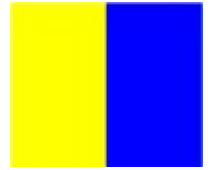


# SEA POACHER ASSOCIATION



**DEDICATED TO THOSE WHO SERVED ON THIS INCREDIBLE SUBMARINE!**

**VOLUME 17, ISSUE 2**

**APRIL 2019**

**EDITOR & PUBLISHER: BILL BRINKMAN EM 60-62**

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**Manitowoc Joint Reunion USS Sea Owl ,USS Sea Poacher , USS Sea Robin**

**September 25-28 , 2019**

Manitowoc is a small picturesque community on the west shore of Lake Michigan located 40 miles south of Green Bay, Wisconsin.

Manitowoc was a major World War II ship building port on the west shore of Lake Michigan. A variety of war ships were built at the shipyard including 28 submarines. Twenty five of the subs actively participated in WWII sinking 123 Japanese ships.

In the late 1800's and early 1900's a thriving fishery and lumber industry flourished in the Great Lakes. The ships of the era did not always fare well against the monstrous storms. Numerous shipwrecks lie beneath the waves.

What can you expect in Manitowoc?

A tour with Rosie the Riveter visiting top historical sites during WWII, some of which are only locations accessible to submariner tour groups. The tour includes historic sites of Manitowoc. Following the tour we will lunch at the Lighthouse Inn which overlooks the coast of Lake Michigan. In the afternoon we tour the Rogers Street Fishing village which includes a 1866 Lighthouse. The evening will be dinner on own with an opportunity to explore downtown and the waterfront. Transportation will be provided by the hotel in their shuttle van. If you have your own vehicle, drive yourself. Parking will not be a problem. To get a ride back, call the hotel and they will send shuttle.

On the second day we will do tolling of the bells on the deck of the USS Cobia, Taps will be played and flowers placed in the river. An engine start, Cobia Salute and tour of the sub will follow. We will lunch at the Harborside Restaurant, a one block walk from the Cobia. In the afternoon we will tour the Wisconsin Maritime Museum.

Our banquet will be held in the Riverside Room at the museum overlooking the Cobia and the Manitowoc River.

The third day has an optional visit to experience real Wisconsin agriculture at the Farm Wisconsin Discovery Center. You can either drive or use the hotel transportation to get to the Center.

Hotel :Holiday Inn Manitowoc . See agenda sheet for details.

Because some people may want breakfast included in the room rate, a room can be reserved under the two different rates. The rates are good for 3 days before and after reunion.

\$110.00 single/double breakfast on your own

\$120.00 single/\$130.00 double for plated/hot breakfast

Weather – Typical highs will be in low 60's and lows in the 50's. Fall colors should be in full display.

Take the time to look at Manitowoc and Wisconsin web sites. If you want to spend a couple of extra days, there is a lot to do in the area. With the fall colors it is a perfect time to look around. Information and links are on the Sea Poacher web site. Travel Note: The AMTRAK web site shows service from Chicago to Manitowoc. Be advised that the actual train only goes to Milwaukee and passengers are transferred to a bus to get to Manitowoc.

Flying to and from the General Mitchell International Airport (MKE) in Milwaukee appears to be the best option by air. After arrival you can either rent a car or reserve a ride on the ride share shuttle operated by Go Riteway.

The ride share shuttle service has a web site that one would make a reservation. The shuttle which can accommodate up to 10 passengers, will meet you at the Go Riteway booth at baggage claim and drop you off at the Holiday Inn Manitowoc. It will pick up anyone with reservations within a short time span who are heading towards Manitowoc and then depart. The shuttle may make some stops before reaching the hotel. Allow 1 ½ hours travel time.

A reservation for two is \$92 which includes all taxes and driver gratuity. If there are no other reunion folks on the shuttle, you may be sharing the shuttle with others going in the same direction.

A reservation may be cancelled up to 24 hours before scheduled departure. A \$5 service fee will be charged. No refund if cancellation is less than 24 hours.

A reservation can be made for 1 or more people. The cost per reservation (as of 1/17/19) is follows.

2 people = \$92. 4 people = \$117 6 people = \$155 8 people - \$193.

