

The Piper Report

USS Piper (SS409) 1944 - 1967



September 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.

Thunder Mugs and Freckle Makers by Bob 'Dex' Armstrong

At some point, I knew I would come face to face with the problem of revelation of deeply held smoke boat secrets. What I am about to lay before you will rank with the most sacred Masonic goodies and the secret signs of the Baltimore Orioles. In the past, what I am about to reveal was passed from the Grand Master of Smoke Boat-atarianism to an apprentice practitioner under a one-half inch thick lead blanket in the bottom of a mile deep coal mine.

A submarine was a miniature municipality. The skipper was the mayor... Wardroom, the city council. The snipes handled the utilities. The COB was the sheriff... The rated men were the responsible citizens most of the time... Part of the time? Now and then? A few times a year? On Groundhog Day? Well anyway, at the absolute bottom of the social structure, you had the non-rated alley rats... The bums... Hobos... Homeless people... The nomadic tribe who moved from flash pad to flash pad in search of an uninterrupted nights sleep.

In India, the human equivalent of non-rated people are called 'the untouchables'... Many have leprosy. Hogan's Alley on the Requin was a hybrid leper colony and primate cage. One of our multitude of extremely important responsibilities was care, maintenance and cleaning of our municipal sewer system. You eat... You poop. Cooks handled the former... We took care of the residual byproduct.

To fully appreciate the importance of this feature of our assigned duty, you must first understand the complex world of subsurface poop moving.

Everything that eventually found its way to one of our three sanitary tanks, made its way through a system of gravity drains. The scuttlebutt (water fountain for non-quals)... Cook's and messcook's sinks... Coffee urn... Air conditioning condensate drains... Head sinks... Urinals... Shower

drains... And probably some stuff I forgot (Old age - CRS)... And finally, the heads (a.k.a. poop-ers, shitters, thrones, best-seat-in-the-house, the perch, commode, toilet... You got it, the next to the last stop for processed Spam. To us, they were the 'thunder mugs and freckle makers.'

Once you got rated and qualified, you became a below decks watch stander. This honor took you out of the topside watch rotation and was an indication that the COB had found a small spark of intelligence that with his expert advice and guidance, could be fanned into the flame of Naval leadership. Or as in my case, he was short on below decks watchstanders and rolled the dice on whether, given the opportunity, I could sink the ship or trigger a mutiny. I was given a clipboard - the vestment of below decks authority... And with the help of rig bills and intuitive awareness, I went forth to check bilges, wake up ungrateful bastards, render 'on service' fuel status reports, make one and two-way surface dump requests, and blow sanitariums.

There was an art to blowing sanitariums.

First, you rigged the tank for blowing. That consisted of following a rig bill and closing all master and backup drain lines valves in lines leading to the sanitary tank. If some clown was in the shower, you did not say,

"Hey champ, I'll catch the rest of the line-up and be back to pull the drain screen and T-handle the deck drain closed."

Why didn't you say this? Because nine times out of ten you would forget and create either a 225lb. ships' service air or external sea pressure fountain of high pressure decomposing doo-doo that would not increase your popularity with the shipmates in the affected compartment. Not that I was a flash in high school physics, but crap, like everything else in life, takes the path of least resistance. You leave a valve open and without fail, poop will make an

(Continued on page 4)

Commander's Column

USSVI Convention
Forth Worth, Texas
3-7 September 2008

Shipmates:

There were only four of us at this year's convention who served on Piper, but we had a very enjoyable brunch at the Hilton, the host hotel.

Gerry Haring, "Beetle" Bailey, Mel "Doc" Polen, and I had a great few hours, swapping Sea Stories, and for Gerry and I, getting to meet "Doc" for the first time. Gerry's friend Paula Pollack and my daughter, Angela, who loves riding horses and anything Western, joined us for the session. Paula had heard it all before, and it wasn't too long before she bailed and went shopping, but it was an eye-opening experience for Angela who listened to the stories about that notorious Med run in the 1963, that included Karachi and other not-so-exotic Middle Eastern ports of call. The chatter was pretty tame compared to some of our late night, well-oiled, previous get-togethers, but it held her interest and then some.

