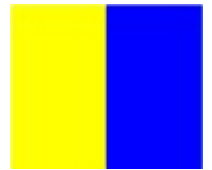
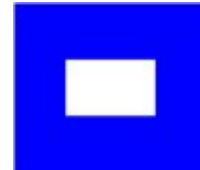
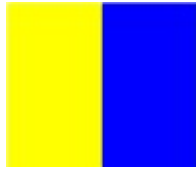


SEA POACHER ASSOCIATION



DEDICATED TO THOSE WHO SERVED ON THIS INCREDIBLE SUBMARINE!

VOLUME 16, ISSUE 2

APRIL 2018

EDITOR: LANNY YESKE LTJG 61-63

PUBLISHER: BILL BRINKMAN EM 60-62

SEA POACHER AND SEA OWL NATIONAL REUNION - PENSACOLA 31 OCTOBER - 4 NOVEMBER 2018

It has now been set up and promises to be another great event as our 10th reunion. Our hotel is the Hampton Inn at 2187 Airport Blvd near the Pensacola Airport. Centrally located, it has all the amenities needed for our reunion. It comes with a \$114.00 rate per day plus tax that includes a full breakfast for two. Hampton also has complimentary shuttle service from the Airport, an outdoor swimming pool, free Wifi, fitness and business centers, laundry service, non-smoking rooms, several restaurants close by, and free parking. Rooms also come with coffee makers, a mini-fridge, and microwave. The reviews of the facility on the internet are excellent.

Activities begin on Halloween at 1400 in the Hospitality Room where your Sea Poacher Association Board voted to provide and fund from our treasury a fully stocked bar with snacks for the entire reunion. This is a major change from past reunions and a big plus from having to set it up on our own with additional expenses.

Then at 1800 wear your best/worst pirate garb for the welcoming reception and dinner. It promises to be a fun event. The activities for the next day include a Pensacola City Tour, Lunch at Maguire's Irish Pub, the Tolling of the Bells Service/Ceremony at Veterans Memorial Park, and our Business Meeting. On the 2nd we will tour the Naval Air Station Museum and National Flight Academy, view the Magic of Flight at the IMAX Theater, and then watch the Blue Angels Air Show. Somewhere during this busy day extravaganza we will have lunch at the Cubi Bar. Then on Saturday the 3rd, we will travel by bus to Mobile and tour the Battleship Alabama, Aircraft Pavilion, and the Submarine Drum with lunch there. We will be back to Pensacola by 1600 and have our banquet that evening. The Reunion will close with breakfast on Sunday morning November 4th. Some may wish to stay longer.

There are a few other details yet to be worked out at this early date such as the banquet guest speaker, but they are being attended to by your Board of Officers. These and currently planned activities with photos will be spelled out with more detail in the July and October Newsletters.

For planning purposes, it is extremely helpful for the Board and the Reunion Planners to have reservations made as early as possible. Not only for scheduling buses, but for catering and other general reunion logistics.

No Sea Poacher has ever been denied a refund if he had to cancel from the Reunion, even at the last minute. If you think you are going to attend, sign up now for the Activity Package. Use the mail in form on page 3 herein.

To reserve rooms at the Hampton Inn, call them directly as also shown on page 3.

How many more Sea Poacher-Sea Owl Reunions will there be? This is our 10th and still going strong.

LET US HOPE FOR A FEW MORE, BUT ONE NEVER KNOWS.

WE WANT TO SEE YOU IN PENSACOLA.

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</p> <p>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>

AYE MATEY!

HALLOWEEN IS OUR FIRST DAY. BRING OUT YOUR PIRATE MEANNESS AT 1800. WEAR YOUR BEST PIRATE GEAR. SEE IF YE CAN STILL HANDLE SOME GROG. ALAS NO LOOSE WOMEN WILL BE ON THIS BOUNTY!

BE IN PENSACOLA!



THANKS TO JON NAGLE FOR THE PHOTO AND IDEA!

