

USS TUSK (SS 426)  
c/o Fleet Post Office  
New York, New York

FAMILY GRAM #1

25 June 1960

This is the first in a series of Family Grams that will be sent during TUSK's MED deployment. TUSK will get underway the first part to the week of 27 June 1960. It is expected to arrive at OPORTO, Portugal on 8 or 9 July 1960. TUSK will depart OPORTO on 11 July and continue with various operations to include several other port stops. Return to New London is expected on 19 October 1960.

If you are a member of a serviceman's immediate family and you need him home because of serious illness or other family emergency, contact the Red Cross. They will prepare and send a report to the military authorities to help them decide whether emergency leave can be granted. It should be remembered that the need must be genuine.

The telegraphic address of the TUSK will be:

Name  
USS TUSK (SS 426)  
c/o U. S. Naval Communications Station  
Washington, D.C.

  
J. C. SMITH

USS TUSK (SS 426)  
c/o Fleet Post Office  
New York, New York

FAMILY GRAM #1

25 June 1960

This is the first in a series of Family Grams that will be sent during TUSK's MED deployment. TUSK will get underway the first part to the week of 27 June 1960. It is expected to arrive at OPORTO, Portugal on 8 or 9 July 1960. TUSK will depart OPORTO on 11 July and continue with various operations to include several other port stops. Return to New London is expected on 19 October 1960.

If you are a member of a serviceman's immediate family and you need him home because of serious illness or other family emergency, contact the Red Cross. They will prepare and send a report to the military authorities to help them decide whether emergency leave can be granted. It should be remembered that the need must be genuine.

The telegraphic address of the TUSK will be:

Name  
USS TUSK (SS 426)  
c/o U. S. Naval Communications Station  
Washington, D.C.

  
J. C. SMITH

USS TUSK (SS 426)  
c/o Fleet Post Office  
New York, New York

FAMILY GRAM #2

6 July 1960

28 June 1960 - 0905 Underway. A special guest on board TUSK for the Atlantic crossing is Mr. Oliver Wendell Schenk, sea lance artist and photographer on special duty for the Recruiting Service. Mr. Schenk has been to the Med before and has many interesting stories to relate.

1 July 1960. Swim call was held in the warm gulf stream. Water temperature was 75°F. About half the crew participated. Lifeguards were LACEY, SN(SS) and ENGDAL, TMSN(SS). THALASINOS, TM2(SS) was standing by with a rifle to shoot any sharks. None appeared.

LTJG MC CAULEY has presented interesting lectures on Prince Henry the Navigator. He (Prince Henry) was born at OPORTO the port to which we are going. LTJG MC CAULEY is a Harvard graduate and he certainly has a knack of giving glossy pictures of foreign lands and customs.

2 July 1960. TUSK received a message from COMSUBLANT in which we were announced winners of the "GREEN C", an award symbolizing communications superiority in Submarine Squadron TEN. We are especially proud of this award because there are many other fine ships in this squadron. The members of the radio and quartermaster gangs deserving of credit in connection with the award are, ROGERS, RM1(SS), HAROLD, RM1(SS), BACKEL, RM3(SS), WALTERS, RM3(SS), SALWAY, RM2, LACHANCE, QM1(SS), PETERSON, QM1(SS), HUBBARD, QM2(SS) and KLINE, QM3(SS).

The following message was received: "OPORTO Criquet and Lawn Tennis Club challenges TUSK officers and men to softball game Sunday. Refreshments will be served. Advise name team captain and total number players substitutes bathys and non playing managers will accept challenge. Sandeman Company invites group to visit mine lodge at Vila Nova De Mia Am. Transportation will be furnished.

2 July 1960, quarterly inspection due on sea worthiness of ships rubber life boat. There is no better way to test it than by putting it to sea. THALASINOS, TM2(SS) got it ready and checked the emergency rations just in case the ship decided to leave the explorers adrift, some 500 miles from land. LCDR KRAUS cast the boat off as skipper assisted by his "XO" LTJG BOESLER. Mr. Schenk was public relations in case they washed upon an island. Doc ZIMMER, HM2(SS) came along to sell Navy Relief tickets to the natives. Walt ENGDAL, TMSN(SS) was Chief Engineer and a capable one. A whoosh of air and TUSK was diving, and then profound silence. They were all alone, nothing in sight but water as far as you could see. If you ever wondered what it was like to be adrift at sea in a life boat, now you knew. But it wasn't for long. A spying periscope and then back to reality aboard the surfaced submarine.

