

The Piper Report

USS Piper (SS409) 1944 - 1967



January 2006

USS Piper (SS409)

Keel laid by Portsmouth Naval Shipyard, Kittery Maine, 15 March 1944; launched 26 June 1944; commissioned 23 August 1944; decommissioned 16 June 1967.

Balao class; Length 311' 8"; Beam 27' 3"; Speed 20.25 knots surface, 8.75 knots submerged; Test depth 400 feet; Displacement 1526 tons (surface); 2401 tons (submerged); 21 inch torpedo tubes: 6 fwd, 4 aft; Propulsion: twin screw, diesel electric drive (Fairbanks Morse engines) with Guppy (snorkel) conversion in 1951. Design Complement: 6 officers, 60 enlisted men.

Although built late in World War II, Piper completed 3 successful war patrols in the Pacific, winning four battle stars before the end of hostilities. She was responsible for sinking more than 6000 tons of Japanese shipping.

After the war, Piper operated out of the U.S. Naval Submarine Base in Groton Connecticut until her decommissioning in 1967.

Teamwork by Bob 'Dex' Armstrong

'Teamwork' might well be the most overused... Most misunderstood word in use today. Most people are never afforded the opportunity to witness true teamwork in its purest form. We have. Every man who wore Dolphins knows what being part of a highly trained eighty-man team is like... Eighty men functioning as one to achieve an objective... No hotdogging... No stellar performers... No signing bonus... No individual headlines. It was always 'The crew'... 'Ship's company'... The men... The lads... My boys... Collective terms.

You live together... You work hard together... You pull liberty together... You toss down suds together... Same bar, same men... And yes, if need be, you die together, as witnessed many times. When you are taken into a crew, it is the ultimate package deal. You will be forever identified with the history of a ship and everyone honored to serve in her. That gentlemen, is what riding the boats gave us in exchange for a big chunk of each heart that beat behind Dolphins.

You could have signed up for a cushy job in the Podunk National Guard issuing socks and jocks... But you didn't. And in so doing, you became my brother. I have no right... No logical explainable reason to feel a strong kinship with the magnificent folks who sit up nights tossing transcontinental bricks at each other on Rontini's cyberspace gotcha-go-round... But dammit, I do. That was the gift the U.S. Navy gave me for being taken into the team... And horsefly, the Navy gave it to you. There are officers who wear heavy duty hardware who will tell you in no uncertain terms that it represents the work of eighty men.

I had both the pleasure and honor of meeting Capt. Eugene Fluckey, a gallant officer if ever there was one. It was at the submarine celebration of the 50th anniversary of our victory in World War II. I said, "Sir, that medal said it all." "Son, I wear this medal

because the crew lets me. The only thing I ever won on my own was a freckle contest at a local department store when I was a kid."

That statement was a true submariner representing the best of what service in submarines is all about. Teamwork has a beginning but no end.

A while back, a lady made a posting on Rontini's magic carpet that went something like this; "You should have known my dad... RM1(ss) Willie Wonka on USS Pimplefish out of..."

I did darling, and hundreds just like him. Unlike you, I had the privilege of smelling his stinking socks three weeks out... We shared oil slick coffee, riding heavy seas. I dropped by his rack when he was under the weather to see if he needed someone to stand his watch. After a Little Orphan Annie mail drop when your old man was running all over the boat showing off your baby picture, I told him "You were the ugliest kid I had ever seen" and he pulled my watch cap down over my eyes and planted a Mammy Yokum boot in my butt. I left overlapping beer glass rings on many tables with him and would have fought like hell to be first in line if the sonuvabitch had ever needed a pint of blood. And when he checked into the Big Receiving Station in the Sky, I was one of the six ugly guys who left the cemetery and hit a local bar, and sat up to 3:00 AM telling sea stories on him. He was submarines and I knew him... We never met sweetheart, but we all knew him.

When you are a true team, you don't go home at night... You take the good and the bad in stride and you always know you're not in it alone. Any other use of the word 'TEAM' is pure bullshit.

Dex Armstrong has given permission to publish his material in The Piper Report. Thanks Dex!

