

The Piper Report

USS Piper (SS409) 1944 - 1967



July 2008



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.

Loss of a Shipmate

Everyone on the USS Piper (SS-409) was looking forward to the North Atlantic run, especially me, since the only place I had seen in my Navy career was San Juan and St. Thomas. My time was running out for I had a little over a year to go before my enlistment was over. I hadn't yet decided if I was going to ship over or not. There was a sense of urgency throughout the boat as there were a million things to get repaired, stores to load, and the usual transferring of sailors off the boat either getting out or going to new duty stations. There were a couple of new non-quals that reported aboard, and I felt a little sorry for them as they had to break in on a North Atlantic run. They are never much fun, but on this run we were to visit Portsmouth, England and Rotterdam, Holland. Finally the last day came, everyone had done the best they could, and we were to leave the next morning at 0800 hours. This gave the sailors, the ones that didn't have the duty, time for one last fling, or the brown baggers time for one last night with their wives and children. At 1600 the boat was like a tomb, for everyone that possibly could be was on the beach. One last drunk at Ernie's or the Seven Thieves, sailors telling their barmaid girlfriends that they would be back in about three months, knowing very well that it wouldn't be long until another submarine sailor from another boat would be romancing their true love. That was one thing about a submarine sailor; they shared racks, booze, food, and women, about the only thing they wouldn't share was a toothbrush, but I never asked to share one of those. At 0600 in the barracks that we shared with five other boats everyone that drank was getting up with bad hangovers. It would be at least a month or longer before anyone could taste a frothy beer or a drink of whiskey. As everyone straggled down to the boat, no one had an inkling of what was to happen in the North Atlantic that winter. On the boat, the ones that could eat had breakfast, then a quick cleanup of the compartments, then quarters. As the COB, Chief Negri, told the Captain, J.O. Rogers, everyone was present and accounted for;

by Jimmy "Crash" Evans

he replied, Chief, set the Maneuvering Watch. We were on our way to new places, new things to see, and to experience a tragedy that could have been prevented. As the ship's whistle blew, and we backed out into the channel everyone was excited and happy. But after passing Block Island we dug into those long Atlantic swells, I thought to myself this was going to be a rough run at sea.

After three weeks we ran into heavy weather, some of the worst I had seen in my short Navy career. The North Atlantic is a perilous sea in the winter; it is cold and unforgiving to ships and sailors that have to sail those waters. I had ridden the Clamagore in the fringes of a hurricane, but these swells were killers. The day was overcast with a touch of drizzle, almost sleet; it chilled the lookouts and OOD to the bone. I had the 1200 to 1600 Control Room watch, and before the watch I had climbed up to the Conning Tower to look out the periscope. The look scared me; one moment you were on the top of a swell, then in a trough. While in the trough, all you could see was green water surrounding you 360 degrees, enough to make your hair stand on end. I thought to myself; I'm glad I'm not topside in that weather, but inside here where it is safe and comfortable, you can call riding a roller coaster comfortable. Then it got worse....

The weather is hard to describe to someone that hasn't experienced it first hand. It was hard getting around in the boat due to excessive rolls and pitches that the boat was going through because of the seas. You couldn't even stay seated to eat dinner, that is if you were hungry. About all you could do was try to keep everything on the tables from flying off. There were very few takers for lunch that day. As I went on watch I had a feeling it was going to be one of the longest watches that I have ever stood. Even longer than the clothesline watches you had to pull in Boot Camp

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Commander's Column

28 June 2008

Shipmates:

I hope that all of you are well and enjoying your summer. For some of us it means commuting in the heat. For those of you more fortunate, perhaps the biggest decision of the day is where to go for breakfast, which golf course or beach to spend some time at, or what new sites you'll be seeing in your travels. Yes—I am jealous.

