

# The Piper Report

USS Piper (SS409) 1944 - 1967



May 2010



## 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.

## My Story by Fred Durette EN3(SS) USS Piper 1963-65

With so much conversation and debate about race these days, I'd like to offer a different aspect of serving on board Piper.

I was destined to become a sub sailor as a child after watching "Run Silent, Run Deep" while it was being shown in the neighborhood movie theaters back in Detroit. So, when I became old enough to enlist, that was the only thing I wanted. Please keep in mind that the 60s were significant years in the history of the United States. Civil rights protests were going on in the south, and we had just elected a dynamic new president; John F. Kennedy. The Cuban revolution was still fresh in the news and we had witnessed the Bay of Pigs incident. Khrushchev had threatened to bury us and the threat of Soviet missiles in Cuba loomed on the horizon.

In those days, there weren't many Blacks in the submarine service, and even fewer serving in rates other than steward. A lot of young Blacks weren't prepared for the physical or academic requirements of the submarine service. So, I considered myself blessed to have made it through boot camp and on to sub school as a MMFA. However, It wasn't easy. Torn between what was happening in the civil rights movement and my military commitment, I barely made it through sub school. In fact, I flunked out the first go round. It was after a counseling session with the school master chief that I decided to knuckle down. He was obviously so impressed with my desire to be a sub sailor that he gave me the opportunity to retake the course and for that I'm eternally grateful.

After graduation, I was given orders to the Piper. All of us can remember walking on board our first boat as a naïve, wide eyed, non-qual. For me it was worse. I did not see one other person of my complexion in the whole crew and everyone seemed much older than I. But I had seen photo-

graphs of world war two submarine crews and although few in numbers, there had been Blacks in submarine crews even during the early development years and through the war years. Okay, so I wouldn't be the first, just one of a minority, but I wouldn't be a steward. Not that being a steward was bad, I just wanted more.

I was assigned as the "oiler" in the after engine room. Any apprehension I had then quickly passed when I was handed over to Flannigan, the chief engineman, and introduced to "Beetle Bailey". Beetle immediately took me under his wing and began my qualifying process. Through his tutelage I learned the boat as well as the big Fairbanks Morse diesel engines.

I had walked on board with the mindset that even though I was the only Black person on board, I wasn't going to walk around with a chip on my shoulder. I don't care what a person's personal prejudices are, they're going to like and respect me simply because of who I am. Beetle and I soon developed nicknames for each other that wouldn't be politically correct in the present day world. The men of Piper accepted me as part of the crew and race never became an issue even though the rest of the country was going through a rough time. Even in Connecticut, there were bars that we couldn't go into together. There were news clips of Blacks being beaten in Alabama and the King march on Washington. But on board Piper and in our little submarine community at the sub base, we were isolated from most of it. Joe Negri was the chief of the boat and the only prejudice he had was with non-quals.

There were those few moments when you'd feel the need to discuss something that you knew with the other guys, but overall, we had more in common than we didn't. Humor was always the best way to resolve misunderstandings.

*(Continued on page 5)*

# Commander's Column

May 5, 2010

Shipmates:

The following are excerpts from emails that I have received from Frank Whitty, Frank has been busy working full time and trying to re-start his business.

Mike Bray for Frank Whitty

May 4, 2010

Mike:

You can report this over my name, but there isn't much for a Piper report from my end. Waiting to hear from the Lally's about a visit to Mother Burke sometime this spring/summer. Perhaps ask that if any members attend the San Diego convention, they hold a mini-Piper reunion and take pictures and report back as I did in Fort Worth.

Regards,

Frank

From John Carcioppollo, Groton Base Commander:  
There are four Piper guys going in the Holland Club on June 5.

- Obie Hill
- Arnold Miliefsky
- James Rohen
- Thomas Winnard



November 7, 2009

Mike,

Kathy & I are both doing well accept for the typical golden years aches and pains..which don't happen so often when we behave ourselves..me more than Kathy.