**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: \$ _____

A 50% deposit is requested by May 30, 2018 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 September 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

THE USMC TERM LEATHERNECK

Most Americans are unaware that over 200 years ago, the U.S. had declared war on Islam, and Thomas Jefferson led the charge! Muslim pirates were the terror of the Med and the North Atlantic. They attacked every ship in sight and held the crews for exorbitant ransoms. Crews taken hostage were subjected to barbaric treatment. The pirates represented Tripoli, Tunis, Morocco, and Algiers and were collectively called the Barbary Coast. Before the Revolutionary War, our merchant ships were protected by Great Britain. Following our independence, the ships were protected by France. Once the war was won we were on our own with our Navy born in 1784.

Jefferson was Minister to France, and the U.S. followed in the footsteps of European nations who paid bribes to the Barbary States rather than engaging them in war. In 1786, Jefferson and John Adams met with the Tripoli ambassador to Great Britain to ask what right they had to attack us and hold so much hostility. They reported that all nations who did not acknowledge Islam as authority were sinners and that they had the right and duty to make war and take prisoners. Despite the objections of many Americans including George Washington, for 15 years the American government paid millions of dollars for the safe passage of its ships that amounted to 20 percent of our revenues.

Jefferson was disgusted, and when sworn in as President in 1801, the Pasha of Tripoli demanded we pay an immediate \$225,000 plus \$25,000 per year thereafter. Jefferson let the Pasha know what he could do with this demand, and the Pasha declared war on us with the other three nations following suit. Jefferson decided it was finally time to meet force with force by dispatching a squadron of frigates to the Barbary Coast and to seize all their vessels and goods. Both Algiers and Tunis quickly abandoned their allegiance to Tripoli, but the war lasted for four years when a treaty was signed in 1805. The bravery of the U.S. Marine Corps here led to the line “to the shores of Tripoli” in the Marine Hymn when the American flag was raised for the first time in victory on foreign soil, and they would forever be known as “leathernecks” for the leather collar of their uniforms which was designed to protect their necks from cuts by the Muslim scimitars when boarding enemy ships. These were not comfortable and were several inches in height with buckles as shown in this 1817 painting. The war flared up again in 1815 but naval victories by Bainbridge and Decatur soon led to a final treaty. The dress uniform for today still has a stiff cloth collar bearing tribute. For more information search Thomas Jefferson vs. the Muslim World. *(Thanks to Jack Ensminger.)*



AN 80TH BIRTHDAY CELEBRATION

A major one for Richard Clubb on 12 Nov 2017 in Groveland, Florida. With Sea Poachers Jack Merrill, Bob Acor, Ivan Joslin, Happy Birthday Boy Richard Clubb, and John Snook. *Thanks to John for the photo!*



IT WAS A FORTRESS COMING HOME

From Jack Ensminger. They could hear it before they could see it! Not all that unusual in those days as the personnel at Station 131 gathered around the tower and scattered hardstands to await the return of the B-17s sent out earlier that morning. But today was different! It was too early for the group to return. They heard something coming home. But what? Not like a single B-17 with its deep roar of the engines. This was a howl! However it was a B-17. Low and pointing her nose at the 6,000 foot runway, it appeared for all the world to be crawling toward the earth, screaming in protest. No need for the red flares. All who saw this knew there was death aboard. "Look at that nose!" they said as all eyes stared as this single, shattered remnant of a once beautiful airplane glided in for an unrealistic that hit the runway and for some reason then skidded off. Men and machines raced to the now silent aircraft. Out

came one of the crew members from the waist door, then another. Strangely quiet. The scene was weird. Men stood by as if in shock, not knowing whether to sing or cry. Either would have been acceptable. The medics quietly made their way to it. "What happened?" was easy to see. The nose was utter destruction and



totally shredded with Plexiglas and wire all over it. The left cheek gun hung limp, like a broken arm. One man pointed to the crease in the chin turret. No mistaking that mark! A German 88 anti-aircraft shell had exploded in the lap of the bombardier who had been killed. The rest of the crew would survive. They were told to go to their huts and sleep. No dramatics, no cameras, no interviews. The crew would depart the next day for "flak leave" to shake it off. And then be expected back early in November and in time to resume "normal" activities on a mission to Merseburg.

