

# The Piper Report

USS Piper (SS409) 1944 - 1967



January 2013

## Destination Event for Proposed Summer 2013 Piper Reunion



### 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.



1 January 2013

Dear Shipmates:

I've gotten zero response to my suggestion that we hold a Piper Reunion at the next USSVI Convention in Rochester, MN. So be it.

Well, always trying to brainstorm new ideas to keep us together, I propose the following. This would make a reunion extra special for all of us, especially Shipmate Ross Morrison. A "destination event" for a change.

Ross is the President of the Grandfather Mountain Highland Games, which will be held this year from July 11<sup>th</sup> through July 14<sup>th</sup> in beautiful, rural North Carolina. I propose that we travel to this event and use it as the venue for a Piper Reunion. If there is enough interest, I'll see about booking a block of rooms at a modestly priced motel or hotel. They'll be nice, but nothing fancy, as we need to keep these events affordable.

Dee and I plan to go. Tom and Char Kucharski have an interest, and I hope Bill and Ronnie Fuchs will be on board too. Let's not let age, geography, or reluctance to try something new keep us from gathering together.

Please take the time to go to the websites listed below, check them out, and get back to me.

Happy New Year to all and to all a good night.

Regards,

Frank

Frank Whitty  
269 Plymouth Street  
Middleboro, MA 02346  
[whitty409@aol.com](mailto:whitty409@aol.com)  
Phone: 508-946-5274

Shipmate Ross's most recent Newsletter  
<http://www.gmhg.org/Fall%202012%20Newsletter.pdf>

GMHG Home Page  
<http://www.gmhg.org/>

GMHG Info Page  
<http://www.grandfathergames.com/>



**The 58th Annual Grandfather Mountain Highland Games will be held July 11-14, 2013 at MacRae Meadows on Grandfather Mountain near Linville, NC.**

GMHG is a non-profit, non-stock corporation licensed under the laws of North Carolina.

**OUR MUTUAL VISION:** We will constantly strive to be the premier Scottish Highland games and gathering of Clans, Guests, Families, Sponsors, Patrons and Visitors. We will work diligently to be the model games of integrity and excellence for all.

**OUR MISSION:** To carry on and promote the annual Grandfather Mountain Highland Games and Gathering of Scottish Clans, to foster and restore interest in traditional dancing, piping, drumming, athletic achievement, music and Gaelic culture, and to establish scholarship funds to assist students from Avery County High School to study at American colleges and universities.



## Schedule of Events for Grandfather Mountain Highland games

### Thursday, July 11th

Picnic, Torchlight Ceremony & Sheep Herding

4:30 PM Picnic

Food concessions are available at MacRae Meadows or you can bring your own.

Scottish Entertainment

Traditional Celtic Music. Performers to be announced

Sheep Herding: Sheep Herding with Border Collies on the field.

7 PM The Bear: Assault on Grandfather

This five-mile footrace climbs 1,568 feet in elevation from the town of Linville to the summit of Grandfather mountain. Over 800 runners will start up the Old Yonahlossee Road from Linville at 7 PM, circle the Highland Games track around 7:15, and head up the Grandfather Mountain summit road.

More Sheep Herding

Torchlight Cermony:

Opening ceremony announcing each participating Clan's arrival to the Games

### Friday, July 12th

7:30 AM The Grizzly Bike Race

9 AM MacRae Meadows Opens: Preliminary athletic competition, sheep herding, music/dancing exhibitions. Celtic Groves will be open and other activities will highlight the day.

- Opening Ceremonies
- Highland Wrestling Clinic for children
- Children's Tent and Field Activities
- Harp Workshop
- Sheep Herding
- History & Genealogy Studies at Clan Tents
- Highland Dancing Pre-Championship
- Lochaber Trump Competition in the Harp and Fiddling Tent

**3:00 PM Day events completed, preparation begins for Celtic Jam**

Grandfather Mountain Highland Games Presents:

7 - 11 PM Celtic Music Jam Concert tracing the evolution of Celtic Music from the ancient to the contemporary at MacRae Meadows.

