

# The Piper Report

USS Piper (SS409) 1944 - 1967



November 2010



## **USS Piper (SS409)**

Keel laid by Portsmouth Naval Shipyard, Kittery Maine, 15 March 1944; launched 26 June 1944; commissioned 23 August 1944; decommissioned 16 June 1967.

Balao class; Length 311' 8"; Beam 27' 3"; Speed 20.25 knots surface, 8.75 knots submerged; Test depth 400 feet; Displacement 1526 tons (surface); 2401 tons (submerged); 21 inch torpedo tubes: 6 fwd, 4 aft; Propulsion: twin screw, diesel electric drive (Fairbanks Morse engines) with Guppy (snorkel) conversion in 1951. Design Complement: 6 officers, 60 enlisted men.

Although built late in World War II, Piper completed 3 successful war patrols in the Pacific, winning four battle stars before the end of hostilities. She was responsible for sinking more than 6000 tons of Japanese shipping.

After the war, Piper operated out of the U.S. Naval Submarine Base in Groton Connecticut until her decommissioning in 1967.

## Once Upon a Time

By Bob 'Dex' Armstrong

One of the benefits of growing old is the gift of time... Time to look back and revisit your collective 'Life Experiences', For old smoke boat sailors, that means time to shuffle through memories of pissing against the wind in faded soft dungarees, frayed rag hats and zinc chromate-spattered brogans. You can close your eyes and be transported back to a time when men wore acid-eaten uniforms, breathed air worse than the primate house at a poorly managed zoo, whittled mold and rot off food of advanced age being reclaimed by the gods of purification, and surgically carving off the stuff and eating it. You survived and built up an immunity that could handle leprosy, lockjaw and cobra bites. We survived. Submarine duty was rough.

Many of us 'hot sacked'. For those of you who missed that life experience, hot sacking was sharing sleeping arrangements (to put it in easily understood terms). A system that required lads at the entry level of the undersea service profession, to crawl onto a sweat-soaked flash pad just vacated by another bottom-feeding shipmate. Lads of today's modern technically advanced undersea service would find it damn near impossible to imagine a day when lads who hadn't showered in weeks, climbed a tier of racks sharing sock aroma on par with three-day old road kill, with his bunkmates... A time when rag hats communally shared blankets that looked like hobo camp hand-me-downs.

It was a time when the common denominator of the naval supply system was the cockroach, with the longevity of Jack LaLanne. Cockroaches that could deflect claw-hammered blows and could reach rodeo entry size.

In the late 50's, the submarines built in the twilight years of World War II were rapidly approaching an advanced age comatose state. The navy quit making many of the replacement parts for these seagoing antiques, so we cannibalized

the boats in line heading to the scrap yard. It was like harvesting organs from a dead Rockette to keep the chorus line going.

After decommissioning, the old boats would have electricians and machinists crawling all over them with shopping lists and wrenches.

Memory is a wonderful God-given gift. There were sunrises and sunsets, rolling seas, visits to exotic places, and ladies with loose panty elastic and no AIDS. There were consumable combustibles on par with the liquids that propel hardware to outer space.

It was a time when the world's population loved the American submariner. Boat sailors in port meant good times, hell-raising and calling in the night shift at the local brewery. It was a time when the United States Navy had no recruitment problems, paid no incentive money and had to kiss no butts to entice grown men into accepting their manly obligation to their nation. Men signed up for undersea service, motivated by patriotic obligation, a sense of history and adventure, and to follow the gallant submariners who rode the boats against the Japanese empire. We wanted to wear the distinctive insignia universally recognized as the symbol of the most successful and demanding submarine service on earth.

We were proud. We had a right to be. We were accepted as the down line fraternity brothers of the courageous men who put Hirohito's monkey band all over the floor of the Pacific. We rode their boats, ate at their mess tables, slept in their bunks and plugged the ever-increasing leaks in the hulls they left us. We patted the same barmaid butts they had patted when they were far younger and half as wide. We carved our boats names and hull numbers on gin mill tables in places that would give Methodist ministers cardiac arrest.

