

Sea Poacher Association



*Dedicated to the men who served
on this great fighting ship!*



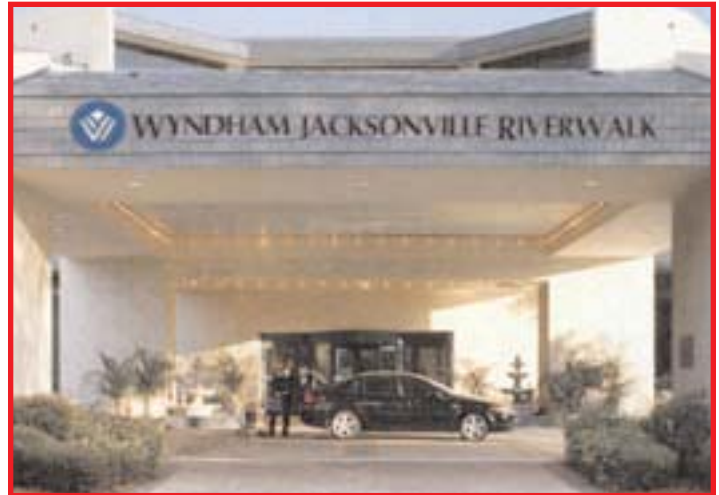
Volume 4, Issue 3

October, 2006

Liberty, Liberty, Liberty



**From the
2008
Reunion Host:
JJ Lynch**
j2bubba2@earthlink.net



The next liberty port for Sea Poacher will be Jacksonville Florida. Expect to go ashore on 21 May 2008. We all know who controls our liberty, "if Mama ain't happy ain't no body happy." So – a very nice hotel has been chosen. It is the Wyndham Jacksonville Riverwalk. Oh! The price is only \$79.00 per night that should start her off with a smile. The Hotel is conveniently located on the South bank of the St. Johns River and has easy access to Interstate 95 and Interstate 10. The hotel is situated on 17 acres of primmer riverfront property. The hotel is also within walking distance of great restaurants such as the Chart House (on hotel property), the Wine Cellar, Morton's Steak House, Ruth Chris Steak House, River City Brewing Company (my favorite) and many more to numerous to mention. The historic district of San Marco is just a few blocks from the hotel. Culture is also just a short stroll down the riverwalk where you'll discover the Museum of Science and History and located across the river is the Cummer Gallery. Jacksonville beaches are just 15 minutes away and there is a Sun Casino Boat that has cruises daily.

Jacksonville International Airport is just 18 miles from the hotel with Express Shuttles. More information will be provided at a later time regarding prices, etc. There is an Avis Rental Car Company located in the hotel lobby. There are two charming paddle wheeled vessels docked directly in front of the Hotel. There is a Skyway Tram just across the street from the hotel that will take you into down town Jacksonville for only \$.35 and a water taxi (Liberty Launch) that will take you across the river with discounted prices for hotel guests. Well how does that sound?

The reunion dates are etched in concrete for 22nd through 24th of May, 2008. Arrival should be on the evening of the 21st with departure on the 25th. Should you desire to arrive early or stay later the Hotel has agreed to offer the \$79.00 room rate to us. The Hospitality room is located on a beautiful 5th floor area with an open deck should we desire to use it. The size of the hospitality room is such that it will hold all of us at one time (150+ with room to have all of our displayed items for raffle and Bill's Mug and Afghan shop). You can make reservations now. We have 50 rooms reserved and with you making you reservations early I will know

how many rooms to add to that number. This is a popular place and we need your help with reservations. We had to make a deposit for our festivities and I have signed the contract. Make the reservations you can always cancel if there is an emergency, but please make them so I can get as many rooms as we need at the great price to take care of our Shipmates. I will publish a reunion activity list in future newsletters.

To make reservations please call: **1-800-996-3426**.

Attention Florida Shipmates!!!

And anyone else who would like to join us!

Mark the date, Feb 24th, the last Saturday in February, on you calendars.

There will be a Reunion/Barbecue on that date in the City of Bartow for all Florida Sea Poacher shipmates.

It will be held in the Mary Holland Park in Bartow and will run from 10 a.m. to whenever.

We have a couple of nice Hotel/Motels in Bartow for those of you who need accommodations.

We will have the usual Memorial Service and a raffle. Hopefully we will have some entertainment as well.

This is a great opportunity for shipmates to get together and renew friendships and tell sea stories.

We already have 10 shipmates committed to come and since there are 75 in Florida, we expect a great turnout.

If we can get 40 commitments Bill Brinkman has agreed to attend as well. More info to follow.



Photo by JJ Lynch, CS 59-62

A view from the Wyndham Hotel looking over the St. John's River.



A Master Craftsman

Bill Dukacz, IC 67-68 along with grandson Alex proudly display his recently completed 1/100 scale replica of the USS Sea Poacher (SS406). The model is 3 feet long and configured with the North Atlantic sail that was installed on her in 1961 in the shipyard at Charleston, South Carolina.

The model is made from balsa wood. The method used is called "plank on hull construction" over bulkheads. It may take anywhere from 60 to 100 hours to do a good job. The model kit used is the basic Guppy II boat from this website <http://www.badshipmodels.com/guppy>

For the Sea Poacher look circa 1967, the basic kit boat needs to be customized. The boat had several sail configurations during its life and may present a challenge to duplicate. I had to look at many old photos... as well as my impressions of 38 years ago.

This model is built from scratch. It's not two or three mold-
ed pieces that are slapped together. It takes time... patience...
the right tools... and some creativity. It's a great winter project.
Just get a pot of coffee (not the stuff we drank on the boat...
maybe decaf would be better) and go for it! If you get frustrated...
drop the exacto knife and go re-qualify on the Trim and
Drain system.

What is a Vet?

Some veterans bear visible signs of their service: a missing limb, a jagged scar, a certain look in the eye. Others may carry the evidence inside them: a pin holding a bone together, a piece of shrapnel in the leg - or perhaps another sort of inner steel: the soul's ally forged in the refinery of adversity. Except in parades, however, the men and women who have kept America safe wear no badge or emblem. You can't tell a vet just by looking.

What is a vet?

He is the cop on the beat who spent six months in Saudi Arabia sweating two gallons a day making sure the armored personnel carriers didn't run out of fuel.

He is the barroom loudmouth, dumber than five wooden planks, whose overgrown frat-boy behavior is outweighed a hundred times in the cosmic scales by four hours of exquisite bravery near the 38th parallel.

