

SEA POACHER ASSOCIATION



TO THE MEN WHO SERVED ON THIS GREAT FIGHTING SHIP!

VOLUME 12, ISSUE 2

APRIL 2014

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PUBLISHER: BILL DUKACZ IC 67-68

LAST CALL CHARLESTON 2014

OUR 89 ATTENDEES SO FAR AND GROWING

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 TM64-67; John (JJ) and Sonja Lynch CS59-62; Terry Kopansky-Honorary SS, Ivan and Marjorie Joslin LT60-63; John and Annette Snook QM59-61; Chuck and Bobbie Killgore EM63-65; Calvin and Joyce Cochrane MM55-56 and guests Cal Cochrane, Danny McKay, Tom Hirsch, and Sherrill Almes; Vincent and Sharon Sottile-Honorary SS; Mystery banquet guest speaker and wife; Jon and Gazie Nagle MM62-63; Gerald Farr QM62-64 Sea Owl (SS-405); Carroll and Jan Lawson QM61-63 and son Mark; Ron Godwin ST58-61 and ENS66; Arne and Evonne Weinfurter MM63-66; Marty and Enola Stokes EN54-57; Bob and Martha Schindhelm ET62-63; Richard and Shirley Fox CO63-64 and guests Martin and Susan Fox Sorensen; Karl Schipper QM58-60 and Joan Carpenter; Tom and Polly Polen EM62-65; James and RoseAnn Halbert MM62-64; Mike and Marjorie Kassinger EN64-66; Richard Carney EN64-66; Tom and Roberta Thompson IC55-56 and daughter Lynne; Richard and Karel Earl EN63-65; Charles and Mary Ahler EM57-59; Aggie Romeo (wife of John IC68-69), her sons Mike and Kurt Tonjes, John's daughter Jacquie Romeo Miller and husband David Miller, and their youngest daughter Linda Miller; Robert Lawrence ET62-63; Arnold and Eileen Johnson EM63; Jack and Sandra Merrill TM61-63; John (Hap) and Sandra Hallam EM68-69 (cruise and banquet); Mary Jennison (wife of Richard EM60-64) and daughters Amanda Reed and Dawn Brandges; Ken and Jean Manion EM63-66; Rick and Ruth Ann Carlson TM66-69 (cruise and banquet); Ted and Fay Anthony SO55-57; Byron and Margaret Lennox FN62-64; and room for a lot more of you sewer pipe sailors and bubbleheads!

REGISTRATION FORM, ACTIVITIES AND NEW DEVELOPMENTS HEREIN
ROOM RERVATIONS CANNOT BE HELD AFTER MARCH 30 !
OUR COMMITTEE IS AT TEST DEPTH HERE—TIME TO SURFACE!

SEA POACHER NATIONAL REUNION EVENTS & REGISTRATION

CHARLESTON, SOUTH CAROLINA 29 APRIL – 3 MAY 2014

Holiday Inn Mount Pleasant	Fully Stocked Hospitality Room	Buffet Breakfasts Included
Free Parking and WI-FI	Pool/Fitness Center/Sauna	KOA Campground Nearby
Welcome Aboard Packet/Tote Bag	Barbecue Gold Bug Island	Tour Fort Moultrie
Tour Fort Sumter	Charleston Touring/Shopping	Harbor Dinner Cruise
Tour Aircraft Carrier Yorktown	Tour Destroyer Laffey	Tour Submarine Clamagore
Lunch Yorktown CPO Mess	Medal of Honor Museum	Lewis and Clark Memorial
Vietnam Support Base	Tour CSS Submarine Hunley	Tolling of the Bells Magnolia
Bagpiper Parade to Grave Site	Taps by Military Serviceman	Citadel Marriage Vow Renewal
Tour Magnolia Plantation/Gardens	Lunch Citadel or Magnolia Plantation	Silent Auction Hospitality Room
Unending Bull Sessions Same Place	Best Sea Story Competition	Editor's Peruvian Pisco Bar
Peru Sapo Game Contest	Navy Porthole Game Contest	Ship's Store On Site
Bi-Annual Business Meeting	Display of Sea Poacher Memorabilia	406 Final Photos-Peru
Formal Banquet	Special Mystery Guest Speaker	Wounded Warrior Attendees
Special Guests	TV and Movie Star Speaker	Challenge Coins/Lapel Pins
Banquet 50-50 Raffle	Banquet Auction High Ticket Items	Other Banquet Surprises

One Free Night's Lodging at Holiday Inn for the Attendee with Best Sea Story (\$149 plus tax value)!

One Free Night's Lodging at Holiday Inn to FOUR Attendee/Families who travel the longest distance!

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. Reservations can be made by calling the Hotel at 843-884-6000. Tell them you're with Sea Poacher 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 three days prior and after the Reunion. **Rooms not reserved by March 30, 2014 will be as space available.**

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 form to:

Bill Brinkman, President USS Sea Poacher Association

4500 Tiffany Nicole Street, Round Rock, TX 78665-9466

Contact Bill at 512-255-0285 or Jon Nagle jknmm1ss@gmail.com if questions.