This had been Mission 98 from North Hampstead, England that morning of October 15, 1944. It would be to Cologne (again). The ride to the target was routine, until the flak started becoming "unroutinely" accurate on the return home. Then all of a sudden the B-17 was rocked by a violent explosion as if a bomb had exploded in the bomb bay. The instrument panel all but disintegrated and layers of quilted batting exploded like a snowstorm in the cockpit. It was a direct hit on the nose. The two pilots struggled to maintain control of an airplane that by all rights should have been in its death plunge. The instrument panel was torn loose and all the flight instruments were inoperative. There was little hydraulics. All this was complicated by the sub-zero temperature at 27,000 feet blasting into the cockpit. They eased out of formation, and at the same time removed their oxygen masks as they were collapsing on their faces as the tanks were empty. At this point the formation continued on its prescribed course for home. Without maps and navigation aids, they had difficulty getting a fix. By this time they were down to 2,000 feet thinking they were over Belgium and were flying southwest. Then a pair of P-51s showed up and flew a loose formation with them. They continued to receive small arms fire from the ground. They might have tried for one of the airfields in France, but having no maps this was questionable. The controls and engines seemed to be OK, so they decided to try for home. Once over England, the Navigator recognized the terrain. Nearing the field, the landing gear went down which was an assurance. They were not sure about the brakes. They came in hot with some sufficient braking to slow the plane down some. However, with three squadrons of B-17s still to return, they decided to exit the runway and not block it. The landing was beautiful and to the complete amazement of all personnel at the field. The pilots received the Silver Star and Distinguished Flying Cross. *Taken in part from an article by Sgt. Allen Ostrom, 398th Bomb Group Tail Gunner, 603rd Squadron, Eighth Air Force who also made 35 bombing missions. The entire article/other photos is on the Internet at www.398th.org. Allen was later a reporter for the Seattle Newspaper and completed his final mission at age 96 on 17 April 2017.*

BLASTS FROM THE PAST

THANKS TO SCROUNGE KARL SCHIPPER FOR FINDING ALL OF THESE (YOU MAY BE NEXT!)

MOSCOW, RUSSIA (P)

—The Soviet labor newspaper Trud protested Tuesday against American shadowing of Soviet ships bound for Cuba.

The paper said that on Feb. 13 the U. S. submarine Sea Poacher and a flying boat began following the tanker Chernovski, which it said was carrying vegetable oil to Cuba.

It said the submarine followed the tanker, sidling up alongside and diving under it time after time.



PROMOTED. Jackie (vq.) D. Graham, son of the late Mr. and Mrs. I. Rayner Graham, Deal Island, has been promoted to I C Electrician, second class, and assigned to Cincland Fleet Headquarters, Norfolk, Va., where he now resides with his wife, Pat, and young son. A Navy enlistee since early 1958, his last duty was aboard the submarine USS Sea Poacher. While attending Deal Island High School he made his home with a sister, Mrs. Albert Webster. Two sisters living in Salisbury are Mrs. William White Hall Drive; and Miss Rosemary Graham, student nurse at Peninsula General Hospital. A brother, Jerry Graham, resides in Wilmington.

William Ross Gibson, USN, son of Mr. and Mrs. Ross Gibson, west of Walton, was recently promoted to his present rank of commander. Commander Gibson is the commanding officer of the submarine USS SEA Poacher (SS406) with the Atlantic Fleet. He is a graduate of the U.S. naval post graduate school at Annapolis, Md. He was commissioned as Ensign in 1941.

Mr. and Mrs. Thomas J. Powers, of Dudley Street, Lonaconing, report their son, James F. Powers, USN, commissaryman 3-c, returned to Key West, Fla., aboard the submarine USS Sea Poacher, after participating in "Exercise Strikeback" in the Mediterranean.



A 1954 graduate of Valley High School, Powers entered service February 14, 1955. He served in the Naval Reserve and was employed as assistant cook by his uncle, John Braskey, owner and operator of Hilltop Inn near Grantsville.

Peter Amunrud, son of Mrs. Katherine Amunrud of Whitehall, has completed a course in fire control at a naval training school in Washington, D. C., and will return to the USS Sea Poacher which is now in Charleston, S. C. undergoing repairs.

ASSIGNED TO SUB

Peter Amunrud, son of Major A. A. Amunrud and Mrs. Amunrud, formerly of Anna and Jonesboro, was recently graduated from the Submarine School at New London, Conn., and has been assigned to the U. S. S. Sea Poacher. Peter's home port is in Panama but he is at present at Portsmouth, N. H., where the submarine is undergoing repairs.