She or he-is the nurse who fought against futility and went to sleep sobbing every night for two solid years in Da Nang.

He is the POW who went away one person and came back another - or didn't come back at all.

He is the Quantico drill instructor who has never seen combat-but has saved countless lives by turning slouchy, no-account rednecks and gang members into Marines, and teaching them to watch each other's backs.

He is the parade-riding Legionnaire who pins on his ribbons and medals with a prosthetic hand.

He is the career quartermaster who watches the ribbons and medals pass him by.

He is the three anonymous heroes in The Tomb Of The Unknowns, whose presence at the Arlington National Cemetery must forever preserve the memory of all the anonymous heroes whose valor dies unrecognized with them on the battlefield or in the ocean's sunless deep.

He is the old guy bagging groceries at the supermarket-palsied now and aggravatingly slow-who helped liberate a Nazi death camp and who wishes all day long that his wife were still alive to hold him when the nightmares come.

He is an ordinary and yet an extraordinary human being-a person who offered some of his life's most vital years in the service of his country, and who sacrificed his ambitions so others would not have to sacrifice theirs.

He is a soldier and a savior and a sword against the darkness, and he is nothing more than the finest, greatest testimony on behalf of the finest, greatest nation ever known.

So remember, each time you see someone who has served our country, just lean over and say Thank You. That's all most people need, and in most cases it will mean more than any medals they could have been awarded or were awarded.

Two little words that mean a lot, "THANK YOU."

"It is the soldier, not the reporter, who has given us freedom of the press.

It is the soldier, not the poet, who has given us freedom of speech.

It is the soldier, not the campus organizer, who has given us the freedom to demonstrate.

It is the soldier, who salutes the flag, who serves beneath the flag, and whose coffin is draped by the flag, who allows the protester to burn the flag."

Father Dennis Edward O'Brien, USMC



Sea Poacher Returns from Duty Abroad

From the Key West Citizen, December 3, 1957

The USS Sea Poacher (SS 406), a unit of Submarine Squadron Four, returned to Key West Monday, marking the completion of a 13 week deployment which included participation in the NATO Exercise Strikeback followed by two month of operations with the United States Sixth Fleet in the Mediterranean.

The Key West based submarine and her crew were part of the history making force of ships and comprised the largest naval force ever to leave the east coast of the United States.

After crossing the Atlantic in company with Amphibious Group Two, the Sea Poacher called at Rosyth, Scotland, before proceeding to her station for Strikeback, off the coast of Iceland.

Upon the conclusion of the NATO exercise she proceeded to Portland, England, for a three day visit. While in this port a number of the crew made a tour to London.

From Portland the Sea Poacher proceeded to Gibraltar for a brief stop, then to Piraeus, Greece, the port of Athens, for ten days of liberty.

Upon leaving Piraeus, the Sea Poacher had the unique experience of transiting the Corinth Canal, which connects the Aegean Sea with the Gulf of Corinth and the Ionian Sea, cutting off the Peloponnese from the Greek mainland.

The idea for this canal was conceived in the fifth century B.C. and was attempted by Alexander the Great, Julius Caesar, and Nero, all of whom concluded it was impossible. The attempt at building the canal continued sporadically over the centuries, finally becoming a reality in 1897.

Only 80 feet wide, with sheer bluffs rising 250 feet on eight side, the canal proved to be a picturesque and most unusual transit.

After further operations with the Sixth Fleet, the Sea Poacher called at Malta; Patras, Greece; and Catania, Sicily, where many of the crew toured to Mt. Etna. After another brief stop at Gibraltar she pointed her bow toward Key West, making the crossing in twelve days.

The Sea Poacher is commanded by Lt. Cmdr. Carl Davis. Lt. Cmdr. Davis and his wife, the former Lavinia Clay Ricketts of Key West, reside with their four sons at 3747 Paula Avenue.

Florida Christmas Party in Works

Thanks to John Duncan of Seewolf Base the Submarine Veterans' Gulf Coast-2006 Annual Christmas Party is on for Thursday Dec 7th thru Saturday Dec 9th 2006 at the Paradise Found Resort Hotel (12907 Front Beach Rd, Panama City Beach, FL 32407), phone 850-234-1700.

Room rates are \$49.00 night plus tax which includes a Continental Breakfast - first 30 to register get Microwave & Frig with Room (however you must request this). The Hospitality Room and Banquet is only \$40.00 per guest (Hospitality Room Only is \$15.00 per guest). As usual, no cost three-day hospitality room with assorted libations. Room rates apply for three days on either side of the party so you can come early and/or stay over at the same low daily room rate.

A Shipmate Profile:

Lanny Yeske, LTjg, 61-63

At the Virginia Beach Reunion I asked those attending to submit to me their "Personal History" A living obituary if you will. This is the first one submitted and I thank Lanny Yeske for doing this. I think you will find it very interesting as will all your shipmate find yours. These profiles will appear in the publication occasionally. I hope you enjoy them They will also become part of the USS Sea Poacher Ship's History. – Jack Merrill, Editor, Sea Poacher Newsletter.



Lanny Yeske was born in Aberdeen, South Dakota in 1938. He graduated an Ensign from the University of Nebraska as a mathematics teacher, that included training on the USS Tunny (SS-282) in Hawaii, and entered the U.S. Navy, after sub-school, on the Sea Poacher in 1961. He received his dolphins in 1962, and served during the Cuban Missile Crisis. He was Supply and Commissary Officer, as well as Electronics, Sonar, Communications, Classified Publications, Assistant Engineer, and for the most part SLJO (don't ask for that meaning).



In 1963, he was transferred to the USS John Adams (SSBN-620) where he completed four patrols as Navigator/Assistant Navigator, out of Holy Loch, Scotland. He was then detailed to the Naval Postgraduate School where he earned a Master of Science in Physical Oceanography. His next assignment was on the oceanographic research submarine Baya (AGSS-318) where he served as Engineer, Navigator, and Executive Officer. He was also Senior Military Representative for the FASOR III acoustic research program in the South Pacific and Indian Oceans. He qualified for submarine command under former Sea Poacher Executive Officer Jerry Davi and the USS George C. Marshall (SSBN-658), was selected for the Navy Advanced Study Program, and received a Doctorate of Philosophy in Physical Oceanography from the University of Wisconsin in 1973. Lucky (?) to graduate six months early, he was assigned to recruiting duty by the Naval ROTC Unit, which due to Viet Nam was ready to terminate for lack of students. With hair flowing to his shoulders and no uniform, he recruited 22 students from Wisconsin junior colleges to keep the program alive.

