

The Piper Report

USS Piper (SS409) 1944 - 1967



October 2006

Special WWII Edition

I've been receiving correspondence lately from some of our WWII ship-mates, so I thought I'd dedicate this edition of "The Piper Report" to them. Thank you for taking the time to share your experiences while aboard Piper.



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) 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.

The Men With The Pin

by Bob 'Dex' Armstrong

They returned ... Thousands of them... No, they numbered in the hundreds of thousands... Faces weather beaten, tanned... Smiling as they stepped down from trains all over America. Smiling that smile, universally recognized as that 'Damn!! It's great to be home!' smile.

They were home again... Those that were left. The survivors of a generation who left their homes and families to undertake the obligation of freedom-loving men to go into combat and ultimately defeat some of the most vile proponents of evil. They wore the story of their deeds and where they had been in rows of multi-colored, mute reminders above their pockets. What they had seen... What they had done and the personal losses they had suffered, would forever be in their minds when they looked up at their national colors floating gently in the breeze.

They are rapidly passing into the cold pages of history. The awesome respect in which they were held a half-century ago has given way to the gentle view point of the Monday Morning Quarterbacking of those who have grown up in a world of safety and extravagance... Of promiscuity and excess made possible because of *their* self-sacrifice.

Soon it will be impossible to find a combat pilot who stared at oncoming aircraft through a rotating propeller blade... A sailor who passed 40 mm shells to a loader in a battleship gun tub... A soldier who carried rifle ammo in eight round clips and ate crap that resembled dog food out of an olive drab can... In a Dutch ditch... In the rain.

Men who fought wars that lasted years, rather than days and ended with a clear-cut result. For those of us who rode boats that went below the surface, there were men who rode our boats when the close aboard sound of fifty pounds of TNT detonating would be clearly heard through several inches of steel. That 'steel' was U.S. built pressure

hull and audible public prayer could be heard in every compartment. And when it was over, hardened men could hug each other, secure in the knowledge that no one would feel that they might be gender-confused.

These same men knew the sound of torpedo hits and the telltale sound of the result of such hits as the bulkheads of an enemy target collapsed while the enemy vessel made it's way to the bottom. Pressure-folding steel is a sound most of us will never hear, thanks to what these men did.

They had executed their war way beyond the established battle lines... Deep within the home waters of the Jap Empire. At a time when the Jap emperor and his militaristic toadies were assuring their easily duped people that they were secure, the people of Japan witnessed their merchant ships burning all along their coastal horizons. Ships, whose burning hulks were disappearing nightly, compliments of our *Undersea Warriors*.

So they returned ... What was left of them. They crossed the brow of boats that wore freshly painted enemy flags... Flags that chronicled their kills... A silent statement of their contribution to our victorious effort in the Pacific. It may have been a *Silent Service*, but little Jap flags painted on the sides of conning towers made it clear that the presence of our submarine force had been felt.

And above the jumper pockets of the men crossing to the pier, could be found the sterling silver representation of a submarine. The pin itself and each star worn below it, represented a war patrol which resulted in excess of ten thousand tons of enemy shipping sent to the bottom. The man or men who wrote the requirements for the awarding of that insignia wrote those requirements in such rigid and specific terms that the pin has never been watered down and reduced to the 'Crackerjack' prize that so many other military

(Continued on page 3)

Commander's Column

14 October 2006

Dear Shipmates:

The Navy approved Adm. Fife Park for Saturday 18 August 2007, so our third triennial Piper Reunion and Clambake will be held on Friday, Saturday, and Sunday, August 17th, 18th, and 19th, 2007.

Butch LeBrasseur, Mike Hubbard, and I got together at the Groton headquarters on Saturday, August 26th, 2006. It was a fun afternoon, and we actually did some planning.

I subsequently set up the contract with Flanders Fish for the Lobster Bake, and the menu is as before: Clam Chowder, Lobster or Steak, Steamers, Mussels, Corn on the Cob, Red Potato, and Barbeque Chicken Breast. Quite the feast, believe me. For those of you who haven't attended before, the meal is worth the trip. They also have a seafood raw bar available, and I will get the information on that. Perhaps we can offer it as an extra.

