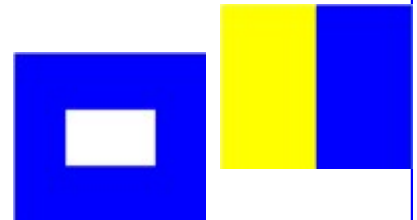
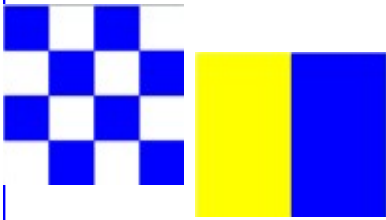


SEA POACHER ASSOCIATION



DEDICATED TO THOSE WHO SERVED ON THIS INCREDIBLE SUBMARINE!

VOLUME 14, ISSUE 4

OCTOBER 2016

EDITOR: LANNY YESKE LTJG 61-63

PUBLISHER: BILL BRINKMAN EM 60-62

NORFOLK REUNION 25 - 29 APRIL 2017

Reunion activities were detailed in the last newsletter and are repeated on the next two pages. But we have



not said much about our Holiday Inn Virginia Beach/Norfolk hotel. It is much closer to Norfolk and the Airport than Virginia Beach. It has been newly renovated. There is free shuttle service between the Norfolk Airport and hotel. With a six story atrium and 307 rooms, there is also the Blu Bar, Xpresso Café, and Ashley Bistro/Lounge inside on the premises, as well as meeting, hospitality, and banquet rooms. Several other restaurants including Ruby Tuesday, Surfrider West for seafood, and Denny's are within a couple blocks of walking or driving. Our \$119 rate includes a free hot breakfast buffet, complimentary Wi-Fi, a business center with free computers/printers, complete fitness center, indoor and outdoor swimming pools, and free parking for registered guests, a self-service

laundry, and an ATM. No pets are allowed (except for service animals) and the hotel is non-smoking. There is also room service available from 0600 to 2200 daily. It really is a lot closer to our Norfolk activities than Virginia Beach

The rooms are all equipped with large flat-screen TVs, mini-refrigerators, coffee and tea makers, microwave, and king-size beds (if desired), queen size, or other options including larger suites at an increased rate. There are also connecting rooms if you have a larger party. Your Editor has checked the Internet for reviews and they are excellent even though you can always find some slightly disparaging remarks. However, these are few. James and Rose Anne Halbert, Bill Brinkman, and our coordinators have done an outstanding job in selecting this hotel for the reunion. You will not be disappointed. If you are driving instead of flying, the Holiday is located at 5655 Greenwich Road in Virginia Beach 23462. Going east on I-64 take Exit 284B-Newtown Road, and follow the cloverleaf. You will now be on I-264 and take the South Newtown Road Exit. Once on the Ramp, go straight across to Greenwich Road and the Hotel is one block on the right. Make your reservation now!



REGISTRATION FORM

SEA POACHER NORFOLK REUNION 25-29 APRIL 2017

NAME _____

GUEST/SPOUSE _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

TELEPHONE _____ **EMAIL** _____

Any Physical Disabilities? _____

Any Dietary Restrictions? _____

Anything Else? _____

OUR HOST HOTEL:

HOLIDAY INN VIRGINIA BEACH/NORFOLK HOTEL

5655 Greenwich Road, Virginia Beach, Va. 23462

Call the hotel at 757-499-4400 to make reservations. Be sure to say you are with the Sea Poacher reunion group to get the special rate of \$119.00 per room per night plus tax. Reservations need to be made by 20 March 2017 to get this special group rate.

Activity Package _____ **# of Attendees x \$475.00 pp = \$** _____

Colonial Williamsburg Tour _____ **# of Attendees x \$83.00 pp = \$** _____

TOTAL DUE: \$ _____

50% of the "TOTAL DUE" is on February 25, 2017 with balance by March 25, 2017 on activity packages only. No refunds after April 5, 2017 on the activity packages.

Mail registration form and check payable to:

GATHERINGS PLUS

P.O. BOX 1023, BRANSON WEST, MO 65737

417-338-4048

Our Reunion Website is www.reunionpro.com,

click on "reunions" link, type in USS Sea Poacher and "enter" then click on logo

REUNION ITINERARY AND EVENTS

TUESDAY 25	WEDNESDAY 26	THURSDAY 27	FRIDAY 28	SATURDAY 29
<p>CHECK IN</p> <p>THE HOLIDAY INN NORFOLK/ VIRGINIA BEACH</p>  <p>FREE SHUTTLE AIRPORT - HOTEL</p> <p>OR</p> <p>FREE PARKING</p> <p>1200</p> <p>FULLY STOCKED HOSPITALITY ROOM OPENS WITH GAMES, SILENT AUCTION, SEA STORIES, DISPLAYS, AND OTHER EVENTS</p> <p>1730</p> <p>WELCOME ABOARD DINNER IN OUR HOSPITALITY ROOM</p> 	<p>BREAKFAST</p> <p>0900</p> <p>WELCOME TO NORFOLK WITH CITY TOUR</p>  <p>FOLLOWED BY NAUTICUS, THE NATIONAL MARITIME CENTER, AND THE BATTLESHIP WISCONSIN</p> <p>THEN A TOUR OF THE NAVAL STATION</p> <p>LUNCH AT THE NAVAL BASE OFFICER'S CLUB</p> <p>1600</p> <p>PROBABLE TOUR OF ONE OF OUR NUCLEAR SUBMARINES</p> <p>1730</p> <p>RETURN HOTEL</p> <p>HOSPITALITY ROOM OPEN \ DINNER ON YOUR OWN</p>	<p>BREAKFAST</p> <p>1000</p> <p>VICTORY ROVER HARBOR CRUISE WITH A BOX-LUNCH</p>  <p>THEN A TOUR OF GEN DOUGLAS MACARTHUR-MEMORIAL</p> <p>FOLLOWED BY DOUMAR'S ICE CREAM</p> <p>1530</p> <p>RETURN HOTEL HOSPITALITY ROOM OPEN</p> <p>1645 - 2200</p> <p>TATTOO DINNER WITH ENTERTAINMENT</p> <p>FOLLOWED BY THE TATTOO INTERNATIONAL PERFORMANCE</p> 	<p>BREAKFAST</p> <p>0830</p> <p>TOUR MARINER'S MUSEUM IN NEWPORT NEWS AND THE SHIPYARD</p> <p>TOLLING OF THE BELLS AT VICTORY LANDING PARK AND ARCH</p>  <p>RETURN HOTEL 1230 WITH LUNCH ON YOUR OWN</p> <p>1530</p> <p>BUSINESS MEETING</p> <p>HOSPITALITY ROOM OPEN</p>  <p>1830</p> <p>FINAL BANQUET</p> <p>TO INCLUDE GUEST SPEAKERS, 50-50 RAFFLE, AUCTIONS, AWARDS, AND SURPRISES</p>	<p>BREAKFAST</p> <p>0730</p> <p>FREE SHUTTLE FROM HOTEL TO AIRPORT FOR THOSE DEPARTING</p> <p>OR AT 0830</p> <p>OPTIONAL \$83 BUS TOUR COLONIAL WILLIAMSBURG</p>  <p>LUNCH ON YOUR OWN IN A LOCAL-COLONIAL TAVERN</p> <p>FOLLOWED BY A TOUR OF THE YORKTOWN VICTORY CENTER AND BATTLEFIELD</p>  <p>1630</p> <p>RETURN HOTEL</p> <p>NOTE: ONCE YOU ARRIVE BY AIR OR CAR, THE ENTIRE TRANSPORTATION TO ALL EVENTS IS BY PRIVATE BUS AND IS INCLUDED IN YOUR ACTIVITY PACKAGE</p>

THE VFW HONOR GUARD QUILT OF VALOR JACK ENSMINGER - CHAMBERSBURG, PA

He just continues to get more awards every year including March 2016. The Quilt of Valor (QOV) Foundation began in 2003 when its founder Catherine Roberts' son Nat was deployed in Iraq. In a dream, she saw him hunched over in utter despair, and then saw him wrapped in a quilt. His demeanor changed to hope and well being. The message was Quilts = Healing. These are very specially made and are considered to be the equivalent of a Purple Heart and awarded to say "Thank you for your service, sacrifice and valor" in serving our nation. Jack was one of several individuals nominated for this award, selected by the QOV Committee, and it was awarded at a banquet.



The first QOV award was at Walter Reed Hospital to a severely wounded soldier from Minnesota, and the message spread rapidly across the Nation. A team makes them including a quilt-topper who pieces the top from various fabrics, and a quilter who uses a "longarm" machine to make the tops go from hohum to "wow." Other key players from coast to coast are longarm coordinators, destination coordinators, and points of contact. My good friend and neighbor Betsy Gulla is a member of the local Lynchburg Virginia "Patches 'n Pieces" quilters who also support QOV and says they have 300 quilts up for various charities this month including one given to a very special local police officer. There is much more information on this wonderful non-profit foundation on the Internet. Jack made a special note of the QOV Award. He said that while humbled to receive it, every submarine veteran shares in this for his service was no greater than his. Just what you would expect from him.

As for Jack, and wife Delores (Lori), besides Sea Poacher, he served on Dogfish, Barracuda, Thomas Edison, John C. Calhoun, and as Chief of the Boat on Daniel Boone before retiring in 1974 as a TMCS (SS) after 20 years. Jack then worked for Vitro Corporation for another 10 years and fully retired as a Senior Engineering Technologist at age 55. Extremely active with USSVI for over 40 years is to say the least as he was the National Commander from 2000-2002 presiding over 12,000 submariners, and was on the Board of Directors from 1996-2004. Jack called it a very rewarding position with parallels to being a COB. You had to think big, allow your imagination to work, and felt much like being a CEO of a major business. Trying to promote and grow the membership was always paramount, and considers that still to be a primary effort of today. Other things that take up his time include being an active Mason, Scottish Rite, President of the Franklin County Shrine Club, American Legion, VFW, AMVETS, Fleet Reserve, and several local civic associations in PA. In 2003, they wanted to do more traveling and bought a camper. This included a 2004 68 day 13,000 mile trip well into the Arctic Circle north of Alaska. This was followed by another 9,000 mile trip in 2006 to the West Coast and several submarine reunions. Jack and Lori have pretty much camped in every State and Province in Canada. He says for health reasons, they have not been able to travel since 2012 and miss it very much.

