

# SEA POACHER ASSOCIATION



**DEDICATED TO THOSE WHO SERVED ON THIS INCREDIBLE SUBMARINE!**

**VOLUME 18, ISSUE 3**

**October 2020**

**EDITOR and PUBLISHER: Bill Brinkman EM 60-62**

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**CANCELLED: Our Joint Reunion ( USS Sea Owl ,USS Sea Poacher  
and USS Sea Robin )**

**November 4-7, 2020 in Little Rock , Arkansas**

**Also cancelled was Joe Murdoch's Nov 8-12, 2020 USS Sea Poacher  
and Friends Reunion in Branson ,MO.**

**Both Reunions were cancelled due to coronavirus concerns . Gatherings Plus Company was  
to have hosted both reunions.**

**As of September 15 , 2020 Joe Murdoch has rescheduled his next reunion to November 8-11 , 2021  
in Branson , Missouri. More details later.**

**We'll wait until early 2021 to see how the coronavirus disease is effecting us and  
travel before starting to plan on our next 3 Sub National Reunion , probably in  
the Fall of 2021. More details in our January 2021 Newsletter.**

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**Congratulations to Hubert Jackson ,EM 67-69 , for winning the 2020 Silver Anchor  
Award from the USSVI CENTRAL TEXAS BASE as he was the most active member  
and sold 1/2 of the Base's Raffle tickets , the proceeds to be used to help local Texas  
charities.**



## Interesting facts about submarines some of our shipmates served on

Submitted by Karl Schipper

USS *Pickrel* (SS-524), a *Tench-class* submarine, was the second ship of the United States Navy to be named for a young or small pike. The contract to build her was awarded to the Boston Naval Shipyard and her keel was laid down on 8 February 1944. She was launched without a christening ceremony on 15 December 1944. After being towed to the Portsmouth Naval Shipyard in Kittery, Maine for completion, she was simultaneously christened and commissioned on 4 April 1949.

From 16 March to 5 April 1950, *Pickrel* completed a 5,200-mile (8,370 km) voyage from Hong Kong to Pearl Harbor in 21 days while completely submerged, probably the longest distance ever traveled by a submerged diesel-electric submarine. During her first deployment in the Western Pacific in 1950, *Pickrel* spent four months in the Korean War zone, one of the first submarines to enter the Korean War.

**Editor's Note** ( Bill Brinkman ):

In 1952, the USS Pickrel made a 48 degree surfacing off Hawaii. The Diving Officer was David Wessinger who was my Captain on the USS Sea Owl SS 405 in 1959 to 1960.

<https://twitter.com/naulinstitute/status/1246502178631700480?lang=en>

USS *Sea Dog* (SS-401/AGSS-401) was a *Balao-class* submarine in the United States Navy. She was the first ship to be named for the dogfish, a small shark of the North Atlantic, considered destructive by fishermen.

*Sea Dog* was laid down on 1 November 1943 at the Portsmouth Navy Yard in Kittery, Maine. She was launched on 28 March 1944

In January 1950, *Sea Dog* was again deployed to the western Pacific. On her return, she received orders to join the Atlantic Fleet. Departing Pearl Harbor in mid-June, she arrived at Norfolk in early July and commenced training services necessitated by the outbreak of the Korean War. In July 1952, *Sea Dog* was reassigned to SubRon 12 at Key West, Florida, whence she continued to provide training services.

On 7 November 1952, while conducting exercises with Airship Squadron 2 off Jacksonville, Florida, she intercepted a distress signal from a damaged U.S. Navy blimp, *K-119*, commanded by then-Lieutenant G. Robert Keiser, USN, and proceeded at flank speed to the last reported position to pick up Keiser and 2 other survivors, the co-pilot and navigator, for further transfer to the rescue and salvage ship *USS Escape* (ARS-6). The blimp itself, however, proved too waterlogged to be towed back to port and was taken under fire by *Sea Dog*. The gas tanks were penetrated, and the burning blimp sank.

