

# The Piper Report

USS PIPER (SS409) 1944 - 1967



APRIL 2015



## 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.

## We Were Young... Long Ago by Bob 'Dex' Armstrong

One of the great things about crew reunions is the opportunity to rekindle associations with old shipmates and dredge up long forgotten memories of days when no one worried about the future because 'tomorrow' always took care of itself. It always did, and we all planned to marry beautiful girls who would never grow old and would live forever. Boat reunions have a way of torpedoing that horseshit. The wives have kept their youthful good looks, but your old shipmates have re-ballasted and look like they missed a few trips to the yard.

So what you end up with are a bunch of old coots who spend a helluva lot of time tossing down beer and saying stuff like,

"Hey, you remember that kid from New Jersey? Can't think of his name... The little skinny kid... Electrician... The guy who drove that Mercury with more Bondo patches than original metal... Yeah, that's the one! The kid who left a present he bought for his mom in some gin mill in Hamilton and jumped out of the liberty launch to swim back and get it... Yeah, and he turned up at morning quarters soaking wet and smiling like he had good sense, holding up a water-soaked box of stupid earrings..."

"That's the idiot... Can't remember his name... We called him 'Sparky'... Good

kid... Always good for a fiver 'til payday."

That's the way we want to be remembered. Ol' smokeboat lads remembering you were a good boat sailor and a fine shipmate. Hell, we were all idiots... No one who could shuffle a full deck would intentionally crawl into something equivalent to eighty oil drums welded end to end just for the privilege of watching mites do acrobatic tricks in his breakfast cereal.

We never gained the level of sophistication that other folks who had far less international travel experience, gained.

Take wine, for example. Most of the stuff we got wrapped around had aluminum screw tops, was less than six months old and tasted like the byproduct of some industrial chemical process. Nobody ever had a corkscrew... If the jug had a cork, you drove it down with the blunt-ended blade of an electrician's knife and watched it snorkel around in there 'til you drained the contents.

We never knew there were things running around in the world known as 'communicable diseases'... There were always a couple of duty containers of distilled spirits being passed around at every fleet landing in the wee hours. Didn't even matter what boat you were riding... Only

*(Continued on page 4)*

## Commander's Column

5 April 2015

Dear Shipmates:

Our 2015 Piper Reunion is confirmed.

A form for registration is part of this Piper Report. Please fill it out and return it as soon as you can.

The events dates are Thursday, 23 July through Sunday, 26 July, but we will host a welcome aboard party on Wednesday 22 July for early arrivals.

### PLEASE MAKE YOUR HOTEL RESERVATIONS NOW

We will be staying at the "Hampton Inn Cleveland—Downtown". The name is very important when making your reservations. The number to call is 1-800-Hampton to reserve your rooms. The rate is \$119.00 per night, which for a downtown location is very good. I hope you will chose to stay there so that we can be together as a group 24/7. In the past, when we stayed at different hotels, there was a disconnect among us. Please call in your reservations as soon as possible. Don't wait, as we need to know who and how many are going. Refer to USS Piper SS 409 or use group code "USS"

### PLEASE SEE REGISTRATION FORM AND RETURN IT ASAP

For those of you who don't know, the USS Cod (SS 224) [www.usscod.org/](http://www.usscod.org/) is moored there, and I toured her with Kucharski a few years ago. Wow! You will feel like you're stepping onboard a functioning diesel boat...because you will be. The engines run and this boat is so well kept that it could get underway tomorrow. This is a boat you have to visit. Their crew is very enthusiastic about us coming there for our reunion. They have special activities planned for us as well.

Shipmates, don't let this important event be one you look back on and say, "I wish I had gone."

Tulips are sprouting out front here in the northeast, so for those of you who have endured this winter, enjoy the nice weather.

Regards,

Frank

### SHIPMATES: PLEASE READ THIS

Shipmate, Editor, Webmaster, Mike Bray will be retiring from his duties as of our Cleveland reunion. He has agreed to publish this Piper Report and maintain the website until we find a replacement.