Here is a Dec 2015 photo of them taken following a VFW Honor Guard ceremony where Waynesboro High School in a class project raised nearly \$5K. It should be noted that Jack and Lori have probably spent as much time at Sea Poacher Reunions since 2003 than he ever served active duty on 406. He was only aboard for 20 days in 1961 as a TM1. Pitch in the bilges was a fire hazard, and he worked it cleaning and wire brushing for two weeks when Yeoman Lee said his orders were in. Jack asked "Where am I going?" It was going to be Missile School and then Thomas Edison. It was an unhappy XO Jerry Davi that had to process a ton of paperwork for security clearances and background checks for a guy who had not requested a transfer. So, it was only a short time, but I think he must have liked the connection. We did and still do!



APRIL 2017 REUNION DONATION FROM LEO AND HELEN CARR

Leo and Helen Carr (EN1 1949-51) have made another substantial contribution for auction at the next reunion with all proceeds to go to our Memorial Fund. He purchased this now-vintage Seth Thomas 8-Day Key Wound Ship's Bell Striking Clock (Model Helmsman E537-001) aboard USS Orion (AS-18) in 1966. In mint condition, it strikes bells each 30 minutes in a pleasant and not loud tone. It is nearly 9 inches wide, weighs 5 pounds plus, and is wall mounted. I found ten on the Internet. It comes with the original papers. It keeps accurate time, but only chimes with two bells each 30 minutes. May be easily repaired as the port chime spring is tight and likely affecting it. Clock could easily be converted from the wall to a mantel unit over the fireplace.



Leo and Helen call it THE CLOCK OF LIFE and stated: THE CLOCK OF LIFE IS WOUND BUT ONCE, AND NO MAN HAS THE POWER TO TELL JUST WHEN THE HANDS WILL STOP AT A LATE OR EARLY HOUR. NOW IS THE ONLY TIME YOU OWN. LIVE, LOVE, AND TOIL WITH A WILL. PLACE NO FAITH IN TOMORROW, FOR THE CLOCK MAY THEN BE STILL. Wonderful words from superb Shipmates. Thanks for this generous donation.

A SAILOR YOU BE

Have you felt salt spray, upon your face? Have you seen porpoise at the bow, keeping pace?

Have you viewed sea birds, above the wake in flight? Have you fixed on a star, at sunset shining bright?

Has there been a time, to save a shipmate? Has the roll of the deck, ever kept you awake?

Has the vastness of sea, left you feeling alone? Has a foreign port, made you wish you were home?

If you have weighed anchor, from calm shelter - If you have crossed the equator, at noon time swelter

If you have stood your watch, on a pitching deck - If you have made landfall, on the horizon a speck

When you have secured the decks, for the night to turn in - When you mustered at sunrise, seen a new day begin

When you have dogged down hatches, in mountainous seas - When you have know all these things, a sailor you be!

ABOVE BY NOEL PAYNE. He joined the Royal Australian Navy and served in Vietnam aboard HMAS Attack and Vampire. He later founded in 1995 Noel Payne & Associates to provide assistance to Australian Defence Force personnel, veterans and their families in the area of law, as it applies to compensation, rehabilitation, discharge and welfare. Noel has been highly recognized by the Government of Australia. Most recently he was awarded the Order of Australia Medal for his support of veterans and is currently appointed as a justice in Queensland.

PAGE FILLER - BLAME JACK ENSMINGER

The computer swallowed Grandma, yes it's true. She pressed 'control and enter' and she disappeared from view.

It devoured her completely, the thought makes me squirm. She must have caught a virus or been eaten by a worm.

I've searched all the recycle bins and files of every kind; I've even used the Internet, but nothing did I find.

In desperation, I asked Google my searches to refine, the reply was negative, not a thing was found online.

So, if inside your Inbox, my Grandma you should see, please 'Copy, Scan and Paste' her, and send her back to me.

OUR ONLY ENLISTED SUBMARINER AWARDED THE MEDAL OF HONOR

We all know about the seven officers who received it in WWII, but this is new to your Editor. Henry Breault was born in Putnam, CT on 14 Oct 1900. During World War I he enlisted in the Royal Navy at age 16 and served four years before joining the U.S. Navy. On 28 Oct 1923, he was a TM2 on the Submarine 0-5 (SS-66) operating in the Panama Canal. She was accidentally rammed by the SS Abangarez (a banana boat) and suffered a ten foot hole in the hull and began to sink rapidly. Henry exited the torpedo room and headed up the ladder topside, and realized that Chief Lawrence Brown was still below. Instead of exiting the boat and escaping, Henry went back below to get Brown and shut the deck hatch just as the bow went under. Both men headed aft but the water was coming in fast. They made it back to the torpedo room and dogged the door when the battery shorted and exploded. They were trapped inside as the boat sank in 42 feet of water. While 16 crew had been rescued there were still five missing. Salvage efforts began immediately with divers sent down and who heard hammering blows from the forward torpedo room. The only way to get the men out was to lift the 0-5 using cranes from the barge Ajax. It took hours for it to arrive as it was on the other side of the Canal. The first two efforts failed. On the third try, with buoyancy added by blowing water out of the flooded engine room, the bow surfaced, the hatch was opened and they emerged after 31 hours. Two others were found dead inside, and the fifth sailor was never found.