LINDQUIST, TM1(SS) was commended by the Commanding Officer as follows: "You were directed to load three (3) MK 14 torpedoes at 0600, 27 May 1960. You were required to load these units and prepare the forward torpedo room for inspection and getting underway prior to 0800 that day.

Demonstrating the competence with which your performance of duty is well known you took effective action before the scheduled loading time to

prepare the compartment. Your planning and forethought permitted loading to be completed in only twenty minutes without any breach of safety procedures. This efficient torpedo handling enabled TUSK to be ready for its missions at an early time and to demonstrate the ships desire to co-operate fully with the ship personnel of the USS FULTON (AS 11). The commanding Officer takes great pleasure in commending you for outstanding performance of duty."

Sunday morning 3 July 1960, under a bright blue sky with just a touch of sea spray in the air, divine services were held on the bow of TUSK in Mid Atlantic. The crew participated in two services, Protestant led by LTJG H. J. DOEBLER, and Catholic led by LTJG G. A. MC CAULEY.

The fourth of July was observed in typical American fashion with a fireworks display. In the morning and afternoon all men who desired to fire small arms were allowed topside to fire. HOFFMAN, TM2(SS) and MC CLAIN, TM3 instructed in safety precautions and supervised the shooting.

To celebrate his birthday YAUCK, FN(SS) fired very pistols and flares and cut the cake to put a colorful finish on a perfect holiday and birthday.

  
J. C. SMITH

For inspection and getting underway prior to departure

Demonstrating the competence with which your performance of duty is well known you took effective action to complete the scheduled loading time to

USS TUSK (SS 426)  
c/o Fleet Post Office  
New York, New York

FAMILY GRAM #3

13 July 1960

4 July: Three members of the crew of TUSK were presented with Dolphins by their Commanding Officer in appropriate ceremonies held on board. BACKEL, R. H., PEHR, R. L., and SWANSON, G. J., having met all the requirements as set forth by the Commander, Submarine Force, U. S. Atlantic Fleet, have duly earned their Dolphins, a distinctive silver insignia worn with pride by all men that are qualified in the Submarine Service. The much-coveted Dolphins are earned after a great deal of hard work and study, in which the man must know his "boat" from stem to stern, from top to bottom, and from inside to outside. This work and study takes up a good part of the individual's free time and is what accounts for the Submariner's high "Esprit de Corps".

5 July: Everyone is beginning to wonder where the cooks are getting their recipes for breakfast rolls. PEHL, CS3(SS), POLK, CS2 and SMITH, CS2 who have been doing all the baking chores, seem to have an endless variety in their products and they have yet to serve the same pastry twice. Food is always a big morale factor on every navy ship and the cooks, under the direction of MEYER have a lot to do with the high morale on the TUSK. Despite a lack of fresh provisions, every meal has been well received and there are few left-overs to feed to the fish.

6 July: Today another rubber boat drill was scheduled, but it ended in disaster. It was planned to launch the boat with a new crew, but it never left the launching pad. With all the prospective crew members standing by, the boat received a puncture on a deck cleat and the entire trip had to be cancelled. Though the names of the crew were not definite, it was understood that LT G. A. MC CAULEY was prospective Commanding Officer and DRUMMOND YN3(SS) was to be Personnel Officer.

With the ship nearing completion of its long crossing across the Atlantic, Doc ZIMMER noticed that many of the crew were beginning to suffer from an ancient sailor's disease known as "Channel Fever". Although very little is known about this incurable disease, it has been established that it occurs only within two-hundred miles of land and that it is highly contagious. Shots were given and the first in line were MILLER, ETSN, HARVEY, ETSN and NEWMAN, EN3(SS).

