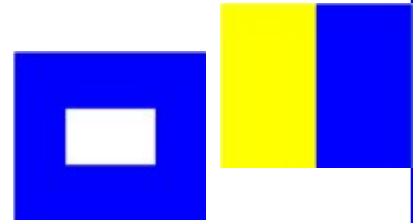
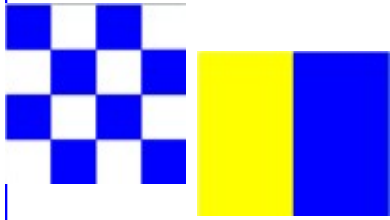


SEA POACHER ASSOCIATION



DEDICATED TO THOSE WHO SERVED ON THIS INCREDIBLE SUBMARINE!

VOLUME 16, ISSUE 4

OCTOBER 2018

EDITOR: LANNY YESKE ENS/LTJG 61-63

PUBLISHER: BILL BRINKMAN EM 60-62

LAST CALL REUNION 31 OCT-4 NOV 2018

It is shaping up to be another fun Sea Poacher - Sea Owl get together. Our 40 attendees include Lanny/Fran Yeske, Chuck/Bobbie Killgore, Joe Murdoch/Linda Machado, Bill/Lin Brinkman, Deirdre Bridewell, Karl Schipper/Joan Carpenter, Hubert/Linda Jackson, Jon/Gazie Nagle, Mike/Marjorie Kassinger, John/Annette Snook, Ivan/Marjorie Joslin and daughters Beverly and Lessie, Merl/Shirley Dorrheim, Byron/Margaret Lennox, Dick Carney, James/Roseann Halbert, Roy Purcell/daughter Lisa Bereta, Richard/Nancy Clubb, Jackie Wengrzyn/son Richard Wengrzyn and wife Debbie; Ken/Jean Manion; and Ron Godwin. In a new development, Sea Robin (SS-407) has proposed joint reunions with us as well. The Board has been unanimous in concurring with this, and we are hopeful some will join us in Pensacola. Other potential future Sea Girls include Cat, Devil, Dog, and Fox.

Pages 2-3 provide the activities registration form. The Hampton Inn has an excellent room rate including full breakfast and all of the amenities. Remember the Welcome Reception is on Halloween arrival so be sure to wear your best/worst pirate apparel. The grog will flow freely as the Association is providing a stocked bar for the entire reunion. And we have not mentioned the silent auction raffle and banquet high-end auction. Items are much appreciated if drawing dust and you can donate. Or the SAPO competition. Bill Brinkman is taking orders for ship store items to bring to the reunion, and he will NOT bring his entire inventory. So order now. And from Jon Nagle:



AYE MATEY! BRING OUT THE PIRATE IN YOU!

GET TO PENSACOLA! Arrival Night Costume Party!

Dress Up As Your Favorite Pirate (or Wench)!

Best Pirate and Wench receive two fabulous prizes.

DON'T MISS THE BOAT!

BANQUET MYSTERY SPEAKER?

Regards the speaker, it is a go and you do not want to miss this presentation of a TOP SECRET Sea Poacher mission. It includes the showing of a dozen TOP SECRET and now declassified White House/CNO documents. When your Editor heard it for the first time in 2018, it was not to be believed. It is still not easy! But it happened! And it was a total mystery to 90 percent of the Sea Poacher crew. The subject of a copyrighted book that could possibly be published in 2019 your attendance means you agree to keep what is said in the banquet room totally there.

We are the Silent Service!

SEA POACHER AND SEA OWL REUNION

WEDNESDAY 31st	THURSDAY 1st	FRIDAY 2nd	SATURDAY 3rd	SUNDAY 4th
<p>Check in at The Hampton Inn Pensacola Airport Breakfast included in rate 114.00 Plus tax Per Night</p>  <p>2:00 p.m. Hospitality Room Open</p> <p>6:00 p.m. Welcome Reception at Hotel</p> 	<p>Breakfast</p>  <p>9:00 a.m. Pensacola City Tour</p> <p>Followed by</p>  <p>Lunch at Maguires Irish Pub</p> <p>Afterwards:</p>  <p>Memorial Service at Veterans Memorial Park</p> <p>Back to Hotel by 2:30 p.m.</p> <p>Business Meeting at Hotel 4:00 p.m.</p> <p>Hospitality Room Open</p> <p>Evening Free</p>	<p>Breakfast</p>  <p>8:00 a.m. NAS Museum</p>  <p>Giant Screen Theater</p>  <p>And Blue Angels Air Show</p> <p>Lunch at Cubi Bar</p> <p>Back to Hotel by 5:00 p.m.</p> <p>Hospitality Room Open</p> <p>Evening Free</p>	<p>Breakfast</p>  <p>8:00 a.m. USS Alabama Tour, Aircraft Pavilion</p> <p>Followed by</p>  <p>USS Drum and Lunch</p> <p>Back to hotel by 4:00 p.m.</p> <p>Hospitality Room Open</p> <p>6:30 p.m. CASH BAR</p>  <p>7:00 p.m. Final Evening Dinner</p>	<p>Breakfast</p> <hr/> <p>Depart</p> <p>ACTIVITY PACKAGE \$400 INCLUDES: Welcome Reception Hospitality & Banquet Room Evening Banquet Name Badges Welcome Packet Registration Fee Hospitality Room NAS Museum IMAX Lunch at Cubi Bar City Tour Lunch at Maguires Memorial Service Mobile Tour and Lunch All Taxes and Most Gratuities Reunion Website</p>