Major Amunrud was formerly forest ranger and stationed at the Jonesboro offices of the Shawnee National Forestry division. Resigning the position at the opening of World War II, he was assigned as head of the U. S. Army Finance department in France, with supervising offices in Paris.

Peter is a graduate of the Anna-Jonesboro community high school, where his scholastic record was outstanding.

ABOARD SUBMARINE

William S. Sokoloski, interior communications electrician third class, USN, son of Mr. and Mrs. Third St., Port Clinton, is serving aboard the submarine USS Sea Poacher operating out of Key West, Fla.

He was recently awarded "Silver Dolphins" upon qualifying as a submariner. The dolphin insignia is worn by enlisted personnel who complete a six month training program on board a submarine.

Before entering the Navy in July, 1959, Sokoloski was graduated from Port Clinton High School and was employed by O. D. Payne Construction in Port Clinton.

Robert A. Acor, seaman apprentice, USN, son of Mr. and Mrs. Harold Acor of 2703 Juergensen Dr., returned to Key West aboard the submarine USS Poacher after a three-month tour of duty with the U. S. Sixth Fleet in the Mediterranean.

Besides participating in various operational exercises the Sea Poacher visited Spain, France, Italy and Greece.



WITH THE ATLANTIC FLEET — Donald J. Waldrop, torpedoman seaman, USN, son of Mrs. Albert Kinser of 910 Lane Ave., Abilene, and husband of the former Miss Evelyn Machado of Fall River, Mass., receives the silver Dolphins of a qualified submariner from the Commanding Officer of the submarine USS Sea Poacher recently returned from a Mediterranean Cruise. Before entering the Navy, Waldrop attended Abilene Christian College.

Houchens Is Aboard Submarine 'Poacher'

Serving aboard the submarine USS Sea Poacher operating out of Key West, Fla., is Jerry B. Houchens, sonarman third class, USN, son of Mr. and Mrs. Virgil L. Houchens of 1208 South Prospect. He was recently promoted to the present rate.

ANNOUNCEMENT IS made of the engagement of Miss Pauline Ann Bowman, daughter of Mr. and Mrs. Charles J. Bowman of Kenwood, to Mr. Thomas William Polen, son of Mr. and Mrs. Earl Camp Polen of Tucson, Ariz., by the prospective bride's parents. Mr. Polen is in the Navy submarine service, stationed aboard the U. S. S. Sea Poacher, out of Key West, Florida. The wedding will take place June 13 in St. Vincent Ferrer Church.

Navy Lt. Martin Ruch Jr. **KEY WEST, Fla. (FHTNC)** — Navy Lt. Martin Ruch Jr., son of Mr. and Mrs. Martin K. Ruch of Stewardson, Ill., and husband

Sub, Helicopter Neptune Props At Galveston Fete

GALVESTON, May 2—(AP)—King Neptune is scheduled to arrive by submarine and helicopter Sunday as a highlight of Galveston's annual Splash Day festivities.

The helicopter is to hoist the king from the deck of the navy submarine Sea Poacher and bring him to the beachfront.

The celebration will open Saturday afternoon with a parade, old-fashioned bathing suit revue, a beauty contest and maneuvers by the Arlington State College drill team.

Special guests for Splash Day will be approximately 200 members of the National Press Photographers Association which is holding its annual convention here this weekend.

the former Miss Linnea E. Miles of San Diego, Calif., returned to Key West Fla., Dec. 3, aboard the submarine USS Sea Poacher after spending three months with NATO forces off the coast of Iceland and with the U. S. Sixth Fleet in the Mediterranean.

— During the cruise the Sea Poacher visited Rothesay, Scotland; of Portland, England; Gibraltar; of Athens and Patras, Greece; Cath-

Substitute Sub Will Visit Tampa Armed Forces Day

The USS Sea Poacher, a submarine based at Key West, will arrive in Tampa about 4 p.m. Friday, and will be open for inspection by the public Saturday, Armed Forces Day.

The ship will be moored at the City Dock in the Estuary, the Navy announced. Visiting hours have not been announced. The vessel likely will depart Sunday.

The Sea Poacher, longer than a football field, replaces the USS Balao, which was first slated to visit Tampa for Armed Forces Day.

The Sea Poacher, commanded by Lt. Cmdr. Richard T. Fox, has a Tampan as her executive officer. He is Lt. Cmdr. Richard M. Stafford, married to the former Miss Betsy Ann Buckley of Tampa and the father of four children.