*(Continued on page 5)*

## Commander's Column

11-18-10

Shipmates:

A decision has to be made about a Piper Reunion in 2011. This will require a lot of work by just a few of us. The turnout a couple of years ago wasn't that great. Before we decide to go forward, I need an honest sense of who would plan to attend.

As time goes by, I understand that these get-togethers become more of a chore. However, each one we hold may be the last for some of us or all of us if this tradition fades away.

One issue is that it's the same old thing (except for the entertainment). Same place, same clambake, same caterer, etc. That being said, we would entertain a change of venue or of the program. That's up to you. What we need is feedback, and we need it soon.

Mike will include a response form in this issue. Send yours to me by regular mail. If we stay in Groton, I need to contact the Navy and reserve the club before the end of December, so please take action now.

We've had quite a run and a lot of fun. I'm glad that I was a part of it.

Regards,

Frank Whitty, FTG2(SS)  
USS Piper (SS409) 1965-66-67  
President

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Please complete the Piper Reunion Questionnaire on page 3 of this newsletter. For your convenience, a copy of the questionnaire can be downloaded from our website.

Go to: <http://webpages.charter.net/usspiper/index.html> and click on 2011 Reunion in Menu on the left side of the screen.

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## Central Texas Veterans Remember the Men Who Lost Their Lives in Submarines

by Claire Osborn, American-Statesman Staff

*A small group of people gathered in a Round Rock park on Memorial Day to honor the veterans who died while serving on submarines.*

Each time a veteran read the name of a U.S. submarine lost during wartime, another veteran sitting nearby rang a small bell in Round Rock park Monday.

For the fourth consecutive Memorial Day, members of the Central Texas Base of the United States Submarine Veterans gathered in Round Rock Memorial Park to honor submariners killed in the line of duty.

"seventy-two submarines have been lost in war and in peace," said Tom Williams, the chapter commander of the Central Texas submarine veterans group. He told a small crowd at the park that the largest losses occurred during World War II, when 52 U.S. submarines were destroyed and 3,500 submariners died, he said.

U.S. submarines played a key role in World War II, sinking 55 percent of Japan's maritime fleet, including 1,113 merchant ships and 214 naval warships, he said. The figures are based on statistics from the United States Submarine Veterans website.

No World War II submariners attended Monday's ceremony, but veterans who served in later years were there.

"I wish I was 40 years younger and back on a submarine again," said Don Atkins, a 26-year Navy veteran, who served as a torpedo man on several submarines, including the USS Spikefish from 1952 to 1955.

Bob Wakefield was another veteran torpedo man on hand for the ceremony. Wakefield, who is over 6 feet tall, said he never got claustrophobic on a submarine even though he had to crawl down a narrow 21-foot torpedo pipe to clean it with a bucket of diesel.

Atkins recalled the reliability and versatility of his fellow submariners. "You could depend on everybody on board, they knew how to operate every valve, every pipe and could do any job," he said.

The men who died on submarines during wartime are considered not to have died but to be on "eternal patrol," because they never came back from the war, Wakefield said.

The cost that submariners paid is not something that people hear about very often, said Bob Steinmann, the chapter's chaplain.

"They call it the 'Silent Service' because the operations are top secret and don't get big play in the media," he said.

One of the speakers at the ceremony, Dr. Donna Campbell, a candidate for U.S. Congressional District 25, said that Memorial Day was a way to remind future generations that "freedom is not free." America's fallen heroes, she said, had paid the "selfless cost of sacrificing their lives."

[cosborn@statesman.com](mailto:cosborn@statesman.com)

The Piper Report

Piper Reunion Questionnaire

Please send the completed questionnaire to:

Frank Whitty
269 Plymouth Street
Middleboro, MA 02346-1213

whitty409@aol.com

Phone: (508) 946-5274

Our past two Piper reunions were held in Groton, Connecticut in mid August and consisted of the following:

Table with 4 columns: Day, Time, Event, Location. Rows include Friday (7:00 p.m. Welcome Aboard, Subvets Groton Base), Saturday (Noon Lobster/Clambake, Admiral Fyfe Recreation Area), Saturday (7:30 p.m. Buffet & Live Entertainment, Subvets Groton Base), and Sunday (8:30 to 9:30 a.m. Breakfast/Brunch, Subvets Groton Base).

