

SEA POACHER ASSOCIATION



DEDICATED TO THOSE WHO SERVED ON THIS INCREDIBLE SUBMARINE!

VOLUME 13, ISSUE 4

OCTOBER 2015

EDITOR: LANNY YESKE LTJG 61-63

PUBLISHER: BILL BRINKMAN EM 60-62

LAST CALL BRANSON REUNION

8-12 NOVEMBER 2015

OUR REGISTERED ATTENDEES AS OF 1 SEPTEMBER 2015

Joe and Stella Murdoch ET62-63; Bill and Lin Brinkman EM60-62; Dewey (Dwayne) and Dottie Reed SO62-63; Chuck, Bobbie, and Robin Kilgore EM63-65; Robert and Carolyn Acor QM59-60; Merlyn and Shirley Dorheim TM64-67; Byron and Margaret Lennox FN62-64; Ivan and Marjorie Joslin LT60-63; Cal and Joyce Cochrane MM55-56; Vincent and Sharon Sottile (Honorary Submariner); John and Annette Snook QM59-61; Arne and Evonne Weinfurter MM63-66; Richard and Shirley Fox CO63-64; Richard and Karel Earl EN63-65; and James and Roseann Halbert MM62-64. Also, we are delighted to learn that several Hooters from Sea Owl (SS-405) are planning to attend including Roy Purtell TM66-69 Association President, Greg Hankin SN67-68, Ed Welch CS66-69, Rocky Rockers EN56-58, and likely Mike and Theresa Jansen TM59-63. Our two boats have shared several reunions beginning in 2003 and always a pleasure.

STILL NOT TOO LATE, BUT RESERVATIONS ARE NEEDED NOW!

SEE REGISTRATION FORM ON THE NEXT PAGE

This promises to be another great reunion. The only schedule change is to place Mel Tillis in one of the shows as a replacement for Clay Cooper, who is still in another included show. So nothing is missed and a big add-on!

SEA POACHER OFFICIAL REUNION BRANSON, MO 8-12 NOVEMBER 2015 REGISTRATION FORM

NAME _____

SPOUSE OR GUESTS _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ EMAIL _____

ANY PHYSICAL OR DIETARY DISABILITIES? _____

OUR HOST HOTEL: THE GRAND PLAZA, 245 NORTH WILDWOOD, BRANSON, MO 65616

Call the Hotel at 417-336-6646 for room reservations. Mention the group code of SEAPOA for the reduced rate of \$90 per room per night plus tax that includes a hot buffet breakfast for two. This rate is good for both three days prior and after the reunion based on availability. If attending the early shows on Nov 8, you may want to check into the hotel on Nov 7. Rooms not reserved by 8 Oct 2015 will be released from the group block. We have Treasury funds available to assist in costs, if needed and requested.

OUR GREAT ACTIVITY PACKAGE INCLUDES:

Hospitality Room and Welcome Aboard Packets with Name Badges
Red, Hot and Blue Show with Lunch and Vietnam Veteran's Show
Welcome Aboard Reception and Deli Buffet in the Hospitality Room
Guided Tour and Lunch at Keeter Center followed by Tolling of the Bells at Veteran's Grove
The Mel Tillis Show and the Brett for Vets Show
The Showboat Branson Belle Dinner, Show, and Cruise on Table Rock Lake
Ride the Ducks in the Veteran's Day Parade
Final Banquet with Entertainment
Silent Auction, Vocal Auction, Sapo Game, and All The Rest
Transportation to all Group Activities, Reunion Website, and all Taxes and Gratuities.

Activity Package: # of Attendees _____ times \$290 per person = \$ _____

The Lettermen in Concert _____ # of Attendees X \$45 pp = \$ _____ **Total Due = \$ _____**

If attending the Free Red, Hot, and Blue Show # of Attendees: _____

Fifty percent of the Total Due by 8 Sep 2015 with the balance on 8 Oct 2015.

No refunds after 1 November 2015 on the Activity Package.

MAIL THIS FORM WITH CHECK PAYABLE TO:

Gatherings Plus P.O. Box 1023 Branson West, MO 65737

Check out the reunion details at website www.reunionpro.com. Then click on the reunions link, type in USS Sea Poacher, click apply and then click on the second Sea Poacher logo.

Questions? Contact Joe Murdoch at jdmurdoch13@comcast.net or

Bill Brinkman at seapoacher@austin.rr.com

KEN BONNELL - OUR ONLY UNQUALIFIED CPO

His first comment: An article on me? Lord, you must be desperate for filler! Okay, let me start out at SUB-SCHOOL as a First Class RM 1957, I was in charge of a 30 man section. We went to and from class in marching formation, and they learned when I said "Class Halt!" I wanted to hear two feet hit the pavement, BAM! BAM! One afternoon, the Base Commander was visiting and heard us. He said what is that and was informed: "Sir, that's Bonnell's class arriving." One morning, I noticed one man not wearing a belt. I asked him where it was and he said he just did not like wearing one. I said: "The uniform of the day is dungarees, That means black belt with brass buckle. When we fall out this afternoon, you wear a belt." Well, he showed up without one. I said nothing to him, and went to see the Chief of the School and told him what happened. We'd been in class an hour when the Chief walked into the classroom. The instructor was surprised, but before he could even ask why he was there, the Chief called out his name and asked "Where's your belt?" His response was, "Um, er, well..." The Chief said: "Didn't Bonnell tell you to wear a belt? The reply: "Yes, he did." The Chief said: "Go to the barracks and pack. Then go to the personnel office and pick up your orders to a tin can." Without another word, he left, followed by a stunned offender and class, as well as a surprised but smiling instructor. I knew I was right, but it didn't feel good. So after class I stopped by the Chief's office. The door was open and he said: "Bonnell. Come in. I know, you feel like a dirty, rotten lowdown b***** for getting him kicked out of submarines. Well, you did the right thing, so get over it. Submarines aren't like surface ships. Our crews are totally dependent on each other. They all need to know that if things go wrong, every man will instantly do what's right and not question orders. On a surface ship one man can make a mistake and there's time to correct it. Not on submarines. One man's mistake can cause the loss of a boat and crew. I know you feel bad, but the longer you're in submarines the time will come when you'll know what you did was right." And he was right. Quite a lesson. Interestingly, the next morning when we fell out, I sensed a change in my class. None of them said anything, but it was a combination of, "Gosh, when Bonnell says something, I better pay attention."