I've decided to go to the USSVI National Convention in Fort Worth. I will arrive on Thursday 4 September and depart on Sunday. As those of you who belong to US SubVets know, the election of a new National Commander is about to begin. Ballots can be cast electronically or by mail. I mention that because one of the candidates is John Carcioppollo. John was Groton Base Commander for years and is now the Eastern Regional Director. His leadership in the organization had its genesis through my COB on Piper and one of the organization's founders, Joe Negri, who asked John to get involved in leadership and keep USSVI and Groton Base viable. Over the years, he has contributed immensely to the success of the organization both locally and nationally. That being said, if the election goes his way, he has asked me, as Past National Commander, to swear him into office at the convention. I am honored to do so, as this will represent a continuity of national leadership through Negri and myself at a time in this organization's history when the transition of Subvets of WWII and the joint 2009 convention with those shipmates next year in San Diego requires a steady yet sensitive hand at the helm.

I would like to find a way to have an informal meeting with any Piper shipmates who will be attending the Fort Worth convention. It would be tough to pull together a traditional reunion, but it will be an opportunity, especially for shipmates who can't get back East for the Groton reunions to get together. I will try to have a notice posted at the convention registration booth with my contact information. I am staying at the host hotel, the Forth Worth Hilton. If any of you are sure that you are going, drop me an e-mail or a note so that I can get a sense of the number who will be there.

As you know, in August of 2009, we will have another Piper Reunion in Groton. I will begin putting those pieces in place later this summer. As soon as I can get the dates worked out, I will let the membership know. You voted to have these events every two years, so I will be asking for help from all of you to make these events successful.

Regards,

Frank Whitty, President

Editor's Note: USSVI National Office candidate statements can be viewed from a link on the URL below. Click on the "USSVI 2008 CANDIDATES" link toward the bottom of the web page.

<http://subvetsgroton.com/VOTE!2008/default.aspx>

Clarence Paul Hoover

Clarence Paul Hoover, age 90, of Bradenton, Fla., died on March 1, 2008.

Memorial services will be held at Griffith-Cline Chapel, 720 Manatee Avenue West, Bradenton, Fla. 34205, beginning Tuesday, March 4, 2008, with viewing from 5-7 p.m., and a 6 p.m. Masonic service to be held by the Sahib Shrine Temple (Rose Croix) Masonic Lodge No. 31 of Bradenton.



The memorial service will be held 10 a.m. on Wednesday, March 5, 2008, Chaplain Todd Gordon, officiating. Military graveside rites will be held at the Florida National Cemetery, 6502 102 Street SW, Bushnell, Fla. at 1 p.m.

In lieu of flowers, donations may be made to the Almas Temple Children's Speech Hospital, 1-800-241-4438, or TideWell Hospice and Palliative Care Fund Development, 5955 Rand Boulevard, Sarasota, Fla. 34233, 941-721-7894.

Mr. Hoover was born in Whitley County, Ind., September 11, 1917, the son of Melvin and Edna Rupert Hoover. He came to Manatee County from Fort Washington, Md., in 1992. Lt. Commander Hoover retired after 26 years in the Navy.

His naval duties included service in the North Atlantic, escorting merchant ships to Iceland 1939-1941. He served aboard the following battleships: USS Idaho, USS New Mexico, and the USS Maryland.

With the advent of World War II, he began submarine combat duty, which carried him to the South Pacific, South China Sea, Indian Ocean, Japan Sea, from 1943-1945. During his Naval career he served on the following submarines: USS O2, USS Bowfin, USS Dentuda, USS Seadragon, USS Odax (SS-484), USS Piper, USS Haddock, I-201, USS Tarpon and the submarine tender USS Proteus; as Executive Officer on the USS Petrel and as Commanding Officer of the USS Greenlet.

He also served as Officer in Charge of the Deep Sea Diving School in Washington, DC from 1952-1954, and Officer in Charge of the Inactive Service Craft

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USS PIPER (SS409) 2007 Reunion—Groton, Connecticut
Lobster Bake at Admiral Fife Recreation Area, North Stonington, CT



Stosh Polovitch Tells a Sea Story

Left to right: Mike Hubbard, Jim King, John "Stosh" Polovitch, Mike Lally
1962-64 1960-63 1960-?? 1961-63



Ross Morrison and James Delaney
1953-55 ??-??



