

SEA POACHER ASSOCIATION



Dedicated to the men who served on this great fighting ship!

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ENLIST NOW—2014 CHARLESTON

Perhaps more battles have been fought in Charleston Harbor than any other place in the U.S. We noted Submarine Hunley's first sinking of a warship, along with Magnolia Cemetery, where our Tolling of the Bells will be held in the July 2013 Newsletter. Other events for Sea Poacher's 29 April-3 May 2014 Reunion include Forts Moultrie and Sumter, as well as a wonderful three-hour four-course harbor dinner cruise aboard the Spirit of Carolina. These, and other events, are not to be missed. Here are some details.

Fort Moultrie, located on Sullivan's Island to protect Charleston, is the **ONLY PLACE** in our National Park System where the entire 171-year history of American seacoast defense can be traced. It was attacked by the British in 1776 while incomplete, and the soft palmetto logs did not crack but absorbed the shot. Cannon balls even bounced off the walls. While the British eventually captured it in 1780, we won the war, and they departed in 1782. Even so, Moultrie was hit hard and in ruins. So, another war with Great Britain began in 1793, and a replacement fort was built atop the original site and completed in 1798. When a hurricane destroyed it in 1804 a brick fort replaced it in 1809. Little changed in the next 50 years, except the Army detained Seminole Indian Chief Osceola and others in 1837. Osceola died of malaria and is buried there. Prominent 19th century individuals who spent time there included General W.T. Sherman and author Edgar Allen Poe. In 1860, its main garrison was moved to Fort Sumter which was easier to defend, but some troops remained. In 1863, the Fort was bombarded by Federal ironclads and shore batteries for 20 months. Charleston itself was shelled at a rate of one shell every 16 minutes for 587 days. However, the Confederates stayed until it was finally abandoned in 1865. In 1870 it was modernized with huge rifled cannon and deep concrete bunkers. The fort evolved with the times and past World War II. On August 15, 1947, the Army lowered Fort Moultrie's flag for the last time ending 171 years of incredible service.

Now we come to Fort Sumter which is best known as the site upon where the first shots of the Civil War were fired. It was built after the War of 1812, but was unfinished in 1861. Designed to house 650 men and 135 guns, in December 1860, six days after South Carolina declared its secession from the Union, it was still manned by Federal troops. Repeated calls for Union evacuation by South Carolina were ignored. Union attempts to resupply and reinforce it were repulsed on 9 January 1861 when the "first shots of the war" were fired by Citadel cadets at the Union Ship Star of the West. Realizing they would soon run out of food, President Abraham Lincoln ordered a fleet of ships to enter Charleston and supply Sumter. Upon arrival, the Confederates demanded the Fort surrender which was declined. Confederate batteries then opened fire, with again the "first shots" of the war, which continued for 34 hours. Over 3,000 shots landed with projectiles still embedded in the walls today. The first return fire from Sumter was from Captain Abner Doubleday, who many believe to be the inventor of baseball, although this is not proven. The Union only had 85 men at the Fort. While 60 guns were ready-only 10 returned fire.

With ammunition running low, Sumter was surrendered by Major Robert Anderson on April 13, evacuated and the Union colors fell. Their efforts to retake it failed as the Confederates strengthened it with a workforce that included 500 slaves. It was never surrendered, but Sherman's 1865 advance forced the Confederates to evacuate Charleston and abandon the Fort. The U.S. flag that fell in 1861 was re-raised personally by Major Anderson exactly four years later in 1865 and is on display at the Fort. The Fed's restored the Fort. However, until 1897 it was used only as an unmanned lighthouse station. The start of the Spanish-American War prompted renewed interest and a massive concrete blockhouse installation was built in 1898 inside the original walls. Access to Sumter is only by a 30 minute ferry ride which is part of Sea Poacher's reunion package as well as Fort Moultrie. Both Forts will also be viewed during our Charleston Harbor Cruise. You need to be here as an important part of Sea Poacher's Reunion!

USS SEA POACHER REGISTRATION FORM
NATIONAL REUNION – CHARLESTON, SOUTH CAROLINA
April 29 – MAY 3, 2014
(To be printed and mailed in....this is not for online registration)

Name: _____ Spouse/Guest: _____

Other Attendees: _____

Address _____ City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

A. HOTEL: Holiday Inn Mount Pleasant, 250 Johnnie Dodds Blvd, Mt. Pleasant, SC 29464. Room reservations can be made by calling the Hotel directly at 843-884-6000. Tell them you're with the Sea Poacher Reunion to get the special rate of \$149.00 (plus tax) per room per night (Single, Double, Triple and Quad rate). This rate includes full breakfast daily and is good for both three days prior and after the Reunion. Rooms not reserved by Sunday March 30, 2014 will then be on a space available at the then current going rate.

