

SEA POACHER ASSOCIATION



DEDICATED TO THOSE WHO SERVED ON THIS INCREDIBLE SUBMARINE!

VOLUME 19 ISSUE 2

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EDITOR and PUBLISHER: Bill Brinkman EM 60-62

Hello Shipmates

1. Check out “**Diesel Boats Forever**” on Facebook as Jon Nagle has posted over 50 Pictures of the USS Sea Poacher and her crew.
<https://www.facebook.com/groups/2230330221/>
2. Covid News : I’ve heard from many of our members and it appears that since most of us are in Group 1b , that many of us are getting the Covid Vaccines.
Also, we are monitoring the travel and hotel restrictions, different State restrictions , etc and seeing when and where we could consider having our next National Reunion . Right now, perhaps small local gatherings should be considered.

Sokoloski Back In U. S. After His Sub Makes 60-Day Underwater Trip to Pole

A Port Clinton young man may well be the first local person to have been to the North Pole.

He is William Sokoloski, son of Mr. and Mrs. Steve Sokolowski, 529 West Third street, now in the submarine division of the U. S. Navy.

A former football, basketball and track star at Port Clinton, Sokoloski was elected grid captain for the 1958 team. Following his graduation in June, 1959, he enlisted in the Navy.

Sunday he called his parents from New London, Conn., to report that he is back in this country after a long tour aboard the submarine Sea Poacher, which had been on duty in the North Atlantic.

The Sea Poacher was taken to England. From there it was submerged a total of 60 days, ultimately going into the Arctic Circle and then to the North Pole, before it returned to New London.

Because the Sea Poacher was under water for sixty days, Sokoloski received no mail of his regular copy of the Herald. He told his parents in the call from

New London that he was anxiously awaiting word of outcome of Port Clinton high's current football season.

After a brief stay in New London, the Sea Poacher is to sail for Key West, Fla., and its home base.

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USS Sea Poacher's First Trip to Peru ?

Karl Schipper sent us the following *Trenton Evening Times* article dated December 11 , 1946 in which Lt Arthur Keevil is mentioned as the USS Sea Poacher visited Peru and Ecuador.

Go to our website seapoacher.com and look up our **April 2009** newsletter to see the report of the 18 of us Sea Poacher sailors, wives and children's March 2009 visit to Peru.

Keevil On Voyage Aboard Submarine

Lieutenant Arthur K. Keevil, 20, brother of Miss Catherine J. Keevil of 1123 Greenwood Avenue, is serving aboard the USS Sea Poacher, a submarine recently returned to the Canal Zone after a two week training cruise to South American ports.

