arrangement and as a result Ron slept through quarters. Forni tried to explain this to XO Carroll but this did not cut the ice. Consequently Ron had seven days of three hours extra work scraping and painting the Control Room bilges. This also delayed his promotion to ST2 for six months. Then there is SN2 Dale Liggett who had several run-ins with the XO. Upon reporting aboard the XO asked if he owned a motorcycle as there had been several incidents in that regard. The true answer given was no but Dale bought one a month later. Under the legal age for drinking, with a bottle of brew in his Harley, an illegal age 21 ID card, and motoring off to Miami, he was eventually arrested by two Marines. At Captain's Mast, he got lucky. Both the XO and CO were listening to testimony from the Marines. They said the hardest thing they had ever done was to keep from laughing when one Marine said “He ate his ID card!” Billy Goat Liggett's sentence was only two weeks of restriction and six months suspended bust. In another instance, Dale went on liberty in Spain out of uniform and was caught by the COB. The XO gave him the option of Captain's Mast or an XO directive to stay on board for the rest of their time in Gibraltar, which was six weeks due to the Motor Room flooding incident. Dale remained on board which had a very positive side of completing submarine qualification early. Karl Schipper also had a “one on one” session with the XO on wearing Wellington boots instead of regulation shoes while on liberty in uniform. He was put on report by an alert Marine guard and had to change. The XO told Karl he did not care for Navy issue shoes either, tore up the report, and said “don't get caught wearing boots again.”

Karl said he dodged a bullet from the XO who clearly did not want to talk about this any more. He remembers him as a man of few words who walked softly but carried a big stick.

There are also memories from officers. LTJG Larry Colwell was Classified Material Control Officer and during his annual inventory found a SECRET document missing. The concern deepened when he saw the document had been signed out by CO Larry Stahl and was still in his custody. Apparently all hell broke out in the Forward Battery during the search until the missing document was found under XO Carroll's bunk. He was in the dog house for a while, but since the CO was off the hook life went on. Then LT Fred Edwards recalls being SOPA (Senior Officer Present Arrested) after a bachelor's party for LTJG Bert Levin. It was a rowdy affair with the Key West police called twice by neighbors. XO Kent and wife Betty had the good judgment to leave early. Come mid-morning, the Key West police again arrived and arrested Fred and several others, who were carted off in a paddy wagon to the local jail.



After Sea Poacher, LCDR Kent assumed command of Sablefish (SS-303) which included the "Dream Cruise" down the St. Lawrence Seaway to the heart of America with stops in Quebec, Toronto, Montreal, Detroit, Chicago, Milwaukee, Cleveland, Manitowoc, and Port Huron where keys to each city were given. The training of 400 reserve submarine personnel was the objective including daily dives except for shallow Lake Erie and practice depth charge runs.



Karl was a line handler from the submarine reserve unit in Detroit and exchanged waves and hellos during the mooring. For two months, Sablefish served as a hostile submarine against actions by reserve helicopter, P2V, and jet fighter squadrons, as well as evasion from the "Corn Belt Fleet." CO Kent commented in *All Hands* Magazine November 1961 that "Never in the history of peace time training exercises have so few submariners - the crew of 83 officers and men - been 'clobbered' so often in such a short period of time." There was also plenty of time to be treated as royalty with free tours, brewery visits, major league baseball games, museums, free drinks at bars, and access to the Chicago Playboy Club. The crew also hobnobbed with Philip Wrigley of gum and Chicago Cubs fame, Bob Uihlein President of Schlitz, Augie Pabst and Fred Miller of other brewery fame, and well known submarine Captain Edward Beach.



This was followed by various submarine and amphibious staff commands before Captain Kent became the first CO of the Seventh Fleet's Flagship Blue Ridge (LCC-19). After graduating from the Naval Postgraduate School, Naval War College, and Army War College, in 1974 he was Commander of Task Force 65 and coordinated the multinational effort of American, Egyptian, British, and French forces in clearing the Suez Canal of 686,000 mines, thousands of unexploded ordnance, and 12 sunken ships after the Seven Day Arab-Israeli War. For this he received the Navy Distinguished Service Medal and the Order of Merit from Egyptian President Anwar Sadat. Kent was no sooner done with that when he was called upon in 1975, after the fall of South Vietnam, to process over 110,000 refugees evacuated and to repatriate 1,546 Vietnamese back in Operation New Life. For this he was awarded the Presidential Citation from Gerald Ford. Then, after becoming Director of Logistics for the Joint Chiefs of Staff during the war with Iraq, he became Commander of the Military Sealift Command and its 145 ships. Besides three Distinguished Service Medals and three Legion of Merit Medals, Kent proudly received the Notre Dame Alumni Award on the 50 yard line of the Notre Dame 1995 game with Navy.