NEW THRESHER MEMORIAL PROJECT

It is being planned for Arlington National Cemetery in remembrance of the 129 men lost on USS Thresher (SSN-593) on 10 April 1963. Plans for the monument are moving ahead. It seems long overdue as this occurred over 55 years ago. The Sea Owl made a symbolic contribution of \$129 as did the Sea Poacher with another \$129. Two of our shipmates, George Bracey and Ellwood Forni, were on board that day. Sea Owl also lost Edgar Bobbitt. As always, Thresher will be remembered at our Tolling of the Bells Ceremony in Pensacola. Check it out at thresher-memorial.org/index.html. Sea Owl's contribution letter included the following:

There is a port of no return, where ships may ride at anchor for a little space . . .

And then, some starless night, the cable slips, leaving an eddy at the mooring place . . .

Gulls, veer no longer. Sailor, rest your oar. No tangled wreckage will be washed ashore.

**SEA POACHER AND SEA OWL
REGISTRATION FORM
PENSACOLA, FLORIDA REUNION
OCTOBER 31 – NOVEMBER 4, 2018**

Name (To be on your name badge) _____
Spouse/Guest _____ Guest _____
Guest _____ Guest _____
Address _____
City _____ State _____ Zip _____
Telephone _____ Cell _____
Email _____
Wheelchair Access? _____ Yes _____ No
Dietary Restrictions? _____

**HOST HOTEL: Hampton Inn Pensacola Airport
2187 Airport Blvd, Pensacola, FL 32504**

Call 850-478-1123 for room reservations and mention you are with the SEA POACHER/SEA OWL Reunion. The room rate is \$114.00 per room per night plus tax. Complimentary breakfast for two per room. Room rate available 3 days prior and after reunion dates, based on availability. Rooms not reserved by 30 September 2018 will be dropped from the group block.

REUNION ACTIVITY PACKAGE:

(Includes Welcome Packet, Hospitality and Banquet Room, Name Badge, Welcome Reception, Shows and Attractions, Transportation and Taxes. See Itinerary – we encourage you to participate in all activities. If you must “opt out” of any event, please call our office.

_____ of attendees x \$400.00 pp = \$ _____

TOTAL DUE: \$ _____

The total and final payment must be received by September 30, 2018. In order to guarantee reservation for tours/meals you MUST register by October 15, 2018. We cannot “add-on” at the reunion. No refunds on activity package after Sept 30, 2018.

MAIL REGISTRATION & CHECK PAYABLE TO:

GRAY LINE GATHERINGS PLUS, 155 Industrial Park Drive, Hollister, MO 65672

TO PAY BY CREDIT CARD PLEASE COMPLETE THE BELOW:

I authorize Gray Line Gatherings Plus to charge \$ _____ on my card

Account # _____ Exp Date _____ Security Code _____

To Contact Gatherings Plus dial 417-338-4048

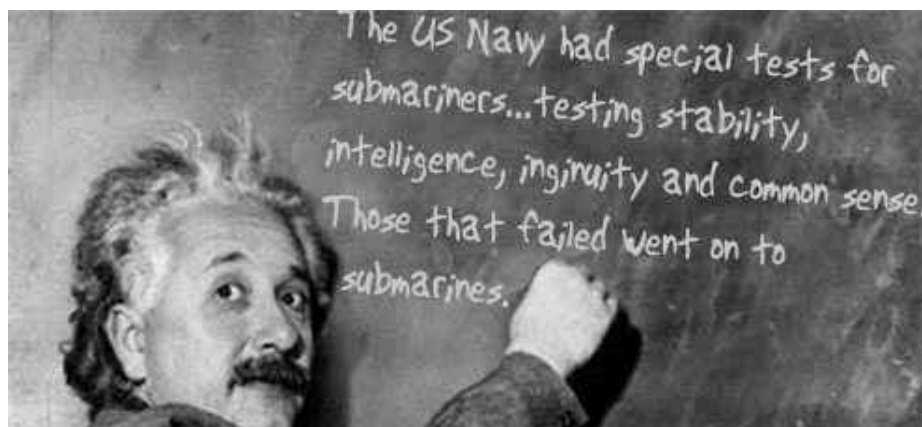
Or visit their website at gatheringsplus.com and click on “MY EVENTS” find your logo or name enter password

SEA OWL IN HIGH SEAS

These are photos from Sarah Dennett, whose father Commander Armistead Dennett was XO on the Transport LIND (APA 44). They and a DD in 1960 were in a training exercise with our sister ship SEA OWL. She had fired a practice torpedo at the LIND. The LIND was bow down and the torpedo "broached" and flew over the bow. They radioed the 405 and asked if they were shooting rockets instead of torpedoes! Later that day SEA OWL came alongside the DD to set up a high line transfer. They fired a line gun and watched it go into its smoke stack! A second shot resulted in a better transfer. Thanks to Roy Purtell for this.