Henry received the Medal of Honor from President Coolidge at the White House on 8 March 1924. His Citation states: "Instead of jumping overboard to save his own life, he returned to the torpedo room to the rescue of a shipmate whom he knew was trapped in the boat, closing the torpedo room hatch on himself." Henry spent 20 years in the U.S. Navy and was on active duty as a TM1 when he went on Eternal Patrol from a heart ailment on 5 December 1941 and is interred in Putnam. Having passed away just two days before Pearl Harbor, one cannot help but think that the man who joined a foreign Navy just so he could fight would have been ready for WWII. And if need be, we know for a fact he would lock himself inside a sinking submarine to save a brother in trouble. There are no other details on his life.

HECTOR A. CAFFERATA- ANOTHER HERO

He was a PFC assigned to the 1st Marine Division and on 28 November 1950 his squad was charged with protecting an escape route for other Marines near the frozen Chosin Reservoir in modern-day North Korea. It was 30 degrees below zero and with the snow covered ground frozen solid, they were unable to dig foxholes. At 0130 they were awakened by a Chinese regimental strength attack with his squad members either killed or seriously wounded

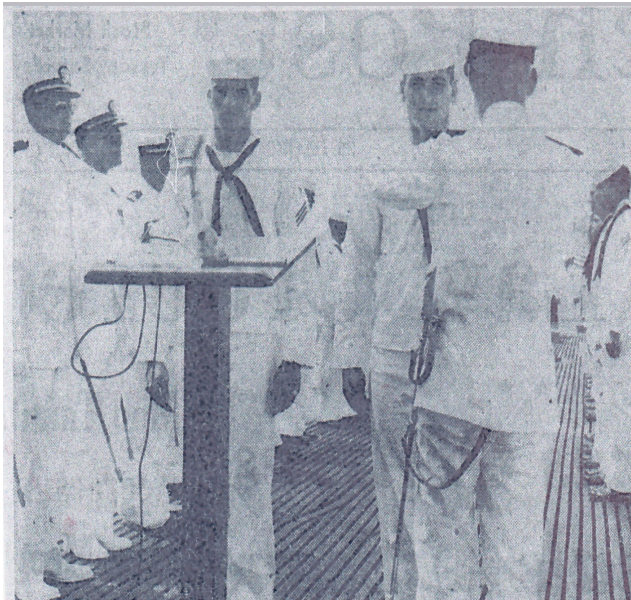


except for himself and one other marine who was blinded. Gathering weapons from his fallen comrades, Hector, an ace marksman, dropped eight enemy soldiers with eight shots while his comrade reloaded rifles. He waged battle for more than five hours. Under constant assault from rifle fire and grenades, he grabbed live grenades and threw them back at the Chinese or batted them away with his shovel. One grenade severed part of his hand and left shrapnel in his right arm. At daybreak, Hector was seriously wounded by a sniper and rescued. His feet were blue from frostbite. He had fought for hours without wearing boots or a coat. His commanding officers later counted about 100 Chinese dead around the ditch where he had fought, but decided not to put that figure into the report because they thought no one would believe it.

After spending 18 months in a hospital recovering from his wounds, Hector was presented the Medal of Honor by President Truman at a White House ceremony in November 1952. His Medal of Honor citation officially credited him with killing 15 Chinese soldiers, wounding many more, and forcing others to withdraw. After Korea, Hector returned to NJ and worked for the Fish and Wildlife Service in Information and Education. He moved to Florida in the 1990s. A school in Cape Coral is named for him. He entered Eternal Patrol on 12 April 2016 at age 86. He is survived by wife Doris, four children, six grandchildren, and three great grandchildren. "I did my duty," he told the Sarasota Herald Tribune. "I protected my fellow Marines. They protected me. And I'm prouder of that than the fact that the government decided to give me the Medal of Honor."

NEWLY FOUND NEWSPAPER ARTICLES

Karl Schipper QM58-60 found these in his treasure chest and not previously published here. The top two were in the Palm Beach Post on 22 May 1961. The Christmas Star by Rolando Mercado TN59-60 was published in the Post on 31 December 1959. And the Sea Poacher visit to Peru was published in the Dothan (AL) Eagle on 14 Nov 1946. Thanks Karl.



FROM LEFT EM-3 STANLEY ROMANOWSKY, FIREMAN JAMES LEMMERMAN, and LT. Lawrence E. Stahl, skipper of the USS Sea Poacher, during a tour of the ship.



