

**► BORN TWICE?**

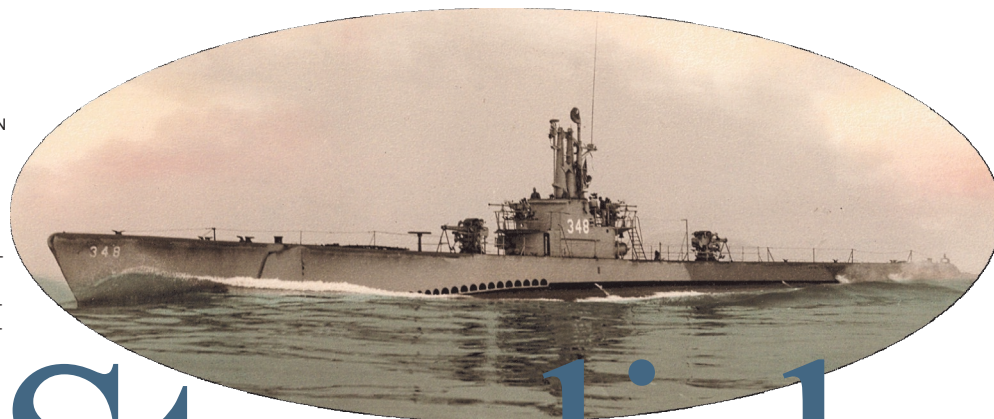
THE KEEL OF THE CUSK WAS LAID NOT ONCE, BUT TWICE AT ELECTRIC BOAT IN NEW LONDON.....2

**► FIRST CAPTAIN**

CDR PAUL SUMMERS WASN'T JUST THE CUSK'S FIRST CAPTAIN, BUT HE MADE SEVERAL WAR PATROLS AS CAPTAIN OF THE POMPANITO AS WELL.....3

**► THE FLYING MISSILE**

JUST A FEW YEARS AFTER HER HISTORIC FIRST LAUNCH, HOLLYWOOD MAKES A MOVIE ABOUT THE CUSK4



Standish

times

NEWSLETTER OF THE UNITED STATES SHIP CUSK
SS-348 SSG-348 AGSS-348

The USS Cusk was the world's first missile submarine and her historic first launch was on February 12, 1947. That day she became the forerunner of today's fleet ballistic and cruise missile launching submarines. During the Cusk's 24 years of service, she was not only a key player in the U.S. Navy's submarine missile development program including the Regulus, but she served often in the Korean, Vietnam and Cold Wars, and she was only one of four submarines to ever receive the "Vietnam Commendation for Meritorious Gallantry" award. The Cusk was also renown for having finished every mission assigned 100%.

2012 Cusk Reunion Set for Shelton, Washington

The next Cusk Reunion will be held during the first or second week of September in 2012. We will be staying in the Little Creek Resort and Casino. Their website at www.little-creek.com. This is a huge and beautiful resort with

a variety of rooms, restaurants and numerous types of entertainment. Shelton is located in northwest Washington just 37 miles from the Bremerton Navy yard and 82 miles from Seattle. More information coming soon.



Sea Stories—Life aboard the Cusk

What's the difference between a sea story and a fairy tale?

A fairy tale starts with, "Once upon a time...", and a sea story always starts with, "This is no sh&%..."

O. R. I.

By Norm Carkeek, USS Cusk 1949 - 1951

Preparing for an Operational Readiness Inspection is a tedious endeavor. The boat is cleaned from stem to stern, then cleaned again. Each operational procedure is rigidly practiced, time after time. Every function on a submarine is looked at under a microscope, and overseen by the captain and executive officer. Then each junior officer relays commands to the various chiefs. Each chief in his

area of responsibilities grinds the crewmen under his supervision until every job, every procedure and every function of running a submarine is carried out flawlessly by the crew members.

The Cusk was ready for this ORI in early 1949. Taking on fuel was our last major chore. Saturday morning we moved from the nest, and docked at Ballast Point, the Navy Fuel Depot in San Diego harbor.