Pat Lally and I have been bouncing some ideas around for music and entertainment, and Mike Hubbard will be coordinating the logistics at the club. I'll publish a full schedule and registration form package after the first of the year. If any of you have any suggestions for the reunion, please send me an e-mail. Also, we will need a lot of help, so I'm hoping that as we get closer, many of you will *offer to assist*. (That's euphemistic language for Volunteer!)

As may be indicated elsewhere in this report, Tom Kucharski has forwarded the treasury monies to alternate treasurer Mike Hubbard. As we move towards the reunion, that will be beneficial. Ski has done a wonderful job for us, and we owe him a debt of gratitude for his service to the Piper Association (of course Charlene helped a lot too!). We are in very sound financial condition as we move towards 2007. Ski has not resigned as treasurer, but for the present day-to-day operations of the association, circumstances make it such that having the financials locally for the clambake and related activities makes sense and allows Tom to focus on other priorities for a while.

I hope that you will all consider calendaring the dates next August to attend the reunion. The next one won't be until 2010, and none of us is getting any younger.

Regards,

Frank Whitty
President



August 2006

Frank and Dolores Whitty visiting Mary and Jim King in Maine
Photo courtesy of Frank Whitty



October 2006

John Donkus and Mike Bray
John and his lovely wife Kathy recently visited Mike and Bernie Bray at their home in the Upper Peninsula of Michigan.
Photo courtesy of Mike Bray

What do retirees do with their time?

Working people frequently ask retired people what they do to make their days interesting. Well, for example, the other day I went downtown and went into a shop.

I was only in there for about 5 minutes and when I came out there was a cop writing out a parking ticket. I went up to him and said, "Come on, man, how about giving a retired person a break"? He ignored me and continued writing the ticket. I called him a "Nazi turd."

He glared at me and started writing another ticket for having worn tires. So I called him a "shithead." He finished the

(Continued on page 3)

The Men With The Pin

(Continued from page 1)
badges have become.

Today, the U.S. Submarine Combat Patrol Pin remains a symbol of men who have gone to sea and have drawn blood in defense of their country and way of life at the risk of their personal safety... If not the sacrifice of their futures.

Someday, the powers that decide such things, will come to their senses and will stop naming our submarines after geographical locations and hack politicians and start naming our undersea warships after the heroes who wore *The Pin*. Why they feel compelled to look elsewhere when we have such towering heroes of our own makes no sense to this old E-3. They named a whole *class* of tin cans after Admiral Arliegh Burke, proving that they can do it right... At times.

But, the men who parked torpedoes in the sides of so many enemy ships, held no inflated sense of their own importance. When you try to thank the old meat-eaters, they always reply with,

"Hell, I was young, scared and just doing my job."

Volunteering for submarine duty in wartime has never been routinely expected of U.S. Sailors. Volunteering has never been an exercise in goat-roping the timid and reluctant. The Draft Board never forced any citizen to fill the ranks of the Submarine Service. Any man, who found wartime employment inside a pressure hull, was there because he put himself there.

"Just doing my job."

Right.

Who in their right mind would choose a line of work that included sitting, sweat-soaked in darkness, 400 feet below fresh air and sunshine listening to canisters of high explosive detonate and shatter gauge faces and incandescent bulbs?

No, can't buy, "Just doing my job."

To buy that, would mean that our Submarine Force was comprised of the worlds largest collection of complete raving lunatics. The last idiot who called a World War II submariner a complete lunatic is still trying to get used to his new glass eye, figuring out how to talk with his new teeth and walk upright.

They are ours... They handed us an unblemished record of service *'faithfully performed'*... A gallant record of deeds performed by incredibly brave and dedicated men.

Their ranks thin daily. We do not have a lot of time left to buy them a beer... Listen to their amazing stories and thank them for what they gave us and left in the pages of the history of The United States Navy.

Mike Bray

Subject: CAMARADERIE
"Good Fellowship Among Comrades"

Never in the history of warfare, camaraderie existed such as was evident of submarine crews during World War II.

