

SEA POACHER ASSOCIATION



Dedicated to those who served on this incredible Submarine

Vol 23 , ISSUE 2 April 2025

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3042 Alton PL Round Rock ,TX 78665-2119 seapoacher@att.net —

1. Ivan Joslin Scholarship Committee

VP Jon Nagle has suggested that we investigate the idea of having a scholarship named after our ship-mate Ivan Joslin who passed on April 4.

Jon has agreed to head up the committee.

Now since all of you have already volunteered **twice** (US Navy and Submarine Duty) , you should volunteer a **third** time to help Jon come up with the scholarship recommendations to be presented to our entire membership.

Here is Jon's initial ideas :

*Lt.(Captain) Ivan Joslin was well liked and respected by the whole crew of Sea Poacher. I think it would be a great idea to create a scholarship in his name. One man cannot do it alone so I am asking for **help** in setting up a steering committee.*

At this time I am thinking the following needs.

- 1.) PR*
- 2.) Determine scholarship requirements*
- 3.) Fund raise and determine scholarship amount.*
- 4.) And stuff I haven't thought of yet.*

Any thoughts?

Jon Nagle MM 62/63

OK, Volunteers, please contact Jon at 843-991-0641 or jknmm1ss@gmail.com

2. Medal of Honor National Museum

Arlington ,Texas

This Museum just opened in March 2025. We had 140 Texas Submariners & wives, etc attend the Tolling of the Bells Ceremony in April 2025 at this museum.

But I want to share this 16 minute video of the opening night drone & fireworks show with you :

<https://www.youtube.com/watch?v=1QsoLku6cuE>

**3. Larry Weinfurter MM 62-65
& Bill Brinkman EM 60-62**

**Larry & Jean Weinfurter visited Bill & Lin Brinkman
April 27, 2025.**



Thanks to Karl Schipper QM 58-60

Newspapers.com
by Ancestry

https://www.newspapers.com/image/1180648469/

Alamogordo Daily News (Alamogordo, New Mexico) · Wed, Jul 4, 2007 ·

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Twenty years beneath the sea

■ World War II veteran spent most of his service on submarines

By KARL ANDERSON
STAFF WRITER

John Murray had many brushes with death during his career beneath the sea, and while he was aware of some, he was certainly never in a position to have seen it coming.

John Murray was born on Aug. 25, 1926, in Wadena, Iowa.

"I was still in high school when this older guy suggested I get on submarines if I joined the Navy," said Murray. "He said the pay was a lot better and that subs had the best food in the Navy."

He entered the Navy on Aug. 24, 1943, at the age of 16, one day before his 17th birthday. "When I went in, I didn't have a birth certificate," said Murray. "They just entered a birth date on the paperwork that made it legal for me to get in."

The young sailor spent six weeks at boot camp in Farragut, Idaho. He then spent a combined three months in diesel engine school and submarine school in New London, Conn.

The best thing about that time, according to Murray, was the quality of the food on the school boats.

"It was a thousand times better than I expected," said Murray. "It was as good as home-cooking, maybe better."

In submarine school, there were three different swimming tanks in training: 12 feet, 50 feet and 100 feet. Each was filled with water. In order to pass the training, each sailor had to leave a pressurized chamber at the bottom and ascend to the top, exhaling as they went to avoid a lung embolism. According to Murray, everyone had to ascend from the 12-foot and 50-foot tanks, but not the 100-foot tank.

"I was one of the few that had to do the 100-foot tank," Murray said. "I don't think they wanted to keep me. I only looked 12 years old."

"I was then assigned to the USS Aegir, AS-23, a sub tender, in Hawaii. I was in a relief crew out of Pearl Harbor. Usually about 10 percent of each sub crew was relieved by members of the relief crew."

The first submarine that Murray went on was the S-28, along with 7 other sailors, that operated out of Hawaii in union with destroyers.

"In the motor room on the S-28, next to the engine room, there was a stanchion — and at a 100-foot depth the hull would come in about an inch," said Murray. "You know, when it came to subs, the Japanese subs were built better than ours. The German U-boats leaked like sieves. They were only made for one thing: sinking ships."