Well, maybe a short tale of reporting aboard Sea Poacher in 1957 when she was in a Charleston dry dock. I gave my papers to Yeoman Martin Riggs and was told that Captain Carl Davis wanted to see me in his office. Now, I'd been in 1945 on Sagittarius (AKN-2), Mosopelea (ATF-158), Bennington (CV-20), Guadalupe (AO-32), a CA, and William R. Rush (DDR-714), and no commanding officer ever wanted to meet me. I liked that. Skipper Davis got up from behind his desk, walked around it and approached me, with hand outstretched and smiling said: "Welcome aboard, Chief, glad to have you aboard!" Surprising, since I was a first class. I said "I'm not a Chief; I'm still a first class." He said: "But you made Chief, right?" I responded: "No, sir. In an issue of Navy Times I saw my name, but nobody ever came to officially tell me. So after a couple of weeks I figured there must be another Kenneth M. Bonnell who made it." Well, the CO knew that was wrong, because notice of my promotion had been sent to Sea Poacher. "Yeo!" he yelled, "get me SUBSCHOOL personnel office on the phone." A few minutes he had them on the line and asked what was going on. He said I was in his office telling him I had not made Chief and Sea Poacher already had the word he had. He listened a bit, and then said: "Well, damn!" and hung up. Turning to me he said "Congratulations - Bonnell. You made it. Effective September 16 you'll be Chief Bonnell." I said: "Why didn't they tell me in SUBSCHOOL?" With a lot of sarcasm in his voice: "They thought that if they told you, that you would quit submarine school! Can you believe that?" I was really happy but wondered about the mindset of the personnel office. Had they forgotten that submarine duty was voluntary and that I had volunteered? So, I made Chief before qualifying, and it was obviously pure joy for some dolphin-wearing seaman or third class to come to the After Torpedo Room and roust me out of the rack with: "Okay, up and at 'em, you unqualified puke. Time for school of the boat." Come September, like a Cicada shedding its shell, I left my first class uniform on the bunk and put on a new one. After 12 years I reached the top of my career ladder. We were in Piraeus, Greece at the time tied up near the ammo ship Mount Katmai. No sooner had I came up on deck when several pairs of hands grabbed me and ONE! TWO! THREE! Over the side I went. One kind shipmate held my hat as I sailed through the air hoping those guys hadn't tossed me hard enough to hit the ammo ship. Smiling broadly I started swimming back to Sea Poacher. As I almost reached her, the guy holding my hat said, "Hey, Chief! You forgot your hat!" and sailed it out over my head toward the Katmai. So I had to swim back to get it, put in on, wet and all, and swim back to Sea Poacher. Then many helping hands took me aboard and there were lots of handshakes and



“Congratulations!” But of course, Chief or no Chief, I was still an unqualified puke. Organized as I was, I never did log in the date I qualified. Too excited, I guess. But suddenly I was not only a Chief, but a submarine-qualified Chief. And instantly, from officers and enlisted came the respect only dolphin-wearing sailors can earn. Sea Poacher had a Chief who was retiring when we returned to Key West. Everyone cycled through Control saying goodbye, shaking his hand, wishing him good luck and smooth sailing. As I stood there, a new member of the brotherhood of the sea watching all this, I began to get a hint of what it means to be a submariner. You can imagine my astonishment when the Chief turns to me, and says: “I want you to have these,” and hands me his dolphins; the old style, with the long, safety pin type clasp. What an extraordinary gift! I have them still. Sometimes, when I look at them I think how they left a long career in submarines with him and began a new one with me. I initially thought this shipmate was a QMC, but the timing was right. I now think it was TMC Phillip Sears who gave me his dolphins. I could be wrong.

I noticed on the Sea Poacher incredible events list, she was readied for the Lebanon Crisis but was never called up. I was on Sea Cat (SS-399) then, and we were headed for the World Expedition in Brussels. Instead, we get orders to arm torpedoes, forget Brussels and play War with NATO folks. Up and down assigned sea lanes we sailed, surfaced and submerged, crossing the Arctic Circle a number of times. And we were the center of attention when we pulled into Key West with the bow painted blue.