This good fellowship among comrades continued after the war and is present today throughout the submarine force.

Anyone who has worn or is now wearing the Dolphins, either Gold or Silver knows what this is all about. Perhaps an important ingredient is that one has to earn the right to wear Dolphins, they are not given out such as medals one might receive.

U.S. Sub Vets WWII and U.S. Sub Vets, Inc. are excellent examples of camaraderie with chapters throughout the United States. Attend either one of their meetings and you will know what I mean.

Conventions, boat reunions, etc., exemplify this good fellowship. Being a U.S. Sub Vet of WWII ceased at the war's end and to date many chapters are either closing or being continued only with the help of U.S. Sub Vets Inc.

Publications such as *Polaris*, newsletters of U.S. Sub Vets, Inc. and of course our own "The Piper Report" keep us all informed of our shipmates and most important it allows all of us to relive past memories both good and bad.

Of course our constant reminder is always to perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country.

As so many old WWII sub vets embark on eternal patrol, shipmates of U.S. Sub Vets, Inc. do and will always carry on.

Our legacy is in good hands!

Respectfully,
John Clarkin
USS Piper 1944-1945

Retirees—(Continued from page 2)

second ticket and put it on the windshield with the first. Then he started writing a third ticket. This went on for about 20 minutes. The more I abused him, the more tickets he wrote.

Personally, I didn't care. I came downtown on the bus and the car that he was putting the tickets on had a bumper sticker that said "Hillary in '08."

I try to have a little fun each day now that I'm retired. It's important to my health.



Crew of Piper at Midway, April 1945

This photo was taken prior to departure on 2nd war patrol to the Sea of Okhotsk

Photo received by John Clarkin (fourth row, 7th from left, wearing a jacket). Photo sent from shipmate Burt Ebaugh.

The Piper Report

27 July 2006

Dear Mike,

RE: Piper's Second War Patrol

Departed Midway 26 April 1945, lead submarine in wolf pack, Mac's Moppers, en route to the Polar Circuit.

12 May 1945 entered the Sea of Okhotsk. June 1, 1945 Friday, during the night we hit a whale which jarred the whole boat. This is noted in B. Ebaugh's diary and verified by Chet Skrocki, who was on lookout duty at the time of the collision.

Now, being on war patrol in enemy waters, should Piper have received credit for sinking and/or damaging what probably was a Jap Whale!!

On this patrol, a Navy Photographer was on board documenting on film the entire area north of Japan. Piper's objective on this patrol was first and foremost to destroy Jap shipping and determine the extent of Japanese defenses in this area.

The weather was terrible, heavy seas, snow, dense fog and bitter cold.

The "wolf pack" compiled vital information relative to a possible future invasion from the north of the Japanese mainland.

Respectfully,
John Clarkin

August 9, 1995

Dear Third War Patrol Piper Shipmates:

50 years ago today, the Piper was close to Nagasaki when the atomic bomb was dropped. As I remember, we were ordered to take maximum deep submergence and stay down as long as possible. Several days later we penetrated the mine fields and entered the Sea of Japan only to see the war end before any action.

John Clarkin sent me some Piper crew pictures taken on the third war patrol. I have enlarged the photos and will circulate them around so we can identify our shipmates. After crew identification, will send the photos to the Submarine Museum for posterity.

Good sailing and God bless you.

Rip

Wm. Ripley Harrison

Note: This letter was edited to fit available space



WWII Piper Shipmates
Captain Edward Beach and Chester Skrocki
Photo courtesy of John Clarkin

17 May 2006

Dear Mike,

Thanks to "Rip" Harrison for the enclosed information which might be of interest to the Piper Association.

Note: Piper being close to Nagasaki when the Atomic Bomb was dropped, we dove to maximum depth, staying down for quite a long period. This for safety reasons. Bad enough putting up with Jap depth charges, now we took evasive action to avoid our own bomb!!

"Rip" was our radar-sonar officer and I congratulated him for the great job he did when we penetrated the Tsushima Straits mine fields and entered into the Sea of Japan.

I never heard what "Rip" did with the photos, etc. I had sent him. Should you ever contact him again, please get me his new address and phone number.