Lanny's next assignment (this time with hair trimmed) was with the Chief of Naval Operations in DC where he directed Navy coastal zone management and environmental quality programs. He was also Staff to the Oceanographer of the Navy, and headed a U.S. team to develop a major oceanographic pro-



Photo by Bill Law

Frances and Lanny at the Virginia Beach Reunion

gram in Iran. He was Navy Coordinator for the U.S. Oceanography Agreements with France and the Soviet Union. Lanny was also selected by the Hearst Foundation as Senior Military Representative for the U.S. Senate Youth Program for three consecutive years. For his performance, he received President Carter's Meritorious Service Medal in 1978. His last assignment as a Navy Commander was Director of the Air-Ocean-Hydrographic Science Programs at the Naval Postgraduate School.

Following Navy retirement in 1981, Lanny took a position with Tracor Marine in Fort Lauderdale where he was responsible for all oceanographic services.

These ranged from diamond mine surveys in the South American Amazon to Navy cable route surveys in Iceland and Hawaii to Navy hydrographic operations offshore Nicaragua. He later was responsible for five Tracor Marine owned and operated research vessels. He also served as Project Manager for the Space Shuttle Challenger search and recovery operation and the Delta Rocket recovery in 1986.

In 1988 Lanny transferred to the Institute for Naval Oceanography at the Stennis Space Center in Mississippi, where he became Director in 1992. This was followed as Senior Research Scientist in Ocean Modeling and Prediction with the Mississippi State University Center for Air Sea Technology/Engineering Research Center, where he retired in 2002.

He has authored over 120 scientific articles and papers.

(Continued on Page Five)

(Continued from Page 4)

Yeske Profile

His most recent contribution is a book titled LIFE GOLF LESSONS, with a big red X through the word GOLF. An incredible cook book is pending with Barnes and Noble as well as Amazon.com

Lanny is a member of Sigma Xi, Beta Theta Pi, Mu Epsilon Nu, Hydrographic Society, Oceanography Society, VFW, a certified Offshore Hydrographer, the Diamondhead Men's Golf Association, the Diamondhead Square Dance Club, the Krewe of Diamondhead, and the Aloha Club. He is also a member of the Diamondhead Presbyterian Church, as an Elder and Clerk of Session.

He is happily married to Frances, and has two sons Jay of Portsmouth, NH and Troy of Philadelphia.

As a result of Hurricane Katrina, where he and Frances lost most everything, they relocated to 1063 MacArthur Place, Forest, Virginia, 24551. They will never ever forget the generous offer by Sea Poacher to assist them financially, but fortunately insurance covered most everything, so that offer was not needed, but was most appreciated. Lanny continues to be retired and golfs at Ivy Hills and several other mountain goat golf courses in the Lynchburg area. Fran works at BWX Technologies where she is involved in nuclear reactor support for Navy submarines and aircraft carriers. They both attended the 2006 Sea Poacher reunion in Virginia Beach and had a fantastic time. Lanny is the Chairman of the newly founded Sea Poacher Disaster-Humanitarian Relief Fund Committee.

If you need any assistance, please contact him at the strictest of confidence (if so desired) at the above address or 434-385-7117 or by email at doctoryeske@yahoo.com

are now On Final Patrol and arrangements have been made to present memorial plaques to their families. The Memorial Fund balance at the end of August is \$939.58.

There was no activity in the Humanitarian Fund in July or August. The Humanitarian Fund balance at the end of August is \$1125.00.

Membership Report

Coming out of the 2006 reunion our membership hovered around the 175 to 180 member level. A decision was made to reach out to our past members who had let their membership lapse for whatever reason. As a result of that effort we have had nineteen "re-enlistments". Counting a few new memberships and the nineteen "re-enlistments", the roles of the USS Sea Poacher Assn. have just surpassed a significant milestone by exceeding the 200 member level. And, not so surprisingly, in excess of 70% of our members are Lifetime members. Just remember, this association did not exist three years ago.

If you received this newsletter through the mail or if you're reading it on the USS Sea Poacher website and you are not yet a member of the association, remember, you became eligible to join this association of boat sailors when you first reported aboard the SS 406 in the distant past. Please join us now. You won't be sorry.



From the Web Guru:

Jon K. Nagle

jondryvac@aol.com



From the Treasurer:

Ken LeBlanc

kengail@hotmail.com

In case you haven't looked at the web page lately, There are some new areas worth looking at. First is a "to Do" list for all smokeboat sailors you miss "the good old days on the boat". Another is a partial list of pictures from the reunion. This will be enhanced to include all the pictures as time will allow. There are also a few new sea stories from Ivan Joslin and Lannie Yeskie that you will find interesting.

As usual, I look forward to receiving photos, dvds, stories, etc., either by e-mail or US Postal service. All material will be returned after I put it on the web page.

My USPS address is: 1381 Black River Drive, Mt. Pleasant, SC 29466-7992

Hello shipmates,

The USS Sea Poacher Assn. remains financially sound. At the beginning of July, the association's bank balance was \$20,472.90 and the balance at the end of August was \$20,723.90.

Over that two month period, the General Fund had receipts from membership dues and ship's store sales and had expenses for the purchase of a 2008 reunion auction item, a 2006 reunion reimbursement and newsletter expenses. The General Fund balance at the end of August is \$18,659.32.

The Memorial Fund received two donations in the months of July and August but also funded the purchase of memorial plaques that were sent to the families of two of our departed shipmates, Donald Kamuf and Clemens Maue. Unfortunately we have recently lost another two shipmates. Ed Chubb and Ross Wesner





Bob Henry, EM 60-61 presents a Memorial Plaque to Ross Wesner Jr. in memory of his Dad, Ross Wesner Sr., LTjg 61-63. The presentation took place at Ross' home in California.

Remembering Ross Wesner

By IVAN JOSLIN, LT 59-63

Thought I'd share this story with you shipmates in response to the sad news about Ross Wesner I just received from Bill Brinkman. I seem to remember from our recent reunion that neither Lanny Yeske nor Luke Riley knew Ross, as apparently their times on board Sea Poacher didn't cross. Don't know how well any of you knew Ross but he and I spent many off-ship hours together, eating many late night suppers together in my home.

