



Hooter Hilites

A Publication of the USS Sea Owl Association

Web Site: <http://www.usseaowl.com>

We still give a hoot!

June 2012 Issue



President's Message

Shipmates & 1st Mates:

SUMMER IS HERE! I hope that everyone has a great time this summer -- get out and enjoy all that you can. This past June 8th we had our Summer Groton Picnic. As usual, it was a successful, good time, and great to see our Shipmates, who are now bringing their children, grandchildren & great-grandchildren -- it has truly become a family affair!

The next Sea Owl Reunion will be held September 11-14, 2013, in Cleveland, Ohio. Carol & I are taking a short trip to Cleveland sometime in July to do a hotel on-site inspection. Right now the room rate stands at \$108.00 per night. I'm hoping that I can get this rate, plus have the hotel throw in some freebies, to make it the right place for us! As I get more information, I will post it to our web site under Reunion information.

Carol & I will be attending the WWII Memorial Service at Kings Bay, GA, on Friday, November 2. We won't be spending much time in Kings Bay. Our plans are to attend the Memorial Service, then head north visiting Shipmates as we travel the I-95 north.

My best wishes to each of you and your families.

Roy & Carol Purtell

Groton Picnic

This is the turnout of shipmates we got at Captain Scott's Lobster Dock in New London for this year's version of a Groton picnic. (Shipmate Bob D'Amico has posted his photographs of the picnic on line here <http://cartoonbob.org/Groton-2012/>.)



Groton Picnic 2012

Standing left to right: Ed Welch CS 66-69, Wall Deal TM 62-65, Ken Johnson LTJG 62-65, Jim Madigan FT 68-69, Neal Carmichael EM 64-67, John Barnes MM 63-67, Stu Jack LT 62-63, Bob D'Amico SN 68-69

Kneeling: Left to right: Roy Purtell TM 66-69, Ken Nichols TM 66-68, Mike Polhemus SO 56-57
Missing: Ed Bess EM 64-69, Clyde Turner EN 64-66

As you know we departed from the regular Groton picnic format this year due to the fact that Ed and Paulette Welch moved to New Hampshire and were not able to organize it as in the past.

From the Editor

As you know by now shipmate Bob D'Amico has been a regular contributor to "Hooter Hilites" since September 2007 and we have all enjoyed his cartoons. This issue Bob decided to depart from the "Thank You Sea Owl theme of the past few issues and look into how familiar submarine terminology might be interpreted by those not familiar with our language.

Recently Bob began challenging his Facebook friends to come up with captions for some of the cartoons he has done that are not related to Sea Owl. Recently Bob posted this one without a caption and asked his friends to suggest a caption. He was looking for something with an accounting theme.



He liked the one I sent him so much that he incorporated it into this variation.



"I am trying to understand your plan to save the European economy, but it's all Greek to me."

Submarine Force Museum Paving Brick

The Submarine Force Library and Museum in Groton recently announced the opportunity to purchase paving bricks for a permanent paver walkway at the Museum entrance. These are available in two sizes, a 4" x 8" brick with up to three 18 character lines for \$100 each or a 8" x 8" brick with up to five 18 character lines for \$250 each.. The Sea Owl Association officers have agreed that we should purchase a 8" x 8" brick with the following inscription:

IN HONOR OF
ALL WHO SERVED ON
USS SEA OWL SS 405
FROM 1944 TO 1969

We do not know at this time when the paving bricks will be installed, but the proceeds from the sale of them will go to support the Museum at a time when funds from Navy sources are being reduced.

Any one who would like to purchase such a brick as a memorial to a friend, family member can do so on line here:

<http://www.ussnautilus.org/bricks.php>.

By the way on the subject of paving bricks, this is a photo of the bricks for Sea Owl and Sea Poacher that Shipmate Bill Brinkman donated to the National Museum of the Pacific War at the Nimitz Memorial in Fredericksburg, Texas. Thank you Bill for doing this!