Reserving a shuttle with other reunion attendees can significantly reduce the cost. Shipmates desiring to try the ride sharing can contact Bill Brinkman 512-255-0285 or at seapoacher@att.net and provide him with your Milwaukee flight and arrival time. If he sees shipmates coming in at close intervals he will let them know so they can set up a ride share reservation.

It will be much easier to set up ride sharing for the return trip since we will all be together. The ride sharing reservation should be made as early as possible.

Make your flight and ride share reservations as early as possible.

### **Banquet Information**

**Entrée choices is either Beef tenderloin tips with gravy , or Artichoke Florentine Stuffed Chicken Breast , or Baked Cod.**

**Each entrée includes wild rice, Riveria blend vegetables ( blend of green beans, yellow wax beans, and carrots). Also, a dinner roll , garden salad with choice of two dressings and a Cherry Cheese cake for dessert.**

**2019 Sea Poacher/Sea Owl/Sea Robin Reunion**

<b>September 25</b>	<b>September 26</b>	<b>September 27</b>	<b>September 28</b>
Wednesday	Thursday	Friday	Saturday
Arrival	Breakfast at Hotel	Breakfast at Hotel	Breakfast at Hotel
Hospitality Room Holiday Inn	Historic Tour Manitowoc With Rosie the Riviter	Busines Meeting 8:00am-9:30am Hospitality Room	Depart or Optional
Registration begins 10 AM	Bus at Hotel 9:00 AM Depart 9:30 AM Lunch 11:30 AM Lighthouse Inn at the Lake Depart Inn 1:30 PM Tour	USS Cobia 10:00am - 12:00pm Welcome Aboard Tolling of the Bell Memorial Flowers Taps/Cobia Salute Engine Start Tour of Cobia	Farm Wisconsin Discovery Center Depart 10:00am  Plan on 2 hours to tour Center.
Pizza Welcome Party 6:30 PM	Roger's Street Fishing Village Arrive back at hotel 3.30pm Dinner on own  Transportation available from hotel	Lunch 12:30-1:45pm  Harborside Restaurant  Museum Tour 2:30-4:30pm Return to Hotel  Depart Hotel 6:30 pm  Banquet 7:00-10:30pm	

Package Cost \$240 for base or \$260 which includes the optional Farm Discovery Center. Package includes the hospitality room, registration, pizza dinner, banquet, banquet speaker, flowers, engine start, the two tours and lunch on Thursday, and lunch and museum tour on Friday. The optional Discovery Center tour is \$20. You can drive yourself or use the hotel shuttle.. Hotel is the Holiday Inn Manitowoc, 4601 Calumet Ave, Manitowoc, WI 54220 phone 920-682-6000. Mention Sea Poacher/Sea Owl/Sea Robin Reunion to get rate. Hotel is 3 miles from Museum. It is a full service hotel which includes a large dining area,

Sea Owl , Sea Poacher , and Sea Robin Joint Reunion

Registration Form

Manitowoc , Wisconsin Reunion September 25-28 , 2019

Name ( Include sub , rate , years served )- \_\_\_\_\_

Spouse /Guest \_\_\_\_\_ Guest \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_ Mobile/Cell \_\_\_\_\_

Email \_\_\_\_\_

Wheelchair Access? \_\_\_\_\_ Yes \_\_\_\_\_ No

Dietary Restrictions? \_\_\_\_\_

Host Hotel: Holiday Inn Manitowoc

4601 Calumet Ave

Manitowoc ,WI 54220

Call 920-682-6000 for room reservations and mention you are with the Sea Owl / Sea Poacher/Sea Robin Reunion. The room rate is \$ 110 per night plus tax ( no breakfast ). Room rate available for 3 days prior and after the reunion based on availability. Rooms not reserved by August 25 , 2019 will be dropped from the group block. Room Rate=\$ 120 per night for single hot breakfast or Room Rate=\$ 130 per night with hot breakfast for two ( tickets issued).

Reunion Activity Package:

Includes welcome packet , hospitality and Banquet Room , Name Badge , Welcome Reception , transportation and taxes. See itinerary-we encourage you to participate in all activities. If you must “opt out” of any event , check with Bill Brinkman ( 512-255-0285 or seapoacher@att.net ) for the reduced price.