And you want more stories and photos? That will scare folks for sure. You sure this isn't a waste of time when you could be something worthwhile with your life? Okay, I will take another pill and get to work. The last thing I found a bit ago was the change of command at the Naval Comm Station at Nea Makri, Greece. And what is an RMCS (SS) doing in dress whites on the parade grounds you ask? I was initially Training Chief. When the time came for fleet wide tests, all eight radiomen failed their practical factors. I was called to an office with two LDO LTs who asked me why I had failed them. I said I didn't fail them; they simply failed the tests. They wanted me to retest them, because how would it look with not a single man passing. I said it would look like what it was - bad. So, it was a communications station and all radioman failed. Dah! Needless to say, I was reassigned to what you might call

Janitorial Supply Petty Officer. I asked for another meeting with the two LDO LTs who did not back me up. I told them as an E8 and once the COB of the Fleet Ballistic Missile Submarine Sam Houston (SSBN-611) making three deterrent patrols, that I was not happy checking on toilet paper and paper towels, and unless I was assigned to duty fit for my background, COMSUBLANT was going to get a long, long letter from me with a copy to BUPERS. As it turned out the Chief Master At Arms was being transferred and how would I like to be CMAA? Would I? Throw me into that briar patch! And that's why I was leading the parade at the change of command ceremony. Good job. No weekend duty. No watches. Just call me a land-locked COB. I had some Greek policemen under my command, and learned Greek, never fluent but kitchen style,

and enough to make myself understood. If I were certain the statute of limitations on various crimes had run out since my 1967 retirement, I would say more.

My wife and I, and three kids, initially settled in Ledyard, CT. The NavRecSta in Brooklyn offered me a CMAA three year position and a boost to E9, but I declined it to spend more time with my family. I asked Ken about what happened between 1967 and 2014, and he responded: “Other than my parole officers who cares!” *ASIDE: Well, your Editor cared. And while still not convinced on the total validity of this article or if it was worth the amount of time being devoted to it, like a good Ensign I delved deeper. The COB was actually deserted by his parents and family. He had a strong interest in the South Pacific in the early 1970s. At Port Moresby, he bought a 12 foot boat with an outboard motor, loaded all his possessions, and found his way into the Solomon Islands. He settled on Panapompom, an uninhabited 43 acre island 100 miles NE from New Guinea. There he found a derelict Japanese concrete gun emplacement which he converted into living quarters. It was only 200 square feet with narrow windows, but it did have a decent beach view. Ken also found a WWII aircraft down on the beach. Using materials therein, he made a still, and claimed to make the best coconut cocktails on the Island. Earlier reports were they were a bit oily, but that either went away or he got used to it. I also learned that he took daily walks around the Island which took 35 minutes, and he amassed a wonderful sea shell collection. It took him 40 years, before he converted the 10 HP motor from gas to alcohol, and then returned to the U.S. There was not a big welcome from anyone. He apparently went Asiatic on Panapompom as shown here. Yeah, this is our renowned COB!*



A later story on the Sam Houston (SSBN-609G) that must be told. On my first tour as COB, or was it SOB, no one is certain of that, I entered the After Engine Room to locate spaces to store stuff and was met by a nuclear qualified Chief who said: “COB, you take care of everything forward of the Reactor Compartment, and I will handle everything back here.” That was a bad move on his part. There ensued a short, emphatic, one-sided conversation during which he learned that I was not COB of part of the boat, but COB of the WHOLE boat, and if I said something had to be stored in the engine room all I expected from him was: “AYE COB!” End of the problem. By the time I had retraced my steps and was entering the Mess Hall someone whispered: “Watch it! Here comes the Chief of the WHOLE boat!” That pleased me, because that was exactly what I intended to be; and I was.



The COB never ends on his sea stories so one can only bear up with him or suffer both mental and perhaps bodily harm. This 1945 photo was leaked to the Japanese, who likely surrendered knowing he was coming. Circa 1948 Ken was leaving ET school with orders to report to the Guadalupe (AO-32) in Norfolk after 10 days leave. His brother-in-law, a recently discharged Aviation Ordinance Man, told him an AO was a yard oiler that never left the shipyard harbor. So with his sweetheart the plan was to get married, find an apartment in Norfolk, and have easy duty for a few years. When he first saw Guadalupe, the same length as the Washington Monument, he did not think she was ever leaving the harbor, quite the opposite. Reporting aboard, he was told she was leaving in two days. When he told his sweetheart about it, she was not pleased and became volcano angry. We hit Gibraltar, and Port Said where he said Cleopatra was a sweetheart and on that you could bet your sweet ASP. We continued on to the Suez Canal, Red and Arabian Seas, Persian Gulf, Ras Tanura, and the trip was only half over with months to go. Some time later I received a Dear John letter which surprised me, since my name was Kenneth.

Actually, Lanny's story on Panapompom Island brought tears to my eyes as I had not thought about that place and grass-skirted topless damsels for years. (*Editor Note Again: Delusionary as the Island was not habited*). I made my way to Greenville, Mississippi and will remain here until I find a mechanic who can fix the brakes on my 1967 Italian Bonelli, hand-crafted, hand-painted, two-seat convertible. My wives have passed on, and my three kids, two daughters in computer work in the Northeast, and a pilot son for American Airlines in Florida continue. I had a heart attack in Nov 2014, but what 87-year-old hasn't? Had two stints put in, and today my energy is almost at the pre-heart attack level. The cardiologist wanted to put in two more, but my March 2015 stress tests say all is well. I'd almost forgotten that the worse place to be when you're ill is in a hospital; some things never change.