Rescued Airmen from Sea Owl's Third War Patrol

By Ken Johnson

It began on April 3rd when I received this email:

My husband and I just found the video of the USS Sea Owl Recovery of downed aviators during 1945. My husband's father was Rolland A. Cross, one of the airmen rescued by the USS Sea Owl. He was the first man in the second life boat.

I cannot begin to express how much seeing this video has meant to both of us. Rolland died in June 2007. He never mentioned very much about his experiences during World War II, but we were aware of the incident in 1945. We have found items such as his flight book and a letter from the mother of one of the deceased airmen thanking him for giving her son his life jacket. To see him in the video was just like he is still with us again.

On your website, Rolland is the middle aviator in the front row.



Is it possible, at all, to obtain a copy of the picture of the aviators or a copy of the video clip?

Again, thank you, thank you so much, you don't know how much this moment has meant to us.

Carol and Jim Cross

Subsequently we also received this:

My father, Rolland Cross was the pilot of the plane when it went down. We just recently were able to get his flight log that lists the crash. The plane they were in was a PBM-5 flying boat with a crew of 11, two officers and 9 seamen. They were not shot down by a Japanese Zero. There was smoke and a fire in the cockpit and they had to set the plane down. It is my understanding that there were 15 ft to 20 ft seas and the waves tore the plane apart. Since there was already a fire at some location in the plane, it exploded when it hit. Not all of the missing 5 crew members were killed on impact or from the fire. Because the seas were so high, they could hear some of them calling for help but were unable to reach them and get them to the rafts. The six that survived sat in the rafts for just over 4 days until the Sea Owl rescued them. One of their constant fears was that a Japanese sub would get to them before the American Sub. My father didn't talk much about what happened and I believe it was because of the crew members they couldn't rescue. I strongly suspect this haunted him the rest of his life. He passed away in June 25, 2007.

(Jim Cross and Roy Purtell began sending e-mails back and forth and arranged to meet at Arlington's Fort Myers during a trip that



Roy had planned to the area. This is a photograph of them that Roy took at that meeting.)

About this meeting Roy had this to say, "It was a meeting that I had been looking forward to for a very long time, a chance to meet either one of the rescued airman or a relative, it was well

worth the wait. Jim & Carol are truly very happy to meet someone that had served onboard the Sea Owl, the submarine that made Jim's life possible, without Sea Owl picking his Dad out of the Pacific, there would not of been a Jim Cross, a point

the Jim reminded me of several times during the day. I'm absolutely certain that Jim would love to talk to one of our Sea Owl sailors that was topside during this rescue. His e-mail is Cross12712@aol.com."

Jim and Carol live in Herndon, VA near Dulles Airport. I have forwarded them the address of Shipmate Bob Schlichenmaier whose recorded comments about this rescue from an oral history interview I did with him at our Charleston reunion I used to narrate this video. Any others among you who read this and who may have been aboard during this rescue are encouraged to contact Jim and Carol Cross. Their snail mail address is:

12712 Garberry Court
Herndon, VA 20170

John Wynn

By Ken Johnson



On Saturday June 16, 2012 I attended a memorial service and burial at sea for John Ives Wynn at Historic Ship Nautilus in Groton. This was the first such service I have attended so in addition to being a friend and Groton Base shipmate of John I was curious about how such a service was performed.

I know that John never served on Sea Owl, but his service to the US Submarines Veterans

organization was exemplary and worth bring to your attention. John joined USSVI in March 1995. From 2002 until 2009 he served as USSVI National Archivist. From 1999 until 2002 he served as the Lockwood Internet Base Secretary. He served the Groton Base of USSVI in several capacities; as a member of the Board of Trustees, Anniversary Committee and Thanksgiving Committee. In 2011 USSVI honored him with the Ben Bastura Historical Achievement Award. (Ben Bastura was the person who created and maintained a private submarine museum at his home in Middletown, CT until his death in March 2003. The Ben Bastura Historical Achievement Award was established by USSVI and is given to the person or persons who have demonstrated their understanding and commitment to our creed in perpetuating the memory of submariners and submarines by gathering, creating, or in other ways preserving a significant amount of submarine history. .

