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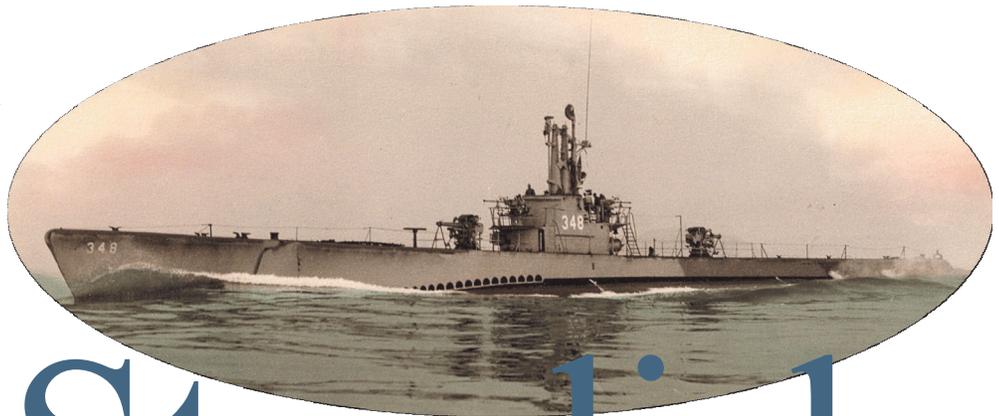
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Standish times

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

The USS Cusk was the world's first missile submarine and with her historic first launch on February 12, 1947, the Cusk became the forerunner of today's fleet ballistic and cruise missile launching submarines. During her 24 years of service she completed 100% of every mission assigned. She was a key player in the U.S. Navy's submarine missile development program (including Regulus), and served often in the Korean, Vietnam and Cold Wars. The USS Cusk was one of only four submarines to receive the "Vietnam Commendation for Meritorious Gallantry" award.



2012 Cusk Reunion - Shelton, Washington
Sunday, September 9th thru Thursday, September 13th
 See page 7 for more details



The USS Cusk Museum Display



- Pictorial timeline of Cusk's History
- Pictures and posters from "The Flying Missile" movie
- "Parade Magazine" article about the Cusk
- Scale model of Cusk with missile launch ramp and hanger
- #1 Periscope Relative Bearing ring
- Ship's Patches
- Collision Alarm actuator
- Deep Depth Gauge
- Commissioning, Decommissioning & "Welcome Aboard" brochures

Located in the "Brevard Veteran's Memorial and Museum", Merritt Island, Florida

Purchased new in 2005 by Cusk crewmembers who rode the Cusk in her last three years (1967 to 1969), this display is dedicated solely to the USS Cusk and it contains many artifacts, documents and pictures from the Cusk's historic past. Some of the items of interest it contains are annotated above. Also in this display is a Qualification Book, various WestPac patches, ship's lighters, a key chain, and even a scale model "Jitney" from Subic Bay. Not shown but to be added soon is a 9"x12" solid brass original ship's plaque, and a soon to be working Claxon from the Forward Engine Room.

From the editor...

A farewell...this will be my last issue of the Cusk Newsletter. After 13 years of compiling Cusk history and information including the webpage, museum display and countless documents, artifacts and pictures, I've decided to spend my time on other things. I will keep the Cusk website up for one more year and I will fully support the 2012 reunion to its conclusion. Hopefully, someone will volunteer to take over the webpage and/or the newsletter. Please let me know if you are interested.

To all my dear friends and shipmates, it has been a distinct honor and privilege, and I am so very proud of all that we have accomplished together.

Green Board and following seas to all!





Sea Stories—Life aboard the Cusk “Fun on the Cusk”

By Nelson ‘Maynard’ Greer, EN1(SS) , USS Cusk, 1965

Damn, we had fun! Some of it sure didn't seem much like fun at the time, but looking back through the mists of time, it was all fun.

It was summertime, 1965 and the USS Cusk (SS-348) took on a full load of food and fuel, left Pearl Harbor in our wake, and headed for adventure in the Western Pacific. I don't recollect us doing any Northern Runs that WestPac trip. We left the Russians to them new fangled nukes and the more modern diesel boats. The glory days of the Cusk were the late 40's, when she was the first submarine in the world to fire a guided missile. Later she got the Guppy II treatment with a snorkel, new sail, and updated electronics, but basically she was a WWII boat, fast on the surface and slow underwater. So some guy at the top decided to let us patrol the Viet Nam area.

