



USS Cusk SSG 348 Newsletter

Volume I Issue 4

Spring 2006

We are into our second year of the Cusk newsletter. Things are going fine. The Cusk Booster Club has had a real good response, as you will see later in this newsletter. On the down side, we are spending too much money on mailing to wrong addresses. When you change your information, phone No., addresses, e-mail, etc. please let me know.

Planning for the next reunion, at Branson MO in 2006, is well under way. Delmer and Shirley have made a sight trip to Branson, and signed a contract. The information will appear later in this newsletter.

In this newsletter is a sign-up sheet for the reunion. Please keep your information coming.

Booster Club

In order to raise funds for the Cusk newsletter, I am starting a Booster Club. Anybody who sends a contribution will have their name added to the Booster Club list.

Make contribution checks to the Cusk Newsletter Fund and mail to:

William E. Vincent
Cusk Newsletter Editor
10249 Ainsworth Dr.
Cupertino, CA 95014-1001
(408)749-8541
e-mail wvincen1@pacbell.net

USS Cusk Newsletter Boosters 2004-06

(Boosters contribute money to cover the cost of the newsletter)

William R. Bealefield Jr., Charles A. Bell, Charlie Boushley, Donald Call, Gregory J. Czech, Bob Dalton, Robert D. Duncan, Jack H. Dunaway, Mike Fallatt, Richard E. French, Herbie J. Gamble, Clayton Gatlin, Louis Gamer, Richard Godfrey, Billy P. Hrbacek, Charles F. Harner, George Harlow, Roger Hathway, J.W. Hickman, Sam Houston, Larry J. Hudson, James L. Hughes, Nelson Kirsch, Leo P. Kunkel, Bob Lowry, Karen Lyons, Mark Markum, Vernon P. Maxson Jr., David P. McCormick, Richard McKenzie, William McNay, David D. Meyer, Robert F. Miller, Robert Mortiz, Joe Muller, Jack Nesae, Creg Pagden, Ray Peckenpaugh, Larry Ratliff, William B. Rawding, Bob Robison, Tom G. Roseland, Glen Rowe, Jack Scairpon, Wayne Smith, Gerald Spielman, Harold Staggs, Wayne A. Thomas, John J. Tracey, Jim Tow, Richard G. Tucker, William Vincent, James Walker, Edward L. Webersky, Eugene P. Wiklinson, Phillip E. Williamson, Earl R. White.

Shipmates

It is my sad duty to inform you of the passing of shipmate L. W. "Vern" Speed. He entered into Eternal Patrol in March 2006. He was buried at a Veteran's cemetery in Las Vegas NV.



Relocated

Mike and Terry have moved to Rogers, Arkansas, to be closer to family. Their new address is:

Mike & Terry Fallatt, III

16 Cardinal Court

Rogers, AR 72756

479-986-9180

TLFallatt@aol.com

10 great reasons

BY LORI ERICKSON

Branson, Missouri

Branson livens up southern Missouri this holiday season. Whether it's riding the Ducks or a roller coaster at Silver Dollar City, excitement awaits here this winter.



In November and December, Branson and its environs glow with thousands of winking lights for its Area Festival of Lights.

1 Beginning in November, spectacular **holiday lights** are everywhere in Branson for the Branson Area Festival of Lights: on buildings, in trees, along highways, in shops, and on stages. Don't miss the displays on the Trail of Lights at the Shepherd of the Hills Homestead and on the Festival of Lights Parkway at the intersection of Highway 65 and the Branson Hills Parkway.

2 Each year the **Veterans Homecoming** in Branson is the country's largest Veterans Day celebration for those who have served in the nation's military. Veterans and their families gather for a week's worth of festivities (many events are free) leading up to Veterans Day on Nov. 11.

3 The **56th Annual Adoration Parade and Lighting Ceremony** will be held in historic downtown Branson on Dec. 5. The event features a festive nighttime parade, crèche lighting ceremony, and more than 70 marching bands and floats.

4 Looking for holiday gifts? Branson is a top **shopping** destination with more than 200 shops in three outlet malls plus hundreds of specialty stores, upscale boutiques, and artisan studios selling traditional crafts, such as quilts, baskets, pottery, and wrought iron.

