

# The Piper Report

USS Piper (SS409) 1944 - 1967



April 2009



## 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.

## Friendly Fire

by John Clarkin

10-14-08

Dear Mike,

... My inspiration on this subject came from a book I recently read. "The Last Patrol" by Harry Holmes.

I know WWII is passing into ancient history, but thanks to you and our Piper Association I've been allowed to relive and write about what was probably the most memorable part of my life.

Thank you,  
John

### Friendly Fire

Throughout the history of warfare there always existed the eminent danger of Friendly Fire which contributed to loss of life and equipment.

In the heat of battle, too often confusion was evident during invasions. Communication and orders were often not understood or perhaps ignored. When the shooting commenced, friendly fire reared its ugly head. Friend or foe often was difficult to distinguish.

My own personal experience was during the African invasion. I was aboard a Destroyer (DD429) and between the landing forces, aircraft bombing and strafing, naval gunfire, enemy aircraft and ground fire, there was a scenario of complete chaos. There also was a French Foreign Fort that was shooting at us.

In WWII 52 submarines were lost with over 3500 officers and men. Some of these losses we will never know the exact cause. Enemy aircraft, anti-submarine ships depth charging, shore batteries, and mines accounted for most of our losses. A couple boats got hung up on uncharted reefs and had to be destroyed.

Friendly Fire from U.S. fighter pilots flying off



Hawaii 1945  
Standing: "Pablo" and "Wiz"  
Seated: John Clarkin

our carriers and captured air fields, when aggressive pilots neglected to identify their targets resulting in some of our boats sunk with all hands lost. Trigger happy pilots were a constant threat to our boats even in neutral zones.

We must also add to the friendly fire equation, defiance and refusal by naval authorities in the Pentagon to address and correct problems of faulty torpedoes. Submarine Commanders on return from patrol would confirm several accounts of faulty torpedoes. Duds which failed to explode on contact with a target. Premature explosion en-route

(Continued on page 5)

# Commander's Column

22 April 2009

Dear Shipmates:

In 2007, you voted to hold the Piper Reunion every two years. Well, we've got the dates lined up: 14-15 & 16 August. Fyfe Park has been reserved through the Navy, the Clambake folks are locked in for Saturday the 15th, the Groton Base all set to accommodate us, and other details being worked out. Now we need your support. We will hold the Welcome Aboard Party below decks in the dining room, which will be reserved for Piper. Another reunion is being held that night topside. I have promised Groton base that we wont go to GQ with the other boat. The Saturday Piper Reunion event and entertainment will be topside. And we will again enjoy Groton Base's famous Sunday Brunch served by the House Committee.

The Clambake has increased in price this year, but we are passing this event along at cost. The menu is as follows: Clear Clam Chowder, Maine Steamers, P.E.I Mussels, Lobster OR New York Strip Steak, BBQ Chicken, Corn on the Cob, Red Potatoes, and Drawn Sweet Butter. For those of you who have attended before, you know how good this feast is. For those of you first-timers, this is one of the best in New England served by real professionals from Flanders Fish.

Please send in your reservation form as soon as possible. We need funds for deposits and to cover other advanced costs, such as advance payments for catering, entertainment, etc. If cash flow is an issue, we will accept a 50% deposit no later than 15 June. That will also entitle you to the early registration bonus. However, we need the balance no later than 15 July.

You will find other information in this Piper Report and we will try to get another edition out before the event.

Stay well, shipmates. See you at the reunion.

Regards,

Frank Whitty  
President

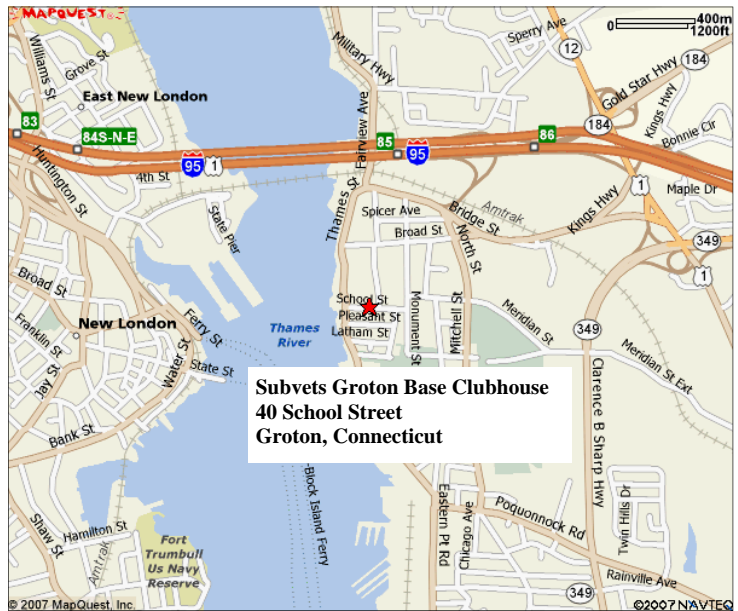
The USS Piper (SS409) Veterans Association website will be kept up to date with the latest reunion information, including a list of those that have registered for the event. The URL for the website is:

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

# 2009 Piper Reunion Aug 14, 15 & 16

<u>Activity</u>	<u>Location</u>
<b>Friday 7:00 PM:</b> Welcome Aboard Party	Subvets Groton Clubhouse Lower Level
<b>Saturday Noon:</b> Clambake	Admiral Fyfe Rec. Area Stonington, CT
<b>Saturday 7:30 PM:</b> Banquet	Subvets Groton Clubhouse Upper Level
<b>Sunday 8:30-9:30AM:</b> Breakfast/Brunch	Subvets Groton Clubhouse Lower Level

Handouts will be available at the Welcome Aboard Party with directions to Admiral Fyfe Recreation Area in Stonington, CT where the Lobster Bake will be held.



## Accommodations

Quality Inn  
404 Bridge Street  
Groton, Connecticut  
Phone 860-445-8141  
(about 1 mile from club)

Hampton Inn  
300 Long Hill Road  
Groton, Connecticut  
Phone 860-405-1585  
(about 2 miles from club)

Ramada Groton  
156 Kings Highway  
Groton, Connecticut  
Phone 860-446-0660  
(about 2 miles from club)

Super 8 Groton  
173 Route 12  
Groton, Connecticut  
Phone 860-448-2818  
(about 2 miles from club)

Best Western Olympic Inn  
360 Route 12  
Groton, Connecticut  
Phone 860-445-8000  
(About 3 miles from club)

Try a Google search on "Groton CT motels" for more info on these and other area motels.



## Letters

Mike:

I read with great interest your articles about Lt. Huston. Lt. Huston had just signed me off on the bow and stern planes the night before the incident and I remember him as a very outstanding officer.

I was relieved off of lookout on the bridge about 10 minutes before the decision was made to send the people out to retrieve the no.4 line which had come out of the line locker. I had the helm when I heard "All stop, man overboard" from the bridge. I shouted it down to the control room and I can attest it was almost instantaneous when the man overboard party assembled and I was relieved off the helm by Charles Schwartz, QM2.

It was such an unfortunate incident and I know it was not from lack of trying that Mr. Huston was lost. I was glad to see that procedures have been changed after the incident.

The North Atlantic can be awesome. You need not print this but I want to thank you for remembering Mr. Huston's service.

Dick Fohn

To Piper Shipmate

Enclosed is a check for \$10.00. This is payment for my annual dues.

Please note in your next newsletter the passing of one of my favorite Piper shipmates, George A. Starkey. He served on the destroyer O'Bannon before putting Piper in commission in 1944.

My health is not good at this time, but I still look forward to meeting with the Piper Shipmates one more time.

I loved that old Piper and all who served on her.

Joe V. Smith  
USS Piper 409  
1944—1946

P.S. Please read the new book just out about the USS Scorpion. It is a very good book. It is really well written and history in our time. It really riled me up about the Russians and the cold war.

Mike,

Just a note to inform you that I'm doing well and appreciated calls from my former Piper shipmates Beetle Bailey, and KO Kelley. They noticed the posting of my name on the binnacle list.

I've recovered from ALL my surgeries but will have a problem chewing as the left side of my jaw is slowly decaying due to all the radiation I received during cancer treatment. The doc couldn't put a time frame on how long I have left that I will be able to chew grub but I foresee a blender or food processor in my future! This does NOT impede my ability to swill a few beers, so that I will be ready for the 2009 reunion, no steak or lobster but that good clam chowder works.

I saw in the last Piper newsletter that Frank is talking to Subvets Groton for the gathering - hope it works out.

Thanks for all you do to keep us afloat.

Ed Cushman "CUSH" RM3/2(SS) 1963-1965  
(before yards)

11/14/2008

Dear Mike,

My brother, Al and I served in the service at the same time. He was a lieutenant in the Air Force and I was an EN 3 on the USS Piper SS409. I was allowed to take him on a daily cruise, where I taught him how to snorkel on the submarine. I left Submarine Service in 1961 to go to college, but remained in the Naval Reserves. My brother ended up in Vietnam on Spooky, better known as "Puff the Magic Dragon," where he was awarded a Distinguished Flying Cross. He retired as a Lieutenant Colonel from the Air Force and has just been chosen San Diego County Veteran of the Year.