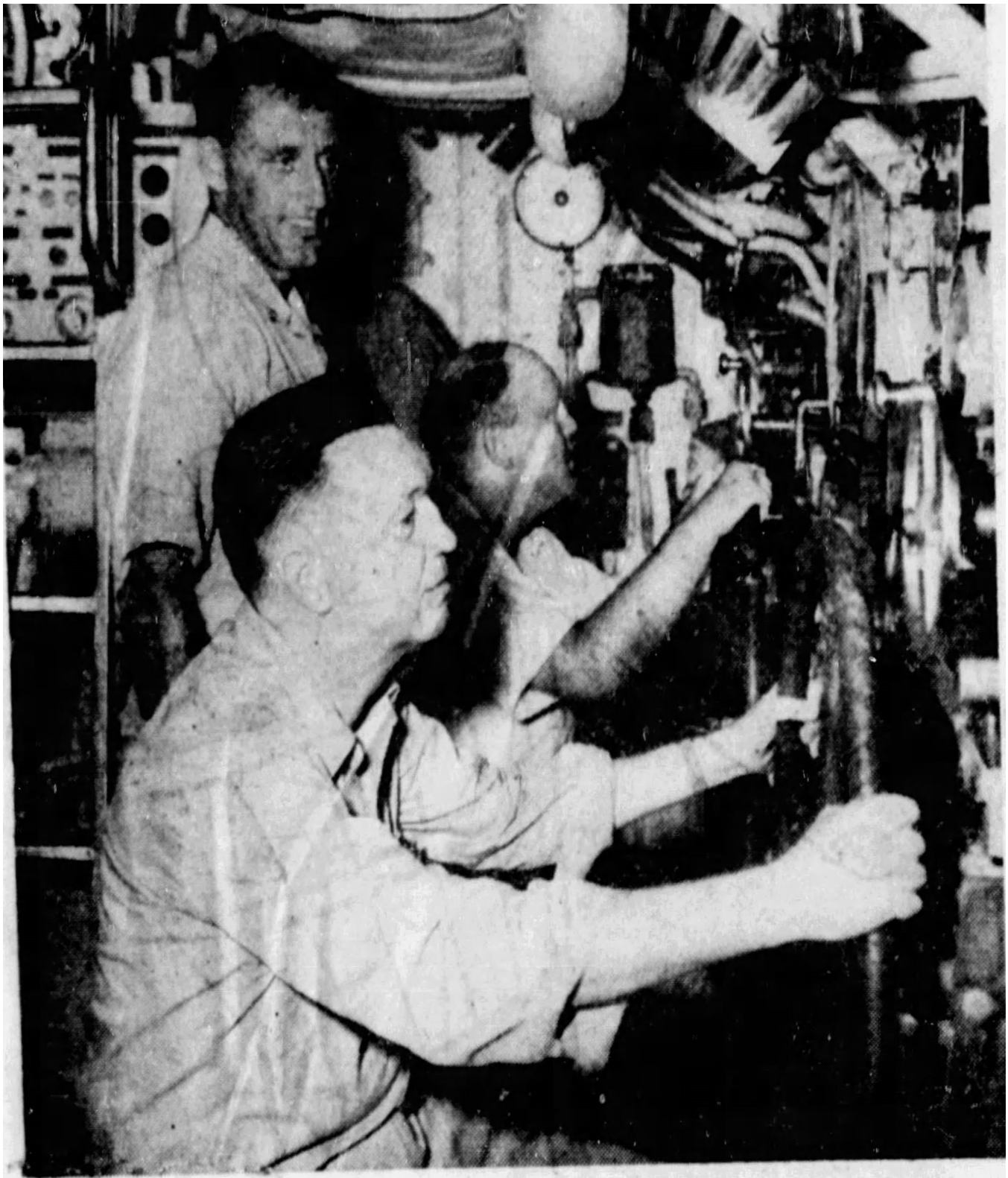
The Sea Poacher, with four other subs based at Balboa, C. Z., spent four days at Callao, Peru. Crew members were able to visit Lima, the capital, and make a train trip to Rio Blanco, 11,000 feet above sea level in the heart of the Peruvian Andes. While at Callao, the Sea Poacher entertained a party of Peruvian dignitaries. His Eminence Cardinal Juan Guerara of Peru and several Peruvian ministers boarded the submarine for a short dive in the bay.

The five underwater ships stopped for two days at Guayaquil, the principal sea-port of Ecuador, and made a final visit at Salamis, a seashore resort on the coast of Ecuador.



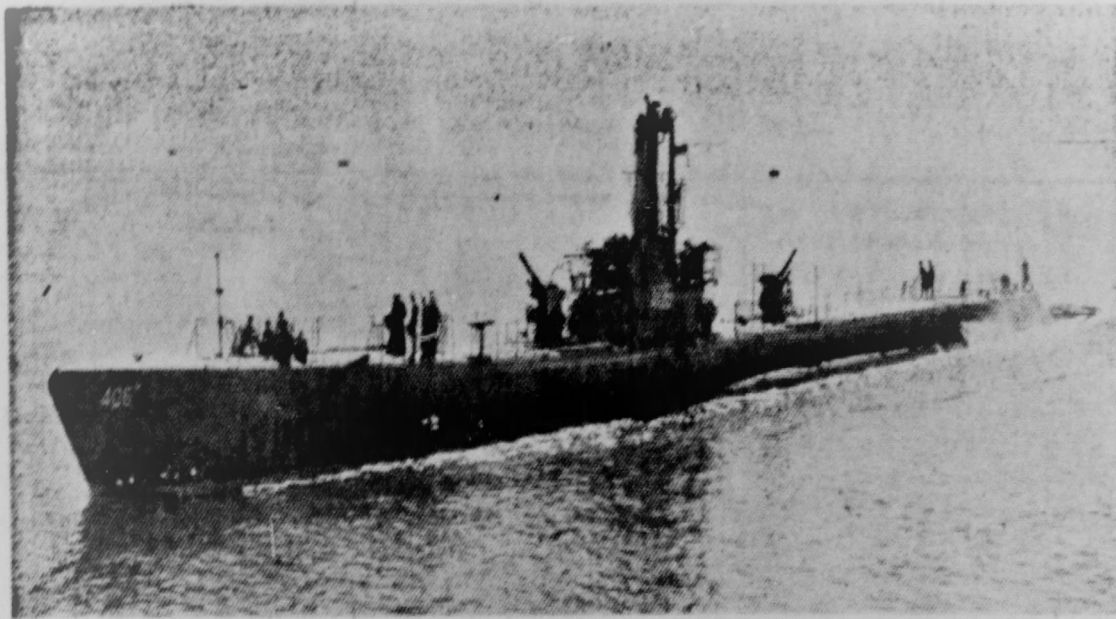
LT Arthur Keevil died in August 1993.