B. YES, REGISTER ME FOR THE FOLLOWING REUNION ACTIVITY PACKAGE AT \$285.00 PER PERSON AS DETAILED IN THE ACTIVITIES AND SERVICES BELOW:

_____ # of activity packages x \$285.00 per person = Total of \$ _____

**Make your check payable to USS Sea Poacher Association
and mail this completed registration form to:
Bill Brinkman, President USS Sea Poacher Association
4500 Tiffany Nicole Street Round Rock, TX 78665-9466**

The Activity Package includes for all days the Hospitality Suite with a full bar and snacks open generally from 0600 to 2345 (and probably later) and bus transportation to all of the events. In particular:

April 29: Welcome aboard packet/tote bag with name badges and welcome barbeque dinner.

April 30: Tour of Fort Moultrie including lunch and Charleston harbor dinner cruise.

May 1: Fort Sumter tour, lunch at CPO mess on Aircraft Carrier Yorktown followed by tours of Yorktown, Submarine Clamagore and Destroyer Laffey.

May 2: Tolling of the Bells, Confederate States Submarine Hunley tour, lunch at The Citadel with marriage vow renewal, Citadel long grey line parade, and Banquet dinner (coat and tie requested).

May 3: Breakfast and departure unless you are planning to stay longer.

And we have not even touched on the Peruvian SAPO Sweepstakes, Silent Auction, or our Mystery Banquet Speaker. You will be sent more information on the reunion after we receive your registration form and check. Contact Bill Brinkman at 512-255-0285 or Jon Nagle at jknmm1ss@gmail.com if you have any questions. We look forward to seeing you!

REGISTRATIONS TO DATE AND IN ORDER RECEIVED (34)

Bill and Lin Brinkman EM60-62; Hubert and Linda Jackson FN67-69; Lanny and Fran Yeske LTJG61-63 and banquet guests Milo and Shirley Fuller CO Trumpetfish (SS-425); Deidre Bridewell (wife of James ET63-66); Joe and Stella Murdoch ET62-63; Merlyn and Shirley Dorrheim TM64-66; John (JJ) and Sonja Lynch CS59-62; Terry Kopansky, Ivan and Marjorie Joslin LT60-63; John and Annette Snook QM59-61; Chuck and Bobbie Killgore EM63-65; Cal and Joyce Cochrane MM55-56 and guests Calvin Cochrane, Danny McKay, Tom Hirsch, and Sherrill Almes; Vincent and Sharon Sottile; mystery banquet guest speaker and wife; Jon and Gazie Nagle MM62-63; and ?

THE SUBMARINER'S WIFE

Bill Buckley came upon this monument on the left in May, but did not know where it was located or if it was even real. Whatever! He said it is a very deserved tribute. Bill, we totally agree. Your Editor did some extensive searching on the Internet and finally found it on the USSVI website including the front side of it shown on the right.



It is located at the USS Tullibee (SS-284) Memorial in the Mississippi Vietnam Veterans Park in Ocean Springs. It was added there in May 2004. On 29 August 2005, Hurricane Katrina destroyed the entire complex. The only thing left standing was this monument which by itself is a huge tribute to our submarine wives. Amazing! The inscription reads:

THE GOOD LORD WAS CREATING A MODEL FOR SUBMARINER'S WIVES AND WAS INTO HIS SIXTH DAY OF OVERTIME WHEN AN ANGEL APPEARED. SHE SAID, "LORD YOU SEEM TO BE HAVING A LOT OF TROUBLE WITH THIS ONE. WHAT IS WRONG WITH THE STANDARD MODEL?" THE LORD REPLIED, "SHE IS SPECIAL, SHE HAS TO BE COMPLETELY INDEPENDENT, POSSESS THE QUALITIES OF BOTH FATHER AND MOTHER, BE A PERFECT HOSTESS TO FOUR OR FORTY WITH AN HOUR'S NOTICE, RUN ON BLACK COFFEE, HANDLE EVERY EMERGENCY IMAGINABLE WITHOUT A MANUAL, BE ABLE TO CARRY ON CHEERFULLY, EVEN IF SHE IS PREGNANT AND HAS THE FLU, AND SHE MUST BE WILLING TO MOVE TO A NEW LOCATION AT ANY TIME. AND, OH YES, SHE MUST HAVE SIX PAIRS OF HANDS!" THE ANGEL SHOOK HER HEAD. THE LORD CONTINUED, "DON'T WORRY, I WILL MAKE OTHER SUBMARINERS WIVES TO HELP HER. AND I WILL GIVE HER AN UNUSUALLY STRONG HEART SO IT CAN SWELL WITH PRIDE IN HER HUSBAND'S ACHIEVEMENTS, SUSTAIN THE PAIN OF SEPARATIONS, BEAT SOUNDLY WHEN IT IS OVERWORKED AND TIRED, AND BE LARGE ENOUGH TO SAY, 'I UNDERSTAND' WHEN SHE DOESN'T AND SAY 'I LOVE YOU', REGARDLESS." "LORD," SAID THE ANGEL, TOUCHING HIS ARM GENTLY. "GO TO BED AND GET SOME REST. YOU CAN FINISH THIS TOMORROW." "I CAN'T STOP NOW," SAID THE LORD. "I AM SO CLOSE TO CREATING SOMETHING UNIQUE. ALREADY THIS MODEL HEALS HERSELF WHEN SHE IS SICK, CAN PUT UP SIX UNEXPECTED GUESTS FOR THE WEEKEND, WAVE GOODBYE TO HER HUSBAND FROM A PIER, AND UNDERSTAND WHY IT'S IMPORTANT THAT HE LEAVE." THE ANGEL CIRCLED THE MODEL OF THE SUBMARINERS WIFE, LOOKED AT IT CLOSELY AND SIGHED, "IT LOOKS FINE, BUT IT'S TOO SOFT." "SHE MIGHT LOOK SOFT," REPLIED THE LORD. "BUT SHE HAS THE STRENGTH OF A LION. YOU WOULD NOT BELIEVE WHAT SHE CAN ENDURE." FINALLY THE ANGEL BENT OVER AND RAN HER FINGER ACROSS THE CHEEK OF THE LORD'S CREATION. "THERE'S A LEAK," SHE ANNOUNCED. "SOMETHING IS WRONG WITH THE CONSTRUCTION. I AM NOT SURPRISED THAT IT HAS CRACKED. YOU ARE TRYING TO PUT TOO MUCH INTO THIS MODEL." THE LORD APPEARED OFFENDED. "WHAT YOU SEE IS NOT A LEAK," HE SAID. "IT'S A TEAR." "A TEAR?" WHAT IS IT THERE FOR?" ASKED THE ANGEL. THE LORD REPLIED, "IT'S FOR JOY, SADNESS, PAIN, DISAPPOINTMENT, LONELINESS, PRIDE, AND A DEDICATION TO ALL THE VALUES THAT SHE AND HER HUSBAND HOLD DEAR." "YOU ARE A GENIUS!" EXCLAIMED THE ANGEL. THE LORD LOOKED PUZZLED AND REPLIED, "I DIDN'T PUT IT THERE."

The Tullibee Memorial was totally rebuilt after Katrina with a Mark 14 Torpedo added courtesy of the U.S. Navy. See it at the USSVI website under Submarine Memorials-Mississippi. Or go down there and visit it personally. Also visit with Sea poacher Shipmates Leo and Helen Carr and Deidre Bridewell who live next door in Gautier.

SS-406 MEMORABILIA SAVED

We were contacted in May 2013 by Jacob McCollum, a gold-silver-coin dealer who operates London Starr Metals in Madison and Jefferson, IN. He had a client selling a Sea Poacher Sterling Silver Bowl that was presented to our Sponsor Mrs. John H. Spiller, wife of the Superintendent of the Portsmouth Shipyard at our 20 May 1944 launching. She was accompanied to this event by her sister Mrs. R.B. Anderson. His client also had the original champagne bottle (in pieces) but contained in a red-white-blue protective cloth bag used for such occasions. The asking price was \$1,600 for both. Inquiries as to the value of the bowl found it at 27 ounces or about \$600 at \$24 per ounce silver at the time. The launching bottle and container are valued at \$500. Jacob was not interested in this as a memento but only for its silver meltdown value which he did not want to see happen. Neither did we. Jacob offered to buy it and sell it to us directly or on eBay at no profit. A wonderful gesture on his part.

Jacob was kind enough to send us photos and we finally got our sponsors name Hazel Fraser Spiller. Her husband John was a retired Navy Captain who served in WWII, Korea, and Vietnam and entered Eternal Patrol in 1991. Her job as Sponsor was to christen Sea Poacher. But did you also know this about a Sponsor? It is always a female civilian, and she presumably bestows good luck and divine protection on the ship and all that sail aboard her. She is a permanent member of the crew and gives it her personality, as well as advocate for its continued service and well-being. She also remains in crew contact and is involved in any special events. She is the only person officially associated with the ship throughout its life. Hazel was also sponsor of LST-1157 in Bath, Maine in 1952.

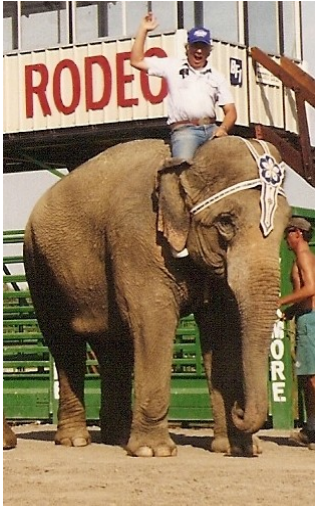
In any case, we worked with Jacob and managed to get the price down somewhat and then Joe Murdoch offered to buy the entire package of bowl, bottle, three launching tags and a wooden key like article that we have not identified. The back of which has Denis L. Long who served as our Shipyard Paymaster Clerk. Joe now owns all of it as shown below. See them at the Charleston Reunion and personally thank Joe!



