

The Piper Report

USS Piper (SS409) 1944 - 1967



January 2007



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.

Life in a Steel Pipe

by Bob 'Dex' Armstrong

My daughter said, "Dad, it looks like all you did was have fun..." I guess it looks that way to folks who never did what we did for a living. Most people have no idea what life was like inside one of those steel monsters. People always ask... "When you were underwater, could you see out?" They have the idea that submarine duty is like riding a glass bottom boat in Tarpon Springs, Florida... We just enjoyed life and watched fish go scooting by.

Walt Disney caused folks to think like that. In his rendition of the Jules Verne version of submarine service, his boat had a big glass window... Folks sat in big, overstuffed red velvet chairs, smoked imported tobacco, drank sherry, and watched the crew go out some magic hatch and play grab-ass all over the ocean floor. That boys and girls, is pure, unadulterated bullshit... Strictly 20,000 Leagues of Grade A horse manure.

You can't see out... It's hot... It stinks... You're cooped up in less moving around room than you have in your garage. You share your living space with very active, one-inch long, multi-legged wildlife and 80 two-legged critters.

Without stupid activity, life could become unacceptably boring. There were times when life was so uneventful, you could actually hear your toenails growing.

So we did nutty stuff. We spent hours thinking up stupid stuff to do. It was either that, or a trip to the loony bin. When you lived in the North Atlantic, the only circus that came to town was the one you created in your head. We had to manufacture any fun we had.

For example... Only boat sailors will think this is funny... Why? Because they did it. If any submariner tells you he never pulled this one... He's lying.

When you got some JG or fresh 'out of the cabbage patch' lieutenant standing the diving watch... You waited. You waited until he had trimmed the boat. Then by twos and threes, you made your way to the forward room... You waited some more. Then all of you moved by ones... Twos... Until all of you were in the after room. The boat would take on weird angles... The diving officer compensated... The trim manifold operator laughed as he responded to instructions...

"Pump 500 lbs. aft... No, forward... Wait... Make that after trim... Forward trim... Belay my last... Make that zero bubble! More dive on the stern planes... What the hell's going on? What's happening???" Boat's really acting weird..."

It never took long for the COB to get a handle on what was going on.

There was another outbreak of crew lunacy on Requin... Most possibly the best... At the very least, the most memorable.

If you visit the Requin in Pittsburgh, Pennsylvania, she's sitting out in the river in front of Three Rivers Stadium. If you go through the boat, you will find a little aluminum fish dangling over the control room chart table... Hanging down on a bead chain with the legend 'ODIN' die-stamped in the aluminum.

They've got tour guides... Non-qual wanna-be fellows who make up answers for John Q. Public to cover what they have not the slightest clue about. There are as many stories about that little fish as there are tour guides.

Here is the straight dope. I was there... I was one of the idiots involved in it and had a front row seat in the "I will shoot the next Viking" major ass chewing.

(Continued on page 3)

Commander's Column

12 January 2007

Shipmates:

The Holidays have passed, and the time has come for me to continue the reunion process. The first step is to get your responses for planning purposes. Approach answering this question this way: As of today, barring any major changes in circumstance (health, finances, etc.), are you planning to attend? Please fill out the planning form and send it to me as soon as possible. This in no way commits you. It merely helps me to decide about activities and accommodation availability.

Now if you are fairly sure that you will be attending, I am also including a registration line on the form. All I need at this time is the registration fee for each individual attending; however, if you wish to send additional funds to cover other activities, please do so.

There is a full registration form included in this Piper Report. It will also be included in future editions. However, for planning purposes, I wanted to give all of our shipmates a sense of the program and related costs.

The Saturday night prize drawing will include three very high quality items predicated on the number of pre-paid entries. Early registration will earn one free ticket per party.

Please make all checks payable to "2007 USS Piper Reunion." Send them to Treasurer Mike Hubbard, 271 Elm St., New London, CT 06320.

The past two reunions included a Piper Memorabilia auction; however, there wasn't a lot of enthusiasm in 2004 as there was in 2001, so I have not included one this year. If you have any other thoughts or ideas for this reunion, please share them with me.

Regards to all,

Frank Whitty, President

P.S. We will also hold an election of officers on Saturday night, so think about it. I would welcome a relief, and I would assist my successor as much as needed.