We made two or three patrols down south, so for brevity I'll lump everything I remember into one tale. We were assigned lifeguard duty, with a 100 mile grid to patrol. If any Airdales decided to ditch in our

area on the way back to their carriers, our job was to rescue them. We cruised on one engine at about two knots, submerging once a day just to prove we were still a submarine. Nothing happened to any flyboys in our area, but plenty of irritating crap happened to us.

You could always tell the Electricians on the boats by their dungarees. They got way too close to battery



acid, and their clothes looked like they were headed to a Swiss cheese convention. On the Cusk, the whole crew looked like that.

Those old boats had a 'closed cell' ventilation system, where the Exhaust Blower took a suction directly from our 252 battery cells. This caused

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HEALTH TIPS

'Keep your chin up' is not just a saying for senior independent living; this can help in our everyday relaxing time. Sit up straight, lean the head back as far as is comfortable. Uh, oh...didja hear those creaks? Feel the 'pull' in the front neck muscle? Then lean the head to one side..hold..then the other side...hold. Continue doing this simple exercise a couple times a day, EVERY day. Ease up if soreness develops.

Exercise for independent living seniors - A simple and easy way for independent living seniors to tone the leg muscles is: Lie flat on your back, legs extended straight up with toes pointed (easy does this when beginning, a slight bend if necessary); try to keep your hips, knees and ankles in a straight line. With your toes always pointed, bend first your right knee, and bring your foot as close to your buttock as possible; raise leg to beginning position, then repeat with the left leg (note, the opposite leg should be kept straight in the air, muscle tight). Repeat with both legs four times, then flex the feet and repeat exercise four more times, each leg. Bring legs down and relax before standing. These exercises can be done on a continuing basis for firming and toning your legs.

Security and independent living - Independent living seniors need to see to their security. If it is necessary to put your name on a mail box or in the phone directory (wherever), just use last name and INITIAL ONLY of your first name. 'Tho my husband has been deceased for 4 years, I continue to use HIS and my name in phone book.' NEVER add just Mrs. or Mr.

If you are an independent living senior, never allow a stranger in your home, no matter what the emergency. If asked to use your phone, get the telephone number and offer to make the call yourself, shutting and locking the door to the stranger.

Connect regularly with friends and family - Spend time with people you enjoy and who make you feel upbeat. It may be a neighbor who you like to walk with, a lunch date with an old friend, or shopping with your children. Even if you are not close by call or email frequently to keep relationships fresh.

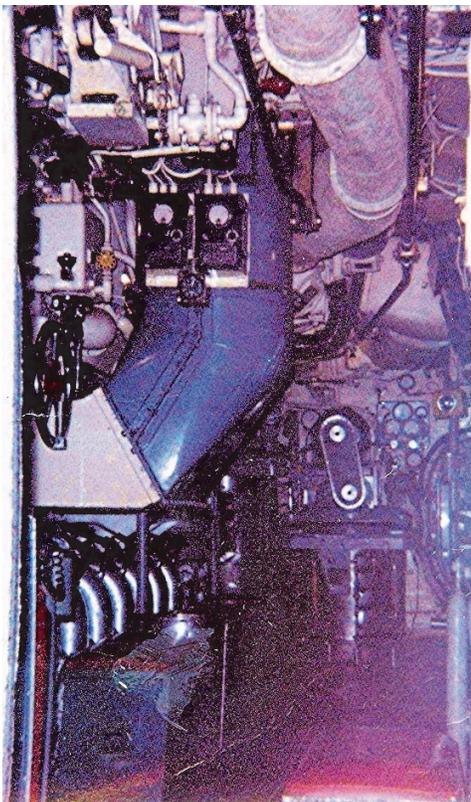


"Fun on the Cusk" - Continued from Page 3

battery acid to get into the steel ventilation piping and we know who always wins that battle. The piping runs along the overhead from the Forward Battery compartment, through the Control Room and After Battery

compartment, and ends at the Exhaust Blower in the Forward Engine room.

The crew worked, ate and slept underneath this piping. I remember tasting and then tossing out food when battery acid dripped in my plate. We could never tell if acid dripped in the bug juice we drank cause the mess cooks



Forward Engine Room - Facing forward

mixed it so strong we probably could have used it in the batteries.

The worst acid leak was on the Exhaust Blower itself. And directly underneath was the perfect spot for the Throttleman to stand while operating our two distilling units. So when making water that we weren't allowed to shower with, we would have acid dripping on us. We had to amuse ourselves at sea somehow so "Lani Moo" Johnson and myself decided to have a "whose dungarees will rot off first" contest. I don't remember the prize, I suppose it was an ice cold San Miguel beer in Olongapo or something just as useful. After 10 days we compared what was left of our uniforms and Lonnie Moo won. He musta cheated and rolled on the deck to get some extra acid, cause I know I stood under that blower 8 hours a day for all 10 days.