Mike has absolutely done more than anyone, or group of us, to keep the Piper Association alive and viable for all these years. We owe him a sincere debt of gratitude. We need someone to step up and take on his duties. We owe him relief. So who among you will volunteer?

Mike will do a thorough transfer of duties and work with the new person. I say person just in case one of your wives or sweethearts has the time and skill to take over this critical job. If we do not fill the position, our website will likely fade away and the data bases and reports will dwindle. The principle of rotation of duties is important to the survival of any organization. I've been trying to get someone to take this job for over 10 years! Fat chance that is going to happen.

I would hope to have someone step up by the time our reunion wraps up in July. Mike need not apologize. We owe him our sincere thanks for a job very well done for a lot of years.

NOTE THAT AS OF THIS WRITING NO ONE HAS VOLUNTEERED FOR EITHER THE NEWSLETTER EDITOR OR THE WEBMASTER DUTIES.

Please email: [mikebray@chartermi.net](mailto:mikebray@chartermi.net)

or

[whitty409@aol.com](mailto:whitty409@aol.com)

THE PIPER REPORT

USS PIPER (SS409)

Reunion of the Crews--Cleveland, Ohio

23-26 July 2015

Shipmates:

The schedule is set for our reunion. Tom Kucharski has done a great job setting this event up for us. Please return your registration form and your check to Mike Hubbard as soon as you can. As we've done in the past, if you have a cash flow issue, you may send in a deposit of at least 50% of the fees and pay the balance on arrival. The most important thing for us is to get your forms in as soon as possible, as we have to meet certain guarantees of attendees.

Thank you,

Frank

Wednesday 7-22-15 Early Arrival Welcome Aboard (Plan to be Determined)

Thursday 7-23-15 Meet at the USS Cod for Brunch  
Then next door to world famous Rock & Roll Hall of Fame  
Late afternoon--Meet at USS Cod for Barbeque  
Then to the Cleveland Indians vs. Houston Astros at 7:00 pm

Persons attending \_\_\_\_\_ @ \$29 per person = \_\_\_\_\_

*(Tickets are \$39 each. Piper Association will pay \$10 difference)  
(We have a block of 30 seats so please respond asap)*

Friday 7-24-15 Brunch at the USS Cod, then over to the Science Museum and a tour of a Great Lakes Freighter  
or time slot could also be used for a trip to the Casino.

Saturday 7-25-15 Cleveland City Trolley Tour—Very Good Event

Persons attending \_\_\_\_\_ @ \$23 per person = \_\_\_\_\_

Reunion Banquet/Dinner Polka Party with a Live Band & Dancing

Sunday 7-26-15 Farewell Brunch at USS Cod

All Brunches, Barbeque, and Farewell Dinner, including Hospitality Suite and Drinks:

Persons attending \_\_\_\_\_ @ \$100 per person = \_\_\_\_\_

Reunion registration fee:

Persons attending \_\_\_\_\_ @ \$10 per person = \_\_\_\_\_

TOTAL: \_\_\_\_\_

I am remitting \$\_\_\_\_\_ for events as indicated above.

Send as soon as you can to:

Michael Hubbard  
271 Elm Street  
New London, CT 06320

## We Were Young... Long Ago

*(Continued from page 1)*

qualifications were Dolphins and a mouth.

"Hey buddy... Have a drink!"

Bleary-eyed bastards heading back to the boats and weird, no-name booze in flat pints being killed and tossed off the pier.

How many of you reading this inane stuff ever saluted the tender quarterdeck with a flat pint of distilled spirits tucked in the rear of his blues, up under his jumper? Come on now, that couldn't be Requin-specific.

How many guys who had the duty ever shared a cup of coffee topside with a returning shipmate, that had been doctored up with something he picked up 'on the beach', that resembled paint remover or bore solvent? Anyone giving a negative reply will grow a Pinocchio nose.

One benefit the nuke navy has that we never had is the Surgeon General's Warning... In our day, stuff never came with "This shit will kill you..." on the label. Life was a crap shoot... The way you found out stuff would kill you was, you died. The smoke-boat lads drank stuff the government wouldn't let 'em make today.