\_\_\_\_\_ of attendees X \$ 240 pp= \$ \_\_\_\_\_

\_\_\_\_\_ of attendees X \$ 20 pp for Optional Wisconsin Farming Tour= \$ \_\_\_\_\_

Total Due=\$ \_\_\_\_\_

Banquet Meal choices \_\_\_\_\_ Meat \_\_\_\_\_ Chicken \_\_\_\_\_ Fish

Mail Registration & checks made out to USS Sea Poacher Association @ 3042 Alton Pl

Round Rock , TX 78665-2119

# USS Sea Robin SS 407 History

## with USS Sea Owl and USS Sea Poacher

From Wikipedia

**USS Sea Robin (SS-407)**, a *Balao*-class submarine, was a vessel of the United States Navy named for the sea robin. This is a spiny-finned fish with red or brown coloring on its body and fins. The first three rays of its pectoral fin separate from the others and are used in walking on the sea bottom.

*Sea Robin* was laid down by the Portsmouth Navy Yard in Kittery, Maine on 1 March 1944; launched on 25 May 1944, sponsored by Mrs. Homer Ambrose, wife of Captain Ambrose, the Navy Yard's Production Superintendent; and commissioned on 7 August 1944, Lieutenant Commander Paul C. Stimson in command.

□

### USS Sea Robin's Third patrol, June – August 1945

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*Sea Robin* departed Pearl Harbor 1 June on her third and final war patrol which was conducted in the Yellow and East China seas.

**Editor's Note:** *On July 1, 1945, USS Sea Robin picked up a survivor at sea. Meanwhile USS Sea Poacher was 115 miles away and headed to pick up the survivor, but quit after finding USS Sea Robin had all ready done so. ( Reference page 52 of our Sea Poacher book. )*

After sinking a small patrol craft on 9 July and taking one prisoner, *Sea Robin* torpedoed and sank the cargo ship, *Sakishima Maru*, on 10 July.

When the war ended on 15 August, *Sea Robin* was moored at Midway Island. After a one-day stop at Pearl Harbor, the boat headed for home, transiting the Panama Canal on 20 September and arriving at Galveston, Texas, four days later.

Peacetime assignment brought *Sea Robin* to Submarine Squadron 6 (SubRon 6) based at Balboa, Canal Zone. On 15 May 1947, the submarine commenced a 1 ½-month simulated war patrol in which she circumnavigated the South American continent and became the first U.S. submarine to round Cape Horn. The year 1948 was spent in fleet training exercises in the Balboa and Key West areas.

**Editor's Note:** *See our Sea Poacher book for a picture of USS Sea Owl , USS Sea Poacher, USS Sea Robin and USS Sennet moored together in 1948 in Panama. Also on page 11 of this newsletter for another picture of USS Sea Owl , USS Sea Poacher and USS Sea Robin together.*

### 1956 – 1970

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With time out for regularly scheduled overhaul periods, *Sea Robin* operated in Atlantic and Caribbean waters many times with the USS Sea Owl, engaging in fleet antisubmarine warfare exercises and providing services to the United States Naval Submarine School.

On 4 August 1970, the submarine made her [12,920th](#) and final dive. On 1 October 1970, *Sea Robin* was decommissioned and struck from the Navy list. She was sold for scrap on 3 June 1971 to the North American Smelting Co., Wilmington, Del.

**Editor's Note:** *I have a sad picture of USS Sea Owl and USS Sea Robin tied together being towed up the Delaware River to New Jersey to be scrapped.*

# **BLASTS from The Past**

ALL OF YOU MAY BE NEXT!

Thanks to Karl Schipper FN 58-59

**Charles E. Ahler** ,Navy Electrician's Mate 2/c , son of Mr. and Mrs. Bernard H. Ahler , of RT 5 , Box 24, Burlington, has returned from sea duty aboard the submarine USS Sea Poacher .The Sea Poacher landed at Key West ,Fla., after three months' service with NATO forces off the coast of Iceland and with the 6th Fleet in the Mediterranean.