I thought this would be newsworthy for the next Piper Report.

Sincerely,

Arnie Miliefsky EN2 (SS)  
Arnold Miliefsky @aol.com

(Continued on page 5)

### Ailing Shipmates

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

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

### Eternal Patrol

George A. Starkey, EMCS (SS) who served aboard Piper from 1944 to 1949.

John Polovitch passed away on 18 April 2009. "Stosh" served aboard Piper as an EM1(SS) in the 1960s.

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

### Allen Miliefsky Chosen San Diego County Veteran of the Year

Jewish War Veterans Chapter president Allen Meliefsky has been chosen as the 2008-09 San Diego County Veteran of the Year during the county's annual Veteran of the Year Luncheon and Awards ceremony. A well-known member of the community and active in the San Diego County United Veterans Council, the annual Veterans Day Parade and as a board member of the Veterans Museum and Memorial Center, Meliefsky was honored during Saturday's event at the Scottish Rite Center, making him the 19<sup>th</sup> veteran selected as San Diego County Veteran of the Year since the program's inception in 1989.

"I am thrilled that Allen Meliefsky was selected as San Diego County's Veteran of the Year," said Tom Johnson, Secretary of the California Department of Veterans Affairs. "Allen has demonstrated his commitment to our Nation's veterans time and time again. I am sure he will bring great honor to the title of San Diego County Veteran of the Year. I also applaud and congratulate all the other nominees, all of whom would have made excellent recipients of this honor."

The "Veteran of the Year" Program was conceived by the United Veterans Council in 1989 and the Veteran of the Year was selected by a committee appointed by the UVC chairman. In 2001 the Board of Directors of the Veterans Museum and Memorial Center took over the Veteran of the Year Program and has selected the Honored Veteran each year since then. The Veteran of the Year luncheon, where the Honored Veteran is named, is now a very large affair, attended by hundreds from the Veterans Community.

## Friendly Fire

*(Continued from page 1)*

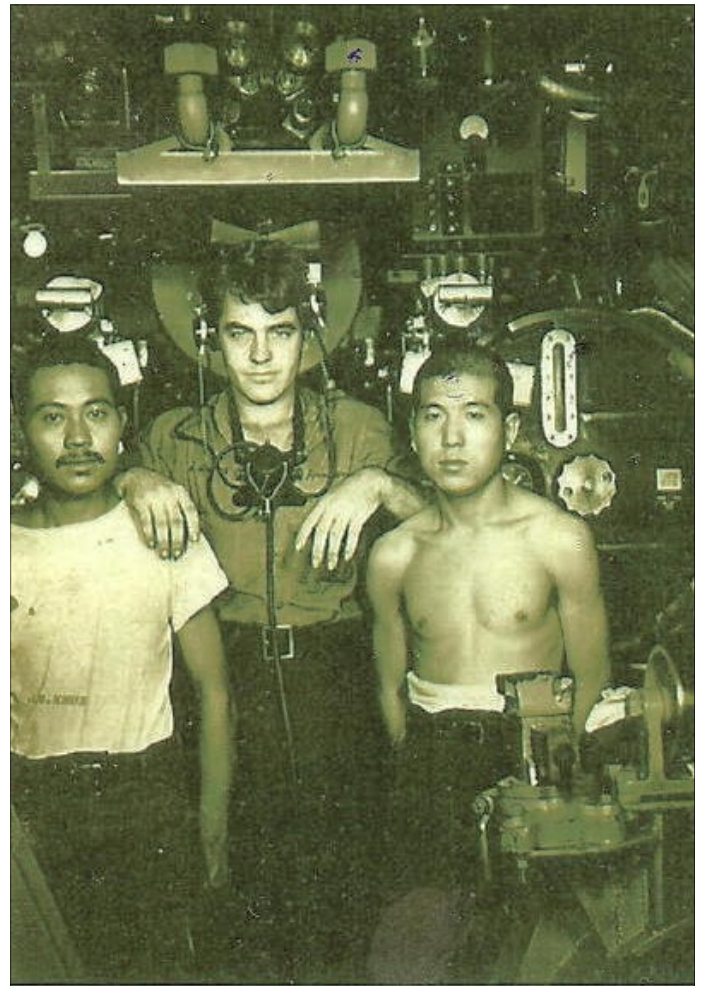
to the target, broaching and the worst being a circular run which on 2 known occasions destroyed the firing boat with all hands lost. What a terrible way to go.