Commander's Column

Shipmates:

The organization has been running deep and silent for a while, and for that I apologize. I have done the newsletter for a long time, often with Mother Burke's help, and it seems that we ran out of things to say. However, Mike Bray has generously offered to not only handle the website, but the newsletter as well. As you see, it's an excellent product. My only concern is (and it has been for a number of years with all of you who have been active in this organization) that when a shipmate like Mike goes on watch, the rest of the crew figures they can sit back and play pinocle. Think about it. The major cause of any organization's demise is self-imposed burnout. Well intentioned members, devoted to an organization's success, volunteer to keep it afloat.

Joe Negri came to me many years ago and asked that I do that very same thing for USSVI. Sometime a member will keep going long after he's done his share, but the next thing you know, he's MIA. So, I gratefully accept Mike's efforts on behalf of the organization, but I need you to help him out. Please consider contributing. Even if you aren't comfortable writing, try to come up with some ideas about features he can include. If we are to survive as an organization, we all need to share the responsibility.

I remember coming on board Piper up in the yards at Portsmouth. One of the first pictures that I had someone take of me was sitting aft on the barge peeling spuds for Burke. I loved mess cooking for the time I did it; it was a safe, low-profile place for a new crewmember to be. But towards the end, I couldn't wait to go to work for Negri in the seamen's gang.

Remember that Mike is taking this newsletter on to save the communications in this outfit. Let's not all stand by waiting for him to burn out. And it isn't as if nothing is being planned for us. We will gather in Little Rock next September at the USSVI Convention, and in 2007, I will organize another major reunion and clambake at Groton.

I hope you all had a happy holiday season, and for those of you who were presented challenges, you were in my prayers.

Frank Whitty, FTG2(SS)

Smoke - just one more time

It's hard to believe for some but there is an aging group of men bound together by smoke. Not the smoke people ordinarily draw into their lungs for a buzz, legal or illegal, but stinky old diesel smoke made by burning hydrocarbons. It's burned in great big old noisy diesel engines designed for railroad locomotives and transplanted into a submarine, of all places.

This smoke binds them together with wispy chains stronger than the finest hardened steel. Men that sit around remembering shipmates and times good and bad, their memories brought to them on grey blue clouds. Clouds of it shot out over ports of the seven seas, on lighting off for going to sea. Underway and across those seas the smoke settles to an efficiency haze, but the diesel smoke smell follows them. The smoke and sounds that shut down when reaching homeport after many days alone at sea.



Today, these old timers travel many miles to see, hear and once more catch that wonderful reminder of their youth. With tears in the eyes of some they lean forward to breathe it in. They take photographs of diesel smoke clouds belching from exhaust pipes of museum piece subs. Back home they show them to others and post video clips on the internet. Others sit and wait for those clips to download over slow internet connections, just to see that smoke and hear the sound.

It is said that the sense of smell brings back the strongest memories. If so then we are lucky ones, because our smoke is strong and memorable. Along with our smoky chains we have those memories and neither can be removed from our hearts.

Many a submariner says, "One more time, just one more time". For some, that means to go out and make another dive, for others just to hear the roar and to smell that smoke. Me, I'd like to yank a throttle lever, feel the deck plates shudder under my feet, hear the sounds, smell the smoke and be with those that are bound together by these things.

Just one more time and for a little while.

Courtesy of Gene Jenkins

Note From The Editor

First, let me say thanks to Jim Burke and Frank Whitty for the wonderful job they have done with The Piper Report over the years. It has kept us abreast of the news and has been a planning tool for our reunions. Both shipmates deserve our gratitude for spending countless hours to send us the newsletters that have kept the Association together.

This is a big undertaking for me and I can only be a successful editor if each of you help me to be so. Please send news, old newspaper clippings, articles, photos and sea stories, that I can include in The Piper Report. The newsletter won't be a success without your input.

About my navy years:

I came aboard Piper in June of 1960, as an EMFN fresh out of Sub School. Piper was in a dock-side maintenance period and I was assigned to the Seaman Gang. My first job was to prepare the superstructure and topside for painting. Smitty was the Lead Seaman and he taught me how to use a wire brush, chipping hammer and paint sprayer.

I stood topside watch, helm, bow and stern plane watches and then did my tour of mess cooking under "Trigger" Burke. Bob McGrath broke me in as Forward Auxiliary Electrician and I became proficient at running coffee and jumping battery well gravities. After making third class, I stood Junior Contollerman watches under John Donkus.