Ross helped me rebuild and restore a 1947 Harley Davidson Twin motorcycle that I bought from an electrician on board named VanderWerker. He and Artie Piazza were running a race car at the Key West Speedway and needed money for some used tires.

Some months before, they had completely disassembled this huge motorcycle in a garage they'd rented in town. They'd then gotten into racing the car, and pad-locked the garage. The garage got flooded and it left behind sand in the garage 2 feet deep! VanderWerker heard of my interest in motorcycles, and told me about the one he had in that garage, so after working hours, I took Ross with me, and we accompanied VanderWerker to the garage. I'll NEVER forget the sight that greeted us when VanderWerker finally muscled the garage doors open!

The sand filled the garage floor as if it was a kid's sandbox! The ONLY thing we could see of the motorcycle was the top of the leather seat, and the upper front portion of the frame holding the

handlebars. We haggled a bit, and VanderWerker finally took my offer of \$50, after guaranteeing me that ALL of the parts were buried in the sand.

Ross and I built two wooden frames about 2' square, one with 'hardware cloth' (rabbit pen wire) nailed to the frame, and the other with screenwire. For 5-6 hours each evening for the next 4-5 days, Ross and I shoveled the sand out of that garage, one shovel full at a time, into the larger screened frame, and then into the screen-wire frame, retrieving parts as they became visible. Of course the larger parts (gas-tank, wheels, engine parts, chain etc.) we found with the shovel, but sifting every shovel full of sand became a necessity to find every small part including nuts, bolts, carburetor fittings, spark plugs, small engine pieces, etc.. Other than being gritty, the pieces were in remarkably good condition. We kept everything together until we'd swept out the garage floor, and we ended up with the frame with seat and handlebars, the tires and rims, and the chain, plus three bushel baskets full of miscellaneous parts.

We indeed had found ALL the parts, and Ross worked with me on my back patio walkway helping me put the larger pieces back together. I spent many nights, wire-brusing, priming and painting component parts, and installed most of them by myself, calling on Ross when I needed extra hands. He was always ready to help. I spent about \$350 with a local machine shop rebuilding the engine and transmission, and another \$200 on stripping and painting, and the bike turned out beautifully and looked and ran like new!

I finished it up on early one Sunday morning at about 5 a.m. and decided to take it on its 'maiden voyage' before dressing for church. Of course my wife and kids were still asleep. I pushed it out to the street and down the road a bit before cranking it up, then made my way out to the Boca Chica Highway near the Air Station. There wasn't another car or human in sight! I ran it through the gears quickly, and was amazed at it's power and its smoothness. In short order I was at the speed limit, and decided to see if I could get it to 100 mph (the speedometer registered 105!). I did, but it was all I could do to hold on, and I only stayed there a few sec-

(Continued on Page Nine)



Clemens F. Maue

CS

1946-1948

October, 2005



BUFFALO, NEW YORK – Clemens F. Maue, 77, passed away in Sisters Hospital, after a long illness.

The Buffalo native graduated from Hutchinson-Central High School. During World War II, he served in the Navy as a cook.

Mr. Maue began working as a postal clerk and dispatcher for the Postal Service in 1958. He retired in 1995.

A Buffalo Bills fan, he held season tickets during the team's American Football League glory years as well as the early years in the National Football League.

Clemens is survived by his wife of 33 years, the former Lenora Sacco; two sons, Robert of the Town of Tonawanda and Leonard Strom of Brewer, Maine; five grandchildren; and two great-grandchildren.

FINAL PATROL

I have one consolation that lives
with me today.
That God is near to them, in his own special way.
So, God in all Your mercy, keep near Thyself the soul,
Of every Submariner, still on his final patrol.
Lord, these departed shipmates, with dolphins on their chests
are part of an outfit known as the best.
Make them welcome and take them by the hand.
You'll find without a doubt they were the best in all the land.
So, heavenly Father add their names to the roll of our
departed shipmates still on patrol.
Let them know that we who survive will
always keep their memories
alive.

Samuel W. Acree, ET 57
- October 2003
Bruce Adams, MoMM 44
Raymond E. Adcock, SN 47 -
December 1974
Willie Austin, EM, 49-56
Robert P. Ayer, EN 60 - 1978
Don Barnes, EM 44-49
Wayne Elton Barton, TM 47-48 - 1997
Raymond Bassett, FT 64 - July 2000
Irwin Battle, MoMM 45-46 - July 2000
Ray Bayans, EN 49 - November 1983
Richard Baybutt, FN 44-46 - December 2002
Joseph Beuchler, TM 59-61 - September 1975
Reynold A. Binder, MoMM 46-47 - June 1993
Powell Blair, Pritc, 45 - April 1992
Salvatore Biangiardi, EN 61 - June 2002
Federick Boczon, EN 48-50 - May 1993
Joseph Bole, ET 50-51 - 1995
John Bornowski, TM 54-57
W. D. Boulton, 44
George Bracey, TN 58-59 - USS Thresher
Norris Bradley, SN 44-45
Norman Breeden, TM 49-50 - November 1993
Charles Breyman, HM 55-58 - November 1993
James Bridewell, ET, 63-67, 1993
Jim Brink, Ens 44 - September 2003
Josephino Bugarin TN 50-54
Everett N. Burbes, IC 51-52
James Burke, EN 44-46
George Butkis, EN 62-63 - October 2003
Richard Byom, QM 51 - April 1976
Louis Cafone SN 44-45 - June 1981
Olie L. Carden, EN 50-57
J.B. Carson, TM 53, 56-59
Clarence Carter, EM 45 - September 2003
Vinton Carver, QM 55-56 - December 1990
Murry Cherry, TM 48-49 - April 1984
Robert Chestnut, EN 59-62
Edwin Chubb, YN 49-51 - July 2006
Howard A. Coffman, HM 59-56 - 2004
Raymond Conahan, SA 49 - 20 October 2001
Arthur Cornish, MoMM 45-48 - 2001
Timothy Cotter, EM, 44-46 - July 2005
Richard H. Coupe, XO 61-63 - May 2003
Raymond J. Cremin, EM 60 - January 2005
Richard Crittenden, EM 58 - January 2004
Stephen P. Cyganik, FT 45 - February 2002
Jerome A. Davi, XO 60-61 - February 2003
Carl Davis, CO 58-58
Fred Davis, TM 49-53
William Davis, MoMM 44-48
Floyd Day Jr., EN 60 - April 2003
Maurice Demers, HM 48-50 - October 1995