Sending along a photo of something I've been working on since last December. We went to Florida for the winter. We were staying next to the airport and watching the plane traffic, I made the comment that flying was something I always wanted to do..Kathy told me that it just look like I'd ever have a better opportunity..so I tried it and like it. Yesterday I finished up and got my Private Pilots License, not too bad for a 73 year old, old coot. Attached photo is my instructor on the left, me and on the right, my examiner Joe who was a WWII Pilot. Had several choices on examiner and decided to stick with a military background...he may be in his senior years but he can really fly a plane.

We'll be leaving for Florida again sometime next week. Since we liked Venice so well, we're going back again this year and plan on getting together with Ray & Jill Belliveau who live in Sarasota, just up the road from Venice. Bob & Peggy Lloyd live in Naples, so we plan on getting to see them as well. If you and your wife get a chance to come to Florida, please look us up. Charlie & Linda Patch have said they will visit, so maybe we can have a Mini Piper Reunion. May the good Lord bless you and your family with happiness and good health.

John & Kathy

John Donkus  
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Boiling Springs, PA 17007  
(717) 258-3102  
[jdonkus@comcast.net](mailto:jdonkus@comcast.net)

IN GOD WE TRUST



May 9, 2009

Hi Guys, just to let you know I was given my Holland Club award and also an award for over 35 years of continuous membership.

Mother Burke

## Booster, Booster, Who's Got The Booster?

by Robert F. Marble TMCS(SS) USN (Ret), Piper 1954-1960

Hello Mike:

I was looking through the "Piper Shipmates On Eternal Patrol" and decided that I'm the only one alive to relate this story. It has been a well-kept secret until now.

Piper got underway from N'Lon and headed North for it's first Cold War deterrent patrol in September, 1957. We had tin cans in all the bilges and all over the torpedo room decks; spuds in the AB hatch trunk and showers. We had a full load of MK 14-3A steam-driven and Mk 27 electrical acoustic torpedoes in both rooms.

As we neared the Texas Tower near Boston, MA, sonar picked up a contact. It wasn't one of ours, so the CO ordered a MK 27 made fully ready to shoot from the FTR. Lester McEwen, TM2 and I worked the forward room. We broke out the Operation Procedure for the MK 27 and looked at the photos of the warhead and its components. Then we got a MK 142 Exploder mechanism out of its stowage and searched for a booster, but could not locate one. I checked the torpedo log for the day we loaded our ammo from the Sub Base, and could not find any boosters on the list. The Torpedo Officer had signed that receipt.....

I went to the ATR and asked Robert Taylor, TM1 and Joseph P. Dooley TM2 if they knew where the boosters were. They never heard of one, until I showed them the photo of one in the MK 27 OP.

A couple days prior to getting underway, we asked the torpedo shop for some instructions on the MK 27 acoustic torpedo, but they were very busy getting warshots ready for all the boats that were going to sea, and they just told us to check the OP, all the info is in there. None of the torpedo gang had been to school on this new torpedo.

Needless to say, we had to do something fast.....We decided to insert the MK 142 exploder mechanism in the nose cavity of the torpedo, make it fully ready and tube-load it. We reported "MK 27 loaded in #1 tube" to Control and got a "Control, aye" response on the 7MC. We now had a secret, and swore not to divulge it to anyone, not even to "Shorty" Wolters, the COB.

Some time later Sonar lost the contact and we continued on our merry way to the Faroe Islands for our patrol, hoping that if we shoot it, the evidence will go with it. When we got back to the base in N'Lon, we off-loaded the MK 27s and never heard any more about the missing booster. We checked with the TMs on The USS SEA ROBIN (SS-407) (Taylor's old boat that made the same patrol) and they didn't have any boosters either.....

Keep your eyes on the bubble,  
BUBBLEHEAD BOB

## Feedback

April 29, 2009

RE: USS Piper Veterans Association April Newsletter

Really enjoyed the story about the loss of Mr. Huston by George Sanderson. As I've said before, I was a throttle man in the aft engine room when this happened. Well, I could have told them the inflatable life jackets were faulty. When I made third class, the deal was toss newly advanced people over the side. I made third, but I couldn't swim so I insisted that I would go willingly only if the guys let me wear a life jacket. They did and I went willingly, feeling the security of the jacket. That feeling faded abruptly after I hit the water and the jacket failed to inflate. Then I turned white as I frantically tried to manually inflate the darn thing by blowing in the little backup tube only to see bubbles escaping from underneath the vest. Of course the guys rescued me from drowning, we were short handed in the engine rooms. But in later life, the Huston scenario is what inspired me to pursue a career in safety when I retired and I still use it as an example when conducting training.