Fox

Crew members of a visiting submarine were welcomed to Tampa yesterday with beauty and money.

When the USS Sea Poacher arrived at the City Docks from Key West the 86 crewmen and 11 officers were greeted by Janet Palmer, Miss Greater Tampa, and \$7,000.

The cash was exchanged for checks aboard the sub. Lt. Commander Richard T. Fox explained that the men were paid by check shortly before they departed from Key West.

In Armored Car

The money, which came from The Exchange National Bank of Tampa, was transported to the docks via armored car service.

Fox said he was glad to see the checks traded for cash, but he commented:

MONEY TAKEN TO DOCK—

Sub Gets Curb Service on Checks

he commented.

"We don't plan to spend it ALL here."

The Sea Poacher, which was credited with sinking nine Japanese ships during World War II, is in town to participate in Armed Forces Day activities.

Open Today

The sub will be opened to the public today from 9:30 a.m. to 4:30 p.m.

Miss Palmer, a shapely 20-year-old blonde, took time off from her duties at General Telephone Co. to welcome the fleet.

Miss Palmer was escorted onto the sub and introduced to the skipper by Cosmo Re, superintendent of the City Docks.

The submarine will head back for Key West, where she has been based since 1949, tomorrow afternoon, Fox said.

DO NOT LET GO!

When finally after 46 years you meet the man to whom you owe your life, how long of a hug is long enough? Clebe McClary wasn't sure, so the embrace intensified, Billy Casper leaned in and whispered "Don't let go till you want to let go!" So there in front of the Augusta National clubhouse, McClary and Casper hugged . . . and hugged . . . and hugged. Casper choked back tears, but McClary cried, and many others did the same.

Casper saved his life. It was 1968, the height of the Vietnam War, and Casper, in the prime of his golf career, was in Japan to play offseason tournaments. While there, he visited Vietnam wounded American troops. That day he saw a man who had been wounded to a point where he could barely be recognized and moved closer. A doctor told him not to bother, that Marine 1st Lt. Patrick Cleburne "Clebe" McClary was ready to die. "I will never forget that day," said McClary, who on March 3 had been wounded in battle during his 19th reconnaissance mission in Vietnam. McClary had lost his left arm and left eye and was ready to die. Casper, a two-time U.S. Open champion and one of the most prolific winners on the PGA Tour, sensed his hopelessness. He put his arm around him, leaned in and said "God could use you today. Don't give up!" Then Casper thanked him for what he had done for our country and said, "God bless you." McClary found the resolve, survived, left the hospital, and settled at Myrtle Beach. Years went by, and he often wondered about this golfer. It was nothing more-he didn't know golf from polo.

Then recently, McClary was down at his beach house talking with a neighbor named Jay Haas, telling him this story. "Who was the golfer?" Haas asked. He said Billy Casper and do you know him? Haas smiled and then made it his



mission to reunite them. The Masters would offer the perfect opportunity. Casper, the 1970 champion, would never miss it. Neither would Haas, who competed 22 times at the Masters and whose son Bill is a regular participant and whose uncle, Bob Goalby, won in 1968. At the Masters, Haas met McClary behind the clubhouse, found Goalby, who tracked down Casper. They met after 46 years, and the Marine told the golfer that he had thought of him often. The golfer nodded, because he had similar thoughts. McClary said he was proud of his life, but not because of the Silver Star, Bronze Star, and his three Purple Hearts. And it wasn't for his book "Living Proof" either. No, he was proud because he had heeded Casper's advice. "Make no mistake about it - You're the reason he's living." a McClary's friend said to Casper. McClary, a motivational speaker who has given talks in 50 states and 30 countries, smiled, wiped away tears, and nodded "My guardian angel."