We made runs to Bermuda, the Caribbean, and Nova Scotia while I was aboard Piper, but mostly operated close to New London, conducting operations with enlisted and officer Sub School students.

I earned my Dolphins in the spring of 1961 and received orders for Nuclear Power School in June along with shipmates Charlie Patch, Bob Bishop, Bill Brann and Al Franuszyn. Basic Nuclear Power School was on the Upper Base at that time. Charlie, Bob, Bill and I shared an apartment in Hartford while attending the SIC (Tullibee) prototype in Windsor Locks, Connecticut.

After Nuke School I received orders to the USS Seawolf (SSN575), berthed at State Pier in New London. I spent 3 years aboard her before my enlistment was up in June of 1965.

My fondest memories of the Navy, shipmates and boat are those of the one year I spent aboard the Piper. Great boat, great crew!

Mike Bray

mikebray@chartermi.net

Piper Website Guest Book Entries

10 August, 2005

Frank Whitty, FTG2(SS)
U.S.S. Piper (SS409) 1965-1967
Whitty409@aol.com
Piper_409@yahoo.com

Thank you, Mike for assuming this watch. Shipmate "Crash" Evans had the load for years, and his service to the Piper Association was prodigious. May he and all our departed Piper shipmates, Rest In Peace.

9 August, 2005

Frank Mayo
EMFN-EM1(SS)
USSPIPER (SS409)
Oct 1959--April 1963

Mike thanks for opening the PIPER web page. It should give everyone a chance to reflect back.

My thoughts go back to everyone who helped me to grow up and have fun while doing it. Thoughts of overcoming fears in the water tower, through fire drills, other mock casualties and actual main motor flooding. Thoughts of being unqualified and depending on all the ole salts to teach me what I needed to know to become a submariner.

So many friendships that have endured the years, "IT WAS THE BEST OF TIMES"

7 August, 2005

Thanks to Mike Bray for this fine web site and to Jim Burke for bringing it to our attention. Best wishes to all you PIPER sailors; I'm proud to be one of you.

Chic Gilgore, CDR, USN (Retired)
Aboard PIPER: 1957- 1959
Qualified SS: 1958

5 August, 2005

Hi All:

Special thank you to Mike Bray for the new Piper web page, I hope all enjoy.

Mike Hubbard
Hubbard@nemsi.com

2 August, 2005

Jim (MOTHER) Burke, CS1(SS) USN Ret.
78 Eagle Drive
Whiting, NJ 08759
732-849-0471
jamesb501@aol.com

Served on Piper 1958-1966

Piper Sea Stories

Shot and a Beer

by Frank Whitty FTG2(SS), Piper 1965-1967

We, the U.S.S. Piper (SS409), were tied up at the Submarine Base pier in St. Thomas U.S.V.I. It was in the mid-sixties, and we had just left San Juan. The island of Puerto Rico was once again dealing with the threat of nationalists who had been causing all sorts of hate and discontent. We had to rig med-lights for our stay and post a double topside watch. Although we were now in St. Thomas, we were cautioned to be alert to any potential threats.

It was afternoon. I had below-decks watch. I got a call from topside that a pleasure craft had been "buzzing the boat" and yelling shit at the watch. I popped up through the after-room hatch, and sure enough, a boatload of young civilians, probably a draft dodger or two among them, was having a grand old time in "daddy's" speed boat.

I dropped down into the room and grabbed a six-pack of "medicinal" beer from beneath a skid, which, of course, was packaged at that time in steel, church-key-only cans of that era. I don't recall who my "gunny" was, maybe Pinkston, but I rigged the ejector and told whomever it was to "shoot" on my command.

I went up the ladder and gave the command to launch a test shot. Harkening back to FTA school in Bainbridge, and based on the pressure setting and impact spot of that trial round, I calculated my solution and gave the command to reload and stand by. My head just above the coaming, and on their next approach, I launched my first war shot. No stable vertical at my disposal, it flew over the target, but the track was good. They never saw it, however, because they went back out into Charlotte Amalie harbor and began their next approach.