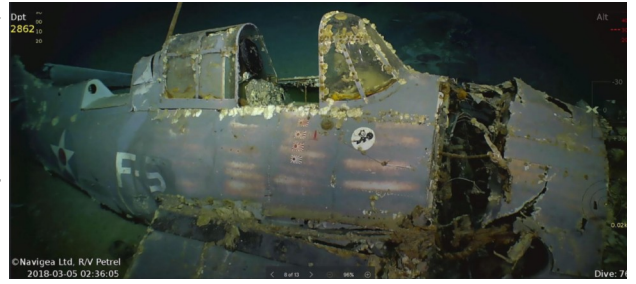


WE ARE THINKING EINSTEIN PROBABLY HAD THIS RIGHT!



FINDING THE LEXINGTON

Story provided by Jack Ensminger and highly condensed by your Editor. In early March 2018, the co-founder of Microsoft, Paul Allen, led an expedition 800 kms east of Australia, where he found the long-lost wreck of the Aircraft Carrier Lexington sunk during the Battle of the Coral Sea on 8 May 1942. Among the stunning images to come back from that deep-sea exploration were several from a debris field on the ocean bottom at 10,840 feet below the surface that included Devastator, Dauntless and this single Wildcat fighter F-5 aircraft. The life raft compartment behind the cockpit is missing its cover. From these depths, history came to light. Forums zeroed in on this Wildcat from VF-3, one of the U.S. Navy's most-decorated squadrons that included Medal of Honor recipient Edward (Butch) O'Hare where Chicago has an airport bearing his name. This plane is clearly marked with the squadron logo, Felix the Cat, based on a popular cartoon character. It is credited with four Japanese kills painted below the cockpit. The pilot's name, however, is partially obscured by barnacles, but it involves the story of three Navy pilots Noel Gayler, Albert Vorse, and Dale Peterson. Three letters on the fuselage just below the cockpit—"G A ___ R"—confirm that the aircraft was Gayler's, and the four kills match his total at the time. It is likely the plane he flew off Bougainville on 20 Feb 1942, when he shot down one enemy bomber and shared two other kills, one of them with his wingman Peterson. The sunken aircraft also has a bomb painted alongside its Japanese ensigns, indicating the fighter participated in a rare bombing run. It came on 10 March 1942, against a Japanese airfield at New Guinea, where these Wildcat pilots dropped 30-pound fragmentation bombs. They were temporarily transferred to the Lexington just before the ship set sail for her final battle in April 1942. Gayler was reassigned to Wildcat, F-13. Vorse was given the F-5 shown above. During the attack on Lexington, Vorse intercepted a Japanese formation, made short work of two of the dive-bombers, and subsequently received the Navy Cross. Gayler was launched from Lexington, and tore into Japanese Zeros protecting two aircraft carriers, and with two other pilots destroyed four planes and another pair of flying boats in his path. He was the only survivor. Peterson, had received the Navy Cross for distinguished service in defending his carrier at Bougainville. He was killed the day the carrier sank and posthumously awarded the DFC.



Gayler earned an unprecedented three Navy Crosses and ended his career as an Admiral. His own reminiscences until the time the captain gave the orders to abandon ship they still thought they could launch but could not fuel. He said the crew took advantage of an opportunity as the ship's service ice cream plant was in the extreme port quarter, and someone passed the word that there was free ice cream which was obtained as they were abandoning ship. Some 2,735 of her crew were rescued with 216 killed. As Lexington slipped beneath the waves it was said she didn't turn over. She went down with her head up and a lady to the last. Of the 35 aircraft aboard when she went down, Allen found 11 of them on the initial sweep of the wreck site.

Peterson would have a destroyer escort named after him. After his naval career ended, Gayler would go on to head the National Security Agency under Nixon. He died in 2011 at age 96. The highly decorated Vorse ended the war with 21 kills and would also become an Admiral. He died in 1979 at age 65. Allen promised more research on the Lexington which is scattered in three pieces. Earlier in 2017, his team discovered the wreck of the Indianapolis.

BELOW PHOTOS LEFT TO RIGHT: DALE PETERSON, ALBERT VORCE, AND NOEL GAYLER



Sea-Going Jack Of Most Trades

Although he has had but eight years of service in the Coast Guard, the executive officer of the cutter Gresham has a backlog of experience that would make many an admiral feel like a neophyte.

"He's a triple threat man," said one of the crew of the 311-foot Gresham. "You name it, he's done it."

Lt. Cmdr. Russell Combs' credentials qualify him to operate on the water, over the water and under the sea. He's been the master of a merchant ship; the executive officer of a submarine on war time patrol; and he has an airplane pilot's license. And he's still only 45.