The Award recognizes that for almost 50 years, Ben Bastura collected submarine artifacts, papers, and trivia.)

After Ben Bastura's death John helped organize and pack the contents of Ben's museum for shipment to the St. Mary's Submarine Museum in St. Mary's, GA in accordance with Ben's stated wishes as to the disposition of the museum material on event of his death.

In addition to the above, John was a big supporter of the USS Torsk, the submarine museum boat in Baltimore, and participated in numerous Torsk work weekends there. Appreciation of this was demonstrated by the substantial contingent of "Torsk Bandits" who traveled up from Baltimore to attend this service.

The service was very impressive and though I have participated in the past in Groton Base Honor Guards at various calling hours, I chose just to observe this ceremony since I was unfamiliar with how it was performed. The day was "picture perfect" and the



ceremony was very respectful and a most fitting tribute to one who has done so much for USSVI and for the Groton Base in particular. This photograph shows John's ashes being committed from the deck of Nautilus by Groton Base shipmates with his sons, Greg and David looking on.

I understand that someone witnessed two bald eagles flying overhead. They then headed north up the river. Was this a sign? Who knows.

Following the ceremony a reception was held at the Groton Base club house.



As always, one of the saddest parts of doing the newsletter is the listing of those shipmates who have departed on "eternal patrol" since the last issue. In this issue there are more names to report than in any single issue that I can remember. We have learned since the last newsletter of the passing of these shipmates:

Howard Stein – IC 59-60 – April 30
Edward Corack – EM1 55-57 – March 21
Jack M. Kordes – ET 67-68 – April 2
Bobby K. Thomas – EMC 65-67 – June 5
Gerald Kaufman – TM3 54-56 – June 3

We extend our deepest sympathy to family and friends of our departed shipmates. In accordance with the wishes of his family, the USS Sea Owl Association has donated \$50 in memory of Bob Thomas to the Wounded Warrior Project.

*There is a port of no return, where ships
May ride at anchor for a little space
And then, some starless night, the cable slips,
Leaving an eddy at the mooring place . . .
Gulls, veer no longer. Sailor, rest your oar.
No tangled wreckage will be washed ashore.*

Hooter Hilites is a quarterly publication of the USS Sea Owl Association. Issues are published in March, June, September and December.

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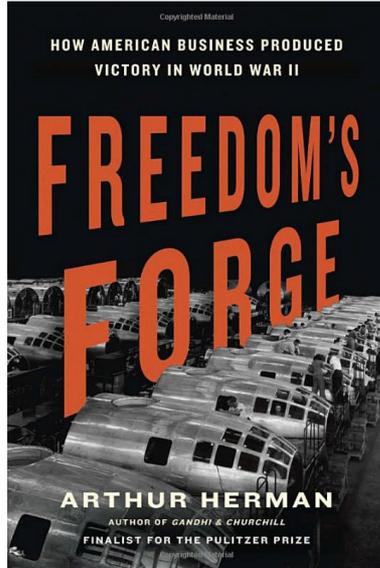
The 40's

June 2012 Issue



“Freedom’s Forge: How American Business Produced Victory in World War II” by Arthur Herman

Reviewed by Ken Johnson



This book will probably change much about how you think about World War II. It is mainly the story of two men, William S. Knudsen and Henry J. Kaiser and their influence on the war effort on the home front and is the story of how the “arsenal for democracy” geared up the most powerful productive engine in the world to help win the war for the allies.