Steady now... I whispered below, in an icy, controlled tone; now... now... SHOOT! I gave the command and watched as the next round landed about twenty yards directly into their path, a modest burst of Caribbean water kicking up as their bow crossed the spot. They sure-as-shit saw that one! Swerving away in an evasive maneuver, I thought that I'd made our point, but the enemy was arrogant and persisted.

RELOAD! Here they come... Final solution and then... Stand by... Stand by... SHOOT! Perfect Excellent. Fantastic. Pissa. It bounced right off their superstructure. I could hear the impact and their alarmed shouts of dismay. You could see them looking over at us, wondering what the hell was happening.

They hove to a few hundred yards away, and after pointing their well-manicured fingers and shouting effete threats and infantile obscenities, broke off their lame attack and withdrew to the marina, no doubt, for cocktails and anti-military invective.

Once again, Piper had won the day. The topside watch was truly impressed. Of course, I regretted the loss of the beer, but a man has to do what a man has to do.

Wonder Boy

by Richard Collins CS3(SS), Piper 1954-1958

Piper was operating in Long Island Sound, practice firing torpedoes and retrieving them. We had a new arrival on board, a Chief Electrician from Nautilus who had just gone to "90 Day Wonder" school. He had the Con. We fired one aft and retrieved forward. He forgot to compensate for the weight shift by pumping water. On the next dive, we went straight down, more than a 20 degree bubble. Thank Christ we had a good Aux Man on the air manifold. He got us back up. The "Old Timers" in the crew stormed the Control Room; they were hot. We had held on for our lives. I had been holding onto the After Battery ladder and was looking straight ahead at the overhead! So this guy says everything is okay now, and we dive again. Same thing happened! Control blew Negative and everything but the "shitters" forward. We made it back up, but before we made port, the "Old Timers" had started turning in papers to get the hell off the boat. The old man made sure that "wonder boy" was gone before the last line was secured to the pier. Pretty scary at the time, but funny to think back on now.

Lung Power

by Ralph Clark

Piper was on a Med Run, tied up outboard a Tin Can. Some of the skimmers were asking Ralph about what submarine sailors had to do to qualify. Clark told them that they had to be able to stay underwater, on their own lung-power, for a minimum of five minutes. They were skeptical, so Clark and three of his buddies bet them. Then they dove into the water, swam into Bow Bouyancy, and then seven or eight minutes later they swam back up to the surface, blowing air and sucking wind like they'd really been holding their breath for all that time. Piper sailors win the bet. Skimmers are amazed.

Cartoonist Wanted

I'll bet we have a cartoonist amongst the membership that could render a sketch that portrays each of these Sea Stories in a single frame or a multi-frame strip.

I would like to add some pizzazz to our website and The Piper Report by publishing a cartoon to go along with each Sea Story. Credit will be given to the shipmate who provides the cartoon.

Cartoons can be sent to me via email attachment or to my home address, which can be found on page 10 of this newsletter.

Thanks, Mike Bray

The Piper Report



No-Leaky-Tiki

The No-Leaky-Tiki was carved from teakwood by Chief Electrician's Mate Benson "as an offering to the gods" to protect the Motor Room from flooding. You can see by his work that he is a talented wood carver and artist. I can remember him working on the piece while sitting at the Chief of the Watch station in the Control Room.

Chief Benson was also an accomplished scuba diver and instructor at the Groton Submarine Base escape training tower.

Mike Bray

Photo by Charlie Patch

USS PIPER (SS409)
In care of Fleet Post Office
New York, New York

SS409:Pl:n
1610
8 Dec 1960

From: Commanding Officer, USS PIPER (SS409)
To: Electrical Division of the Engineering Department

Subj: Commendation

1. In repairing the recent damage to PIPER's main motors all members of the Electrical Division have shown superior devotion to duty, a willingness to attempt a most formidable job, and the determination to see it through to a successful completion. To make the repairs it was necessary to replace several main poles and interpoles in both the number one and number three main motors. It is significant that many people who are well-experienced in submarine repairs considered this job too difficult for ship's force to attempt. The alternative was an extended stay at a naval shipyard where the main motors would have been removed from the ship and repaired at great expense to the government. While doing this work in place ingenious solutions were found for many problems that arose. For example: Electrical connections had to be broken and then finally remade in a space so cramped that only the smallest men were able to work successfully; to speed the repairs a special method of preforming the insulation for these connection was devised; methods were devised for removing and reinstalling seemingly inaccessible bolts; and finally field coils weighing several hundred pounds were removed and then reinstalled by being jockeyed into position and properly lined up for bolting into place. The coils from number one main motor had to be pulled through number three main motor. The successful accomplishment of this work by ship's force has resulted in a savings of several weeks of time and many thousands of dollars.