One really interesting piece of information came from "Doc," who was there at the beginning of USSVI when then Piper COB, Joe Negri, and his shipmates were in the process of starting the organization. It seems that "Doc" facilitated the infant organization's acquisition of the Groton Base headquarters building at 40 School St.

Stationed in Groton, he lived next door at 36 School. The building was once a summer stock theater, and "Doc" used to work there part time setting up and breaking down the stage sets. After that venture folded, the Elks had the building for a while. They subsequently acquired a property elsewhere, and the building was to be placed on the market. "Doc" told them to hold off for a few days, and he told Negri. Somehow, the aspiring founders bought the place, and a shipmate of "Doc," Ron Venbow, YN1(SS) became the first permittee.

"Doc" also told us how on Fridays, he'd go to Costa brothers Lobster Company at the bottom of the hill and buy one-claws, bring them up to the club, and they'd sell them to the members three for six bucks. I wish I could get a deal like that for next year's reunion! There was more to the story, but I wasn't taking notes. I gave "Doc" a copy of the last Piper Report, and he told me he'd be sending his life membership in. Then on Sunday morning, I found out he was one of the ten major prize winners of the Opportunity drawing held at the banquet Saturday night, so he can afford it!

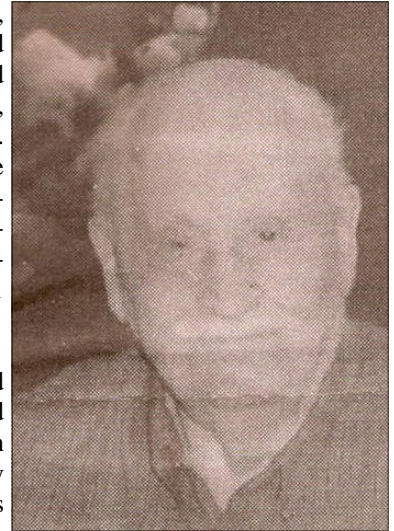
Now that the National Convention has passed, Mike Hubbard and I will start working on the logistics for next year's Piper event. Once I get a date from the Navy and the Groton clubhouse, I'll begin putting the pieces together.

Stay well.
Frank

See photos on page 3

Robert F. Farison

Robert F. Farison, 86, of Sanford [Michigan], died Thursday, July 17, 2008 at his home. The son of the late James A. and Nettie (Parsons) Farison was born December 29, 1921 in Midland.



Robert graduated from Midland High School in 1941, the only member of his family to make this achievement. He served in the U.S. Navy during WWII from October 1942 through January 1946, first serving as a motor machinist mate in New London Connecticut. In 1944, he was one of the first crew members on the submarine U.S.S. Piper. His voyages on the Piper took him to Guam, Midway Island, the Sea of Japan and a month stay in Hawaii.

He received four battle stars for his active service. On May 26, 1951, Robert married Eyvonne Estep. She predeceased him on May 29, 1983. He then married Dona Slater on December 12, 1986.

Mr. Farison is survived by his wife, Dona; daughters, Deborah (Dave) Michalak, Nancy S. Farison, Dawn (Bob) Hartley; four grandchildren, Douglas Michalak, Brian Dashiell serving with the U.S. Marine Corps in Afghanistan, Emily Dashiell and Tammy Falshing; and many nieces and nephews. In addition to his parents and first wife, he was predeceased by brothers Elry, Ernest, Homer, Elmer "James" and Verner; and sister, Fern Pomranky.

Funeral services will be conducted at 2 p.m., Monday, July 21, 2008 from the Wilson Miller Funeral Home with the Rev. James F. Shanks of Eagle Ridge Church of God officiating. Interment will follow in Midland City Cemetery with military rites under the auspices of the Midland Area Veterans and the U.S. Navy Funeral Honors Guard. Visitation will be at the funeral home on Sunday from 2-4 and 6-8 p.m. and on Monday from 1 p.m. until the time of service. Memorials may be offered to MidMichigan Home Care (Hospice) or the Ernie Wallace Blood Bank.