Respectfully,
John Clarkin

28 August, 2006

I was on deck for the launch and served on all patrols. Both Captains, Beach and McMahon were the greatest. They called me the kid in those days. I served until my four year term ended. I signed up for the USN Reserve. After one year my two brothers Shanghaied me into the USMC. At boot camp I was promoted to assistant drill instructor because of previous military duty. First assignment was on a Carrier (Navy again) attached to the NATO fleet. Traveled all over the main ports for eight months. On return I became the SGT of the guard at the Jackson Naval Air Station and ran the Burial Detail... I was then transferred to the US State Department with a detachment of Marines.

My requirements were to speak fluently a foreign language and we were sent to Central America to make things safe for American fruit growers. My fluent German had to be changed over night to Spanish. My experience mounted, helping an American Ambassador and three of our choice dictators. I lasted two years and as my tour of duty was to end I was surprised by a message from Headquarters USMC that I must stay in one country for another year in civvies and go to diplomatic functions. At the termination of this extended year I was transferred to headquarters, Marine Corp. now only wearing civilian clothes. I was offered two more years transferred to the diplomatic corp., but only after serving two years in the regular Marine Corp. Having no uniforms and only a vague memory of giving orders to the foot troops in uniform I rebelled and played out my enlistment playing tennis with the officer corp.

I took an Honorable Discharge and became a Service Director at an automobile dealership using my previous Navy experience on the USS 409 Piper. After traveling all over Europe and Africa and most of Latin America with the USMC I was finally able to use the Navy training I grew up with. The shock of my life was that when I left the Marines as SSGT I later heard that the SS409 was still in operation... I often thought of the years that I could have stayed aboard the ship I grew up on.

PS: In the Marines and at a Generals inspection I wore my Submarine Combat Insignia Medal. The general stopped in front of me and asked, "SGT, what is that medal you are wearing?" I proudly stiffened up and said, "Sir, that is the US Navy Submarine Combat Insignia. I served four years on the USS PIPER, 409 in world WAR II." The General stepped back and said, "Son, I salute you. I heard a lot about you fellows, welcome to the Marine Corp." I was glad to get a word in for the USS PIPER 409.

Ervin Ast
sherbrun409@earthlink.net



Joe Foglio, X, and "Pablo"
 Taken September 1945
 Photo courtesy of John Clarkin



John Clarkin—Hawaii, 1944
 Photo courtesy of John Clarkin

**In Reply to
 "Piper Equipment"**

25 July 2006

Dear Mike,

Thank you for a great job of "The Piper Report". Also, I appreciate your kindness to my Daughter on the website.

RE: Piper Equipment
 After decommissioning at Norfolk VA, Piper was assigned Naval Reserve Training Submarine at Detroit Michigan in July 1967. She was moored at Brodhead Naval Armory Dock, 7600 East Jefferson Ave, Detroit, Michigan.

"Wrecking Submarine AGSS409"
 All equipment for sale includes many valves—Two 3000lb. Hardie Tynes Air Compressors—Pumps—Fans—Fuel Oil Purifiers—Gyro Compasses and Repeaters—Fresh Water Still—Periscopes—Electronic Gear—Antennas—many souvenirs and collector's items.

A sad end for an outstanding Submarine.

Mike, I also had heard that one of Piper's periscopes was salvaged and was on display in Detroit? I was unable to confirm.

Respectfully,
 John Clarkin

World War II Memorial

For those that have not seen "The World War II Memorial" in DC, they are missing a treat. Last year when there, wearing my retired navy hat, couple of young girls approached me and my wife. After being told that I was post WW2 era but had served 20 years they asked if they could shake my hand and thanked us for protecting our country. My wife and I both walked away with tears in our eyes. (Some different from '69 Norfolk, with dogs and sailors signs (keep off the grass) and treatment we all received in 'Nam era.)

Bob Stinehour
 USS Piper 1960–1962

1 August 2006

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!

Frank Mayo
1404 Cobia Cay Drive
Apollo Beach, FL 33572

Chester Skrocki
721 Evergreen Court
Whiting, NJ 08759

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

News has been received of the passing of shipmates:

Paul Baker
Keith Cisewski

Sincere condolences go to family and friends.