Price per person (2009 dollars):

Table with 2 columns: Item, Price. Items include Registration fee (\$10.00), Welcome Aboard Party (\$15.00), Saturday Lobster/Clam Bake (\$50.00), Buffet & Live Entertainment (\$25.00), and Breakfast/Brunch (\$15.00).

(All meal prices include gratuity)

I would attend a Piper reunion in 2011 - same place, same time, same content.

I would attend a Piper reunion in 2011 but would like to change the following:

Five horizontal lines for writing details of changes to the reunion.

I plan to bring \_\_\_\_\_ guests.

I can not attend a reunion in 2011, but would attend a reunion in \_\_\_\_\_ Year

Comments:

Two horizontal lines for writing comments.

Name: \_\_\_\_\_ Phone#: \_\_\_\_\_ Email: \_\_\_\_\_

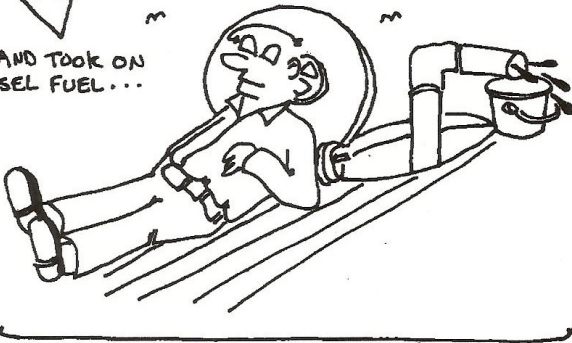
# Piperchronicles

"Med Cruise 1963"

AFTER A LONG TRANSIT, WE PULLED INTO ROTA, SPAIN WHERE WE LOADED STORES....



... AND TOOK ON DIESEL FUEL ...



AS WE GOT UNDERWAY, THERE WAS ONLY ONE QUESTION.....



Cartoon contributed by shipmate Fred Durette—USS Piper 1963-65

## Piper Guest Book Entries

1 February 2010

Its great to find this site, I'm new to this and hope this message gets out, I've tried three times now. I had some of the best times aboard the Piper, I would like to become a member and possibly get to a reunion. Do you plan on having one again soon? My nickname was big moose and I remember a lot of shipmates by their nicknames but not their real names.

Mike, you have done a nice job putting together this site. I wish my computer was a little more friendly (it keeps blocking me away from some of your spots), but I'll keep trying.

Have a great day.

Ray

Wendell Ray Tabert  
SOS3  
USS Piper 1961-1963  
[rndtabert@att.net](mailto:rndtabert@att.net)

27 August 2010

Shipmates,

I learned today of the passing of a USS Sea Robin shipmate WAYNE D. DERYCK, SR on 6/6/2010. He served on the SS-407 from 65-68 as MM1(SS)(DV). I also discovered that he qualified and served aboard USS Piper 62-63.

Sailor, rest your oar.

Regards,

Paul Roggemann  
SS-407 63-67  
ET2(SS)  
[progg@frontiernet.net](mailto:progg@frontiernet.net)

28 August 2010

Wayne Deryck MMFN (SS)  
USS Piper 1962 to 1963

Hello,

My name is Wayne Deryck Jr. My father was a crew-member on the Piper from 1962 to 1963. While doing an internet search I discovered this website and found a message he posted here last year. Unfortunately, I have some sad news to report. On June 6, 2010, my dad, MMFN Wayne Deryck, Sr. passed away after a brief but courageous battle with cancer. I hope that before he passed he was finally able to reconnect with at least a few of you, with whom he had the honor and privilege of serving.

Sincerely,

Wayne D. Deryck Jr, Capt., USAFR (Ret)  
[dderyck@hotmail.com](mailto:dderyck@hotmail.com)

## Once Upon a Time

*(Continued from page 1)*

We danced with the devil's mistress and all her naughty daughters. We were young, testosterone-driven American blue jackets and let's face it... Every girl in every port establishment around the globe both recognized and appreciated the meaning of a pair of Dolphins over a jumper pocket. Many of these ladies were willing to share smiles and body warmth with the members of America's undersea service.