"I just started early," he explained in an interview aboard the Gresham, which is temporarily at Broadway Pier.

TRAINING DUTY

The Gresham is on a two-week training exercise for the 11th Naval District. Its usual duty station is midway between San Francisco and Hawaii, where it serves as a weather ship and check station of an average 100 daily flights between the coast and the islands.

"It's called Ocean Station November," said Combs. "We have to maintain a position of 39 degrees north and 140 degrees west for three weeks at a time. Then we get relieved for three weeks."

PROMOTION WON

Combs said he ran away to sea at the age of 14, signing on a freighter as an apprentice seaman.

"Those weren't the eight-hour days," he recalled. "They gave you a hammer and told you to start chipping paint in the morning. You didn't stop until the bos'n took the hammer out of your hand."

Combs said some of his older shipmates suggested that a youngster shouldn't be worked so hard but the bos'n would merely reply:

"He's getting a man's pay, isn't he?"

Combs must have proved himself in short order be-

cause, by the time he was 19, he was promoted to third mate.

He was torpedoed twice during the early years of World War II, then joined the Navy. Having gained a mighty respect for the power of a submarine, he joined that service.

"At least you are the aggressor when you're in a submarine," he said.

Combs served aboard the submarines Sun Fish and Sea Poacher. He was executive officer of the Sea Poacher when the war ended.

MERCHANT MARINE

He rejoined the merchant marine in 1946 and a few years later was captain of the Matson Lines' Sonoma. Not satisfied with the routine of sea life, he learned to fly when ashore.

"I'm not much of a pilot," he admitted. "I was always losing track of the airfields in that Los Angeles smog. I almost ran out of gas one time and that made a Christian out of me. I figure I'm much safer at sea."

Being assigned to the Australian run, Combs was unhappy about the little time he had ashore with his wife and three children who live in San Bruno.

COAST GUARD

"I decided I'd have more time with the family if I joined the Coast Guard," he said. "I promptly found myself assigned as marine inspector officer in Alaska."

Combs plans to stay with the Coast Guard until he retires, even if he doesn't have all the family life he'd like.

"Things aren't always perfect," he said. "It's like any job but this is the best of the services."

AF Orbital Lab Director To Talk

Aboard Submarine

Commissaryman First Class Franklin L. Mills, USN, son of Mrs. Charles E. Mills sr. of 103 Pacific Blvd., Cliffwood Beach, is serving aboard the submarine USS Sea Poacher in the Eastern Atlantic Ocean.

Before returning to the United States in summer, the ship will operate with carriers, destroyers and aircraft units assigned to the U. S. Eastern Atlantic Command.

Returns Home

CHESAPEAKE — Mrs. Richard T. Fox and her two children, Susan and Richard Jr., have returned to their home in Key West, Fla., after attending the wedding of her brother, Robert R. Barber Jr. and Miss Gayle Mackenzie Saturday. Mrs. Fox is the wife of Lt. Cmdr. Richard T. Fox, commanding officer of the submarine Sea Poacher.

Folly Road Collision Injures 4

Four persons were injured late last night in a two-car collision on the Folly Beach Road near the Fort Johnson Road.

Taken to the Charleston County Emergency Room was A. M. Gwynette, 48, his wife, Katherine, 44, of 1084 Winslow Drive, Lawton Bluff, Julius F. O'Banion, 24, and Russell L. Bauer, 24, both stationed aboard the USS Sea Poacher, according to Silas B. Welch, Chief of the Charleston County Police.

None of the four suffered serious injuries, according to emergency room attendants. Details on the accident were unavailable last night.



Daytonian Paul E. Lacouture . . . Now, And on World War II Sub

"It's A Long Way Up"

Daytonian Recalls Near-Fatal Dive

By Jessie Nicodemus
Journal Herald Staff Writer

Submerged . . . aboard a leaking submarine. How does it feel?

It's been nearly 20 years since Paul E. Lacouture, a Dayton attorney, found out.

He's never forgotten. The memory came back vividly last week when the nuclear-powered submarine Thresher sank, claiming 129 lives in the worst submarine disaster in United States Naval history.

"We had a crew of 10 officers and 90 men aboard when it happened," recalled Lacouture, who served as chief engineer and diving officer for 3½ years during World War II aboard the submarine Sea Poacher.

"We had just started our dive, I guess we were down about 50 feet.

"Then we knew we had trouble. A hatch cover didn't seat. Water started pouring into the conning tower, the control area above the control room in the ship's hull.

"The collision alarm sounded. All watertight doors were closed. The men working in the conning tower, used to control the ship when it is submerged, were locked in there, with water pouring in around them.

"And we managed to blow all our tanks and surface. We were very lucky to get back up."

The men in the conning tower were saved, Lacouture said, "but they had to hang on and hope we'd get back up before the tower completely filled with water. They got pretty wet.

"We were only starting our

dive, but it's a long way up when the ocean's pouring in on you."

IN A SUBMARINE like the Thresher, or any other underwater craft, it's a "case of sink or swim together," Lacouture said. "You are not alone down there. Everyone from the captain to the mess boy has responsibilities for the safety of the ship. It's a closely knit group, with great esprit de corps."