In May 1940 when things in Europe were looking particularly bleak, President Roosevelt asked his trusted advisor Bernard Baruch to

help mobilize American industry for the war he knew would eventually involve the United States. Baruch refused, saying that someone else should do it. When Roosevelt then asked, “Who are the three top industrial production men in the United States right now?” His reply was, “First, Bill Knudsen. Second, Bill Knudsen. Third, Bill Knudsen”.

In May 1940 President Roosevelt called Knudsen to Washington and asked him to be co-director of the Office of Production Management at a salary of one dollar a year, a job which he agreed to accept and held until 1943. At that time he was given a commission as a 3-star Army general to give him the necessary “clout” to accomplish what needed to be done.

William S. Knudsen had come to the United States from his native Denmark in 1900 at age 20 with just \$30 and a background as a bicycle mechanic. He found work at a company named Keim Mills in Buffalo, NY which made parts for Ford Model-Ts. When Ford acquired Keim Mills in 1911 he worked to set up a Model-T assembly line in Buffalo. When workers there went on strike, Henry Ford moved the entire operation to Detroit. He helped Henry Ford to create the production capability there to mass produce the Ford Model-T. After a disagreement with Ford in 1921, Knudsen quit and was hired a year later by General Motors and put in charge of the Chevrolet Division. At the time that division was losing money and was on the verge of bankruptcy. Knudsen turned it around into a profit making division and introduced new models that ultimately outsold Ford and caused Henry Ford to abandon the Model-T and develop the Model-A to compete. In 1937 Knudsen became President of General Motors,

the job he held at the time he was summoned to Washington by President Roosevelt.

Knudsen realized that the first priority was to rebuild the country’s machine tool industry which had been decimated during the depression, then he did a survey to determine which companies were best suited to produce a list on needed war materials. This resulted in things like conversion of the US auto industry to producing bombers and tanks in the case of Ford and Chrysler and Merlin engines in the case of Packard. Many other examples are mentioned in the book including a brief mention of producing submarines at a shipyard in Manitowoc, Wisconsin. During the war he traveled over 250,000 miles visiting 350 factories involved in producing war materials. He was also very instrumental in helping solve many of the problems related to production of the B-29 bomber which was the most expensive single weapons system project of the war.

At the end of the war Knudsen resigned his Army commission and returned to GM. He toured what prior to the war had been GM factories in Germany to assess what would be needed to rebuild them. On his return Knudsen was forced to retire by GM’s policy at the time that 65 was a mandatory retirement age. He died April 27, 1948 as result of a cerebral hemorrhage. Some consider him a “war casualty” based on the toll that his wartime activities took on his health.

Henry J. Kaiser, the other major subject of this book, is remembered today as being responsible for building most of the liberty ships during WW II in what was a revolutionary method of shipbuilding for its time. Today what remains of his legacy is mainly Kaiser Aluminum and the Kaiser Permanente Health Care organization. What I didn’t know until reading this book was that he started out as a photographer’s helper. His first business venture was in road construction at which he became very successful and then as part of a consortium which they called Six Companies he was involved in building the Boulder/Hoover Dam and Grand Coulee Dam.

Henry J. Kaiser was born in upstate New York in 1882, the youngest son of an immigrant German shoemaker. After a series of jobs and after relocating to Spokane, WA he applied for a bank loan of \$25,000 to pay the performance bond for a government road construction contract he had won as low bidder. He managed to convince the bank manager that he was worthy of the risk and thus began a career which eventually earned him the reputation as one of the most successful industrialists in America. During the war Kaiser shipyards produced a phenomenal number of Liberty cargo and other ships, many in record time due to the revolutionary production methods developed to produce them. After the war’s end his efforts to produce automobiles proved somewhat less successful

I think you would find this book a very interesting read as I did!



The 50's

June 2012 Issue



Howie Stein

One thing I will always remember about Howie, aside from his distinctive Brooklyn accent, is his car, a "Henway" and his response when asked, "What's a Henway?" His reply was,



"about five pounds". While as you can see in the photo his Florida plates would say he served on USS Becuna, we knew him as a Sea Owl sailor.