8 July: The ship arrived in Portugal this afternoon. A heavy schedule was immediately employed by all hands to get rid of the last traces of Channel Fever. Friday evening, the American Consul in Oporto, Mr. J. Alfred La Freniere was host to a party for the officers and chiefs where many acquaintances were made.

9 July: Saturday morning, almost one-half of the crew including MABIE, WALTERS, MEYER, LUHMAN and PEHL attended a tour of the Sandeman Co. where they were treated to the finest in Portuguese wine. Oporto, the home of Port Wine, produces some of the finest vintages in the world and everyone enjoyed the tour greatly. MABIE, LUHMAN, WALTERS, DRUMMOND, CHESKY, HOEFNER, HORN, HAMLIN and MILLER went on an all day tour of the Portuguese country-side where they were able to get many interesting photographs of the historic churches and buildings in the area.

Meanwhile the duty section was host to many visitors who wanted to see what an American submarine looked like. Included in this group were 30 British and American children from the Oporto British School.

10 July: Sunday was another busy day for TUSK officers and crew. In the morning, Captain SMITH and LT MARKOSKIE, the Navigator, along with LACHANCE attended a special parade and ceremonies in front of Prince Henry the Navigator's monument. This year is the 500th anniversary of Prince Henry's death and the Portuguese people have been holding celebrations since March in his commemoration. Mr. O. W. Schenk took several photos of the TUSK trio who had the major responsibility in getting the ship to Portugal and getting her there on time. As usual, TUSK was right on time.

Sunday afternoon, TUSK's softball team played the Oporto Cricket and Lawn Tennis Club and managed to squeak out a 34-33 victory. Many in the crew, especially MOISUK AND NORTHRUP, our two pitchers, were surprised that cricket players could hit so well. A game-saving catch by LACHANCE in the bottom of the ninth put the game on ice. In deference to an old English custom of serving tea and crumpets mid-way in a cricket match, everyone took a break at the end of the 5th inning. However, two Americans on the British Club insisted that beer and sandwiches were served at softball games, so no one got a taste of English tea and crumpets.

  
W. C. SMITH

Care of Fleet Post Office  
New York, New York

FAMILY GRAM #4

24 July 1960

July 8: Included in the first mail to be received after leaving New London were two letters from the Secretary of the Navy. The letters were promotion letters for LTJG Harold J. DOEBLER II and LTJG George A. MC CAULEY for promotion to Lieutenant. Congratulations.

July 10: At 1300 TUSK was host to 10 orphans of the city of Oporto, Portugal, for a party and a tour of the ship.

When the orphans and the two gentlemen accompanying them had seen the ship and had as good a familiarization of the ship as they could grasp from one of the host's Spanish, they all had dinner, followed by a movie.

MOISUK, EN1(SS) was in charge of the party. MEYER, CS1(SS) put out the excellent meal of ham, potatoes, ice cream and cookies with "FIZZIES" as the main attraction. CHARTIER, EMFN acted as the interpreter speaking Spanish and SWANSON, EMFN(SS) showed the movie.

All hands evidently enjoyed themselves thoroughly and before the guests left the crew all had a chance to practice their "smile and a handshake" with all 12 of them.

At 0800 six TUSK men became tourists and set forth on a trip to Fatima, Portugal. All arrangements for the trip had been made the previous day by CORACK, EM1(SS). The others making the journey were SALWAY, RM2, MASON, SA, MILLER, T. H., ETNSN, HARVEY, ETRSN, and SUSA, SOSEN. They traveled by touring car accompanied by a driver and translator. On the way to Fatima the group passed the annual Oporto to Lisbon bicycle race. They arrived at Fatima in time to attend 1200 Mass and a multiple wedding. After a two hour feast in a local restaurant, they toured Fatima (seeing the Basilica, the tree where the Lady of Fatima appeared and the Chapel of the Lady). On the trip our tourists stopped in Coimbra, Portugal, the location of the University of Portugal.

The six were well pleased with their expedition and are looking forward to being tourists again.