The Thresher, the 43-year-old lawyer said, "is much more advanced and different than the subs I knew. So I couldn't compare it with them.

"But it's a safe bet men could not escape safely from a submarine when it's deeper than 300 to 400 feet. During the war, some of a sub's crew did escape, after it was struck by a torpedo. They surfaced, but some of them were in such weakened condition they died anyway.

"Pressures are greater in the ocean the farther down you go," he said, "and we only went down to 400 feet. The Thresher was much deeper than that."

Served On Submarine

Lacouture entered the Navy and was commissioned an ensign. He spent three and one-half years in the submarine service. He was chief engineer and diving officer of the U. S. S. Sea Poacher, operating in Japanese waters. Lacouture was awarded the submarine combat insignia with gold star. He attained the rank of lieutenant.

He was graduated by Yale law school in 1947. Lacouture is married to the former Jeannette Kittredge, daughter of Mr. and Mrs. H. G. Kittredge, of Dayton and has a son, Peter Vroom Lacouture. He joined the law firm of Estabrook, Finn and McKee in November, 1947.

MR. AND MRS. JAMES CLARK RETURN FROM SO. CAROLINA

Roberts—Mr. and Mrs. James Clark returned to Roberts on Friday of last week after living for the past 4 months in Charleston, South Carolina. "Jim," a member of the crew of the submarine, the U. S. S. Sea Poacher, of the U. S. Navy, is enjoying a 10 day leave, after which he will be transferred to another base. Mrs. Clark, the former Delores Fairley, who has been nursing in the Roper Hospital in Charleston during their stay in that city, will remain here for a few months in the home of her parents, Mr. and Mrs. Alex Fairley and family of rural Roberts, and with his parents, Mr. and Mrs. Harry Clark and family of Glen Elyn.

Sea Poacher Gets New CO

CHARLESTON (AP) — Lt. Cmdr. J. E. Wilson Tuesday took command of the submarine Sea Poacher during ceremonies at Charleston Naval Shipyard.

He relieved Lt. Cmdr. R. T. Fox, who has orders to report to the submarine training school in New London, Conn., as a member of the staff.

The new skipper came here from the office of the chief of naval operations in Washington,

IT IS POSSIBLE, he said, that the breakup of the Thresher came so quickly some of the crew were unaware it was happening.

"I assume whatever happened to them happened very quickly," he said. "It didn't give them time to do anything. If they were in deep water, and the water started in, the sub would break up in a hurry."

Lacouture, whose experiences included sneaking up one-fourth of a mile from the Japanese mainland on bombardment missions, said, "I had a lot of friends then that didn't come back.

"Submarine men," he said, "are a breed all their own. They speak a different language."

Last weekend, Lacouture visited the Navy's port in Norfolk, Va.

"It seemed very familiar," he said. "I was aboard the same type submarine I was in during the war.

"And I admit I had an itch to go for a cruise. I'd like to go down again someday."

Dakota Midland News Service
A FORMER resident of Aberdeen, Lt. (j.g.) Lanny A. Yeske, will report soon for duty aboard the nuclear submarine John Adams.

He will attend the Fleet Ballistic Missile School in Dam Neck, Va., until May 11, then will report to the Gold Crew of the Adams, under construction at Portsmouth, N.H.

Lt. Yeske, son of Mr. and Mrs. Walter Yeske and grandson of Mrs. Esther Wilke of Aberdeen was commissioned at the University of Nebraska in June, 1960 attended the U.S. Naval Submarine Officers' Training School in New London, Conn. The past year he has been stationed aboard the submarine USS Sea Poacher, based in Key West, Fla.



Yeske

Submarine Officer Fights Germans, Japs

Paul Lacourture, Boston as a broad A, will complete a visit in Dayton with the parents of his wife, Jeannette, shortly after New Year's.

The parents are the Harvey Kittredges of Munger road.

They'll probably not hear much about the Yale law school student's service as chief engineer and diving officer aboard the Sea Poacher, a submarine. For he figures he was just one of millions of other fellows responsible for bringing first the Germans and then the Japs to their sea-knees.

And that's exactly what he is. But like most of the millions of others, he has an interesting story

One of these is about the closest shave that he and the rest of the crew of the Sea Poacher ever had.

That was shortly before the terrific bombardment of the Japanese coast line.

Set Escort Afire

Sighting a Nip escort vessel near the east shore, the Sea Poacher set her afire with deck guns. It

was only after the vessel was wounded did the crew realize she was an escort ship.

And that wounded Jap animal was a beast.

It turned and leveled its guns at the Sea Poacher which was desperately attempting to submerge in the shallow water where it would still have afforded an excellent target for well-directed depth

"As the deck was clearing, the quartermaster began firing at the Jap ship with a .30-caliber machine gun from a distance of 300 yards. A lucky shot exploded a depth charge, ripped off the ship's stern and she sank in 20 seconds," Lacourture, who was a naval lieutenant before his discharge two months ago, said.