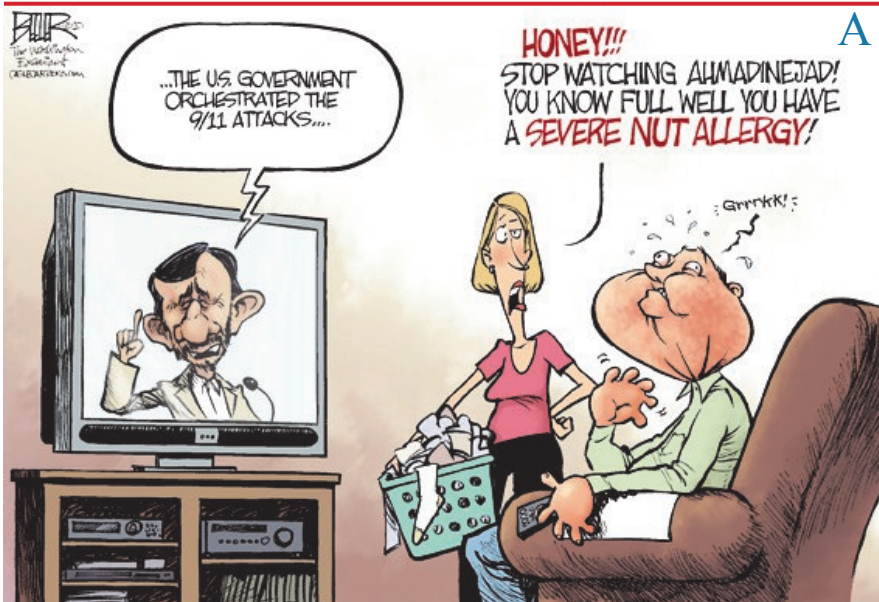
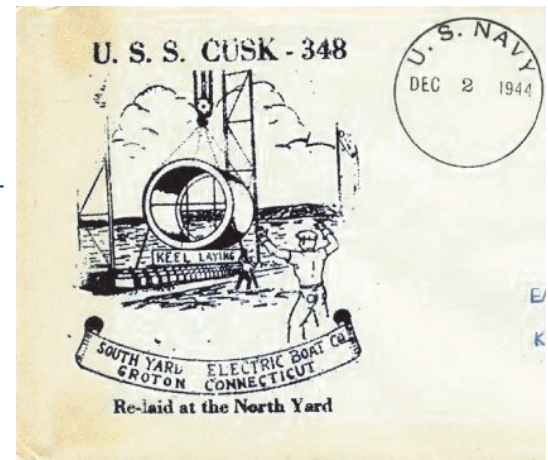
Continued on page 6



Born Twice?



An interesting bit of information was discovered through Covers about the Cusk. "Covers" are dated postcards about historical Naval events that have a picture of the ship and the event that took place. Two covers were found about the laying of the Cusk's keel which appear to confirm that it was actually laid twice, once in the south yard of Electric Boat in New London, Connecticut, and then again seven months later in the "North Yard". To date, no documentation has been found to confirm this, but the covers appear to be accurate.



A little humor...

In Lafayette, Boudreaux suddenly quit drinking, took a bath, quit chasing women, quit his poker games and stopped laying around.

He started cutting the grass around the church, even painted it and was faithful to be first to attend on Sundays!

Father Thibodeaux asked him what about this wonderful change that had done overtook him.

Boudreaux explained, "I heard *"Crisis in the Gulf"* and if He's dat close, I wanna to be good to go!

Two elderly ladies were sitting on the front porch in Merritt Island, doing nothing. One lady turns and asks, "Do you still get horny?"

The other replies, "Oh sure I do."

The first old lady asks, "What do you do about it?"

The second old lady replies, "I suck a lifesaver."

After a few moments of silence, the first old lady asks, "Who drives you to the beach?"

Three friends married women from different parts of the country... The first man married a woman from Utah. He told her that she was to do the dishes and house cleaning. It took a couple of days, but on the third day, he came home to see a clean house and dishes washed and put away.

The second man married a woman from California. He gave his wife orders that she was to do all the cleaning, dishes and the cooking. The first day he didn't see any results, but the next day he saw it was better. By the third day, he saw his house was clean, the dishes were done, and there was a huge dinner on the table.