And another thing... Today, everyone is worried about the effects of second-hand smoke. Holy mackerel! I've seen times when we were buttoned up, making turns on the battery and the cigar and cigarette smoke was so thick, you could hardly see the needles in the shallow water gauges. The only times it cleared up was when the air got so dead it wouldn't support combustion and you couldn't light a match.

The Navy in its infinite wisdom, installed a circulating air system to make sure the entire crew could share and partake in the joy of floating atmospheric airborne crap. A cook could bust a blue egg on the grill and in 30 seconds, every poor bastard in every compartment got to share the unique olfactory stimulation with the rest of his shipmates.

There was so much junk floating around in the air inside of an operating diesel boat, it is a wonder our air compressors didn't spit out plywood.

At reunions, you recall all that stuff with men you shared it all with... No one else would believe it and if they did, wouldn't care. That is why writing this junk has been so much fun.

It is a shame no one with proper skills and the gift for making things socially acceptable could have recorded our history. It was a special time, but we went from World War II to the atomic era and nobody took the time to chronicle the twilight years of the combustion-powered submersibles. I guess folks could make a point out of the fact we never did anything spectacular... Never pulled any rabbits out of magic hats or pulled off the kind of stuff Tom Clancy writes about.

Was riding big ugly stuff, displacing salt water, fouling fishing nets, wearing out bar stools, scaring hell out of marine life, and playing ASW target all we were good for?

Well, we were there. Nobody came to get us... No one had to claw-hammer us out of society and force us to do what we did. We volunteered and it was rough duty... That's a fact. We made our equipment serviceable, did our job and were a proud bunch... We served with men we came to deeply respect.

It would be nice to be able to have a chronicle of those years as a tribute to the happy-go-lucky days before sedate professionalism gobbled up the life we lived. Now, the only folks we can share our times with are old barnacle butts and broken down barmaids... And guys with computers you never can share a bucket of suds with. Whata shame.

It was all so long ago. We were young... That was all there was to it... We were young.

Reunion Attendees

- Ed Cushman & Darla
- Mike Hubbard
- Frank Whitty, Mary, Patrick & guest
- Larry Boutelle & Barbara
- Beetle Bailey
- Charles Swartz & Cathy
- Miles Schmidt & Linda
- Everett Wilcox
- Gary Pittman
- Tom Kucharski & Char

Obituaries



Chet during his visit to The Lone Sailor Statue in Norfolk, VA in 2012.

**CHESTER S. FULLER**

January 29, 1926 – October 8, 2014

Chester S. Fuller died peacefully on October 8, 2014 with his family at his side after a brief illness. His wife, Patricia, died in 1993.

Chet is survived by his three children, Thomas (Liza), Susan (Thomas Ohrum), and Cathleen (Cheryl Copleland). He is also survived by five grandchildren and four great-grandchildren.

Chet served in the United States Navy from December 1943 to May 1946. He served aboard the USS Piper as a Ship's Cook Third Class. During his service he received the American Theater Medal, the Asiatic Pacific Medal 1 Star, the Victory Medal, and the Submarine Combat Insignia.

Chet worked as a master electrician before his retirement in the early 1990's. During retirement he enjoyed spending time with his family, riding his Harley Davidson, finding adventure on his ATV, and savoring the beauty of nature.

**Eternal Patrol**

Chester S. Fuller, passed away on October 8, 2014. He served on Piper as a Ship's Cook 3rd class from 1945—1946 and was a life member of the USS Piper Veterans Association.

Richard W. Collins, passed away on August 6, 2014. He served on Piper as a CS3 (ss) from 1954-1958 and was a life member of the USS Piper Veterans Association.

Sincere condolences go to family and friends.

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

**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.

Have you recently visited a shipmate? Do you have a photo of the visit? Send a paragraph or more about the visit, or just send a caption for the photo.