Murray and the other seven members of the relief crew were on the S-28 for a month.

"Remember the eight of us got off on a Friday," Murray said. "On the following Monday, the S-28 sank, taking 49 men with her, in water too deep for any hope of a rescue. Word got around the base pretty fast. No one ever found out exactly why she sank."

A few days later, Murray and a fellow sailor, Frank Maney, were told that one of them was needed on another sub.

"We decided to flip a coin," said Murray. "Maney won the toss, so he got to go on the sub. It was the USS Snook. She went down in April of 1945, taking Maney and 83 other men with her. I was only alive at that point because of the flip of a coin."

After five runs on subs, sailors in the U.S. Navy were given the choice of getting off submarine duty if they wanted to, according to Murray.

"With the Germans, when you were assigned to a U-boat, you stayed with the same sub until you went on her. One of our runs was movie I have ever seen was the one that had a long retractable mast that drew in air for the engines," said Murray. "You could be 500 feet deep and still draw air through the mast. There were electrodes that would sense any water near the top of the mast and would quickly shut off a valve so water could not run down the mast into the engine room."

"But the guys on the bridge could override it from the control room. When one of these guys did that, the head valve would come open. The engineers would piss and moan about water in the engine room, and since it was under a vacuum, lots of guys would get nosebleeds and earaches. But it was better than having your brains sucked out."

Murray was on the USS Rock from October 1944 until January 1946, and said he was depth-charged more times than he could count.

"One time a Japanese destroyer forced us down over 200 feet deep," said Murray. "Another time we were driven down for over 70 hours. By then the air was getting pretty bad. I couldn't even light a cigarette because there was not enough air for the lighter to light."

Murray saw the most action on the USS Rock.

"We sank five or six Japanese merchant ships during that time," Murray said. "We ended up sinking 57 percent of their merchant fleet with subs, and we sank 55 percent of all Japanese shipping with subs. But it was costly. We ended up losing 52 of our subs and crews during the war."

In 1946, Murray also qualified as a Navy hardhat diver with a certification to 90 feet.

"Remember I was cleaning a sound (sonar) head on the USS Sea Poacher while she was docked in Key West," said Murray. "I got the feeling that something was watching me. I turned around and there was a Goliath Grouper (formerly called the Jewfish, it is the largest member of the grouper family, with a weight up to 600 pounds, and it

has swallowed divers feet first up their waste and then spit them out) looking at me. I got back up, grabbed a spear gun, went back down, and shot him. He ended up weighing 350 pounds, so we all ate fish for some time."

But since Murray was not allowed to draw diver pay and sub pay simultaneously, he stopped diving for the Navy. From 1946 until 1956, Murray served on the USS Bang, USS Diablo, USS Sea Poacher, USS Torsk, and the USS Sablefish. "I didn't like the Torsk at all," said Murray. "If I could have gotten off that one the day I went on, I would have. I didn't like the crew or anything about that sub."

In June 1956, Murray went back on the USS Bang, which had been converted to a "snorkel boat" since he had last been on it, 10 years earlier.

"Snorkel boats were subs that had a long retractable mast that drew in air for the engines," said Murray. "You could be 500 feet deep and still draw air through the mast. There were electrodes that would sense any water near the top of the mast and would quickly shut off a valve so water could not run down the mast into the engine room."

"But the guys on the bridge could override it from the control room. When one of these guys did that, the head valve would come open. The engineers would piss and moan about water in the engine room, and since it was under a vacuum, lots of guys would get nosebleeds and earaches. But it was better than having your brains sucked out."

Murray's runs on the USS Bang included three trips into the Barents Sea during the Cold War. Murray spoke of emergency swimming ascents that had been made by his fellow submariners during wartime.