The third man married a girl from Texas. He ordered her to keep the house cleaned, dishes washed, lawn mowed, laundry washed, and hot meals on the table for every meal. He said the first day he didn't see anything, the second day he didn't see anything, but by the third day, some of the swelling had gone down and he could see a little out of his left eye, and his arm was healed enough that he could fix himself a sandwich and load the dishwasher. He still has some difficulty when he pees.

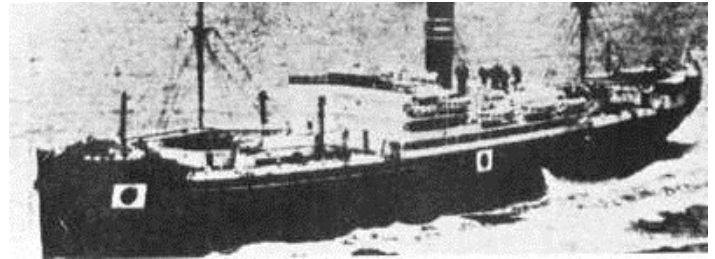


CDR Paul E. Summers

Fresh off of three war patrols as Captain of the USS Pampanito (SS-383), Commander Summers assumed command as the Cusk's first skipper on February 4, 1946. In addition to being a World War II veteran submarine commander, he was a graduate of the U.S. Naval Academy and was married to Jane Rose Summers. They had two sons, Paul and John.

As an example of some of Captain Summers exploits during World War II, the following is an excerpt from the book, "The Bravest Man" by William Tuohy. He writes as follows:

"In a poignant encounter in September, a wolf pack with Pampanito (Commander Paul E. Summers commanding), Growler (Commander Ben Oakley), and Sealion II (Commander Eli Reich) attacked a convoy of ships loaded with valuable oil and raw rubber. The group included Rakuyo Maru and Kachidoki Maru, which were sunk. Unknown to the U.



The Rakuyo Maru



Rescuing the prisoners

S. Skippers, the ships also carried some 2,000 British and Australian prisoners-of-war, who were crammed in the holds and were being shifted to Japan. Many had been forced to build the infamous "Bridge on the River Kwai" in Thailand. Four days later, moving through the area, Pampanito spotted survivors and picked up seventy-three men. Pampanito called in three other boats to assist in the rescue. Sealion picked up fifty-four men, Queenfish (Commander Charles Elliot Laughlin) rescued eighteen, and Barb (Commander Eugene Fluckey) took aboard fourteen men. The Japanese picked up more than 1,000 Allied POWs. The rest were lost. The survivors were elated at being saved and finding themselves free men again. They even volunteered to enlist in the U.S. Navy and serve in submarines."

Commander Summers remained in command of the Cusk until 1947. During his time in the Navy he received the Navy Cross, the Navy and Marine Corp medals, and the Bronze Star. Commander Summers departed on Eternal Patrol on August 28, 1993.



HEALTH NEWS

How to tell if someone is having a stroke and what to do - the "FAST" method

1. Check for numbness or weakness in the face (the **F in FAST**) by asking the person to [smile](#). If one side of the face droops or the person can't smile, it may mean stroke. Strokes cause weakness or numbness to the face. The numbness or weakness is usually limited to one side of the face.
2. Look for muscle weakness. Ask the person to raise both arms (**the A in FAST**). If one arm drifts down or can't be raised, it may mean stroke. Strokes cause muscle weakness or numbness in the arms or legs, usually limited to one side. The person may also have trouble walking or keeping balance.
3. Ask the person to repeat a simple sentence. If the speech (**the S in FAST**) is slurred or hard to understand, or the person has trouble remembering the words to repeat, it may mean stroke. Strokes cause sudden difficulty with speech and comprehension, as well as dizziness and confusion.
4. Get help immediately if you or someone else experience any of the signs of stroke. Call 911 or get the person to a hospital. Tell emergency medical personnel you're dealing with a possible stroke, so they can start proper treatment right away. Time (**the T in FAST**) is the most important factor in helping someone survive a stroke or limit its effects.



"The Flying Missile" - the Cusk goes Hollywood!

Following the Cusk's historical launch in 1947, "...Her early endeavors in the guided missile were adopted by Hollywood for the theme of film-land's spectacular, "The Flying Missile," starring Glenn Ford".