Leo Miller and Clarence Spencer
1967 ??-??

Loss of a Shipmate

(Continued from page 1)

when you were so tired that you could barely stay awake. After the lookouts and the OOD relieved the watch they lashed themselves to the bridge to keep from being washed overboard. The helmsman, whose station was right under the hatch going to the bridge, would slam the hatch shut whenever warning came in time. Sometimes it would be too late, and green ice cold water would come rushing through the Conning Tower in a torrent ending up in the Control Room. It was a nightmare to go through.

The Chief Of The Watch was the COB, old Joe Negri, a grizzled old WWII veteran that wore his submarine combat pin on his shirt. Joe was a good shipmate; he took care of his men; he was hell on slackers, because they had no place on a submarine. This was my second submarine I had served on, but Joe was a lot better COB than the last one I had on my last boat. He looked uncomfortable too, as if he was wishing we were down into the depths where it was calmer.

I wondered why the skipper did not want to dive to get out of this miserable weather. Then I heard the IMC announce, "Make all preparations to dive." I could hear an audible sigh of relief from the other members in the compartment. Then I heard the Captain announce, "LT Huston, report to the Conn". The Captain had spied a line hanging out of No. 4 after line locker. We couldn't dive with a line hanging over the side. LT Huston was a big man whom everyone respected. He had graduated from the Marine Maritime Academy. He had been a football star when he attended school there. He was the type of officer who was very demanding; also he resented someone trying to tell him something, especially if that someone wasn't an officer. LT Huston mustered in the Control Room along with two seamen; they all put on life preservers with harnesses, along with safety belts. The Captain, XO, and COB were there also. Chief Negri checked the seamen's equipment to see if they had put it on the correct way. After checking the enlisted men, he asked LT Huston to let him take a look at his safety equipment. LT Huston informed him that he knew how to put on his safety equipment. For this mistake, LT Huston would pay the ultimate price. The cook brought a sharpened meat cleaver from the galley to give to the men in order for them to cut the line with ease. They went up the ladder into the Conn on their way to

the bridge. It was the last time I saw LT Huston.

The men made it back to the loose line and managed to chop it loose. It was getting back to the enclosed sail when they got into trouble. The waves were washing over the deck as a submarine rides low in the water to begin with. A big wave washed one of the seamen off the deck, and he was hanging on the side of the ballast tank by his safety line. The LT then pulled the man back up on the deck, when he got washed overboard, and his safety line parted. That's when I heard the dreaded words of man overboard, starboard side. As the crew rushed to their stations I heard the Captain say, swimmers to the bridge. The lookouts on the bridge were having problems keeping the LT in sight. On the first pass by the LT, the heave line missed him by about 20 feet. On the second pass the heave line hit right next to LT Huston. Sean, the starboard lookout said he made no effort to grab the line. By then it was too late to put a swimmer in the water. The third pass the boat made there was no sign of him.

Then the men involved in trying to save LT Huston's life started coming down the ladder into the Control Room. They had a look of disbelief on their faces. They were wet, and bedraggled. The seamen were crying, and hysterical. I thought to myself, why did it have to happen to LT Huston? He had a family waiting for him at home in New London. Everyone was in shock. After a while there was an announcement on the IMC. It blared, make all preparations to dive. In a few minutes after all compartments reported in that they were ready to dive, the diving alarm sounded twice, and we dived the boat.

As we went down into the dark depths of the sea where it was calm and the submarine is at home in it's environment everyone calmed down a bit. The cold treacherous North Atlantic had claimed another seaman for its domain while the rest of us went about our business. As the patrol went on, the Piper slipped up on Holland's only carrier, the Karel Doorman, and shot a flare damn near on their flight deck. If the games had been real, the carrier would have been in Davy Jones locker. That was one of the lighter moments of the patrol. Captain Rogers was so excited about the carrier he could hardly talk.