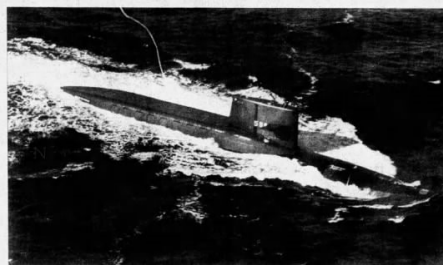
"I had a good friend who was on the crew of the USS Tang," Murray said. "They were pretty close to the surface when they fired two torpedoes at the Japanese fleet and one of their own torpedoes made a circular run and hit them just off of the coming tower. Seven members of the crew were on or close to the bridge and got off before she started to sink."

"She was going down fast, and she was 186 feet deep when two more guys got away from her and made free ascents to the surface. So a total of eight men made it. The rest of the crew went down with her and were lost. One of the two guys that made it from 186 feet was a friend of mine."

In June 1959, Murray attended nuclear power school and was then assigned to the USS George Washington, the first Polaris



USS S-28 — Murray's first submarine duty was on the S-28. Three days after he and 7 other members of his team left her, she sank off Hawaii, taking 49 crewmen with her.



USS George Washington — The last submarine Murray served on was the USS Washington, the first Polaris class nuclear submarine.

class nuclear submarine. "There was a big difference between the submarines that I had been on before and this one," said Murray. "The older fleet subs normally carried 60 to 70 men. The Washington carried a crew of 125."

"And crew size wasn't the only difference. The older subs averaged eight knots underwater. The Washington could do 35 knots underwater. The older subs normally stayed at 100 to 200-foot depth. The Washington did 1000-foot depth with no problem. That depth would have easily crushed the older subs."

In all Murray made a total of three runs into the Barents Sea during the Cold War and ended up serving on the USS George Washington until retiring with an honorable discharge on Aug. 24, 1963, after 20 years of service. Following his retirement, Murray became a millwright and worked all over the United States for 44 years. Over this time, he never failed to attend annual

reunions with the surviving submariners he had served with in the past.

"There was a German U-boat captain that came to our reunions for several years," said Murray. "I asked him why he always kept coming and he said the stories we told were always so much more exciting than the ones his own crews had told."

In the fall of 2006, Murray attended a reunion for all the crewmen that had ever served on the USS Bang. There were 85 of them.

"There were six of us that had been on the USS Bang back in 1945 and 1946," Murray said. At the reunion he attended in 1994, the last skipper of the USS

Rock attended the event.

"He looked at me for several minutes," said Murray. "Then he said 'I remember you. You were that 12-year-old kid in the forward engine room.'"

In March, Murray was working on a job as a millwright in Farmington and told his employer that this was his last job.

"They said they had heard that before and that I could be back," said Murray. "I ended that job on March 10 and my wife, Mary, passed away on March 16. That was my last job for sure. Now I plan to do some traveling."

Murray's son John is 55. His daughter Jeanne is 49. Murray lives today in La Luz. He is 81 years old.

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Eternal Patrol



Ivan Joslin LT 60-63

Ivan L. Joslin, age 89, a resident of The Villages, FL for over 20 years, left his earthly life on April 4, 2025, and immediately entered the arms of his Lord and Savior Jesus Christ. Ivan was a committed follower of Jesus, serving as a choir member, deacon, and faithful church attender for many years at Bayside Baptist Church in Virginia Beach and First Baptist Church at The Villages. He, along with his pre-deceased wife Marjorie, were also actively involved in The Villages High School football and music Booster Clubs and several antique automobile clubs in Virginia before moving to The Villages. Ivan attended college in North Carolina, graduating from Western Carolina University with degrees in English and Biology. He was an avid sports enthusiast, watching as much football, basketball, baseball, hockey, tennis, and racing as his schedule would allow. Ivan was a proud veteran, serving in the U.S. Navy and Naval Reserves for more than 38 years, with much of that time on or supporting submarines and other activities in Norfolk VA and Charleston SC. While in the The Villages, Ivan continued his love for the Navy and

served as Commanding Officer of the Seadragon Base, the local group of submarine veterans. He also had been a member of The Villages Motorcycle Club and had sung with The Villages Christian Chorale and with The Village Voices.