Grandfather Mountain Highland Games Presents:

8:00 PM - 12 AM Scottish Country Dance Gala  
Williams Gymnasium at Lees-McRae College. \$30 dancers / \$10 spectators. (Tickets sold only at the door).

### Saturday, July 13th

7:00 AM Mountain Marathon begins in Boone, NC. Runners will arrive at Games track around 9:30 AM. Among the most strenuous marathons in the nation.

7:30 AM MacRae Meadows Opens

- Amateur Heavy Athletic Qualifying Begins
- Competition begins for Highland Dancing Atlantic International Championship, piping, drumming, Scottish athletic events, track & field events, Scottish country dancing, Scottish fiddling, and Scottish harp.
- Children's Highland Wrestling Competition
- Sheep Herding
- Massed Bands on track
- Opening Ceremonies
- History & Genealogy Studies at Clan Tents
- Children's Tent Activities
- Celtic Grove Music
- Highland Wrestling
- Harp Competitions
- Pre-Premier Highland Dance Competition
- NC Provincial Gaelic Mod
- Scottish Fiddling Workshop & Jam Session

4:00 Days events end. Preparation for Celtic Rock Concert

7:00 PM Celtic Rock Concert at MacRae Meadows.

\$15 Adults / \$5 Children age 5-12

### Sunday, July 14th

8:00 AM MacRae Meadows Opens

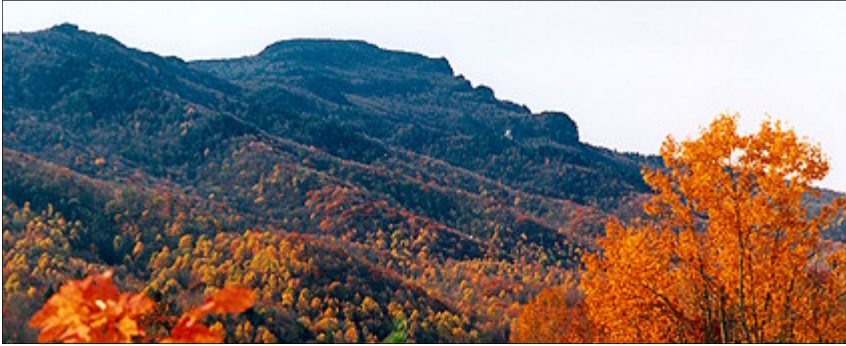
- Scottish Heavy Athletic Demonstration and Clinic
- Prelude Music for Worship Service Begins

9:00 AM Scottish Worship Service Outside main gate, bring a folding chair. Includes Kirkin 'O' the Tartans.

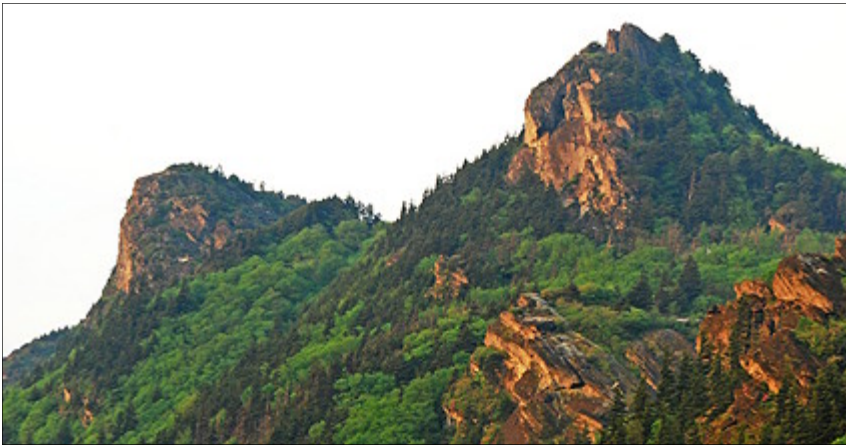
- Children's Border Collie Demonstration on the main field.
- Celtic Grove Entertainment Begins
- Parade of Tartans Guests of Honor & Distinguished Guests are introduced as all members of the sponsoring clans are invited to march in the parade behind the massed pipe bands.
- Scottish Fiddling Competition
- Atlantic International Highland Dance Championship Competition
- Competition takes place throughout the day for Scottish athletic events, sheep herding, kilted miles, children's events, Scottish country dancing, Scottish harps, Clan Tugs-of-War. Celtic Grove entertainment continues.
- History & Genealogy Studies at Clan Tents
- Sheep Herding Demonstration