5 The beautiful **Ozark Mountains** and nearly 100,000 acres of forest and conservation areas surround Branson. The rolling terrain beckons hikers and

mountain bikers, and anglers can enjoy good fishing even in the winter months on Taneycomo, Bull Shoals, and Table Rock lakes.

6 For a trip across land and sea, **ride the Ducks**. These World War II-era amphibious vehicles transport you on a tour of Branson, Baird Mountain, and Table Rock Lake.

7 You can savor award-winning vintages at the **Stone Hill Winery**, where tours include tales from the days of Prohibition, as well as an overview of the wine-making process. Be sure to sample their famed cream sherry.

8 From the latest top acts to old-fashioned hill-billy tunes, Branson is synonymous with country music, but with nearly 50 performance venues and more theater seats than Broadway, the town has **music shows** to match nearly every taste. Theaters feature pop, swing, rock 'n' roll, gospel, and big-band acts, as well as magic, comedy, and nostalgia shows. Perennial favorites include Jim Stafford, Andy Williams, and Tony Orlando, while chart-topping artists, such as LeAnn Rimes and

Brad Paisley, also tour through Branson.

9 If Trigger still snorts in your dreams, visit the **Roy Rogers-Dale Evans Museum**, which houses an extensive collection of memorabilia from their lives and careers plus live entertainment by Roy "Dusty" Rogers Jr. and The High Riders at the Happy Trails Theater.

10 Celebrate an old-fashioned Christmas at **Silver Dollar City**, a theme park that re-creates 1880s-era Ozark Mountain life with period costumes, crafts, festivals, and food. December events include a holiday parade, Charles Dickens-inspired theater performances, and a wonderland village where Mr. and Mrs. Claus live.



Destination Details
For more information, contact the Branson/Lakes Area Chamber of Commerce and Convention and Visitors Bureau, (800) 214-3661; www.explorebranson.com.
• Lori Erickson is a freelance writer from Iowa City, Iowa.

The JEWEL of BRANSON!
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The Jewel of Branson
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We have set the standard for quality and service, while hosting hundreds of meetings, conventions, and special events. Conveniently located in the heart of Branson on the famous "76 Strip", the Lodge of the Ozarks Entertainment Complex offers 190 beautifully appointed guestrooms, live entertainment and fine dining.

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 EMAIL: sd@lodgeoftheozarks.com
 ADDRESS: 3431 West Hwy 76 Branson, MO 65616



PROFILE: Hotel and Conference Entertainment Center

LOCATION: Conveniently on West hwy 76, next door to Mickey Gilley's Theatre and Restaurant and across the street from the Jim Stafford Theater. Six Major Theaters, White Water theme park, Go-Carts, Mini Golf and 90 Store Outlet Mall within walking distance.

GUEST ROOMS: 190

MEETING ROOMS: 6

MEETING SPACE: 11, 100 square feet

ROOM FEATURES: Voice Mail
Coffee Makers
Hair Dryers
Iron / Ironing Board
Cable T.V.
Jacuzzi Bath (Select Rooms)
Refrigerators and Microwaves (Select Rooms)

HOTEL FEATURES: Room Service
Indoor All Season Heated Pool & Hot Tub
Poolside Snack Bar and Game Room
Rafters Steak & Seafood Grille for Family Dining
Club Vegas Supper Club for fine Dining, Cocktails, Dancing and Live Entertainment
Hughes Brothers Celebrity Theatre
Concierge Service
Hair & Nail Salon
Massage Therapist
3 Gift and Apparel Shops
Meeting Rooms
Hospitality Suites
Audio/Visual Equipment
Banquet/Catering Service

PARKING: Ample Free Level Parking

ADMINISTRATION: Joann Chamberlain - Sales Manager
7 years Meeting / Convention Planning Experience

Meeting Room	Usable Sq. Footage	Room Dimensions	Theatre Style	Classroom Style	U-Shape	Conference Style	Banquet Style	Reception Style
Crystal Hall	4712	62x76	500	250	50	70	475	375
Club Vegas	4216	62x68	196	196	N/A	N/A	240	300
Ozark Room	893	19x47	100	54	36	36	70	90
Remington Room	627	19x33	80	36	28	28	N/A	50
Hospitality 255	312	13x24	30	15	12	24	N/A	N/A
Hospitality 355	377	13x29	40	24	12	24	N/A	N/A

* Theater Rental Available

Shipmates:

I need your help. I need an update on your information for the Cusk newsletter.