USS Sea Poacher -Machinist's Mate Second Class **Harvey G. Benson , Jr .** , USN, son of Mr. and Mrs. Harvey Benson of 102 Billy Mitchell Blvd. , Roseville , has deployed to the Mediterranean aboard the submarine USSS Sea Poacher. While at sea , the submarine's mission will be to combat readiness and efficiency. When in port , her crew's mission will be to promote good will , understanding , mutual respect and acceptance. Each man in uniform will be an American "Ambassador of Good Will ".

( From the *Press Tribune* Feb 15, 1966 )

## **On Sea Poacher**

Key West- **Charles E. Chamberlain** , Fire Control Technician 3rd class , USN , son of Mr. and Mrs. Charles A. Chamberlain , of 8250 Troy Ave. , El Paso , Texas , serving aboard the submarine USS Sea Poacher operating out of Key West , Fla.

( From the *El Paso Times* March 7 , 1961 )

## **County Sailor is promoted**

**Jack B. Ensminger** , son of MRS. Robert S. Needy , 713 Maple ST. , Waynesboro , has been promoted to Chief Torpedoman's Mate at the Navy's Polaris missile facility , Pacific , Bremerton , Wash.

A 1955 graduate of Waynesboro High School , he entered the Navy a week after graduation and in November 1955 , graduated from submarine school at New London , Conn.

He has served in the USS Dogfish , the USS Barracuda and USS Sea Poacher. In June 1961 , he was assigned to the pre-commissioning crew of the nuclear Polaris submarine USS Thomas A. Edison. After completing two patrols with the with that craft , he was assigned to the pre-commissioning crew of the nuclear Polaris submarine USS John C. Calhoun to which he also made two patrols.

Ensminger is married to the former Delores Smith , daughter of Mr. and Mrs. Sidney Smith , 641 Broad St. They have a son , Scott.

( from the *Public Opinion* May 29 , 1968 )

## **Sailors Take Dip**

Hampton , New Hampshire

Dec. 26- Four crewman of the United States Submarine Sea Poacher have taken a Christmas dip into the briney deep. But not in their sub , and not by choice. The sailors were passengers in a car that plunged through a guard rail of a bridge over Taylor river. All were rescued.

( From the *Leader Post* December 26 , 1945 )

## DOLPHINS History

Thanks to Bill Buckley TM 50-56

“A high point in the career of many a Navy man occurs when he becomes a qualified submariner. At that time he is authorized to wear dolphins.

The correct name for the dolphins is submarine insignie. It is one of the items of uniform included under the category of breast insignia, including naval aviator, aviation observer and parachutist insignia, among others.

The submarine insignia came into use in the Navy nearly 37 years ago. It was on 13 Jun 1923 that the commander of a New London-based submarine division, took the first official steps—by way of an official recommendation. That officer was Captain **Ernest Joseph King**, USN, who later became Commander-in-Chief U.S. Fleet and Chief of Naval Operations.

Captain King recommended that a distinguishing device be adopted for qualified submariners, both officers and enlisted men. With his recommendation he submitted a pen-and-ink sketch of his own. The sketch showed a shield mounted on the beam ends of a submarine, with dolphins forward of, and abaft, the conning tower. The recommendation was strongly endorsed by Commander, Submarine Divisions, Atlantic Fleet, the following day and sent on to the Chief of the old Bureau of Navigation.

Over the next several months the Bureau solicited additional designs from various sources. Several were submitted. Some combined a submarine-and-shark motif. Some showed submarines and dolphins. Some used a shield design.

On 20 March 1924, the Chief of BuNav recommended to the Secretary of the Navy that the dolphin design be adopted. A few days later the recommendation was accepted by Theodore Roosevelt, Jr., Acting SecNav.

The final design shows the bow view of a submarine proceeding on the surface of the sea. Her bow planes are rigged for diving. Flanking the submarine are stylized dolphins in horizontal position with their heads resting on the upper edge of the bow planes.

As with other breast insignia (and enlisted distinguishing marks), qualifications are outlined in the Bupers Manual, while the method of wearing, a description of the design and an illustration of the design are to be found in Uniform Regulations.