Fred "Spearchukker" Durette (MMCS/SS (ex EN3/SS) retired, Piper 1963-1965 [[FDurette@CCPRC.com](mailto:FDurette@CCPRC.com)]

## Quotes From Famous People

Sometimes, when I look at my children, I say to myself 'Lillian, you should have remained a virgin.'  
-- *Lillian Carter (mother of Jimmy Carter)*

I had a rose named after me and I was very flattered. But I was not pleased to read the description in the catalog: 'No good in a bed, but fine against a wall.'  
-- *Eleanor Roosevelt*

The secret of a good sermon is to have a good beginning and a good ending; and to have the two as close together as possible.  
-- *George Burns*

Be careful about reading health books. You may die of a misprint.  
-- *Mark Twain*

By all means, marry. If you get a good wife, you'll become happy; if you get a bad one, you'll become a philosopher.  
-- *Socrates*

I was married by a judge. I should have asked for a jury.  
-- *Groucho Marx*

We could certainly slow the aging process down if it had to work its way through Congress.  
-- *Will Rogers*

*Contributed by shipmate Charlie Patch*

# Piper Chronicles



## "Joe Negri's Great Coffee Caper"



## Joe Negri's Great Coffee Caper Cartoon

26 February 2010

Mike,

I drew this up while at work so it's not as polished as I would like it, but I couldn't forget one of my favorite memories of Joe Negri, who was the COB when I served on board Piper. Usually Joe would act mad to get a point across, but this was the first time I had seen him genuinely angry. I remember Joe's philosophy was that if you had a gripe or disagreement, he would take you back to the forward engine room, shut both watertight doors, and the person to walk out first was the winner. This way, a lot of personnel problems were resolved without formal disciplinary action. But Joe also had a gentle side. He loved the navy, submarines, and the crew of the Piper. He was a role model for me that I could always refer to when years later, I made chief and then senior chief.

Fred Durette  
63-65

## My Story by Fred Durette

*(Continued from page 1)*

The crew of the Piper became my family and life on board was everything I had fantasized it would be. The closeness of the crew, the camaraderie with a hint of danger, was what submarine service was all about. There were other names that bring back pleasant memories, Tom Callabreese, Frenchy Cormier, Satch Cross, and especially "Mother" Burke". There was an auxiliaryman by the name of Joe, and since I can't remember his real name and since he was a full blood Native American, I always refer to him as Joe the Indian. Returning to Piper after leaving a bar in Monaco, we passed Joe hanging on to a lamp-post giving Indian war cries. He had just received word that his wife had just given birth to a baby boy.

There are memories of significant Piper events also. We were refueling late at night in Djibouti, Africa when we learned of Kennedy's assassination. We spent Christmas in Monaco and met Princess Grace. But there are the memories of less significant times also, Lisbon, Portugal, Port Said, Karachi, the springboards and Puerto Rico, Pulling a piston while transiting through a hurricane, Joe Negri and the coffee pot-sanitary tank incident. The saddest memory being the loss of LTjg Houston.

As I qualified on Piper and gained experience in the engine room, my confidence level grew. I soon graduated to throttleman and became somewhat of an oddity at the engine overhaul shop on the lower base because they weren't used to seeing a Black engineman. This encouraged me to become as professional in my career as I could and broaden my knowledge of both Fairbanks engines as well as the old GMs. Being Black, wearing dolphins, and an engineman rating badge always generated conversation when I went to the upper base to shop the exchange. My circle Black friends on the base dwindled down to the few of us who were qualified in submarines. We were sort of a brotherhood within a brotherhood.

It was also on board Piper that I also entered the field of photography and took part in the research to develop submarine periscope photography.