Finally, you know a COB of his stature will have the final word on his article. Besides, as a writer he contributed seven interesting pages of our WE REMEMBER SEA POACHER book. He also is a past writer for this newsletter under Jack Merrill, and in three issues from July 2007 to January 2008 had a column of FROM MY PERSPECTIVE which included Calls from God. There is a lot of good material and worth a revisit of your time, or a visit if you have not seen it. In any case, I decided to do an Internet search on his full name and found many hits. He is an accomplished bird watcher for one thing. As well as an acrostics and cryptogram expert. In addition, you can find his comments on Amazon and elsewhere as a political book advisor. And then to find out he is an accomplished poet is almost too much. It will bring tears to your eyes. It's about his pet 12 foot alligator **SWEET NELLIE MAE**:

Here's a recent photo, have you even seen anything cuter? It was taken a week before, unfortunately, I had to shoot her. When my other pet, a little lap dog, went missing I had a hunch. Had the vet check. He said Nellie Mae had the thing for lunch. You know that did upset me some, but I let her stay anyway. At least she'd keep the neighborhood dogs and cats away. Then one Saturday my buddies and I were sharing a keg, Miss Nellie Mae slithered up unnoticed and bit off half my left leg. The insurance company wouldn't pay, said it an act of God. I said, "No, it was an act of an alligator, same one ate my dog." "Besides, haven't I paid my premiums? I don't want to beg." They stood firm and said they'd only pay for a wooden peg leg. Finally I gave in and said: "Then just glue it to the stump, And my friends will recognize me by my thump, thump, thump." The hospital said the bite had to be reported, it was their duty. Showed 'em Nellie's photo; how could they tell on such a cutie? We shouldn't really blame her; as a pet she had been sweet. She was hungry, and I happened to be the nearest piece of meat. Friends comfort me that day when my old friend had to die, And even now, brand new peg leg and all, I tear up and almost cry. Before I shot her, my last words were, and she understood. "Goodbye, sweet Nellie, I forgive you for this leg of wood." So...that's the story I told you, the special one I had in mind. And if you ever think of my dear old friend, please try to be kind, Things aren't always as bad, if we take a closer look. Check out this handsome alligator boot and my sweetie's new pocketbook.

Was it was fun putting this article together with Ken? Absolutely! Ken even said he enjoyed dusting off old memories and thanked me for stirring them. One of his last remarks was: "I should have stayed for 30 years." Ken, if you wanted to write more articles for the Newsletter, I believe the Association would welcome that.

WHO WANTS TO BE NEXT TO DESCEND INTO THE SECRETS OF THE PERISCOPE WELL?

SUBMARINES USED IN MOVIES & TV

We all know of Sea Poacher being used in the 1951 *The Frogmen* movie with Richard Widmark, Dana Andrews, Gary Merrill and UDT Team 4. However, there were



over 200 others and you may find a few surprises. Here is the 1954 Redfish (SS-395) with a “dummy” rear fin configured for Nautilus in *20,000 Leagues Under The Sea*. The Aspro (SS-309) was in the 1958 *Battle of the Coral Sea* with Cliff Robertson. The 1956 *Colonel and I* with Danny Kaye used the Remora (SS-487). There was also *Crash Dive* in 1944 with Tyrone



Power and the platform was Marlin (SS-205) with O and S boats in the background. *Crimson Tide* in 1995 with Gene Hackman and Denzel Washington used the Barbell (SS-580) which was in the process of being scrapped and her entire superstructure/sail was reconstructed out of plywood. The Pampanito (SS-383) was in the 1996 *Down Periscope* with Kelsey Grammer. Charleston Heston in *Gray Lady Down* used the Trout (SS-566) with actual cast training on the Gurnard (SSN-662) with no filming allowed by the Navy. Ronald and Nancy Davis Reagan starred in *Hellcats of the Navy* in 1957 where the Besugo (SS-321) was the platform. The Silversides (SS-236) was used in 2002 for the horror movie *Below* with Bruce Greenwood, but she had to be towed on scene in Lake Michigan. Then there is the *K-19: The Widowmaker* in 2002 with Harrison Ford. This one used the Soviet Juliet Class K-77 for K-19 with the Canadian Ojibwa as the Soviet Whiskey S-270.

In the *Hunt for Red October*, the Houston (SSBN-609) was used for Dallas, Permit (SSN-594) for the sub in dry dock, and Blueback (SS-581) was the Russian Alpha. The Louisville (SSN-724) was the sub for the helicopter drop with Alex Baldwin with the Salt Lake City (SSN-716) used for training Scott Glenn. The Ronquil (SS-396),



Blackfin (SS-322), and Sterlet (SS-392) were all in *Ice Station Zebra*. In *Move Over Darling*, with James Garner and Doris Day (left), the Blackfin (SS-322) was again used in 1963. *Murphy's War* in 1969 had Tilefish (SS-307) as a U-boat. In *Noon Sunday* with Leonard Nimoy, we found the Razorback (SS-394). Chopper (SS-342) was the platform for Bob Hope's 1968 *The Private Navy of Sgt. O'Farrell*. Then *On The Beach* with Gregory Peck and Ava Gardner in 1959 used the Volador (SS-490). *Parrish* with Troy Donahue in 1959 used the Jallao (SS-368). The 1957 classic *Run Silent Run Deep* with Clark Gable and Burt Lancaster, Bream (SS-243) was the main boat and Redfish (SS-395) served as the NERKA. Several boats were used in 1951 *Submarine Command* with William Holden and William Bendix including Sterlet (SS-392), Ronquil (SS-396), and Segundo (SS-398). The 1950 *Flying Missile* (right) with Glenn Ford used the Cusk (SS-348). For *Tora Tora Tora*, Carbonero (SS-337) is the

