



# USS Cusk SSG 348 Newsletter

Volume II Issue 8

December 2009

**Cusk Reunion**  
**Cusk SSG 348 Reunion August 15th-August 19th 2010**  
**Welcome to Colorado Springs "America the Beautiful"**

## Cusk reunion form

### USS Cusk (SSG 348) 2010 Reunion Registration form

Name \_\_\_\_\_ Spouse name \_\_\_\_\_

Address \_\_\_\_\_

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

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

Years on board (i.e., '75-78'): \_\_\_\_\_

Number of people attending \_\_\_\_\_

Flying \_\_\_\_\_ Driving \_\_\_\_\_

#### **Tours**

U.S. Air Force Academy \$68 per person number of people attending \_\_\_\_\_

Pikes Peek \$94 per person number of people attending \_\_\_\_\_

For those who are not going on the tours the cost is \$27 per person \_\_\_\_\_

#### **Cost**

Total price for the reunion is \$189 including all tours and amenities, but not hotel, per person. We would like the money be sent to Delmer Wetering by June 15, 2010. We will have to pay some deposits for bus and food options.

Number attending for hotel reservations contact Hotel Clarion 1-(719) 471-8680. When calling ask for Cusk Reunion room rates which are \$80 per day plus tax.

Reunion Planner

Delmer L. Wetering  
20725 465th Avenue  
Tea SD 57064  
Phone 1-(605) 368-2432  
E-mail Dswetering@aol.com

Check-in day August 15 to August 19, 2010 Hotel Clarion & Conference Center, 314 W. Bijou Street, Colorado Springs CO 80905 Phone No. 1-(719) 471-8680. When calling in your reservations ask for USS Cusk Reunion.

The Hotel is conveniently located off Interstate 25 at exit 142.

#### **Amenities at the Hotel:**

1. Complimentary hot buffet breakfast daily in the restaurant. Breakfast consists of scrambled eggs, sausage, ham, breakfast potatoes, waffles, rolls, doughnuts, 3 kinds of cold cereal, milk, juices, coffee, tea, fresh bananas and apples. What more could one want?

#### **Airport Shuttle:**

The shuttle tries to run every hour to the airport. The front desk at the hotel will have to know your arrival time and which airlines. Airlines coming into Colorado Springs are Allegiant Air, Continental, Delta, Frontier, Northwest, United and U S Airways. There is complimentary shuttle service within a 3-mile radius of the hotel. When wanting to use the shuttle, you must set it up with the front desk.

The hotel lobby is large and a great relaxing area. Complimentary parking, internet service, e-mail, fax, coin operated laundry service, indoor pool and beautiful courtyard and gazebo are provided. In the room: coffeemaker, hair dryer, microwave, fridge, iron/ironing board, and television.

#### **Attractions:**

USAF Academy, Garden of the Gods, Pikes Peak with Cog train to the top of the Peak. An evening of supper and western stage show at the flying W ranch. One afternoon we will have lunch and some shopping in Manitou Springs.

#### **Agenda:**

Monday Aug 16:

8:30 a.m. depart hotel, drive to U.S.Air Force Academy. Watch the cadet movie and visit center and the Cadet Chapel.

12:30 enjoy indian flute entertainment during a buffet luncheon in the relaxing gardens of the Gods Trading Post, Colorado's oldest and largest gift shop featuring world class Art Gallery.

14:30 drive through the red sandstone rock formations to view unlimited "Kodak Moments."

15:30 return to hotel.

#### **Cost:**

\$68 per person. This price includes bus, buffet luncheon and tour guide. Evening will be free:

Hospitality room open. Beverages and snacks. We can decide if we would all like to go out to supper near the hotel using the hotel shuttle.

Tuesday Aug.17

8:30 a.m. Depart hotel drive to Pikes Peak Cog Railway. 9:20 a.m. ride the world's highest cog railway to 14,110 feet, to the top of Pikes Peak. (Approximately 45 minutes to the top). Have a warm coat with you as it is cold on the train and at the top.

Lunch at a local restaurant in Manitou Springs, at the foot of Pikes Peak. Tour shops and get 10% discount at Pikes Peak Chocolate.

15:30 p.m. return to Clarion Hotel.

Evening free.

**Cost:**

\$94 per person which includes cog train ride to top of Pikes Peek, lunch, bus and tour guide.

Wednesday Aug.18

All Cusk reunion guests will gather at the hospitality room after breakfast, Be there around 9.30 a.m. We will all gather at the gazebo for a memorial service. After the memorial, men will gather in the hospitality room for their business meeting. Ladies gather at the gazebo, for a little fun. Come dressed with a fancy fun hat, gloves and geans. We will see who comes up with and glove attire.