**4:00 PM Closing Ceremonies**

## Grandfather Mountain Tourist Information



Fall foliage at Grandfather Mountain



Twin Peaks - Grandfather Mountain



Heavy weight throw at Grandfather Mountain Highland Games

### Information taken from the Grandfather Mountain Website

<http://www.grandfather.com/>

#### Grandfather Mountain is...

- a scenic travel attraction
- a globally recognized nature preserve and one of the highest peaks in the Blue Ridge mountains (elev. 5946 feet)

#### The Grandfather Mountain Stewardship Foundation is:

a not-for-profit corporation established to:

- preserve Grandfather Mountain
- operate the nature park in the public interest
- participate in educational and research activities

#### One ticket price includes everything:

Guests purchase tickets (one ticket per person) and drive their own vehicles through the park, stopping along the way to enjoy a variety of activities. All proceeds from sales of tickets and souvenirs go toward caring for and presenting Grandfather Mountain in a manner that inspires good stewardship in others.

#### Main Attractions

- Beautiful mountain scenery
- Mile High Swinging Bridge
- Environmental Habitats for native wildlife  
Black Bears, River Otters, Cougars, Deer and Golden Eagle
- Nature Museum
- South's best alpine hiking trails  
More than 12 miles of regularly maintained trails ranging in difficulty from easy nature walks to strenuous back country challenges.
- Picnicking  
Over 100 picnic tables and grills are scattered throughout the park. The picnic area located on the right about 1/3 mile up the summit road is equipped with a water fountain and restrooms. Guests are welcome to bring their own picnic. Those who have not planned ahead can purchase fried chicken or sandwiches to go from the Museum restaurant.
- Naturalist Programs  
Special activities and programs with the Mountain's naturalists are presented daily during the summer months and are included in the price of admission.

#### Average Temperature June - August

- High 68, Low 55

## HMS Conqueror's Biggest Secret: A Raid On Russia

The submarine that sank the Argentine cruiser General Belgrano during the Falklands war was involved in a much more daring and dangerous Cold War operation only weeks later.

It was dark, in the early hours, and the sea was freezing as Her Majesty's Submarine Conqueror came to periscope depth. Her captain, Christopher Wreford-Brown, had been stalking his target methodically, a hunter in pursuit of wary prey. There she was, 1,000 yards ahead, slow-moving, seemingly unaware of the submarine coming up on her tail. Gathered around Commander Wreford-Brown in the darkened operations room, officers and men waited in silence, inner tension masked by outward calm. It was 1982 and this was the real thing.

HMS Conqueror is famous, some would say notorious, for sinking the Argentinian cruiser General Belgrano. The nuclear-powered attack submarine, a type also known menacingly as a hunter-killer, that year became the first of her kind to fire in anger. The Belgrano was sent to bottom in short order, her ancient hull rent by two torpedoes: 323 men, many of them young conscripts, died. The Falklands war began in earnest that day, May 2 1982.

But the ship now in the crosswires was not the Belgrano. This was August, almost two months after the liberation of the Falklands, and on the other side of the world, in the Barents Sea, backyard of the mighty Soviet Northern Fleet. Conqueror was sailing as close to Russian territorial waters as was legally allowed – or maybe closer. Submariners, a tight-knit community, politely disdainful of their surface counterparts, joke that there are two types of naval vessel: submarines and targets. Wreford-Brown's target was a spy trawler – an AGI in Nato parlance, meaning Auxiliary General Intelligence. Crammed with interception and detection equipment, they were a ubiquitous presence during the Cold War, shadowing Nato exercises or loitering off naval bases.