Personal messages of support may be left for the family at www.wilson-miller.com

USS PIPER (SS409) Mini Reunion
USSVI Convention - Fort Worth, Texas - September 2008



Paula Pollack, Gerry Harring, Frank Whitty, Mel "Doc" Polen and William "Beetle" Bailey



Frank Whitty and his daughter Angela



John "Gumba" Carcioppollo and Frank Whitty

Thunder Mugs and Freckle Makers

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unscheduled appearance.

You really knew you were in trouble when the lid on the coffee urn began a little dance signifying the arrival and percolation of partially dissolved head tissue and accompanying commodities... Maxwell House with Scotts' Extra Fluffy just has to be consumed to really be fully appreciated.

If the 225lb. ships' service air held and the pressure began to build slowly, all drains were secure and you could open the overboard discharge. During the next few minutes, ships' service air overcame external sea pressure, forcing the contents of the sanitary tank out to sea. When the tank was nine-tenths clear, you secured the blow. In combat, an air bubble leaving the boat at 200 feet the size of an orange, would arrive at the surface the size of a VW bus.

So you secured the overboard discharge and vented the remaining air at whatever the external sea pressure was, back into the boat. This unique sensation can be replicated by feeding a buffalo hard-boiled eggs for a week then getting in a Chevy Nova with him and rolling the windows up. Someone once said we earned our sub pay based on inboard venting.

The heads were flushed by way of a rotating drum valve and a long handle. At the time we rode the old Tench class boats, they were approaching twenty years old (the equivalent of a 108 year old chorus girl or 650 dog years). By that time, the drum valves had worn to a point where a little air slipped past them, making the water seal in the head bowl percolate like a fizzing coke. If you happened to be parked on one at the time, it would leave little bubble splatters all over the cheeks of your fanny... Hence the origin of the term 'freckle makers'.

The sanitary system was a critical one and required a hell of a lot of attention. Most of the cast parts were brass and subject to verdigris corrosion (verdigris is that weird green stuff that grows on the base of 20 gauge shotgun shells). All the stuff was connected by copper line. A large part of my early submarine career was spent wire-brushing verdigris and Brasso-ing copper pipe. At the point you were between COBs, you painted as much copper pipe as you could get away with... We looked upon it as saving the tax paying public a small fortune in Brasso... Which also gave us more time to study etiquette and opera appreciation.

There is a very exclusive club in the submarine community. Very few submariners have been given the honor of admittance. Membership guarantees induction in the Deck Force Hall of Fame. The club is called,

'THE GRAND ORDER OF SUBMERSIBLE SHIT TANK DIVERS'

When we went into the yards in '62, the Chief came up to me and said,

"Dex, I'm thinking of a number between one and ten. If you can guess it correctly, you get a week with Gina Lollabrigida in any hotel you choose, with 20 cases of beer and a rental car thrown in."

"Chief, is Gina buck nekkit?"

"No son, her toenails are painted. If they weren't, she'd be buck nekkit."

"No cheap 'No-name' beer?"

"Imported beer."

"Gas in the car?"

"Full tank."

"Okay Chief, I'll take a shot at guessing the number..."

"Wait...There's something I haven't told you..."

"Yeh Chief, what?"

"If you don't guess the number I'm thinking of, you dive number two sanitary."

"Dive the shit tank?"

"You got it."

"...SIX!"

"No, but you really came close."

We all got close a lot but nobody ever got to spend a week with buck nekkit Gina... That poor woman must have spent a helluva lot of 1962 and '63 walking around with no clothes on, waiting for some submarine deck ape to guess the right number. We just kept losing and the COB kept winning.

I got to visit the inside of number two and scrape a lot of unidentifiable stuff off the interior surfaces. Later, the skipper put a page in my service record announcing that I had visited the inside of number two poop tank and would not have to do it again in my naval career. Some people see Rome... Some Paris... I've visited inside #2 and I sign autographs.

Dex Armstrong has granted permission to use his stories in the Piper Report. Thanks Dex!