First name	MI	Last name	Spouse	Address		
City		State	Zip	Rate	Time on ship	
Phone No.			And most important e-mail (if there is one)			

Send to:

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Cusk Newsletter Editor
10249 Ainsworth Dr.
Cupertino, CA 95014-1001
(408)749-8541
e-mail wvincen1@pacbell.net

USS Cusk Shipmates on Final Patrol since October, 2004

These are the names of Cusk crewmates that are on final patrol. Anyone who knows of others who are deceased, please send to Bill Vincent.

Keith Cisewski 2005, Huston A. "Sam" 2005
 Don Howell 2005, Tony Manning 2005
 Jesse Kelly 2004 L. W. "Vern" Speed 2006
 Sam Lyons 2004
 John A. Hegg 2004

Lost Shipmates

Does anyone know of the whereabouts of these shipmates? Their names appear on past rosters but their addresses can't be verified. If you know anything about these shipmates please fill out the form (appearing elsewhere in the newsletter) and mail to Bill Vincent.

Name	Rate	Time on boat
John Michael Barr		
Edward "Eddie" Bernight	TAD	68
Norwood Bridgers		
Don Birch		

Lawrence Cummings	STS2 (SS)	
A. W. "AL" Covington	TM 1 (SS)	54-56
Joe L. Davis	QMSN(SS)	53
Pete Esterle		
Don Floyd		46
Roger Gile		
Don Gill	TM3 (SS)	61-52
Irving Goldberg		45
Vince "Mac" Mahany	IC3 (SS)	64-66
Robert Manton	RM3	62-66
Gary W. Markwell		
Mark K. Maynard		
James B. McIlvaine		
Richard J. Murphy		
Robert H. Nelson	FTG3 (SS)	66-69
Darrel F. Nickerson	IG3 (SS)	66-69
Arthur O'Maelly Jr.		
Frank Quinalivan		
Roby Richards		
Herbert Rinn		
William A. Roberts		
Lee E. Rupert	MM2 (SS)	67-69
Richard E. Rusconi		
Richard Saunders		
Jullius J. Sedtal Jr.		67-69
Kerby L. Sheets		
Wesley M. Shrum		
Peter Smith		
Richard L. Smith		
Jim Spivey	EN3 (SS)	60-62

Robert Laird Starkey		
Doug Stall	LTJG	53
Jammie D. Tipton	IC1 (SS)	68-68
Jerry L. Weaver	TMCS (SS)	
Dennis Weller		
Robert E. Woods		

.....

Hello Fellow Submariners:

by Steve Hogan CS2 (SS)

If you don't mind I will tell you a sea-story about the ALBACORE and her magnificent crew. We were an experimental boat, in fact we were the first "round" or bullet-shaped boat that was designed strictly for high-speed operations. We did not have twin screws like other boats; we had a driveshaft within a larger driveshaft. These two shafts counter-rotated their own set of screws, which meant we were unable to go forward on one screw and back on the other to "twist" the boat into a tight turn or use them for mooring. We did not have the standard stern planes and rudder which were commonly known as being in a crucifix or cross (+) configuration. Our stern planes were in an X shape and they were huge to give them more surface area or "bite" when turning. Of course with only half of them being submerged on the surface and without twin screws, we were not very maneuverable on the surface, therefore we were usually escorted by a sea-going tug when transiting on the surface for long distances in tight quarters, such as through the Cape Cod canal, etc.

The aft half of our sail was another rudder. We had a huge piano hinge that connected the rudder to the sail. We also had "water brakes" which were huge portions of the superstructure just aft of the sail that were extended by hydraulic rams to slow the ALBACORE when we were submerged after making a high speed run. We did not have any bow planes.

Now here's something you won't believe: our helm and stern planes watches were stood by officers and not by enlisted men!! The control stations consisted of only one station because of the stern configurations and the officer had a steering wheel just like on an airplane. We did not have any torpedo tubes and our "armament" was 45-caliber pistols, a few rifles, and some hand gre-

nades. In the event of a war we would have been beached and all the crew transferred to Man of War ships. Our batteries were not lead/acid as all other boats were, including Nukes. Our batteries were silver/zinc with a base solution instead of acid. They were designed for extremely fast charging and fast discharging.