Now, the Supply Blower is right next to the

Exhaust Blower and there may have been some acid carryover to it. The pipe coming out of the blower splits into a 'Y' shape and forces fresh engine room air through two smaller pipes into the forward part of the boat. Well, right at that Y the piping rotted out and the fellers up forward weren't getting enough fresh air. We looked at our coffee cans and other types of sheet metal and couldn't come up with anything to repair it with. Then some genius said "Dungaree pants". Somebody had a new pair without any acid holes, we replaced the sheet metal piping with the bell bottom trousers, secured it with that there newly invented duct tape, and they held up until we got into Subic Bay for an upkeep.

Cruising off the coast of Viet Nam in the fall was HOT, HOT, HOT! The Cusk had two 12-ton air conditioning units in the After Engine room. Not really good enough to cool the boat very well, but when they both broke down, son-of-a-bitch, it went from just HOT to freaking miserable. We tried to cool the boat by opening all the watertight doors, closing the main induction and drawing air through the boat from the conning tower hatch to the engines. That helped everybody except the electricians cause the humid Tonkin Gulf air shorted out everything between the conning tower and the engine room. So we opened the main induction and went back to being freaking miserable again.



Special patch designed for Engineering

During the day we were allowed to sit inside the superstructure above the forward torpedo room where we could scoop up cool salt water and pour it over ourselves, which gave us some temporary relief. No one wore shirts except the cooks and mess cooks, as we didn't want none of their manly chest hairs in our chili con carne. One day I was

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USS Cusk Ship's Patches: The Missile Patches - 1947 to 1958



First known Missile patch designed in mid 1947. Note the radio transmitter controlling the missile, and that the Cusk fish is almost identical to that of the original ship's patch.



Second Missile patch designed in late 1947. A slightly different Cusk fish is now actually firing the missile from its mouth while holding a torpedo



On January 20, 1948, the Cusk was redesignated "SSG-348" and the missile patch changed to add the 'G' shortly afterward.



The Cusk's missile launch equipment was removed on July 1, 1954 and she was redesignated SS-348. The Cusk continued supporting the Regulus Missile program until 1957.

"Fun on the Cusk" - Continued from Page 4

sitting in the mess decks, and a cook, Rick "Ptomaine" Greer (no relation), came out of the galley and took off his sweat soaked tee shirt. I have never seen a rash that large before or since. It looked like he was wearing a red tee shirt. I tell you, it was freaking miserable.

We all know the Government would rather waste a dollar and do nothing than spend a dime to fix a problem. Here is a story to illustrate that truth. The General Motors 278-A diesel engine has four exhaust valves

in each of its 16 cylinder heads. The valves have two grooves near the top of the stem. Two 'keeper' halves fit around each



Rick "Ptomaine" Greer in Mess Hall

valve and have two ridges (called 'lands') on the inside that fit into the valve grooves, while the outside of the keepers fit into a tapered cup that sits on top of the valve spring. The keepers keep the valve connected to the spring. For you non-engineer types, the spring holds the valve shut whilst fuel is exploding inside the cylinder.

The Cusk received a large shipment of

refurbished heads prior to deploying to WestPac. We overhauled number Two Engine using 16 of the 'new' heads just before getting underway. It ran just fine in port. Departure day dawned, and we headed toward the "Land of the Rising Sun". A couple of days out and suddenly, Bam, Bam, Bam, Bam, shut that engine down, there is something wrong there. Pull the valve covers and, hey, here is the culprit, an exhaust valve is missing, and the only place it could be is between the piston and the head. Diesel engines have a 16 to 1 compression ratio, so there ain't a whole lot of clearance in there.

So we yank that head off, and there is our mangled valve laying on top of one very beat up looking piston. The bottom side of the head has matching scars from the wayward valve. We strip the head, salvaging the salvageable parts. "Hey, these valve keepers only have one land!" says some sharp sighted sailor. The valve keepers need two lands so are only doing 50% of their job. We check the spare head we are about to slap on. The keepers have just one land. We check all of our recently received spare heads, same thing. No choice, we gotta use the crappy keepers. Next day that engine goes Bam, Bam, Bam, Bam again, same story, different cylinder. And so it goes for the two weeks it takes us to reach Yokosuka, Japan.

We figure we can just get some new keepers from the supply system in Yoko and the problem is on it's

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"Fun on the Cusk" - Continued from Page 5

way to being solved, right? 'Supply' had plenty of keepers in stock and they sent 'em right away. You guessed it, all of them were the new improved one land type guaranteed to drop the exhaust valve into the cylinder while the engine was running. Frantic phone calls were made, but no one gave a damn. Don't you know there is a war going on down south?