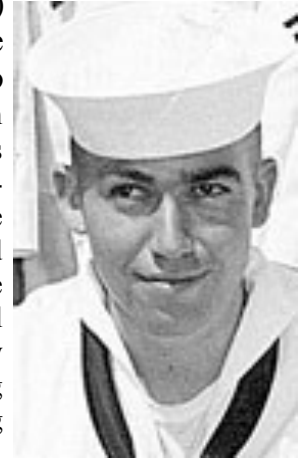
Kent will be 91 in late 2017 and resides in Pinehurst, NC. With his wife Betty, who passed away in 2010, he has four children and nine grandchildren. I found an interview with Betty on the Internet where she had eaten water buffalo in Cairo. And with Kent and Actor William Holden they shared drinks on a hotel terrace beneath Mount Kilimanjaro. I spoke with Kent on the telephone regards this article, and asked if he had any photos of his days on Sea Poacher. He said there were not any, but he is honored by this article which has brought back many fond memories of Sea Poacher. My several hour search on the Internet could find virtually nothing that is not contained in this article. Even the CO Sablefish Welcome Aboard pamphlet did not mention his name, let alone provide a photo and write-up of the CO as will be found in all of my other searches on this. Kent said he would have liked to have made the Norfolk reunion, but forthcoming back surgery has precluded that. In any case, you Editor has been honored by being asked to visit him in Pinehurst and exchange a few sea stories. I am planning on it.



LIFE AFTER SEA POACHER

By Dwayne "Dewey" Reed, SOS2 (SS) 1962-1963

Editor's Note that as his Sonar Officer in 1962 he coerced Dewey into writing this article following the April 2017 Sea Poacher Reunion in Norfolk. My first boat was Blenny (SS-324) where I qualified and married Dorothea (Dottie) Soley in 1957. Her father R. Clyde Soley co-invented the "Slope System" that golfers use for handicapping and also made 86 holes in one. I made second class and reenlisted in 1962 just prior to the Cuban crisis. Having served on Sea Poacher was one of my finest experiences, and during the crisis Dottie stayed in Key West believing that for a missile to hit her it would have to be defective. After the crisis was over, I received orders to Sonar "B" School. I did not want to leave the 406, its crew or Captain Kojm (even though a command change was taking place and Captain Fox was taking over). I had forgotten the "B" school request when I reenlisted. The best part of this situation was not requiring us to relocate to a different location. "B" School had its experiences including making First Class and where I was when President Kennedy was assassinated. I believe each of us remembers where we were and what we were doing when we heard of it. Those classmates are still among our best and closest friends. During this period we were blessed with a son Richard and a daughter Donna.



Following graduation, I requested to be sent back to Sea Poacher. However, I was told that I was not needed there but on Grenadier (SS-525) which only had a Third Class and a Seamen as Sonar men. For over a year there were both good and bad experiences. While snorkeling in shallow water the stern planes man erred, and we ran aground. I was on the sonar when we hit, and heard a crunching sound and then nothing. We returned to port, entered the railway, and found the chin mount, all passive hydrophones and the active transducer gone. The operations officer asked "Well Reed, when are you going to get this fixed?" I told him I had one hydrophone, no transducers, and was fresh out of chin mounts. I am not sure how he did it but we were back in the water in less than two weeks. Later than year Dottie and I lost our seven month old son Dwayne Junior to SIDS. We wanted out of Key West for that reason and the weather, and thank goodness my orders for shore duty arrived in 1966. As much as I didn't want to leave my fine shipmates on Grenadier, we needed a change in scenery. The orders came as a surprise as I had also forgotten about my earlier request to teach sonar school in San Diego. The cross-country move was some chore. After setting up a home, I began instructor training to teach a class of 40 sailors. On my very first day an Army Officer took over the class and asked me if I would like to become a Warrant Officer tomorrow? Thinking this would be quite a pay raise, I asked what I needed to do for this promotion. He said I would be assigned to a company in Connecticut call Sikorsky and learn how to fly a helicopter. When I asked what then, he said "We have this small problem called Vietnam." I did not volunteer!

We had a great two years in San Diego. We were planning on retiring in the San Diego area, had purchased a home, and I was now a Chief Petty Officer. Then unexpectedly my orders for sea duty arrived sending us back to Key West. I called the detailer in Washington informing him that we were not going back to hell with some bad memories. However, I was informed that despite there being 17 submarines in San Diego, I had to go to Key West or New London. After I told him if the lord was going to give the Earth an enema, he would put the hose in Key West and I picked New London. In parting I said "We only have eight months left in the Navy and will not be reenlisting causing the government to pay and move us back to California." He was not impressed. Accordingly, at the end of my enlistment in 1969, and after 10 years in the Navy, I helped place the Tench (SS-417) out of commission, packed up, and moved to San Jose, CA. One of the things I am most proud of is making Chief in 7.5 years, and there are no longer any active CPOs with one hash mark that I know of.