In all, the Sea Poacher accounted for an even dozen Jap ships. Most of these were merchantmen and most were dropped by deck gun fire.

Duty In Atlantic

Lacourture spent a year and one-half on the Sea Poacher, a sleek underwater fish, on Pacific duty. But he said, "that was heaven

compared to the two years I spent aboard the R-9 in the Atlantic. We saw far less action. But the R-9 was of World War I vintage and three months aboard her was worse than all my time in the Pacific."

He considered the Germans far more expert in submarine warfare than the Japs. Though the Japs had a surprisingly large underwater fleet—and dangerous.

"About all we ever did aboard any submarine was sleep, eat and shoot the breeze. It got plenty tiresome," Lacourture said.

He was in the service three and one-half years, interrupting his law course to enter the naval ROTC at Yale.

Much of his Pacific service was patrol duty aboard the sub and scouting for attacks.

In the Atlantic the R-9 mainly chased German submarines. Though many American underwater craft never sank Nazi subs, this proved an effective combative for German U-boat warfare, Lacourture said.

THE GREY GHOST

John Singleton Mosby was a successful attorney, and with the Civil War he enlisted in the 1st Virginia Cavalry. He quickly moved up to be a Colonel, and eventually raised his own partisan unit. It grew to regimental size and became known as the "Mosby Raiders". He was a key innovator in the tactics of Guerilla warfare. By 1863 his exploits were becoming legendary and viewed as a less than honorable way to fight by the North. Regardless of perspective he devised a new way of fighting by which a small force could harass and defeat a much larger force. In lightning fast raids, his raiders would move in and cut telegraph lines, ambush couriers, start fires, harass rail transport, and then disappear. His quickness led to his now famous nickname, "The Grey Ghost". Mosby's exploits included a daring raid far inside Union lines at the Fairfax County courthouse in 1863, where his raiders captured key Union officers, including General Stoughton, whom Mosby found in bed, waking him with a slap to his rear. Upon being so roused, the general exclaimed, "Do you know who I am?" Mosby quickly replied, "Do you know Mosby, general?" "Yes! Have you got the rascal?" "No, but he has got you!"



The disruption of supply lines and the constant disappearance of couriers frustrated Union commanders to such a degree that General Phil Sheridan ordered the execution of all captured raiders. George A. Custer did execute several of Mosby's men in 1864 in Front Royal, Virginia. During the battle of Chancellorsville he attacked a Union cavalry unit, capturing several hundred prisoners. Near Chantilly, he defeated a large body of Union cavalry, leading General Lee to exclaim: "Hurrah for Mosby! I wish I had a hundred like him." He was also a vital element in the Confederate secret service, moving spies into and out of Washington; he frequently rode himself in disguise into the capital. Mosby even sent of a lock of his hair to Abraham Lincoln as a gift. It is reported that Lincoln fully appreciated the gesture. Mosby and his notorious raiders refused to surrender at the end of the war and the group disbanded.

Mosby spent his later years in San Francisco. One particular family lived nearby with a young boy who would eagerly listen to his stories. The two became fast friends and would play war games. Mosby taught the boy Guerilla warfare and how to fight like a raider. The boy was George S. Patton. This had a profound impact on WW II. In a study of Patton, one wonders where he got his unique understanding of war, and was able to go toe-to-toe with Rommel, and win. It was from Mosby, who died in 1916 and is buried in the Warrenton, Virginia Cemetery.

PISTOL DOWNING OF A JAPANESE ZERO

Owen John Baggett was born in 1920 in Graham, Texas. By 1941 he graduated from college and went on to work on Wall Street, but by the following year, he enlisted in the Army Air Corps when the United States entered the war. A studious man, he graduated from pilot training in just five months and was sent to Burma, flying a B-24 Liberator. On March 31st, 1943, Baggett and his squadron were sent on a mission to destroy a bridge of strategic importance. On their way, the B-24s got intercepted by Japanese Zeros which hit the squadron hard. Baggett's plane was riddled with bullets to such an extent that the crew was forced to bail out. While parachuting, a Japanese pilot decided that downing the plane wasn't enough. He circled around and started shooting at the bailed out pilots, killing two of the crew. Seeing this, Baggett did the only thing he could. He played dead. Not convinced Baggett was dead, the Zero pulled up to him at near stall speed, the pilot opening his canopy to check on his horrendous work. Not wasting any time and thinking on his feet, Baggett pulled out his pistol and shot the pilot in the head. This is considered the best shot by a Caliber .45 M911 pistol of all time. The last thing he saw was the Zero spiraling toward earth. When he landed, he and the other bailed out crew members were captured and sent to a POW camp in Burma where they remained till the end of the war. He was recognized and confirmed as the only person during the war to shoot down a Zero with a pistol. Owen retired from the Air Force as a Colonel and then worked for Litton Industries. He was laid to rest at age 86 on 27 July 2006 at Fort Sam Houston National Cemetery.