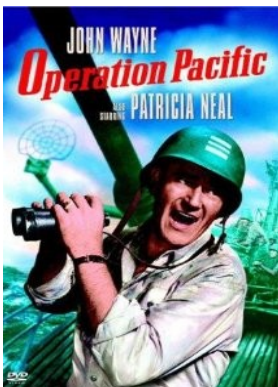


boat. *Morning Departure* in 1950 used HMS Tiptoe. In the classic 1959 *Operation Petticoat* there is the pink Balao (SS-285) with Archerfish (SS-311) (left photo below) used for all underwater scenes. However, the Queenfish (SS-393) was the platform used at the beginning and end. Your Editor visited the Balao in 1961 and viewed the totally pink wardroom. It was unique. However, our 1944 XO R.K. Worthington took command of Balao in 1945 and sank 7 Japanese ships. Never modernized, parts of Balao are on display at the Washington Naval Shipyard. Sorry, there were no Oscar nominations for Balao's performance during the war or as the pink submarine in Key West. This was one good boat!



Another long lost movie is the Italian *S.O.S. Submarine* done in 1941. No actors except a real Italian submarine and its entire crew of 80 men trapped below. Capitaine (SS-336) was used in the 1964 *In Harm's Way* and Cubera (SS-347) in the 1955 *It Came From Beneath The Sea*. Well, there are also some **big ifs** where a submarine was used in *Hell and High Water* with Richard Widmark in 1954, *Torpedo Alley* in 1952 with Mark Stevens, *Torpedo Run* in 1958 with Glenn Ford, and Dan Dailey's 1958 *Undersea Warrior*. Many conflicting comments here.

However, nothing could be even be hinted at for using a submarine in a large number of other films, and thus mock-ups were used in the 1957 *The Enemy Below* with Robert Mitchum although a real destroyer was filmed, *Up Periscope* in 1959 with James Gardner, the 1943 *Destination Tokyo* with Cary Grant, *The Abyss* in 1990, Frank Sinatra's 1996 *Assault On A Queen*, the 1986 *The Fifth Missile* with Robert Conrad, the 1942 *Submarine Raider*, the 1958 *Underwater Warrior*, *Men Without Women* in 1930, *Phantom* in 2013 with Ed Harris, *Gung Ho* with Randolph Scott in 1943, *Submarine Alert* in 1943, the 1943 *Submarine Base*, *The Three Stooges in Orbit* (anyone you know), MacDonald Carey in the 1950 *Mystery Submarine*, *Submarine X-1* with James Caan in 1969, William H. Macy's *In Enemy Hands* in 2004, the 2006 *Ghostboat*, Richard Widmark in the 1965 *Bedford Incident*, Clint Eastwood in the 1982



Firefox, *Full Fathom Five* in 1990, the 1996 *The Russians Are Coming*, *The Russians Are Coming*, and unbelievably *U-571* in 2000 with Matthew McConaughey, where the entire story is false which the Brit's objected to. The 1951 *Operation Pacific* with John Wayne was loosely based on Angler (SS-240), Growler (SS-215), Dace (SS-247) and Darter (SS-227) patrols, but it was low budget and only old footage, models, and tanks were used. Towing wires and swimming pool sides can be seen. Who would have thought there was this much smoke and mirrors from Hollywood? Then there is *Das Boot* in 1981, arguably the best submarine film of all time. There is only one U-boat that still exists and being on display in Germany it could not be used. However, the movie was based on actual U-boat exploits and great care was taken in making the three models used. Old U-boat bases in France were also employed with outstanding submarine advisors.



And in the I CAN'T STAND IT DEPARTMENT, I purchased a few years ago *The Atomic Submarine* 1959 movie with Arthur Franz and Bob Steele from oater films in the 1920-40 period at \$10. It is so bad that it is actually entertaining. When the alien menace destroys the submarine fleet it drops even below Grade B when the men of the Tiger Shark are locked in mortal combat with an extraterrestrial invader with the fate of the Earth depending on them. Anyway, I put it up for silent auction at the Charleston Reunion and there were several bids. However, wife Fran, forgetting I had donated it, outbid everyone and so I got it back for another \$10. There is no justice!

Then I recently found a few dozen other movies that never used a submarine like *Above Us The Waves* with John Mills in 1955, *Agent Red* in 2002 with Dolph Lundgren, *Beach Blanket Bingo* in 1965, *Cockleshell Heroes* in 1965, *Damien* in 1974, the 2000 *Danger Beneath the Sea*, *Deadly Crossing* with Steven Seagal, *Fer de Lance* in 1974, *Going Under* in 1990 with Bill Pullman on the USS Substandard, *Out of the Depths* in 1945, the 1931 *Phantom Submarine U-67* with Alan Hale, the 1937 *Submarine D-1* with Pat O'Brien which for some reason cut out all scenes with Ronald Reagan, *Sharks and Little Fish* in 1957, the 1939 *Spy in Black*, *Submarine* in 2010, *Submarine Seahawk* in 1958, the 1975 *The Land That Time Forgot* with Doug McClure, the 1980 *Sea Wolves*, *Two Man Submarine* in 1944, and *U-Boat Prisoner* also in 1944. The 2013 *Phantom* with Ed Harris used the Soviet Foxtrot B-39 which is on display at the San Diego Maritime Museum. Eighty percent of the film is shot aboard this boat. A recent submarine movie is *Black Sea* in 2015 with Jude Law. It uses an old Russian submarine to look for \$200M in gold on a sunken German U-Boat in the Black Sea. Another 2015 film is *Subconscious* which uses the Lionfish (SS-298) on display in Fall River. Finally, I should note the National World War II Museum in New Orleans has an interactive mock-up of Tang (SS-306), the boat whose service is depicted in *Submarine Command* and worth a visit if you are down that way!