Afternoon free.

Wendsay Aug. 18

Wednesday evening meet at the front lobby at 5 p.m.for a group picture. 6 p.m. banquet supper follows.

Thursday Aug. 19

Ccheckout and goodbyes till next reunion. The hospitality room has a large patio door leading to the outside courtyard. The area is great to sit, relax and visit with other.

**Other activity options**

Other activity options to consider on free time are Cripple Creek, which is a ganbling town and several casinos. Cheyenne Mountain Zoo, America’s only mountain zoo. World Figure Skating Museum and Hall of Fame. U.S. Olympic training center. Carriage Museum which houses horse drawn carriages, parade saddles and and rare Native American ceremonial garments. Van Briggie Pottery & Tile is the oldest active art pottery established in the U.S.

A couple suggested dinner venues (the hotel shuttle is available, reservations required: Giuseppe’s Depot Restaurant, approximately 3 blocks from hotel. Edelweiss German Restaurant authentic German food.

We hope to see many of the Cusk vets that have been to the reunions and some new ones who might join us. Come enjoy each other.

I am asking for contributions to the Cusk newsletter fund, please give what you can. Make your checks payable to the USS Cusk newsletter and send to:

William E. Vincent  
10249 Ainsworth Dr.  
Cupertino, CA 95014-1001

Thanks, your editor

***For Your Information***

**WE ARE (WERE) A SUBMARINE SAILOR**

by Mike Hemming

We are not the first and will not be the last. Our heritage runs back to the first submarine.This heritage line continues forward into an unseen future.

Each generation is trained by the one before. This will remain so until there is no more use for submarines, which will be never.

If one of us goes aboard a new or old submarine,

we are comfortable with the men. For they are us and we are them. Stand us in a line in all our dress uniforms or naked in our coffins, we are the same.

We are and forever will be submarine sailors. We are one.

We can have everything taken from us, uniforms, medals, our sanity and our lives, but we will always be recognized by others and ourselves as a submariner.

This status cannot be removed from us. Our dolphins worn on our chest then, hung on our walls now, or later pinned on moldering uniforms in our graves mark us forever.

We are first, last, and always men that stepped forward and worked long and hard to become what we are. We are unique among sailors for we sail down deep into dark and always dangerous waters. We do this not with foolhardy go-to-hell bravery, but with cool calculation and care. We challenge the dangers

with training and practice. We know that the time for bravery will come when two shipmates close themselves in a flooding compartment, knowing that the whole boat and crew depends on them to control the flooding.

We believe in each other, because we must. Alone at sea, the crew and a pressure hull are all we have to reach the surface again. Men with confidence in each other dive and surface submarines countless times. Each man trained by others holds the lives of those shipmates in his hands. Dolphins are the symbol of this tradition.

Submarine hulls have numbers and men have hearts and souls. We carry those numbers in our hearts in life, and they mark our souls in death.

Silver or Gold, Dolphins are a symbol of this. To us Dolphins are it, no other symbol matters or means anything as important as they do.

---

### **Subject: The American Bluejacket's White Hat**

by Bob 'Dex' Armstrong

The old trusty raghat was the worldwide symbol of what we were. It was the hallmark of the cocky, light-hearted American bluejacket. The good guys of the sea, slayers of iron monsters and evil naval power dragons. The men who poured forth from naval warships flying the internationally recognized symbol of freedom to ratchet up the pace of life in sleepy sea-ports.

The telltale symbol of the American sailor was the hat. It was traditionally worn in a variety of ways. Over one eye. Parked above the bridge of the nose. Cocked to one side or worn perched on the back of the head. This total lack of uniformity was taken by the Navy's appointed nannies, the United States Marine Corps, as a nose-thumbing gesture directed at good order, discipline and the foundations of civilized society. The United States Marine Corps has difficulty understanding that there are men in our armed forces who are not totally enamored with dressing up like

an organ grinder monkey, marching in step and singing a hymn about spending eternity pulling some kind of watch on the streets of paradise. His 'screw it all' attitude is the hallmark of American sailors. Or let's say, "It used to be."

So do yourself a favor. Rent the video "Sand Pebbles" with Steve McQueen or "The Last Detail" with Jack Nicholson and take a good look at the way an American white hat should be worn. Better yet, watch the entire "Victory at Sea" series and look at the way the greatest generation wore their hats. Let's call it 'war-winner' style. What idiot jaybird came up with that toilet hopper look of the present day white hat? You know the one, the perfectly round bidet bowl with the rolled lip? It looks stupid. Looks like someone threaded his head and screwed a porcelain birdbath on the bastard.

