

The Piper Report

USS Piper (SS409) 1944 - 1967



November 2012



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.

Analysis Shows Scorpion Was Lost Due to Battery Associated Explosions

When the US nuclear submarine Scorpion was lost in the east central Atlantic on 22 May 1968, the event produced a series of acoustic signals detected by underwater sensors on both sides of the Atlantic.

By comparing the detection times of these signals, the position of the Scorpion was determined. That position provided the basis for the search that identified the Scorpion wreckage. The first reanalysis of these acoustic signals in 40-years, in combination with conclusions drawn in 1970 by the Scorpion Structural Analysis Group (SAG), has provided the following new information:

- The initiating events that caused the loss of Scorpion were two explosions with an energy yield of not more than 20-lbs of TNT each. These explosions, which occurred one-half second apart at 18:20:44 Greenwich Mean Time (GMT) on the 22 May 1968, were contained within the Scorpion pressure-hull.

- Based on the examination and microscopic, spectrographic and X-ray diffraction analysis of a section of the Scorpion TLX-53-A main storage battery cover recovered by the U.S. submersible, Trieste-II, the SAG determined the battery exploded before flooding of the battery well occurred.

- Collectively, the acoustic data and the physical evidence confirm Scorpion was lost because of two explosions that involved the ignition of hydrogen out gassed by the battery, i.e., these explosions were the initiating events responsible for the loss of Scorpion.

- These explosive events prevented the crew from maintaining depth-control. The Scorpion pressure-hull and all internal compartments collapsed in 0.112-seconds at 18:42:34 GMT on 22 May 1968 at a depth of 1530-feet. The energy yield of that event was equal to the explosion of 13,200 lbs of TNT, the essentially instantaneous

conversion of potential energy (680 psi sea pressure) to kinetic energy, the motion of the water-ram which entered the pressure-hull at supersonic velocity.

- The more than 15 acoustic events that occurred during the 199-second period following pressure-hull collapse were produced by the collapse of more pressure-resistant structures, including the six torpedo tubes, within the wreckage.
- Reanalysis of the acoustic data also confirmed:

(1) Scorpion did not reverse course to deal with a torpedo conjectured to have become active in its launch tube.

(2) There were no acoustic detections of either a torpedo or any other naval surface ship or submarine when Scorpion was lost.

(3) There were no explosive events external to the Scorpion pressure-hull.

In summary, Scorpion was lost because two battery-associated explosions created onboard problems the crew could not overcome. There was no Soviet involvement.

This information has been provided to the Chief of Naval Operations, OPNAV N87, the Office of Naval Intelligence (ONI), Commander Submarine Forces, and the Naval History and Heritage Command.

Source: Analysis of acoustic data that has been in the public domain for over 40-years.

Analyst: B. Rule, for 42-years, the lead acoustic analyst at ONI, the national laboratory for passive acoustic analysis.

Text courtesy of Chuck Haberlein.[Former Director of the Naval History and Heritage Command]

Article contributed by shipmate Charlie Patch

Commander's Column

26 October, 2012

Shipmates:

In my last report, I wrote:

So, I was thinking of 2013. I'd appreciate feedback. Are we going to have another before we all take a dirt nap, or was last year the last one we're going to hold? Let me know. Hubbard and I will pull it together, but we need feedback.

The 2013 US SubVets Convention is in Rochester, MN. This is a region of the country that we'd not normally think of for a reunion site. However, the convention/reunion held in Duluth, MN was a great success. That being said, your officers are more than willing to organize a Piper Reunion.

Please take the time to check out the convention site:

<http://www.ussvi-2013convention.com/site/>

And so, "I say again my last," we need feedback! Please send your comments to both Mike Bray and me by e-mail:

mikebray@chartermi.net and whitty409@aol.com

or snail mail if you are computer challenged. (See addresses on page 10 of this newsletter.)

I have swapped e-mails recently with Mother Burke. Illness has kept him relatively homebound for a while, so why not send him an e-mail hello?

jamescburke@verizon.net

And Mike Bray needs articles, sea stories, and comments from you, the membership, to keep these newsletters he works so diligently on coming your way. Heave around on a keyboard or pen and paper, and send stuff along.

Let him know what's happening. Let us know how you are doing. We want to hear from you, even if things "ain't that great." Piper guys like us don't need sympathy (found between shit and syphilis in the dictionary) but we do need to stay connected.

I hope you all have a great holiday season, and that as we say in New England, "That You Winter Well."