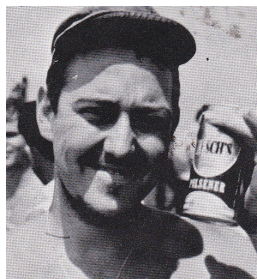
On TV, the Roncador (SS-301) was painted pink for the *Operation Petticoat* series. In *Silent Service*, the boat often cited was Redfish (SS-395), but the series was focused on 20 other U.S. submarines. The 1964-68 TV Series *Voyage To The Bottom Of The Sea* was entirely done with models. The 2000 version of *On The Beach* with Armand Assante also had no submarine. And surprisingly no sub was used in the *War and Remembrance* TV Series with Robert Mitchum. Nothing was cited for the 2012 *Last Resort* either. There could be a few errors here, but references were checked. There are at least another 100 plus submarine movies out there with no information as to platforms used, if any. This was a very time consuming article to put together. Much of it came from *submarinesailor.com* and *navy submarine movies*. Verified corrections are welcome. Otherwise hang onto your Hollywood fantasy! I do!

STEEL BEACH PICNICS

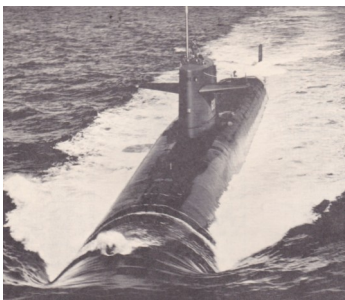
A submarine ritual. Photos courtesy of Jack Ensminger and Rick Campbell who has a website named WELCOME TO SUBMARINE 101 and at <http://www.rickcampbellauthor.com/style>. Left photo likely Grenadier (SS-525) and right a Trident 50 years later. Only done when operations and weather permitted, and a major cookout on the main deck with steaks, burgers, and hot dogs. There was usually a swim call with pasty-white submariners jumping ship. Because of possible sharks, there was always a marksman on the Bridge with a rifle. According to Rick, he was not there to shoot the shark, just the farthest guy out, so the rest could make it back. Did it get any better?



Actually it did. Baya (AGSS-318) made a seven month sonar research patrol in company with the Australian Submarine Otway in 1969 and two oceanographic surface ships to the South Pacific and Indian Oceans. Weather permitting a picnic was held every few weeks with Baya furnishing steaks and Otway the beer. Two cans for each sailor was strictly enforced by the onboard XO. Another great boat.



Then there were the boomers like John Adams (SSBN-620) whose 56 day patrols were submerged and not conducive to topside picnics. Halfway surprising that nearly everyone in the crew experienced an onboard sickness during this part of the patrol. Accordingly, Bay in the Crew's Mess where all were medicinal locker to preclude any spread-some onboard who were in such bad nectar. Because of the nature of the paper It was a sad situation and many of the



through events were always held and it was crew experienced an onboard sickness during the Captain personally administered Sick dosed with one stiff shot of brandy from his ing of the infection. I personally know of shape that they could only slowly sip the cups, they actually absorbed the medicine. cups were chewed like gum.

Then there were also unverified stories of officers who would stock up on Scottish candy laced with various sorts of cordial liquors at Dunoon on the south shore of Holy Loch. They supposedly had one for an aperitif every night before the evening meal. Not much in them, and they can still be purchased today.

I do not suspect that any of our Sea Poacher shipmates have any stories in this regard, pillars of propriety that they are! Yes, I remember the bus parked near the boat in West Palm Beach! If so, lay it on me for publication.

PRESIDENT'S REPORT-BILL BRINKMAN

1. Dues: We have 214 Life and 28 Regular members (including 30 widows). If you're a Life Member or have paid your 2015 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. Chopper (SS-342) and Diesel Boats Forever from Bill Buckley: Here is a 16 minute video done by the late Phil Worful on Chopper in the late 1950s and published through USSVI on 27 April 2012. Several songs by Tommy Cox and footage of Archerfish (SS-311) as well. At www.youtube.com/watch?v=2F9ThfolH6C&feature=youtu.be

5. New "In Memoriam" Videos: Jon Nagle and Jack Merrill teamed up to redo this section of our website, and have split it into three sections of the 40s, 50s, and 60s. It is extremely well done and impressive. Check it out.

6. Words of Wisdom: From Commanding Officer Bill Gibson (53-55) of Kilmarnock, VA who has a never ending supply. Here are a few: (1) Old age is coming at a really bad time, (2) If God wanted me to touch my toes, he would've put them on my knees, (3) I'm going to retire and live off my savings. Not sure what I'll do the second week, (4) Of course I talk to myself, sometimes I need expert advice, and (5) Last year I joined a support group for procrastinators. We haven't met yet.

7. Spy 51, Vietnam POWs, Submarine Grayback, and Seal Teams: From Richard Raish LT, SC, USNR, and Lanny. Here is a true story kept under CIA wraps for over 40 years that you have probably not heard before and Navy. It is 51 minutes long, but it will have your attention and be difficult to stop viewing. Check it out at <http://vimeo.com/user32618373/review/124635885/cac76f8ca9> with hanoi as the password. Incredible is not enough!

8. First Enlisted Females to Michigan (SSGN-727): From Richard Raish and 38 have been selected to report next year. Many applicants were turned away and will try again for Florida (SSGN-729). With 50 officers already on-board, by 2021 there will be several hundred in both the officer ranks and crew ratings. Sort of different for all of us.