Given the opportunity, submarine sailors often find amusing ways to pass time. When I left Beetle's loving arms and assumed my own watch station as throttleman in the forward engine room, Beetle and I would tape sight glass tubing to the service air hose and shoot bolts at each other through the engine room hatch. One of my bolts, however, over shot Beetle and lodged in the Maneuvering Room electrical cubicle that sat directly behind the after engine room hatch. A big fireball responded and then the announcement, "Fire in Maneuvering".

Faced with marital problems and finally a divorce, I decided to let my enlistment expire and go back to Detroit, get into college, and raise my daughter. I also joined the naval reserves. So, it was ironic that my reserve training boat in Detroit would be the Piper.

The eight foot spear I had purchased in Djibouti to counter Beetle calling me his little "spear chucker" was still hanging outboard over the starboard engine in the after engine room.

I went on to serve onboard the Croaker (ss246, the Tiru (ss416), and then complete thirty one FBM patrols, finally retiring as a senior chief in 1986. Over my career and in civilian life, I've received numerous accolades, including the navy achievement medal. All of this I credit to my career and life experiences from having served on Piper. I grew into adulthood on board that boat.

Fred Durette, MMCS (SS) retired.....USS Piper 63 to 65

## Replacement Windows

Last year I replaced all the windows in my house with that expensive double-pane energy efficient kind.

Today, I got a call from the contractor who installed them. He was complaining that the work had been completed a whole year ago and I still hadn't paid for them.

Helllooo, ..... Just because I'm blonde doesn't mean that I'm automatically stupid.

So... I told him just what his fast talking sales guy had told me last year - "In ONE YEAR these windows would pay for themselves"

"Helllooooo? It's been a year!" I told him.

There was only silence at the other end of the line, so I finally just hung up.

He never called back. I bet he felt like an idiot.

*Contributed by shipmate Charlie Patch*

## USS Piper Website Guest Book Entries

5 October 2009

QM1(SS) Floyd Pretty served aboard your boat, we know this for a fact as we found photos of him aboard her in a photo album kept by his long departed mother and now in possession of his sister, my mother-in-law Dee. Floyd has long been on the eternal patrol having died of leukemia in May of 1984. His sister wanted his shipmates to know how proud Floyds family was of his service (starting with AE duty in WW2 and ending with retirement on SS 409 sometime mid to late 1960s) and just how touching it was for her to see her brother being piped ashore by the crew of his submarine standing by honoring him and his long service, Floyd looks "tall" and proud (those that knew Floyd or his family understand the quotes, they are/were all short!) and not at all ravaged by time or cancer. Anyway, this "short" note comes to your Guest book to honor each and every one of you for your service to the country and for the sacrifices you made when you rode aboard SS 409. I rode tin cans and then switched to diesel Army boats so I have an idea of what Diesel Boats Forever means to each of you. May God Bless You and these United States.

Thomas E. Randall, ex-MM1(SW USN and ret. CWO, Army  
Hampton, VA USA  
[Thomas\\_Randall\\_DAV\\_MOAA\\_TCS\\_VFW@verizon.net](mailto:Thomas_Randall_DAV_MOAA_TCS_VFW@verizon.net)

## Letters

7 February 2010

Hi;

Just a note to let you know my progress. I have had my surgery to place a tube in my arm to be able to have dialysis done. I will be on this for rest of my life. Four hours a day. I have only one kidney so that it makes it easier and faster to do the job each time I go. At this time I am waiting for my count to drop a few more percent and then I will start. At least I am ready.

Thanks for every thing.

Mother Burke ([jamesburke@verizon.net](mailto:jamesburke@verizon.net))

This is just something else to add to all the rest of my problems.  
Getting old is the first problem.

## Al Franusiszin on Eternal Patrol

31 October 2009

Shipmates,

It's with sadness that I send you this email. Yesterday, Al Franusiszin's wife called to let us know that Al passed away on the 29th at the Lebanon VA hospital, died from Bone Cancer.