Duds occurred on many huge Jap ships and the escort destroyers would subject the boat to unrelenting depth charging which did account for loss of boat with all hands.

It was well into 1944 before recognition was finally given, tests were conducted and corrections made to detonators which resulted in destroying bigger and better targets.

Piper's third war patrol took us through the Tsushing Straits mine fields and into the Sea of Japan.

After rescuing 6 Jap survivors we received orders to "cease fire", Japan had capitulated.



We were ordered to stay on station pending the signing the terms of surrender. Then wait for safe passage out of the Sea of Japan. We did not want to exit via the mine field.

36 hours after we were ordered to cease fire, we were attacked by a Jap aircraft which dropped a bomb and a depth charge. These were close as we submerged. By maintaining war procedures which were, radar picks up an aircraft, regardless whose, at ten miles and continues to close, we dive. For several days after, usually in the early morning and early evenings, this fanatical Jap was determined to get us. Between this and so many floating mines it was a relief to leave the area.

We got rid of our prisoners in Guam and then went to Pearl and home to Groton, Connecticut.

I have often thought that while we were on the prowl off southern Japan we received orders to dive as deep as possible and stay down as long as possible. Apparently we were in harm's way when the atom bomb wiped out Nagasaki. (talk about friendly fire)

Respectfully,  
John

## Loss of LT William A. Huston

From George H. Sanderson, Jr., (Sandy), Piper 1964 -1965

I would like to say that the issue that presented the Northern Run of USS Piper SS409 in 1964 was close to what happened, but not what clearly did. The start of the run was just the beginning of a real bad deployment.

I reported in July of 1964, in Salem Mass. When the boat pulled into Salem, I was a TMSA (been to TM "A" School). They came in to take out Reserves for the weekend. Anyway, I was a new guy on board and in the Deck Div. We went back to New London to prepare for the Northern Boundary Run. We were going to pull into the Dolphin Piers in England and everyone was excited. When we left everything was cool. We were on the surface as normal at night and submerged during the day. I had the 4 by 8's as helmsman, planes and lookout. What happened after I was off watch started everything. Before we dove, they saw that No. 4 line was out of its locker. That's when Lt. Huston and two Deck DIV Personnel went out to cut the line off before it was tangled in the screws. The weather was getting worse as time went on. Petty Officer ET3 was washed off the deck more than once, (I think it was Henderson or Hendricks) and was pulled back. Then a wave came over and took Lt. Huston over. His deck crawler, lifeline and safety belt still attached, but he was gone. We did not have safety harnesses, just safety belts. When man overboard was passed on the 1mc I was the swimmer to provide. I stripped down to my skivvies, had my safety belt checked by the Chief of the Watch, OOD and the COB. I went topside with flippers, mask and lifeline. The weather was getting worse by the minute. I told my backup to put on a wetsuit as I went up to the Conn and to the Doghouse. We were able to open the door twice but COB Joe Negri (TMCS ss) would not let me go after him because of the cold and weather. I could see him about 75 feet away. I told Joe that I could get him and you could pull me and him back, the answer was "No!"

I placed the Life Saving Heavie approx. 20 feet in front of him, no response to get it, likewise for the 2nd try. The third throw went between his upheld arms like two goal posts waving in the wind, he did not respond. I watched as a large wave (approx. 30 ft.) hit him from behind and he was gone. We were taking waves from the bow over the bridge. They sent me below because I was soaked and starting to turn color. We had the bubble up on the bridge over the T.B.T., but when a wave hit, it would fill up the bridge and you were in water up to your chest.

Drying off below and donning warm dry clothes, I sat down in the crew's mess and had hot coffee. The ones there kept saying, "He's gone, let's get out of here." I admit that I could not take that kind of talk, so I went back up to the bridge. Curly Netter or Frenchie Cormier and myself took up a Look Out Station and we spotted him floating face down about 12 inches underwater. We could see his T-shirt and khaki pants. We turned to retrieve him but was hit broadside by a wave that

rolled us over to around 40 degrees, then it was over!

We did not dive that day, it was too dangerous. It was real bad then and getting worse with waves 40 to 50 ft., trough to peak. We strapped ourselves in on the bridge and ended up, when in between waves, we were able to bring everyone down and secure the upper hatch. There were times, that before this was completed, we had the Lower Hatch (Conn to Control) on the latch. When a bad wave hit, it made a certain sound and the helmsman would pull the upper hatch shut. Sometimes we took a saltwater shower. I know, I was the helmsman off and on during that night. We started to stand lookout watches on the scopes, 15 min. on, then off 30 min. Try to keep track of the horizon on the scope when you're a cork in a wave pool! We even snorkeled on the surface. The two enlisted men on deck at the time, pulled their CO2 cartridges to inflate their life vest and pulled out the whole units, that's how we found that they were rotten.