When we submerged for a high-speed run, our batteries would be totally expended in a maximum of 45 minutes. We would then surface and steam back into port on our "pancake" diesels, which were terrible at best. I think we were the last boat to have those types of engines, and rightfully so, they were always breaking down or requiring extensive maintenance. Even when they were working well, they could not charge the batteries fast enough and we would come in and hook up to shore power. I do not ever remember being in port when we did not have huge, black wires running down through our forward hatch for shore power. Another great feature of the "Core" was the fact that our freezer/chill box could only handle about 10 days of stores. This meant no long times at sea!!! We usually performed daily ops out of Portsmouth Naval Shipyard in New Hampshire which was our home port or out of Key West or Ft. Lauderdale, FL. Not bad duty. To make matters even better, we would have so many engineers and scientists aboard when we were operating that we normally left about 1/3 of the crew ashore because there was not enough room for everyone. The ALBACORE was only about 210-feet long and had a full crew of about 70 officers and enlisted. When operating in Ft Lauderdale, we had to buy our stores from the grocery stores because there was not an official Navy base at Port Everglades. Needless to say we really ate well.

A couple of more tid-bits and I will hang it up. When the ALBACORE would submerge for a high-speed run, we had a command come over the 1-MC like no other sub ever had. We were told to rig the ship for hydro-batics. This meant we were to immediately get into our bunks or be seated and put on seat belts to help prevent us from falling down or getting hurt if we did a sharp maneuver. We were never officially told how fast we were going at a flank bell, but believe me, we were hauling ___! And when we were submerged, the huge X-rudder coupled with the sail rudder, we could do some real G-force turns and maneuvers. To keep the "liquid" in the battery cells, we had bladders like a football in each cell. When the ship got to a specified roll angle, these bladders would automatically inflate and prevent the liquid from being spilled. The batteries were the poor electricians'

nemesis. They required a great deal of “care and feeding” and in today’s jargon, they would be known as high maintenance. By the way, we were never told how fast we actually went when submerged, but we were all given Speed Merchant awards and told that the actual speed was highly classified. We were credited as being the fastest ship in the world. All I know is, that we were really, really making some “brown-bagger turns” and flying through the water. I say flying because of the controls all being similar to an airplane’s and the speed was in excess of 30 knots.

I don’t know how true this is, but we were told that all of those old silver dollars that were taken out of circulation were used by the battery manufacturer to build our 520 cells that each were over 6 feet tall and weighed approximately 1,000 pounds each.

We hit bottom once after coming out of PNSY and miscalculating the trim. Some poor officer caught hell over that but it was just a glancing blow and did not do any structural damage except to all our scivvies. Thank the good Lord it was nothing as serious as Mr. Herold’s bout with the rocks.

Well fellows, I had better close for now and get to work. I really appreciate you letting me tell you my sea stories and for sharing yours with me. I hope all of you have a Healthy, Happy and Prosperous New Year. Take care and Godspeed.

More on ALBACORE

By Bob Dwinell ENCS (SS) Retired

I have a little more info since I was recommissioning USS RAZORBACK(SS394) at the time of ALBACORE’S launching and sea trials at Portsmouth Naval Shipyard in 1953. RAZORBACK was assigned as pace boat for the sea trials.

We rendezvoused with ALBACORE off Portsmouth, she dived and hoisted a periscope to mark her position, We were about 100 yards off her starboard side on 2 main engines.

ALBACORE held steady as we hit about 10-12 knots, I was sitting in the after engine room hatch with a bird’s eye view of the proceedings. She started pulling ahead, slowly, and I heard our #3 and #4 main engines hunker down as we caught up. ALBACORE started pulling ahead again, then

our last engine came on line and we caught up at which time they must have kicked ALBACORE in the butt, she just took off, her scope shooting a plume of water 15 or 20 feet in the air. I then heard the 7MC in maneuvering order “ Answer bells on the battery.” Even that didn’t help, she was GONE!

I later heard she was doing about 30 knots when last seen.

Funnies

The history of the middle finger

Well, now.....here’s something I never knew before, and now that I know it, I feel compelled to send it on to my more intelligent friends in the hope that they, too, will feel edified.

Isn’t history more fun when you know something about it?

Before the Battle of Agincourt in 1415, the French, anticipating victory over the English, proposed to cut off the middle finger of all captured English soldiers, Without the middle finger it would be impossible to draw the renowned English longbow and therefore they would be incapable of fighting in the future.