The submarine insignia in the early days were awarded only to those officers qualified for submarine command. Later the criteria became “Qualified in submarines.” Also in the early days, the insignia were worn (both by officers and enlisted men) only when attached to submarines or submarine organizations. Under current directives however, once qualified, the insignia may be worn regardless of the duty being performed.

As first authorized, the insignie for officers was a bronze, gold-plated metal pin. Later, both a gold embroidered insignie and a gold-color metal pin became authorized.

Today enlisted submariners may wear either a silver-color metal pin or an embroidered dolphin. The latter is either white or blue, depending on the uniform worn.

Originally, the embroidered insignie was worn on an enlisted man’s right sleeve, midway between the wrist and elbow. Today it is worn on the left breast.”

ALL Hands Magazine

JANUARY 1961





# Answer Bells on the Blankets

Thanks to Jack Ensminger , TM 1961 . For more information on the R 14 see

[https://en.wikipedia.org/wiki/USS\\_R14\(SS-91\)](https://en.wikipedia.org/wiki/USS_R14(SS-91))



Seen here are the jury-rigged sails used to bring R-14 back to port in 1921; the mainsail rigged from the radio mast is the top sail in the photograph, and the mizzen made of eight blankets also is visible. R-14's acting commanding officer, Lieutenant Alexander Dean Douglas, USN, is at top left, without a hat.(Source: US Naval Historical Center).

R-14 — under acting command of Lieutenant Alexander Dean Douglas – ran out of usable fuel and lost radio communications in May 1921 while on a surface search mission for the seagoing tug Conestoga about 100 nmi (120 mi; 190 km) southeast of the island of Hawaii. Since the submarine's electric motors did not have enough battery power to propel her to Hawaii, the ship's engineering officer Roy Trent Gallemore came up with a novel solution to their problem. Lieutenant Gallemore decided they could try to sail the boat to the port of Hilo, Hawaii. He therefore ordered a foresail made of eight hammocks hung from a top boom made of pipe bunk frames lashed firmly together, all tied to the vertical kingpost of the torpedo loading crane forward of the submarine's superstructure. Seeing that this gave R-14 a speed of about 1 kn (1.2 mph; 1.9 km/h), as well as rudder control, he ordered a mainsail made of six blankets, hung from the sturdy radio mast (top sail in photo). This added .5 kn (0.58 mph; 0.93 km/h) to the speed. He then ordered a mizzen made of eight blankets hung from another top boom made of bunk frames, all tied to the vertically placed boom of the torpedo loading crane. This sail added another .5 kn (0.58 mph; 0.93 km/h). Around 12:30 pm on 12 May, Gallemore was able to begin charging the boat's batteries. After 64 hours under sail at slightly varying speeds, R-14 entered Hilo Harbor under battery propulsion on the morning of 15 May 1921. Douglas received a letter of commendation for the crew's innovative actions from his Submarine Division Commander, CDR **Chester W. Nimitz**, USN.



## The Battle of New Orleans



By Dan Hicks IC 59-62 and Bill Brinkman EM 59-60 USS Sea Owl

Hurricane Gracie in the Fall of 1959 caused the cancellation of a NATO exercise involving 25 submarines from four nations including 8 British Submarines.

These 8 British subs headed for New London along with the USS Sea Owl.

Bill was on starboard look-out when he spotted a torpedo headed right at the middle of the Sea Owl. He only had time to shout out "Torpedo-starboard side" and watch it go under us. It turns out that another US Sub had gotten ahead of us and used us for torpedo practice. The Bridge OD didn't appear concerned as he was probably briefed about being torpedoed.

Needless to say, but Bill was concerned!

After arriving in New London, the Brits went into town and bought all the toy six shooters ( cap guns ) , holsters and cowboy hats they could find. They took over the US Navy's Groton Enlisted Men's Club about 700 of them. Lucky for the USA, both Bill and Danny were there as the only two Americans.

The Brits would get up on stage and sing their songs.

Danny was "All State Choir" back in South Dakota and could really sing. Bill was the 1st "Pip" ( back ground singers for Gladys Knight ). So, Danny volunteered us to sing the current favorite " Mary Lou" . Imagine if you dare, a great All State choir singer singing all the words of "Mary Lou" from memory ( and beautifully) while a boozy "PIP" was only singing "Mary Lou" over and over in the background.