Regards,

Frank

US Submarine Veterans, Inc. 2013 Convention (August 25 - September 2) Rochester, Minnesota



Come experience Minnesota nice in lovely Rochester, MN. Currently the convention will be held at the Kahler Grand Hotel, which is located a stone's throw away from the World Famous Mayo Clinic. The Boat Reunions are currently scheduled to be at the Kahler Inn & Suite Hotel. Both the Rochester Marriott and the Kahler Inn & Suite Hotel are set up as alternate berthing for riders and hot rackers. And now this is what big brother wants you to know:

ROCHESTER, MN! Rochester combines the best aspects of an innovative and cosmopolitan city with the charm of a small town environment. Named "Best Small City" in America by nationally recognized magazines, Rochester merges a multicultural atmosphere with midwestern hospitality, giving convention attendees a most memorable experience.

Rochester will pleasantly surprise you with the new developments and amenities downtown and throughout and around the city. Start experiencing Rochester by strolling along the dynamic Peace Plaza, around Peace Fountain and into The Shops at University Square. We offer traditional and new restaurants, fine shops and food courts-all connected by our convenient climate-controlled pedestrian skyway/subway system downtown. Come experience the city first-hand with us for the 2013 National Convention hosted at the Kahler Grand Hotel.



When God Created a Submariner

When the good Lord created a Submariner, it was almost 2300 on the sixth day. An angel appeared and said, "You're having a lot of trouble with this one. What's wrong with the standard model?"

And the Lord replied, "Have you seen the specs on this order? It has to be able to think independently, yet be able to take orders; have the qualities of both a scientific mind and a compassionate heart; be able to mentor juniors and learn from seniors; run on black coffee; handle emergencies without a Damage Control Manual, respond competently to critical incidents, decipher cryptographic codes, understand pneumatics, hydraulics and sonar, have the patience of a saint and six pairs of hands, not to mention the strength of three its size."

The angel shook its head slowly and said, "Six pairs of hands - No way!"

And the Lord answered, "Don't worry, we'll make other Submariners to help. Besides it's not the hands which are causing the problem. It's the heart. It must swell with pride when a Shipmate earns his Silver Dolphins - which above all else signifies the crew members trust it with their lives, sustain the incredible hardship of life at sea in a steel tube, beat on soundly when it's too tired to do so, and be strong enough to continue to carry on when it's given all it had."

"Lord," said the angel touching the Lord's sleeve gently, "Stop! It's almost midnight!"

"I can't," said the Lord. "I'm so close to creating something unique. Already I have one whose hands blend knowledge with skill to perform the most intricate procedures, yet are strong enough to patch a ruptured seawater pipe; whose ears can discern the sonar sounds of a myriad of ocean life, yet detect the slightest shift in ventilation; whose mind can practice the science of nuclear submarining, yet not lose sight of the art of teamwork; and whose eyes can peer through a periscope to identify a hull down ship, yet search within to embrace and personify honor, courage and commitment."

The angel circled the model of the Submariner very slowly. "It's too serious," the angel sighed.

"But tough," said the Lord excitedly. "You cannot imagine what this Submariner can do or endure."

"Can it feel?" asked the angel.

"Can it feel! It loves Ship, Shipmates and Country like no other!"

Finally the angel bent over and ran a finger across the Submariner's cheek. "There's a leak," pronounced the angel. "I told you you're trying to put too much into this model."

"That's not a leak," said the Lord. "It's a tear."

"What's it for?" asked the angel.

"It's for joy, sadness, disappointment, pain, frustration and pride!"

"You're a genius!" exclaimed the angel.

The Lord looked pleased and replied, "I didn't put it there."

Filled with pride, the Lord continued, "Great things are planned for this Submariner. It will be one of many and together they will lead a legacy of excellence like none has known before."

And with that the Lord rested. It was the seventh day.

CAPT Jane F. Vieira
Chaplain Corps, United States Navy

Contributed by shipmate Charlie Patch

Save The Clamagore Fund

I have recently taken on the task of raising funds to overhaul the USS Clamagore SS-343. The Clamagore is a museum ship at Patriots Point Maritime Museum in Mt Pleasant, SC The Patriots Point Authority spent all the ship maintenance money it had to overhaul the USS Laffey DD-724. Now they cannot afford to overhaul the Clamagore. They are now talking about disposing of the boat.

Added to the Patriots Point fleet in 1981, CLAMAGORE is the only GUPPY III submarine preserved in the United States. In 1989, CLAMAGORE was designated a National Historic Landmark. We have created a fund to collect monies to save her.