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. Silent Auction, Peruvian SAPO Sweepstakes and other activities/games.

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 Yorktown, Submarine Clamagore and Destroyer Laffey tours.

May 2: Tolling of the Bells, Confederate States Submarine Hunley tour, marriage vow renewals at The Citadel, lunch at Citadel or Magnolia Plantation, tour of Magnolia Plantation/Gardens, and Banquet with mystery speaker (coat and tie requested)

May 3: Breakfast and departure unless you are planning to stay longer. Not a bad idea either.

CHALLENGE COINS AND 406 REUNION

From Richard and Nancy Clubb QM62-63 to clarify Editor's confusion. Coins go back a lot farther than our modern age and even to Ancient Rome. If a soldier performed well in battle that day, he would receive his typical day's pay, and a separate coin as a bonus. Some accounts say that the coin was specially minted with a mark of the legion from which it came, prompting some men to hold on to their coins as a memento, rather than spend them on women and wine. Although no one is certain how challenge coins came to be, one story dates back to World War I, when a wealthy officer had bronze medallions struck with the flying squadron's insignia to give to his men. Shortly after, one pilot was shot down over Germany and captured. The Germans took everything from him except the leather pouch he wore around his neck that contained his medallion. The pilot escaped and made it to France. But they believed he was a spy, and sentenced him to execution. To prove his identity, the pilot presented the medallion. It was recognized, confirmed, and he was sent him back to his unit. Another coin was minted by Colonel "Buffalo Bill" Quinn 17th Infantry who had them made for his men in Korea. A hole was drilled in it so they could wear it around their neck. There are other stories in Germany after WWII. Americans stationed there took up the local tradition of conducting "pfennig checks." This was the low value coin, and if you didn't have one when a check was called, you bought the beer. Here a guy would "challenge" another by slamming a coin down on the bar. If a guy didn't have one, he had to buy a drink for the challenger and for anyone else that had theirs. In June 2011, Secretary of Defense Robert Gates toured bases in Afghanistan before his retirement. Along the way, he shook hands with dozens of Armed Forces personnel in what appeared to be a simple exchange of respect. It was, in fact, a secret handshake with a surprise inside for each one—a special Secretary of Defense challenge coin. Besides being a token of appreciation, some are used today almost like business cards, to prove you served with a particular unit, or even attended the Charleston Reunion. **YES, GO TO THE LAST PAGE OF THIS NEWSLETTER FOR ANOTHER SURPRISE!**

A MOST UNLIKELY STORY

From Jack Ensminger. A submarine pulled into a foreign port and put down liberty. The skeleton crew didn't notice a chimpanzee, escaped from a nearby transport, climbed up the sail. There it made its way to the engine room, came across a power panel open for maintenance, and couldn't read the warning sign. With a bright blue blast he shorted out the system, and plunged the boat into darkness. A bit later, two watch standers wandered down with their flashlights looking for the problem. They came upon the chimp's blackened body and noticed the long, burnt arms, short legs, and odd feet. Finally one said: "Well, it's too hairy to be an Electrician, the legs are too short for an A Ganger, and there would be more tattoos on a QM. Call the Wardroom and see if the Duty Officer is missing."

HOW OLD IS GRANDMA?

A grandson was talking to her on current events and asked what she thought about school shootings, computers, and general things. She replied: "Well, I was born before television, penicillin, polio shots, frozen foods, Xerox, contact lenses, Frisbees and the pill. There were no credit cards, lasers, or ball point pens. Man had not invented panty hose, air conditioners, dishwashers, clothes driers, or walked on the moon. Your grandfather and I got married first and then lived together. Every family had parents. Until I was 25, I called every man older than me SIR. We were before gay-rights, computer-dating, dual careers, daycare centers, and group therapy. Our lives were governed by the Ten Commandments, good judgment, and common sense. We knew the difference between right and wrong and to stand up and take responsibility. Serving our country was a privilege; living here was a bigger privilege. We thought fast food was what you ate during Lent. Having a meaningful relationship meant getting along with family. Draft dodgers were those who closed doors as the evening breeze started. Time-sharing was the family together. We never heard of FM radios, tape decks, CDs, electric typewriters, yogurt, or guys with earrings. We listened to Big Bands and the President's speeches on radio. If you saw anything with 'Made in Japan' on it, it was junk. The term 'making out' referred to how you did on your school exam. Pizza Hut, McDonald's, and instant coffee were unknown. We had stores where you could buy things for 5 and 10 cents. Ice cream cones, phone calls, streetcar rides, and a Pepsi were a nickel. Or you could spend it on enough stamps to mail 1 letter and 2 postcards. You could buy a new Ford Coupe for \$600! Gas was 11 cents a gallon. In my day "grass" was mowed, "coke" was a cold drink, "pot" was something you cooked in, and "rock music" was your grandmother's lullaby. "Aids" were helpers in the Principal's office, "chip" meant a piece of wood, "hardware" was found in a hardware store and "software" did not exist. We actually believed that a lady needed a husband to have a baby. No wonder people call us "old and confused" and say there is a generation gap." So how old is Grandma? Make it 62, born in 1952 and younger than all 406 sailors.