Thus wrote the author of an article about the Cusk in a Hawaiian newspaper in the early

1960s. The Cusk had just entered the Pearl Harbor Shipyard for an overhaul. That same article mentioned a documentary about missile launching



from the Cusk that was recorded at the Naval Air Missile Test Center, Point Mugu, California in 1950. This documentary was later broadcast on ABC's "Time for Defense"

program.

"The Flying Missile" is an interesting movie about a renegade Navy submarine captain who is determined to prove that missiles can be effectively launched from submarines. Based on historical fact of the Cusk's accomplishments, the movie portrays the installation of the Cusk's missile and launch ramp as having been secretly built without the U. S Navy's knowledge or support. (Obviously, that wasn't factual, but it made for a better script.)

While secretly building and testing his missile launcher on his submarine, a tragic accident occurs and some



of Commander Talbot's men are injured and killed. Consequently, the guilt-ridden captain is stricken with hysterical paralysis rendering him unable to walk without the support of braces and

crutches. But then, the missile launch is a success (seems the Navy knew about it all along) and Commander Talbot forces himself to "get back in the saddle" as he

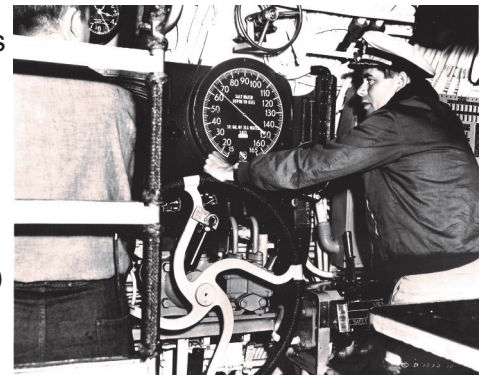
struggles to climb back aboard his submarine, throwing off his braces and crutches for a miraculous recovery. He is lauded a hero by his crew, a new successful weapons system has been launched, and he drives off into the sunset with his girl, Swedish born actress Viveca Lindfors.

The "Flying Missile" uses actual film footage from some of the Cusk's early missile launches, as well as actual footage of launches from the USS

Tunny (SS-282) and the USS Carbonero (SS-



337). These missile launches took place off-shore of the Point Mugu, California test site where the Cusk also made her famous first launch.



Yes, I know, these are not the Cusk's plane controls. It's a movie, okay?



About the USS Cusk Webpage...

Crewmember name listings are being expanded so that every crewmember's name appears on the crewlist for every year they were onboard rather than just the year they came aboard.

Soon, all the past Cusk Newsletters will be available for downloading in .pdf format.

REMEMBER!!!! The Cusk webpage and our museum display are our only means of collecting and preserving the Cusk's history, history that otherwise would be lost forever. Your pictures, memories and memorabilia are all critical pieces of our great boat's history, so PLEASE! Send me your stories, your pictures and your historical documents about the Cusk and her crew. You can send it via email to usscusk@earthlink.net or to me at the Cusk Newsletter address on page 8. Anything you send to me will be considered on loan and I will copy and return it immediately. Thanks!

www.usscusk.com

Shipmates Eternal Patrol

*Lord God, our power evermore,
Whose arm doth reach the ocean floor,
Dive with our men beneath the sea;
Traverse the depths protectively.
O hear us when we pray, and keep
Them safe from peril in the deep.*

The following shipmates departed on Eternal Patrol this past year...

Francisco Bangal, TN(SS), 1950 Departed 13 March 2010

Alfio Toni, EM(SS), 1950 to 1953 Departed 4 June 2010

Barrie Bearse, EN1(SS) 1958 to 1961 Departed 4 June 2010

Tom Clark (Rank & dates unknown) Departed October, 2010

Sailors, rest your oars!

USS CUSK

USS Scorpion (SSN-589) - Why she was lost...

The following is an excerpt from evaluation of the data and artifacts of the Scorpion loss on 22 May 1968.

"...The USS SCORPION was lost because hydrogen produced by the 65-ton, 126-cell TLX-53-A main storage battery exploded in two-stages one-half second apart at 18:20:44Z on 22 May 1968. These events, which did not breach the pressure-hull, prevented the crew from maintaining depth-control.