Tom Whalen and John Donkus - October 2006
John and Kathy Donkus stopped to visit with Tom Whalen in Wisconsin during their month-long trip of the country.
Photo courtesy of John Donkus



Reunion Planning Meeting - August 2006
Butch LeBrasseur, Mike Hubbard, Frank Whitty
Photo courtesy of Frank Whitty

Life in a Steel Pipe

(Continued from page 1)

Stuart was the primary instigator... A major player and father of that aluminum fish. I am not ratting on a fellow shipmate... Far from it. At reunions, Stuart is a celebrity... He starred in a video, signs autographs and I am told, will contract to father children for anyone wishing to have a certified diesel boat maniac in their family tree. Knowing Stu, it would probably fall out of the tree and land on its head. Stuart deserves the credit line on this one.

It was winter... Up north, cold as a witches' tit... We had rigged in all the brass monkeys. Before we singled up and took in the brow, we got this film, *The Vikings*. Great flick. Some other boat in *SUBRON SIX* gave it up, as I recall, because we got orders that didn't allow time for a movie run.

We showed it the first time, the second day out... Good movie. We then saw it six or seven times in a row. Weird story... If you haven't seen it, rent the video. Kirk Douglas, Tony Curtis, Ernest Borgnine, and I think Curtis' wife at the time... Some good lookin' blonde.

The Vikings were a ratty-ass looking bunch. They did a lot of drinking... Fondled a lot of blonde, blue-eyed women and went to sea on a regular basis. It sounded familiar...

One night, someone announced that we, the crew of the *Requin*, had to be the spiritual descendents of the Vikings. WHAM!! In that instant, we all became Vikings. Everyone spoke in Scandinavian, Minnesotan, Inger Stevens dialect.

"Ja Sven, you see da cheef? He's da beeg fella wit da beeg moudu!"

Everybody got into it. The skipper became Ragnar... The exec, Einar... We turned our foul weather jackets inside-out so the brown, hairy looking fake fur stuff was on the outside. We made cardboard horns and stapled them to both sides of our watch caps. When we passed each other going fore and aft, we banged our chests and yelled, "O-O-O-DIN!" (Taken from what they did to greet each other in the film).

In the movie, this old crone, old wrinkled wise woman, gives Tony Curtis this fish made from a 'falling star' i.e. meteorite... It was magnetic and was considered to be major magic because it always returned to point north. With this fish always pointing north, the film had Viking ships cutting through pea soup fog and running back and forth between Norway and England like a cross-town bus. Stu went down in the pump room and built us an aluminum fish and die stamped "ODIN" on it.

He hung it from the MC box over the control room chart table... It dangled and swung back and forth. Every time some clown from the after battery would pass through the control room, he would give it a little 'start swinging' tap. This eventually drove

the Chief of the Boat stark raving nuts! He would foam at the mouth... Get red... Veins would pop out of his neck... Words like, "God save us from these unruly children" and "In the Old Navy, the old man would rake your useless butts over the coals."

Why did ODIN stay where he was? Simple... The skipper liked it.

As time passed and we became more and more 'Viking', the exec put on his "Enough is enough" voice and announced over the 21MC that the crew of *Requin* had just gotten out of the Viking business... All stop... Don't answer anymore Viking bells... Over... El stoppo.

Ten minutes later, some idiot tapped into the 21MC and whispered,

"ODIN LIVES... O-O-O-DIN..."

The exec lit us up like a Christmas tree. From then on, we looked around for officers before giving each other the silent Odin salute.

When we came in and the exec opened his vertical uniform locker and removed his 'hit the beach' hat, it had grown a pair of cardboard horns. It had to be a miracle because the COB used everything but truth serum to get the rats to rat on whoever did it. I think the Chief finally recognized that the leadership of *Requin* may have pissed Odin off.

All the exec said was,

"You sonuvabitches never comprehend when the game's over and it's time to pick up your toys and put them away!"

He was a deep thinker... We had no idea what in the hell the man was trying to communicate... We knew if he was really serious, he wouldn't be standing topside talking to the OD of the *USS Grampus* wearing a hat with cardboard horns attached to it.

Life was uneventful so we fought boredom any way we could. Most of the time submarine sailors won.

Forty years later, a group of late middle age bastards stood in the control room and watched Stu, the originator, replace 'ODIN'... And we yelled, "O-O-O-DIN..." and banged our chests. We were young again and someone in the crew's mess yelled,

"Jeezus, the idiots are at it again!!"

Thanks to shipmate Charlie Patch for sharing this article.

The Piper Report

PEARL HARBOR, T.H.



Beach, first row, second from right, and officers of the submarine PIPER.