In California I took a job as an ET with the Memorex Equipment Group. On my first day, I was approached by my manager who remarked "I noticed your instructor training experience. Would you rather establish and teach a new set of electronic assembly classes being considered?" Being a poor technician, I accepted without hesitation. So I prepared lesson plans and other documents only to find out that the school was being cancelled. Being a man without a job, I looked around to see where most of the action was. The Printed Circuit Assembly Department seemed to be mostly in turmoil, and I asked my manager if he wanted help. I thought he was going to kiss my feet, and thus started my career with Memorex Equipment. By 1973, the Company was sharply in decline, so I interviewed for and accepted the General Managers position at Siltec Incorporated. During all of these years, I attended college using my GI bill benefits and graduated from the University of Redlands with a BA Degree as well as having management training certificates from West Valley College in San Jose. Luckily, I graduated the same month when the GI bill funds terminated. I should note that Dottie also served in the Navy and received her AA Degree from West Valley under the GI bill and worked for several companies later in human resources and payroll.

I then started my own company which left me with no one to impress with my new diploma. Once you no longer work for someone else, your attitude and feelings about having your own company, rather than working for others, changes. After two companies and many years, Dottie came home from work and asked me if we could retire? I told her I had no idea, but this was a new beginning. We spent the next six months developing a "retirement spread sheet" that was 17 pages long. I started with what we were worth and ended with what we wanted to do for the rest of our lives. Knowing we did not do "House" well, we decided on what we had dreamed for over 30 years.

Thus we retired in 2007 and became full time RVers. We sold everything we had, and purchased a long fifth wheel recreational vehicle and now live in it full time. We did have a bit of luck when we sold the house three weeks before the 2008 crash. Our current RV has three slide outs and side porch and is pulled by an F250 diesel. With 391 square feet it is large enough to move about without bumping together all the time. The porch extends us to 21 feet in



width. Our mail is serviced by UPS when we request it to our location wherever that might be. We shop at Walmart for food and prescriptions, and the refrigerator is large enough to supply us for several days. We also use Google to determine future camping sites before making reservations. There is Verizon for Internet and cell phones and portable DISH TV. To date, we have visited 22 submarine museums, done all of Route 66, been to nearly all Sport Halls of Fame in America, been in all 48 contiguous states, visited numerous "War of 1812" sites never discussed in school, explored dozens of Civil War sites centered in Virginia, and in one year alone attended 54 baseball games up and down the East Coast.

So now - 10 years later, two trucks, two RVs, and 150,000 miles of travel we are still on the road. Dottie and I have attended nearly all Sea Poacher reunions as well as those of the Picuda (SS-382) and Grenadier (SS-525). We would have attended reunions of the Blenny and Tench if they had any. We have also attended most USSVI Conventions as a member of the Sea Poacher, Perch, and Dolphin Bases; and I am currently Secretary of the National Sonar Association (the other NSA). We typically operate out of Phoenix in the winter and normally hit the road when the weather becomes too hot.

With our marriage of 57 years and our children, the RV retirement turned out to be another wonderful decision! This photo has us on the right with my sister Candice and her family in back. We braved the 110-120 degree temps in Phoenix this year and are glad we fixed the RV AC. We are now on the road to the USSVI Convention in Florida which will be followed by an RV rally in Tennessee. After that it may be Canada where Dottie has dozens of relatives in her homeland. One never knows where we gypsies will land next.



LESSONS FROM NOAH'S ARK

*** Don't miss the boat. * Remember that we are all in the same one!**

*** Plan ahead as it wasn't raining when Noah built it. * Build your future on high ground.**

*** Stay fit so when you're 80 years old, someone may ask you to do something really big.**

*** Don't listen to critics; just get on with the job that needs to be done. * For safety, travel in pairs.**

*** Speed isn't always an advantage as there were snails on board with the cheetahs.**

*** When stressed, float awhile. * Remember the Ark was built by amateurs; the Titanic by professionals.**

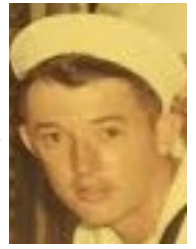
Finally, no matter the storm, there's always a rainbow waiting.

(Another contribution from Jack Ensminger)

ELECTRICIANS IN THE MAKING



So we have Bill Brinkman (Left) at 1959 Submarine School before the advent of color photography and in 1968 Hubert Jackson (Right) at EM A School at the Great Lakes where Bill also went. Both were A School Master At Arms and B School of course had dining priority. However, once out of view of his superiors Bill took them from a formation march to all ahead flank for the mess hall. He was caught doing this and had to give his classmates a severe reprimanding before doing it again once the officers were out of sight. Hubert was the only Petty Officer in his class.



BAZOOKA CHARLIE

Another of those incredible and hard to find WWII stories from Jack Ensminger. The Mad Major Charles Carpenter flew a Piper Cub Artillery Spotter Plane, equipped it with six bazookas, and attacked German tanks generally from a range of 100 yards or less through small arms fire. He destroyed 14 tanks through the lesser armor existing on top of the tanks including two Tigers as well as several German armored cars. On one occasion, Charles landed his "Rosie the Rocketeer" on the battlefield with several German tanks still burning and captured six Nazi's using their own abandoned rifles. In one day, he fired 16 bazookas resulting in heavy German losses. His motto was "attack, attack, and then attack again." Charles was awarded two Silver Stars (personally from General Patton), two Air Medals, and a Bronze Star. At the end of the war, he was diagnosed with cancer and given six months to live. That did not seem to bother him as he taught high school history at Edgington, IL for another 20 years, where he was interred in 1966 at age 53. There is more detailed information on this hero by searching on Bazooka Charlie.