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 2014 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. Most recently, Don Wilkinson, Jr. donated \$100 in memory of his father Don, Sr. TM56-57(SS). One of many stories is when Jr. reenlisted in the Navy his dad wanted to have lunch in the galley. So he took him to the 1st Class Mess, and Don, Sr. remarked to everyone there "It took me 40 years, but I finally get to eat in the 1st Class Mess."

4. Cochino (SS-345) and Tusk (SS-426) Remembered: From John Savory. It was 1949 on a training exercise when this tragedy at sea occurred with submariners lost from both boats. Search Internet "Cochino and Tusk" for details.

5. Navy Hymn for Submariners: From Hubert Jackson. This is a wonderful pictorial and word presentation regards American, British, Australian, and Canadian submariners. Search "Navy Hymn for Submariners."

6. Commissary Closing? From Jack Ensminger and Tom Polen. Yes, DOD has a plan in preparation to close most all of the 247 stateside commissaries to reduce costs. It is still a way off and requires Senate/President approval.

7. General MacArthur Rescue: From Richard Clubb. We ran a January article involving the March 1942 evacuation. Richard's Uncle Henry C. Rooke was also there on Motor Torpedo Boat Squadron 3 and received the Silver Star for extraordinary heroism directly involving the General. After his Boat was destroyed, he was assigned to Mindanao in the guerilla resistance force where he fought for two years. He retired as a CPO and planned to write a sequel to THEY WERE EXPENDABLE, but it never happened. Richard said his Uncle was why he joined the Navy.

8. Submarine Clamagore Situation: She has been sold to Reefmakers, a Florida organization that specializes in sinking vessels to create artificial reefs. Lanny has been in contact with the Executive Director of Patriots Point in Charleston who believes she will still be there in May for our reunion and tour. However, things could change.

9. Sea Poacher Book Addendum: Not enough input. Lanny will publish those articles submitted in the Newsletter. However, keep those stories, updates, lies, or whatever coming. He says they will get published when least expected.

10. The U Boat War: From Hubert Jackson. Another very interesting 2.5 hour history. Do a web search on U Boat War: Documentary on the Submarine Battle of World War II.

11. Delegated Leadership: From Hubert. A very different approach to leadership from a submarine commanding officer that applies to all organizations. This is well worth 10 minutes of your time. Go to http://www.youtube.com/watch?v=OqmdLcyES_Q&feature=YouTube or search on David Marquet.

12. Kamikazi Attack on USS Laffey (DD-724): Again from Hubert. Here is actual incredible footage of the attack on this great SHIP THAT WOULD NOT DIE, and which we will tour at the Charleston Reunion on 1 May 2014. Battle details are contained in the October 2013 Newsletter. View the film at <http://www.dropbox.com/sh/4zpk7hvrghcd7gd/D-qPNsG9ym#lh:null-Laffey%20Enchanced%20vo%203.wmv>

13. Site for our 2016 Reunion: To be voted on at the Charleston Reunion. Proposals so far are expected for Bran-son, Baltimore, and New London. Other well-thought out proposals are welcome. Please let me know in advance.

14. Memorial Plaques. Sometimes we have four or more. This issue ZERO. Let us keep it this way.

15. Charleston Reunion. We are really working hard to make this the best one ever and the past six have been exceptional. Due to final exams on May 2, the long grey line parade at The Citadel has been cancelled. We will still go there for marriage vow renewals, and have substituted the 1676 Magnolia Plantation/Gardens to tour instead at no additional cost. These are the oldest public gardens in America and this promises to be spectacular.

SEA POACHER SHIP'S STORE

Marine Artist Richard DeRosset has made us two paintings showing Sea Poacher with the Step Sail and during the Cuban Missile Crises with the North Atlantic Sail. He has also done a third painting 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 all of these. All come unframed and prices include shipping/postage. Fill in the below form, copy it, and make your check payable to Bill Brinkman, and mail to 4500 Tiffany Nicole Street, Round Rock, TX 78665-9466. Check out the other items also available from our Ship's Store. All items will also be available at the 2014 Charleston Reunion.

		<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>This beautifully crafted stainglass 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>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>
		

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			_____

THE CATCHER WAS A SPY



When Babe Ruth and Lou Gehrig went on a 1934 tour in baseball-crazy Japan fans wondered why a third-string catcher named Morris (Moe) Berg was included. It was simple: Berg was a spy who spoke 17 languages—including Japanese. Wearing a kimono, Berg took flowers to the daughter of an American diplomat being treated in St. Luke's Hospital-Tokyo's tallest building. He never delivered them. He ascended to the roof and with a movie camera filmed the harbor, military installations, and railway yards. Eight years later, General Jimmy Doolittle studied Moe's films for his raid on Tokyo.