3rd WAR Patrol
July 1945

Dear Mike,

Photo copy of Piper Officers, July 1945, 3rd war patrol. Other than Captain Beach, I cannot identify the other officers. However here is the rank and names: Lieut. Comdr. E.L. Beach, U.S. Navy; Lieut. G.M. Reeves, U.S. Navy; Lieut. A.R. Christiansen, U.S.N.R.; Lieut. W.A. Bowman, U.S.N.R.; Lieut. O.A. Holt, U.S.N.R.; Lieut. G.F. Eberle, U.S.N.R.; Lieut (jg) J.K. Appeldoorn, U.S.N.R.; Lieut (jg) W.R. Harrison, U.S.N.R.; Lieut (jg) L.R. Porter, U.S. Navy; Ensign B.E. Englund, U.S.N.R.

Keep the bubble on zero.

Respectfully
John I. Clarkin

November 30, 2006

Dear Mike,

May you and your family enjoy a healthy, happy and safe Holiday Season.

With the coming of a new year, I pray you will continue the outstanding job you do with the "Piper Report".

Your efforts and expertise exemplifies the purpose of our Piper Association and gives reason and pride to have served aboard a great submarine.

I extend Seasons Greetings to all our Piper Shipmates, including those now on eternal patrol.

On Piper we always had a beautiful "Xmas Tree", located in the Control Room above the hydraulic manifold. On every dive there was great comfort in seeing a green "Xmas Tree". The red lights, although also pretty for a "Xmas Tree" were only nice when Piper was on the surface.

Maintain periscope depth & keep a zero bubble.

Respectfully,
John Clarkin

Doctor's Receptionist

They always ask at the doctor's office why you are there, and you have to answer in front of others what's wrong and sometimes it is embarrassing. There's nothing worse than a Doctor's Receptionist who insists you tell her what is wrong with you in a room full of other patients. I know most of us have experienced this, and I love the way this old guy handled it.

An 86 year old man walked into a crowded waiting room and approached the desk The Receptionist said, "Yes sir, what are you seeing the Doctor for today?"

"There's something wrong with my dick", he replied.

The Receptionist became irritated and said, "You shouldn't come into a crowded waiting room and say things like that."

"Why not? You asked me what was wrong and I told you", he said.

The Receptionist replied; "Now you've caused some embarrassment in this room full of people. You should have said there is something wrong with your ear or something, and discussed the problem further with the Doctor in private."

The man replied, "You shouldn't ask people questions in a room full of strangers, if the answer could embarrass anyone."

The man walked out, waited several minutes and then re-entered. The Receptionist smiled and smugly asked, "Yes?"

"There's something wrong with my ear", he stated.

The Receptionist nodded approvingly and smiled, knowing he had taken her advice. "And what is wrong with your ear, Sir?"

"I can't piss out of it", he replied.

The waiting room erupted in laughter. Mess with seniors and you're gonna lose!

Secret Fort Miles Base Played a Vital Role in the Cold War

By Ron MacArthur for the Cape Gazette (Covering Delaware's Cape Region)

It was so super secret and essential to the Cold War effort, the U.S. Navy did not reveal the highly classified SOSUS program until the early 1990s. Yet for decades, one of the SOSUS listening stations was based right under Cape Region residents' noses at Fort Miles – and no one was talking about it.

Some area residents knew the Naval Facility (NAVFAC) in Lewes, at what is now Cape Henlopen State Park, was a listening station, but they had no idea naval personnel were listening for Soviet submarines as the first line of defense against nuclear war.

SOSUS, the U.S. Navy Sound Surveillance System, has been called one of the most impressive engineering feats of the early Cold War.

“The cover story was it was an oceanographic research facility working on currents and temperature in sea water,” said retired Navy Capt. William Manthorpe of Rehoboth Beach, a member of the Fort Miles Historical Association.

Manthorpe and David Henderson spoke during the association's annual fall meeting Saturday, Dec. 9, at the Biden Center in Cape Henlopen State Park, the former U.S. Navy headquarters building.

Henderson, coordinator of the Delaware Technical & Community College engineering tech program, presented work his class did on mapping out the area of Battery 519, the location of the future World War II museum. SOSUS operated out of a terminal building at Herring Point from 1962 to 1981, when the base closed. NAVFAC Lewes was one of the most highly decorated bases in naval history, because the base garnered every honor possible, said Manthorpe, who has done extensive research on history of the base.

The base was also the first naval base in history to have a female commander. In 1977, Navy Lt. Cmdr. Peggy Frederick took over command of NAVFAC Lewes.

The Lewes base was built with an initial appropriation of \$1.4 million following the loss of the Cape May, N.J. station during an Ash Wednesday, Good Friday storm in 1962.

During its heyday, the Lewes base was staffed by as many as eight officers, 125 enlisted personnel, and from three to 16 civilians, Manthorpe said.