It was a time when the snapping of American colors in the ports of the world stood for liberation from tyranny and the American sailor in his distinctive uniform and happy-go-lucky manner, stood for John Wayne principles and a universally recognized sense of decency, high ideals and uncompromised values.

It was in every sense of the term, 'A great time to be an American sailor'.

There were few prohibitions. They were looked upon as simply unnecessary. It was a time when 'family values' were taught at family dinner tables, at schools, the nation's playing fields, scout troops, Sunday school or other institutions of worship. We were a good people and we knew it.

We plowed the world's oceans guarding her sea lanes and making her secure for the traffic of international commerce. But at eighteen, let's face it... We never thought much about the noble aspect of what we were doing. Crews looked forward to the next liberty port, the next run, home port visits, what the boat was having for evening chow, the evening movie after chow, or which barmaids were working at Bell's that evening. We were young, invincible and had our whole lives ahead of us. Without being aware of it, we were learning leadership, acceptance of responsibility and teamwork in the finest classroom in the world... A United States submarine.

It was a simpler time. Lack of complexity left us with clear-cut objectives and the 'bad guys' were clearly defined. We knew who they were, where they were and that we had the means, will and ability to send them all off to hell in a fiery package deal. We were the 'good guys' and literally wore 'white hats'.

What we lacked in crew comfort, technological advancements and publicity, we made up for in continuity, stability and love of our boats and squadrons. We were a band of brothers and have remained so for over half a century.

Since we were not riding what the present day submariner would call 'true submersibles', we got sunrises and sunsets at sea... The sting of wind-blown saltwater on our faces... The roll and pitch of heavy weather swells and the screech of seabirds. I can't imagine sea duty devoid of contact with these wonders. To me, they are a very real part of being a true mariner.

I'm glad I served in an era of signal lights... Flag messaging... Navigation calculation... Marines manning the gates... Locker clubs... Working girls... Hitchhiking in uniform... Quartermasters, torpedomen and gunner's mates... Sea store smokes... Hot sacking... Hydraulic oil-laced coffee... Lousy mid rats... Jackassing fish from the skids to the tubes... One and two way trash dumping... Plywood dog shacks... Messy piers... A time when the Chief of the Boat could turn up at morning quarters wearing a Mexican sombrero and Jeezus sandals... When every E-3 in the sub force knew what paint scrapers, chipping hammers and wire brushes were for... When JGs with a pencil were the most dangerous things in the navy... When the navy mobile canteen truck was called the 'roach coach' and sold gee dunk and pogy bait... When the breakfast of champions was a pitcher of Blue Ribbon, four Slim Jims, a pack of Beer Nuts, a hard-boiled egg, and a game of Eight Ball.

It was a time when, if you saw a boat sailor with more than four ship's patches on his foul weather jacket, he was at least fifty years old and a lifer. A time when skippers wore hydraulic oil-stained steaming hats and carried a wad of binocular wipes in their shirt pockets. In those days, old barnacle-encrusted chiefs had more body fat than a Hell's Angel, smoked big, fat, lousy smelling cigars or 'chawed plug', and came with a sewer digger's vocabulary.

It was a time where heterosexuals got married to members of the opposite sex or patronized 'working girls', and non-heterosexuals went Air Force... Or world Peace Corps.

It was a good time... For some of us, the best time we would ever have. There was a certain satisfaction to be found in serving one's country without the nation you so dearly loved having to promise you enlistment bonuses, big whopping education benefits, feather bed shore duty, or an 'A' school with a sauna and color TV. It was a time when if you told a cook you didn't eat Spam or creamed chipped beef, everybody laughed and you went away hungry... And if you cussed a mess cook, you could find toenail clippings in your salad. Our generation visited cemeteries where legends of World War II undersea service were issued their grass blankets, after receiving their pine pea coats and orders to some old hull number moored at the big silver pier in the sky. We were family... Our common heritage made us brothers.

There came a point where we drew a line through our names on the Watch, Quarter and Station Bill, told our shipmates we see them in hell, shook hands with the COB, paid back the slush fund, told the skipper 'goodbye', and picked up a disbursing chit and your DD-214. We went up on Hampton Boulevard, bought a couple of rounds at Bells, kissed the barmaids, gave Thelma a hug, then went out to spend the rest of our lives wishing we could hear, "Single up all lines...", just one more time.