Berg's father, a pharmacist in Newark, taught his son Hebrew and Yiddish. Moe began playing baseball at age four. His father disapproved and never once watched him play. In high school, Moe learned Latin, Greek and French. He graduated magna cum laude from Princeton having added Spanish, Italian, German and Sanskrit to his skills. In further studies at the Paris Sorbonne and Columbia Law School he picked up his law degree as well as Japanese, Chinese, Korean, Indian, Arabic, Portuguese and Hungarian—17 languages in all. As a Princeton ballplayer, Moe would describe plays in Latin or Sanskrit.

During World War II, he parachuted at age 41 into Yugoslavia to assess the value to the war effort of the two groups of partisans there. He reported back that Marshall Tito's forces were widely supported by the people and Winston Churchill ordered all-out support for the Yugoslav underground fighter. Berg later penetrated German-held Norway, met with members of the underground and located a secret heavy water plant—part of the Nazi effort to build an atomic bomb. His information guided the Royal Air Force in a bombing raid that destroyed the plant. There still remained the question of how far had the Nazis progressed in the race to build the first atomic bomb. Under the code name REMUS, Berg was sent to Switzerland to hear a lecture from leading German physicist Werner Heisenberg, a Nobel Laureate, and determine how close they were. Moe slipped past the SS guards at the auditorium posing as a Swiss graduate student. He carried a pistol and a cyanide pill. If the German indicated the Nazis were close to building the bomb, Berg was to shoot him and then swallow the cyanide pill. Moe, sitting in the front row, determined that the Germans were nowhere near their goal. He complimented Heisenberg on his speech and walked him back to his hotel. His report was distributed to both Churchill and Roosevelt, who responded: "Give my regards to the catcher." After the war, he was awarded the Medal of Freedom—America's highest honor for a civilian in wartime. However, he refused to accept it, because he could not tell anyone about his exploits.

Berg played 15 seasons in the major leagues. He was known as the brainiest guy in baseball and read 10 newspapers per day. He did not make the Baseball Hall of Fame. He said "I could not hit like Babe Ruth, but I spoke more languages than he did." His last words in 1972 at the age of 70 were: "How did the Mets do today?" After his death, his sister accepted the Medal of Freedom and it hangs in the Baseball Hall of Fame in Cooperstown. His baseball cards are the only ones on display at CIA Headquarters in Virginia. His ashes were spread over Mount Scopus in Israel. Over six books have been written on him and can be found at amazon.com and elsewhere.

SAVING RAZORBACK SS-394

First, THE STORY THAT DID NOT HAPPEN from Bill Brinkman and JJ Lynch. In 2004, Turkey agreed to give Razorback to Arkansas as a museum. JJ went to Turkey and was to get food and supplies from the U.S. Air Base in Ankara, for an expected crew of 60 diesel boat sailors including Bill who was scheduled for EM Maneuvering Room watches. JJ was looking for food in large containers, but it was not carried. So it was going to be shipped from NSC Norfolk on the next container ship. The cost of diesel fuel was significant so the planning included running on only one diesel at a top speed of 10 knots. Each of the 60 volunteers would have to pay their own expenses. Not a problem. There was even a second crew lined up to take Razorback from Key West to Little Rock. However, lawyers got involved and did not want liability should a problem occur. So all planning stopped. Bill said he would have been happy as a clam to bring her back especially with JJ as his cook again.

NOW THE REAL STORY. The Turks said Razorback was not sea-worthy and would need millions of dollars in repairs to make it safely across the Atlantic. That was not possible, so it was decided to tow her back with only one crew member aboard namely Max Bassett. He would be in the Conning Tower and able to abandon ship should there be a problem. There was also concern that some bad guys might try to capture her and use it as a terrorist weapon. Yes, the torpedo tubes were in good working condition. The Navy was also concerned about Razorback and secretly assigned nuclear submarines, in shifts, to follow her on its entire journey.

She left Turkey on 5 May 2004 and arrived Key West on 13 June. JJ met her and was one of 66 line handlers. Tours were given. There was no ventilation and hot inside to say the least. Razorback arrived in New Orleans June 19. However, at the Arkansas River junction off the Mississippi, the River was too low, and delays ensued. Eventually, floats were attached to Razorback to reduce her draft and she made it to North Little Rock on 29 August 2004. Nearly a four month voyage. Your Editor was in telephone and email contact with Bob Oppe, a prime mover in getting Razorback to Arkansas and currently President of the Silent Service Motorcycle Club in Seattle. This event received major publicity in the news media. It was like fiction for a group of veterans to go after a WWII era obsolete submarine that might have been turned into razor blades, and sail it from Turkey to the U.S. by striking a deal to buy it from the scrap heap and sail it home, where it would come to rest as a maritime museum. "We're just a bunch of old submarine vets who have found ourselves a toy," said Bob. "I can't think of anything more fun." So, thinking a boat of that name belonged in the Razorback State, a group of Arkansas submarine veterans went to Turkey for negotiations. They saw her in Golcuk. "It was like meeting the love of my life who I haven't seen in 40 years," Bob said. First, they needed to pay for it. Donations abounded and financed the trip.