The joke on "Jimmy" boats (submarines with GMC engines) was that if there were two coats of paint on the bulkhead outboard of the engines, you would have to chip off one coat for clearance in order to slide a head up off of it's studs. Not a lot of working room out there, and hotter 'n hell if the engine has been running. Changing an outboard head at sea was way low on our list of favorite things to do. The cool waters by the dock in Yokosuka kept the Engine Room at a comfortable temperature, so we formed a plan to avoid future pain. We moved the five gallon cans of coffee, flour, and sugar we had stored there and pulled all eight heads off the outboard side of that newly overhauled engine. Then we took the eight most easily accessible heads off the inboard side of the other engines, installed the good ones outboard, and replaced them with the defective heads. Now we knew the cylinders likely to fail were easy to get to.

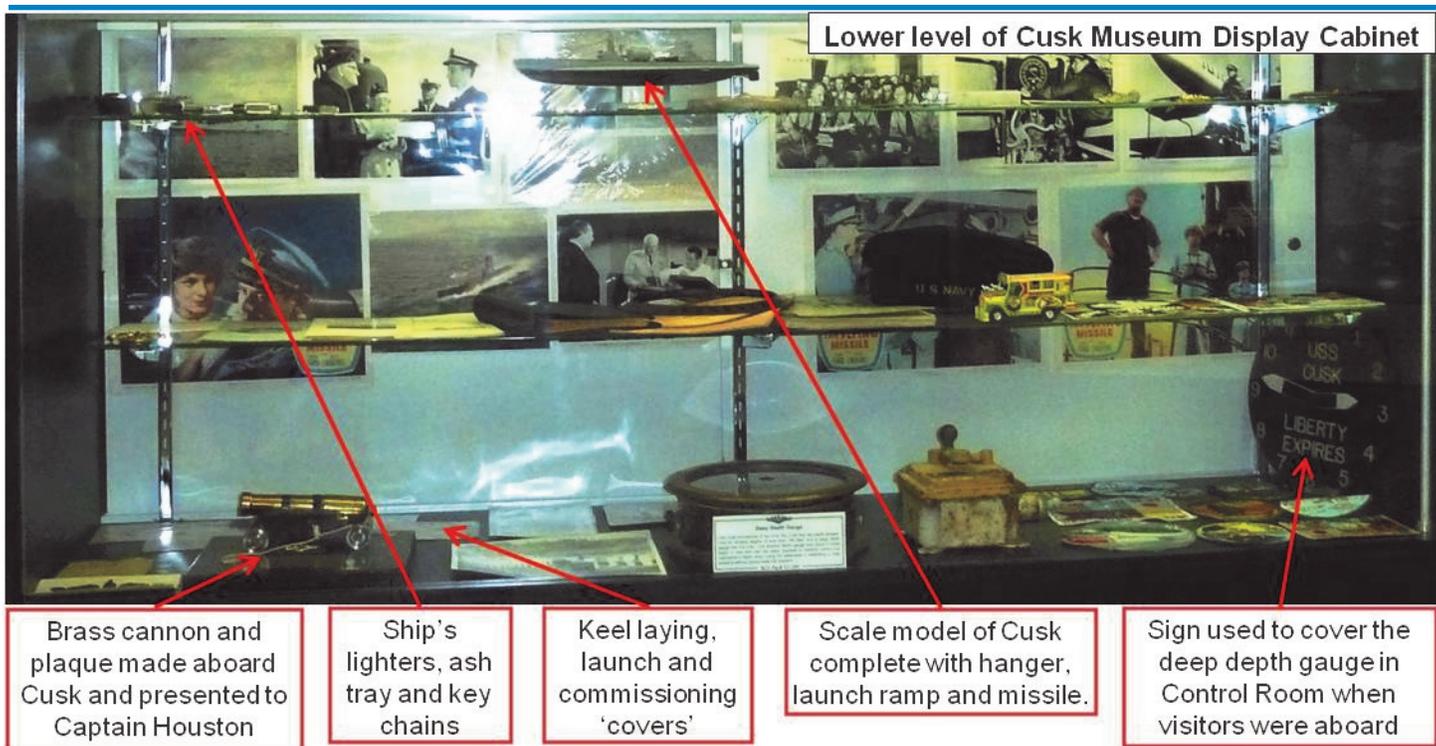
After awhile we were champion head changers. Four hours after hearing that dreaded "Bam, Bam, Bam, Bam", the engine would be on the line again. If there was a puka in the piston, add two hours. Lacerated liner, add another two hours.