What sort of things do you like to read about in the newsletter? Chances are your shipmates enjoy the same thing and they'd like to hear about it from you. So, take a little time to jot something down and send it to me:

Mike Bray  
W3821 Waucedah Road  
Vulcan, MI 49892

[mikebray@chartermi.net](mailto:mikebray@chartermi.net)

**PIPER ASSOCIATION DUES FOR 2015-2016 ARE DUE JULY 1st**

**See the form on page 9 of this newsletter**

**Please consider a Life Membership payment.**

**This would eliminate paying each year and result in less paperwork for us.**



## USS Cod



The *USS COD Submarine Memorial* is a National Historic Landmark and is located on Lake Erie in downtown Cleveland, Ohio at the western edge of Burke Lakefront Airport and about one block east of the Rock and Roll Hall of Fame.

See: <http://www.usscod.org/>

## Great Lakes Science Center

Whether it's your very first visit or you're already a familiar face, we welcome you to Cleveland's Great Lakes Science Center! See and touch hundreds of hands-on exhibits, visit the NASA Glenn Visitor Center, immerse yourself in our six-story Cleveland Clinic OMNIMAX® Theater, climb aboard a historic Great Lakes freighter and marvel at science demonstrations performed right before your eyes.

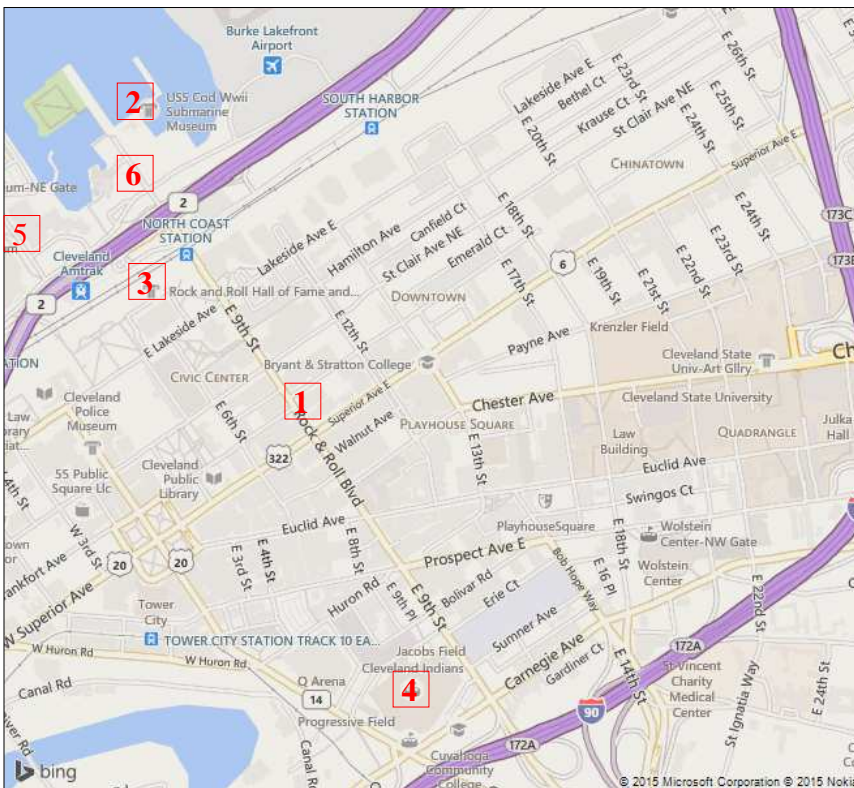
See: <http://www.greatscience.com/>

## Rock & Roll Hall of Fame

The greatest stories and biggest names in rock and roll shine on at the Rock and Roll Hall of Fame and Museum in Cleveland, Ohio. The experience includes 4 theaters, multiple interactive stations and 7 floors of exhibits that tell the story of the world's most powerful art form. - See more at: <http://www.rockhall.com/visit-the-museum/plan/#sthash.u7PPIfyQ.dpuf>

Admission:  
Adults: \$22  
Seniors (65+)/Military: \$17 (with ID)