Bill Brinkman says Razorback is still in its original shape with no stairways to accommodate visitors—just vertical ladders. Also, the placards are in English and Turkish and she flies both flags. They have one engine running. You can tour, sleep, and have reunions aboard. It is now the Arkansas Inland Maritime Museum. Sea Poacher shipmates who also served on Razorback include Jackie Nims EMC, George Bracey lost on Thresher, Russell Ross QMC Eternal Patrol 2008, Harold Stanley RM Eternal Patrol 2007, Harold McManus END1 Eternal Patrol 2004, Marion Taylor TM1 Eternal Patrol 1991, Nolan Miller, CSC 1989, and John Ross RMCS Eternal Patrol 1973.



REUNION BANQUET RAFFLE ITEMS

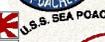
Be there on 2 May 2014, for the auction and ticket raffle of several items including this wonderful 34 inch metal model of the CSS Hunley, which we will visit earlier in the day, and generously donated by Dr. Terry Kopansky, from Nashville TN, and our Honorary Submariner we met in Peru who also drank for his dolphins at the Branson reunion. At his request, proceeds from this raffle will go to the Wounded Warriors Project. Terry has also donated several other very nice items for the Silent Auction in the Hospitality room. Thanks guy.





The Silent Service

A Submarine At Sea Is A Different World In Herself
And The Men Who Take Such Ships To Sea
Are An Elite Group
We Demonstrated A Special
Cohesiveness And Interdependence
While Confined To The Innards Of The
U.S.S. Sea Poacher
While Relying On Each Other
To Do It Properly The First Time,
We All Returned Home





And there are more items up for banquet raffle including this beautiful 4 foot by 6 foot cloth Sea Poacher afghan that has never been unpackaged. Only 50 of these were made and they have not been available for several years. A two inch wide fringe surrounds all four sides (not shown) and this makes for a wonderful wall hanging. Leo and Helen Carr EN49-51 of Gautier, MS had an extra one, and have generously donated it with proceeds going to the Sea Poacher Memorial Fund. This will be Terry's third reunion. Leo and Helen have been to prior reunions but will miss this one. Aggie Romeo, widow of John IC68-69, and five of her family will be there and are also donating several items they purchased at earlier reunions. Thanks also to her!

ANOTHER SEA POACHER HERO

In July 2009, Jack Merrill ran a story on Skipper William R. Gibson who reflected upon his time as CO. However, I just recently learned of some of his exploits in World War II and through email interviews present some of his experiences in his own words. e.g. "I was serving on USS Griffin (AS-13) in Brisbane Australia and, having been to radar school, was involved in the installation of radar on a small patrol boat when an 'invitation' for volunteers to replace some of the submarine officers that were exhausted from the retreat from the Philippines. Not being acquainted with the mantra 'Never Volunteer', several of us green Ensigns signed up. The call went out early in the morning, I said 'yes' about noon, had orders by 1400, and was on board USS S-37 before 1700. Note that we had no submarine experience, no submarine school, and never an OOD underway. Looking back, the submarine force was really desperate! I was assigned as Communications Officer and it took 10 months to get my dolphins.

The S-37 was built during WW I and commissioned about the time I was born, It had no air conditioning, radar, TDC, sonar, and was armed with Mk 10 [30 knot} torpedoes. It was also rusty. While in refit, an auxiliary man was chipping rust in the motor room and chipped right through the pressure hull. He calmly whittled plugs to stop the leaks. The repair was to weld a large plate outside the hull. We made two patrols in 1942 and actually sunk a sea-plane tender off Rabaul on the first. However, on the second, we were totally ineffective near Savo Island as we were unable to get in position to shoot at the fast Japanese cruisers coming down the slot. Mercifully, S-37 was returned to CONUS after that. My Skipper LT R.J. Reynolds once observed that we spent more energy and time keeping the boat running than we did fighting the Japanese.