Robert
Demonge, TM 55-57 -
August 8, 1996
Kenneth Deramus, TM 57-63
Alfred Despang, EM 59, 61-63
John Dittmer, MoMM 47-48
Jere W. Driver, RM 63 - March 1998
Francis Drosch, EN 59 - 1978
William G. Eason, TM 63
John H. Epps, Ltjg 47
Morris E. Ezell Jr., QM 46 - June 2004
Jess Favors, EM 59-60 - February, 2003
George Fender, EN 52-July 2003
Elwod H. Forni, SO 58 - USS Thresher
James N. Forrester, EN 50-54
Taylor Fox, TM 46 - November 1999
Charles H. Foy, GM 45-46 - May 22, 1974
Roy Holland Gallemore, Lt 44-47 - February 2005
Frank Michael Gambacorta, CO 44 - December 2000
Warden Gaskins, XO 45
Robert C. Gaunt, TM 44 - 1953
John Gerenser, SN 46-49 - 2000
Raymond Jerome Gillin, ET 58-59 - March 2005
William Goold, EN 46-49 - June 2003
John A. Goordman, ET 54-55 - January 1990
John H. Goss, MM 46-49 - 1954
Rober Gouge, EN 57-60
Henry Guthrie, EN 63-65 - 2001
Bobbie Joe Hammac, FA 58-62 - May 1995
John E. Harvey, CS 59-63 - November 2004
Michael Hehmann ET 68-69 - 1993
Joe Hemphill, EM 44-45
Jere Hensel, TM 58
James High, Lt, 57-60 - December 2003
William F. Higley, SO 60-61 - October 2005
Dale Holtzclaw, EN 60-61 - 1999
Scott E. Horton Jr., QM 44-47
Ira R. Houston, RM 48-49
Jerry Hucks, Ltjg 63-66 - June 2001
William Hurt, MM 44-45
Jack Johns, QM 49-50
Alfred Jonas, EN 57 - February 2003
Douglas Jordan, Lt, 59-61 - February 2005
Matthew H. Jordan, EM 69
Jerry Jorn, IC 51-54 - 7 November 2002
John Juricek, QM 63 - March 2000
Zigmund Kanaszka, EM 52-55 - 1975

Donald J. Kamuf, EN

60-61 - June 2006
Arthur Keevil, Ltjg, 47 - August 1993
Carlos Killgore, EM 63-65 - February 2003
Edward Kilosky, EM 63 - 1997
Gary G. Kirkpatrick, EN 50-52
Geroge Klarmann, IC 54 - May 2003
Leonard R. Kojm, CO 61-63 - September 2004
Leonard Kroll, TM 52-55
Harry Kumanski, TM 45 - July 1993
Stephen Kurkjian, EN 51 - November 1977
Paul Lacouture, Lt 44
Thomas L. Lampley, SN, 45-46 - March 2005
Clayton, LaPlante, EN 56-58 - 2000
Johnny Lazo, SO 61-63 - December 2002
Robert LeBel, FN 44-46
Neal Ledford, EN 49-50 - April 1993
Charles F. Leigh, CO, 45-46
Andrew Leslie, RM 55 - January 2000
Herman LeVaur, MM 61 - 1994
Jim Lofland, CS 58-61 - January 2004
John Lorrey, MoMM 47 - December 1997
John P. Macuszonok, N 49-52
Robert Madill, EM 49-50 - Jan. 1998
D. B. Maher, CO 55
Stanley C. Martell, FT 69 - March 2006
Gerald Matern, YN 46 - 1998
James L. McCombs, TM 49-50 - April 2002
William McNeil, SN 47-48 - December 1999
Calvin Miller, Ltjg 63-67 - September 2005
Morgan J. Minchey, TM 61-63 - May 2004
John Minett, YN 45 - June 1989
Rudolph Myers, QM 58-60 - 1993
William Nelson, EM 52-54 - Jan. 2002
Bobbie Newell, GM 44-46
Edgar Nies, RM 49 - Sept. 2002
Bliss Nisonger, TM 44 - 2000
Constantine Pappas, SC 44-45
John Park, CS 63-65
Nando Passerine, TM 53-54 - July 1980
Thomas H. Polk, CO 55-57
William Porter, EM 44-46
Tracey Price, EM 44-46
Paul Purkrabek, Ltjg 47 - November 2003
Allen K. Rhodes, TM 49-52 - February 2004
Burton E. Rider, EN 51-53 - March 2003
Henry Robertson, EN 48-50

Horace Rogers, TM 58-59 - June 1993
John Ross, SN 44-47
Bruce Rounds, SN 44-46
Charles Russell, Lt. 59-61
Frank Rutzen, FN 55-57 - November 1999
Ernest Sabol, Ltjg 57 - June 2003
Richard Sanders, IC 66-68
Louis Sardo, QM 60-61 & 64 - April 2004
William G. Sargent, EM 63-64
Henry Schmidt, CS 55-57
Herman Schoenberger, TM 57-59
Sid Schorr, SN 45 - March 2003
Harold R. Schwartz, TM 57-59
James W. Scott, QM 60
Walter Seifert, EN 60-62
Vernon Seiple, SO 61-63
Edwin W. Sharp, EN 67 - July 2002
Edward Shook, EM 64-68
Robert Silvis, SC 45-46 - May 1999
Thomas Sirici, EN 63-67
Norman Skiles, RM 58-59 - October 2003
Frederick S. Smith CP 44-46 - 1961
James L. Smith, TM 63-64 - 1991
Ebrue G. Smojicic, EN 44-51
Nolan (Dave) Spence, ET 54-56 - October 2000
Yaber Staggs, EM 67-68 - September 1989
Lawrence Stahl, XO 59-61 - April 2000
Peter Stea, EN 53 - May 2002
Ezra Swartz, MoMM 46-47, August 2001
James Symanek, SA 68-69 - July 1970
Melvin Syme, TM 44-45
William N. V. Tackett, EN 51-55 - February 2005
Frank J. Taggart, FT 56-59
Joe Tasillo, FA 52 - March 1993
Charlie Thieme, MM 44-47 - 2003
Richard Todd, SN 45
Gordon Townsend, RM 57 - June 1982
Theodore M. Ustick, CO 49 - May 2000
Warren Vanderwerker, EM 57-63
Robert E. Van Meter Jr., EM 60-62 - August 2003
Peter Wallin, QM 56-59 - March 1991
Charlie Wentz, YN 56-58 - June 1999
Ross Wesner, LTjg, 62-65 - August 2006
Ellis White, Lt 44 - June 2004
Wayne White, EN 61-62 - April 1962
Jesse Wiles, RM 61 - November 1999
R. K. R. Worthington, XO 44
Fred Yarborough, TN 48-50 - 1990
Lester Young, EN 60-62 - February 2000
Theodore Znuj, MM 44-46
Melvin Zimmerman, GM 60 - September 2000

Sailors Rest Your Oars . . .