MISSION BBQ HONORS SEA POACHER

Jack Merrill (C) donated Sea Poacher and RHG photos to this Lakeland restaurant to General Manager Scott Buczek (L) and South Florida Market Partner Bill Leahy (R) on July 28 which will be displayed. They opened exactly 10 years after 9/11. Interesting to note that every day at noon the Mission BBQ staff stops everything and plays the National Anthem. They say: "We don't do this because we have to. It's because we want to." Thanks Guys!



THE DIVING ALARM BALLET

Written by Mike Hemming and provided by Jack Ensminger.

As I pass between the controllermen, the oogah, oogah, dive! dive! comes over the speakers and they leap to their sticks and rheostats. The engine shut down air lever is hit, rheostats spun down, sticks are thrown, as the ballet begins. Generator electricity wanes as the huge storage batteries are called on for power. Sticks pulled to new positions and rheostats spun back up to keep the motors turning. The flurry of intense activity over, minor adjustments made and times logged while listening, always for the sound of water doing something it shouldn't.

As I walk forward at the same time into the enginerooms, the two men in each one do the shutdown dance. Throttles are slapped down, hydraulic levers pulled to the closed position to shut exhaust valves and drains opened by the throttleman. As his oiler spins the inboard exhaust valves the 32 turns to shut it, either the oiler or the throttleman will have yanked the pin holding the great intake air valve open so it falls shut with a loud clang. His inboard exhaust valves shut, the oiler drops below to secure the sea valves that allow the seawater to cool the engines. Then, the throttleman checks everything secure.

In the control room, the other area of great activity on a dive, lookouts almost free fall to their diving stations on the bow and stern planes. Quickly the bow planesman rigs out his planes and both he and the stern planesman set their charges to the prescribed angles for the dive. Arriving soon after the planesmen, the OOD, now the diving officer, gives the ordered depth to reach and the angle to do it. Then he checks that all is well and will watch the planesmen to learn if the trim needs changing. The Chief of the Watch having closed the huge main air induction valve will watch the Christmas Tree to see that all hull openings are closed. Then he pulls the vents to flood the main ballast tanks and watches the depth to signal the auxillaryman on the air manifold when to blow negative tank to the mark to stop our descent into the depths. The manifold operator will hammer open the valve and then close off the roaring rush of compressed air, as needed. By this time, the trim manifold operator will have arrived from the engine room. After climbing over the stern planesman, he will be ready to pump and flood seawater to the tank to trim the boat to neutral buoyancy.

In the conn, the helmsman will have rung up standard speed so the boat will be driven under by the screws. The QM of the watch will dog the conning tower hatch when the OOD, the last man down from the bridge, pulls the lanyard to close it. There is no music to guide this dance except calm orders given and acknowledged. Started in a flurry of activity, it will end by winding down quietly to a state of relaxed vigilance by men practiced and confident of themselves and each other. They have done this many times, this graceful and awkward descent into the depths. They do it as fast as is safely possible. This is where they belong, with many feet of sea hiding the strong steel of the hull. Men asleep in bunks half-awakened by the alarm and noisy ballet, drift back to sleep, confident they are at home where they should be.

AND ALSO FROM JACK ENSMINGER



PRESIDENT'S REPORT-BILL BRINKMAN

1. Dues: We have 196 Life and 29 Regular members (including 45 widows). If you're a Life Member or have paid your 2019 dues, thank you. If not, please pay \$10 for each year or become a Life Member for \$100. Life Members no longer get reminding 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. VA Mission Act of 2018: From Bill Buckley. It was signed into law on May 23 and is a positive step forward.

5. On Eternal Patrol Reef Sarasota, FL: It was dedicated on Memorial Day and recognizes 66 submarines and individuals on EP in the form of a first ever underwater reef. Check it out at www.mnn.com/lifestyle/arts-culture/blogs/undersea-memorial-reef-balls-pays-tribute-lost-submarines. Included is a 52 minute video of the dedication and worth your time. You may even recognize some shipmates in the presentation.

6. WWII Submarine Warfare-Rare Footage: From Hubert Jackson. Here is a relatively new 86 minute look at submarine operations in World War II that is very detailed and extremely interesting. Your Editor watched the entire thing. It includes many details on our submarine strategy that changed during the war. It is well worth your time. You may even see someone you know in it as several submarine veterans are shown and quoted on the tactics and situation. Check it out at <http://mail.google.com/mail/u/0/#inbox/164cd90df59c0820?projector=1>

7. New Editor Needed for Newsletter: From Lanny. I will continue through the more involved January 2019 issue to include the Pensacola reunion report and three page Eternal Patrol listing, and then retire from this three month temporary assignment that now has extended for eight full years. I could not have done it without the stories from dozens of you, especially Jack Ensminger and Bill Buckley who provided constant and excellent input for almost every issue. It has actually been very enjoyable, but now is the time for some one else to step up and take over. I will forward on a DVD what I had planned for some future issues to the new Editor if so desired. An Editor always need filler material/formats, and what I have will be forwarded as well. It should be very routine for at least a year until the next reunion. The number of personal stories have dropped from peaking last year. I am certain your new Editor will like more crew experiences and memories (whether true or not). There is no problem with forgetting things that happened, but remembering things that never happened gets a little scarier. Six months is plenty of time to come up to speed for the April 2019 issue. Will assist if desired. Again, it was a pleasure working with all of you.