I contacted Jacob for additional information on the seller who likely was related to our Sponsor. However, he advised me that while the items came from the estate of a person related to Captain Spiller, he or she did not wish to be identified. He did say that the family has more items that includes photo albums, and commissioning documents. Jacob has gone out of his way to preserve our history. He is quite a guy. Last Christmas, a rare 1817 Liberty Head coin was dropped into a Salvation Army kettle worth several hundred dollars. Jacob was asked to look at it and determined it to be a reproduction and of no value. So, what happened? Jacob donated a coin of greater value to the Salvation Army—a quarter ounce American Gold Eagle. He said somebody meant well, and he wanted to honor that intention.

Jacob also said it was a pleasure to help Sea Poacher. He is a firm believer that we are not owners of these items, but temporary custodians for safeguarding and preserving until someone else takes custody. He would like to meet with us and would not rule out the Charleston Reunion. The only thing he asked from us was to be on the lookout for an original copy of Executive Order 6102 requiring in 1933 all U.S. citizens turn in their gold to the Federal Reserve, any WWI or II Army Finance Recruiting Posters or Paymasters, or anything on the early history of Madison, IN.

RIDE 'EM TO CHARLESTON



We had some very nice Memorial Day thoughts from Rustler Bob and Georgia Henry EM 60-61 in Livermore, CA. He was proud to have served on Sea Poacher and appreciated all that he had been taught and learned while trying to grow up? He tries to control the West Coast Posse of Gene Dempsey (Crash), John Savory (Crusher), Bob Sumner (Snow Angel), and Yeske (Herder). No mutiny as of yet. Some of the above have been reunion AWOL, but are thinking Charleston. Bob says elephants are difficult to get up on without a ladder. You need to find their lifted front leg and climb. Being sober gives you a fighting chance. If this group don't straighten up, they will be coming via the Pacific Pachyderm Express. Our last time together, was the Dori/Jerry Davi Memorial Plaque presentation. An incredible time.



SOARING WITH EAGLES AND BUZZARDS

You have to be a little bit crazy to ride submarines and aircraft carriers, but you're probably certifiable Looney Tunes to fly gliders. Here is our own President Bill Brinkman and Mike Jendrzey in a Grob Twin Astir Glider at Briggs, Texas in May. Mike was part of Attack Squadron VA-146 flying A-7s on the Enterprise in 1968. As an Airman straight out of boot camp, he loaded bombs on the planes for 12-14 hours each night for two months off Vietnam. Bill has been flying gliders since 1971 with 5,000 flights. He has been Chief Flight Instructor for his Club since 1985 and part of the Soaring Society of America. They operate four gliders and two tow planes. Bill said this. Gliders are, of course, silent with your brain the pilot. You work with Mother Nature and its forms of lift (thermals, ridge, and wave) plus forces of drag, thrust, and gravity. Altitude is only limited by your oxygen, but the world record is 50,000 feet. It is all about energy management- one can slow down to climb, or speed up and lose altitude. Bill has been in the air for 7 hours on a single flight covering 250 miles. Normally, you are towed to 3,000 feet and released, but he has been released from 9,000 feet. On a 200 mile flight, one needs to gain 60,000 to 80,000 feet in altitude to make it which typically means finding 20 thermal uplifts by studying cloud formations, watching birds, and observing dust devils. It is a challenge to not only stay in the air, but to forego bathrooms. On long flights, you are followed with a car and glider trailer which remain in close radio contact. On one flight to Oklahoma Bill landed at the farm of Chuck Norris with ostriches and emus. However, most flights are local. At least that is the intent. However, sometimes you use a farmer's field. This is safe due to the fuselage skid, low landing speed, and no gasoline. Plus you have a radio and telephone. The gliders come apart and are loaded into trailers for return to Briggs. Bill has glided in 10 states from Maine to Nevada. His only close call was being unexpectedly drawn up into a dark cloud/thunderstorm despite his controls being on full dive. All participants are trained to not exceed their own or the glider's limitations. In Texas, this is a year around activity, but not so in northern areas. Club dues run \$30 a month and each flight costs \$35. On a typical weekend, Bill will instruct on one day (requires about 20 hours for a novice to solo) and fly the next day. You get the glider for an hour so this might mean two or three 15 minute flights. Then you go to the bottom of the list and wait for a second round. You can do the math. Bill's 42 years of monthly dues and 5,000 flights, even at a reduced average rate over the years, would say this is not a cheap hobby. He may do Charleston by glider.



OTHER 2014 REUNION EVENTS

Our Reunion Banquet Keynote Speaker. We are keeping his identity under wraps for now, but you will not be disappointed by this individual. As before, there will also be Wounded Warriors at the Banquet. Very special!

Our Tolling of the Bells Ceremony. Jon Nagle has it all arranged. When we exit the buses at Magnolia Cemetery, we will line up in four groups and columns of four starting with the 40s, 50s, 60-63, and 64-69. The Ceremony will then start. The captain of each group will command "FORWARD BY THE HALF STEP – MARCH." A bagpiper will play "Amazing Grace" as we move out. The Tolling of the Bells will take place at the Hunley grave site. Then "Taps" will be performed by a military serviceman. Memorable to say the least.