*Printed with permission of Bob "Dex" Armstrong. Thanks Dex!*

## Obituaries

### Robert E. Harris

DECATUR - Robert E. Harris, 69, of Decatur, IL, died 4:15 P.M., Sunday, July 18, 2010, of complications from Mesothelioma, at Decatur Memorial Hospital, Decatur, IL.

Memorial services will be 11:00 A.M., Saturday, July 24, at Brintlinger and Earl Funeral Home, Decatur, IL, with visitation one hour prior to service time at the funeral home. Memorials may be made to the Wounded Warriors Project.

Robert was born August 12, 1940, in Queens, NY, the son of Robert



John and Anna (Kalkan) Harris. He married Linnea Davis on June 20, 1964 in Enfield, CT. Robert graduated from the University of Hartford. He owned and operated ICAL, Inc. and was involved with nuclear instrumentation and calibration. Robert was also a radiological engineering consultant for the nuclear industry. He was a U.S. Navy veteran who served on the submarines, the USS Piper and USS Halibut. Robert had a love of trains, model trains, his 57 Chevy's and Corvettes, was a member of the Rolling Prairie Corvette Club, and enjoyed going to car shows.

He is survived by his wife Linnea of Decatur, IL; daughters Lynn (Rick) Eades of Decatur, IL, Kristin (David) Dempster of Fulton, MO; son Karl Harris of Decatur, IL; grandchildren Christopher Finley of Springfield, IL, Kolton, Kayleigh, and Karley Harris, all of Decatur, IL; sister Gail Harris of Plainview, NY; niece Danielle Harris of Studio City, CA; mother-in-law Alice Davis of Decatur, IL. He was preceded in death by his parents, and brother Bruce Harris.

Condolences may be left to the family at [www.brintlingerandearl.com](http://www.brintlingerandearl.com) Obituary written by family members. Online guest book at [www.legacy.com/herald-review/Obituaries](http://www.legacy.com/herald-review/Obituaries). Asp Published in Decatur Herald & Review on July 23, 2010

### Harry E. Rhoads

FAIRFAX - Harry E. Rhoads, died on Tuesday, August 3, 2010 at INOVA Fairfax Hospital. "Dusty" was a longtime resident of Fairfax City.

Born in Hermann, MO in 1922, he was raised in Gray Summit, MO and attended Westminster College until he was accepted into the United States Naval Academy. He graduated from the USNA in 1945, with the accelerated class of 1946, then trained in the submarine school in New London.



He served on three submarines, the Sablefish, Piper, and Sirago (51-52). On November 4, 1946 he was officer of the deck when the Sablefish, sailing off the coast of Greenland in frigid waters, took a roll of 63 degrees, the most a sub of that class had experienced and survived. After submarine service, he was the engineering officer aboard the presidential yacht, the Williamsburg, and administrator of Camp Shangri-La, now known as Camp David. He served 24 years with the Central Intelligence Agency as an analyst of the Soviet navy. In retirement he lived for several years in Carrizo Springs, TX, where he served as the director of the Dimmit County Public Library.

He is survived by his beloved wife of 62 years, Joel S. Rhoads of Fairfax, VA; adoring children, Harry E. Rhoads, Jr. of Alexandria, VA and Jeni Houston and her husband Gary of San Antonio, TX; cherished grandchildren, Mary Kathryn Rhoads and Emily Ann Rhoads; devoted sister, Ann Sheridan of Peoria, IL; dear brother, John Rhoads of Belleville, IL; loving nieces, nephews, other family members and a host of friends. Interment will be in Hondo, Texas In lieu of flowers, memorials may be made to the Dimmit County Public Library, 200 N. 9th Street, Carrizo Springs, TX 78834. Arrangements entrusted to Everly Funeral Home, Fairfax, VA.

[www.everlyfuneralhomes.com](http://www.everlyfuneralhomes.com)

### Ailing Shipmates

We have received news that the following members are not feeling up to par. Why not take the time to lift their spirits by sending them a card? They would love to hear from an old shipmate!