I don't know how many of you remember the Piper's major Main Motor Repair job, but because of his size, Al was selected for a special job, to slide under the main motors and remove the main pole piece bolts. Without his help, the job would have been more complicated. Due the complexity and cost saving, the Electrical gang were all awarded letter of commendation. So with warm regards, gentlemen, rest your oars and say a prayer for our departed shipmate. Big Al, may God receive you into heaven and have a special place for you, along with other Piper sailors and shipmates. Amen.

John Donkus

### **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!

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

### **Eternal Patrol**

Joseph P. Dooley passed away on 12 June 2007.

Floyd Pretty passed away in May 1984. Floyd was a QM1(SS) and served aboard Piper in the mid 1960s.

Al Franusiszin passed away on 29 October 2009. Al was a EM3(SS) and served aboard Piper in 1960-61.

Cyril J. Tuckfield, Jr passed away on 23 November 2009.

William Ripley "Rip" Harrison passed away on 27 October 2009. Rip was a LT(jg) while aboard Piper and served during all three of Piper's War Patrols.

Don Marten Rippe passed away on February 22, 2010. Don served aboard Piper during WWII.

Manfred Ruediger passed away January 31, 1989. He was a TM1 on Piper ca. 1960 and served on submarines during WWII.

Sincere condolences go to family and friends.

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

### **New Address?**

To ensure that you continue to receive this newsletter and information about upcoming reunions, etc., please notify Mike Lally of any change of mailing address, email address, or telephone number.

Mike Lally  
95 Pineview Lane  
Coram, NY 11727  
[usspiper@aol.com](mailto:usspiper@aol.com)  
Phone: 631-828-2657

## William R. Harrison on Eternal Patrol

**William Ripley “Rip” Harrison**, 86 of Indianapolis passed away October 27, 2009. A lifelong resident of Indianapolis, he was always very grateful for all his friends and acquaintances that he made over the years. He was the loving husband of Mary Elaine (Aukerman) Harrison and they were married for 59 years. From their marriage they have two sons; Thomas Manford Harrison and Mark William Harrison. They also have four grandchildren-Ripley James, John Paul, Hunter and Sarah. He was the son of the late Ralph and Clementine (Victor) Harrison and was born on December 17, 1922 in Martinsville, IN. He graduated from Shortridge High School in 1939 at age 16, attended Wabash College from 1939 to 1941 and graduated from Indiana University with a B.S. in business in 1943. He studied Electronics and Electrical Engineering at Harvard University, Massachusetts Institute of Technology and U.S. Naval Submarine School while on active duty with the U.S. Navy. Other graduate studies include Law and Accounting at Indiana University and gained his Certified Public Accountant designation in 1949.

Rip was a Navy veteran and served on active duty from 1943 to 1946 and a member of the reserves from 1947 to 1967. He was attached to the USS Piper (SS-409), an operating submarine in the Pacific theater during World War II. He served as an electronics officer and assistant navigator attaining rank of Lieutenant while on active duty. He was awarded the Submarine Combat Medal three times and the Pacific Combat medal with three stars. He retired in 1967 with the rank of Commander of the Naval Reserve after 26 years of service.

Rip was a C.P.A. and was a principal or partner in Indianapolis accounting firms since 1949. He retired from Bagley, Hoage & Harrison Accountants after more than 50 years service to many of his clients. He was very active in the community and believed that service was an important part of his life. He was a member of Second Presbyterian Church, Mystic Tie Masonic Lodge, Indianapolis Valley of Scottish Rite, former member of the Indianapolis Athletic Club and was a past vice-president and board of directors member. He also was a member of the American Institute of Certified Public Accountants, Past President of the Indianapolis Chapter of Certified Public Accountants, past Vice President of Indiana Association of Certified Public Accountants, past President of the Indiana Association of Certified Public Accountants Educational Foundation, past President of the Gyro Club of Indianapolis, former Commodore and Treasurer of the Indianapolis Sailing Club, past National President of Interlake Sailing Class Association, and a former financial advisory board member of the Indianapolis Retirement Home, Inc. former director of the Little Red Door Cancer Agency and a member of the Service Club of Indianapolis. An avid sailor, he spent his best days on Geist Reservoir racing his sailboat until age 80. Buried in Crown Hill Cemetery, 700 W 38<sup>th</sup> St, Indianapolis, IN 46208