My next assignment was as S-30 Engineering Officer in 1943. An exciting moment occurred when we were depth charged by a Japanese destroyer during a patrol off the Kurile Islands. We were in surface gunfire action with a fishing boat when a Jap destroyer came to its rescue. We submerged, but before we could get a torpedo shot off the destroyer started its depth charge attack. It blew up our depth gauges and we lost control. Fortunately for us the water, while deeper than our test depth of 212 feet was not deeper than our crush depth. We settled on the bottom. Mean time, the destroyer kept circling over us trying to find us. The Captain intended to stay on the bottom and wait until the destroyer left the area. However, after 5 hours and 33 depth charges, it became clear that this wasn't going to happen. So we surfaced as he was making his outward arc. By that time it was dark and we couldn't be seen. We tracked him on radar as he started on the closing leg and ran away as fast as we could (9 knots). Apparently he didn't have radar and could not see us visually so we opened the range. Shortly after that both diesel engines wiped crankshaft bearings because the oil had become cold and viscous. We were dead in the water. The Good Lord must have felt sorry for us because at dawn a dense fog set in which lasted all day giving us time to make the repairs and charge the batteries. We stayed on patrol but when we got back to Dutch Harbor for refit we found that the depth charges had crushed the head of one of the torpedoes so badly that it hardly could be pulled out of the tube. Had the torpedo exploded! Wow! Some of this is contained in the 1975 1,300 page book *Silent Victory: The U.S. Submarine War Against Japan* by Clay Blair, Jr. This side photo was taken in Dutch Harbor during that 1943 refit showing myself. Photos are scarce because we were not supposed to have cameras or diaries.



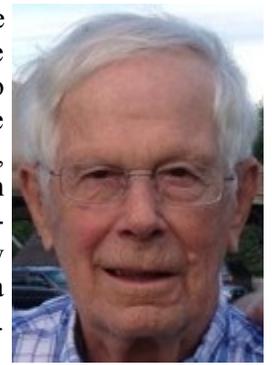
Then I received orders to new construction—USS Hammerhead (SS-364) being built in Manitowoc, WI. Our first patrol lasted 72 days in the Luzon Straits but was unproductive. However, the second of 53 days was excellent.



We sank seven oiler and cargo ships in two engagements for a total of 46,500 tons against convoys off of Borneo. It got really exciting on the first when one of the destroyer escorts started chasing us on the surface. I was the Battle Stations OOD. I suggested to the Captain that we shoot two torpedoes down the throat, and he concurred. I sent the target's bearings to the fire control party, who shot two torpedoes and shortly thereafter a loud explosion occurred. We finally got to water deep enough to dive. We dove but didn't get depth charged. We never knew if we sunk him or just scared him away, but we escaped and were ready to fight another day. The post war analysis confirmed the other sinking's but no mention of an escort. We expended 22 torpedoes

this patrol. The CO was awarded a Navy Cross and several of us got Silver Stars. The Hammerhead received a Navy Unit Commendation. My 10th war patrol followed. Not quite as productive but we did expend 21 torpedoes against Japanese forces moving at high speed to disrupt the Leyte landings. This is Hammerhead on sea trials in Lake Michigan in March 1944. Note the ice on deck. It took us forever to make a trim dive as the ice made us more buoyant.

Bill made 11 war patrols including one on Croaker (SS-246). With 20 years active duty, he later worked in Navy ASW projects for military contractors and as a civil servant. He wishes he could join us in Charleston where he has great memories. e.g. "One was the speech to the Rotarians. I talked about the history of submarines. It went well but after the meeting one distinguished Southern Gentleman came up and, in a dignified manner and a refined accent, asked why I hadn't mentioned Hunley? Not being a Southerner or well informed of Charleston history; also it had not been mentioned in my references. I didn't have a clue of the local significance of the Hunley and to Charlestonians. I was somewhat embarrassed, but I can now look back on my goof with amusement. Lastly, I wonder if I may be the oldest surviving Sea Poacher sailor as I turned 94 in December 2013." Bill maintains a home in Kilmarnock, VA. Bravo Zulu Captain Gibson.



60th WEDDING ANNIVERSARY



CO Richard and devilish Shirley Fox celebrated their 60th wedding anniversary in Portsmouth, VA on 15 August 2013 with cake on his face. Dick was in Submarine School New London and traveled a day earlier for the wedding in Portsmouth. However, there were weather delays, and he missed the rehearsal and dinner. The day after their wedding they drove back to New London for classes and the MOQ. He said their honeymoon was not short and continues to the present day. They also commented on DBF and looking forward to seeing everyone in Charleston.

SUBMARINE MEMORIES

Ron Schnars TM60-62 forwarded some 1960 photos and shared some thoughts. Shown is Sea Poacher at Guantanamo Bay in 1960 when the Cuban gunboat shot at her. He was a lookout at the time. Then there was small arms training, and Ron with his 1963 Chevy behind the Key West Barracks. He also was on board Pelias (AS-14) out of commission at Mare Island but used as an office for INSURV Inspections. There were 20 old submarines present and he often heard the eerie sounds of rubbing of the fenders between the boats. He actually road one of them to Treasure Island and thought it would be his last ride on a fleet boat as he was transferred to Hammerhead (SSN-663).