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

### Eternal Patrol

Wayne Deryck passed away on 6 June 2010. Wayne served aboard Piper in 1962-63 as a MMFN.

Robert Harris passed away on 18 July 2010. Robert served aboard Piper in the mid 1960s.

Harry "Dusty" Rhoads passed away on 3 August 2010. Harry served as an officer aboard Piper c1950.

Sincere condolences go to family and friends.

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

### New Address?

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

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

## Letters

May 21, 2010

Dear Mike Bray,

I really enjoyed Fred Durette's article in the latest Piper Report, but I recall one detail—the name of the Native American—differently. Fred called him “Joe the Indian” but I remembered his nickname as “Sam.” (Also, maybe there were TWO Indians on the Piper.) I believe his full last name was something like “Navaesteywa.” I also remember an incident involving Sam in which my so-called education got me in crossways with the facts.

Here it is. You can certainly use it in a future Piper Report if you want.

I had done some hiking in the Four Corners region and especially in Navajo National Monument, so I thought I knew something about the Indians in that region. On one of our cruises I took along a copy of Willa Cather's *Death Comes for the Archbishop*, a historical novel about 19th Century Catholic priests in New Mexico, originally published in 1926. Several places in that book younger Navajos greet their elders by saying “Ahalani, grandfather!” So I thought I'd please and surprise Sam by springing that on him.

Next time I saw Sam I stepped up, raised my right hand in the typical movie-Indian “How!” gesture, and somewhat formally said, “Ahalani, grandfather!”

“What does *that* mean, Mr. Lowry?” Sam said, confused.

“Sam!” I said. “It's a famous Navajo greeting. In a book I've been reading. Surely you've heard it many times ...”

“But Mr. Lowry,” Sam said. I'm a Hopi.”

Maybe one of these days I'll learn to keep my mouth shut unless I know what I'm talking about. But I doubt it.

John T. Lowry  
Electronics Material and Communications Officer (also photography, Registered Publications and Public Relations) on USS Piper, 1963-64  
[jtlowry35@gmail.com](mailto:jtlowry35@gmail.com)

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### Wrong Email Address

A Minneapolis couple decided to go to Florida to thaw out during a particularly icy winter. They planned to stay at the same hotel where they spent their honeymoon 20 years earlier.

Because of hectic schedules, it was difficult to coordinate their travel schedules. So, the husband left Minnesota and flew to

Florida on Thursday, with his wife flying down the following day.

The husband checked into the hotel. There was a computer in his room, so he decided to send an email to his wife. However, he accidentally left out one letter in her email address, and without realizing his error, sent the email.

Meanwhile, somewhere in Houston, a widow had just returned from her husband's funeral. He was a minister who was called home to glory following a heart attack. The widow decided to check her email expecting messages from relatives and friends.

After reading the first message, she screamed and fainted. The widow's son rushed into the room, found his mother on the floor and saw the computer screen which read:

To: My Loving Wife  
Subject: I've Arrived  
Date: February 11, 2009

I know you're surprised to hear from me. They have computers here now and you are allowed to send emails to your loved ones.

I've just arrived and have been checked in. I've seen that everything has been prepared for your arrival tomorrow.

Looking forward to seeing you then!!!! Hope your journey is as uneventful as mine was.

P.S.  
Sure is freaking hot down here!!!!

*Contributed by Piper shipmate Charlie Patch*

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### Can You Guess the Identity of this Piper Shipmate?

Episode 1: When he reported aboard and went to the crew's mess, it was suggested that he lower his seabag down the hatch with the rope that was used to lower stores. He then proceeded to tie the rope to the seabag, go back down the hatch and pull the seabag after him. It nearly broke his neck when it hit him on the head!

Episode 2: On Springboard, he had the helm watch one night while we were on the surface. The diving officer became aware that the phosphorous track that the boat was leaving showed that we had just gone in a complete circle, while the helmsman had been ordered to keep a steady heading. He yelled “helmsman mind your helm”, whereupon the helmsman soon arrived topside to say that the reason he had lost track was because his cigarette lighter wasn't working very well—and he proceeded to throw it over the side!