Then the Brits sang a song which had words " The Yankee skipper working for the American Dollar" in it. Both Danny and Bill instantly decided that those words were an insult and needed a rebuttal quickly. So we got back on stage and started singing Johnny Horton's "the Battle of New Orleans" .

Lucky for us, the Club manager quickly turned off the microphone and told us that since there were 700 of them and only 2 of us, that we'd better leave!

The Brits were confused and didn't understand what was going on. It turns out that in their version of the song, they won the Battle of New Orleans,

### **PRESIDENT'S REPORT - BILL BRINKMAN**

1. Dues: We have 218 members (including 36 widows). If you're a Life Member or have paid your 2019 dues, thank you. If not, please pay \$10 for each year or become a Life Member for \$100. Life Members no longer get annoying letters from me or our Treasurer Hubert Jackson, receive a free patch, and we continue Life Membership status for your widow. Make checks payable to Sea Poacher Association and mail to me at 3042 Alton Place, Round Rock, TX 78665 or email me at seapoacher@att.net with questions.

2. Address and e-mail changes: Please send us changes. These are all recorded on the secure Sea Poacher website and can be recovered if you remember the password. If you do not remember the password, ask Jon Nagle or myself for the information.

3. Sea Poacher Memorial Fund: When a shipmate passes, we present to the next of kin a Memorial Plaque, with the Sea Poacher underway at sunset including a memorial prayer and years of service. Funding for this comes from contributions made to Sea Poacher Association and mailed to me. Please indicate "Memorial Fund" on your check. If you are in the region where a shipmate passes, you might be asked to make the presentation. It is an incredible experience to do so and one you will always remember.

4. New Editor :I'm the new Editor of our Newsletter as no one else has taken the job.

Some information cannot wait for the next Newsletter, so I send it to you by e-mail or snail mail.

5. We received a "Thank You " from Bruce Byrne , Secretary of the USSVI Sea Poacher Base for our donation of \$ 343 to their Scholarship fund. Our JJ Lynch collected the funds from our attendees at the Pensacola Reunion in November 2018.

6. Reunion attendees as of February 9 , 2019:

SS 405 / SS 406 Bill & Lin Brinkman

SS 406 : Merlyn & Shirley Dorrhelm , Chuck & Bobbie Killgore

SS 407: John & Sherriyll Burke , Joe Palmer & Jordan Darrah , Ron & Peggy Plumlee ,

Paul & Mary Lou Roggemann

## Memorial Plaques



Carl "Mark" Robert Markham, Jr. ( TM 48-50 ) of Cottage Grove, OR died on November 16, 2018 at the age of 88.

He was born on July 19, 1930 in Detroit, MI, to parents Carl and Ruth (Waldo) Markham. He joined the United States Navy in 1947, was Honorably Discharged in 1967. He was in the Fleet Reserve until 1977, 22 years on a diesel submarine. He served in the Asiatic Pacific, and during WWII in Korea and Vietnam. He was a California Game Warden/1963 Deputy of Fish and Game. For a time he built houses. He was also a Logger, Colorado Hunting Guide, and Rescue Diver. He was owner/operator of Planer Technical Service and a World Renowned Planerman. Mark enjoyed gardening, food preservation classes, woodworking, and cooking for family and friends. Traveling. Reading. Helping people with whatever they needed. He taught Macrame. He liked to make waffles for everyone. He was a bee keeper, and collector of tools, exotic woods, books, movies and friends. He went on the Honor Flight in 2016. Mark was a member of Royal Arch Masons, Cryptic Masons, Eastern Star, Hillah Shriners, American Legion, Dorena Grange, NRA, Knights Templar, and the VFW. He received the Hiram Award and a Special Recognition Award from the Pacific Northwest Planerman's Educational Association. He married Kay Hague in Cottage Grove on March 19, 2000. He is survived by his wife, Kay; daughters Jill Markham and Rebecca Burns, both of Washington; 6 grandchildren and 2 great-grandchildren. He was preceded in death by daughter, Sally and son, Matthew.

Burial in the Fort Rosecrans National Cemetery in San Diego, CA.



## **SEA POACHER ASSOCIATION**

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USS Sea Robin SS 407