USS *Tusk* (SS-426), a *Balao-class* submarine, was the only ship of the United States Navy to be named for the tusk, an alternate name for the cusks, a large edible saltwater

fish related to the cod. Her keel was laid down on 23 August 1943 at Philadelphia by the Cramp Shipbuilding Company. She was launched on 8 July 1945

*Tusk* was operating in a unit which also included the submarine *Cochino*. On 25 August, 1949 while steaming through a gale off the coast of Norway, *Cochino* suffered an explosion in one of her batteries. *Tusk* rushed to the aid of the stricken submarine, providing medical supplies for *Cochino's* injured by way of life rafts. One such raft capsized in heavy seas sending a *Cochino* officer and a civilian employee of the Bureau of Ships into the icy Arctic Sea. Both were recovered, but during the administration of artificial respiration on board *Tusk*, another wave broke over her deck washing away the civilian and 11 *Tusk* crewmen. Only four sailors were subsequently rescued. After those tragic events, *Tusk* and the limping *Cochino* headed for Hammerfest, Norway. Along the way, another explosion erupted in *Cochino's* after battery. The second detonation sealed *Cochino's* fate. Water poured through her battered hull. *Tusk* came alongside in heavy seas and lashed herself to the sinking submarine. Under the worst possible conditions, *Tusk* took all of *Cochino's* crew off safely. Minutes later *Cochino* took her final plunge and *Tusk* headed for Hammerfest.

### **USS U-3008 (ex-German U-3008, 1945), 1946-1956**

*U-3008*, a German Navy 1621-ton Type XXI high-performance submarine, was completed at Bremen during the final weeks of World War II. She was surrendered to the Allies at Kiel in May and taken over by the U.S. Navy that summer. After crossing the Atlantic to the East Coast, she was overhauled and in July 1946 was placed in service as USS *U-3008*. During the next two years, she operated in the Caribbean area and off New England as a test and evaluation submarine, from which the Navy learned much about fast submarines and the tactics necessary to counter them. However, her advanced technology and innovative construction techniques proved troublesome, and *U-3008* was placed out of service in June 1948. Subsequently employed for tests, she had gone back to the Caribbean by the time she was sold for scrapping in September 1955.

### **William “ Bill “ Leibold , Last Survivor of the USS Tang SS 306**

From the *San Diego Union Tribune* August 31, 2020 ( Submitted by Andrew Brinkman )

[https://www.sandiegouniontribune.com/columnists/story/2020-08-31/meet-the-last-survivor-of-the-world-war-ii-submarine-tang?utm\\_source=Sailthru&utm\\_medium=email&utm\\_campaign=EBB%2009.01.20&utm\\_term=Editorial%20-%20Military%20-%20Early%20Bird%20Brief](https://www.sandiegouniontribune.com/columnists/story/2020-08-31/meet-the-last-survivor-of-the-world-war-ii-submarine-tang?utm_source=Sailthru&utm_medium=email&utm_campaign=EBB%2009.01.20&utm_term=Editorial%20-%20Military%20-%20Early%20Bird%20Brief)



## Captain Ivan Joslin USS Sea Poacher 1959-1963

# Coming Up Through Ranks Paid Off For Submariner

Ivan Joslin, of the Village Hacienda, retired as captain in charge of large project.

By STEVE STRAEHLEY  
*Daily Sun Senior Writer*

When Ivan Joslin retired from the Navy in 2000, he was its most senior captain. But he said it was his time as an enlisted man that helped him become a better commanding officer.

Joslin, of the Village Hacienda, joined the Naval Reserve in 1954 after getting a draft notice while he was in college. He put aside his plans to become a Southern Baptist preacher and was commissioned as an officer after graduating from Western Carolina University in 1958.

Joslin initially served on a destroyer escort ship, but he got a taste of submarine life during a deployment in which his ship worked with a sub. He requested a transfer to submarines and it was granted.

Joslin served initially on the USS Sea Poacher, a diesel-powered submarine. The Sea

Poacher and Joslin had a brush with history when the boat was among those enforcing the quarantine of Cuba during the Cuban Missile Crisis. As weapons officer, Joslin would have been the one to send torpedoes running toward a Soviet ship that crossed the line. Fortunately, he didn't have to do that.

Throughout his career though, Joslin took gentle kidding about his name. Ivan, of course, is the Russian form of John. Joslin said his parents wanted to name him John, but didn't want something so common. So Joslin went about his job as a Cold Warrior with a name more suited to one of his adversaries.

"I got ribbed all the time about my name," he said.

Joslin's lucky he served when he did. Later, a "Crazy Ivan" became a submariner's term for a maneuver performed by a boat to ensure it wasn't being followed.