Post Staff Photo by Dick Haesele
CHRISTMAS STAR OF PHILIPPINES IN LOCAL HOME — Fashioned by Rolando D. Mercado, Santa Cruz, Manila, P. I., crew member of the submarine USS Sea Poacher, this decorative Star of Bethlehem enhances a window at the home of Mr. and Mrs. Fred L. Hume, 236 Bloomfield Dr. Mrs. Hume, above, says that the 21-year-old sailor spent 15 hours making the decoration, a traditional illuminated lantern. A guest of Mr. and Mrs. Hume and her son, FN Francis J. Hamelin, USN, during the recent visit of the Sea Poacher here, Mercado requested their permission to make the Christmas star. Twenty-five strips of bamboo were used in forming the frame. Covering is white tissue paper to denote purity. Edging is of finely clipped tissue paper, as are the three skirts, which depict the tail of a comet. Hamelin, who was home on leave at the time of Mercado's visit, serves aboard the radar destroyer USS Dyess.

5,000 Area Residents Visit 'Sea Poacher' On Weekend

By BILL ROBERTSON
Palm Beach Post Staff

A submarine which sank nine Japanese ships during World War II played host to an estimated 2,500 area residents over the past weekend at the Port of Palm Beach.

The USS Sea Poacher, skippered by Lt. Lawrence E. Stahl, has been here since Friday and was the highlight of the Armed Forces Day weekend.

Sunday crowds waited for hours to get into the ship. Lt. Doug Jordan, the duty officer, estimated that a total of 5,000 persons had shown up at the dock during the weekend, but about half that number had become discouraged by the long waiting line and left without making the tour.

Mrs. L. U. Mueller, who had come from Fort Pierce with her two young sons, said she was glad to be able to see the ship because, "it gives us an idea of where they are spending our tax dollars."

She added that one of her sons was so impressed by his tour that he wanted to join the Navy.

Down inside the boat, an elderly woman said to a companion in passing, "it really gives me an idea of what these boys are doing for our country."

Another woman in the crowd seemed concerned about the religious life of the men on board and walked up to Ensign L. A. Yeske, the public information officer and presented him with thirteen small pocket Bibles.

Tours of the Sea Poacher began in the forward torpedo room where six death delivering tubes or the missiles are located.

From there visitors were shown through the officers quarters to the control room. It is here that

the ship's operation is supervised.

After leaving the control room the tour went back through the crew's berthing, engine rooms, an maneuvering room to the aft torpedo room. Four torpedo tubes are located here.

As visitors left the ship, they commented on the compactness of all the equipment.

The boat is only 306 feet long and carries a normal complement of eight officers and 72 enlisted men. The necessity for utilizing all available space is evident when the visitor is below. Sleeping and living conditions are very close. Some of the bunks are only about 18 inches apart.

In such close quarters, nerves tend to become frayed, but Lt. Jordan said that the Navy had several morale boosters for the men.

One such booster he said was the extra money per man submariners get for their mess. "We eat a little better than the rest of the Navy," he declared.

Recreation on board is not forgotten. While on patrol the men have movies regularly and in port they have television.

Various contests also help

to boost morale. They compete at chess, card games, and even beard growing when on extended patrols.

It's necessary to have recreation like this Lt. Jordan explained because "you get awfully tired of seeing the same old faces."

Serving on a submarine is not easy and men must go through a long training program to qualify.

An enlisted man completes eight weeks of schooling in New London, Conn., and then goes to sea for six to eight months before he can win his "Golden Dolphins," the submariners qualification badge.

Officers go through a similar process only their sea training is one year.

During their time on board they learn all phases of the ship's operation and in a tight situation could perform any job connected with the ship, Jordan said.

Upon their arrival here Friday, two of the ship's men received their "Golden Dolphins."

Electrician's Mate 3rd class Stanley Romanofsky and Fireman James Lemmerman had finished their training and Lt. Stahl thought this a fitting place for their "graduation."

While the ship's company stood at attention in full dress uniform Lt. Stahl gave the men their badges.

The Sea Poacher was commissioned in 1944 and saw service during the last months of World War II. During that time she sank eight Japanese merchant ships and one Japanese warship.

Since the war she has been modernized and is now ready at any time to carry out her mission of anti-submarine warfare.

The crew of the ship has been shown a "good time" since arriving here, Jordan said. Everyone has been friendly and several residents had the men into their homes for dinner, he added.

The boat shoves off today to go back to its Kev West base.

Cottonwood Seaman Aboard Sea Poacher

Roy C. Wheelus, quartermaster first class, USN, son of E. W. Wheelus, Sr., of Cottonwood, is serving aboard the USS Sea Poacher, a submarine, which recently returned to the Canal Zone after a two-weeks training cruise to South American ports, according to a Navy release today.

The Sea Poacher, with four other subs based at Balboa, C. Z., spent four days at Callao, Peru. Crew members were given leave to visit Lima, the capital, and to 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 Guerrero of Peru and several Peruvian ministers boarded the submarine for a short dive in the bay.

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

Your Editor remembers
the 13 Bibles presented
to him on this occasion in the
above Palm Beach article.
I took them down the FTR
Hatch and they were eagerly
accepted by Sea Poacher
Crew before I had reached
the Crew's Mess!