Patriots Point on May 1. After Fort Sumter in the morning we are off to Patriots Point and lunch at the CPO Mess aboard the Aircraft Carrier Yorktown (CV-10). The earlier Yorktown (CV-5) was sunk at the Battle of Midway in June 1942. This carrier was initially named Bon Homme Richard, but was changed to Yorktown and she was commissioned 10 months later. She had an incredible history as well and as The Fighting Lady she received the Presidential Unit Citation and 11 Battle Stars for WWII. We will tour her as well as the Medal of Honor Museum aboard with extensive exhibits including Audie Murphy, Alvin York, and Jimmy Doolittle. A total of 3,400 have been awarded with most in the Civil War as it was our only medal. Many were rescinded. When President Truman awarded one, the recipient was shaking so bad. Then he held him by the neck with his left hand and said he would rather have the medal than be President. One recipient said: Fear is Okay, we have it, just don't let it control you. In Korea Captain Rosser was the only survivor of his 175 man unit. Only one woman MD Mary Walker received it for Civil War Fredericksburg. Buffalo Bill got it. So, did PFC Desmond Doss who was a conscientious objector. Also five chaplains received it. Only 19 were awarded in WWI. And seventeen heroes were awarded the medal twice.

Then we are off to the Destroyer Laffey (DD-724) named for Seaman Bartlett Laffey who received the Medal of Honor in 1864. She replaced the first Laffey (DD-459) which was sunk at Guadalcanal and rests in Iron Bottom Sound with 50 other warships. Laffey participated at Normandy before being transferred to the Pacific. Off-shore Okinawa she downed 13 Japanese aircraft. The next day she was attacked by 16 Japanese bombers and 6 Kamikazes. Disabled with 4 bomb hits and 6 Kamikazi crashes, and with 32 killed and 71 wounded, the Captain would not abandon ship as long as they had a gun to fire. A lookout said there was no one left to fire it. Known as The Ship That Would Not Die, Laffey received the Presidential Unit Citation (PUC) and 5 Battle Stars. She was also active in Korea and received the PUC, 2 Battle Stars, and the Meritorious Unit Commendation.

Finally, we tour Submarine Clamagore (SS-343) which was finished at the end of WWII so no patrols were made. However, she was on duty for 30 years and is the last of the Guppy III conversions. While there is some concern that it could be sunk as an offshore reef, our guys in Charleston have assured us this will not happen and she will be there for us.

And it doesn't end here. Keep those tired legs moving as Patriots Point also has the full scale replica of the Fleet Ballistic Missile Submarine Lewis and Clark (SSBN-644) with her actual sail and rudder. Finally, a Vietnam Support Base has been constructed on site for touring. This will be another incredible day.

SMALL SHIP PRIORITY

From Ken Bonnell, COB57-58, RMCA. Odd, but a dim memory stirred, teasing my mind,, but never the whole puzzle. I'll do the best I can. Since I left Guadalupe in 1951, this happened on a Guam visit. Sure wish I had kept a log. Started one in 1948. Then came Korea but it was against regulations to keep a diary. I foolishly destroyed my little green notebooks. Should have kept 'em. After all, it wasn't real hostilities, just a police action. Anyway, several ships were entering Guam, including a cruiser, whose intent was to take the last berth, leaving other ships to ride the hook. Our skipper was a Reserve Captain named Moore. Good man. When it became obvious that we intended to take Guadalupe to that berth, from the cruiser came a flashing light message telling us to stand off, as the cruiser would be taking it. Moore sent back that as senior officer he'd take it. From the cruiser another message asked Moore for his lineal number, because someone was a tad miffed to think that a lowly auxiliary would dare such a maneuver. As it happened, Moore's lineal number put him senior. And Guadalupe, rust and all, tied up comfortably in her berth. You can bet we walked tall on liberty. After all, what's a heavy cruiser compared to a tanker?

Bill Brinkman added that in his Central Texas Submarine Veterans Base, YNC Bob Steinmann was also on a diesel entering port with a bigger warship. The same thing happened...they wanted priority, but the submarine said they had an Admiral on board. To be sure, Bob is an Admiral in the **Texas Navy**. He put on his hat, stood in a look-outs stand, and the submarine entered first!