Joslin moved to a nuclear submarine, the USS Ulysses S. Grant, where he was navigator for the boat, which carried Polaris nuclear-tipped missiles. During an earlier stint in a shore job, Joslin worked on

didn't get the schooling that would allow him to advance to command a submarine. Knowing he wouldn't get a command, Joslin considered leaving the Navy in 1969.

Instead he joined the Naval Reserve in 1970, keeping his hand in a supporting role. He also was vice president of an electric sign company in Virginia Beach.

But in 1984, the Navy was having problems making plans for a new command center for its Atlantic Command and NATO. There was quite a bit of infighting, so they needed someone who could settle any dispute. Enter Joslin, who by this time was the most senior captain on the Navy rolls. He was restored to active duty and

took over the project.

"It turned out to be a great tour," he said. "I was a good choice for the job—I cut through the infighting."

Because of his time in rank, and perhaps because he had no aspirations of moving up to admiral, Joslin was able to quickly solve disputes and got the project finished on time and on budget, just in time for him to retire.

Joslin and his wife, Marjorie, came to The Villages in 2005. He's a former president of the Buffalo Booster Club. And, as befits someone who had thoughts of the ministry, Joslin is active in his church.



John DeClerk | *Daily Sun*

Ivan Joslin, of the Village Hacienda, displays an image of the USS Sea Poacher, a diesel submarine he served on.

some of the targeting for the missiles, so as navigator he knew which sites would be targeted when the boat was in a given position.

He also often served on his submarines as a Protestant lay minister, leading chapel services on the boat and making himself available to sailors who

had personal problems.

But when Joslin moved to submarines, the Navy was already switching to nuclear-powered boats. The person in charge of the nuclear program, Adm. Hyman Rickover, wanted only engineers to be sent to nuclear training. Joslin had been an English major, so he

He credits his time as an enlisted man, learning about how the chain of command worked, as helping him to become a good commanding officer.

"You understand in leadership you're not in a popularity contest, but you need integrity and to have guys respect you," he said.

"I was able to do it well and it was based on what I learned coming up through the ranks."



## Eternal Patrol

### Robert Charles Young MM (SS ) 1958 to 1959

The family of Robert Charles Young announced his three weeks after being diagnosed with cancer.

Bob was born in Bloomfield ,NJ on August 4, 1939 up in West Hartford, CT ,where he met and married Jan's passing in 2002. Bob was a proud Navy Veteran and the nuclear-powered USS Sea Dragon. Those were days filled with adventure , the most memorable was being on the east to west polar ice cap trip , the crew played baseball on top of the world.



passing on July 11, 2020 in Brooksville ,FL , just

to Ronald and Dorothy ( Roberts ) Young. He grew up in West Hartford, CT , where he met and married Janice Foley , a very happy union that lasted until Jan's passing in 2002. Bob was a proud Navy Veteran and the nuclear-powered USS Sea Dragon. Those were days filled with adventure , the most memorable was being on the east to west polar ice cap trip , where the submarine came up through the ice and

### James Kenneth Cook SN 1945 to 1946 WW II Vet

James was born 9 March 1926 to Levi and Annie Jenkins Cook in Ferrell ,OK. He died 3 April 1997 and is buried at Clayton , OK.

### Albert Richard Hofer TM 1944 to 1946 Plankowner WW II Vet

Albert was born 25 August 1925 in Philadelphia ,PA.

He died 11 November 2019 in Warminsko-Mazurskie , Poland and is buried in the Washington Crossing National Cemetery in Newton ,PA.

### Leon " Zeb " Steele EMC 1969

Leon was born on 6 August 1934. He died 31 July 2018 . His spouse is Carol. Leon also served on the USS Trumpetfish SS 425 , the USS Salmon SSR 573 and the USS Lamprey SS 372.