The Control Room



A Subsailor's Life

Bob "Dex" Armstrong



Photo courtesy of Capt. Richard Fox

The control room was the compartment where you could go to get the straight dope. Make that, as much straight dope as the United States Navy thought an E-3 should be trusted with. I had joined the Navy voluntarily. No one hypnotized me, tossed me in a gunny sack and hauled me off to Great Lakes. Nope, did it to myself. Listened to a Navy recruiter named Malleck. Old first class gunners' mate who had sailed with Noah. The slick talking, silver-tongued sonuvabitch had pictures of Hong Kong. Tahiti. Beaches in the Med. Hula girls. Palm trees. Faraway places with smiling bluejackets and good looking women, all over the walls of his office. It seems odd, looking back.

He didn't have any photos of midnight loading parties. Of sailors freezing their doodads off in the North Atlantic. No pictures of barmaids with tattooed tits and a glass eye. No guys with chipping hammers and paint scrapers. Malleck just had pictures of places we never went and sweet young things we never saw. Hell, I couldn't get in fast enough! The way he explained it to me. It would be Great Lakes, then the beach in Tahiti, where as he put it, "The only way you can keep the wimmin' off ya, is to turn queer." He never once alluded to the remote possibility that I might see Iceland, Greenland, Newfoundland, and a helluva lot of floating ice. And hula girls only on maneuvering room calendars. I joined.

I let them pinch me, poke me, stick needles in me, remove vials of blood, and peek into crevasses, cavities, and orifices I had never seen inside, myself. I let them yell at me. Say terrible things about my ancestors, living relatives, religion, hometown, intelligence and personal appearance, state, mother, and way of life. I had gone to New London where medics played games no longer

(Continued from Page Seven)

Ross Wesner

onds, fearing I was going to get blown completely off the bike. I slowed to a crawl, and quietly retreated home.

The next night, my brother Arnold called me from Littleton, Colorado and said he was getting married and wanted me to be his best man at his wedding. A week later I sold the Harley for the price of a R/T airplane ticket to Denver plus a rental car while there.

Today that 1947 Harley Davidson Twin is worth about \$30,000!!!

Incidentally, I have never lost my passion for motorcycles, and today at almost 71, I regularly ride my '96 Honda Shadow ACE regularly. I didn't realize it when we moved to Florida, but there are hundreds of local back-roads that make for great enjoyable rides, and I scout out many of these roads on a regular basis.

406 tying up in Key West.

associated with civilized behavior. And I learned more about the mechanical care and operation of stuff that I ever had any remote desire to know. I got an academic diploma. My knowledge of things mechanical did not extend far beyond ignition keys, can openers and light switches.

Somebody on Ron's BBS said, "I didn't think sub school was that hard." I figure anyone who said that could make you an operating grandfather clock if you handed him a jackknife and a telephone pole.

The Navy sent some guy from the FBI to talk to my neighbors, teachers and the minister of a church I hadn't seen the inside of in 15 years. After all this, the United States Navy didn't trust me enough to tell me where we were going half the time. I certainly wasn't going to tell the Russians. First, I didn't have a Dick Tracy pressure hull-penetrating wrist radio. And being from East Tennessee, a not too popular Communist influence hangout, I wouldn't have recognized a Red if he hopped out of the vent lines with a picture of Lenin tattooed on his cheek.

Speaking of Communists, when some Russian trawler would show up. Everyone figured it was looking for us. They could be hauling in fish by the ton and the exec would say, "It's all for cover. The bastards are spooks looking for us. Spyships. Dex, you want to take a look? Check out all that electronic equipment on the bridge." I looked through the scope and all I saw were old porked up, doofus-looking Russian women wearing leather aprons and black head scarves. Hanging over the rust-stained fantail, smoking brown cigarettes and scratching themselves in weird places. If they were spies, they sure had great disguises. Mrs. Portachenko and the Dig and Scratch Sweethearts didn't look like they could find their butts with a roadmap.

My failure to recognize the Communist threat was one of the reasons I was never selected to be CNO. The control room was

(Continued on Page Nine)

(Continued from Page Eight)

A Subsailor's Life

supposed to be where you could go to validate or discredit rumors. Where you could go look at charts. Listen to officers discuss things like OP order specifics. FINEX times. And ETAs. The conning tower was the Sacred Tabernacle of the Skipper (God's direct representative in the North Atlantic). The control room was like the central outdoor market in downtown Baghdad. Wise traders came to traffic in lies, cleverly packaged bullshit, the latest rumors, gossip, grapevine produce, and high-grade horseshit. Truth never made an appearance. Maybe it did, can't say for sure. But if it did, it didn't stay long enough for us to recognize it. There was always some old "I've been everywhere and seen everything" cigar chewing Chief camped out on the hydraulic manifold.

The hydraulic manifold was the place all submarine qualified Chiefs went before they retired or died. One of my biggest fears was that when I got to Hell it would be full of Chief Petty Officers and hydraulic manifolds. Then somebody came up with something even scarier. Someone said that when I died, the Devil was gonna make me hot rack with Rickover. I've sinned, but nowhere near the point where they make you hot sack with THAT beady-eyed ferret! If I had known that was even a possibility, I would have taken Billy Graham pills and renounced my association with Ray Stone.

All Chiefs lie. Lying, beer drinking and blue streak cussing are the only practical factors once you transcend above the rag hat. Chief Petty Officers owned the control room. They ruled it from their padded locker perch by the hydraulic manifold. You had to be a major league, pathological liar beyond salvage or redemption to survive in the control room. No matter how wild the lie. How fantastic and unbelievable. No matter how fully horsecrap-loaded the plot vehicle was, it never failed. Some old barnacle butt, smoke boat Chief would open with, "Hell, that ain't nothin'. Back in '42." The words 'that ain't nothin' have preceded some of the damedest self-manufactured bull dookey ever dumped on mankind.