These heads weren't the dinky things like on your lawn mower. They were over a foot square, and maybe 8 inches thick. They weighed 186 pounds. The circumference of my wrists grew an inch that WestPac trip. I could just barely lift one and carry it around. Lonnie Moo was about 5 feet tall and 6 feet wide, and he could lift one in each hand and waddle down the passageway. A point of pride was being able to cradle a head in your arms and step through the hatch with it into the other engine room. The chief was keeping track, and said we had changed 96 heads by the time we got back to Pearl.



As for liberty, if you were there in those days, you remember what we did in Honcho 1, 2, and 3 in Yokosuka, the Wan Chai District of Hong Kong and on Olongapo's Magsaysay Drive. If you weren't there, you can only envy us.

Damn, we had fun!





2012 Cusk Reunion - September 9 to 13 Little Creek Resort Casino Shelton, Washington



Attendees will stay at the Little Creek Resort in Shelton. Shelton is the westernmost city on Puget Sound and just a few miles from Bremerton. In addition to reunion activities, you can enjoy the resort, its casino and many nearby attractions like the Olympic Peninsula, Naval Shipyard, Seattle and much more.

Reservations: 1-800-667-7711

Rooms: \$75.90 per night (includes 10% tax). Be sure to ask for "Cusk Reunion" rates. Rates should apply to early arrivals and/or late departures if made at the same time.

Meals: There are three or more venues for breakfast at the resort. Lunches and Dinners are also available in the resort and locally at your discretion.



Getting There: The Little Creek Resort Casino is about 71 miles south of the Seattle/Tacoma (SeaTac) airport. Typically a 90 minute drive, take I-5 South toward Portland. Turn right at Exit 104 onto Highway 101 towards Aberdeen and Port Angeles. At about six miles, turn right onto 101 North to Port Angeles and Shelton. The Little Creek Resort Casino is about six miles on 101 North on your left at Highway 106. The main lobby and parking is on the apparent back side of the facility. The city of Shelton is about five miles north of the Resort.

Dinner Banquet: \$40.00 per person (includes meal, taxes and gratuity)

Hospitality Cover: \$30.00 per person (includes Hospitality Room, snacks and drinks)

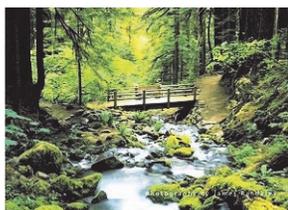


Reunion Agenda

Sunday, 9 Sept: Arrival and get reacquainted time in the Cusk Hospitality Room (Inquire at front desk)

Monday, 10 Sept: Free time to explore the Olympic Peninsula. Tours of the Bangor Submarine Base and the Naval Undersea Warfare Museum are under negotiations at this time. Details and costs of the tours will be published at a later date.

Tuesday, 11 Sept: Free time to explore the Olympic Peninsula. A tour of a local logging and milling business is under negotiation at this time. Details and costs will be published at a later date.



Wednesday, 12 Sept: 9:30 AM Memorial Service. Afterwards the men will meet for their business meeting and the ladies will meet for some fun activities. (Location provided in the "Welcome Aboard" package.)

12:00 Noon to 5:00 PM - Free time

5:00 PM - Group picture (Location provided in the "Welcome Aboard" package.)

6:00 PM - Dinner Banquet in the "Sqi-Aiti" Room in the resort

Thursday, 13 Sept: Checkout and farewells. The Hospitality Room will remain open until 12 Noon.

Payment: Bill Hrbacek will need a attendance head count and your payment in hand no later than 1 August 2012. Cost, not including possible Bangor Sub Base and Logging tours, is \$70.00 per person. Please send the number of persons attending and funds to:

Bill Hrbacek, 60 W. Shadow Valley Drive, Shelton, WA 98584.

Tours will be handled separately and the details will be provided at a later date. If you are a golfer, bring your clubs as there is a new PGA rated course at the resort (opened in 2011). You will probably need to get your Tee Time prior to arrival so be sure to ask about it when you make your room reservations.



Visit the Little Creek Resort's website for information and reservations. The Cusk webpage will be kept updated with news about the 2012 Cusk Reunion and printable forms, maps, prices, agenda, etc. will be available.



Additional contact information:

Bill's email: hrb-bp@q.com

Bill's phone number: 360-427-6220

Little Creek Resort website: www.little-creek.com

USS Cusk website: usscusk@earthlink.net

USS Cusk 2012 Reunion webpage: usscusk.com/2012 Reunion