This famous English longbow was made of the native English Yew tree, and the act of drawing the longbow was known as “plucking the yew” (or “pluck yew”).

Much to the bewilderment of the French, the English won a major upset and began mocking the French by waving their middle fingers at the defeated French, saying, See, we can still pluck yew!

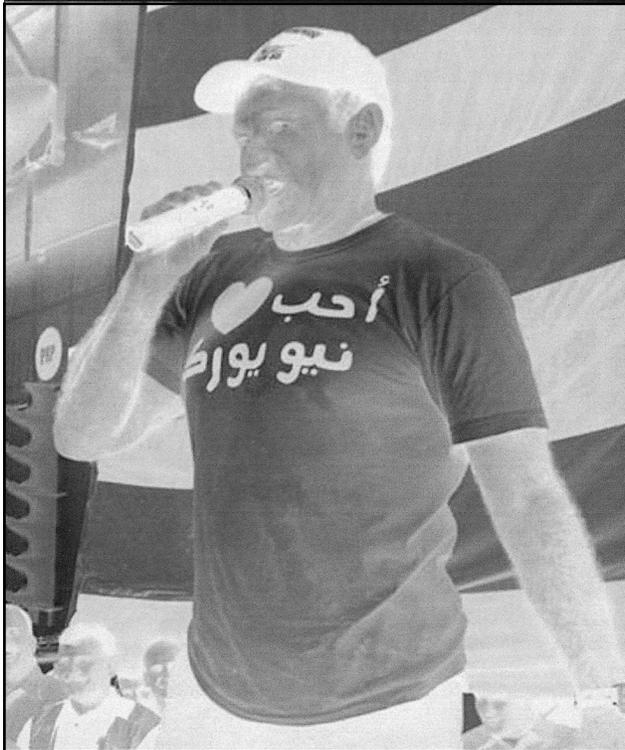
Since ‘pluck yew’ is rather difficult to say, the difficult consonant cluster at the beginning has gradually changed to a labiodentals fricative F’, and thus the words often used in conjunction with the one-finger-salute!

It is also because of the pheasant feathers on the arrows used with the longbow that the symbolic gesture is known as “giving the bird.”

IT IS STILL AN APPROPRIATE SALUTE TO THE FRENCH TODAY!

And yew thought yew knew everything!

The Plan!



Robin Williams, wearing a shirt that says "I love New York" in Arabic.

You gotta love Robin Williams.....

Even if he's nuts! Leave it to Robin Williams to come up with the perfect plan. What we need now is for our UN Ambassador to stand up and repeat this message.

Robin Williams' plan. (Hard to argue with this logic!) "I see a lot of people yelling for peace but I have not heard of a plan for peace. So, here's one plan."

1. "The US will apologize to the world for our "interference" in their affairs, past and present.

You know, Hitler, Mussolini, Stalin, Tojo, Noriega, Milosevic, Hussein, and the rest of those "good ole boys," we will never "interfere" again.

2. We will withdraw our troops from all over the world, starting with Germany, South Korea, the Middle East, and the Philippines. They don't want us there. We would station troops at our borders. No one allowed sneaking through holes in the fence.

3. All illegal aliens have 90 days to get their affairs together and leave. We'll give them a free trip home. After 90 days the remainder will be

gathered up and deported immediately, regardless of whom or where they are. They're illegal!!!

France will welcome them.

4. All future visitors will be thoroughly checked and limited to 90 days unless given a special permit!!!! No one from a terrorist nation will be allowed in. If you don't like it there, change it yourself and don't hide here. Asylum would never be available to anyone. We don't need any more cab drivers or 7-11 cashiers.

5. No foreign "students" over age 21. The older ones are the bombers. If they don't attend classes, they get a "D" and it's back home baby.

6. The US will make a strong effort to become self-sufficient energy wise. This will include developing nonpolluting sources of energy but will require a temporary drilling of oil in the Alaskan wilderness. The caribou will have to cope for a while.

7. Offer Saudi Arabia and other oil producing countries \$10 a barrel for their oil. If they don't like it, we go someplace else. They can go somewhere else to sell their production. (About a week of the wells filling up the storage sites would be enough.)