9. Stiff Punishment for Video-Taping Officers on Wyoming (SSBN-742): From Lanny and www.military.com. The first of seven enlisted sailors charged pleaded guilty to 2014 illegally video-taping four female officers in the sub shower area. This missile technician on 30 June 2015 was sentenced to 10 months in a Navy brig, reduced in rate, and received a bad conduct discharge. Most recently, three others have pleaded guilty, with punishments ranging from 15 days confinement to two years in the brig. Another one was found not guilty. More to come on this.

10. Corinth Canal Photo for COB Ken Bonnell (57-58): Yeah, he is looking for one from the main deck or sail. He has an extremely poor photo from the forward tow line. Let me know if you have one. Ken promises a reward of large grits from MacDonald's to the provider. Lanny asked him if COB meant *Crusty Ole Buzzard* and was sternly rebuked by its true meaning of *Cheerful Obliging Beneficent*.

11. Antics of Seadragon (SS-584): From Bob Young SA58-59 and John Savory EN58-61. For 16 minutes of home video fun of the crew taken in 1973 go to <http://www.youtube.com/watch?v=Er1KAF2R9D8>.

12. Just a Common Soldier (And a Sailor Died Today): Thanks to Ken Owen RMCM (SS) USSVI Scamp Base and John Savory EN58-61 for this moving and very powerful five minute tribute by a superb Tony Lo Bianco to all our veterans at <http://justacommonsolcier.com>

13. Sherry Baby from the Jersey Boys: Thanks to JJ Lynch CS59-62 for these really good songs done by the U.S. Navy Band Sea Chanters. Go to <http://www.youtube.com/embed/IXIHV1-YPxM?rel=0&autoplay=true>

WHERE IS YOUR BOAT TODAY?

Here is another Sea Poacher first! Have you ever wondered where your boats are today? Your Editor has prepared a 65 page DVD where you will find the answer for nearly every U.S. submarine from WWII to 2015. It was determined from 100s of sites on the Internet. Is it new information? No! It can be found on the Internet, but it takes a great deal of effort and time. This has been done and collated into one document that should be of interest to every submariner. This listing includes over 600 boats beginning with the 52 lost in WWII. Then there is a discussion of the full 25 U.S. museum boats, as well as information on other different memorials and monuments to the submarine force. This is followed by a listing of diesel submarines that have been scrapped with parts such as sails, conning towers, periscopes, screws, and other items preserved at various locations here and abroad. Then we progress to nuclear submarines that have been recycled as well as those currently awaiting their fate at various sites in the U.S. This is followed by a list of over 80 submarines that were transferred to foreign countries including their disposition, fate, or establishment as a memorial. Finally, there is an account of the dozens of our submarines that were sunk as targets or in other unusual events. Initially, I intended to include over 60 unusual photographs of boats in various stages of glory, peacetime, deterioration, scrapping, or recycling. However, there appeared to be various copyright issues. It was decided to just reference the Internet locations of these sites and let the reader easily search out the details. However, there is a special section on the unusual fate of Sea Poacher with photographs. This is a fund raiser with profits to our Humanitarian, Memorial, and General Funds. Copies may be ordered at \$20 each from: William Brinkman (see Page 12 for mailing address).

WWII U-BOAT ATTACKS OFF U.S. EAST COAST

Some excellent reading. First, is the 1990 best seller Operation Drumbeat: The Dramatic True Story of Germany's First U-Boat Attacks Along the American Coast in World War II by Michael Gannon. In the first eight months of 1942, German submarines sank nearly 400 Allied ships along the U.S. Atlantic Coast with a loss of more than 5,000 merchant seaman and sailors. It traces the incredibly exciting voyages of five U-Boats, basically unmolesed by the U.S. Navy, and who ignored British warnings. The Germans called it the *America Shooting Season*. Extremely well written in novel format and difficult to put down. The second is Grey Wolves: The U-Boat War 1939-1945 by Philip Kaplan in 2013. This covers U-Boat operations around the world and is also interesting. A section on the U.S. Atlantic Coast notes that ASW operations against the Germans was initially done for the first 18 months by the Civil Air Patrol until our Navy finally took over. In that period, CAP pilots flew 86,685 sorties, made 173 U-Boat sightings, dropped 82 bombs/depth charges, destroyed two U-Boats, reported 91 vessels in distress, and rescued 363 survivors. The CAP lost 90 aircraft and 59 pilots. Very reasonable prices at Amazon.com.

SEA POACHER MASCOTS

In our 2008 book John (Jack) Dubbs EN48-51 spoke of Spade and provided a photo of him in the barrel of one of our 5 inch deck guns. Check that out. Most recently, Bill Buckley TM50-56 added more on two of our other mascots. The first actually made war patrols with us, but was apparently killed in an automobile accident in front of the Royal Hawaiian Hotel. Then there was a third named CHIEF. Allegedly because of his light brown Heinz 57 mutt color, Bill confirms that was not the naming case but he just sat on his rear end all day and growled at people. CHIEF was a liberty hound, and while he had a liberty card he did not go ashore every night. When the mood suited him, he would sit by the brow and wait for someone. The four bars just outside the Key West Main Gate all knew him and had a bowl with his name on it. CHIEF often consumed too much and could not coordinate all four legs. However, he was a pleasant drunk and someone always volunteered to carry him back to 406. For some unknown reason he was a dungaree dog, and would not go on liberty with anyone dressed in khakis. On Bill's first liberty, he and shipmates escorted CHIEF into the Brown Derby, where the barmaid first picked up Chief's bowl, filled it with beer, placed it on the floor at the end of the bar, and she finally took our orders. Boot that I was I asked her why the dog got his first. She said: "He's a Chief and you are a grunt." Later that week we were at sea and for several days CHIEF was sick. He did have bad hangovers after liberty but nothing like this. We took him to sick call with our newly reported HMC. Obviously, he was not a Vet but he looked Chief over, gave him some pills, and getting worse gave him a shot. We took him back to his bunk and turned him in. Next morning CHIEF did not respond, and the HMC declared him to be on Eternal Patrol. At night we surfaced and the CO did a burial at sea. His final statement was: "No more mascots on this boat!" It was several weeks before any one went to sick call.