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

Dear Mike,

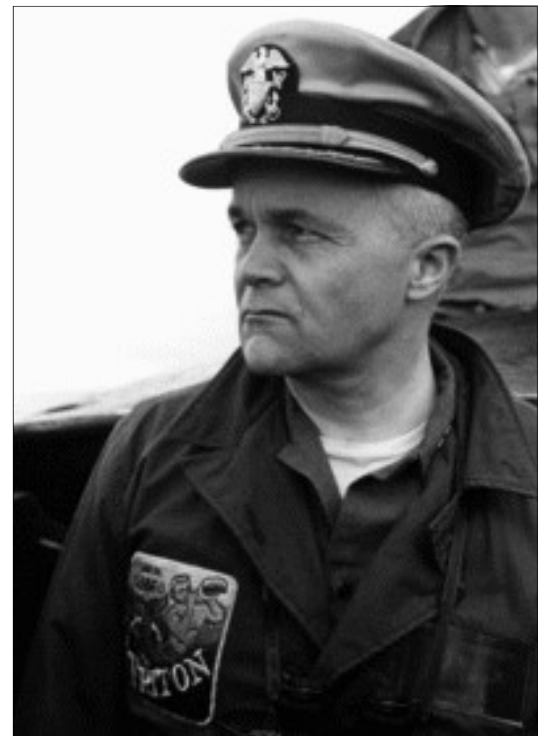
28 July 1945 en route to Guam from Pearl Harbor. At 1530 I was on lookout duty just aft of the periscope shears.

As noted on the Deck Log by O.D. Lieut. Bowman, I received face lacerations while on lookout duty in a heavy sea. Actually, I was almost washed overboard when Piper nosed under and water washed over the bridge. I recall coming to on a table in the mess hall where "Doc" was tending to my facial lacerations.

Normally in such heavy seas, we would submerge. However, being en route to Guam pursuant to patrol orders, Piper continued on with speed of 11 knots, #1 and #2 main engines on propulsion. Relative to this incident, we slowed to 7.5 knots on #1 main engine.

I did get relieved of lookout duty and was given some sack time to recuperate.

Respectfully,
John Clarkin



Captain Edward L. Beach
CO, USS Piper—1945—Third War Patrol
Born 1918, died 2002

Paul Baker Sr.

East Lyme — A memorial service celebrating the life of Paul J. Baker Sr. will be held at 11 a.m. Oct. 17, 2006, in Union Baptist Church on High St., in Mystic.

Born June 26, 1924, in Ludlow, Pa., Mr. Baker died at home Oct. 11, 2006, after a lengthy illness.

A long time Niantic resident, Mr. Baker earned his living as a master plumber.

A veteran of World War II, he served as a member of the first crew aboard the USS Piper in the South Pacific where he saw much action. The USS Piper and its crew earned four battle stars during Mr. Baker's war service on the ship.



Mr. Baker is survived by his wife, Paulette Thibodeau-Baker. He leaves behind five adult children, Paulette Baker, Stephen Baker, Paul J. Baker Jr., Eleanor Pettus Havens, and Thomas Baker. Mr. Baker is also survived by 13 grandchildren and seven great-grandchildren.

His family will hold a private funeral following the memorial service.

Donations, in lieu of flowers, may be made to the Mystic Area Shelter and Hospitality, 119 High St., Mystic CT 06355.

From: Robert Marble
[mailto:redcon1sq@verizon.net]
To: Mike Bray
Subject: "SILENT STEEL: The Mysterious Death of the Nuclear Attack Sub USS Scorpion" by Stephen Johnson (2005)

Hello Mike:

This book is a "must read" for all submariners. It's available from amazon.com and probably available at your local library by now. If you thought "BLIND MAN'S BLUFF" was good, this one is super.

There have been many "stories" told about the USS SCORPION (SSN-589) and more are on the way, but Stephen Johnson has done a wonderful job in telling the facts surrounding her disappearance and the total disregard for the families of her 99-man crew by the U.S. Navy.