Another thing about Howie though for those who attend our reunions is that he was always the one who would organize the 50-50 raffles.

Subsequent to his death I received the following from Sea Owl shipmate Mike Jansen regarding his friend Howie:

Arlene has informed me that there will not be a regular funeral for Howie. He has pre arranged to have his remains picked up for cremation and dispersal at sea by the "Neptune Society." It seems only fitting that someone who served as a "Certified Navy Diver", a "Qualified Submariner," a "USCG Certified Pilot" of a 54' NYPD Harbour Patrol Boat, the Manager of the only condominium Yacht Club in Naples Florida and the holder of a USCG 200 ton "Masters Ticket" would choose such a "Nautical" way to depart this world.

Howie always had a knack for making "Grand Entrances." I'm not at all surprised that he arranged for a classic finale to a life that was never far from the sea.

I only hope that "King Neptune" has an important staff position ready for his likely successor.

He was a true friend and Shipmate! I will miss him.

Mike J

We will all miss him Mike! (Mike has advised that he plans to attend the ceremony in November when Howie's ashes are committed to the sea.)

Sea Poacher Reunion

As you may recall Shipmate Bill Brinkman had extended an open invitation to attend the USS Sea Poacher reunion at San Antonio in April. Bill is President of the Sea Poacher Association. Roy and Carol attended this reunion and from the photographs they shared with me, they had a good time there.



This is Bill holding a memorial service at the San Antonio National Cemetery. During the ceremony those shipmates in the picture read the names of Sea Poacher shipmates that have passed away in the last year. There were 17 names read! That and the number of Sea Owl shipmates listed in this newsletter remind us all of how our ranks are thinning as time passes.

Gerald Kaufman

We discovered only because his obituary appeared in the Virginian Pilot along with that of Bobby Thomas that we had



another Sea Owl shipmate in Virginia Beach that we were not previously aware of. We wish we had known of his presence during our reunion last September at Virginia Beach! Gerald Kaufman served aboard Sea Owl from 1954-56, leaving as a TM3. According to his obituary he also served aboard USS Sablefish (SS 303), USS

Salmon (SSR 573), USS Seawolf (SS(N)575), USS Sailfish (SS 572), and eventually as the Senior Chief on the USS Robert E. Lee (SSBN 601) nuclear submarine (blue crew), holding the title of COB. He retired from the Navy in 1974..

His obituary stated that in lieu of flowers a donation be made to a favorite charity. The USS Sea Owl Association has made a donation of \$50 to Wounded Warriors Project in his honor.



The 60's

June 2012 Issue



HOW SUBMARINE TERMS appear to the unindoctrinated!



BEER?
ZERO
BUBBLES?

shoot a fish (make sure it's in a barrel, not your hand)

zero bubble (flat beer)

pump negative (spout bullshit)

take a roll (lunch?)

chicken switch (menu change at KFC)

clear the bridge (rinsing dentures)

dive (going into a hangover)

surface (coming out of a hangover)

rig for silent running (shoes off...tip toe)

emergency ventilate (pass wind)

million dollar valve (lottery ticket)

load the tube (guy drinking too much beer)

fart sack (crowded elevator)

hatch (what an egg does)

skimmer (pool cleaner)

bubble head (gum chewer)

bull nose (literal)

turtle back (literal)

fire one (Something Donald Trump does)



SHHH! IT'S
LATE! I'VE
RIGGED FOR
SILENT
RUNNING!



DON'T
SHOOT
ME!



BUY THIS
CAR...
VOTE FOR
MY GUY...
THE
CHECK IS
IN THE
MAIL...
ETC.

PUMPING NEGATIVE!

Bob Dilmito



HEH
HEH!

CLEAR THE BRIDGE



YOU'RE
FIRED!