Ron retired as a TMCM (SS) and speaks of the great memories and good old days. He can't tell you he had for dinner last night, but vividly remembers the good times when he served aboard the Sea Poacher.



NAVAL ACADEMY MEMORIAL



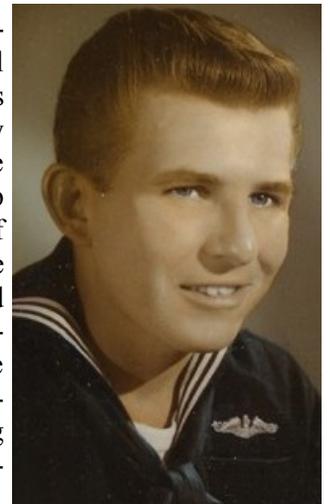
Never even knew it existed. At Annapolis and done by P. Wegner to celebrate the 100th Anniversary of the Submarine Force in 2000, and dedicated to submariners, their families, and supporters. Impressive. And next door is the Battle of Midway Memorial. See more photos of it here and other memorials in the DC area at http://www.dcmemorials.com/index_indiv0003252.htm. Thanks to Joe Murdoch for sending. Remember Joe runs a boat called SEA POACHER, somewhere in the Fort Myers area, and is always looking for shipmates. Be sure to contact him well in advance!

DO WE HAVE A PATTON TODAY?

From Jack Ensminger. General George S. Patton, Jr. (1885 –1945) was known for his WWII leadership. With a reputation for eccentricity and controversial outspokenness, he also had 10 Commandments: *1. Do everything that you ask of those you command. 2. Say what you mean, and mean what you say. 3. Do not fear failure. 4. Do more than is required of you. 5. Do not take counsel of your fears. 6. Always go forward. 7. Take calculated risks. 8. Give credit where it is due. 9. Accept full responsibility for the actions of yourself and your men. 10. Never leave a man behind.*

COMMENTS ON PORTSMOUTH

From John (Crusher) Savory EN58-61(SS): He commented jokingly on a newsletter article regards antics of the West Coast Posse including Herder's goat extramarital affairs and Rustler's mistaking elephants for large cows. He failed to mention Snow Angel and Crash. However, on Portsmouth Naval Shipyard John said: The deteriorated buildings and a workforce of 5000 is sad and different from my experience there where I spent my last four years of active duty in the role of Ship Superintendent for two boats and Type Desk Officer for six more before retiring in 1981. We were a vibrant facility managing up to 6 overhauls and shorter availabilities for the nuclears. The workforce was in excess of 10,000. The prison was shut down and the same eyesore. The shipyard was the pride of the area, and most employees working for me were third or fourth generation workers, proud of their heritage. The same was true for most of the shipyard workforce whose New England patriotism shone. It's a shame it has gone down. I will always remember my time there with great pride and appreciation for being able to observe that New England toughness and dedication in building submarines. I was proud and thankful I am for having spent a few of the best years of my life as part of the great Sea Poacher family. More recent photos of Crusher, with a rare red facial growth, can be found in 2009 newsletters.



NAVAL OFFICER FITNESS REPORTS

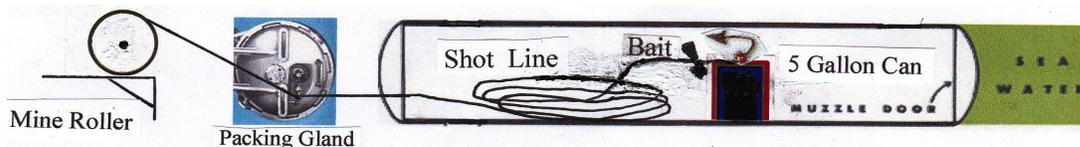
From LT Richard Raish, SC, USN 60-64 regards comments made (not certain as to the validity of these):
**Could not organize 50 percent leave on a two-man submarine. *He would be out of his depth in a rain puddle. *His men would follow him anywhere, but only out of curiosity. *I do not recommend allowing this officer to breed. *This man is depriving a village somewhere of its idiot. *He has carried out each and every one of his duties to his entire satisfaction. *When he reported, this officer was a useless old crone and has since aged. *This officer is like a gyroscope; always frantically spinning but going nowhere. *Sets low personal standards and fails to achieve them. *This officer should go far and the sooner started the better. *The only ship I would recommend him for is citizen-ship. *Couldn't organize a woodpecker picnic in Sherwood Forest.*

QUOTES FROM A 104 YEAR OLD WOMAN

From Joe Murdoch: My memory's not as sharp as it used to be. Also, my memory's not as sharp as it used to be. How do you prevent sagging? Eat till the wrinkles fill out. It's scary when you start making the same noises as your coffee maker. You don't stop laughing because you grow old-You grow old because you stop laughing.