July 11: This writing of the Great Laundry Purge was found on the Control Room table. Author not known: KUNTIU is suspected. TUSK's arrival in Oporto presented the opportunity for excellent laundry service, along with the fine liberty. Laundry left the ship and disappeared into the bustling traffic of the port aboard the "TEXAS" laundry's truck. Little did we realize the outcome.

Returning prior to proceeding underway it was deposited in the crews dinette for distribution by the "TUSK's" efficient laundry "Selection Service" spearheaded by KUNTIU, FT1(SS) and KLINE, QM3(SS).

Three hours later the lucky ones who had stenciled their clothes had

the majority of them returned. Now the "Grab Bag" began; headed by Mr. BAILEY, Mr. KUCH and Nick ARDER, SD1(SS), the forward Battery Commandoes had not adequately supplied with personal items. However, WHO? misappropriated the Captains skivvies?

Due to the efficient service of the Texas Laundry, HORN FT3 became VAN HORN, LYTLE EM3(SS) lost his pants, HARVEY ETRSE lost his shirt, RAZINHA EM3 lost his socks and O'KEEFE SN(SS) lost his skivvy shorts. How great the loss of items was, became more noticeable as time passed on.

Perhaps the loss was considerable, but looking back after return to CONUS, all good natured TUSKERS will always remember the "Great Laundry Purge of Oporto", with naked feelings and one of the treasured memories of the Med cruise 1960.

July 13: At 0800 this morning the TUSK steamed into Rota, Spain for fueling. Not having fueled since leaving New London, the diesel fuel supply was beginning to run low. Thanks to the speedy group of engineers consisting of DUNSMORE EM3(SS) (Fuel King), LYTLE EM3(SS) (Assistant Fuel King), the fueling was completed in record time. As a departing gesture, Mr. O. W. Schenk, our official navy guest for the trip across and an artist himself, painted our newly won Green "G" on the sides of the sail. He was ably assisted by THALASINOS TM2(SS) and DUDLEY ICFN. The crew all enjoyed a few hours of relaxation ashore at the Naval Station, Rota and the TUSK was underway once more at 1800.

The following story was overheard tonight on the bridge. The narrator was LACHANCE QM1(SS) while KLINE QM3(SS), MC CLAIN T13 and GREANEY GSSN were listeners.

"In 1953 as a young QM3, I made my first Med trip. As my ship came steaming thru the Straits of Gibraltar, my attention was called to a rocky mountain known as the Rock of Gibraltar and the navigator informed me that due to the haze, we were unable to see the General Prudential Insurance sign on the Rock of Gibraltar. The Companies motto being "Solid as the Rock of Gibraltar" they had taken the advantage of placing a huge sign on this formidable strong hold. As my ship left the Med that fall I was determined to see the sign and stayed up that night to see it. However, as my ship came steaming by we received a radio message saying: "Due to generator trouble, our sign is off." Seven years have passed and I knew that at one time or another my travels would lead me past that Rock again; so tonight as I once again came abreast of the mighty rock, I was scanning it thru #1 scope, but once again I was dismayed and the following message was received by flashing light. BT " Mischievous rock apes have unscrewed light bulbs and we regret our sign is off. BT Perhaps as I leave the Med this fall, fate will allow the crew of the TUSK to see the General Prudential sign."

July 16: HAROLD RM1(SS) was notified today that he had become the father of a baby girl. Congratulations to HAROLD and his family. This is the first child born to a member of the crew during our Mediterranean deployment.

It has been noticed lately on the cruise that the competitive spirit has not diminished aboard the TUSK. Baggy MEYER 's CM1(SS), excellent local



restaurant facilities are being encroached upon by the brash newcomer in the trailer (after torpedo room) managed by Willy FRESE TM1(SS) and chefed by HOFFMAN, TM2(SS). The clientele for the sumptuous feasts prepared are generally supplied by CORACK's EM1(SS) foragers from the Maneuvering Room. Leading forager generally are, MC MASTER IC3(SS), MATOVICH EM2(SS), RIFE EM1B(SS) and HAM (IN EM3(SS)). HOEFTNER EM2(SS) has proven to be the most ingenious popce 1 bandit. Meals are generally served en cassarolle or immediately off the grille. Many varied menus are generally available, including potato pancakes du Paree, delicious fresh cheeseburgers, bite size toasted cheese sandwiches, various soups and entrees.