The Navy's elite honor guard looks silly with their perfectly symmetrical tankless toilet hats. Honor Guards are mostly composed of shore duty ballet-trained show ponies. They wear braided tassels on their shoulders that represent nothing but the fact that they have learned dance step routines and rifle tricks like baton twirlers. It doesn't have a damn thing to do with seagoing sailing. They are certainly not a model for emulation by saltwater bluejackets.

Who was responsible for this travesty, this senseless dicking with one of the finest national symbols of a justifiable proud naval force? When is naval leadership going to quit monkeying in the world of silly fashion statement and get the hell back to saltwater sailing? It is an unfortunate fact that the decisions involving the raghats uniform and the imposition of unwanted unnecessary change are officers, who never wore the white hat long enough to form the affection for it that we did. And lace pantied fashion designers whose only connection with sea service or the military is hawking senseless unnecessary change at the expense of tradition founded in blood sacrifice. This, shipmates, is a crying bloody shame, a sad commentary on present day leadership who spend one helluva lot of their time wondering about morale.

If some ranking admiral with influence and a set of

deepwater cajones, would send out a directive to the effect that the days of Betty Crocker bowl bluejacket headgear had come to 'all stop' and that the naval establishment would be returning to the World War II winner look, he would become an overnight hero.

Mr. Admiral, sir, do it soon. Authorize wings in the hats again. Not only authorize it, gahdammit, encourage it. It would be a very meaningful gift to your sailors. At some point this spring around Memorial Day, the nation is scheduled to dedicate the World War II Memorial. The United States Naval Ceremonial Guard will be present at many of the festivities. Make them look like real sailors and not like clueless, fresh out of boot camp shore duty jaybirds. I have been to a number of ceremonial functions where these hybrid almost weird folks appear. They look like choreographed circus ponies wearing those silly, stupid looking ceramic spittoon bonnets.

Always some old barnacle encrusted veteran seadog whispers under his breath, "What in the hell is that, and where in God's name did they come up with those gahdam clown hats?" Admiral, allow sailors the freedom to imitate and follow the traditions of previous generations of sailors. We're not Grenadier guards, Rockettes, the Copenhagen Ballet. We're sailors of the United States Navy.

I'll bet that every time Admiral Arleigh Burke looks down from his cloud conning bridge in Paradise and gets a load of those baptismal font hats, he damn near launches his lunch.

The powers that be in our naval hierarchy, have had to cut down, reduce and eliminate much of what was once the heart and core of our naval establishment. Parts and components that once had 'Made in the USA' stamped all over them are no longer available within the continental limits of the USA. We have become very 'overseas' dependent. At one point, we were informed that the Army's fashion statement desk-bound fashion generals had decided to put the entire Army in black beanies made in Red China. Red China, the outfit that poured over the Yalu River and slaughtered Americans. The folks who supplied our enemies weapons in the Vietnam War. The folks that

still supply our enemies weapons, medium and long range missiles, intelligence and sophisticated training. If the short memory monkeys who force uniform change had had their way, our entire Army would be sporting black beanies made by Communist slave labor. Beat that.

Force manpower levels require the extortion payment of recruitment, reenlistment and specialty retention bribes that amount to tens of thousands of dollars. Sad, when you think that all the bastards promised us, was tough training, rough duty and the opportunity to earn Dolphins, if we could measure up. If we were good enough. Man enough. Nobody tucked any wampum in our jumper pockets or kissed us in the vicinity of our bellbottom gussets.

Give'em back their white hats with the wings. Return to the days when the fleet turned a blind eye to the eccentricities of individual expression. The days when our sailors were the happy-go-lucky lads of a single naval force. When raghats worn at cocky angles told the less fortunate of the planet that the rollicking American bluejackets had dropped anchor or put their lines over. And, that the sealanes of the world were safe and secure. They were kept so by those wonderful men who wore their headgear with a decided list and sporting wings.

---

## ***FUNNIES***

### **"Common sense"**

These Contractors are installing steel pillars in concrete to stop vehicles from parking on the pavement outside a Sports Bar. They are now in the process of cleaning up at the end of the day and are anxious to go home.

How long do you think it will be before they realize where their vehicle is parked?