Submarine Chiefs in my day, made Bill Clinton's lying amateur-level stuff. If lying ever becomes an olympic event, the old E-9s will collect gold medals like dogs collect fleas. The control room was where it all happened. It was where the wardroom mingled with the 'Great Unwashed' and all the big doins' were hashed out. It was the crossroads. The tracks. The alley housed the riff raff. The hobo community. Bums and assorted trash. We loved it. The jungle below the sea. Most meaningful memories of submarine duty center around the messdecks or the control room. "Blow negative to the mark!" "To the mark, aye!" "Negative blown to the mark!" "Chief, cycle the vents."

(Pop, pop, pop, pop, pop, pop) "Vents cycled and shut!" "Very well, make your depth 200, three down." "Two hundred. Three degrees down bubble!" "Chief, what does it take for a sonuvabitch to get a dry jacket and a hot cup of something resembling coffee?" "Ask politely." "You want polite conversation, ride the Queen Mary." Sitting here, damn near 40 years later watching the sun go down and inventorying God's lightnin' bugs. It seems like only yesterday...



**From the
President:**

Bill Brinkman

seapoacher@austin.rr.com

On September 9, 2006 three of SS406 sailors and wives were able to attend the Commissioning of the 2nd Virginia Class SSN, the USS Texas SSN775 : Bill & Lin Brinkman EM 60-62 (& son Major Andrew Brinkman, USAF), Hubert & Lin Jackson EM 66-69 and Buster & Kaye McCollum, QM 62-63.

There were about 5,000 in attendance for the very moving ceremonies. There were short speeches by the Chief of Naval Operations, Admiral Michael Mullen; the Captain John Litherland; the President of Newport News Shipbuilding, Michael Peters (which built SSN 775); the President of Electric Boat in Groton, John Casey; and by Senators Kay Bailey Hutchison and John Cornyn of Texas.

The ship's sponsor is First lady Laura Bush. She gave a short speech comparing the history of the Battleship USS Texas BB35 which fought in WWI and WWII to the challenges that the new SSN 775 will face. There were BB35 crewman in attendance and also, from the 3rd USS Texas, a guided missile cruiser de-commissioned in 1993.

Then a US Navy Corsair and two AT 6 Texan trainers flew over. The Hornets returned for one more fly over.

The night before the Commissioning, our Austin Capitol Base of USSVI presented Captain Litherland and Chief of the Boat Mark Brooks with their Commissions as Admirals in the Texas Navy signed by our governor, Rick Perry. Our Secretary Bob Steinman told CNO Mullens that since Texas was a republic, it had a Navy and could make these Commissions. We also presented the crew with flags flown over the state capital in Austin. In addition, Texas USSVI chapters have adopted the crew of the USS Texas, and are also sending them the American Submariner magazine.

In 2007, the 3rd and 4th Virginia class submarines, the USS Hawaii and the USS North Carolina will be commissioned.

I urge you to keep track of these two subs and to plan on attending a Commissioning as it's a very moving and patriotic ceremony.

We now have DBF (Diesel Boats forever) pins available for \$4 including-postage. Get some today.

JJ Lynch is working on the May 2008 Reunion and is really ahead of the curve. He has the hotel booked and is now working on the event107s. Clear your schedules and make time to attend our next reunion in Jacksonville in May



Submitted by Dick Fox.

Dear Dick & Shirley,

Thank you so very much for inviting us to the Sea Poacher Reunion. Len and I are sure we have not met a large group of people we enjoyed more. Each individual and couple made us feel welcome, and in such a warm and friendly way that was really impressive. This has not happened before, and because they were all Submariners, it made the occasion even more wonderful.

The Sea Poacher sailors should be proud of their organization. They set an example, not only for other Submarine Reunions, but for the hundreds of tourists and locals with whom they come in contact. We are sure they will remain welcome and preferential guests at the Ramada Plaza Resort in Virginia Beach.

Len and I feel we have a lot of new and impressive friends, and in addition, we renewed friendships with several Grenadier shipmates which added to a lovely evening.

In short, we were very much impressed with the Sea Poacher sailors and their entire organization. Bravo Zulu and God bless.

Ted and Len

PS - Jack Daniels Old Number 7 never hurt anybody. Thank you. T.



The 40's crew at Virginia Beach. from left to right in the front are: Ray Heckroth, QM 49-52; the late Ed Chubb, YN 49-51; and Leo Carr, EN 49-51. Back Row: Jack Dubbs, EN 48-51; John Rabuse, EN 47-51; Mark Markham, TM 48-50; and Bob Ritz, EM 48-51.

Membership Roll

The following is a list of paid-up members. Are you on this list? If not, why not?

LIFETIME MEMBERS

Robert Abbott	Buster Flaskas	John Mazjun	David Strunk
Bob Acor	Dante Fortini	Jim McClanahan	Tom Sugden
Charles Ahler	Richard Fox	Carl McCutcheon	Robert Sumner
Paul Allers	Harold Gall	Jack Merrill	Chester Taylor
Peter Amunrud	Larry Garrett	Ty Merritt	Ed Thompson
Dave Andres	Arthur Geddes	Eddie Montz	Ron Thompson
Ted Anthony	Ron Godwin	Joe Murdoch	Tommy
Charles Auclair	Dave Green	William Murphy	Thompson
Robert Beers	Paul Gusler	Lester Murray	James Tryon
Harvey Benson	Carl Hale	Gary Nagle	John Tulodeski
Truman Bernhard	Dave Harms	Jon Nagle	Al Turbeville
Doug Bishop	Ray Heckroth	John Nicholoy	Ed Urban
Kenneth Bonnell	Bill Hellmer	John Nicholas	Don Walthrop
Bob Bradley	Robert Henry	Charles O'Baker	Arne Weinfurter
Bill Brinkman	Darrell Hickman	Paul Ogg	Larry Weinfurter
Jim Burgett	Dick Holtz	Ron Patterson	James Weston
Russ Burrows	Robert Horne	Tom Polen	Olin Williams
Frank Calderone	Harry Huggins	Jim Powers	George Wyse
Bobbie Calvert	Carol Humphries	Charles Rager	Lanny Yeske
Dick Carney	Hubert Jackson	Dewey Reed	Bruce Young
Leo Carr	Richard Jennison	Larry Reiche	Jerome Young
Kent Carroll	Gerald Joseph	David Richter	
John Chaich	Ivan Joslin	Luke Riley	
Richard Clubb	Mike Kassinger	David Ringland	
Ralph Cobb	Allen Katen	Robert Ritz	
Cal Cochrane	David Keffeler	Salvatore Rosina	
Lawrence Colwell	Richard Laake	John Savory	
William Cook	Troy Law	Bob Schindhelm	
Robert Cooley	Carroll Lawson	Karl Schipper	
James Cooney	Ken LeBlanc	Russell Schondorf	
Jerry Coutou	Frank Lederer	Donald Schwartz	
Bill Crismon	Jim Lemerman	Ron Schnars	
Alfred Dickey	John Love	William Sharp	
William Dietrich	Nathan Lundy	Harry Sherman	
William Donnelan	Bill Luttrell	Rick Smock	
Merlyn Dorrheim	J.J. Lynch	John Snook	
Daniel Dybala	John Mach	Fred Socha	
Jack Easley	Ken Manion	Richard Stickney	
Leon Eggleston	Mark Markham	Marty Stokes	
Jack Enslinger	Robert Matheny	Chuck Strand	