2017 SUBMARINE FEST-MANITOWOC, WI



It was held in July at the Wisconsin Maritime Museum which includes the preserved museum boat USS Cobia (SS-245). Shipmate IC2 Wayne Hartlich of Baya (SS-318) also coordinated its reunion with several other submarines also holding reunions. It is well worth a visit to the area and especially the downtown area of Manitowoc where it is alleged that "Beer is not a beverage, but actually a way of life" and appropriately demonstrated by the structure existing downtown as shown to the left. Twenty-eight submarines were built there during World War II including the Lagarto (SS-371). Following a rendezvous with Baya, she was lost in May 1945 with her fate unknown. However, she was found by divers, sponsored by the Museum, in the Gulf of Thailand in 2007 with tube doors open/empty and planes on full dive with full rudder, indicating she was fighting to the very end. Lagarto was credited with sinking a Japanese submarine and several cargo ships. The Museum has a very interesting eight minute video of her discovery which can be seen at www.youtube.com/watch?feature=player_embedded&v=AuCxCGoahEU.

MORE SEA POACHER HISTORY

C. F. Leigh Jr. Dies; Naval Officer was 37

Local friends of Commander and Mrs. Charles Francis Leigh Jr. learned yesterday of the death in the Philadelphia Naval Hospital of the brilliant young naval officer on Saturday night. He was 37 years of age and was known in a considerable local social circle through his wife, the former Dorothy Gilman who resided and attended school here during the years that her father, James A. Gilman was sales manager for the Charis Corporation.

He was born in Kansas City, Mo., and attended the U. S. Naval Academy, graduating with the class of 1939. During his academy days he became a mainstay of the wrestling team, was the academy wrestling team captain in 1939 and in that year was the 135-lb intercollegiate champion.

Shortly after graduation he took up special training in submarines and served throughout the war in the Pacific area in many highly successful patrols for which he received many citations, including the Presidential. During the last year of the war he was the commanding officer of the Sea Poacher which made an outstanding record.

Following his sea duty, he was an instructor at Annapolis and during the past two years was attached to the Naval Mission in Peru. Mrs. Leigh and their two little daughters resided with him in Lima during this duty.

Several months ago he was taken ill and a few weeks ago he and his family flew to Philadelphia where he entered the Naval Hospital for observation and operation. Mrs. Leigh and her children went to Newark, Del., to be with her parents. In addition his only surviving relative is his mother who now resides in Salina, Kansas.

Funeral services will be held today at 1:30 in the Harold B. Mulligan funeral parlors, 1119 W. Lehigh Ave., Philadelphia. Under military escort, headed by his former skipper, Capt. Jack Coye of the famous Silversides, the remains will be taken to Washington late today. Full military honors will be accorded the distinguished officer at funeral services in Arlington National Cemetery on Wednesday afternoon at 3.



LEAVES OCEAN FOR CLOUDS—Lt. George F. Everaert of Havre stands by his sleek F9F "Cougar" jet plane at the Marine Corps Air Station, Cherry Point, N.C. Lt. Everaert served as a Navy submarine torpedoman before training to become a pilot. (U.S. Marine Corps photo)

Montanan Abandons Depths for Clouds

CHERRY POINT, N.C. — From deep ocean depths in a submarine as a torpedoman to several thousand feet altitude in a sleek, swift, jet aircraft, as a Marine pilot, is the change of duty made by Lt. George F. Everaert.

Most everyone changes jobs, trades, professions, or skills, at least once in a lifetime, but seldom do people go to such extremes as Lt. Everaert did.

While serving as an enlisted man on the USS Sea Poacher for four years in the Navy, Lt. Everaert often yearned to fly. After his discharge from the Navy, he attended North Montana College,

Havre, and Ball State College, Muncie, Ind., majoring in history and education.

Following 18 months flight training as a naval cadet, he was commissioned in December, 1956, at Pensacola, Fla., as a second lieutenant in the Marine Corps. Lt. Everaert now pilots F9F "Cougar" jet aircraft and is a member of Marine Composite Reconnaissance Squadron Two, at Cherry Point.

The lieutenant is married to the former Catherine D. Eskestrand, of Great Falls, and is the son of Mr. and Mrs. Julius A. Everaert, Havre. Lt. and Mrs. Everaert live in Havelock, N.C., adjacent to the Cherry Point Air Station.