It's rumor: MEYER is planning countermeasures by planning even more exotic menus, including Beef Stroganoff and Baked Alaska. Regardless of the competition we are assured by Mr. MC CAULEY that his commissary department will continue supplying the excellent meals for which it is justly famous.

*J. C. Smith*  
J. C. SMITH

USS TUSK (SS 426)  
c/o Fleet Post Office  
New York, New York

FAMILY GRAM #5

9 AUGUST 1960

July 26 - The second member of the crew was notified this date of the arrival of a new member of his family. William R. POLK's wife presented him with a baby girl.

July 28 - During maneuvering watch upon entering Malta a new report was received by the bridge. The report was "Horse in the water off the starboard bow bearing 015".

This date four men from the Naval Reserve came aboard TUSK for their annual active duty. They won the trip to the Med for being outstanding men in their reserve units. The four reserves are: CASSELLE, Sinkler A., SFC of Submarine Division 4-37, Philadelphia, Pa.; BLOOMER, William R., SP1 of Submarine Division 4-37, Philadelphia; LEMAN, Edward G., EM1(SS) of Submarine Division 3-55, Brooklyn, New York and GHOUGASIAN, John N., GM2(SS) of Submarine Division 3-55, Brooklyn, New York. Welcome to the TUSK.

A letter was received this date that the following men passed the recent examination for proficiency pay and are now receiving propay: MABIE ETC(SS)-P2, HAMLIN EM3(SS) -P1, KLINE QM3(SS)-P1, WALTERS RM3(SS)-P1, NORTHRUP SO2(SS)-P1, CHESKY SO3(SS)-P1, HOFFMAN TM2(SS)-P1 & THALASINOS TM2(SS)-P1. In addition the following men have been receiving propay for some time: DRUMMOND YN3(SS)-P1, FRESE TM1(SS)-P1, HAROLD RM1(SS)-P1, LINDQUIST TM1(SS)-P1, LUNEMAN TMC(SS)-P1, PETERSON QM1(SS)-P1 & LACHANCE QM1(SS)-P1. All those drawing propay are congratulated for their good job.

August 1 - A very famous submariner, RADM William B. SIEGLAFF, USN and his wife were aboard the TUSK this date for dinner. ADM SIEGLAFF was a submarine commanding officer during World War II and at one time was division commander of the division TUSK was in. At present ADM SIEGLAFF is senior U. S. Naval officer on the staff of Commander in Chief Allied Forces Mediterranean.

August 3 - The TUSK played host to ten orphans from Jesus of Nazareth Convent of Malta. A group of orphans, boys ranging from six to eight years of age, waited in eagerness to be escorted aboard TUSK (SS 426). They were escorted aboard by Chief MABIE & Chief CASSELLE and welcomed by the officers and crew aboard. The afternoon of August the third will long be remembered, for it was the first time of their lives that such an invitation had been extended. LYNCH, FN, led the group down the after hatch while YAUCK, FN(SS), stood on topside until the last was down safely. They gazed in amazement at the wonders within the hull. Moving forward with startled faces they met MEYER, CS1(SS), in the Crew's Mess who asked them to have a seat. Their expression changed to huge smiles when ice cream and cake was placed upon the table. Upon completion of the goodies more than an hour and a half had been consumed. SWANSON, FN(SS), had just placed the projector in position to show comics when the Nuns appeared to take the orphans back to the Convent. The Nuns were asked to come aboard because the boys wanted to stay aboard at least long enough to see the end of the movie. It turned out to be a most enjoyable afternoon for our guests and one which the officers and crew also will long remember.

The following is an article found in the crew's mess the night the TUSK left Malta. It is believed that KELLY, EM3, is the author.

#### TOURING MALTA WITH A POLAROID CAMERA

Touring Malta with a polaroid camera was quite an experience for me and from the reaction of the Maltese people an experience for them also. When the TUSK berthed at Malta, I was anxious to go ashore and try out my new camera. My first liberty came and off I went, camera in hand, finger ready on the shutter button.