After seeing and tasting the sights and delights

(Continued on page 5)

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

Ed Cushman
30 Golden Arrow Drive
Millsboro, DE 19966

Eternal Patrol

Clarence P. Hoover—1 Mar 2008

Andrew Smarsh, TM3, on Piper during the early 1960s passed away in 1995 at age 54.

Sincere condolences go to family and friends.

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

Website Woes

I am presently having problems posting material to the USS Piper Veterans Assoc. website which is near its capacity of 20 Megabytes.

If anyone has access to free web space that they are not using and would allow me to use it to expand our space, please let me know. I would prefer web space that has high speed access and is not tied to advertising.

Thanks,

Mike Bray
mikebray@chartermi.net

William Albert Huston - LT USN

USS Piper SS-409



Feb. 4, 1940 - Sept. 15, 1964

While serving as the "1st LT" aboard the submarine USS Piper SS-409, LT HUSTON was lost at sea on 15 Sept. 1964 in the Mid- Atlantic Ocean.

LT HUSTON and several enlisted men were sent on deck in heavy seas to sever a loose mooring line that was trailing behind the submarine and was in danger of fouling the propellers.

After severing the mooring line, the men were attempting entry into the superstructure when one enlisted man was washed off of his feet by waves. LT HUSTON was able to pull the man to safety, but then he was struck by a wave and washed overboard when his safety line became undone.

The lookouts maintained sight of the man while the submarine maneuvered into a position where a line could be thrown to him. On the second try, the thrown line landed very close but the man made no attempt to grasp it. The effects of the cold water had probably disoriented and weakened him by that time. Despite losing visual contact with the man the searching continued for several more hours, but they were unable to recover LT HUSTON.

"Sailor, Rest Your Oar"

Article by Paul Roggemann, ET2(SS) USS Sea Robin SS-407 1963-67.

Loss of a Shipmate

(Continued from page 4)

of England, and the red light districts of Den Hague the majority of the crew had forgotten about LT Huston. But if LT Huston hadn't been so sure of himself that one particular day, today he would be telling his grand kids of the delights of that Northern run....

Taken from American Submarine magazine—July—August 1998 issue.

This article was contributed by Paul Roggemann, ET2(SS), USS Sea Robin SS-407 1963-1967. Sea Robin was accompanying Piper on this patrol and Paul recently gathered information to get LT Huston included on the Eternal Patrol web page. <http://www.oneternalpatrol.com/huston-w-a.htm>

Clarence Paul Hoover

(Continued from page 2)

Facility in Honolulu, HI, from 1955-1959. He completed his Naval career at the Naval Communication Station, Cheltenham, MD in 1961.

Lt. Commander Hoover received 12 combat ribbons including the Bronze Star with Battle "V", Navy Unit Commendation, Presidential Unit Citation, Philippine Presidential Unit Citation, four stars for Good Conduct, plus seven engagement and war area ribbons, Gold Submarine Officer Qualification Insignia (Dolphins), Submarine Combat Insignia, Command Insignia and the Deep Sea Diver Qualification Pin.

He was a life member of: VFW Post 9616, Morningside, Md.; American Legion Stewart Kirby Post 24; Sahib Temple No. 4499, Sarasota, Fla.; Scottish Rite Freemasonry, Washington, DC; Almas Temple, Washington, DC; Columbia City Masonic Lodge No. 189 AFAM; Submarine Veterans WW II No. 990, Thames River Chapter, New London, Conn.; ASR/ARS, Fleet Reserve Association N. 5629; USS Idaho Association, Disabled American Veterans Chapter FL No. 18, the WW II Navy Memorial, National, WW II Memorial Charter (plank owner).

He was a member of the Redeemer Lutheran Church of Bradenton, Fla.

He is survived by his wife of 63 years and three sons, Stephen L. of Bradenton, Fla, twin sons Mark G. of Sunderland, Md. And Scott M. of Burtonsville, Md.; Kimberly D. Benson of Friendship, Md., Stephanie L. and Mark G., Jr of Sunderland, Md.; a sister Hazel Simon of Ranoke, Ind.; a brother Eugene, of Chantilly, Va.; and nieces and nephews.