Thanks to Karl Schipper for this *Miami News* July 27, 1955 Article :



Key West, July 27 — Mayor B. F. Merritt Jr. and Ted Greene, Chamber of Commerce manager, of Macon, Ga., operate the bow and stern planes while the submarine *Sea Poacher* was submerged during its 3,000th dive. Cmdr. David B. Maher, standing, captain of the submersible, closely supervises the two “land lubber” members of the crew. — Official U. S. Navy Photo.

The Mayor also “sank “ the USS *Threadfin* SS 410 with a live torpedo shot.



VISITING WAR VETERAN—The 311-foot submarine USS Sea Poacher, a distinguished veteran of the Pacific naval war, was holding open house for Miami visitors today between 1 and 5 p. m. at Pier 2. Built at Portsmouth,

N. H., in 1944, the Sea Poacher is based now at Balboa, Canal Zone. Her skipper is Lt. Cmdr. T. M. Ustick of Long Beach, Calif., a former Miamian.

Miami News January 23, 1949

The Treasury Loans the Manhattan Project 14,700 tons of Silver

In 1942, the Manhattan Project received an unconventional loan from the U.S. Treasury: 14,700 tons of silver. The Project did not request this silver because it was short on cash, but rather because scientists needed the precious metal for their research. (Also, Copper was the # 1 priority for the rest of the war effort, and the Manhattan Project didn't want to tip off the fact that so many tons were going to an unknown project). Col. Kenneth D. Nichols was charged with the task of securing a loan from the U.S. Treasury. In his book *The Road to Trinity*, Nichols describes a humorous conversation he had with Assistant Secretary of the Treasury, Daniel W. Bell: "He explained the procedure for transferring the silver and asked, 'How much do you need?' I replied, '**Six thousand tons.**' 'How many troy ounces is that?' he asked. In fact I did not know how to convert tons to troy ounces, and neither did he. A little impatient, I responded, "I don't know how many troy ounces we need but I know I need six thousand tons – that is a definite quantity. What difference does it make how we express the quantity?"

He replied rather indignantly, 'Young man, you may think of silver in tons, but the Treasury will always think of silver in troy ounces.'"

(**Editors Note:** Of course we know that Col. Nichols should have said we need 6000 tons X 2000 lb /ton X 14.6 Troy Ounces/ lb =**175,200 , 000 Troy Ounces !!**) The silver served its purpose as conductors producing U-285 and the last of the silver was returned to the Treasury at West Point, NY on June 1, 1970.

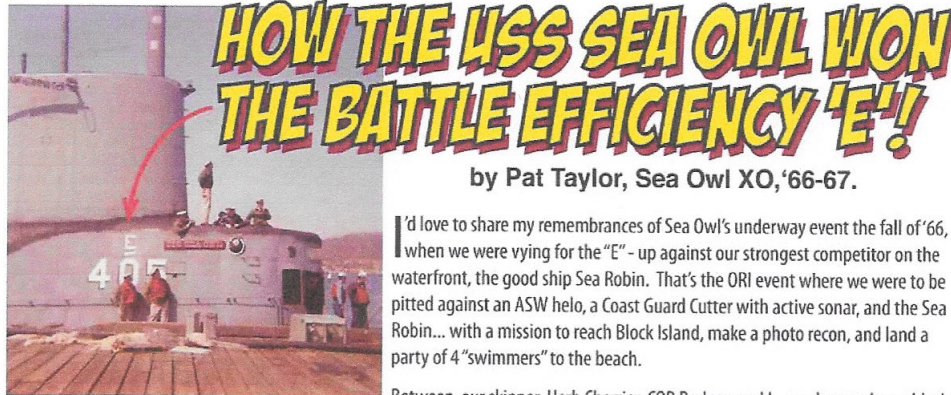
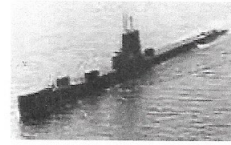
<http://exploreoakridge.com/fascinating-stories-from-the-manhattan-project/>

See the cover for the silver bars at West Point, NY.