The Navy presence along the coast at Fort Miles actually dates back to 1941 when the Navy established a harbor entrance control post during World War II. The area was a recreation center from 1945 to 1962.

Sounds of submarines

SOSUS was a long-range, early-warning listening system protecting the United States against the threat of Soviet ballistic missile submarines.

Bases were established from Nova Scotia to Barbados when the system was developed with additional sites added, including sites on the Pacific coast, and later in Iceland and Wales.

Manthorpe said the SOSUS program was so successful at the outset that it stymied the Soviet submarine program and gave a decisive edge to the West.

Long cables were laid out on the ocean floor, some as long as 100 miles, to the edge of the continental shelf with 40 hydrophones attached to the end of each cable. AT&T developed the technology, designed to detect deep-running submarines, said Manthorpe.

Signals from the hydrophones were processed at the Herring Point terminal facility and then relayed to the Norfolk Atlantic Command along with data from other bases. Submarines could be detected thousands of miles away.

Part of the cable still remains as does the foundation of the Herring Point communications facility.

Naval personnel were trained to detect the sounds of Soviet subs and distinguish those sounds from other ocean sounds such as crashing waves, other ships, and whales. The directional and frequency bands, called LOFAR grams, were printed out on long paper tapes for personnel to decipher.

Manthorpe said the highly secretive communications center was a 24-hour operation.

Behind history's scenes

Although only a few were aware of it, SOSUS played a key role in U.S. history. NAVFAC Hatteras first detected a Soviet submarine on June 26, 1962. Then in October 1962, SOSUS played a critical role in the Cuban missile crisis when it detected a Soviet Foxtrot submarine heading for Cuba, said Manthorpe. There were several other detections of Soviet submarines headed for Cuba as well.

Because of the detections, U.S. planes were sent to the area and dropped small depth charges in the vicinity of the submarines, Manthorpe said.

“We later learned that the Soviets had nuclear torpedoes and they didn't know much about SOSUS, but they knew they had

(Continued on page 7)

2007 U.S.S. Piper Reunion Planning Form

I plan to attend: (Name) _____

I will also have: (#)_____ guests attending

I will be attending: (#)_____ Registration Fees @ \$10.00 enclosed = \$_____

I will need overnight accommodations for (#) _____ People in (#)_____ Room(s)

Friday Saturday Other _____

Send this form to:

Frank Whitty
269 Plymouth St.
Middleboro, MA 02346-1213

2007 Piper Reunion

Groton, CT
17-19 August 2007

Schedule and Pricing:

Friday: Welcome Aboard Party (#)_____ @ _____ 15 = \$_____

Saturday: Breakfast (#)_____ @ _____ 10 = \$_____

 Lobster Bake Steak (#)_____ @ _____ 48 = \$_____

 Lobster (#)_____ @ _____ 48 = \$_____

Banquet: Buffet & Live Entertainment (#)_____ @ _____ 22 = \$_____

Sunday: Breakfast/Brunch (#)_____ @ _____ 12 = \$_____

Raffles: 50/50 Cash Saturday Night (#)_____ @ _____ 5 = \$_____

 Door Prize Friday Night (#)_____ @ _____ 5 = \$_____

Prizes: Saturday Night (#)_____ @ _____ 10 = \$_____

Early Registration Bonus Prize Entry
If received by 1 May 2007

1 Free Ticket _____

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!

Robert Marble
5345 Ashford Place
Sarasota, FL 34233-5379
(Knee replacement surgery)

Chester Skrocki
721 Evergreen Court
Whiting, NJ 08759

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

News has been received of the passing of shipmate Frank Mayo, who passed away on December 27, 2006

Sincere condolences go to family and friends.

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

From: Robert Marble
[mailto:redcon1sq@verizon.net]
Sent: Wednesday, 10 Jan 2007
Subject: Right knee replacement surgery

Hi:

On 2/2/07 I will undergo right knee surgery at Tampa General Hospital in Tampa, FL. I will leave the hospital and stay at my sub-mate's home in Venice, FL for recuperation, for as long as necessary.

And have a nice day,

BUBBLEHEAD BOB

Secret Fort Miles Base Played a Vital Role in the Cold War

(Continued from page 5)

been detected when they heard the planes overhead," he said.

According to official Navy sources, the SOSUS program was dealt a serious blow by the Walker-Whitworth espionage ring. Starting in 1967, and for the next 18 years, John Walker Jr., a naval communications officer, sold countless naval messages and the keys to decipher them to the Soviets. Some of those secrets involved the SOSUS system.

Because of this information, in the late 1960s and early 1970s, the Soviets embarked on a submarine-quieting program and by the late 1980s, the ability of the SOSUS system to detect submarines had deteriorated significantly.