Casper's record as a golfer easily ranks him as one of the top champions in history. He won 51 tournaments which in this day and age would merit a statue - but that he compiled a legendary record off the golf course as well. He was a hugger of Tiger Woods during his most difficult moments. Writer Jim Huber called him the "Dalai Lama of Golf." He will give to you until it runs out. Billy Casper was exactly who he said he was. He couldn't be rushed. The person in front of him asking for an autograph was the only person on Earth. He'd sign that autograph like he was in a penmanship contest. He'd write "Keep your head down and finish high" and smile. That reunion with the Marine was Billy Casper's last full day on a golf course. Casper attended the Augusta Champions Dinner that night, came back the next day, collapsed on the clubhouse porch and was rushed to the hospital. Thus began more than nine months of heart surgeries, followed with pneumonia and conditions that brought about his demise. But not before he hugged every nurse and doctor who worked on him, and everyone else who came within his grasp. It was another in a legion of stories about Casper, who died in 2015 at home at the age of 83, not getting his due from the world. But those who knew, knew. As for Jay Haas, he is still playing golf today at age 64 and has won 31 tournaments. McClary continues to give motivational speeches worldwide and is approaching 10,000 of them right now.



REMEMBERING TERRY KOPANSKY

Terrence Michael never sailed with us aboard Sea Poacher. But he was one of us. We met him in Cuzco, Peru on our 2009 trek to find Sea Poacher. He was traveling alone, but was soon enthusiastically adopted by all Sea Poachers on site. Terry loved the connection and attended reunions in San Antonio, Branson, and Charleston. Besides being there, he ran the silent auctions and SAPO board games, led the banquet auctions, and personally contributed items such as the Hunley Model, Sub Sailor Statue, and German U-Boat Dolphins that brought in over \$1,000 for our Funds. He was an Honorary Sea Poacher Submariner at Branson after drinking for his dolphins. Terry was a Lifetime Member of our Association and proudly wore silver or gold dolphins. He was truly a shipmate and one of a kind. He was planning to attend the Norfolk reunion before serious heart and pancreatic problems set in. Terry fought hard, and told your Editor only a month ago he would be in Pensacola. He will now be remembered there at the Tolling of the Bells Ceremony.



Terry was only 70 when he departed on 30 November 2017 at Alive Hospice in Nashville. With both BA and MS Degrees, he also earned a Doctorate in Education from Vanderbilt University, Terry enjoyed golf, marathons, blow gun hunting, descending to depths of 150 feet as a Master scuba diver, gardening, and fishing. He also dedicated his life to serving individuals with severe disabilities. He was Principal at Cavert Special Education School, Principal of all Metro Nashville Public Schools, and then Principal at Harris Hillman for 22 years before being Executive Director of Mur-Ci Homes for another 13 years. His obituary listed only four of the many organizations that he was a member of and that included the Sea Poacher Association. Terry is survived by a son Brent, daughter Molly, three grandchildren, and his former wife Lorelei Aden who remained in close contact and also attended Sea Poacher reunions. We only knew him for a short time, but the bonding was immediate/exceptional, and we are going to miss him. Fair winds and calm seas shipmate.

DESTROYER VS SUBMARINE COLLISIONS

Highly condensed from an article by Captain William J. Toti, USN (Ret), who commanded the Indianapolis (SSN-697), which appeared in Naval Institute Proceedings, August 2017. During his active-duty assignment, Captain Toti spent more time on surface ships than on submarines. He observed many differences in the way surface ships and submarines operate. In particular, he suggests there is a level of conservatism inherent in submarine operations that is not seen in the operation of surface combatants which may explain recent surface ship collisions. The first has to do with the very nature of submarining. Here, the presumption is that if a serious casualty or mistake occurs, the entire crew will be lost. This is not seen in surface combatants who may believe they are in less physical danger than do submarine crews, so they may act in ways involving higher levels of risk. On submarines every member of the crew is allowed to and expected to “call out” any other crewmember including the captain, if there is a feeling something is wrong. The second is that in matters that don’t count, surface crews are far more “formal” than submarine crews. Then in matters that do count, they are military in behavior. In contrast, submarine crews tend to be more informal - even within earshot of the CO. In matters of watch standing and other areas where formality does count, submarine crews are much more formal. The third is that surface watch standing qualifications are not as rigorous as submarine qualifications. The fourth is that submarines are high tech, but surface crews seem to rely on the technology far more than submarine crews do. There seems to be a willingness to simply believe what the machine tells you. The fifth is that because surface combatants generally have multiple sensor systems observing the same physical event, they are data-rich. But because they are inundated by data, they are often information-poor and less able to process what all the data means. On submarines, it is normal that a given target is only held on a single sensor. That means the mental aspects of situational awareness are far more elemental, and conservative. The sixth is that even the most advanced fast-attack submarines are ungainly, maneuvering hogs on the surface compared with sleek surface combatants, yet the surface crews often take longer to act. Submarines on the surface have small radar signatures that merchant ships using radar may presume they are nothing more than very maneuverable small boats. As a result, merchant crews almost always act as if they believe the small-boat-looking-submarine can easily maneuver out of the way of the merchant, which is not normally possible for a 6,000-ton warship. Because of that, submariners often presume that the maneuvering burden is on them, regardless of what the rules of the road prescribe. We train to maneuver early to avoid in-extremis situations. In contrast, surface crews often believe their ships’ exceptional maneuverability will get them out of trouble, and as a result they sometimes wait too long. Finally, seventh, as a submarine executive officer, I conducted a study of how to improve mariner skills. I found that the mindset required for being a good mariner is often in conflict with what is needed for being a good warrior. Aviators understand that they are first expected to learn how to fly their planes competently with good “air sense,” long before they worry about fighting. Accordingly, mariner training should be separated from ship combat training. Tactical qualifications should be delayed until officers prove themselves as ship handlers and have developed good “sea sense.”