The 60's

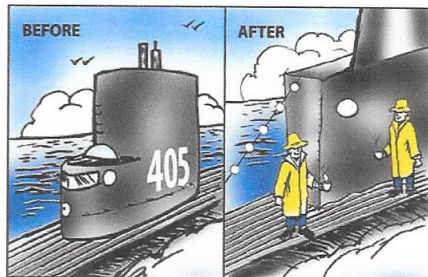
September 2009 Issue



by Pat Taylor, Sea Owl XO, '66-67.

I'd love to share my remembrances of Sea Owl's underway event the fall of '66, when we were vying for the "E" - up against our strongest competitor on the waterfront, the good ship Sea Robin. That's the ORI event where we were to be pitted against an ASW helo, a Coast Guard Cutter with active sonar, and the Sea Robin... with a mission to reach Block Island, make a photo recon, and land a party of 4 "swimmers" to the beach.

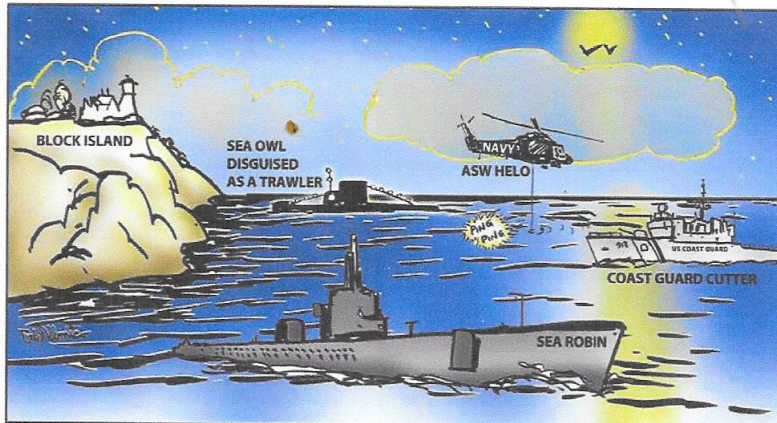
Between our skipper, Herb Cherrier, COB Bodnar, and I- we dreamed up a black canvas rig with grommets and lines to disguise the sail and bridge-a camouflage rig with a 30 foot pipe-mast with an all-around white light that we could plug into the conning tower, forward and aft cables from the mast to the deck, and six sets of yellow vinyl



raingear and deck lights to disguise the Owl for a night penetration on the surface! We practiced alongside the pier three nights in a row so each duty section got the gist of "surface-surface-surface", then as many as a ten man team rushing topside to rig our canvas shields, high lited mast, life lines and fore and aft wires with extra lights, and a "fishing crew" in bright yellow foul weather gear.

We got underway early with the DivCom on board- our "examiner" for the ORI, who had no idea what we had planned. Played at a submerged approach with Mk-37 firings against the Robin... and then we took off to hide behind the island for the rest of the day... Nightfall- we surfaced... flooded down, ran on one diesel - and "rigged the boat".... With our

single shaft approach we got passed the Sea Robin, and with our jury rig camouflage we got no interest from either the helo or the CG Cutter... we pulled within maybe 800 yards of Block Island Light, launched 4 troopers with blackened faces and watch caps the way we thought commandos might do it... and set them out as the landing party. We surface "trolled" back and forth until almost dawn... picked up our commandos, and dove at first light for the photo recon.... We couldn't believe our good luck as we crept submerged at



about 5 knots, again on one screw... passed the Sea Robin - when the Div Com gave us a 4.0 and permission to surface!

We had more damn fun on that one 48 hour exercise than anyone deserves! And so many of the crew got to participate- that's what made it special... Needless to say... Owl got the Battle Efficiency "E"

USS Jarvis DD 363 / George Elwin Whitford

Chief Machinist Mate



Editor's Note : See Wikipedia for more information on the USS Jarvis.

USS Jarvis was in Pearl harbor December 7 , 1941 and she opened fire with her 4 5" guns and machine guns and her gunners claimed four planes. On December 16 , she joined the carrier USS Saratoga to relieve the beleaguered defenders on Wake Atoll....however, the Task Force 14 was recalled before getting to Wake.

USS Jarvis escorted two convoys to Australia from 5 Feb 1942 to 27 March , and from 18 May to 18 June 1942. She then joined Task Force 62 which sailed from Wellington ,New Zealand to Guadalcanal with 84 ships and 20,00 US Marines to land at Guadalcanal on 7 August , 1942.