Please publish this info in your next PIPER newsletter.

Thanking you in advance,

Robert F. Marble TMCS(SS) USN (Ret)
(Former COB)



William Arthur Lindblad
Circa 1944
Born 1924, died 1995
Photo courtesy of Carolyn Lindblad Farrer

The Piper Report

06 October 2006

Dear Mike,

Regarding the present day political frenzy over how prisoners are dealt with not only in confinement but more importantly in vital interrogation, I advocate that this is all part of warfare and as such it should be completely devoid of political interference, and controlled only by the military. All military decisions should be left to our military leaders, to date the political control of warfare has been a disaster.

Let me take excerpts from an article I wrote, entitled "Enemy Captives", which was published in the February 2003 issue of "Polaris".

Piper's 3rd war patrol on August 13, 1945 we penetrated the Tsushima minefields and entered the Sea of Japan. August 14, 1945 we rescued 6 Jap shipwreck survivors who refused to leave their raft, and turned their backs to us believing that they were going to be shot.

Two good Piper swimmers swam out and forcibly brought them aboard. They were stripped naked ensuring they carried no weapons or grenades. (Today this would have upset many politicians, claiming stripping prisoners naked was some sort of violation).

The prisoners were checked over by our capable Doc (Pharmacist Mate), they were given skivvies and sandals to wear and then seated in our mess hall. Food and water was put out for them. After much discussion (in Japanese of course), one of them was either ordered or volunteered to taste the food and make sure it wasn't poisoned. The "volunteer" started eating and after several nods plus Jap conversation, all 6 devoured all the food set before them.

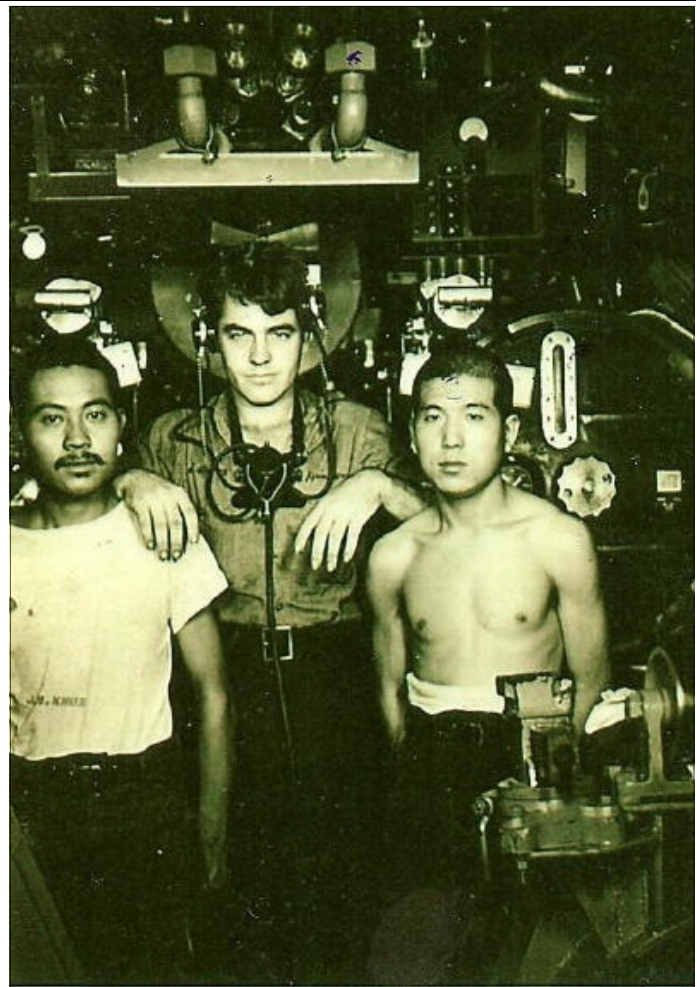
We kept three prisoners in the forward torpedo room and three in the after torpedo room with a armed guard for each group. They all were provided with clothing and blankets.

In the weeks that followed, we still maintained normal war procedure even though the Japanese surrender had taken place. A Jap pilot who either didn't get the word or didn't care about the surrender paid us a visit and tried his best to sink us.