All we ask from each person who wants to help is \$2.00 Yep, just two bucks! Please go to www.savetheclamagore.com and help preserve this national treasure.

Tom Lufkin
ETC(SS) USN Ret.
843-442-5650
Help save the USS Clamagore SS-343
Contribute at SavetheClamagore.com

Obituaries

Milton R. Gaedt Sr.



Montville - Milton R. Gaedt Sr., 82, of Uncasville, entered into eternal life on Thursday, June 21, 2012.

He was born Nov. 21, 1929, in Rochester, N.Y., the son of the late Erhardt and Frieda (Tessnow) Gaedt. He was the loving husband of the late Marion D'Onofrio Gaedt for 31 years. Milton retired from the U.S. Navy as a chief quarter master in 1967 and later retired from General Dynamics after 25 years of service.

Milton was a lifetime member of The Elks Lodge 1537 in West Haven, Fleet Reserve and a member of the U.S. Submarine Veterans Life and Holland Club.

He is survived by his four children, Louis Gaedt and wife, Jane, of Oakdale, Milton Gaedt Jr. of Niantic, Allison Keefe and husband, Michael, of Griswold and Paul Gaedt of Mass. He is also survived by ten grandchildren; and three great-grandchildren.

His family will receive relatives and friends from 9 to 10:30 a.m. Saturday, at the Impellitteri Malia Funeral Home, 84 Montauk Ave., New London, followed by a Mass of Christian Burial at 11 a.m. in St. John the Evangelist Church, Montville. Interment with military honors will be in St. Patrick's Cemetery.

In lieu of flowers, donations may be made to Hospice, Branford, CT.

Published in The Day on June 22, 2012

Milton Gaedt Sr. served on Piper 1950-1951 and again 1960-1961.

Little Known Veteran's Benefit

Here's a riddle: When is a government benefit that pays for caregivers, assisted living and a nursing home not a benefit? When hardly any people know they're entitled to it.

That seems to be the story with a Department of Veterans Affairs benefit called the [Aid and Attendance and Housebound Improved Pension](#) benefit, known as A&A, which can cover the costs of caregivers in the home (including sons and daughters who are paid to be caregivers, though not spouses) or be used for assisted living or a nursing home.

The benefit is not insignificant: up to \$2,019 monthly for a veteran and spouse, and up to \$1,094 for the widow of a veteran.

Surprised that you've never heard of it? You're not alone.

"It's probably one of the lesser-known benefits," said Randal Noller, a Veterans Affairs spokesman in Washington. Of the 1.7 million World War II [veterans alive](#) as of 2011, who were in need of care-giving assistance and thus eligible, only

38,076 veterans and 38,685 surviving spouses were granted the A&A benefit that year, according to Mr. Noller.

Mr. Noller is not the first to acknowledge A&A is a well-kept secret. Jim Nicholson, former secretary of Veterans Affairs, said in a [December 2006 news release](#) that "not everyone is aware of his or her potential eligibility" for the program, which he called an "underused" benefit.

Not much has changed. A search of the Veterans Affairs Web site for evidence of public information efforts in the six years since came up blank.

"The sad thing is, it's been an entitlement for 61 years, but it's sat idle — the V.A. employees just haven't been educated about it," said Debbie Burak of Midlothian, Va. She said she repeatedly called department offices on behalf of her father, a World War II veteran, and her mother, who became homeless after their house caught fire and their injuries required extensive care. She was told there were no benefits they were entitled to. (Indeed, when I called two Baltimore-area Veterans Affairs offices for my

Eternal Patrol

Milton R. Gaedt Sr. passed away on 21 June 2012. He served on Piper 1950-1951 and again 1960-1961. He retired from the Navy as a QMC(SS).

Sincere condolences go to family and friends.

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

Newsletter Articles Needed

I would like to hear about experiences you've had while you served aboard Piper. Whether a long story, "Sea Story" or a short paragraph, anything that you'd think would bring a smile to a shipmate's face would be great.

Have you recently visited a shipmate? Do you have a photo of the visit? Send a paragraph or more about the visit, or just send a caption for the photo.

What sort of things do you like to read about in the newsletter? Chances are your shipmates enjoy the same thing and they'd like to hear about it from you. So, take a little time to jot something down and send it to me:

Mike Bray
W3821 Waucedah Road
Vulcan, MI 49892

mikebray@chartermi.net

father, a World War II veteran, no one had heard of this benefit or any benefit that paid for caregivers or assisted living or nursing homes.)