As discussed by reference (a), the SCORPION pressure-hull collapsed at 18:42:34Z at a depth of 1530-feet. Noted times are actual event times on board SCORPION. This assessment is NOT the generic attribution of the loss of a submarine to a battery-explosion advanced as a default explanation in the absence of any more likely construct. This assessment is based on (1), the results of examination and microscopic, spectrographic and X-ray diffraction analyses of recovered SCORPION battery material that confirm an explosion occurred, and (2), the July 2008 reanalysis of the SCORPION "precursor" acoustic signals that identified these signals as explosions contained within the SCORPION pressure-hull. Collectively, these findings indicate battery explosions were the initiating events responsible for the loss of SCORPION on 22 May 1968."

facebook

USS CUSK ON FACEBOOK

A "group" page has been set up for the Cusk on Facebook. There are some pictures out there now with more to come. All of us who sign up as friends can use this to stay in touch and to share stories, pictures, etc. about the Cusk. Just go to "www.facebook.com" and search for "USS Cusk". Then request to be added as a friend.

**O. R. I** by Norm Carkeek *(Continued from Page 1)*

Most of the crew was on liberty, with only a small contingent of men left to complete the fueling. Once we had secured from maneuvering watch, I essentially had no duties. This left me free to go topside and enjoy the sunshine and fresh air. Soon I was joined by Robert Hugh MacDowall and we engaged in serious philosophical debate as to the truth about "B" girls being virtuous.

Robert Hugh (a handsome, tall fellow with a thick blond curly head of hair) expressed his opinion that the girls he met on the beach were all upstanding, church going, clean, intellectual ladies.



And, that suited Robert to a tee. I being a shy, retiring young man, and totally ignorant in the ways of women had to agree with much of what Robert said, however, since Robert always had a smile on his face. . . . ? I did have to acquiesce to Robert, because he had emanated from a highly charged cultural center, known for its gifts of intellectualism to its natives. Akron, Ohio has an amazing ring of sophistication to it, don't you think?

Soon we tired of this conversation and turned to more interesting things. We decided to practice throwing the heaving line. After all, it was a way to entertain ourselves, and obviously would benefit us for future line handling duties. Besides, it was fun.

Soon we challenged each other into who was the best "heevy tosser." We obtained permission from "Swish" Saunders to tie a line to a life ring, toss it out and use it as a target. Yes, there was a small tide, and occasionally we would retrieve the ring, and relocate it.

The lighthearted tossing slowly became more serious. When two or more men are engaged in this type of game, it sooner or later develops into "I can beat you" mentality. We began testing our skills at landing in the middle of the life ring. We added

speed to the requirements. Speed and accuracy became the watchword. Toss the line to the target, reel it in and toss it again as rapidly as possible, maintaining accuracy as an important element to the game.

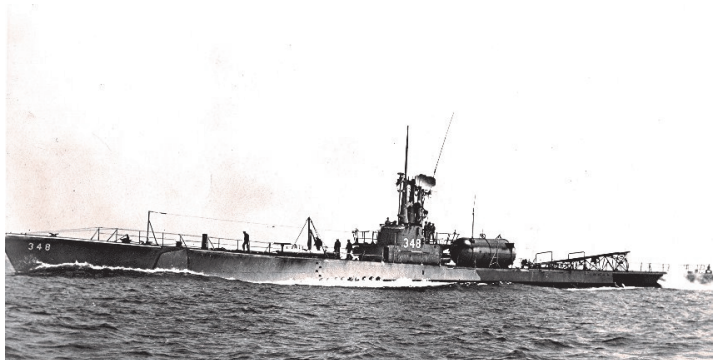
We were observed by everyone who came topside, and several times we were interrupted by another crewman who would want to show us how it was done properly. They usually slunk away when they failed miserably to best us, two highly motivated expert tossers.

After a couple of hours we grew tired, but we truly did become highly skilled in speed and accuracy. Mack, always the gentlemen, agreed that he was second best in all categories (even in distance), but he didn't know I had been a Sea Scout and had trained for many hours in this art before joining the Navy. Had we been betting, it would have truly been taking candy from a baby.