## Don Marten Rippe on Eternal Patrol

**Don Marten Rippe**, 82, of Oak Grove, MO, passed away February 22, 2010 in Sun City West, AZ. Don was born January 22, 1928, in Clayton, MO. He graduated from Roosevelt High School in St. Louis and attended Missouri School of Mines in Rolla focusing on Mechanical Engineering. He served in the US Navy during WWII aboard the submarine USS Piper (SS-



409). Don owned 18 US and foreign patents and was the founder of Magnum Piering, Inc. He also worked at Emmenegger Construction, Eaton Corp. and Von Weise Gear Co. He enjoyed spending time with his children and grandchildren. Don was preceded in death by his wife, Delores M. Rippe, April 8, 1974. He is survived by his fiancée, Nelda Walker of Sun City West, AZ.; son, Don M. Rippe Jr. and his wife Sue, of Arvada CO., daughter, Kimberly A. Barnett and her husband Bob, of Grain Valley, MO.; grandchildren, Alex Rippe, Lorrie Barnett and Marten Barnett.

Services: Funeral services will be 2:00 p.m., Monday March 1, 2010 at Chapel of Memories Funeral Home, 30000 East Valor Drive, Grain Valley, MO with a visitation prior to services at the funeral home at 1:00 p.m. He will be laid to rest with military honors in Jackson County Veteran's Field of Honor at Swan Lake Memorial Park, Grain Valley, MO. In lieu of flowers, please send donations to U.S. Navy Memorial Foundation. Arrangements: Chapel of Memories Funeral Home 816-463-4030

## Cyril J. Tuckfield, Jr. on Eternal Patrol

Preston (CT) - Cyril J. Tuckfield, Jr., of Preston, passed away at The William W. Backus Hospital in Norwich on Nov. 23, 2009. He leaves his wife, Audrey Gaucher.

As a former resident of Miami, Fla., he joined the Navy in 1942. After an outstanding career, he retired in 1972.

A memorial service is planned for 11 a.m. on Dec. 1, 2009, at the Preston City Congregational Church, 321 Route 164, Preston. Burial at sea is being planned with the Navy in Panama City, Fla.

Donations may be made in his memory to his church or the donor's choice. The Church and Allen Funeral Home, 136 Sachem St., Norwich, is entrusted with arrangements.

Published in The Day, New London Connecticut, on November 25, 2009.

# 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://webpages.charter.net/usspiper/index.html>





**Note from Mike & Pat Lally,**  
 Membership Chairpersons,  
[usspiper@aol.com](mailto:usspiper@aol.com)  
[patlally13@aol.com](mailto: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 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:**

Michael J. Lally  
 95 Pineview Lane  
 Coram, NY 11727  
[usspiper@aol.com](mailto: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. DUES FOR 2010-2011 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://webpages.charter.net/usspiper/index.html>

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  
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Bob Baker	Chester Fuller	Frank Reinhold
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Robert Batscher	Gerald Harring	Benjamin Rollonston
Tom Black	John Hendry	George Sanderson
Michael Bray	Jerry Holland	Ralph Schmidt
Jim Burdett	George Holst	Charles Schwartz
Jim Burke	Michael Hubbard	David Shoaff
Thomas Calabrese	Charles Jones	Robert Smith
Richard Caldwell	Edmund Lee Joyner	Clarence Spencer
Aldo Cecchi	Ernie Kertzscher	Thomas J Stanton
Howard Clark	James King	Bob Staufenberg
Ralph Clark	Thomas Kucharski	Gilles St. George
Willis Clifford	Michael Lally	R Calvin Sutliff
Richard Collins	Robert Lloyd	Joseph Vanderbosch
William Cotter	David Mogil	Douglas Ward
Edward Cushman	Noah Monsour	Terry Welsh
James Delaney	James Morris	Frank Whitty
Don Del Core	Ross Morrison	Hank Wiley
John Donkus	Robert Neidlinger	David Winnington
Preston Douthitt	Morris Newkirk	Eugene Zakutansky
Al Dube	Ralph Norman	
Richard Fohn	Charles Patch	

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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

### 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:

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

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

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