Hours: Open every day from 10 am-5:30 pm. Open Wednesdays until 9 pm. Open Saturdays until 9pm from Memorial Day through Labor Day



### Locations

1. Hampton Inn Cleveland—Downtown
2. USS Cod Submarine Museum
3. Rock & Roll Hall of Fame
4. Cleveland Indians Ball Park
5. Great Lakes Science Center
6. Steamship William G. Mather Museum

## Steamship William G. Mather Museum

When the Steamship *William G. Mather* was built in 1925 by Great Lakes Engineering Works in Ecorse, Michigan, she was considered the latest word in ship design, propulsion, navigation equipment, and crew accommodations. She was the flagship of The Cleveland-Cliffs Steamship Company fleet until 1952.

### Cargo

The *Mather* left the shipyard on July 24, 1925, for Ashtabula, Ohio, to load her first cargo, coal, for delivery to Lakehead, Ontario, Canada. The *Mather's* principal trade pattern was iron ore from the Lake Superior region delivered to steel mills in lower lake cities such as Cleveland. Sometimes she backhauled coal from a Lake Erie port to a Lake Superior port.

From loading docks built higher than the vessels they service, cargo flows by gravity into a ship's cargo spaces. Cargo flowed into the *Mather's* four holds through the eighteen hatches on her spar deck. Unlike numerous self-unloading vessels (ships equipped with powered belts and booms to discharge cargo) now plying the lakes, the *Mather* possesses no unloading equipment. She relied on shore machinery for unloading. At many lower lake destinations, iron ore was unloaded by giant grasshopper-like Hulett unloaders. No longer necessary because of the increase in self-unloaders, much unloading machinery has been dismantled. Though disassembled, two Hulett unloaders can still be found on Whiskey Island in Cleveland, Ohio. Efforts are being made to preserve them as part of the Great Lakes heritage.

### Engines

As built in 1925, the *William G. Mather* was powered by a four-cylinder quadruple expansion reciprocating engine of 2,300 horsepower. Steam was produced in coal-fired boilers. The ship was repowered in 1954 with a cross-compound steam turbine that developed 5,000 horsepower. The boiler is now fueled by oil. The system was designated as a historic landmark in 1995 by the American Society of Mechanical Engineers.

In 1964, the *Mather* became the first Great Lakes vessel to have fully automated boiler controls which were developed and produced by Bailey Meter. They were monitored and operated by the engineer on watch from an engine room console. The installation was so successful that Cleveland-Cliffs made similar modifications on its other ships, and other shipping companies undertook similar projects. This is also a part of the historic landmark designation.

The *Mather* also received a bow thruster in 1964. This is a reversible propeller near the bow that forces water to one side of the ship or the other, thus moving the ship's bow. A bow thruster increases maneuverability and reduces the need for tugboat assistance. Once again, this is also a part of the historic landmark designation.

### Crew

Originally, the Steamship *William G. Mather* was designed to accommodate a crew of 38 plus the captain. In her later years, the switch to oil fuel, engine room automation, changes in the maritime requirements, and economics reduced the *Mather's* crew to 29 in 1964.

Ships' crews are grouped into three departments: deck, engine, and galley. The captain (or master), although officially in the deck department, is at all times responsible for the safety of the vessel, crew, and cargo. The deck department handles navigation, loading, and unloading. The deck crew includes mates, wheelmen, watchmen, and deckhands.

The engine department maintains the ship's engines and other machinery. Engineers, oilers, and wipers make up the engine department. Most members of deck and engine departments on the Great Lakes stand watches. That is, they work four hours and have the next eight hours off, around the clock.

All these people depend upon the galley department to prepare and serve three meals a day and provide clean linen. The galley department includes the steward, second cook, and porter(s).