Ivan was preceded in death by his parents, Milton and Lucile Joslin of Raleigh, NC, and by his devoted wife of 55 years, Marjorie Fitchett Joslin. He is survived by two brothers and their wives: Arnold Joslin (Joan) of Loveland CO, and Lloyd Joslin (Foye) of Venice, FL; by five children and their spouses: son Stephen Fitchett (Ruby) of Summerville, SC; daughter Beverly Nobles (Jim) of The Villages, FL; daughter Lessie Crosson (Randy) of Sarasota, FL; son Brian Joslin (Jan) of Summerville, SC; and son Michael Joslin (Carole) of Windsor, VA; sister-in-law Lois Price and husband Ray of Chesapeake, VA.; nine grandchildren and fifteen great-grandchildren.

In lieu of flowers, donations may be made to First Baptist Church at The Villages and The Villages High School Buffalo Football Booster Club.

ETERNAL PATROL

Gerald Keffer TM 64-66

Gerry Keffer's celebration of life will be held on Saturday, June 18, 2022, beginning at 11:30 a.m. until family and friends are through visiting. Lunch will be served. The event will be at the Island City City Hall, at 10605 Island Ave., Island City, Oregon.

Gerald Kay Keffer was born on July 25, 1945, to Verlin and Margaret Keffer. On March 19, 1945, Verlin was killed in World War II, leaving Margaret a widow with two boys, Gail and Roland, and Gerald being born four months later. Margaret met and married Vernon Breshears. Then the family moved to Island City, Oregon.

Gerry attended Island City School and after graduating from La Grande High School, he joined the United States Navy. He became a torpedo-man's mate and served on the USS Sea Poacher SS 406.

Gerry proudly served his country and was honorably discharged in August 1966 as a third-class petty officer.

Gerry returned home and married Sharon Lemons.

They had two sons, Daniel and Phillip. Gerry was employed as a computer punch operator in Oregon City.

Gerry later married Anita, on July 4. After retirement, Gerry began a new career as an 18-wheeler truck driver, delivering goods throughout Oregon. After retiring the second time, Gerry and Anita moved to McMinnville, Oregon. Gerry said he wanted to enjoy his retirement in front of the TV, and he did just that.

Gerry enjoyed hunting and fishing with his brothers, Gail and Ron.

Gerry was preceded in death by his father, Verlin Keffer; his mother, Margaret Keffer Breshears; stepdad, Vernon Breshears; son, Daniel Keffer; and grandson, Cody Keffer. He is survived by his wife, Anita; son, Phillip (Christina); brothers, Gail (Janice) and Ron (Kathy); five grandchildren; and 11 great-grandchildren.

Gerald Keffer's Obit thanks to Karl Schipper \

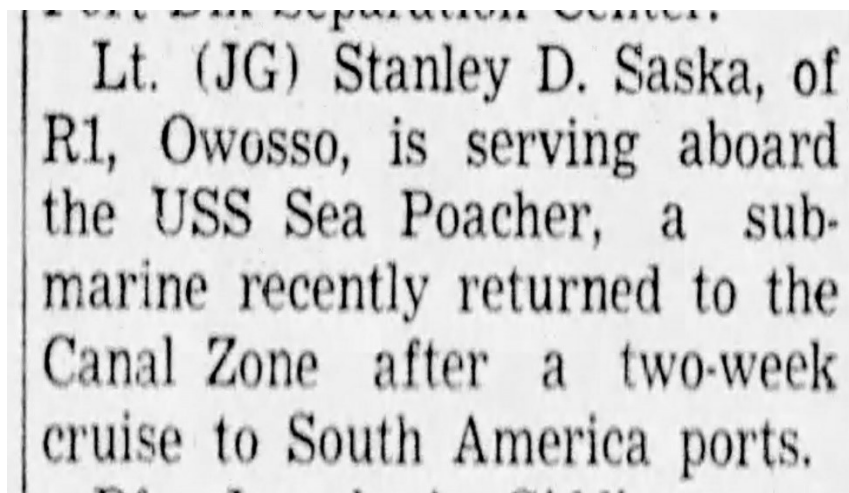
QM 58-60

Karl Schipper's research on LTjg Stanley Saska 1946 to 1949

Stanley Saska shows up in the missing crew list as Saska, S.D. Lt.jg. He is not listed on the crew lists. (**editors note:** Officers not listed before 1955 except CO and XO.)