LEADERSHIP AND THE JANITOR

From an article by Colonel James Moschgat, USAF (Retired) that appeared in *On Patrol: The Magazine of the USO* in the Fall 2010 Issue and provided by Jack Ensminger. William Crawford was a janitor at the Air Force Academy in the 1970s and an unimpressive figure and easily overlooked. He quietly mopped floors, emptied trash cans, and cleaned toilets in the 1970s and later. He was gray and wrinkled with stooped shoulders, and was always buried in his work which was spotless. No one paid this slow moving man much attention. In 1976, the author, as a cadet, was reading a book on World War II and the campaign in Italy, when he stumbled upon an incredible story. Seems that on 13 September 1943, a Private William Crawford from Colorado had been involved in some bloody fighting on Hill 424 near Altavilla, just four days after the invasion of Salerno. When his unit was pinned down, he single-handedly attacked three German machine gun nests with rifle fire and grenades, destroying all three and killing their entire crews. Cadet Moschgat said to his roommate "Holy Cow, you're not going to believe this, but I think our janitor is a Medal of Honor recipient."

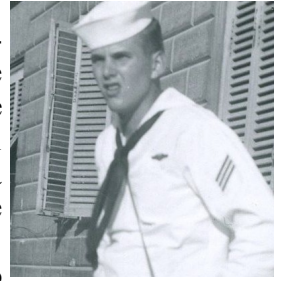
They met with him the next day and showed him the article, citation, and expressed doubt. Mr. Crawford stared at it and quietly uttered: "Yep, that's me." We asked why he had never mentioned it, he said: "That was one day in my life and it happened a long time ago." We were at a loss of words, but the news spread like wildfire, and he went from being a simple fixture in our squadron to one of our teammates. Mr. Crawford changed as well. He moved with more purpose, was not as stooped, smiled more often, and gave stronger greetings. We became his cadets and his squadron. He continued to work at the Academy and even retired in Pueblo. But he had taught us many valuable lessons including: (1) be cautious of labels, (2) everyone deserves respect, (3) courtesy makes a difference, (4) take time to know your people, (5) anyone can be a hero, (6) leaders should be humble, (7) life won't always hand you what you think you deserve, (8) no job is beneath a leader, (9) pursue excellence, and (10) life is a leadership laboratory. Bill Crawford was a janitor. However, he was also a teacher, friend, role model, and one great American hero.

But this is not the end of the story. After the battle at Altavilla, he was lauded for his actions in combat, but was missing in action and presumed dead. His Medal of Honor was presented posthumously to his father on 11 May 1944. It was learned later than Bill was alive in a German POW camp and returned to the U.S. after 18 months in captivity. He continued in the Army for 23 years, retired as a Master Sergeant, and chose to work at the Air Force Academy so he could be close to the military. Because he had never received the Medal of Honor, it was personally given to him by President Ronald Reagan at the 1984 Academy graduation. When he passed away in 2000, he became the only Army veteran buried on the grounds of the Air Force Academy. All flags in Colorado were flown at half staff. Here is Bill with his statue in Pueblo. It has been bronzed and is now at Heroes Plaza in the City Center.



FROM SUBS TO SEMI'S

I welcome shipmate stories and here is one from Karl Schipper QM58-60. He grew up on a 40 acre fruit farm outside Detroit, attended a one room school, lit the stove, cleaned the blackboard, and emptied mouse traps. He also had a 1950 Ford Coupe as his first car that was lowered in the back, leaded, fender skirts, spinner hub caps, purple tail lights, and a glass pack muffler. After high school, he joined the Navy and qualified on Sea Poacher with reserve duty on three other boats. Here he is in Italy on our 1959 Mediterranean deployment. Karl found it difficult to find work after that and became a tool and die apprentice, before obtaining an engineering degree via night school. This took him to Ford in 1963 where he worked as a medium and heavy truck engineer on a world-wide basis. As part of the job, he had to learn how to drive the big rig tractor/trailers to be able to converse with clients. Karl was taught to drive the big rigs by veteran test engineers at the Dearborn Track. They did a few laps and then left him on his own. He was to meet them at a truck stop 10 miles away. The semi had a five speed transmission and three speed rear axles, a tricky combo difficult to shift. After several miss-shifts and resultant traffic tie-ups, he made it and was deemed qualified to drive. Regulations in learning to drive are much more stringent today. There were some harrowing experiences in his travels. One included the deicing in Michigan of a plane by a guy with a mallet pounding ice off the wings with it continuing to form once airborne, swerving off a runway at Detroit Metro Airport, a bomb threat at JFK in NYC with over 300 aboard a 747 that included relocation and baggage reclamation that went on for hours, and a lightning strike mid-air off Rio de Janerio.



Now the semi driving course for us novices. A tough job. Long hours in a variety of conditions and often driving 120,000 miles per year, cars cutting in front of you, following too close, and making it difficult to change lanes. Also turning corners without taking down a utility pole is difficult as can be trying to park in a tight spot. Much practice is needed to be proficient. And if you do not have a full load, you are not making much money. A major difficulty with a big rig is not being able to shift the transmission at the right time. A missed shift may mean an inability to get out of neutral and the vehicle becomes free-wheeling. On level ground you may have to stop and start again. On a down grade, you cannot stop as the brakes will over heat as the 80 ton load is pushing you downhill. You just hope your number is not up and do not bite the bullet.