See:

<http://www.greatscience.com/exhibits/steamship-william-g-mather/history-facts.aspx>

## Cleveland City Trolley Tour

More than 20 miles of facts and fun are covered in Trolley Tours' well known City Sightseeing Tour, one of the most reliable, pleasant and convenient ways to see Cleveland. The comprehensive 1 and 2 hour narrated tours include [The Flats](#), a river port where the Cuyahoga River meets Lake Erie; Cleveland's North Coast Harbor featuring the world's only [Rock & Roll Hall of Fame and Museum](#) and the [Great Lakes Science Center](#); [Downtown Cleveland](#), with its mix of historic and modern architecture; The [Warehouse District](#) with loft apartments, restaurants & galleries in downtown's oldest and newest "neighborhood"; [Ohio City](#), with both Victorian homes renovated by "urban homesteaders" and the [West Side Market](#), one of the world's largest indoor/outdoor food and produce markets; the Gateway Sports complex; [Playhouse Square](#), the nation's largest theater restoration project and 2nd largest performing arts center; The [Cleveland Clinic](#), one of America's premier medical centers, [University Circle](#), a focal point for our cultural, educational and medical institutions and a drive through the historic [Cultural Gardens](#), saluting the ethnic groups who have built our community. Your 2 Hour Tour concludes with a brief stop at the [Rockefeller Greenhouse](#) and a return to town along the Lake Erie shoreline back to our station.

See: <http://www.lollytrolley.com/city.htm>

**Piper Stuff**

Michael Hubbard  
271 Elm Street  
New London, CT 06320

1-860-444-7649 [ss409tm@gmail.com](mailto:ss409tm@gmail.com)

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	_____
_____	2013 Reunion T-Shirt	_____	\$20.00	_____
_____	2013 Reunion Regular Sweatshirt	_____	\$35.00	_____
_____	2013 Reunion Hooded Sweatshirt	_____	\$35.00	_____
_____	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	_____
_____	<b>PATCHES</b>			
_____	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>



Front - 2013 Reunion - Back





**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  
2533 Motor Pkwy  
Ronkonkoma, NY 11779  
[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 2015-2016 ARE 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      | Gerald Harring      | C. Miles Schmidt   |
| Bob Baker           | John Hendry         | Ralph Schmidt      |
| Paul Barlow         | Obie Hill           | Charles Schwartz   |
| Robert Batscher     | Jerry Holland       | David Shoaff       |
| Tom Black           | Michael Hubbard     | Clarence Spencer   |
| Michael Bray        | Charles Jones       | Thomas J Stanton   |
| Jim Burdett         | Edmund Lee Joyner   | Bob Staufenberg    |
| Jim Burke           | Ernie Kertzscher    | Gilles St. George  |
| Richard Caldwell    | James King          | R Calvin Sutliff   |
| Aldo Cecchi         | Thomas Kucharski    | Gordon Threlfall   |
| Howard Clark        | David Mogil         | Joseph Vanderbosch |
| Ralph Clark         | Noah Monsour        | Douglas Ward       |
| Willis Clifford     | James Morris        | Terry Welsh        |
| William Cotter      | Robert Neidlinger   | Frank Whitty       |
| Edward Cushman      | Morris Newkirk      | David Winnington   |
| James Delaney       | Austin Nickerson    | Eugene Zakutansky  |
| Don Del Core        | Ralph Norman        |                    |
| John Donkus         | Mike Paquette       |                    |
| Preston Douthitt    | Charles Patch       |                    |
| Al Dube             | Joe Pow             |                    |
| Richard Fohn        | Frank Reinhold      |                    |
| William Fuchs       | Michael Remington   |                    |
| Chic Gilgore        | Jerry Rodgers       |                    |
| Charles Halbing, Jr | Benjamin Rollonston |                    |

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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  
[jamescbpiper409@comcast.net](mailto:jamescbpiper409@comcast.net)  
Phone: 732-849-0471

**Treasurer:**

Michael Hubbard  
271 Elm Street  
New London, CT 06320  
[ss409tm@gmail.com](mailto:ss409tm@gmail.com)  
Phone: 860-444-7649

**Membership Chairperson:**

William Fuchs  
2533 Motor Pkwy  
Ronkonkoma, NY 11779  
[billssg282@gmail.com](mailto:billssg282@gmail.com)  
Phone: 516-578-4182

**Store Keeper:**

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