This one was special: Polish-flagged, she was pulling a device long coveted by the British and Americans, a two-mile string of hydrophones known as a towed-array sonar. It was the latest thing in Soviet submarine-detection technology and Conqueror's job was to steal it. To do so, the bow was equipped with electronically controlled pincers, provided by the Americans, to gnaw through the three-inch-thick steel cable connecting it to the trawler. The name of this audacious exercise in piracy? Operation Barmaid.

Thirty years on, and the story of this mission, classified Top Secret to this day, is being told. It may be that the Russian government is learning for the first time the fate of what was one of its most closely guarded devices.

"This was a quite remarkable feat, a daring exploit that carried with it immense risk," says the documentary maker Stuart Prebble, whose new book, *Secrets of the Conqueror*, discloses the existence of Barmaid. "When we think of the Cold War we

think of Cuba and Berlin and missiles and tanks, but it was at sea, and under the sea in particular, where the East-West struggle was often at its most dangerous.

"I have known about Barmaid for nearly 30 years and two years ago I approached the Ministry of Defence and asked that its details be released under the 30-year rule. They spent eight months thinking about it and eventually came back and said no. Their final position was that, although they wouldn't help, they wouldn't try to stop me writing about it."

Throughout the 1950s and 1960s the Anglo-Americans rested on their laurels, confident of their superiority in naval technology over the fledgling Soviet fleet. But as the 1970s wore on that confidence was eroded. Soviet submarines were not just becoming quieter and faster, they were able to turn the tables on their supposedly more advanced Western opponents. Submariners call it "bouncing", the practice of creeping up on a hostile submarine before switching on active, wave-emitting sonar. The deafening ping in the earphones of the target crew tells them: "I'm here. If this was a war, you'd be dead."

Towed-array sonar is different. It is passive and does not emit a signal. It floats at a prescribed depth, trailing behind a ship or submarine, simply listening for enemy submarines. Because the hydrophones are spaced out, they can achieve a multi-dimensional fix on a target, and are less vulnerable to noise from the host vessel. The American and British navies imagined themselves to be far ahead in this technology and were disturbed to discover that the Russians were matching them.

Had they caught up through ingenuity, or by spying?

The issue was sensitive for the British, who had been plagued by spy scandals in the post-war period. The "Portland Spy Ring" had betrayed naval secrets, as had the Admiralty clerk John Vassall. The Americans took the lead, conceiving a project to capture a towed array and discover its origins. General Dynamics, supplier of kit to the CIA, built the pincer equipment, which was installed in British submarines. But why not use the bigger US Navy?

"There are two schools of thought about that," says Prebble, a former editor of *World in Action*. "The British believed they were selected because they had more skilled submariners, and exercises do seem to bear this out. British submariners tend not to play by the book to the extent that the Americans do.

"The more cynical view has it that if a British sub was caught the diplomatic fall-out would be less severe than if an American one was involved. No one wanted to provoke a superpower confrontation."

Cutting a towed-array cable and making it look like an accidental loss was no easy task. Before Conqueror was fitted with the television-guided pincers, her sister ship HMS Churchill had tried to steam through an array to sever it from the towing ship. She was damaged and depth-charged for her pains. Conqueror

*(Continued on page 6)*

## HMS Conqueror's biggest secret:

*(Continued from page 5)*

made two attempts to use the pincers, in the Barents Sea and the Mediterranean, before her final attempt in August.

"When crews heard about these pincers, everybody thought it was absolutely crazy," says Prebble. "Their use demanded the most brilliant seamanship, coming up from below into the array's blind spot and edging towards the cutting point only a few yards from the tow ship. The pincers were designed to gnaw rather than slice cleanly to give the impression that the array had snagged on an underwater obstacle and been torn off."