The Newspaper article in the Flint Journal reported he was on board dated 11-16- 1946 as a Lt.jg. From research on his career, he enlisted in the Navy in 1936. He served on the cruiser Northampton, then on the Oklahoma BB37 in 1940, the O-2 (SS63) in 1941 and the Amberjack SS522 in 1942. He was a QM1 on the Amberjack. He entered one of the Navy programs to become an Officer. He became a LT 1/1/49. I could not find a record that provided a date he first became an officer.

Karl



Lt. (JG) Stanley D. Saska, of R1, Owosso, is serving aboard the USS Sea Poacher, a submarine recently returned to the Canal Zone after a two-week cruise to South America ports.

In Garage

Stanley Derby Saska, 48, of 24 Hill Crest Rd., Giant Neck Heights, Niantic, was found dead this morning in his car in the garage by his wife, Mrs. Elaine Hatchew Saska.

State Police were called at 8 a. m. Trooper Henry Deschamps reported Mrs. Saska said her husband had left the house Saturday morning and she had not seen him since.

East Lyme Medical Examiner H. W. Duennebier said cause of death had not been determined, pending the results of an autopsy. He estimated death occurred two or three days ago.

A native of Chicago, Mr. Saska was born Jan. 28, 1918, in Chicago. He was a son of Herbert Saska of Rochester, Minn., and Mrs. Alice Derby Saska of Owosso, Mich.

Mr. Saska served with the Navy during World War II and was a retired lieutenant commander in the Naval Reserve.

He was employed as a missile inspection specialist at the Navy Office of Supervisor of Shipbuilding in Groton, having worked there since August, 1962.

In addition to his widow and parents, he leaves a daughter, Miss Sandra Saska, at home, and a brother, Gerald Saska of Flint, Mich.

ETERNAL PATROL

Eugene Stevens EM 54-56

STEVENS, JR., EUGENE B.



of Flushing, Michigan, passed away Monday, August 31, 2020, at McLaren-Flint Hospice with family near after his heart grew tired of missing his wife, Bettie Rae. Eugene "Gene" Stevens, Jr., was born in Jacksonville, Florida, on November 22, 1932, the son of Eugene Sr. and Roberta F. (Norris) Stevens. He married Bettie Rae Connors from Royal Oak, Michigan, on December 21, 1952. She preceded him in death on April 2, 2004, after nearly 53 vibrant years. Gene served in the U.S. Navy on the USS Sea Poacher submarine during the Korean War and was proud of his Navy Dolphins pin. He had a successful career within Michigan Bell culminating into a position as the Labor Relations Negotiator for AT&T for Canada and the Midwest. Gene used to enjoy playing golf but is most known for his colorful personality and sense of humor. He was well-read on politics, history, and keeping up with current events which he loved to discuss. As he put it, he was

a "bleeding heart liberal", but was always open to others' views. Gene is survived by his children, Lee Stevens and ex-wife Carol (Paulino) Stevens, Ray and wife Diana (Havens) Stevens, Cynthia (Stevens) Cicchelli; grandchildren, Jessica and husband Cory Wilemon, Alan and wife Audrey (Rasmussen) Stevens, Lena (Cicchelli) Pappas, Jonathan and wife Laine (Liberato) Cicchelli; Jordan and wife Sue (Lemanek) Stevens, Angela Stevens, Danielle Stevens; 20 great-grandchildren; many cousins, nieces and nephews. He was preceded in death by his sister, Elsie (Stevens) Marvin and son, Eugene B. Stevens, III. Cremation has taken place and a private memorial service will take place on Saturday, September 12. In lieu of flowers, memorial contributions are suggested to University of Michigan Medical Center.

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