In Australia, Karl was in a convoy of five trucks driving between Sydney and Melbourne. They would get to 55 mph and be set up in a draft such as done with race cars. Karl said he could have stepped off the hood of his truck onto the trailer of the one ahead as it was that close. Passing was another story. When a break in traffic occurred, one rig would get into the passing lane. If oncoming traffic appeared, the vehicle being passed would move to the shoulder to let the oncoming traffic pass between them. Yikes! Karl's most challenging driving experience was with a truck in Australian steep terrain with a load of logs actually higher than the cab which made the rig very prone to tipping. Of course, it was a right hand drive in the cab and driving in the left lanes, but the Ford transmissions were built for the U.S. and it was a long reach to the left to shift. It was not uncommon for a top log to break free and even pass over the cab. In another instance in Michigan, his single rear axle tractor was improperly loaded for a two rear axle rig and was thus 11,000 pounds over weight. He could have been fined \$1 per pound and the vehicle impounded if the weigh station operator had not had the sun shining into his eyes blocking his view of the single rear axle.

Karl retired from Ford after 37 years in 2000. He was married to Sally McHale for 37 years until she passed away in 2003. They had three children and one grand child. His companion is Joan Carpenter, and they were at the 2014 Charleston Reunion. Karl has published a book called *The McHale/Chartier Chronicles*, a technical paper titled *The Systems Approach to Heavy Truck Steering*, submitted exceptional input for our *We Remember Sea Poacher* book, and is currently doing a family history called *Our Prussian Ancestors*. He not only hunts and fishes, but is a conservationist including building and placing over 100 blue bird and wood duck houses, along with planting grasses and wild flowers to help restore their fading habitat. Karl is 50 percent complete in restoring a 1977 VW Camper as shown below. He and Joan are planning on being at the 2017 Reunion in Norfolk. See you there!



PRESIDENT'S REPORT - BILL BRINKMAN

1. Dues: We have 214 Life and 28 Regular members (including 29 widows). If you're a Life Member or have paid your 2016 dues, thank you. If not, please pay \$10 for each year or become a Life Member for \$100. Life Members no longer get annoying letters from me or our Treasurer Hubert Jackson, receive a free patch, and we continue Life Membership status for your widow. Make checks payable to Sea Poacher Association and mail to me at 3042 Alton Place, Round Rock, TX 78665 or email me at seapoacher@att.net with questions.

2. Address and e-mail changes: Please send us changes. 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. LT DAN Soaring Value: From Jack Ensminger. Here is Gary Sinise and five minutes of footage with WWII veterans. Hard to watch with dry eyes. At www.youtube.com/watch?v=I3P15s4zWNQ&feature=YouTube

5. U.S. Memorials in Israel: From Bill Buckley. There is a wonderful 9/11 Living Memorial 20 miles NW of Jerusalem that opened in 2009. There is another impressive memorial about 20 miles W of Jerusalem commemorating the loss of Space Shuttle Challenger that Lanny has visited. Easily accessed by Memorial searches on the Internet.

6. Sculpin's Lost Mission: From Jack Ensminger. Very interesting reading on a mission by Sculpin (SSN-590) during the Viet Nam war and published in the U.S. Naval Institute Proceedings. Search Sculpin's Lost Mission.

7. Interesting Naval Battle Scenes 17th Century: From Lanny. Go to Admiral on Netflix and four good scenes of Dutch Admiral Dekuyper in a true story of how he defeated the English and French at sea. Fast forward in between.

8. The Angel Flight: From Jack Ensminger. Seen before but go to www.youtube.com/embed/701Kj1hzDnw

9. Submarine Launched Spy Drones: From Lanny. The U.S. Navy has contracted for recon Blackwing drones to be tube launched. They are when airborne 20 inches long, weigh four pounds, and will have a one hour flight time. Check it out at www.defensetech.org/2016/05/07

10. Alaska at 48 Below: Yeah, this is Lin and I braving the Fairbank's cold in May as part of a cruise for our 50th wedding anniversary. Someone had to do it and you know my stories are always almost factual. **And we have moved!** Lin and I moved from our 10 acre home to something more manageable. It is only a mile away at 3042 Alton Place, Round Rock, TX 78665. Phone numbers remain the same but new email is seapoacher@att.net



11. The Ship That Would Not Die: From John Savory. The USS Laffey (DD-724) was on our tour list at the 2014 Charleston Reunion and in beautiful shape. There is an incredible new and enhanced video of the 1945 Kamikaze attack at www.dropbox.com/sh/4zkp7hvrghbcd7gd/D-qPNsG9ym?Preview=Laffey+Enhanced+vo+3.wmv

12. WWII British Submarine P311 Found: From Jack Ensminger. Reported in May 2016 is the finding including photos of the sub off Sardinia at a depth of 100 meters with 71 crew still aboard. There will be no attempt to salvage or raise the wreckage and it will remain at sea as a war memorial. At www.ibtimes.co.uk/hms-p311-first-pics-ww2-british-submarine-found-sardinia-after-more-70-years-1562021