There, then, was Wreford-Brown, staring through his periscope that August night. The TV cameras were useless until a few inches from the target, so black was the Arctic water. Wreford-Brown and his officers had to fall back on mental arithmetic to calculate their distance from the target.

"That was the genius of the exercise," says Prebble. "There is a way of approaching the blind spot that involves going deep and then coming up at an angle, literally below the vessel."

The trawler's propeller was feet away from Conqueror's hull. A momentary miscalculation and a collision was inevitable. But nerves held and a connection was made. The pincer blades gnawed, and in seconds that seemed like hours the array was freed. Clamps held on to the cable as Conqueror dropped away to a safe depth, trailing the array by her side.

"Everyone in the control room was tense," says one of those present. "We were expecting at any time that we would be discovered and were ready to run, if necessary."

None of the crewmen who spoke to Prebble was prepared to confirm Conqueror's position but the suspicion is that the operation took place inside Soviet territorial waters, just three miles from the coast. If discovered, the sub would have faced attack from Russian air and naval units. Once Conqueror reached a safe distance, divers were sent out to secure the array. The submarine later surfaced so that they could swim out again to haul the device aboard and bundle it in the hull.

Did the crew of the AGI know what had happened? Even if they suspected foul play it would not have been in their interests to admit it to their superiors. A sojourn in the gulag might have followed.

Immediately after Conqueror reached her base on the Clyde, the array was put on to an aircraft and sent for analysis in the United States. It is said that the name Conqueror was whispered with a certain reverence in the Pentagon for some time afterwards.

Following the sinking of the Belgrano, much speculation surrounded the disappearance of the Conqueror's logs. The assumption in some quarters was that they had been destroyed to

conceal embarrassing details about the submarine's movements before and after the attack on the cruiser. Prebble thinks otherwise. "I believe the logs were shredded or incinerated to hide the Barents Sea operation," he says. "This was a top-secret mission."

The submarine arm is known as the Silent Service, partly because of its stealthy approach to warfare but also because of the secrecy attending its activities. Rarely does it receive public praise. Now, at least, we know of Operation Barmaid. The Conqueror's crew had to celebrate their triumph in secret. Let's hope they enjoyed a pint or two.

*Contributed by shipmate Charlie Patch*



## How To Stop Church Gossip

Mildred, the church gossip, and self-appointed monitor of the church's morals, kept sticking her nose into other people's business.

Several members did not approve of her extra-curricular activities, but feared her enough to maintain their silence.

She made a mistake, however, when she accused Frank, a new member, of being an alcoholic after she saw his old pickup parked in front of the town's only bar one afternoon.

She emphatically told Frank (and several others) that everyone seeing it there would know what he was doing!

Frank, a man of few words, stared at her for a moment and just turned and walked away. He didn't explain, defend, or deny. He said nothing..

Later that evening, Frank quietly parked his pickup in front of Mildred's house, walked home .... and left it there all night.

(You gotta love Frank!)

*Contributed by  
Shipmate Charlie Patch*





The Montana Department of Employment, Division of Labor Standards claimed a small rancher was not paying proper wages to his help and sent an agent out to investigate him.

**GOVT AGENT:** I need a list of your employees and how much you pay them.

**RANCHER:** Well, there's my hired hand who's been with me for 3 years. I pay him \$200 a week plus free room and board. Then there's the mentally challenged guy. He works about 18 hours every day and does about 90% of all the work around here. He makes about \$10 per week, pays his own room and board, and I buy him a bottle of bourbon every Saturday night so he can cope with life. He also sleeps with my wife occasionally.

**GOVT AGENT:** That's the guy I want to talk to - the mentally challenged one.

**RANCHER:** That would be me.

*Contributed by shipmate Charlie Patch*

## Newsletter Articles Needed

I would like to hear about experiences you've had while you served aboard Piper. Whether a long story, "Sea Story" or a short paragraph, anything that you'd think would bring a smile to a shipmate's face would be great.