Attribute five pages in this issue to Shipmate Karl Schipper from Detroit who has done perhaps more research on Sea Poacher than anyone else I know, and I have hit the library hard. The status of CO Leigh was long lost, and it is sad to know he went on Eternal Patrol at the age of 37 as shown in the Philadelphia Morning Call of 5 January 1954 previous page. And then who knew about George Everaert from the 406 to a jet jockey. This appeared in the Great Falls Montana Tribute on 10 November 1957. And then there is the WWII story that follows below left on our Pharmacist Mate Chief Fred Stanton Smith from the Kingston NY Daily Freeman on 25 April 1946 and another story (right) on 17 June 1952 seven years later. With more stories next page!

CHIEF SMITH AND PATROLS 3 AND 4

At first I did not believe the following story and the investigation began. However, Karl tied it all together from Sea Poacher and Archerfish patrol reports and stories in our WE REMEMBER SEA POACHER Book. Chief Smith was in our Commissioning crew and served aboard through 1947. You can check out our Book on pages 40, 78, and 84 for details on the 20 mm gun explosion with medical attention and the picking up of a Japanese sailor also requiring treatment from our Chief. Lots of new information is contained in the article, but the story on the gunfight and rescue by aircraft is not recorded anywhere else except in the following articles. Why Captain Leigh did not record it in the patrol reports is unknown unless he classified it Secret and does not appear in the Confidential report. Amazing stuff!

Smith Decorated At Naval Base

Former City Laboratory Bacteriologist Honored for War Service

Chief Pharmacist Mate Fred S. Smith, U.S.N., son of Fred P. Smith of Chicago and the late Mrs. Smith, was one of 11 men honored recently at Portsmouth Naval Base, Portsmouth New Hampshire, by Rear Adm. John H. Brown, Jr., base commandant.

Chief Smith, former bacteriologist at the Kingsport Laboratory, received a letter of commendation and a commendation ribbon for meritorious conduct in performance of his duties on the submarine, U. S. S. Sea Poacher, which saw much battle action against the Japanese.

Decorated at the same time as Chief Smith was Comdr. Chester W. Nimitz, Jr., of Mystic, Conn., son of Fleet Adm. Chester W. Nimitz for meritorious conduct as command officer of the U. S. S. Haddo during a war patrol in the early part of 1944.

Following a surface engagement on the Inland Sea of Japan, Chief Smith successfully performed delicate skull surgery on an American seaman and a Japanese prisoner hauled from the water.

Also decorated was a shipmate of Chief Smith, Chief Motor Machinist Mate Edwin W. Clink, of Ashley, Ind.

Ceremonies conducted by Admiral Brown took place on the deck of the Sea Poacher.

Frederick Smith, USN, Former Resident Is Honor Graduate at Hillyer College

Frederick Stanton Smith, Chief Pharmacist Mate, USN, of New London, Conn., was graduated with highest honors from Hillyer College, Hartford, Conn., June 8 and was one of 178 students granted the bachelor of arts degree at the 73rd commencement exercises held at Bushnell Memorial hall.

Chief Smith's degree was granted in absentia, since he is temporarily on duty at Philadelphia.

Attended Night Classes

Chief Smith, who entered the evening division of Hillyer upon assignment to the U. S. Submarine Base, New London, after a long tour of duty in Pacific waters during World War 2, is a former resident of Kingston and was graduated from Kingston High School.

He is the son of Fred P. Smith and the late Mrs. Smith. Chief Smith's wife, Elizabeth S., and two sons live at One Bill avenue, Groton, Conn. During her residence in Kingston Mrs. Smith was secretary to the president of

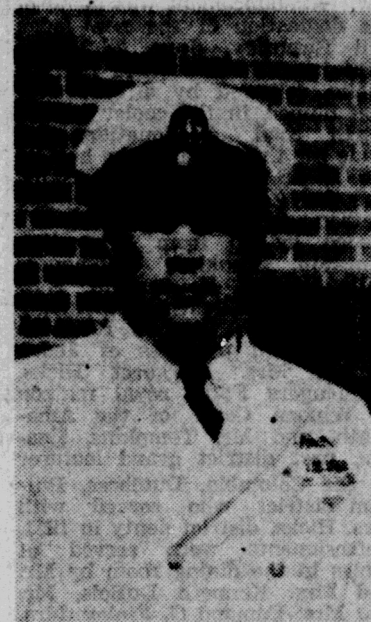
Electrol Incorporated, 85 Grand street, this city.

Chief Smith served several years as bacteriologist at Kingsport Laboratory under Dr. J. S. Taylor, director, now at Danville, N. C.

Cited by Navy

His war record includes service on two famous U. S. Navy submarines, Archerfish and Sea Poacher. While serving as chief pharmacist mate aboard the latter, Smith earned a special citation for meritorious work upon wounded men. His citation was awarded as the result of an engagement between the Sea Poacher and a Japanese destroyer in the Straits of Formosa.

The Sea Poacher was surfaced in the narrow passageway when attacked by the Japanese naval vessel lurking off a nearby island. Sea depth was insufficient for a crash dive and the submarine gun crews engaged in a hot exchange with the destroyer. During the engagement Chief Smith was top-



FREDERICK S. SMITH

side examining a wounded American sailor when Japanese shrapnel tore his jacket from him. Respite was granted when American fighter planes, flying escort for Tokyo-bound B-29s, peeled off and riddled the Japanese vessel with rocket fire.