The following week at sea was spent in working with the inspecting officer from the flotilla, and appeared to have passed all the ORI events with ease. We headed back to San Diego to tie up and begin Liberty. But the trials were not completely over. Our ships handling of the docking procedure were the last of the tests to be performed.

Maneuvering Watch was set. I joined E. C. Draper in the After Engine Room, after acquiring a cup of hot black spicy coffee for his lordship, (is Tabasco Sauce a spice or an herb?). Both engines were running, and being manipulated by the electricians in the Maneuvering Room. All was normal, when I received word I was to report topside to see Swish.

With a small amount of trepidation I found Swish forward with the number one line handling unit. Swish informed me he wanted me to get



number one over, as the tide was fierce and they were having problems coming in close to the outboard boat in the nest. I didn't have time to consider the honor bestowed upon me, I dutifully selected a choice heaving line from the deck locker



where they were stowed.

I had time to wet the line and make a couple of practice tosses before the order to "put number one over" was given. I refrained from saluting the bridge to acknowledge the order, however I did spot the Skipper and the ORI officers on the bridge. I sensed our skipper was telling the commodore I could toss the heaving line a nautical mile. Obviously the Skipper was counting on me to make a flawless pitch and cap the ORI with skilled line handling.

Quickly I surveyed our situation. The bow was swinging away, the distance was great, and fear was showing in the eyes of all the men in the



party. However I was ready. It would take a championship effort, but I knew I was up to speed to handle the chore. I felt my muscles tense, my computing brain had figured the wind, the speed, the distance and the ebbing tide, yes it could be done.

The line was wet, half of the coils were in my left hand, the remainder in my throwing hand. The line handling party on the other boat was awaiting the "Monkey Fist." All eyes were on me, I knew my chance at a commendation medal was upon me. I wound up, resembling a tightly coiled spring, took a deep breath and let her go.

The heaving line left my hand with a flight speed that could have broken the sound barrier. It had the velocity, it had everything it would take to make the toss successful, that is, everything but a desire to obey my command. I watched as the leaded Monkey Fist left my hand and traveled about five degrees from perpendicular. It went straight up with a slight arc and wrapped itself around the antennae wire running from the shears to the Bull Nose. It didn't make a single wrap, it wound around the wire until all its forces were exhausted. It was

perfectly wrapped and locked onto the wire.

I can still hear the sound of wind leaving my lungs, followed by a litany of words from my fellow crewmen, words that would make the devil blush. Words that only serve a purpose when you strike your thumb with a four pound mall. Words that cannot be printed here.

I didn't wait to be ordered below. My instincts told me to retreat to a safer place. My safe haven, the After Engine Room was awaiting me. Once again the benevolence of Submarine Sailors came into play. I never heard about the incident again from any of my fellow shipmates. But to this day, I remember, and through the years this incident has come back to either haunt or aid me in the realities of life.

In real life, remaining humble takes an incredible amount of work.

Norm Carkeek 1949-1951
USS CUSK SSG 348



From to the Editor...

First and foremost, many, many thanks to Bill Vincent for all of his efforts in putting out 14 Cusk Newsletters over the years. It is a LOT of hard work and we'll be forever grateful for all that Bill did.

Thanks also to Delmer and Shirley Wetering for their hard work in keeping track of your names and addresses and other information. It's a difficult and tedious task that they too have been working hard at for years.

Got the email request below from Robbie. If anyone has any information about Mush Morton as he is requesting, please contact him ASAP.

From: "crobison8@juno.com" <crobison8@juno.com>
Date: September 25, 2010 2:50:59 PM EDT
To: tom.roseland@earthlink.net, agss311@bellsouth.net
Subject: Dudley "Mush" Morton BIO
Gentlemen:

In your next letter, I would appreciate you asking "anyone" that had served with, or knew, or knows any stories about Captain Dudley W. "Mush" Morton. The author Don Keith has signed to do a definitive Bio on Mush and would appreciate any bit or tidbits that you may dig up. Thanks in advance for your effort.

P.S. Pig, you having written a book with Don know how important information is to a writer.