FISHING FROM TUBES AFT ON THE 406

Our boat probably has more fantastic stories than any other submarine. Here is another good one from Ted Anthony SO55-57(SS) in November 2013. While in the yard at Charleston in 1956, John (Dave) Ackerman TM2 (SS) had the roller on the mine table fixed with a handle so he could wind up a roll of shot line on it. He also had a gland fitting placed on the pressure gage line to run the shot line into the torpedo tube. When he was ready to fish he would open the tube door and run the shot line in the tube through this gland fitting. He would bait the hook and flay out enough line to clear the outer door and lay this line on a five gallon gilly can and secure it with masking tape so when he shot it out the tube by a water slug the masking tape would tear loose and the line would trail behind the boat. And then let the fishing begin. So, now we are submerged somewhere south of Cuba, operating with the fleet. On the 7MC...."Conn Tubes Aft, I have a bite"....Captain Polk turns from the scope and says..."What the hell is that?" Followed by..."Tubes Aft Conn, what is going on back there?"...."Conn Tubes aft, I caught a fish".....at this point the Captain is wondering just what has happened. Now Ackerman had previously asked the CO if he could do this and the Captain laughed and had said OK thinking it was a joke. So Ackerman reels in the fish, closes the outer door, blows down the tube, vents it inboard (normal procedure), and when he opens the breech door there is a blue marlin with his eyes popped out from the sudden decompression. Well the Captain was a bit pleased and upset at the same time. Anyway, this is a true story sayeth Ted Anthony, and noted that Jim Thompson TM1(SS) was Senior Torpedoman in charge in the After Room and can verify it. So your Editor contacted Jim, not to question the authenticity of the event, but to get more information. He responded on December 7 stating: "Ackerman did indeed fish through an after tube. He first asked me for permission which I did not give. Then he went to Captain Polk, and to my surprise did receive permission. Ackerman replaced the test plug in the tube door with a packing gland nut and ran a piece of shot line thru the packing gland nut, and thus could adjust the drag by tightening or loosening the gland nut. He then attached one end of the line to the mine roller and on the inside of the tube attached the hook to a paper tag attached to an empty mineral spirit can. He coiled enough line to clear the tube. I do not remember what he used for bait. Jim sketched it somewhat like this!



We fired it out with a water slug and did fish for some time. But there was no blue marlin, no barracuda, and nothing caught! And no photos were taken." Jim did mention that Ted, a good friend, was prone to a bit of embellishment in his stories. I passed this information on to Ted and wondered if there had been more than one fishing episode. Ted responded that Ackerman did fish several times and had the line out more than once. He was in the Conning Tower at the time, did not see the fish, but was told a blue Marlin had been caught. Captain Polk was surprised at the whole thing. Ted saw the expression on his face, and said it was extremely funny.

Ackerman is not a member of our Association nor is he on our Eternal Patrol list. Efforts to locate him, through the Internet and shipmates, were not successful. Final inquiries for more information from Ted and Jim were made a week later. Jim responded on 6 January 2014 and said he was there when Jack Ackerman (not Dave) reported aboard as a TM2 and when he was discharged, and that he was the best TM2 in the Fleet and also from New Jersey. He only recalls one fishing episode and says there was never a handle attached to the mine roller in the ATR during the entire 5.5 years he was on board. And as to the 7MC conversation, Jim is adamant that IT NEVER HAPPENED. He still cannot believe that Captain Polk would approve this kind of activity while participating in a fleet operation. Other than that, Jim says his friend and shipmate Ted's story is basically true. Hey, after 58 years since this incident, memories fade (especially mine), and it is a great sea story that Ted will expand upon in Charleston. Be there!

DEFINITION OF A VETERAN

From South Dakota Cousin Sue Stange now in Phoenix. A veteran - whether active duty, retired, National Guard or Reserve - is someone who, at one point in his or her life, wrote a blank check made payable to "The United States of America" for an amount of "up to and including my life." That is Honor, and there are way too many people in this country who no longer understand it. And your Editor viewed THE SHIPPING NEWS, a good 2001 movie with Kevin Spacey, and with some excellent things to remember: "We are only passing by and are on these steps for a short time. Our boats sailed only for a while and then they have to sink.....Waves take the house, but it leaves an excellent view." Absolutely delighted we have no Memorial Plaques for this issue of the newsletter. Lanny

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THE CHARLESTON REUNION CHALLENGE COIN

Our Master Chief Calvin Cochrane MM55-56 (SS) took upon himself the design, development and purchase of the below Challenge Coin as a gift to Reunion attendees. You will not believe how nice this 1.75 inch coin is. Cal has also made a beautiful 3/4 inch Sea Poacher lapel pin for the occasion. I cannot believe how much time and effort, as well as monetary contributions, have been expended by the Reunion Committee of Jon Nagle, Vince Sottile, Calvin, Bill Brinkman, Hubert Jackson, Bill Dukacz, and Terry Kopansky, to make this perhaps the best reunion we have ever had. And we have had nothing but six prior great ones. Thanks guys! The rest of you need to attend to see for yourself!