FRANK NETTLESHIP & THE ADMIRAL



Here is Frank W. Nettleship EMC 44-45 receiving on 17 July 1944 the Silver Star for Gallantry from RADM Thomas W. Withers, Commandant of the Portsmouth Navy Yard, and two weeks before Frank reported to 406. His story is in the July 2013 issue. Research on Admiral Withers found him very forward thinking. In 1928, he first proposed that submarines should not be part of the battle fleet, but should operate independently. This played a major role in bringing down Japan. He was also Commanding Officer of the Battleship Oregon (BB-3). Following Pearl Harbor, he became the first Commander of Submarine Force Pacific where it did not go well for him. We know the stories of the faulty torpedoes, but he said this was really due to submarine commanders who

were not aggressive enough. So he had them relieved. He was also concerned about air attacks and directed the boats be submerged if within 500 miles of an enemy air base. He also said no more than two torpedoes were to be fired against any merchant ship. This was not realistic and five months later he was relieved and sent to Portsmouth for the remainder of the War. To his credit, they built submarines faster there than anywhere else and delivered 79. It had a peak work force of 23,465. Bravo Zulu, Admiral! However, following the German surrender, four captured U-boats were taken to Portsmouth for stripping of live torpedoes, detonators, and classified equipment. The crews were placed in the Naval Prison. The stripping went fine, but the boats were looted by shipyard and naval personnel. While he held several meetings to prevent this, Withers was reprimanded by the Navy for not issuing written orders. The 67 year old Admiral in 1953 went on Eternal Patrol in Arlington.

As a side note, your Editor's son Jay and wife Judy Yeske live in Portsmouth, but cannot be admitted to the Base. There is high security since one or more submarines are there under overhaul. You can get into trouble with a camera anywhere. While I can get in and they with me, it is eerie as many buildings are vacant and deteriorating. Still there are 5,000 employees. The Naval Prison remains. At one time there were plans to make it into apartments. Never happened! Totally boarded up! A pretty sight? No! Ugly! It always was!

LEAVING KEY WEST—29 OCT 1969

For the last time enroute decommissioning Philadelphia. Complete with band, line handlers and families.



PRESIDENT'S REPORT-BILL BRINKMAN

1. Dues: We have 214 Life and 28 Regular members. If you're a Life Member or have paid your 2013 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 4500 Tiffany Nicole Street, Round Rock, TX 78665-9466 or email me at seapoacher@austin.rr.com 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. Charleston Reunion 2014 Silent Auction. The Association is buying a few items for this fun event. We hope to make an Association profit by Lanny and Terry spending up to \$100 on selected items. For those of you attending or not, please consider donating a gift for bidding at the Silent Auction. Just last week, Helen and Leo Carr EN49-51 from Gautier, MS donated a rare Sea Poacher Afghan no longer being made. Most appreciated shipmates!

5. Sinking of the Spanish Submarine Armada! From Captain Charlie Roberts. Seems they built four S-80 Class submarines at nearly \$3 billion, but they are too heavy. If they submerge, chances are they will not surface. Check the Internet for detailed information. Charlie suggests Spain sell them to Iran or North Korea. Sounds right!

6. Sea Poacher War Patrollers. Of our 18 letters of invitation to Charleston, two have said they cannot attend but Ralph Cobb and George Boyajian are thinking Charleston. The rest have not responded. That is good.

7. Israel's Six New Submarines. From Bill Buckley. The fifth of six German Dolphin Type 800 submarines has been delivered to Israel. With 10 tubes, these diesel boats can fire torpedoes and cruise missiles (both conventional or otherwise). The first two were donated to Israel by the German government and the third came at half price. Quite a change in philosophy since the Third Reich. These formidable weapons also join new Israeli anti-missile defense systems, aerial refueling planes to allow longer endurance, and new helicopter systems. Glad they are on our side!

8. The End of Vehicle Base Decals. From Bill Buckley. Yep, after July 1 they are gone. You only need your ID card to enter a base including Kings Bay Submarine Base. They have been considered redundant to your ID card.

9. Women on Submarines. From Bill Buckley, again. The Secretary of the Navy Ray Mabus announced in January that female officers will begin reporting to Virginia, Los Angeles, and Seawolf Class attack submarines in 2015, and enlisted women will also be considered for sub duty in 2015. How this will be accomplished is currently under study. No mention was made as to opening up the Navy SEALs to women.

10. Submarine Escape Tanks. From John Savory. Who can not forget that experience of the Submarine Escape Training Tank. Momson Lung or Blow and Go. Remember how much fun that was? Relive it: <http://www.loc.gov/pictures/search/?q=Photograph:+ct0564&fi=number&va=exact&st=slideshow&op=PHRASE>. At least the one in Pearl had paintings to look at as you went up. Lanny was just there and the tank still dominates the submarine base skyline. In 1983 it was drained and the top converted to a Conference Room. The New London Tank was demolished in 2001 and replaced by a 40 foot Tank in 2007. We used a British escape training tank for a few years.

11. Ted Anthony SO 55-57. From Lanny Yeske. Ted has some unknown cancer issues. As always, he continues to be in great humor and cannot be ruled out for Charleston. Keep him in your prayers. Let me know of any others.






12. Navy Hymn for Submariners. Ron Godwin suggested this Verse 7 might be included in all of our future Newsletters. We agree. Not sure where it will appear in any given issue, but look for it.