8. Amazing Submarine Memorial in North Carolina Mountains: From John Snook. Built by a TMC (SS) about 20 years ago, lost in the mountain terrain for years, and recently found/restored by others. Talk about dedication then and now! Check it out at www.wral.com/mountain-memorial-honors-sailors-lost-at-sea/15712565

9. Sea Poacher Final Resting and Salvage Site in Peru: From Lanny and just updated in August 2018. If you have Global Earth Pro downloaded on your computer you can view a good satellite time sequence of events from 2002 to 2018 of our boat beached, buried, salvaged, and the site as it appears today. If you attend the Pensacola reunion, all of the information will be on display in a sequenced folder for viewing.

10. Last Chance for 2018 Pensacola Reunion. Three months ago we had 39 registered attendees. As of now and with two months to go, we have 40 which is below normal. It will still be a grand and fun reunion, but the more merrier seems to be an appropriate statement. If nothing changes, the chances for a future Sea Poacher reunion whether it be in Chicago, Manitowoc, Austin, are up for grabs. I know we are all getting older and it is more difficult to travel. Nothing is going to change that. Accordingly, future reunions will be on the table for discussions at our Association meeting in Pensacola.

11. Cruise Extremes: Lin and I just returned from a 10 day cruise around Iceland that took us north of the Arctic Circle. Lanny and Fran are heading south on a two week cruise around Cape Horn off Antarctica in January. Information is available on both cruises if interested.

MEMORIAL PLAQUES

JOHN GREENVILLE, SO 1957-58. Departed on Eternal Patrol on 21 Nov 2017 in Morro Bay, CA at the age of 81. John was a Life Member of the Association and retired as a CPO with service also on Chopper, Swordfish, Daniel Boone, Redfish, and Pomodon. As a qualified diver and small craft operator, he was also a history teacher, fisherman, President - Morro Bay Fisherman's Association, and Secretary - West Coast Fisherman's Association. John is survived by his wife Rosemary, three children, six grand, and five great grandchildren. His grandson Nathan served as Engineer on Submarine Wyoming.



CHESTER TAYLOR, RM 1956-57. Entered Eternal Patrol on 27 July 2018 at age 81 at Taylor Mill, KY. After the Navy, he worked at CSX Railroad and retired as a Conductor. Chester was a member of both the Moose and Masonic Lodges, and Sea Poacher Association. He is survived by wife Clara, a son and daughter, and one brother. Chester is interred at Floral Hills Memorial Gardens in Covington, KY.

WILLIAM H. HOLTMAN, ET 1963-65. In Baton Rouge, Bill entered Eternal Patrol on 4 August 2018 at age 75. After the Navy, he worked for Texaco Research, Lockheed at NASA, and then became a consultant. Bill was also a Deacon in the Catholic church, incardinated into the Baton Rouge Diocese, and ministered for 29 years until his retirement in 2014. He is survived by his wife Sandy, a son and daughter, and several grand and great grandchildren. Bill is now at rest in the St. George Church Mausoleum.



ARLENE WEINFURTER. Wife of Larry MM 62-65 for 54 years, and left us at age 77 in Milladore, WI on 19 Aug 2018. She attended every Sea Poacher reunion and that included the trek to Peru. Arlene's middle name could have been VOLUNTEER for most anything. She is also survived by five children and six grandchildren. Arlene is now at rest at St. Killian's Cemetery in Blenker, WI. Over 200 were at her funeral including Sea Poachers Bill/Lin Brinkman, Ken/Jean Manion, and Arne/Evonne Weinfurter as well as six families from the USSVI Wisconsin Base.

TOLLING OF THE BELLS IN PENSACOLA

Since the last reunion, an extensive search has been made for missing shipmates primarily by Karl Schipper. As of 12 August 2018 we will recognize 159 Sea Poachers for the Tolling of the Bells Ceremony on 1 November 2018. That brings our total number on Eternal Patrol to 758, and over 52 percent of all who sailed on her. It will be memorable to be sure. Here are two photos of Veterans Memorial Park where the event will take place. This is a very impressive place including the first replica of the Vietnam Wall in DC below (L). The photo below (R) shows the number of pilots saved during submarine lifeguard operations in World War II. There are also other memorials to visit.



RIDING THE DUCKS AT BRANSON

Our deepest sympathy is extended to the families of the 17 who lost their lives on Duck SD7 on July 19 with a sudden storm on Table Rock Lake. Hundreds of Sea Poacher, Sea Owl, and other submarine sailors have ridden the Ducks on Veterans and Memorial Day reunions/events/parades and totally enjoyed the experience. However, they were on land and not on the lake where we used the Branson Belle. Our thoughts and prayers are with the families.

SEA POACHER ASSOCIATION

Bill Brinkman, President and Publisher
3042 Alton Place
Round Rock, TX 78665-2119
seapoacher@att.net