2. The following men participated in the work:

BENSON, Ernest L., EMC(SS), USN - Chief in Charge
LLOYD, Robert T., EM1(SS), USN
HOBBS, Donald L., EM1(SS), USN
SCHOTT, Meade C. Jr., EM2(SS), USN
HENDRY, John P., EM2(SS), USN
MAYO, Frank J., EM2(P1)(SS), USN
BELLIVEAU, Raymond G., IC3(SS), USN
FRANUSISZIN, Alfred J., EMFN, USN

CLARK, Kenneth J., EMC(SS), USN
MCCABE, George L., EM1(SS), USN
DONKUS, John W., IC1(P1)(SS), USN
CHANTENGCO, Ricardo D., EM2(SS), USN
RIGGINS, Carter N., IC2(P1)(SS), USN
MCGRATH, Michael R., IC3(SS), USN-R
FREDLUND, Alfred C., IC3(SS), USN
POLOVITCH, John P., EM2, USN

Chief BENSON, Chief CLARK, and LLOYD are commended for their supervisory ability and technical knowledge. All of the above men are commended for the interest, energy, and initiative they have shown in accomplishing the work. The knowledge and experience gained will be of great value to the Navy, to this ship, and to the individuals concerned. They may each feel just pride and satisfaction in a job well done.

3. A copy of this letter will be included in the official records of the above named men.

B. F. SHERMAN, JR.

2001 Piper Reunion



First row: Jimmy Evans, Bill Brann, Michael Lally, John Donkus, Billy Ray Jarrett, Bill (Beetle) Bailey, Terry Welsh
Second row: John Hendry, Stosh Polovitch, Chuck Halbing, Michael Hubbard, Ernie Kertzcher, Jim Burke, Ray Belliveau, Frank Pertiko, Jim Delaney, Bob Marble
Third row: Al Dube, Clarence Spencer, Jim King, Ed Cushman, William Fuchs, Ken Westall, David Shoaff, Tom Gibbons, Larry Heckelsmiller, Paul Barlow, James Morris, Frank Whitty, Tom Kucharski
Last Row: Bob Lloyd, Frank Mayo, Jerry Rodgers

Photo courtesy of Jim Burke

Are Your Membership Dues Current?

Please check your membership status. If you are not a current member, we cannot afford to send you copies of the newsletter by the postal service. Copying and mailing costs are high and it wouldn't be fair to our paying members to use their dues to pay for your paper.

If you have access to the internet, you can check your membership status on the "Membership" page of the Piper Veteran's Association website:

<http://webpages.charter.net/usspiper/index.html>

Those without access to the internet can check their membership status by contacting Membership Chairpersons, Mike or Pat Lally. See page 10 for address and phone number.

Piper Veteran's Association Website

Our website is still in the process of growing. Don't let your Piper memorabilia gather dust, share it with your shipmates! Please send copies of your Piper stuff to me and I'll include it on our website. I'm looking for photos [please identify the subject(s) as best you can], newspaper clippings, sea stories, etc. (email attachments would be great!) Also, if you have a personal website, please send the web address to me and I'll include a link to it under "Member Websites" on the "Links" page. Thanks.

Mike Bray, W3821 Waucedah Road, Vulcan, MI 49892-8483
mikebray@chartermi.net

**Electronic Version of
The Piper Report**

We are sending an electronic version of The Piper Report in addition to a printed copy to all members with an email address. Sending the newsletter via email attachment can result in a substantial savings in postage, copying costs and work. The recipient of the electronic version has the benefit of viewing photos in color and is able to enlarge the photos and text for easier viewing. If a hard copy is desired, one can be printed on your home printer.

If you find that after viewing the electronic version you would rather have a printed copy of the newsletter, please send me an email. Otherwise, beginning with the next issue, members with an email address will only receive the electronic version.