Delicate Surgery Performed

The Sea Poacher crew rescued several Japanese, including one with a severe skull injury. One of the American submariners sustained a painful head wound which severed his ear.

Chief Smith worked tirelessly for long hours after the battle without sleep. Part of his work included delicate skull surgery upon the Japanese seaman and the suturing of the ear of the American seaman. Smith brought all men safely through and the operation upon the American's ear was so successful only a slight hairline showed later to indicate his wound.

MORE ON THE MYSTERY



The photo on the left is of Fred Smith and on the right is Edwin Clink as seen in the 1944 Sea Poacher commissioning photo in Portsmouth. The below left article appeared in the Portsmouth Herald on 28 May 1946 whereas the right article is from the Angola Herald on 13 July 1955.



COMDR. CHESTER W. NIMITZ, JR., left, stands at attention as Rear Adm. John H. Brown, Jr., commandant of the Portsmouth naval base, right, reads the citation for the awards presented him at the ceremonies aboard the USS Sea Poacher yesterday. Commander Nimitz is the son of Fleet Admiral Nimitz. Members of the Sea Poacher's crew look on. (Portsmouth Herald photo)

Adm. Brown Presents Awards To Nimitz' Son, 10 Others Here

"It is time to look forward and not backward," Rear Adm. John H. Brown, Jr., commandant of the Portsmouth naval base, said before presenting medals and awards to 11 navy men at ceremonies held yesterday aboard the Portsmouth built USS Sea Poacher.

The submarine service should concentrate on new research and the developing of new procedure and tactics, he recommended. "We should not stagnate as we did after the last war."

Admiral Brown interrupted the decoration ceremonies to say that some of the awards "might seem slight, but the going was tough during the last months of the war. We were shot out of targets during the first two years."

Comdr. Chester W. Nimitz, Jr., USN of Mystic Conn. was awarded a letter of commendation and commendation ribbon for meritorious conduct as commanding officer of the USS Haedo during a war patrol in the early part of 1944.

Frederick S. Smith, chief pharmacist's mate, USN, of Kingston, N. Y., and Edwin W. Clink, chief motor machinist's mate, USN of Ashley, Ind., also received letters of commendation and commendation ribbons for meritorious conduct in performance of their duties on the USS Sea Poacher.

The same awards were received by Charles D. Browne, yeoman 1/c, USN, of Waterville, N. Y., for meritorious conduct on the USS Jack and to Archie Manikas of Philadelphia, Pa., gunner's mate 2/c, USN, for meritorious conduct on the USS Sea Robin.

Chief Radio Electrician Howard T. Phillips, USN, of Bluehill, Me., received the presidential unit citation for his service on board the USS Gambier Bay. Robert Benner Rumberger, motor machinist's mate 1/c, of Hayward, Calif., having served aboard the USS Pennsylvania, from May, 1943, to February, 1945, was awarded the navy unit commendation and authorized to wear the unit commendation ribbon.

Clink Leaves Navy After Twenty Years Of Service

Mr. and Mrs. Edwin W. Clink, son of Mrs. A. J. Cain arrived in Ashley early Thursday morning for a visit with Mr. and Mrs. Andrew Cain and also Mr. and Mrs. O. E. White of Angola.

Mr. Clink, or "Pete" as he was known in his boyhood, has just been released from active duty in the submarine branch of the Navy, after 20 years of service.

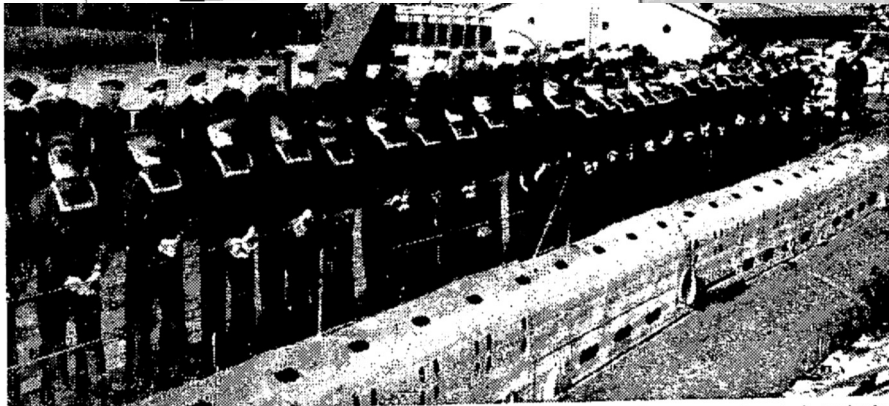
He first enlisted in 1934, but after two years, decided to enter the submarine service and in so doing extended his enlistment two years, making a total of six years. After the completion of this enlistment he was home for one year.

Immediately after the bombing of Pearl Harbor, he again enlisted for the duration and was in active service in the Pacific throughout the war, receiving a number of citations, stars and ribbons for valorous acts while on duty.