When we pulled into England, J.O. Rogers got clearance for us to go to Rotterdam, Holland. While in Rotterdam, myself and others from the Seaman Gang, tested every inflatable life vest aboard. There were a lot of them that failed!

I must say that I did not see anyone get hysterical during this tragic loss, and we continued to perform our deployment. The lifelines were not changed to chains. They did however put a short chain between the deck crawler and the line which was later changed to mylar.

Lt. Huston was a good sailor's sailor. He was liked, but on occasion was a "I'M AN OFFICER." His mistake of not letting anyone check his life belt, cost him his life. I liked him. There isn't a day gone by that I don't see his image as the wave hit him, but life and the missions go on.

That, as I said, was the beginning of a bad trip, that really didn't end until we went to the yards in New Hampshire and tied up in December, 1964. I went on to ride 5 more boats.



LT William Albert Huston  
Feb 4, 1940—Sept 15, 1964

George H. (Sandy) Sanderson, Jr.  
Former TMCM(SS) Lt. USN Ret.  
Life Member USS Piper (SS409)  
Association and USSVI



13 March 2009

Mike,

You probably don't know this but Kathy & I have been in Venice Florida since the first of December. We met up with Ray Belliveau and wife Jill when we first arrived. Ray lives in Sarasota full time, which is just a few miles north of Venice. Tuesday Ray & Jill came to Venice to spend the day. We played tourist and showed them around and had a good time reminiscing about the good old days..

The first month in Venice, we were living out on Airport Avenue. Watching the planes come in and out, stirred the old desire to fly...Kathy told me I'd never have a better opportunity.

On 9 Dec, I took my first flight lesson. On Wednesday, I took my first solo flight and have included a link of photos that Kathy took. Once you get into the link, in the upper right corner is a slideshow button that works great. Also including one of my favorites. Not too bad for someone coming up on 73.

I plan on continuing once we get back to PA at the end of this month. If you want to use any of the photos in the Piper report, please feel free to do so. Sorry that I forgot to take photos of Ray, Jill and us together.

[http://www.flickr.com/photos/stump\\_grump/sets/72157615115868024/](http://www.flickr.com/photos/stump_grump/sets/72157615115868024/)

John & Kathy Donkus  
732 N. Waterway  
Venice, FL 34285

941-484-1391  
Toll Free: 866-539-9873

## Get out of the car!

*(This is supposedly a true account recorded in the Police Log of Sarasota, Florida.)*

An elderly Florida lady did her shopping and, upon returning to her car, found four males in the act of leaving with her vehicle.

She dropped her shopping and drew her handgun, proceeding to scream at the top of her lungs, "I have a gun, and I know how to use it! Get out of the car!"

The four men didn't wait for a second threat. They got out and ran like mad.

The lady, somewhat shaken, then proceeded to load her shopping bags into the back of the car and got into the driver's seat. She was so shaken that she could not get her key into the ignition.

She tried and tried, and then she realized why. It was for the same reason she had wondered why there was a football, a Frisbee and two 12-packs of beer in the front seat.

A few minutes later, she found her own car parked four or five spaces farther down.

She loaded her bags into the car and drove to the police station to report her mistake.

The sergeant to whom she told the story couldn't stop laughing.

He pointed to the other end of the counter, where four pale men were reporting a car jacking by a mad, elderly woman described as white, less than five feet tall, glasses, curly white hair, and carrying a large handgun.

No charges were filed.

Moral of the story?

If you're going to have a senior moment ... make it memorable.

*Contributed by shipmate Charlie Patch.*

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 2008-2009 WERE DUE JULY 1st****

**Shipmates on Eternal Patrol**

Thanks to the work of shipmate Larry Boutelle, IC2(SS) who was aboard Piper from 1953 to 1956, we have a more complete listing of Shipmates on Eternal Patrol on our web site. Larry did research on the crew members that were on board Piper during his tour of duty.

Obituaries, where available, are included in Newspaper Clippings which can be accessed by a link on the News page of the website.

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

An updated list will be included in The Piper Report from time to time.

If you have information of the death of a shipmate that is not on the Eternal Patrol list, please send it to:

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

**Life Members**

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

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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

**President:**

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

**Secretary:**

Jim Burke  
78 Eagle Drive  
Whiting, NJ 08759  
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