ANYONE HAVE A PHOTO OF CHIEF THAT I CAN PUBLISH NEXT ISSUE?

MEMORIAL PLAQUES

FREDERICK ROSCHER, Baker 3C(T) 44-48. Frederick departed for Eternal Patrol on 27 Nov 2014 in Plainfield, IL at age 89. He made our last three WWII patrols. Your Editor was in touch with daughter Sally and grandson Joseph Conklin for more information. He rarely spoke about the war. Joseph related that he was proud to have served in the Navy and had other ways of showing his pride. He enlisted at 17 and said the Navy offered him something no other branch could; three meals a day and a hot shower (not sure about the latter on 406). He also said there was a scary time when they had to surface in daytime to charge batteries and were spotted by a plane. They dove but were depth charged with the boat shaking. He also said they sank several wooden ships, as they were under orders to sink anything Japanese as they could provide supplies and radio in the location of U.S. ships. Frederick recalled torpedoing one ship, but the deck gun was used for the rest. Survivors were picked up, but one refused to be taken prisoner and was shot. They did get to Japan, and he remembered shelling a radio tower.

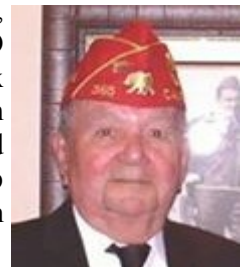


After the war, he spent another three years on the 406. When asked about the scariest time on board he said it was in a hurricane off South Carolina which was worse than the WWII depth charging. After the Navy, Frederick worked as a mason, mail carrier, and water plant technician. He enjoyed playing horseshoes, watching his 19 grand/great grand kids play sports, and visiting the local watering holes with stories running rampant. Joseph said that he was fortunate to hear some of these, and while the war played a big part of his life, it did not define who he was. Check website for other photographs.

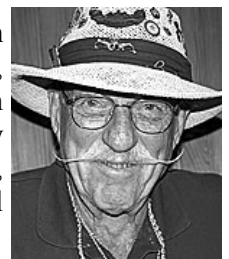
IRENE HARVEY, Submarine Wife. While not Sea Poacher, she needs to be included here. Excerpts below from The Dolphin News on 18 June 2015 by LTJG Daniel Mongiove and The Day Newspaper Obituary Section on 23 Feb 2014. To us via Len Heiselt and John Savory EN 58-61. On 23 April 2015, USS Annapolis (SSN-760) filled Irene's final request for burial at sea with her husband LCDR John Harvey (CO USS Thresher SSN-593) over the site of its sinking on 10 April 1963 off Cape Cod. With power and all work stopped, lights dimmed, and the flag at half-mast, a religious ceremony was held on Annapolis with Irene's remains committed to Eternal Patrol, followed by a gun salute and the playing of taps, she was reunited with her lost husband. Irene was a nurse, active in politics, sponsored and christened Flying Fish (SSN-673), and served on the Defense Advisory Committee on Women in the Services.



EDWARD CHARLES LANDIS, QM1 52-55 and QMC 63. Edward began Eternal Patrol on 30 May 2015 in Vista, CA at age 87. He also served on Trutta, Balao, Tirante, Grenadier, and Picuda. After Navy retirement, he spent 30 years in Florissant, MO working in banking, managing youth baseball, and with wife Pat raised six children. He later worked at the Camp Pendleton Marine Corps Base with the Marine Athletic Team before relocating to Vista. Edward volunteered for more than 45 years with the American Legion, 40 et 8, USSVI Scamp Base, and other Veterans organizations. His passions were Americanism and VA&R. Why he completed two tours on 406 remains a mystery.



LARRY F. REICHE, ET67-68. Larry departed for Eternal Patrol on 23 July 2015 at age 74 in Orange Beach, FL. After qualification on Threadfin, he also served on Trout, James Monroe, Chopper, Mackerel, Sea Poacher, Pollack, Remora, and Billfish before retiring as a CPO in 1976. He later owned a campground and rented spaces, boats, and canoes. Larry was also very active in the Masonic Lodge and was the local Lodge Master. He is survived by wife Gloria, children Veronica Gano and Theresa Rush. JJ Lynch CS59-62 and Doug Bishop IC63 will present our Memorial Plaque to the family in Jacksonville at a later date.



SEA POACHER ASSOCIATION

Bill Brinkman, President and Publisher
4500 Tiffany Nicole Street
Round Rock, TX 78665-9466
seapoacher@austin.rr.com

THE TATOOIST!

By

Norman Rockwell

4 March 1944

Saturday Evening Post

Curtis Publishing Company

From My Very Dear Cousin

Sue Stange in Phoenix

Look Like Anyone You Know?

Any good tattoo stories out there?