The electronic version will be in PDF format, so you will need Adobe Reader or a similar PDF file reader installed on your computer to be able to access the file. A copy of Adobe Reader can be downloaded at no cost at the following URL:

<http://www.adobe.com/products/acrobat/readstep2.html>

There are many versions of Adobe Reader to choose from on the website. Select the version that is compatible with your computer's operating system. If you have trouble downloading or getting Acrobat Reader to work on your computer, please let me know.

If we are going to make this work, you must remember to keep me informed when you change your email address. Members with email capability that did not receive the electronic version should send their email address to me. Please ensure that your email filter allows mail from my email address.

Web space permitting, I will keep a link to the latest issue on the "News" page of our website.

Thanks, and happy reading!

Mike Bray
mikebray@chartermi.net

Celebrating Piper Dives (and Surfaces!)



10,000th Dive - 1961

From Left: Chester Berryman, Squadron Commander, Jim Burke, Captain Sherman, "Rudy" Rudeger, X, X, "Scotty" Hendry - Photo courtesy of Jim Burke



13,000th Dive - 1966

Seated: Cormier, EM2; Nuvayestewa, MM2; Whittier, IC3; Endoza, TN; Cardier, TM1; Cross, QM2; Waring, EM1 Standing: Burke, CS1 and Bates, EN1

Photo courtesy of Jim Burke

The Piper Report

Piper Stuff

Michael Hubbard
 271 Elm Street
 New London, CT 06320
 1-860-444-7649 bldgmaint@subvetsgroton.org

Name: _____
 Address: _____
 City, State, Zip: _____
 Email Address: _____
 Phone: _____

<u>QTY</u>	<u>ITEM</u>	<u>SIZE</u>	<u>@</u>	<u>TOTAL</u>
_____	Piper Pin (\$1.00 postage)		\$5.00	_____
_____	60th Anniversary Mug		\$18.00	_____
_____	Piper Cap		\$15.00	_____
_____	1999 Reno T-Shirt	_____	\$15.00	_____
	Size: M, XL			
_____	Long Sleeve Denim Shirt	_____	\$32.00	_____
	Size: M(1), L(10), XL(3)			
	Short Sleeve Cotton Golf Shirt			
_____	Red:	L, XL	\$25.00	_____
_____	White:	L, XL	\$25.00	_____
_____	Navy Blue:	L, XL	\$25.00	_____
_____	Forest Green:	L, XL	\$25.00	_____
	<u>PATCHES</u>			
_____	13,724 Dives		\$6.00	_____
_____	WWII Jap Flag		\$6.00	_____
_____	White Hat Design		\$6.00	_____

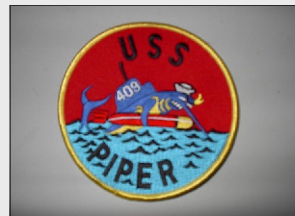
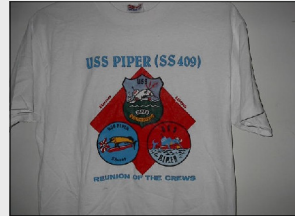
Shipping: _____
 Up to 4 items (a bit more for big items) - \$5.
 Golf shirt - \$2.00 per shirt
 Piper pin - \$1.00

Total Enclosed: _____

Please make check payable to Piper Association
 Mail to Mike Hubbard at the address above

Items may also be seen in the Piper Stuff Catalog, which can be accessed from
 a link on the "Piper Store" page of the Piper Association website:

<http://webpages.charter.net/usspiper/index.html>



Note from Mike & Pat Lally,
 Membership Chairpersons,
usspiper@aol.com
patlally13@aol.com

So that we can all be in touch with each other as friends and old shipmates, a Piper Association was formed some years ago by Frank Whitty (old Piper guy). We have reunions and publish an occasional newsletter called the Piper Report. In order for the Association to exist we need to have paying members.

The dues moneys go for paper, ink, postage, etc. This is a considerable expense. A newsletter, The Piper Report, is published once or twice a year (depending on health and work) to bring you up to date on what's happening about future reunions, picnics, etc. It isn't much for \$10.00, but think of how sweet it is.

It sure would be nice to see 100% signed up for the Association. To receive a copy of the newsletter or other correspondence (reunion news, etc. you must be a paid member of the Piper Association.