13. Undersea Warfare Magazine Winter 2016: From Ron Godwin. This is the official magazine of the U.S. Submarine Service and a major contribution. Most everything that is going on is here and all past issues dating back to 1998 can be accessed at www.public.navy.mil/subfor/underseawarfaremagazine/Pages/default.aspx

14. Submarine Escapes: From J.J. Lynch. The Virginia Class now has the SEIE suit for escapes already tested for 600 feet. At www.chonday.com/videos/subsuitesca4

15. Navy Seals Sky Dive Into Football Stadium: From Jack Ensminger. Incredible jump from an aircraft into the stadium is at <http://digg.com/video/pov-navy-seals-parachute-stadium-sky-diving>

16. Pride Runs Deep CNO Sitrep 13 (1978): From Jack Ensminger. FBM and fast attack memories for 28 minutes at www.youtube.com/watch?v=YFe307PHJIQ&sns=3m.

17. Bill Requiring Women to Register for the Draft: From Lanny. It passed the Senate by an 85-13 vote in June and would be effective in January 2018. It may not be as easily passed by the House.

18. New TV Submarine Series: From Jack Ensminger. Six episodes called “Hell Below” was apparently shown on the Smithsonian Channel on July 17. Involves both German and U.S. boats. Do a web search for it on HellBelowTV for a possible rerun.

19. Submarine T Shirts: From Jack Ensminger. Lots of choices on the Internet at teespring.com and do a search on “submarine veteran.” Another site is <http://scottees.org/thome/your-subs-photo/>

20. German U-Boat 995: From John Savory. Here are 42 incredibly detailed photos of this U-Boat at the Laboe Naval Museum in Germany. At www.warhistoryonline.com/military-vehicle-knews/want-to-see-inside-a_uboat.html

21. World’s First Fully Functional Submarine: From Jack Ensminger. The Ictineo was built in Barcelona in 1858 by Narcis Monturiol Estarriol. With several photos of her modern replica at www.thevintagenews.com/2016/06/27/constructed-barcelona-1858-ictineo-recognized-first-fully-functional-submarine-2/

22. Star Spangled Banner As You’ve Never Heard Before: From John Savory. Eleven minutes on its history at www.youtube.com/embed/YaxGNQE5ZLA

23. Fresh Salad Via Gardens on Submarines: From Jack Ensminger. Yes, it is being considered by DOD at big-story.ap.org/article/a95b95ebd6404cca9512bbc3e867e7b1/fresh-salad-sea-military-considers-gardens-aboard-subs. Jack suggests a new rating of Farmer’s Mate may be in order.

24. Enlisted Women Nearing First Submarine Patrol: From Lanny. Three CPOs and another 36 crew will soon sail on the USS Michigan. The cost was \$6M to configure the spaces where the chiefs will share a living space and washroom, and the others will split into nine-person bunk rooms and share a head. All are unqualified. By 2020, another 550 enlisted women will be added to the Ohio Class.

MEMORIAL PLAQUES

OWEN E. WEDDLE, S1c(TM) 1945. Served on Sea Poacher during its war patrols and then on Sea Robin. He later retired from General Motors Truck and Coach and then owned a shoe store. Owen entered Eternal Patrol in Pontiac, MI in March 1981 at age 55. Thanks to Karl Schipper for providing this information. No photo could be found.

RALPH W. JONES, SR., QM1-ENS 1956-58. He served for 30 years on active duty and retired as a LCDR. We could not obtain any other details on his life except that he loved the Navy and the boats and ships he was on.

AVERY “KEN” LOPOSER, LT 1954-57. Entered Eternal Patrol on 27 June 2016 in Walla Walla, WA at age 86. During his 27 year Navy career, he also served on Tullibee and Grant, and commanded both Snook and John Adams. He was also the first CO of the Trident Training Facility in Bangor as a Navy Captain. After the Navy he worked for Data Design Labs, Nuclear Regulatory Commission, McLaughlin Research, and Honeywell Corporation. Ken is survived by his wife Judy of 61 years, three daughters, one son, five grandchildren, and one great grandchild.



GLENN DUGGER, MM. Entered Eternal Patrol on 8 April 2016 in Alice, TX at age 91 and is interred there. Glenn served on S-23 during WWII, and also overhauled and repaired engines on Sea Dog, Sea Poacher, and Gar before leaving the Navy in 1946. He then became a businessman in the South Texas oilfields and raised five children, and subsequently became a grandfather and great grandfather to 24. On joining the Navy he said “I think every young man needs it, even though Momma doesn’t think so. A photo could not be downloaded from his obituary.



THOMAS E. NOLAN, EM 1956-58. At age 80, he entered Eternal Patrol on 15 November 2015 in Flower Mound, TX, and is interred in Lewisville. Following the Navy he became a Journeyman Electrician. Thomas is survived by his wife Gloria of 52 years, one daughter, and one grandson. No other details could be found on his life or service on Sea Poacher or through USSVI.

CHARLES P. STEVENSON. Entered Eternal Patrol on 15 February 2015 at age 90 in Glendale, AZ. He served in WWII with duty on Jallao, Sea Poacher, Aspro, Proteus, and Monterey. No details could be found on his life or service aboard Sea Poacher or through USSVI.



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