Japanese bombers attacked the US Fleet on August 8 and torpedoed the USS Jarvis on its starboard side near the forward fireroom, stopping her dead in the water and killing 14 crewman. Despite a 50 foot gash in her side she attempted to steam to Sydney for immediate repairs. Jarvis departed Tulagi at midnight and passed westward through "Ironbottom Sound ". At 0134 she passed 3,000 yards north of Admiral Mikawa's cruisers which fired torpedoes at her without effect.

USS Jarvis had little speed, no radio communication and few operative guns. After daybreak on August 9 , a Saratoga scout plane spotted her 40 miles off Guadalcanal , trailing fuel oil and down by the bow. That

was the last time Americans saw her. The Japanese dispatched 31 planes from Rabaul to search and destroy her. She was raked with bullets and torpedoes , and “Split and sank “ at 1300 on August 9. None of the remaining 233 crew survived the onslaught. USS Jarvis received 3 Battle stars for its WW II Service.

Editor’s Note:

George Whitford was my mother’s cousin . He was born in 1911 , joined the US



Navy in 1934 , was married in 1937 to Marie Dovie Self , and living in San Diego in 1941. He was on leave on December 7 1941 in California and re-joined the USS Jarvis on December 13. He was awarded the Purple Heart and died August 9 , 1942 with the other 232 USS Jarvis sailors.



George Whitford Memorial Tombstone in Willimantic ,Connecticut.

Eternal Patrol

Ted Austin Anthony SO 55-57

Ted was born October 25, 1937 in Bay City , TX to Otis and Katherine (Rogers) Anthony. He graduated from the UN. Of Iowa with a BS in Engineering and worked in the Aeronautics Industry. He served during Korea , Vietnam and Cuban Crises in the US Navy. Ted was a 32nd degree Mason , a Shriner, member of the Scottish Rite and member of the Winter Haven American Legion Post 8. He enjoyed music, hunting ,talking on ham radio and spending time with his family. He is survived by his loving wife Fay of 56 years, 2 sons Daniel and David , 2 daughters Susan and Darleen and 3 grandchildren –Zac, Shelby & Mattie.

Ted died December 26, 2020 in Lake Alfred, FL.

John Snook , QM 59-62 and USSVI Sea Poacher Base presented Ted's Memorial Plaque to his wife, Fay Anthony on January 9, 2021.



John is also Base Commander of the USSVI Sea Poacher Base.

Olin Williams RM 57-58

Olin Ray Williams was born in Jermyn ,TX on September 18 ,1938 to Ira and Ara Williams. He was the youngest and last of their four children. After leaving the service , he married Patricia Gossman in Spearfish ,SD in 1960. They moved all over Colorado, Idaho, and Utah for his work with AT&T as a line-man, but settled in Clovis, NM and raised their four children: Sheryl , Blane ,Monty, and Karen. They relocated to Amarillo ,TX in 1989 where Olin was a successful business owner and salesman. He retired in 2007 and got to spend the rest of his days enjoying Texas Ranger baseball games from his recliner and smoking cigars on the porch in the summer sun. He passed away in his own bed on the afternoon of December 19 , 2020.



Coe Neil Cabe TM 69

Neil qualified on the **USS Chopper** and was part of the “Deep Dive “ crew.

He served on the **USS Sea Poacher** in 1969 and was on the De-commissioning crew. He died **October 17 , 2020** in Ravenna , OH.



500 Pound Canary Question



Question: If the USS Sea Poacher is perfectly trimmed for Dive , and just as it is diving , a 500 pound Canary flies into the Sub, but never lands, what does the Sub weigh ?

There are two schools of thought for the correct answer:

1. Sub Weight=Sub Weight
2. Sub Weight=Sub weight + 500 pounds

I happened to tell DR. Francis Bundy , one of the 4 inventors of the GE man-made diamonds , our 500 Pound Canary dilemma and he laughed . It turns out that the GE Scientists had the same question and they performed an experiment with an extremely fat Bumble Bee in a box with the box on a precision scale at the GE Lab in Schenectady ,NY. No matter if the Bee was flying or resting , the box weighed the same. After all , when flying, a 500 pound

Canary is exerting 500 pounds of downward force to have 500 pounds of lift which in our case means Answer #2 is the correct answer.

Thanks to Bob Acor QM 1959-1960 for these 5 Things:



Five things you leave the Navy with

- 1. DD-214.**
- 2. Warped sense of humor.**
- 3. Ability to sleep anywhere.**
- 4. Capable of handling any situation.**
- 5. Best damn memories on the planet.**

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