### LT. James Allen Burgett 1965 to 1966

James was born in 1939 in Union Township ,IN. He died July 31 , 2020 in Indianaplois ,IN. Here is his Obituary:

<https://www.legacy.com/obituaries/indystar/obituary.aspx?n=james-allen-burgett&pid=196588986&fhid=41809>

His son , DR.  
from James'

Please contact



Richard Burgett of Greenwood , Indiana would like to hear from his shipmates about his Dad's service .

him via e-mail at [rburgett@me.com](mailto:rburgett@me.com)

## Eternal Patrol

### Billy Buntin ENC (SS )



On Monday , July 20 ,2020 , our shipmate Billy Buntin departed on Eternal Patrol. He joined the US Navy in 1954 and retired in 1975 as an ENC(SS). Bill was a Life member of USSVI , Charleston Base , a Holland Club member and a member of the Fleet Reserve Association Branch 269. He qualified on USS Sea Poacher SS 406 and served on the USS Grenadier SS 525 , USS Tirante SS 420 , USS Barracuda SS 550, USS Orion AS-18 and the USS Trout SS 416. Billy was Diesel Boats all the way.

## ETERNAL PATROL

Salvatore Rosina EM 1952-1954

Born Sept 20 ,1931 . Died March 24, 2020 Babylon ,NY.

He is survived by his wife Helen, son Salvatore ,Jr; daughter Lisa Rosina; daughter Denise Rosina , 2 grandsons, one granddaughter and two great grandchildren.



## ETERNAL Patrol

### Anthony Jelenich EN 1948 TO 1949

Anthony was born 28 December 1915 in Ohio. He enlisted August 24, 1942 in Cleveland. He served on the USS Tusk SS 426 ( 52-54) , USS Trout SS 566 ( 1954 ) , The German EX-3008 ( see page 3 of this news-letter ) , Flying Fish SS 229 , USS Steelhead SS 280 , USS Pickeral SS 524 , USS Sea Dog SS 401 , USS Ling SS 297 , and the USS Sarda SS 488.

Anthony died September 1982 in North Olmstead ,OH and is buried at brook Park , Ohio.

### Johnnie Stone , Jr SD1 1959 TO 1961

Johnnie was born 23 July 1922 in Natchez , MS. He enlisted in July 1944 as a Mess attendant. In 1944 he was stationed on the USS Antaeus , a former passenger ship converted to a Troop ship. Johnnie served on the USS Princeton CV 37 from 1947 to 1948. Johnnie was transferred to the USS Sea Poacher on 16 March 1959 from the USS Thornback SS 418.

Here is Lanny Yeske's ( Ltjg 61-63 ) memories of Johnnie :

“ I reported aboard Sea Poacher as a new Ensign and the new Supply and Commissary Officer. There were only 8 bunks in the Forward Battery and I was the 9th officer. And with my last name beginning with a “Y “ , I was the Junior Officer in the entire Submarine Squadron 12. John allegedly worked for me , but in reality we worked together. My only place to sleep was in the wardroom on a pull down bed or the Bridal Suite in the Forward Torpedo Room. John convinced me that the Wardroom was better, but not ideal. No one went to bed before 11 PM and breakfast was at 6 AM. But it was my home for six months at least. John took care of me and somewhere he stowed all my clothes and gear since I had no real bunk or area of my own. It went until the Charleston Shipyard overhaul. I do not remember one bad incidence from sleeping in the wardroom. John was like a father to me making the best to do under the situation for me. And the situation was not bad. And then the meals on Sea Poacher under John when I was supposedly in charge were the best ever , Bar none. Steak and Marilyn Monroes every Monday welcomed you back from the weekend. My thoughts are with John Stone.”

John died May 2001 and is buried in the Natchez National Cemetery.

Eternal Patrol **Bobbie Jim Peyton** SN 47/48

Submitted by Karl Schipper

According to documents located he spent 10 years in the Navy. He enlisted on 6/30/1942 and began serving on the LST 340 on 12/26/1942. Most records list his date of birth as 1/17/1927 at Newton, IA. This would indicate he enlisted at age 15 1/2. The BIRLS record does show his correct birth date of 1/17/1927.

During WWII he went through a hellish experience as a 16 year old. He was recommended for a purple heart.

He was a member of the Commissioning crew of the LST 340, a tank landing craft that saw service in the Pacific.