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

Robert F. Farison—July 17, 2008

Sincere condolences go to family and friends.

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

Lost Contact

Clarence Spencer

Last known address:
1112 Church Street
Honesdale, PA 18431-1943

July's Piper Report was returned "Not deliverable as addressed unable to forward"

Clarence is a Life Member. If anyone has his new address, please send it to me.

Thanks,

Mike Bray
mikebray@chartermi.net

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
Phone: 631-828-2657

Letters

July 14, 2008

Mike,

This issue of the Piper Report was outstanding. The article about Lt. Huston brought tears to my eyes. Whenever I talk about this, I get blank stares. I guess there aren't many of us that remember this particular incident. It was a great article with one major flaw. Although factual, it didn't say much about the man who was Lt. Huston.

Mr. Huston was an exceptional person and an outstanding officer. He was one of those rare birds who was well liked and respected by all the enlisted men on board. He was always a cheerful person who could joke with us on our level. I stood throttleman watches during that fateful deployment and can still recall everything that happened. Mr. Huston was a fairly tall person and would always hit his head on the ventilation exhaust whenever he came back to the after engine room. He liked coming back to chat and watch us perform our routines, while many of the other officers didn't. We would tape rags over the corners of the exhaust so he wouldn't get any actual scaring, but it was always the joke of the day. As soon as he stepped through the hatch, he would always stand straight up and wham! I guess all of us felt a little guilt when he was lost, but we lost more than just an officer. We lost a shipmate and a friend.

The tone of the cruise remained solemn until we returned to the states. But because of this incident, the navy made some changes that probably saved many other lives. We went from the old hemp rope safety lines to steel chains and from the old unreliable inflated life jackets to the more reliable, though bulkier, kapok. And because of this incident, I always hammered home topside safety whenever I had to send men topside.

Fred Durette
MMCS(SS)(ret).

July 28, 2008

Dear Mike,

Upon reading in our Piper Report the article by Jimmy "Crash" Evans relating to Piper's North Atlantic run and terrible loss of Wm. A. Huston, LT, U.S.N. was so awful that one would think this could only occur in a submarine wartime patrol.

Any sailor who sailed in the North Atlantic knows the unbelievable conditions that exist there, mountainous waves, wind, bitter cold, snow, sleet, fog and constant pounding of the hull and superstructure of a surface vessel much less a submarine on the surface.

I had a close encounter aboard Piper when on lookout duty aft of the periscope shears. There was very little to hold onto back there on the cigarette deck. Saturday 28 July 1945 en-route to Guam on our 3rd war patrol I received face lacerations while on lookout in a heavy sea. O.D. LT W.A. Bowman would yell out as a wall of ocean would break over the bridge. I either did not hear the warning or didn't react in time because the next thing I knew I was waking up on the table in our mess hall with Doc sewing up a laceration on my chin. I was told that I almost was washed overboard.

A "Man Overboard" call on any ship at sea is devastating.

Forgive me if I'm repeating some memories of which I may have previously written about. Also, this was a period of my Naval career prior to the war patrols aboard Piper.

June 1941 after boot camp and a stay in the Naval hospital, (leg infection), I was sent to Argentia, Newfoundland and then transferred to the USS Livermore (DD429) to join my brother. This was allowed up to the loss of the Sullivan Brothers.

We pulled out to sea and prior to convoy escort duty we stopped in Halifax.

Upon leaving Argentia I stowed my hammock and seabag in the mess hall as ordered. I then went topside to join my brother. I became so sea sick that I really prayed that the ship would sink and put me out of my misery.

We were escorting convoys of liberty ships loaded with supplies to England prior to our entry in the war.

The North Atlantic is a unforgiving sea of Hell. There were many days when it was impossible for the cooks to prepare any meals. Sandwiches were our main menu along with crackers and fruit.

The convoys were mostly "Liberty Ships" from the Kaiser shipyards. They were of poor construction and often when hit by a U-boat torpedo, would break in half and with it's heavy load of war supplies would sink in minutes.