Michael Bray  
W3821 Waucedah Road  
Vulcan, MI 49892  
[mikebray@chartermi.net](mailto:mikebray@chartermi.net)

## Cribbage Trivia for Submariners

Cribbage has been popular with mariners for hundreds of years, enjoying especially widespread play in the Navy during World War II. It was thought of as the unofficial game of submariners, who played round the clock as they patrolled for Japanese ships.

The most famous incident related to cribbage in the Navy occurred in 1943 aboard one of the war's most celebrated submarines, the USS Wahoo. For the Wahoo's fourth war patrol, it was ordered to head to the extreme northern reaches of the Yellow Sea, an area where no sub had gone before. The waters near the Dairen Peninsula were shallow, and crewmembers grew nervous as they glided into dangerous territory. To take their minds off the tension, the sub's commander, Dudley "Mush" Morton and his executive officer, Richard "Dick" O' Kane, began a game of cribbage. Morton dealt O' Kane a "Perfect 29" hand, four fives and a Jack, the highest possible score for combinations in a single cribbage deal. Back-of-the-envelope calculations were done, and 216,000 to 1 were the odds thrown out as to the chances of that happening. The crew's spirits were bolstered by what they felt was a very lucky omen. O' Kane had his fellow officers sign the five cards and he framed them.

Rear Admiral Richard Hetherington "Dick" O' Kane has the distinction of directly participating in more successful attacks on Japanese shipping than any other fighting submarine officer during the war. Good fortune did prevail on the patrol - at its end the Wahoo had set a record for the number of ships sunk. It continued for O' Kane too. When he was detached from the Wahoo and given command of the Tang, that sub broke the former's record for most ships sunk in a single patrol. And while he was captured by the Japanese when the Tang was sunk by an errant torpedo that circled back and hit it, O' Kane survived the war, and was awarded the Medal of Honor for his "conspicuous gallantry and intrepidity" during his submarine's final operations.

O' Kane's lucky cribbage board has become an important submariner tradition; since WWII it has been passed along to the oldest active submarine in the United States Pacific Fleet. Once the sub is decommissioned, it is given to the next oldest submarine, where it is placed in the wardroom.

The famous crib board currently resides aboard the USS Bremerton SSN698, which launched in 1978.

*Contributed by shipmate Charlie Patch*

# The Piper Report

## Piper Stuff

Michael Hubbard  
271 Elm Street  
New London, CT 06320  
1-860-444-7649 [bldgmaint@subvetsgroton.org](mailto: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	_____
_____	2007 Groton Reunion Button (Shipping Included)		\$2.00	_____
_____	Key Chain—One Sided		\$6.00	_____
_____	Key Chain—Two Sided		\$10.00	_____
_____	Soft Ball Cap		\$15.00	_____
_____	Traditional Hard Ball Cap		\$15.00	_____
_____	2007 Groton Reunion T-Shirt (Shipping Included)		\$20.00	_____
_____	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	_____

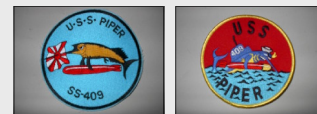
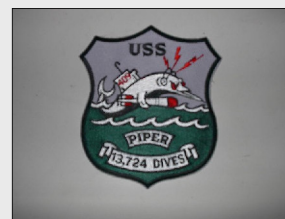
Shipping: \_\_\_\_\_  
Up to 4 items (a bit more for big items) - \$5.  
Golf shirt - \$2.00 per shirt  
Piper pin - \$1.00

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://usspiper.com>





**A Note About Membership**

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. 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 money goes 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:**

William Fuchs  
82 South Millpage Drive  
Bethpage, NY 11714  
[billsg282@gmail.com](mailto:billsg282@gmail.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. **DUES FOR 2012-2013 WERE DUE JULY 1st****

**Shipmates on Eternal Patrol**

Thanks to the work of shipmate Larry Boutelle, IC2(SS) who was aboard Piper from 1953 to 1956, we have a more complete listing of Shipmates on Eternal Patrol on our web site. Larry did research on the crew members that were on board Piper during his tour of duty.