*The LST-340* arrived at Noumea on 11 May 1943 and remained there until early June. She loaded army troops and sortied on 6 June with Task Group 32.3 for the Solomon Islands. The ship was off Kokum Beach, Guadalcanal, from 9 to 16 June. At approximately 1350 hours on the 16th, she was attacked by nine Japanese dive bombers. Three of the planes attacked the ship immediately, dropping nine bombs in sticks of three. One plane that attacked from the port side registered two near misses with 300-pound bombs that landed about 50 feet off her starboard side and one direct hit on her main deck. Another attacked from the port bow, strafing the bow guns as it bored in and leaving over 100 holes in her port side. The bomb explosion killed one gun crew member and nine Army passengers, wounded four sailors, and wreaked havoc with the ship itself. All communication and electrical systems were knocked out; much of the main deck was completely wrecked; the officer's quarters were gutted by fire; the galley was damaged beyond repair; there was burning fuel in the engine room; and there was no water with which to fight the fires. All troop passengers and all of the ship's complement, other than gun crews and repair parties, abandoned ship. The LST was beached at Tenaru Beach, and the fires were brought under control four hours later with aid from *LST-398*.

<https://www.youtube.com/watch?v=8wocJRRflvw>

*LST-340* was towed to Espiritu Santo for what repairs could be made. On 25 October, she sailed for California and a complete yard overhaul. The ship arrived at San Francisco on 24 November 1943 and remained in the yard until April 1944.

Seaworthy again, *LST-340* stood out of San Francisco on 25 April 1944 bound for Hawaii. She arrived at Maalaea Bay on 4 May and was assigned to the Northern Attack Force, Task Force 52, for the assault on the Mariana Islands. The tank landing ship was moored at West Loch, Pearl Harbor, on 21 May, in the midst of other LST's that were loading ammunition for the invasion. At approximately 1505 hours, two LST's (179 and 353), moored immediately ahead of *LST-340*, blew up. The 340 was underway and backing down within five minutes and, as she had lines to ships on either side, pulled them to safety as destruction spread among the closely-moored ships. When the explosions ceased and the fires were extinguished, six LST's and three LCT's had been sunk with heavy casualties. Over 160 men had been killed, and almost 400 had been wounded. *LST-340* was off Tinian during the assault on that island. On 21 June, she was unloading trucks and embarking wounded at White Beach #2. Heavy rains and high winds whipped the water, and the sea rolled in extremely heavy swells. When the ship attempted to retract from the beach, she was caught by the wind and swells and broached, suffering heavy damage. There was a leak around the starboard shaft, which was five inches out of line; the auxiliary engine room was leaking and had two feet of water in it; the main engine room was flooded beyond control; six other compartments were ruptured; some compartments were holed through the bottom; the midships fresh water tanks were punctured; and the auxiliary engine room had a four-foot coral head protruding up through the bottom about 10 inches. The LST was refloated on 13 August and towed to Tanapag Harbor, Saipan. On 15 August, the ship was inspected and found to be damaged beyond repair. Plans were made to convert her into a barracks ship at Tanapag. *LST-340* was reclassified as IX-196 and named *Spark* on 20 October 1944. *Spark* was decommissioned on 24 October 1944 and struck from the Navy list on 1 September 1945.

Bobbie was transferred 2/3/45 to the LSV3 (Logistic Support Vessel) as a GM3c. Next record located is when he reported for duty aboard the Sea Poacher from Sub Base New London on 9/3/1947. He is transferred for duty to the Sea Robin on 11/28/47 and then back to the Sea Poacher on 1/1 1948. He is transferred to the sub tender USS Orion on 6/28/1948.

Bobbie Jim Peyton, 48, died at home in Cochran, Georgia, on Wednesday, February 12, 1975. Born January 17, 1927, in Newton twp. Buchanan Co., Iowa. He was the son of Harry and Lillie Hurst Peyton. **He was a veteran of World War II and spent 10 years in the navy.** He was united in marriage to Jeanette Williams on November 9, 1952. Survivors include his widow, three daughters, Debbie, Bonnie and Connie, all at home; his mother Mrs. Lillie Peyton of Independence, two brothers, John Peyton of Marion and Dorence Peyton of Independence; and one sister, Bonita Meaney of Waterloo and several nieces and nephews.



## Eternal Patrol

### William Roy Hyde , 1948 SN

William died August 25 ,  
Cajon , CA. Bill was born  
the USN in 1945 embark-  
services and radio Commu-  
on the USS Sea Poacher ,  
and the nuclear Sargo .



2020 with his girls at his side in El

July 15, 1925 in Detroit ,MI. Bill joined  
ing on a 20 year career in the Submarine  
nications , retiring as a Chief. He served  
Valador ,K-2 , Jallao ,Raton ,Razorback  
More info is at the USSVI.ORG web.