German U-boats deployed in wolfpacks would lay in wait until making their attack, usually sinking several convoy ships. When a convoy ship would drop behind due to trouble with propulsion, etc., it was left at the mercy of a U-boat torpedo.

Kudos to all merchant marine sailors who manned these terrible ships.

Our "Tin Can" along with other Destroyers would circle around what was left of the convoy pinging on the U-boats and dropping depth charges. We never picked up a survivor.

This of course was all conducted in the unforgiving, horrible hell of the weather and seas of the North Atlantic.

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USS Piper Veteran's Association Website Guest Book Entries

6 December 2007

Christopher J. Pauli
EMFN 1959 to EM3(SS) 1962
USS Nautilus, SS(N) 571 - 1959 to 1962
OldSub571@aol.com

Referred to Piper web site by friend and shipmate TMC Robert Marble AKA, Bubblehead Bob a past COB off Piper.

I was sad to learn of the passing of fellow shipmate Barney Wixom who I knew as a RMC on Nautilus. A sailors sailor! Probably why he was selected to join Officer Country. Seems like yesterday when the Jr. Nuke Chiefs were hustling back to the RC compartment to sidestep an "All hands stores party" and I told Chief Wixom to buzz off and get coffee. He replied: "The word they passed, was 'All Hands' ".

So very sorry I didn't learn about this until now. God bless Barney, may his family take peace and comfort that we will all be together one day. I am sure that flights of angels guided him to a far better place! Sailor Rest Your Oar. Amen

2 February 2008

Alton Henry Laussade Jr.
Fireman
USS Piper 1950-1954

This is an entry for my Father, he is doing well, he doesn't make use of computers yet. LOL. He lives at:

201 Alliance St.
Kenner, Louisiana 70062

or you can contact him through my E-Mail address. Thanks for your time, he would love to hear from you.

Alton H. Laussade III (Chip)
and Alton H. Laussade IV
Chipman739@yahoo.com

3 March 2008

I am trying to find info on Donald Edgar Rogers, Service Number 854-66-79 who served on the Piper as a MoMM 3/c between mid 43 to late 45 era. Not sure of dates. I was on your website and see he was listed, name only, on the Eternal Patrol List. Don was my uncle -dob 8-22-1914/died 8-14-04; wife Eileen -dob 8-28-1916/died 7-22-2007, Shelbyville, IL.

I acquired all of his Navy items and had talked to him some, but surely not enough. I want to find out more about his days on the Piper. Where can I find info or someone that knew him

onboard? He also mentioned other boats—U-3008/Sturgeon-Rasher-Steelhead.

I have tried to obtain his DD214 and am having difficulty doing that due to the fire they had years ago. He had a Sub vest that listed all his boats and I have it.

Any info you can send would be helpful.

Fred Bessell
R 3 Box 63
Rushville, IL 62681
fbcntry@yahoo.com

9 April 2008

Hi,

My name is Sanford Duskin. My father Arthur Duskin served on the USS Piper In WW II. He was Born January 10th, 1926 and passed away Sept 23rd 1981 at 55. I have a scrapbook of him when he was on the submarine. Attached is a picture of him in WW II.

Thank you,
Sandmansi@aol.com



20 April 2008

Glenn Beasley
TMSN(SS)
USS PIPER 1966-1967
glenn@centritechsolutions.com

(Continued from page 5)

We had lifelines rigged topside which enabled us to get from our sleeping quarters aft to our watch stations forward. So much for the surface Navy.

I was relieved that my transfer to Sub School was approved in 1944 and then duty aboard Piper in December 1944.

Piper's 2nd war patrol took us to the Polar region, north of Japan. In the Okhotsk Sea and the Kurile Islands. It was relatively calm but bitter cold. Fortunately we had received winter clothing from the Army and going topside on lookout duty was not too bad.

We cruised on surface in Okhotsk until we came to solid ice, Brrrrr!

A surface attack in heavy fog resulted in a "Kill". Enemy fire was where they thought we were, not even close.

Returned to Midway then on to Pearl. R&R at the Hawaiian Hotel.

_ it don't get any better!!