*The contributor of this story is in the witness protection program.*

# The Piper Report

## Piper Stuff

Michael Hubbard  
 271 Elm Street  
 New London, CT 06320  
 1-860-444-7649 [bldgmaint@subvetsgroton.org](mailto:bldgmaint@subvetsgroton.org)

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City, State, Zip: \_\_\_\_\_  
 Email Address: \_\_\_\_\_  
 Phone: \_\_\_\_\_

<u>QTY</u>	<u>ITEM</u>	<u>SIZE</u>	<u>@</u>	<u>TOTAL</u>
_____	Piper Pin (\$1.00 postage)		\$5.00	_____
_____	2007 Groton Reunion Button (Shipping Included)		\$2.00	_____
_____	Key Chain—One Sided		\$6.00	_____
_____	Key Chain—Two Sided		\$10.00	_____
_____	Soft Ball Cap		\$15.00	_____
_____	Traditional Hard Ball Cap		\$15.00	_____
_____	2007 Groton Reunion T-Shirt (Shipping Included)		\$20.00	_____
_____	Long Sleeve Denim Shirt		\$32.00	_____
	Size: M(1), L(10), XL(3)			
	Short Sleeve Cotton Golf Shirt			
_____	Red: L, XL	_____	\$25.00	_____
_____	White: L, XL	_____	\$25.00	_____
_____	Navy Blue: L, XL	_____	\$25.00	_____
_____	Forest Green: L, XL	_____	\$25.00	_____
	<u>PATCHES</u>			
_____	13,724 Dives		\$6.00	_____
_____	WWII Jap Flag		\$6.00	_____
_____	White Hat Design		\$6.00	_____

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

Total Enclosed: \_\_\_\_\_

Please make check payable to Piper Association  
 Mail to Mike Hubbard at the address above

Items may also be seen in the Piper Stuff Catalog, which can be accessed from  
 a link on the "Piper Store" page of the Piper Association website:

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





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

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

The dues money goes for paper, ink, postage, etc. This is a considerable expense. A newsletter, The Piper Report, is published once or twice a year (depending on health and work) to bring you up to date on what's happening about future reunions, picnics, etc. It isn't much for \$10.00, but think of how sweet it is.

It sure would be nice to see 100% signed up for the Association. To receive a copy of the newsletter or other correspondence (reunion news, etc. you must be a paid member of the Piper Association.

**USS Piper (SS409) Veteran's Association  
 Membership/Renewal Form**

**Send form and payment to:**

Michael J. Lally  
 95 Pineview Lane  
 Coram, NY 11727  
[usspiper@aol.com](mailto:usspiper@aol.com)

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City, State, Zip: \_\_\_\_\_  
 Email Address: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Year reported aboard Piper: \_\_\_\_\_ Year departed Piper: \_\_\_\_\_  
 Highest rank/rating while aboard Piper: \_\_\_\_\_

\_\_\_\_\_ Enclosed is my \$10.00 for the year beginning July \_\_\_\_\_  
 \_\_\_\_\_ Here's another \$10.00 for next year  
 \_\_\_\_\_ Enclosed is my \$100.00 for Life Membership!

Make check payable to Piper Association

Total enclosed: \_\_\_\_\_ Date: \_\_\_\_\_

The dues are \$10.00 each year. A year is between 1 July to 30 June or any part of it. Sorry it has to be that way, as we are unable to take care of the books for "parts of a year".

**Please consider a Life Membership payment. This would eliminate paying each year and result in less paperwork for us. **DUES FOR 2010-2011 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](mailto:mikebray@chartermi.net)

**Life Members**

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

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# The Piper Report

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



**USS Piper (SS409)**  
Great boat, great crew!



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## The Piper Report

### Material for The Piper Report & Piper Veteran's Assoc. Website

We are always looking for photos, [sea stories](#) and memorabilia to print in the newsletter and put on our website.

Email attachments are welcome, you can send scanned photos and material formatted with software in the Microsoft Office suite. Please provide as much information about the photos as you can.

If you have anything, please send it to me:

Mike Bray  
W3821 Waucedah Road  
Vulcan, MI 49892-8483  
Email: [mikebray@chartermi.net](mailto:mikebray@chartermi.net)

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

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

### Piper Association Officers and Staff

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**Secretary:**

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Phone: 732-849-0471

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