Clarence P. Hoover was a Life Member of the USS Piper Veterans Association. He served aboard Piper from April 1947 to August 1948.

USS Piper Veteran's Association Website Guest Book Entries

1 April, 2007

Bill Cotter ET1(SS)
8 Spyglass Landing Drive
Marshfield, MA 02050
781-837-4059
wjcotter@verizon.net
USS Piper 1960-1962

Nice web page Mike Bray. Piper was the high point of my 26 years service. It was the best of times and it is nice to reminisce. Some of the names that served with me are familiar.

8 April 2007

Truly enjoyed this site. My brother, Robert F. Harwood, aka "Hub", Walpole, MA, now deceased, made all of the first three war patrols WWII in the Pacific as one of the radiomen. From Portsmouth, NH to the Sea of Japan and returned. The "boat" logs were outstanding and his picture with the whole crew at the Midway rest area recalled his many "sea stories".

Bob and I both graduated from Boston College in 1950 & 1951, respectively. Semper Fi,

William A. Harwood
USMCR, Korea, 1952
billharwood@earthlink.net

23 April 2007

BONHAM RJ TM3(SS) LAST LEADING SEAMAN ON THE PIPER
Left her on the 16th of June, went home and got married. Would like to hear from some of the crew. Live in Modesto California - in the phone book. Call anytime guys.

Ron Bonham
bonhamrj@sbcglobal.net

9 May 2007

I see where you have put my father, Paul Baker, on eternal patrol. He was a Second Class Electrician's Mate, EM2(SS). I used to tease him about it as I was a First Class Machinist Mate, MM1(SS), on the Thomas A. Edison SSB(N) 610.

Steve

Stephen J. Baker
Stephen.J.Baker@dom.com
OPS Special Projects
Dominion Millstone Station
X0200

5 September 2007

Mike "Rem" Remington
SO2(SS)
USS Piper 1962-1963

Sorry I missed the 2007 reunion. Illness prevailed. Looking forward to seeing all of you next year. God keep you all safe and well.

Regards,

"Rem"
Remington@comcast.net

17 October 2007

Fred Durette
MMCS(SS)
USS Piper 1962 - 1964
FDurette@CCPRC.com

Glad I found this site. Looking at names like Beetle Bailey (is that his real name?), Satch, and Shorty really brings back memories. Beetle might remember me as his little "Spear Chukker".

18 October 2007

Barney D. Wixom of Kent Washington passed away on October 10, 2007 at the age of 83. Feel free to contact me. I don't have too much info on his Navy career.

Thanks.
Barbara Wixom Ford (daughter)
11 Kingfisher Way
Waterford, CT 06385
Barbara.Ford@greentree-manor.net

2 November 2007

I was assigned to the Piper right out of Sub School in '66. Later we were supposed to go to Holy Loch....we did a test discharge on the batteries, and failed miserably...lotta disappointed sailors. We were later scheduled to go to Philly for decom. I was sent to the base galley to peel spuds, burn steaks, scramble eggs and swab decks. No med cruise for me.

After decom, I went to USS Corporal TAD 'til time to get new duty assignment. As part of the decom perks, we got choice of duty station. I'd been striking for Sonar Tech, so I was sent to Great Lakes BEE School after 30 days leave in San Francisco. After BEE school was stationed in Key West for Sonar School.

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Letter From WWII Shipmate John Clarkin

06-30-08

Dear Mike,

Just a line to let you know that I am still alive and kicking. Anita and I visit our doctor regularly which keeps us fit and able. Pills and more pills keeps our "motors" running. Of course, the bodies show signs of many hard miles.

The "Golden" years in reality are the "Rusty" years.

We pray that you and Bernie are well and enjoying some beautiful summer weather.