“My parents’ end of life was so difficult. They lost everything, were living in a terrible hotel, ran up every credit card we had,” Ms. Burak said. “My mother begged us not to cremate her, but there was no money for a burial; we had no choice.”

It was only after her father died that Ms. Burak discovered her parents would have been entitled to as much as \$160,000 over the last decade through the Aid and Attendance benefit. She applied, but no money arrived before her mother died.

Mr. Noller said the program’s low visibility might be an effect of the size of the department. “The V.A. is the second-largest agency in the federal government, and you can’t expect everybody to know everything,” he said, referring to the agency’s work force.

To bridge the information gap, Ms. Burak introduced [VeteranAid.org](#), a Web site and a 501(c)(3) charity, in 2005, to provide information about A&A eligibility and how to apply.

To qualify, a veteran need not have suffered a service-related injury. He or she only had to have clocked at least one day of his or her [90-day minimum military service during a time of war](#) and need caregiving for activities of daily living.

Applying can be confusing and arduous. If you know the program’s name and search the Veterans Affairs Web site for Aid and Attendance, the first page states, among other things, that you are not eligible for A&A unless you already qualify for a basic Veterans Affairs pension — for which you have to be [“totally disabled.”](#)

That’s more than a little misleading.

“What people don’t know is that when wartime veterans turn 65, the V.A. automatically classifies them as ‘totally disabled,’” Ms. Burak said. And if they meet income and asset criteria, they are eligible for a basic pension.

The A&A benefit can be more than 50 percent higher than the [basic veteran’s pension](#) (\$24,239 annually for a veteran and spouse with A&A, versus \$16,051 for a basic pension). The income and asset cutoffs are also higher than for A&A benefits.

Karen McCarty, of Fort Worth, is one of the lucky ones who applied for A&A — and got it. She heard about it when the assisted living facility where her father-in-law, Robert McCarty, 92, was living, held a seminar on it.

Ms. McCarty, a former certified public accountant, started researching the application process at the Veterans Affairs site, but, she said, “the VeteranAid.org site was much clearer.” She found all the forms she needed, and her father-in-law received the first check in record time — six months.

Not all Veterans Affairs officers are in the dark about A&A.

After Annette Cadena’s parents were in a car accident and moved to a nursing home in their tiny hometown, Fossil, Ore., it was the local Veterans Affairs officer, Paul Conroy (now retired), who saw her on the street and mentioned that her parents might qualify.

“I was skeptical, to be honest,” said Ms. Cadena. “My husband did two tours in Iraq and has worked 30 years for the Washington State Army National Guard coordinating with the V.A. to help veterans, and he had never heard of it.”

Still, she applied in August 2009, and nine months later her parents started receiving the maximum \$2,019 per month.

The benefit was a lifesaver. That is, until her father, Clinton Ray, died on Aug. 5. The payments to her mother, Bessie Ray, stopped, even though widows of veterans are also entitled to this benefit.

“They cut her off cold,” Ms. Cadena said, and told her she would have to apply all over again as a widow, which could take 9 to 18 months. “My mother said, ‘Oh, my God, are they going to kick me out of the home?’” Ms. Cadena recalled.

Still, when the benefit comes through, it can make a real difference.

Marcia Hruska’s mother, 85, had run through all her savings after seven years of worsening Alzheimer’s and round-the-clock care in her apartment in Coconut Creek, Fla. Assisted living was the next step, but Ms. Hruska didn’t know how they would pay for it, with Social Security her only income.

“One of the assisted living facilities we visited asked if my dad had been in the service,” and mentioned A&A, Ms. Hruska recalled. So she filled out the 26-page Veterans Affairs application — which used to be only four pages — and on Sept. 1, six months after applying, she received the first monthly check for \$1,019. “This relieves a lot of tension,” Ms. Hruska said.

One warning note: Scams abound. The department forbids anyone to charge to help veterans fill out these challenging forms, yet a growing number of companies — many of which, on a Web search for “Aid and Attendance,” pop up with waving flags and red-white-and-blue banners — offer to “help” veterans fill out the forms free, then charge thousands of dollars for financial consultation.

And, Ms. Burak warns: “Financial planners at assisted living facilities are putting on seminars about the A&A benefit — but it isn’t out of the goodness of their hearts. They are trolling for residents who have too much money to qualify, to get them to move assets into annuity products that don’t count as income or assets and yield big commissions.” (This is possible because, unlike Medicaid, with its five-year lookback, Veterans Affairs has no lookback on asset transfers.)