If you have any similar requests, or if you have a story, some news, any questions, or a newsletter suggestion, just email me at:

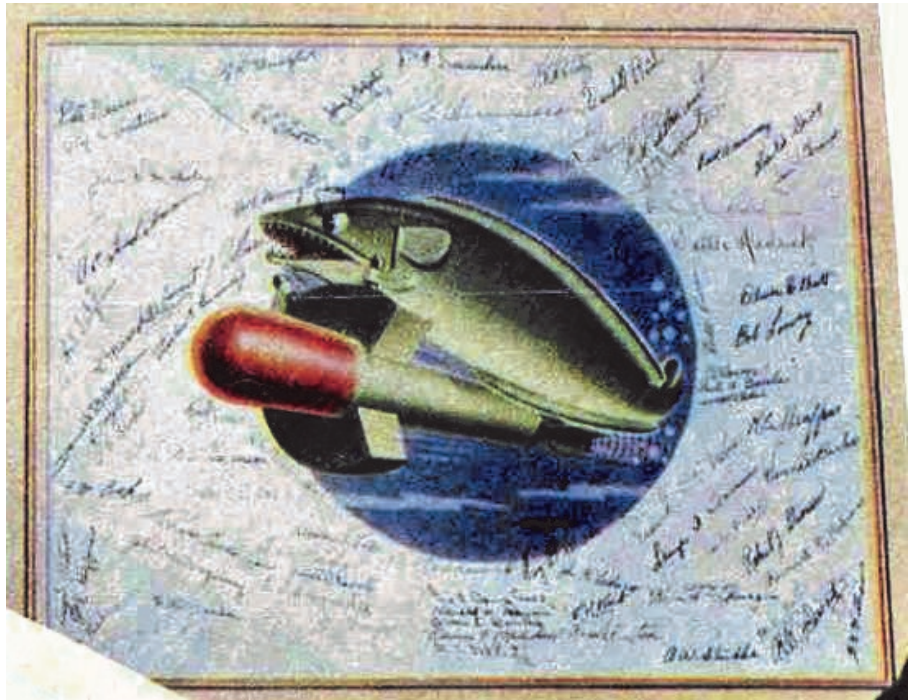
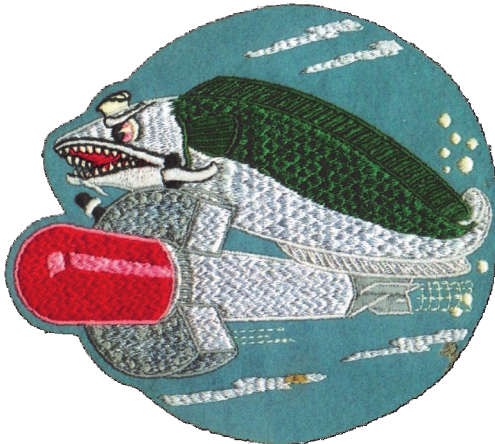
usscusk@earthlink.net

green Board and following seas to all. Tom

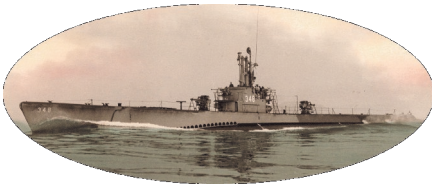


First Ship's Patch

Designed by Raymond C. Young, a Wisconsin artist, this was the first official "Ship's Patch" of the Cusk. It was a simple but unique design of a Cusk fish launching a torpedo. On the right is the original drawing from which the patch was derived. It is signed by the artist and the first crew of the Cusk. The ship's patch he did for the Cusk was unique because it is the only patch he ever designed for a submarine that



was not built at the Manitowoc Shipyard in Milwaukee. Mr. Young designed many ship's patches for American submarines including patches for the USS Kete (SS-369), USS Kraken (SS-370), USS Legarto (SS-371), USS Lamprey (SS-372), USS Lizardfish (SS-373), USS Loggerhead (SS-374), USS Macabi (SS-375), USS Mapiro (SS-376), USS Menhaden (SS-377) and the USS Mero (SS-378).



USS Cusk Newsletter

1635 Sea Shell Drive
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