13. Combined Reunions. While our numbers remain strong, sometime in the next few years they may get weaker. We are considering combined reunions with the Sea Owl, Sea Robin, and other Sea girls (diesel only) for the future. Another thought could be combined reunions with other submarines who were a part of Submarine Squadron Twelve in Key West. All of this is preliminary and a few years off.

SEA POACHER SHIP'S STORE

Richard DeRossett has done paintings showing Sea Poacher with the Step Sail and during the Cuban Missile Crises with the North Atlantic Sail for which we have prints and high quality canvas reproductions. He has also done a third painting of the 406 showing a gun battle with the Japanese in 1945.

Our own Ray Krivascy TM 1952-1953 has painted Sea Poacher at the pier in 1952 which he gave to Captain William Gibson at his change of command in 1953. We also have prints and canvas copies of it. All come unframed and prices include shipping/postage. Make a copy of the below form, fill it out, and mail it with your check payable to Bill Brinkman at 4500 Tiffany Nicole Street, Round Rock, TX 78665-9466. Check out the other items also available from our Ship's Store.

 <p>This beautifully crafted stainedglass piece of Sea Poacher created by Annette Snook, wife of John B. Snook QM 59-62. This piece will be a crafted by Annette as we receive orders, so there will be some delay in delivery. Piece measures 17"x10 1/2".</p>	<p>New Items : 7 Paintings by Richard DeRossett and our own Ray Krivascy.</p> <p>DeRossett , WW II 1945 Surface Action 17" X 39"</p>  <p>DeRossett , Step Sail 10" X 23 " Print DeRossett , Step Sail 15 " X 28 " Canvas</p>  <p>DeRossett , North Atlantic Sail 10" X 23 " Print DeRossett , North Atlantic Sail 15" X 28 " Canvas</p>  <p>Krivascy , Step Sail 18.5 " X 15 " Print Krivascy , Step Sail 21.5 " X 18 " Canvas</p> 
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Items	Quantity	Price	Total
Key Chain	_____	\$3.00	_____
Diesel Boats Forever Pin	_____	3.00	_____
Ship Patch	_____	5.50	_____
Ball Cap	_____	14.00	_____
Plastic Mugs	_____	12.00	_____
Golf Shirt Sizes M, L, XL & 2XL (w/o pockets)	_____	22.00	_____
Golf Shirt Sizes M, L, XL & 2XL (with pockets)	_____	25.00	_____
Painting DeRossett 10x23 print Step Sail	_____	20.00	_____
Painting DeRossett 15x28 canvas Step Sail	_____	30.00	_____
Painting DeRossett 10x23 print Cuba	_____	20.00	_____
Painting DeRossett 15x28 canvas Cuba	_____	30.00	_____
Painting DeRossett 17x39 canvas WWII	_____	40.00	_____
Painting Krivascy 15x18 print Step Sail	_____	20.00	_____
Painting Krivascy 18x21.5 canvas Step Sail	_____	35.00	_____
Stained Glass Sea Poacher	_____	110.00	_____
Dolphin Vest chains, gold or silver	_____	25.00	_____
We Remember Sea Poacher Book + Addendum (on CD)	_____	15.00	_____
TOTAL			_____

AROUND THE WORLD SUBMERGED



And also undetected. Here is our own Cal Cochrane MM55-66 and the Fireroom Four, playing the bongos for the Aloha Party on this historic 85 day cruise of the Triton (SSN-586). From February through May 1960, she traveled nearly 42,000 miles at an average speed of 18 knots and with a crew of 184 including six scientists and technicians. Some of the story is told in the November 1960 Issue of National Geographic, Volume 118, No. 5 under title "Triton Follows Magellan's Wake" in an interesting 30 page article.

This was a huge submarine of 447 foot length as compared to the Lafayette SSBN-616 Class missile submarine of 425 foot length. It also had three decks. Both were similar in displacement of about 8,000 tons submerged. Compare that to Sea Poacher's displacement of 2,400 tons. Triton was commanded by Captain Edward L. Beach, who not only wrote "Run Silent, Run Deep" but also received the Navy Cross, two Silver Stars, and two Bronze Stars for submarine heroism in WWII.

Our Ted Anthony SO55-57 was on the Commissioning Crew, and was transferred to another boat before this around the world cruise began. Cal has not commented specifically regards this cruise although he looks to be having fun. Your Editor will bring this National Geographic issue to Charleston.

SEA POACHER BOOK ADDENDUM #2 ?

Well, we did a 629 page WE REMEMBER SUBMARINE SEA POACHER Book in 2008 and added a 52 page Addendum in 2009 on Peru and the final disposition of Sea Poacher. According to Ted Anthony SO55-57 there were a few stories he did not get included in the Book and other shipmates also have stories they wish they had submitted in 2008. Accordingly, your Editor is willing to go for a second addendum. Here are the rules! Email submissions with jpeg photos to drannyeske@gmail.com by 1 February 2014 are preferred. If you do not have email and need to write it out, I will decode and retype it. Send it, with hard copy photos, to Lanny Yeske, 1063 MacArthur Place, Forest, VA 24551-1931. All photos will be returned to you. I will do very limited editing except where asterisks are needed to avoid an X-rating as done with the original book. We are not looking for any Association profit here, but there will be a charge prorated for costs which should be minimal. It all depends upon the size of the input and shipping costs. However, the first release will be at the April 2014 Reunion and not before. Send you inputs! If the input sent is not large enough to merit an addendum (like 52 pages), your stories will be published in the Sea Poacher Association newsletter.