Obituaries, where available, are included in Newspaper Clippings which can be accessed by a link on the News page of the website.

See <http://usspiper.com>

An updated list will be included in The Piper Report from time to time.

If you have information of the death of a shipmate that is not on the Eternal Patrol list, please send it to:

Mike Bray  
W3821 Waucedah Road  
Vulcan, MI 49892-8483  
Or via email to: [mikebray@chartermi.net](mailto:mikebray@chartermi.net)

**Life Members**

William Bailey	Chic Gilgore	Frank Reinhold
Bob Baker	Charles Halbing, Jr	Michael Remington
Paul Barlow	Gerald Harring	Benjamin Rollonston
Robert Batscher	John Hendry	C. Miles Schmidt
Tom Black	Obie Hill	Ralph Schmidt
Michael Bray	Jerry Holland	Charles Schwartz
Jim Burdett	Michael Hubbard	David Shoaff
Jim Burke	Charles Jones	Clarence Spencer
Richard Caldwell	Edmund Lee Joyner	Thomas J Stanton
Aldo Cecchi	Ernie Kertzscher	Bob Staufenberg
Howard Clark	James King	Gilles St. George
Ralph Clark	Thomas Kucharski	R Calvin Sutliff
Willis Clifford	Robert Lloyd	Gordon Threlfall
Richard Collins	David Mogil	Joseph Vanderbosch
William Cotter	Noah Monsour	Douglas Ward
Edward Cushman	James Morris	Terry Welsh
James Delaney	Ross Morrison	Frank Whitty
Don Del Core	Robert Neidlinger	David Winnington
John Donkus	Morris Newkirk	Eugene Zakutansky
Preston Douthitt	Austin Nickerson	
Al Dube	Ralph Norman	
Richard Fohn	Mike Paquette	
William Fuchs	Charles Patch	
Chester Fuller	Joe Pow	

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# 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!



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## The Piper Report

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### Material for The Piper Report & Piper Veteran's Assoc. Website

We are always looking for photos, [sea stories](#) and memorabilia to print in the newsletter and put on our website.

Email attachments are welcome, you can send scanned photos and material formatted with software in the Microsoft Office suite. Please provide as much information about the photos as you can.

If you have anything, please send it to me:

Mike Bray  
W3821 Waucedah Road  
Vulcan, MI 49892-8483  
Email: [mikebray@chartermi.net](mailto:mikebray@chartermi.net)

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

<http://usspiper.com>

### Piper Association Officers and Staff

**President:**

Frank Whitty  
269 Plymouth Street  
Middleboro, MA 02346  
[whitty409@aol.com](mailto:whitty409@aol.com)  
Phone: 508-946-5274

**Secretary:**

Jim Burke  
78 Eagle Drive  
Whiting, NJ 08759  
[jamescburke@verizon.net](mailto:jamescburke@verizon.net)  
Phone: 732-849-0471

**Treasurer:**

Michael Hubbard  
271 Elm Street  
New London, CT 06320  
[bldgmaint@subvetsgroton.org](mailto:bldgmaint@subvetsgroton.org)  
Phone: 860-444-7649

**Membership Chairperson:**

William Fuchs  
82 South Millpage Drive  
Bethpage, NY 11714  
[billssg282@gmail.com](mailto:billssg282@gmail.com)  
Phone: 516-578-4182

**Store Keeper:**

Michael Hubbard  
271 Elm Street  
New London, CT 06320  
[bldgmaint@subvetsgroton.org](mailto:bldgmaint@subvetsgroton.org)  
Phone: 860-444-7649

**Newsletter Editor & Webmaster:**

Michael Bray  
W3821 Waucedah Road  
Vulcan, MI 49892  
[mikebray@chartermi.net](mailto:mikebray@chartermi.net)  
Phone: 906-221-1550