As I began to get the feel of my camera, I began to take pictures of the people and instantly the crowds began to gather to see a picture of themselves in sixty seconds after it was taken. They were astonished at this new camera that produced a picture in such a short time.

We were lucky as far as the camera bugs were concerned, because it was a time of festivity for the Maltese. There were numerous parades and demonstrations, that provided easy opportunities for good photos. It was during one of these parades I got the opportunity to get some excellent shots. The Maltese were celebrating the Fiesta of the Saints and I was standing on the sidewalk amid the rain of paper confetti when the American flag went by. I came to attention, saluted, and snapped a picture of Old Glory. When the people around me saw the photo they began to ask me to take a picture of a visiting Bishop of the Church who had come to help celebrate the Fiesta. I was led up to where the Bishop and several dignitaries of Malta were seated and presented him with the picture. He was quite amazed and very well pleased. The people from below shouted their approval of a Yank touring Malta with his polaroid.

  
J. C. SMITH

USS TUSK (SS 426)  
Fleet Post Office  
New York, New York

FAMILY GRAM #7

13 September 1960

During the month of August, five members of the crew qualified in submarines. The five are MARTINSON, EN1(SS), POIN, CS2(SS), LYNCH, FN(SS), NIELSEN, ETSON(SS), and HARVEY, ETSON(SS). We are proud to announce that MARTINSON has set a record qualifying in 3 months, 3 weeks. POIN, LYNCH and NIELSEN also qualified in less than the allotted six months.

Several new means of entertainment have been devised by members of the crew while the ship was at anchor in various ports. In Golfo di Palmas kites were made and flown from the main deck aft. The three responsible for the kites were HAROLD, EN1(SS), HUBBARD, QM2(SS) and CHESKY, SOSK(SS). A light was attached to the tail of one kite for night operations. At anchor off Piuacino, Italy, LUBMAN, TMO(SS) and MEYSUK, EN1(SS) started the TUSK Golf Driving Range. Tees were fashioned from excess small damage control plugs and shot line was attached to a hole through the center of the golf ball. To date no golf balls have been lost. Swim calls now include golf ball driving practice.

While tied up alongside the USS LEARY (DDR 879) in Leghorn, the LEARY's chief baker came aboard and commented that TUSK bread was finer than he could put out. We are getting so accustomed to our good cooks and bakers that we sometimes forget to appreciate how good they are. SMITH, CS2(SS) and PEHL, CS3(SS) do all the baking and have fresh buns every morning at sea. MEYER, CS1(SS) and POLK, CS2(SS) do the remainder of the cooking.

Several TUSK men saw how the other half lives when they were invited to ride the LEARY from Leghorn to Piuacino. The surface sailors for a day were MOYSE, EN1(SS), HAROLD, EN1(SS), STANLEY, US3(SS) and LYNCH, FN(SS). During the trip they got a first hand look at underway fueling operations as well as observing the jobs of their surface ship contemporaries. The biggest thrill of the voyage was watching a destroyer cut through the sea at full speed during maneuvers while the only gripe was hearing a boatwain's pipe squealing over the public address system (Boatwain's pipes are not used on submarines). LT DOEBLER and LT LILLY accompanied the group.

On 7 and 8 September TUSK was anchored off Piuacino, Italy, so that the crew could attend the XVII Olympiad in Rome. Sixth Fleet special services had made all advance arrangements and all members of the crew had a chance to see part of the games. Buses awaited at the fleet landing when the liberty party got ashore and took the men directly to the games. A short period of time was allotted everyone to see a little of Rome after the games each day. The group the first day saw Don Fuagg of the U. S. set a new Olympic pole vault record and the impressive ceremony as three American flags were raised, signifying first, second, and third place in the men's discus won by the U. S. A novelty to all hands was watching the start and finish of the 50 KM road walk. The second day saw two more records broken by American track stars. All who saw the games felt it was a once in a lifetime opportunity and were glad to have seen them.

USS TUSK (SS 426) Fleet Post Office New York, New York