(Continued on page 7)

Letters

Mike,

A friend of mine loaned me his copy of "The Piper Report – May 2012" to read. I hope you don't mind! He knows my interest in WWII and in the US Submarine Service! So he loaned me his copy knowing that I'd enjoy it, and I did!

I especially enjoyed the story of the USS Barb since that is one I haven't heard before. I've read all of the stories of torpedoes that missed their targets for one reason or another and ended up running up the beach and blowing up some building or ... So the story of the Barb was really interesting because they INTENDED to blow up a train! What a story!

But the reason I'm writing is to tell you of a book that some of your members/readers might enjoy. The book is titled "Find 'em, Chase 'em, Sink 'em - THE MYSTERIOUS LOSS OF THE WWII Submarine USS GUDGEON" by Mike Ostlund (ISBN 978-0-7627-7282-7), \$19.95, Lyons Press (Global Pequot Press, Guilford, Conn, www.LyonsPress.com).

Unlike other books about the submarine service that I've read, it details the day-by-day, hour-by-hour, life on a submarine in early WWII. The book consists of 13 Chapters – one for each of the 12 War Patrols of the Gudgeon and one describing what Mike Ostlund discovered about the final voyage of the Gudgeon and the loss of his uncle Lt JG William C. Ostlund who was aboard the Gudgeon on its last two War Patrols.

Here is what the reviews say ...

Review -- "While there have been many fine books written about the missions . . . of the U.S. submarine fleet in WWII, few if any will be able to compete with the sheer detail and personal accounts presented by Mike Ostlund." —Naval History

From the Back Cover -- Revised and fully updated, the stirring and authoritative account of one of World War II's most highly decorated submarines. On April 7, 1944, the battle-hardened USS Gudgeon (SS-211) slowly pulled away from tiny Johnston Island, slipping beneath the waves in one of the most treacherous patrol areas in the most dangerous military service during World War II. The seventy-nine men of the Gudgeon crew were never seen again. This is their story.

Author Mike Ostlund's uncle, Lieutenant Junior Grade William C. Ostlund, was aboard that ship. Through extensive research of patrol reports in U.S. and Japanese naval archives, interviews with veterans who had served aboard the Gudgeon before its final patrol, and the personal effects of the lost men's relatives, Ostlund has assembled the most accurate account yet of this remarkably successful submarine's exploits, of the men aboard—from steward to captain—and of what we now know about her demise.

Find 'Em, Chase 'Em, Sink 'Em also details the memories and life lessons of the young men who went to sea aboard Gudgeon before its last patrol, who knew hardly anything, and who came home having seen too much.

Look it up online at Amazon.com (http://www.amazon.com/s/ref=nb_sb_noss?url=search-alias%3Dstripbooks&field-keywords=ISBN+9780762772827) and see if you think that it might be of interest to you and your readers/members. Personally, I enjoyed it. It's right up there with the story of the invention of the Momsen Lung by Swede Momsen – among others.

Enjoyed your newsletter! Keep up the good work! I hope you and your readers enjoy the story of the Gudgeon in addition to the many stories they have about the USS Piper!

Ray Rosich
Littleton, CO 80123
Email: RKJLRosich@msn.com

Hi Mike;

It starts like this - this is a true story. We had just come out of the Suez Channel and we were in the Red sea. It wasn't too long after we secured from maneuvering watch and the regular watch section had taken over. I think it was the 12 to 4. I was last messenger of the watch so I was next on the Helm. Satch was the QM of the watch section and Mr. Goodridge was the OD.

Well, Mr. Goodridge fashioned himself as the Pipers Chaplin and nobody challenged that. Satch, over there by the chart table starts laughing, so we asked what's so funny? Satch said, "According to my charts this is the exact spot where Moses and the Jews crossed the Red Sea, I wonder if Mr. Goodridge knows?"

So he plots for awhile longer and starts laughing again. So me, the ET on the Radar said, "Come on Satch what's so funny?" So now it's time to rotate the watch, and I get relieved and go to the Bridge (You know, holler up permission to relieve the watch, the reply, permission granted.)

So no sooner than I get in my lookout post in the sail, here comes Satch. "Permission to come up Sir!" "Granted." And Satch popped up and says "Mr. Goodridge do you realize where we are? This is real Bible History!" So Mr. Goodridge was HOOKED.