PRESIDENT'S REPORT - BILL BRINKMAN

1. Dues: We have 228 members (including 37 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 or email me at seapoacher@att.net with questions.

2. Address and e-mail changes: Please send us changes. These are all recorded on the secure Sea Poacher website and can be recovered if you remember the password. If you do not remember the password, ask Jon Nagle or myself for the information.

3. Sea Poacher Memorial Fund: When a shipmate passes, we present to the next of kin a Memorial Plaque, with the Sea Poacher underway at sunset including a memorial prayer and years of service. Funding for this comes from contributions made to Sea Poacher Association and mailed to me. Please indicate "Memorial Fund" on your check. If you are in the region where a shipmate passes, you might be asked to make the presentation. It is an incredible experience to do so and one you will always remember.

4. Where is the Mayflower? From Jack Ensminger. What happened to our 1620 ship? Most likely it is now an English barn. Check it out at www.youtube.com/watch?v=cG72ld2kg0o&feature=share.

5. Submarine Stories. From Jon Nagle. There are a bunch of good ones on the Internet from Submariner Glenn Roenser at themightyvikings.com if interested. Have not seen these before.

6. Found Shipmates: Thanks mainly to Karl Schipper, a concentrated effort has been made to locate shipmates from the missing crews list which is now published on the protected side of the website. To date, 26 shipmates have been located alive and most are doing okay. They are George Blessing XO 67; John Fischer TM 67/68; William Holdren TM 68/69; William Mahan TM 67; Allen Gilson TM 68/69; Gary Monelli SN 66/67; Charles Shupe RM 66/67; Dale Williams MM 65/66; Lamont Craven MM 62/63; Andrew Winkas ET 61-62; Edward Urven EM 58; James Freed YN 66; David Straka EN 56/58; Edward Plourde FT 53; Douglas Staas TM 68/69; Malcom Vaught CS 63/65; Joseph Osier MM 58/60; James Slater EM 58/60; William Runyon RM 44/46; Jerry Boyd SO 62/66; Rodger Fitzgerald IC 55/56; David Stoner IC 62/63; James Ochs EM 55/56; Simon Snyder CS 59/60; Leonard Rozell EM 61/63; and Bonner Adams SN 47/49. Additional information is available on them in the Found Section (List A) on the protected side of the website. This has taken a lot of time from Karl and several other Board members, and it is hoped that many of these new shipmates will join the Sea Poacher Association.

7. More Shipmates on Eternal Patrol: On the negative side of these searches by Karl, he has found dozens of additional shipmates who are no longer with us. They are listed on the website and will be posted in the January 2019 Newsletter. Lanny had a total of 675 shipmates listed on Eternal Patrol in the January 2018 Newsletter. He is now up to 745 as of 24 February 2018, and notes this is 43 percent of all Sea Poacher shipmates who served aboard from 1944-69. Karl has spent more hours than one can imagine, in tracking down our shipmates, and should be commended for his extensive efforts. The Sea Poacher Association has unanimously voted Karl in a non-voting member of the Board, and a potential replacement for a voting position in the future. It is our outstanding salary and benefits package that brought him to accept this Board position.