**USS Piper (SS409) Veteran's Association
 Membership/Renewal Form**

Send form and payment to:

Michael J. Lally
 95 Pineview Lane
 Coram, NY 11727
usspiper@aol.com

Name: _____
 Address: _____
 City, State, Zip: _____
 Email Address: _____
 Phone: _____
 Year reported aboard Piper: _____ Year departed Piper: _____
 Highest rank/rating while aboard Piper: _____

- _____ Enclosed is my \$10.00 for the year beginning July _____
- _____ Here's another \$10.00 for next year
- _____ Enclosed is my \$100.00 for Life Membership!

Make check payable to Piper Association

Total enclosed: _____ Date: _____

The dues are \$10.00 each year. A year is between 1 July to 30 June or any part of it. Sorry it has to be that way, as we are unable to take care of the books for "parts of a year".

Please consider a Life Membership payment. This would eliminate paying each year and result in less paperwork for us.

Life Members

- | | |
|-------------------|------------------|
| William Bailey | Gerald Herring |
| Richard Caldwell | Jim Burke |
| John Donkus | Terry Welsh |
| Ralph Clark | Jim Burdett |
| Edmund Lee Joyner | James King |
| Chic Gilgore | John Polovitch |
| George Holst | Willis Clifford |
| Charles Jones | Robert Smith |
| Don Del Core | William Fuchs |
| R Calvin Sutliff | Michael Lally |
| James Morris | Ralph Schmidt |
| Paul Barlow | Frank Mayo |
| Leslie Wood | Howard Clark |
| John Hendry | Douglas Ward |
| Keith Cisewski | Clarence Spencer |
| James Delaney | Michael Hubbard |
| Robert Lloyd | Edward Cushman |
| Charles Patch | Aldo Cecchi |
| Frank Whitty | Thomas Kucharski |
| Gilles St. George | Thomas Calabrese |
| Joseph Marmaud | Thomas J Stanton |

Members on Eternal Patrol

- Captain Edward Beach
 Bob Harwood
 Raymond Hughes
 John Lynch
 Jim Youtsey
 Arthur Cooley
 Herbert Scheuing
 Ira Goldenberg
 Domminic "Joe" Negri
 Ed Hurley
 Jim "Crash" Evans
 Captain Jim Rogers
 Cleve Pipe
 Ken "Sid" Westall
 Eugene Palladino
 Webster Davis
 Manual "Manny" Paris
 Arnold "Satch" Cross
 Donald Wright

Please notify us of the sickness or death of any association member

Ailing Shipmates

We have received news that the following members are not feeling up to par. Why not take the time to lift their spirits by sending them a card? They would love to hear from an old shipmate!

Thomas Mally
 49 Hewitt Drive
 Uncasville, CT 06382

Jim "Mother" Burke
 78 Eagle Drive
 Whiting, NJ 08759

26 Dec, 2005—Shipmate Donald H. Wright passed away late last week from cancer. He joined SUBVETS Groton Base as a Life Member in 2001. He initially Qualified in Submarines onboard USS PIPER (SS 409) in 1958. He also served aboard USS TINOSA (SSN 606) from 1960 - 1966, USS SEAWOLF (SSN 575) from 1966 - 1967, and USS THOMAS EDISON (SSBN 610) from 1970 - 1972 retiring from the Navy as an ETCM(SS).

The Piper Report

USS PIPER VETERAN'S ASSOCIATION
c/o Michael F. Bray
W3821 Waucedah Road
Vulcan, MI 49892-8483



USS Piper (SS409)
Great boat, great crew!



The Piper Report

Material for The Piper Report

We are always looking for photos, [sea stories](#) and memorabilia to print in the newsletter and put in our albums. If you have anything, please send it to me, Mike Bray, W3821 Waucedah Road, Vulcan, MI 49892-8483 or email: mikebray@chartermi.net

Email attachments are welcome, you can send scanned photos and material formatted with software in the Microsoft Office suite.

The URL for the USS Piper
Veteran's Association
website is:

<http://webpages.charter.net/usspiper/index.html>

Jim "Crash" Evans' website is no longer on the internet. We are in the process of building a new site, but need your help. Please send photos, sea stories, news, etc., to: mikebray@chartermi.net Please provide as much information about the photos as you can.

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