MEMBERS

Dewey Akins	Francis Evens	Robert Poteet
Charlie Auclair	Richard Ferris	John Rabuse
Vernon Barnett	Ralph French	Roy Randall
Russell Bauer	Harold Gall	Mark Richwine
Rodney Benefield	Arthur Geddes	Robert Roth
Richard Bernotiet	James Gentry	John Saeli
Ray Binns	Lyle Gillette	Herman Scallen
Stanley Bissen	Billy Gorsuch	Bennie Sheldon
Donald Blomquist	Mike Heberling	Delvin Smith
Fredrick Brattain	Darrel J. Hickman	John Sohl Jr.
William Buckley	Jimmie E. Hickman	Ron Spooner
James Burgett	Wayne Holmgren	Harold Stanley
Warren Burkett	Jerry Houchens	Gary Stark
Neil Cabe	Gerald Keffer	Glen Suttle
Rick Carlson	Kenneth Kile	Harold Swan
Frank Caulfield	Phillip Kinney	Terry Tague
George Childs	Ray Krivacy	James Thompson
Ed Chubb	Ted Lee	Tony Tuttobene
Don Cipra	Jerry Loveless	Andrew Viers
Dennison Compton	Clement Maue	Ed Voloka
Harold Cook	Buster McCollum	Ross Wesner
James Deming	Peter McCormack	Don Wilkinson
Ray Dicaire	Daniel McLaren	Billy Williams
William Docekal	Mark Mordecai	Lee Yonts
Charles Donnelly	Joe Musgrave	
William Dougherty	Thomas Nein	
William Douthit	Charles Owen	
John Dubbs	Roy Palmer	
Daniel Eberhardt	William Parhamenko	
Garl Eubank	Dale Peterson	

If your name does not appear here . . . Why not??? Please help support your association!!!! Dues are \$10 per year or \$100 for a life membership. Please make check payable to "Sea Poacher Association" and Mail to: Bill Brinkman, 4500 Tiffany Nicole St., Round Rock, TX 78664-9466

Sea Poacher Ships' Store



SPECIAL OFFER:

\$ 2 off if you buy a shirt along with either an Afghan or coffee cup or Tankard as we use the shirt to protect the coffee cup/tankard during shipping:

- Afghan + Shirt = \$ 70.00**
- Coffee cup + shirt = \$ 34.00**
- Tankard + shirt = \$ 40.00**

ITEM	Quan.	Price	TOTAL
DBF Pin	—	\$4.00	—
Afghan	—	\$50.00	—
Ships' Patch	—	\$5.50	—
Ballcap	—	\$14.00	—
Coffee Cup	—	\$14.00	—
Golf Shirts - Sizes M, L, XL & 2XL	—	\$22.00	—
Etched Glass Tankard	—	\$20.00	—
WWII & Reunion 2003 Video	—	\$14.00	—
Reunion 2004 Video	—	\$10.00	—
TOTAL			—

Please make check payable to Bill Brinkman and mail to: *Bill Brinkman, 4500 Tiffany Nicole St., Round Rock, TX 78664-9466.* Prices includes shipping!

USS Sea Poacher (SS406)

Association

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**Editor's
Corner**

Jack Merrill
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The USS Sea Poacher, as she appears here was used in the movie "The Frogmen" starring Richard Widmark

At the Virginia Beach Reunion in May we announced a new initiative for our ships' history. It will be called your "Personal History"

We are asking that you supply us with your life story, from the beginning. Example: "I was born the eldest son of John and Jane Done in Auburn, Maine, etc.

Continue from there; detailing you schooling and childhood history, include any employment you had before joining the Navy; your Navy history should include all your duty stations and the jobs you did there; your years after the military; your retirement years should include any special interests, ie, hobbies, sports, volunteering, religious, fraternal activities, etc. If you have any photos you would like to be included we would be glad to use them.

This will become a permanent part of the USS Sea Poacher Ships' History, so if you have not provided us with your pictures (then & now) please do so. I will promptly return them to you. If you have attended a Sea Poacher reunion I probably have a current photo of you, however, I may still need a photo of you as you appeared at the time you served on Sea Poacher.

Occasionally one of these "Personal Histories" will appear in the Sea Poacher Newsletter. (See Page 4 of this issue and Lanny Yeske's history. Thank you Lanny for sharing with us.)

Please don't be shy. You should be very proud of you contribution to this great nation and people are generally very interested in what you did in your life.

Change of Address

Please let us know of any change of status – address, phone or email. Either call Jack Merrill at 863-393-2138 or Bill Brinkman at 512-255-0285

Memorial Fund

When a shipmate passes on the USS Sea Poacher Association presents, to their next of kin, a Memorial Plaque to commemorate their service to Sea Poacher. The plaque is a framed and matted picture taken from the bridge of Sea Poacher during the Cuban Crisis and superimposed over it is the Final Prayer as it appears on Page 7.. It also indicates the years the individual served aboard. We decided that funding for this project should stand alone, so we are accepting contributions which may be made out to Sea Poacher Association and mailed to Association President, Bill Brinkman. Indicate "Memorial Fund"