8. Want a Veterans ID Card? From Lanny. If you retired from the Navy or another branch of service, you already have one. However, if you are tired of producing a DD-214 for veterans benefits, you can now get a photo ID card from the VA. Go to vets.com and click on the Sign In icon on the upper right side of the screen. All the details are there for getting such a card.

9. Pensacola Reunion: Just to reiterate on earlier discussions on the October-November 2018 reunion. A lot of planning has gone into this. It promises to be another outstanding affair. Do get your reservations in as soon as possible.

MEMORIAL PLAQUES

DENNISON E. COMPTON, YN 47. Entered Eternal Patrol on 9 November 2017 at age 91 in Newton, NC. Dennison served 27 years in the military and retired at a Lieutenant Colonel in the Army. Note the dolphins below his numerous military awards which include the Bronze Star, Air Medal, and Vietnam Gallantry Cross with Silver Star. He is survived by his wife Margaret of 66 years, four children, six grand, and five great grand kids. He is interred at Arlington National Cemetery. There will likely be a full article in a later issue on Dennison's exceptional service in both the Navy and Army, and why he transferred from the submarine force to the Army.



FREDERICK P. BROWN, XO 62-64. Fred was age 77 when he entered Eternal Patrol on 7 Jan 2008 and served for over 20 years on active duty including Cutlass, Tusk, Harder, Plaice, and Abraham Lincoln before retiring as Commander. He was survived by his Jane, two daughters, a son, and three grandchildren. He is at rest in Gloucester, MA. No photograph or other information was found. Thanks to Karl Shipper for finding this long lost shipmate.



DONALD B. ALLEN, EM 60-62. Don entered Eternal Patrol at age 78 on 8 January 2017 in Thornton, CO where he is also interred. No other information on Don or of his family could be found other than he was a grandfather and a shipmate offered "Sailor-Rest Your Oars."

DR. GERALD E. WILCOX ET 46. Entered Eternal Patrol in Lafayette, IN at age 92 on 21 Nov 2017. Following service in WWII and later on Sea Poacher, he received his PhD in Soils and Plant Physiology from the University of Wisconsin. Gerald then joined the faculty of Purdue University where after 33 years he retired in 1990. He enjoyed ballroom dancing, travelling, gardening, and bridge. Gerald is survived by his wife Elaine, three children, seven grand, and 12 great grand children. He is interred at Oaklawn Memorial Gardens in Indianapolis.

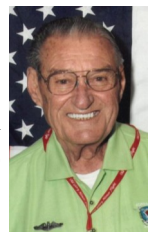


JAMES D. SEABOURNE, EM 66-68. James was age 70 when he entered Eternal Patrol on 8 April 2016 in Shelby, TX. Following 14 years in the Navy he attended the University of Houston and then became an international electrical foreman. He is survived by his wife of 48 years Kathleen and two sons. No photograph was located.



JOHN F. TULODIESKE, JR., LTJG 61-63. John departed on Eternal Patrol in Norfolk on 12 January 2018 at age 80. Besides Sea Poacher he served on Theodore Roosevelt and Cutlass before retiring in 1979. He was then a Navy Tactical Information Management Specialist for Summit Research Corporation, and a member of our Association as well as USSVI. John is survived by his wife Elizabeth of 56 years, three daughters and two sons, 14 grand, and nine great grand children. Full military honors were rendered at St. Pius Catholic Church in Norfolk.

DAVID D. ANDRES, EM 49-52. David was age 87 when he departed on Eternal Patrol in Little Chute, WI on 31 Jan 2018 at age 80. After Navy, we worked for Badger Northland and then became a partner in Fox Valley Tool and Die. An Association member, he is survived by four children, 11 grand, and 16 great grand children. He is at rest, after full military honors, at St. John's Cemetery in Little Chute.



ALL HANDS LOST. From Jack Ensminger. Argentine Submarine S-42 with 44 crew was last heard from on 15 Nov 2017. From Lanny, ONI reported on 11 January 2018, the submarine imploded that day at a depth of 1108 feet.



SEA POACHER ASSOCIATION

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**FROM THE OBITUARY OF ALFRED T. "PINEAPPLE" MINA, SR
SEA POACHER SN 1958 ON ETERNAL PATROL 30 AUGUST 2017**