Respectfully,
John Clarkin

Thanks to shipmate Charlie Patch for this forwarded email. Click on the "You Tube" link below to watch the video.

This probably won't be exciting for a lot of you old salts, but to those of us that never had the pleasure of serving on board one of these beautiful beasts, it was a thrill.

I attended the 2008 U.S.S. Cobia (SS 245) reunion so I could give my thanks to the few remaining vets that could make the trip. I also wanted to see them start up the engines and take another tour through the old girl because they smell so darn good inside!! As I was on the tour, I saw a couple of fellas working on one of the engines and asked if they were going to be the ones to start them up. They were indeed, so I professed my green eyed jealousy of them and in the great spirit of sharing, they asked if I would like to be onboard while they did. Would I? WOULD I? YES YES YES YES YES!!!!

So I was able to be onboard and got to feel the wind tunnel that started when one of these babies is running. I can only imagine the thrill of "Full on Four" as Sir Dex says.

I made a short (~4 minute) video of the engines running and submit it for your viewing. Thank you! Thank You! to all the Submarine Vets that kept this wonderful country free and for saving me from having to speak Japanese or Russian.

<http://www.youtube.com/watch?v=fWCsP8CmKP8&fmt=18>

Dear Mike,

Just wanted to let you know that my dad died on July 17. We had military rites and it was beautiful. Thank you SO much for sending all of those old Piper Reports, as the first one of his subscription arrived the day after his funeral. He read those over and over and just loved the old stories and he remembered lots of them. We will keep all the rest in his subscription to be divided between my sister and I. I ordered a Piper ball cap and some pins [from Mike Hubbard], and dad loved them. We buried them with him. His wife's family was going to have a reunion in Norway, MI in August and my dad had wanted to visit you or at least call you. I'll do his thank-yous for him....

Thanks again. You can now list him as on "Eternal Patrol".

Sincerely,

Debby Michalak, daughter of Robert F. Farison, first crew of the Piper in 1944.

The Deep Six by Omar

We were about six weeks at sea when it was reported that we could not blow the tank for the After Battery head. After several attempts by all the onboard authorities, the Chief Of The Boat determined that something was blocking the drain, and a volunteer would have to go down in the tank and discover what it was.

This was very serious because the only available heads for 70 plus crew members to relieve themselves were the heads in the After Torpedo Room and the Forward Torpedo Room. Now everybody knew what a mechanical maneuver that was, with pressurizing the tank and watching the sea pressure gauge. One needed to use his eyes, ears, hands and feet all at the same time, and not everyone was sure how to do it.

So this situation had to be resolved, and soon. Finally it was determined that Smitty, a Bosun Mate, was volunteered. While the 32 bolts on the cover of the hatches above the tank were taken off, Smitty was prepared for entering the tank. He had boots and coveralls and gloves, and even his head was covered. The only thing visible was his eyes.

So they lowered him down into the tank, which had only six inches of stuff in it, thank God. He found a piece of wood that had been left there when we were in the Navy Yard at Portsmouth.

After Smitty was retrieved from the tank, all his clothes were disposed of, and he was permitted to take as many showers as he wanted. He was a hero, but the price he had to pay was dear. Nobody would come near him for weeks, and he acquired a new name ...

Shitty Smitty.

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	_____

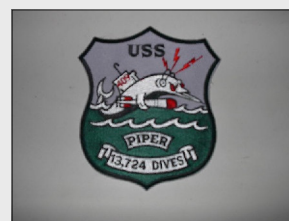
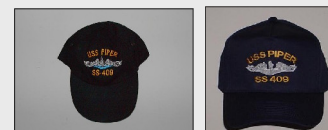
Shipping: _____
Up to 4 items (a bit more for big items) - \$5.
Golf shirt - \$2.00 per shirt
Piper pin - \$1.00

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

Life Members

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

The Piper Report

USS PIPER VETERAN'S ASSOCIATION
c/o Michael F. Bray
W3821 Waucedah Road
Vulcan, MI 49892-8483



USS Piper (SS409)
Great boat, great crew!



The Piper Report

Material for The Piper Report & 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

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

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

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