At the close of the war he chose to remain in service and has been stationed at various places including the Canal Zone. For the past six years he has been stationed at New London, Conn., one of the chief submarine bases and school.

Both Mr. and Mrs. Clink, formerly Ruth White, are graduates of the Ashley high school and are well known in this community.

Mr. Clink says he is not going to be in a hurry, deciding what will occupy his time from now on. Mr. and Mrs. Clink expect to return to Groton, Conn., where they own their home, sometime later in the month.



THE CREW OF THE Portsmouth-built submarine, USS Sea Poacher, lined up on her deck yesterday afternoon for the ceremonies in which awards and medals were presented by Rear Adm. John H. Brown, Jr. commandant of the Portsmouth naval base, to eleven men now stationed at the base. Admiral Brown is on the far left. Comdr. Benjamin C. Jarvis, aide to the commandant, is on the far right.

CAN YOU SPOT THE SALTIEST CHIEF?

And I would not exclude our own
Chief Petty Officers currently
in the Sea Poacher Association:

- * Peter Amunrud
- * Ken Bonnell
- * Bill Buckley
- * Cal Cochrane
- * Richard Earl
- * Jack Ensminger
- * Ron Godwin
- * James Halbert
- * JJ Lynch
- * Joe Murdoch
- * Dewey Reed
- * John Savory
- * Ron Schnars
- * Larry Weinfurter

And any others I might have missed!

If so, sorry Shipmates!



THE PAMPANITO SLEEPOVER

Dominik McFarlin, grandson of Robert “Rustler” Henry, with his parents Nikki and Eric, and 30 others from Cub Scout Pack 903 did a sleepover on Pampanito on March 18. Lots of history was presented to them and their eyes grew huge seeing real torpedoes, as well as cool things in the Conning Tower, Control, and Maneuvering. They also played cards in the Crew’s Mess and slept in the After Battery. It was reported that Rustler did not show up and stayed home in the doghouse with doggie treats. Nikki said she is so proud of her Dad for serving on submarines and the unknown situations that developed. They extend their greetings and utmost respect to everyone in the Sea Poacher Association. For the record, Pampanito made six war patrols and is



credited with sinking five ships and 27,332 tons, although her battle flag indicates 10 sinkings. There was also serious damage to a Japanese destroyer and gunboat. Decommissioned in 1945 she totally retains her WWII structure, both internal and external. Pampanito is moored at Pier 45 in San Francisco’s Fisherman’s Wharf area and is a must visit in the area. She was also used as the Stingray (SS-161) in the movie Down Periscope. Sea Poacher’s West Coast Posse visited her a few years ago. Be sure to wear your vest for free admission and special treatment!

PRESIDENT'S REPORT-BILL BRINKMAN

1. Dues: We have 208 Life and 25 Regular members (including 36 widows). If you're a Life Member or have paid your 2018 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 78665-2119 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. Follow-Up on Remembering a Submarine Hellcat Story April 2017 Issue: From Lanny and Michele. No information on the sentencing rehearing for the murderer, due to the fact that the Arkansas prison system is pushing to get all juvenile criminals released right now, saying that all the previous sentences were unconstitutional. Unbelievable and a holding pattern now exists while the State of Arkansas tries to figure out what to do.

5. Amazing Artwork by the Puffer: From Jack Ensminger. It happens only one week per year and this fish works 24 hours per day to accomplish it. Check it out at inspirationbygod.net/3500/an-unbelievable-artist-in-the-ocean

6. Secretary of the Navy Nomination: From Lanny. Richard Spencer, a former Marine Captain Aviator, has been nominated for the position by President Trump. Many saw this coming and why it was delayed is not certain.

7. All Honorably Discharged Veterans Can Shop at Base Exchanges Online: From Jack Ensminger. It begins on November 11, and excludes only uniforms, liquor, and tobacco. Items should be cheaper and with no taxes. But you must register first by calling 1-844-868-8672 or apply online at <http://www.vetverify.com> to verify your eligibility.

8. Burial at Sea 73 Years Ago: From Bill Buckley. Once in a lifetime footage. Loyce Deen, an aviation MM2 was a gunner on a TBM Avenger and killed in battle. His pilot managed to return to the Aircraft Carrier Essex. However, both Deen and the plane were badly shot up, and in the only time in U.S. Navy history a sailor was buried at sea with his aircraft. At <http://loyceedeen.webstarts.com/uploads/GoingHome.mp4>

9. Searching for Lost Shipmates: I have found 187 guys from the 1966-69 time frame that are missing from our roles, but not deceased. None are members of USSVI and the next problem I have is how to find them.

10. Ling (SS-297) in Trouble. From Jack Ensminger. In Hackensack, NJ, this museum boat was damaged by Hurricane Sandy as was the pier that finally gave way in 2015 making the boat inaccessible from shore. Check out www.gofundme.com/uss-ling for information and possibly a fully tax deductible contribution.