Anita and I recently spent 2 weeks with our son and daughter-in-law at Edisto Island South Carolina. This is between Charleston and Hilton Head, S.C. Our son is a professor at the College of Charleston and they have a summer-winter home at Edisto. The weather was too hot and humid. It was a relief getting back up north in Pennsylvania.

With gasoline at \$4.00 plus a gallon it was still cheaper than flying.

Mike, to you and all our Piper shipmates I wish you good health, happiness and a safe voyage in your daily travels.

It appears that Sub Vets WWII are passing into history. Polaris is merging with the Submariner publication and eventually all WWII chapters will cease to exist.

My submarine experiences during WWII was without a doubt a period which made me a better person.

Thanks to you and all Sub Vet Inc. shipmates, our legacy will live on long after we ship out on eternal patrol.

I quote the following from something I once read. Of course it did not apply when I was a young sailor on liberty.

"He who goes forth with a fifth on the Fourth may not go forth on the fifth."

Keep the bubble on zero.

Respectfully,

John Clarkin



Don't Forget To Do Your Homework!

Mrs. Parks, a 6th grade science teacher, asked her class, "Which human body part increases to 10 times its size when stimulated?"

No one answered until little Mary stood up, angry, and said, "You should not be asking 6th graders a question like that! I'm going to tell my parents, and they will go and tell the principal, and you'll get fired!" She then sat back down.

Mrs. Parks ignored her and asked the question again, "Which body part increases to 10 times its size when stimulated?"

Little Mary's mouth fell open, and she said to those around her, "Boy, is she gonna get in big trouble!"

The teacher continued to ignore her and said to the class, "Anybody?"

Finally, Billy stood up, looked around nervously, and said, "The body part that increases to 10 times its size when stimulated is the pupil of the eye."

Mrs. Parks said, "Very good, Billy, that's correct!" Then she turned to Mary and continued, "As for you, young lady, I have three things to say:

First, you have a dirty mind.

Second, you didn't read your homework.

And third, one day you are going to be VERY, VERY disappointed.

Piper Website Guest Book Entries

(continued from page 2)

Don Wimberley, STC(SS)

1801 Alabama St

Vallejo, Ca 94590

wwoods@matterofmail.com

29 November 2007

Hi. I rode the Piper during the Cuban blockade in 1962. I would be interested in attending the next Piper reunion.

Thank you,

Jerry L Emerson

QMC(SS) USN Retired

9384 White Oak Hill Road

Bailey, NC 27807

252-235-2926 252-289-6329

jerrypeggye01@gotsky.com

The Piper Report

Piper Stuff

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

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

<u>QTY</u>	<u>ITEM</u>	<u>SIZE</u>	<u>@</u>	<u>TOTAL</u>
_____	Piper Pin (\$1.00 postage)		\$5.00	_____
_____	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	_____

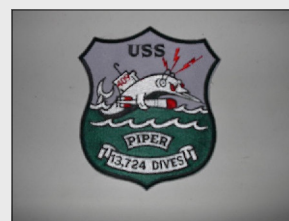
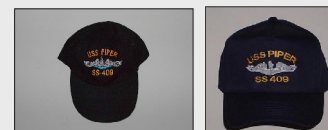
Shipping: _____
Up to 4 items (a bit more for big items) - \$5.
Golf shirt - \$2.00 per shirt
Piper pin - \$1.00

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>



The Piper Report

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

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

The dues 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

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 2008-2009 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://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
Or via email to: mikebray@chartermi.net

William Bailey

Bob Baker

Paul Barlow

Robert Batscher

Tom Black

Michael Bray

Jim Burdett

Jim Burke

Thomas Calabrese

Richard Caldwell

Aldo Cecchi

Howard Clark

Ralph Clark

Willis Clifford

Richard Collins

William Cotter

Edward Cushman

James Delaney

Don Del Core

John Donkus

Joseph Dooley

Al Dube

William Fuchs

Chester Fuller

Chic Gilgore

Gerald Harring

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The Piper Report

USS PIPER VETERAN'S ASSOCIATION
c/o Michael F. Bray
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USS Piper (SS409)
Great boat, great crew!



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:

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