But that also coincided with the downfall of communism in the Soviet Union and the end of the Cold War.

In the interim, Soviet submarines pulled back their areas of operations away from the U.S. coastal area, negating the need for listening stations along the East Coast.

In 1963, SOSUS played a crucial role in pinpointing the exact location of the sunken nuclear submarine Thresher and then in 1968 detected the sunken Soviet-Golf class sub sunken off Hawaii.

SOSUS exists today with several operational and standby stations. The program was supplemented in the 1980s by a small fleet of civilian-manned surveillance ships to create the Integrated Underwater Surveillance System, IUSS.

The system has also been used to track migrating whales and to detect illegal driftnet fishing on the high seas.

Stationed in Lewes

Ed Dalrymple of Lewes, a retired Naval commander, was involved with the SOSUS program for all of his 20 years in the military. He spent part of his tour of duty as a young man at the Lewes base.

"We called it the worst kept secret in the military," he said with a smile.

Even so, he said the SOSUS program was a huge success. "We were able to deny the Soviets the use of the ocean," he said.

He said the personnel who deciphered the data coming in from the hydrophones were highly skilled. "It was like an art to learn what ships looked like," he said.

"We learned to track their patterns. We knew when they would be on patrol and off patrol, and this information was all added into other intelligence," he said.

He said that normally there were five or six Soviet submarines on patrol in the Atlantic during the Cold War years. But every summer, the bases would be on high alert when the Soviet war games would kick into high gear. The number of submarines would increase as high as 100.

Dalrymple said he and his fellow sailors didn't think much about the secrecy of the work they were doing when they went to town on leave. "Hey, most of us were young, single guys," he said. "We were more concerned about finding single ladies."

Contact Ron MacArthur at:
ronm@capegazette.com

Contributed to The Piper Report by shipmate Gene Jenkins



Fact: Twin dolphins were chosen as the insignia of the Submarine Service because of the characteristic way in which dolphins dive and surface.

Contributed by John Clarkin

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>



The Piper Report

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.

Shipmates on Eternal Patrol

Harry "Greek" Alevras	John McLaughlin
Paul Baker	Ed Moore
Wallace Barr	Robert Moore
VADM M.G. "Duke" Bayne	Hugh Moran
Captain Edward Beach	Domminic "Joe" Negri
Gary Booth	Eugene Palladino
Keith Cisewski	Manual "Manny" Paris
Arthur Cooley	Cleve Pipe
Quinton "Frenchy" Cormier	Melvin Ponton
Herb Crane, XO	Donald Rogers
Arnold "Satch" Cross	Captain Jim Rogers
Webster Davis	Herbert Scheuing
Jim "Crash" Evans	Franklin Snelgrove
Ira Goldenberg	Robert "Brew" Taylor
Bob Harwood	Ken "Sid" Westall
Raymond Hughes	Jerome "Shorty" Wolters
Ed Hurley	Leslie Wood
John Lynch	Donald Wright
Frank Mayo	Jim Youtsey
Frank Mazzuchi	

Life Members

William Bailey	William Fuchs	Morris Newkirk
Bob Baker	Chester Fuller	Ralph Norman
Paul Barlow	Chic Gilgore	Charles Patch
Tom Black	Gerald Haring	John Polovitch
Michael Bray	Wm Ripley Harrison	Frank Reinhold
Jim Burdett	John Hendry	Michael Remington
Jim Burke	Jerry Holland	Benjamin Rollonston
Thomas Calabrese	George Holst	Ralph Schmidt
Richard Caldwell	Michael Hubbard	Charles Schwartz
Aldo Cecchi	Charles Jones	Robert Smith
Howard Clark	Edmund Lee Joyner	Clarence Spencer
Ralph Clark	Ernie Kertzscher	Thomas J Stanton
Willis Clifford	James King	Bob Staufenberg
Richard Collins	Thomas Kucharski	Gilles St. George
Edward Cushman	Michael Lally	R Calvin Sutliff
James Delaney	Robert Lloyd	Joseph Vanderbosch
Don Del Core	Joseph Marmaud	Douglas Ward
John Donkus	Noah Monsour	Terry Welsh
Joseph Dooley	James Morris	Frank Whitty
Al Dube	Ross Morrison	David Winnington

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.

Piper Association Officers and Staff

President:

Frank Whitty
269 Plymouth Street
Middleboro, MA 02346
whitty409@aol.com
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jamesb501@aol.com
Phone: 732-849-0471

Treasurer:

Michael Hubbard
271 Elm Street
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