MORE ON THE CHARLESTON REUNION

The planned party continues to get more exciting. Chairman Jon Nagle says the first drink on 29 April 2014 is on him. He is full of ideas, and we will also have the BEST SEA STORY CONTEST where you can win a free night at the Holiday Inn hotel. Have you ever been in a group and wanted to tell a sea story, but the group was not interested. The solution is to come to Charleston and enter into the contest. It could be about the best thing you ever did (not restricted to when you were on Sea Poacher), or your worst hangover, biggest mistake, most scared situation, or whatever. You will have the opportunity to tell your sea story at multiple venues from the opening barbecue to the final banquet. And you know what? Nobody will laugh (not guaranteed), because we have all been there and done that. Cal Cochrane also has some wonderful surprises for reunion attendees. And Jon, just weeks ago, announced that he has secured a movie star to speak at our banquet, in addition to our mystery speaker. God only knows on this movie star!

And also be part of the formal CREW PARADE as we march from the entrance of Magnolia Cemetery to the Confederate submarine grave site, led by a Scotch bagpiper, for our Tolling of the Bells Ceremony. TAPS will also be played by a military service person. We realize that not all of you will be able to attend. So send us an 8 by 10 photo which we will carry in the parade. Even though you are not present physically, you will be there in spirit.

SEA POACHER MEMORIAL PLAQUE



Jack Merrill TM61-63 presentation 9 May 2013 to the family of Thede (Ted) Tooma QM 47-51: Daughter Valerie Tooma and grandchildren Janet Cody, Bridget Lewis, Pharon Vaicaitis, Jacklyn Campbell and Ted's great-grandson.

DISCOVERY OF 41 GERMAN U-BOATS

From Bill Buckley. British archaeologists recently discovered 41 German U-boats sunk during World War I off the coast of England, together with three English submarines. Most of the submarines sank with their crews still on board. It is not clear what happened. All of the sunken U-boats are relatively close to the coast, at depths of no more than 50 feet, according to the diving archeologists. At the beginning of the war there were only 28 U-boats, however, the Germans caused great losses to Great Britain as the fleet built up. Some 187 of the 380 U-boats used by the Germans in World War I were lost. Conditions inside the boats were claustrophobic and extremely hot. There were cases in which entire crews were wiped out when a torpedo misfired. They had to come dangerously close to enemy warships. And if spotted, they became easy prey. These early submarines also moved through the water very slowly. The British divers are examining the wrecks with ultrasound sonar devices they wear on their wrists like watches. These allow them to measure hull thickness and determine the extent to which corrosion has already eaten away at the hull. The U-boat graveyard is gradually disintegrating and time is critical. Under the strict guidelines of the UNESCO Convention on the Protection of the Underwater Cultural Heritage, the World War I wrecks sitting on the seafloor are currently not even considered archeological artifacts deserving special protection since they are still shy of the 100 years required to attain this status. In cases where mines or torpedoes have torn large holes into the vessels, the archeologists can see inside. When this is not the case, robotic vehicles will cut open the hatches and go inside. It is an extremely dangerous job. Sometimes there are two or three German U-boats lying in close proximity to one another and seems evident of a certain German combat strategy which was now torpedoing and firing guns at British commercial ships on a large scale. The Royal Navy reacted by providing the freighters with warship escorts, as well as using airships and aircraft to spot enemy submarines from above. German military strategists devised a plan to break up these convoys by simultaneous attacks from several U-boats although it was difficult to coordinate.

NAVY HYMN SUBMARINE VERSES

Lord God, our power evermore, Whose arm doth reach the ocean floor,
Dive with our men beneath the sea; Traverse the depths protectively.
O hear us when we pray, and keep them safe from peril in the deep.
(Written by David Miller, 1965 and no information found on him)

Bless those who serve beneath the deep, Through lonely hours their vigil keep.
May peace their mission ever be, Protect each one we ask of thee.
Bless those at home who wait and pray, For their return by night and day.
(Written by Rev. Gale Williamson, date unknown and no information found on him)

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Forts Moultrie (Left) and Sumter (Right). We will tour both at the 2014 Reunion and also see them from the yacht *Spirit of Carolina* with breathtaking views of Charleston. Climate controlled with open observation decks, she is finely appointed. During this three hour cruise we will have a four course gourmet dinner with costs included in our activity package. There will be a cash bar or drink tickets purchased in advance. Dress is “nice casual.” Forget the high heels.