## Eternal Patrol

### Cdr Carl B. Headland , CO 1966-1968

Carl was born 1 Feb 1930 in Little Falls, MN to Edwin and Olga Head-  
land. He was  
Ann Leslie and  
cia. Carl grew  
year at the UN.  
appointment to the US  
in the Class of 1953.  
year Naval career in-  
ban Missile Crises,  
North seas and taking  
sippi to New Orleans.



preceded in death by his daughter ,  
his beloved wife of 63 years, Patri-  
up in rural Minnesota and spent a  
Of Minnesota before receiving an  
Naval Academy where he graduated  
Some of the highlights of his 21  
clude being deployed during the Cu-  
tours in the Mediterranean and  
the USS Sea Poacher up the Missis-  
After the Navy, he earned a

Master's degree and worked as a defense contractor be-  
fore he and Pat retired to enjoy sailing , travelling and volunteering.

Carl died September 7 , 2020 in Charlottesville , VA.

Carl is survived by his son John and daughter Elizabeth Bossinger , 6 grandchil-  
dren and 5 great grandchildren. For further information , see the full Obit

<https://www.legacy.com/obituaries/dailyprogress/obituary.aspx?n=carl-ben-headland&pid=196784607&fhid=41831>

Carl's daughter ,Beth Bossinger , would like to hear from Carl's Officers and crew of 1966  
to 1968 of their memories of him . So , please e-mail her at

[beth.bossinger@gmail.com](mailto:beth.bossinger@gmail.com)

Check out our 2014 Charlestown ,SC Reunion pictures on our website

<http://www.seapoacher.com>

as there are many pictures of Captain Carl and Patricia Headland as they enjoyed the Reunion. You can see him presenting John Romeo's Memorial Plaque to Agnes Romeo at Magnolia Cemetery. The next picture shows Hubert Jackson ,EM being presented with his Dolphins in June 1968 from Capt. Carl headland. Hubert says it was the most prized photos of his Navy service.



## Shipmate George West EN 58-60

By Bill Brinkman

George and I have exchanged E-mails and I discovered that he had a very interesting story to tell after he retired from the US Navy in 1976 as a Radioman. George was an Engineman on USS Sea Poacher. In his 6<sup>th</sup> year in the USN, he attended RM "A" School, and left as an RM 3 (SS). George was #1 out of 76 in his class. He was sent to Pascagoula, MS to Commission the USS Dace SSN 607 on 4 April 1964.

He became a Radioman in the Merchant Marine for over 16 years after his USN Service.

George went around South America 4 times, passing through the Panama Canal many times, tying up in Hong Kong, Japan, West African countries, Scandinavian and Mediterranean countries, and US Ports from Valdez, AK to Boston, MA.

On one of George's stops in Lima, Peru, his Chief Radio Officer pointed out a sub parked North of us and he assured me it was the old USS Sea Poacher (Then BAP La Pedera). Imagine George's surprise. But he had no desire to check it out.

George still cherishes his many USS Sea Poacher friendships.

George remembers his actions in the flooding of the After Engine Room during exercises with 3 Destroyers who were taking turns dropping grenades near USS Sea Poacher. He was mess cooking and was in the dry storage room below when our world as we knew it came to an end. Someone closed the deck hatch above him and George was stuck for a few moments when someone finally opened the hatch and let him out.

By then the up angle was about 58 degrees \*and he was seated on a bench seat next to what might appear to be an overflowing hot coffee pot. George moved just in time to see the cook's Turkey ala King jump from the grill, over the narrow deck and landed at the opposite bulkhead where it spilled out through the small rectangle serving window. There were insufficient fox tails and dust pans to attack that mess but we finally got it up after a few hours. No AC so we who occupied the After Battery sleeping quarters were relegated to topside and the pier to sleep, and showers were taken in bow buoyancy where a shower head was located and hooked up to a water valve on the pier. Ah, the memories.

George is retired and has been living in Albuquerque, NM for 31 years.

Contact him at [qwest56@comcast.net](mailto:qwest56@comcast.net)

\* See Page 180 of our Book "We Remember Submarine Sea Poacher"



## **SEA POACHER ASSOCIATION**

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LST 340