Our prisoners did lots of cleaning, polishing and other chores (can you imagine the uproar today by those who feel such "treatment" violated prisoners' rights.) Never mind that the Japs enjoyed their chores. No work, no eat.

We would try to converse with them and of course our Japanese was no better than their English. I would often try to converse with Kato, saying to him "After the war I'll come to Japan and you get me Geisha girls and saki". I would also say to him "Tojo son a bitch" and he would repeat, nod and say "AH-SO") not A-hole!!

On a brand new handkerchief, Kato would write in Japanese what I wrote such as date, Sea of Japan, etc., he also drew a subject of Hari-Kari. This item is on display at the Submarine Museum in Groton Connecticut, along with Jap money taken from one of our prisoners.



Torpedoman "Stinky" Hinton with 2 Jap Prisoners

Taken August, 1945 in the Sea of Japan

Photo courtesy of John Clarkin - USS Piper 1944-1945

This was the enemy who would not hesitate to destroy us. I'm sure if we were fished out of the sea and taken captive aboard a Jap sub, our fate would have been much different. Probably we would have been executed or during captivity we could face starvation, forced labor and even be-heading. All of which some of our shipmates did experience.

Piper's experience regarding prisoners of war was decided by our skipper, not some politician in Washington.

September 3, 1945 with escort Piper was able to leave the Sea of Japan with safe passage, on the surface. Our next stop was Guam, where we turned our prisoners over to the Army or Marines. They were shackled and led away. I'm not sure, but it's possible that one or more of them shed a tear as they departed.

The two atomic bombs dropped on Japan without question saved thousands of American lives and shortened the war. It was terrible that so many civilian lives were lost in Japan, but as was then and is now, war is hell.

Respectfully,
John Clarkin

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 moneys go 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.

Shipmates on Eternal Patrol

Harry "Greek" Alevras	Ed Moore
Paul Baker	Robert Moore
Wallace Barr	Hugh Moran
Captain Edward Beach	Domminic "Joe" Negri
Gary Booth	Eugene Palladino
Keith Cisewski	Manual "Manny" Paris
Arthur Cooley	Cleve Pipe
Quinton "Frenchy" Cormier	Melvin Ponton
Herb Crane, XO	Donald Rogers
Arnold "Satch" Cross	Captain Jim Rogers
Webster Davis	Herbert Scheuing
Jim "Crash" Evans	Franklin Snelgrove
Ira Goldenberg	Robert "Brew" Taylor
Bob Harwood	Ken "Sid" Westall
Raymond Hughes	Jerome "Shorty" Wolters
Ed Hurley	Leslie Wood
John Lynch	Donald Wright
Frank Mazzuchi	Jim Youtsey
John McLaughlin	

Life Members

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

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

We are always looking for photos, [sea stories](#) and memorabilia to print in the newsletter and put in our albums. If you have anything, please send it to me, Mike Bray, W3821 Waucedah Road, Vulcan, MI 49892-8483 or email: mikebray@chartermi.net

Email attachments are welcome, you can send scanned photos and material formatted with software in the Microsoft Office suite.

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

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

Jim "Crash" Evans' website is no longer on the internet. We are in the process of building a new site, but need your help. Please send photos, sea stories, news, etc., to: mikebray@chartermi.net Please provide as much information about the photos as you can.

Piper Association Officers and Staff

President:

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

Secretary:

Jim Burke
78 Eagle Drive
Whiting, NJ 08759
jamesb501@aol.com
Phone: 732-849-0471

Treasurer:

Thomas Kucharski
1409 Spyglass Hill Drive
Brunswick, OH 44212
subman409@adelphia.net
Phone: 330-220-6154

Membership Chairpersons:

Mike & Patricia Lally
95 Pineview Lane
Coram, NY 11727
usspiper@aol.com
patlally13@aol.com
Phone: 631-828-2657

Store Keeper:

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

Newsletter Editor & Webmaster:

Michael Bray
W3821 Waucedah Road
Vulcan, MI 49892
mikebray@chartermi.net
Phone: 906-563-7020