**I wonder if they flunked "common sense" in grade school!**



## Women on Submarines

*"This is something the CNO and I have been working on since I came into office. We are moving out aggressively on this. I believe women should have every opportunity to serve at sea, and that includes aboard submarines."*

*– Secretary Ray Mabus, Secretary of the Navy*

*"Having commanded a mixed gender surface combatant, I am very comfortable addressing integrating women into the submarine force. I am familiar with the issues as well as the value of diverse crews. The Navy has examined the feasibility of assigning women to submarines over the years, and I have been personally engaged on this. There are some particular issues with integrating women into the submarine force; issues we must work through in order to achieve what is best for the Navy and our submarine force. Accommodations are a factor, but not insurmountable. We must manage the community as a whole, such as force growth and retention within a small warfare community. The size of the submarine force is much smaller than the surface and aviation forces and personnel management is more exacting. This has had and will continue to have my personal attention as we work toward increasing the diversity of our Navy afloat and ashore."*

*– Adm. Gary Roughead, Chief of Naval Operations*

### Moving forward

- The Navy is in the process of preparing a notification to Congress regarding our intent to change the policy that restricts assigning women to submarines.
- Given that fleet ballistic missile submarine (SSBN) and guided missile submarine (SSGN) officer accommodations have more available space, appear to require less modification and will allow the Navy to move out more quickly, we envision initially assigning female officers to SSBNs and SSGNs. Our efforts there will inform our way ahead with respect to attack submarines (SSNs).
- While the Navy envisions first integrating female officers, concurrently, we will continue planning to integrate female enlisted into submarines.
- The first female officer accessions into the Submarine Force could come as early as 2010. They would then enter the submarine officer pipeline, consisting of: nuclear power school, prototype training and the submarine officer basic course. Upon completion of this pipeline, the first female officers could report to submarines in 2011.
- We know there are capable young women in the Navy and women who are interested in the Navy who have the talent and desire to succeed in the submarine force. Enabling them to serve there is best for the submarine force and our Navy.

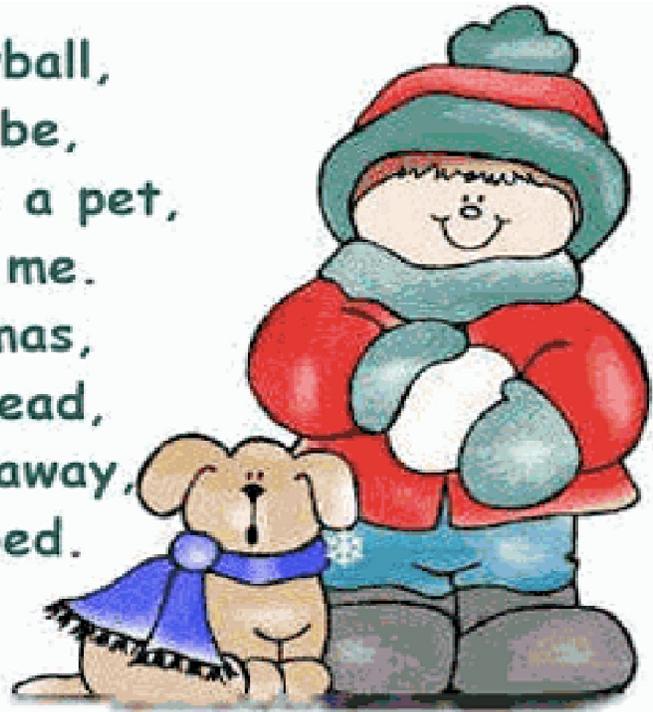
### Key Messages

- The Navy is in the process of preparing a notification to Congress regarding our intent to change the policy that restricts assigning women to submarines.
- Given that SSBN and SSGN officer accommodations have more available space, appear to require less modification and will allow the Navy to move out more quickly, we envision initially assigning female officers to SSBNs and SSGNs.
- We know there are capable young women in the Navy and women who are interested in the Navy who have the talent and desire to succeed in the submarine force. Enabling them to serve there is best for the submarine force and our Navy.

### Facts & Figures

- Women make up approximately 15% of the active duty Navy, with 52,446 of 330,700.
- SSBNs are specifically designed for extended deterrent patrols.
- SSGNs provide the Navy with an unprecedented combination of strike and special operation mission capability within a stealthy, clandestine platform.
- Number of submarines: SSBN -14; SSGN - 4
- Crew size: SSBN - 15 officers, 140 enlisted; SSGN -15 officers, 144 enlisted.

I made myself a snowball,  
As perfect as could be,  
I thought I'd keep it as a pet,  
And let it sleep with me.  
I made it some pajamas,  
And a pillow for its head,  
Then last night it ran away,  
But first-- it wet the bed.



Merry Christmas  
and  
Happy New Year

Bill and Lu  
and  
Teddy Bear (The Dog)



**USS Cusk SSG 348  
Newsletter**

**Cusk Newsletter Editor  
William Vincent  
10249 Ainsworth Dr.  
Cupertino, CA 95014-1001  
e-mail [wvincent1@pacbell.net](mailto:wvincent1@pacbell.net)**