11. Ban on Transgenders Serving in the Military: From Lanny. It was announced by the President on July 26th banning them from being in the military in any capacity. Reasons given were the high medical costs and disruptions.

12. No Urinals on our Newest Aircraft Carrier Gerald R. Ford: From Jack Ensminger. Yeah, none! Probably a carry over from the former SECNAV Ray Mabus. The only U.S. Navy ship without them.

13. Submarine Museum Update: From John Savory. For an excellent July 2016 update on the status of our 25 museums go to www.submarinemuseums.org.

VICE PRESIDENT'S REPORT-JON NAGLE

Face it! You and I are a finite breed. We have lived our life and had our fun. But wouldn't you like to leave something behind that say's you have been here, done that? You can. The Internet is eternal. Everything (your pictures, stories, and videos) can be preserved on the Sea Poacher web site. If you don't believe it, look at the pictures/notes provided by Morris Ezell (46). Or Don Kamuf's (60) pictures/narratives of life aboard Sea Poacher. They will live forever. So I plead with you to get off your tail (slightly edited) and send something: notes, pictures, tirades, whatever. Make yourself known to history! *Your Editor also likes to do one to two pages on your life for the Newsletter.*

MEMORIAL PLAQUES



LEO CARR, EN 1949-51. At age 93 entered Eternal Patrol on 5 June 2017 at his home in Gautier, MS. Leo was featured in a July 2016 newsletter article that detailed his 26 year Navy career from Seaman to LT including stops as an E-9 and Warrant Officer, attendance at several reunions, and the substantial donations that he and wife Helen made to the Association. He is survived by Helen, and several children and grandchildren. No obituary or other details were found, but it is believed Leo will be at rest in Arlington National Cemetery.

FREDERICK A. EDWARDS, XO 1958-60. Entered Eternal Patrol on 1 May 2017 at Fort Belvoir at age 91. His 27 year career also included CO of Torsk (SS-423) and Rushmore (LSD-14) and retired as a Captain. Fred was a Lifetime Member of our Association, and often cruised Europe in his boat Magnum. He later worked in Virginia Beach as a Marine Surveyor. He is survived by his wife of 66 years Alice, four children, 11 grand, and 7 great grandkids. Fred will be interred in Arlington National Cemetery. No photos could be found.

WILLIAM "JESS" LEE, PN 59-61. Departed for Entered Eternal on 17 February 2017 at age 76 in Ocala, FL. Jess spent 22 years on active duty and retired as a PNCM (SS) in 1979. He had a second career with the Orlando Police Department for over 20 years and retired in 2000. He is survived by his wife Arleen, three children, nine grand, and seven great grandkids. His ashes



were scattered at sea by the U.S. Navy in a military ceremony. A memorial plaque was presented to Arleen on 29 July 2017 by L-R Jack Merrill TM61-63, Richard Clubb QM62-63, Ivan Joslin LT 60-63, and John Snook QM59-61 in Ocala. Our guys

drove several hundred miles to present this memorial plaque to Arleen who was most grateful and appreciative. Thank you Shipmates for another outstanding effort!



EUGENE M. TICE, YN 52. Gene entered Eternal Patrol on 22 October 2016 in Saltillo, MS at age 87. His 21 year submarine career included service on Sirago and he retired in 1972 as a YNC. His second career was with the Mississippi Employment Service Commission. He is survived by his wife Nancy of 53 years, four children, 11 grand, and eight great grandkids. No other information was available.



RICHARD L. NAUJOKS, QM 48-49. "Curly" departed for Eternal Patrol on 7 Dec 2016 at age 90 in Kempsville, VA. He also served on Irex, Sea Cat, Barracuda, and Patrick Henry. Richard was in the first test firing of a Polaris and among the first to be trained in the Momsen Lung. He retired in 1964 as an FTC (SS) and then worked for DOD, and later was a Virginia State Representative. He is survived by his wife Sybil, four children, three grand, and one great grandchild. He is interred at Princess Anne in Virginia Beach.



FRANK J. LEDERER, TM 46-48. Born in Austria, he departed for Eternal Patrol on 25 August 2016 in Dallas, PA at age 94. He served on 13 submarines and from 1941-45 served on S-35, S-30, Pampanito, and Whale. How many war patrols he made is not certain but likely 12 to 20 which has to be among the most ever made by anyone I researched. Frank served for 30 years in the Navy and retired as a TM1 in 1970 (truly an extraordinary career). He then worked for the U.S. Postal Service. He was a Life Member of the Masonic Lodge and Sea Poacher Association. Frank apparently never married or had any children, and is interred at the Indiantown Gap National Cemetery in Annville, PA. No photos were found. Bravo Zulu - Frank J. Lederer!

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WHICH IS MORE COMPLEX?

- 1. A GULFSTREAM AIRCRAFT WITH TWO PILOTS -OR THE-**
- 2. BALLAST CONTROL PANEL OF AN OHIO CLASS WITH ONE OPERATOR**

Thanks to Jack Ensminger!