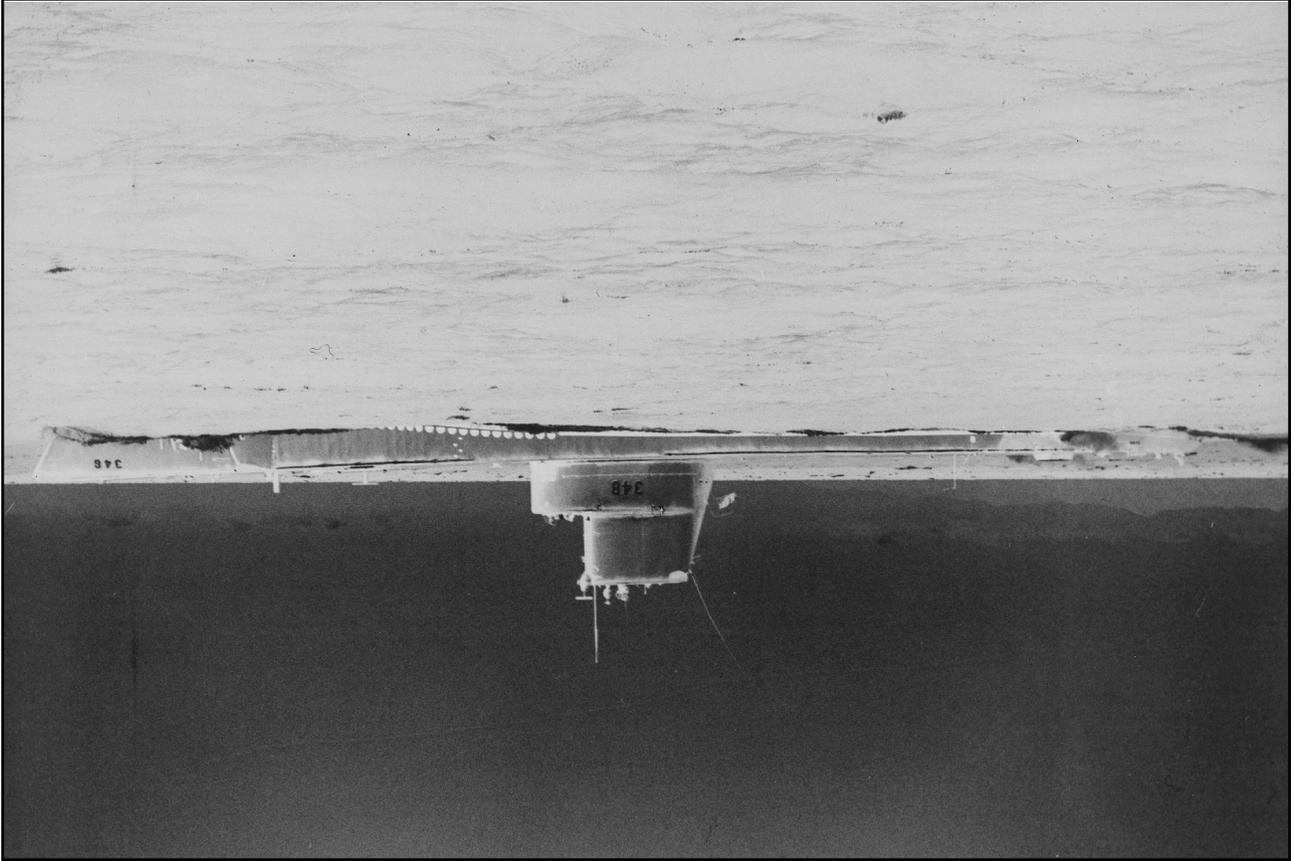
8. If there is a famine or other natural catastrophe in the world, we will not "interfere." They can pray to Allah or whomever, for seeds, rain, cement or whatever they need. Besides most of what we give them is stolen or given to the army. The people who need it most get very little, if anything.

9. Ship the UN Headquarters to an isolated island someplace. We don't need the spies and fair weather friends here. Besides, the building would make a good homeless shelter or lockup for illegal aliens.

10. All Americans must go to charm and beauty school. That way, no one can call us "Ugly Americans" any longer. The Language we speak is ENGLISH...learn it...or LEAVE...Now, isn't that a winner of a plan?

"The Statue of Liberty is no longer saying "Give me your tired, your poor, your huddled masses." She's got a baseball bat and she's yelling, 'you want a piece of me?'"

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Newsletter



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