Satch said, "According to my Charts and readings", then Satch looking over the port side and turning and making a step toward the starboard side said, "Yeah, this is the spot alright."

Mr. Goodridge is really hooked now. "What are you talking about Satch?" He says, "This is the exact spot where Moses

crossed the Red Sea.” “Yeah,” says Mr. Goodridge, “it is!” Then Satch said to him “They must have had a long walk ‘cause I don’t see any land”. Mr Goodridge knew Satch had pulled one on him!!! So, “GET OFF MY BRIDGE RIGHT NOW!” So, laughing loud as he could Satch says, “Permission to go below sir!!!”

Some things you never forget.

I am Clyde Miller. I was in the Seaman Gang under Joe Negri on that Med Trip. I qualified on the Piper and made Third Class Sonarman under Zoomie (Ralph Norman STSC). I left the Piper in 1964 for the crew of a Gemini Shot, Splash Down (10 months on a Tin Can DD881 out of Charleston SC). Then I went to the Lafayette SSBN616, made two patrols and took her to the Yards in Newport News. Then went to the USS Trigger SS564 out of Charleston, which was my last boat. I didn't like the Nukes and I got out in 1968.

I now live in Charleston and am friends with Bob Angley on Face Book. That's my Story and I'm sticking with it.

Has anyone heard from Floyd Kye?

DBFE

Shipmate Clyde W. Miller STS3(SS)
mikemiller202@aol.com

Little Known Veteran’s Benefit

(Continued from page 5)

The department does not reveal maximum allowable assets. But \$80,000 (the house and a car are exempt from this total) seems to be in the ballpark, though someone with more assets could still qualify if expenses were very high, according to Ms. Burak.

Income limits are not set in stone either. But the maximum is around [\\$20,000 to \\$23,000](#) after deducting costs for medical expenses, caregivers, assisted living or nursing home fees.

Some people are taking advantage of A&A to protect assets for their heirs, Ms. McCarty said. “Still,” she said, “it’s a wonderful benefit.”

Contributed by Piper shipmate Charlie Patch

Piper Website Guest Book Entries

11 July 2011

Robert A Perkins
RMSN, USS Piper 1960 to 1962
Bperkins1@cox.net

My home is now in Meriden, CT. This is a great site that outlines the history of the USS Piper. I was onboard for the Ten Grander in 1961. In 1962, I transferred from the Piper while in the Philadelphia Naval Shipyard. I went to the Newport News shipyard and became a member of the commissioning crew (blue) of the USS Thomas Jefferson (SSBN618). My Naval Career included time on four SSBN Submarines. I transferred to the Fleet Reserve , January 31, 1981 with the Rank, RMCS (SS).

I still make it known to everyone I meet, that I was a member of the U.S. Naval Submarine Force for the United States of America. I also include the statement God Bless America.

26 August 2011

Hi, to all my shipmates.

Doc Bowman
bwmncheesecake34@aol.com

9 August 2012

Hi,

My name is Arlene Fallon and my brother Bobby (Robert Bobowicz) was on the USS Piper. I was searching for something and came across his name, which led me to your Photo Gallery. I really enjoyed looking at all of the pictures. Bobby passed away in 1970 but looking at the pictures brought back memories for me.

I was very little when he joined the Navy and I can still remember him coming home on leave and how exciting it was. I remember one time he came home with a beard....I'm guessing it was around 1957 or 58 and I was afraid of him.

I know he served on the Piper and the Seawolf. He would have been on the Thresher and I will never forget hearing the news that it sank. I came home from school that day and he was "white as a ghost" when he realized he knew so many of the guys who were on it.

Sadly, he passed away at a very young age and seeing these photos today, and being able to pick him out in a couple of them really made my day.

Thank you!

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	_____

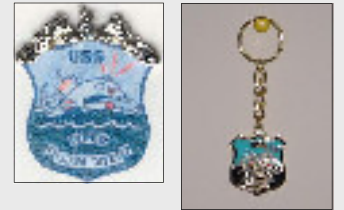
Shipping: _____
 Up to 4 items (a bit more for big items) - \$5.
 Golf shirt - \$2.00 per shirt
 Piper pin - \$1.00

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://usspiper.com>



A Note About Membership

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 . 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:

William Fuchs
82 South Millpage Drive
Bethpage, NY 11714
billssg282@gmail.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 2012-2013 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://usspiper.com>

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

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://usspiper.com>

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