



LOG BOOK

OF THE

U. S. S. _____ TUSK _____

SS426
IDENTIFICATION NUMBER

COMMANDED BY

Robert Kemble Rittenhouse Worthington, Commander _____, U. S. N.

Attached to

Submarine Division EIGHTY ONE	Division,
Submarine Squadron EIGHT	Squadron,
	Flotilla,
Submarine Force, U. S. ATLANTIC	Fleet,

Commencing 0000 1 August _____, 19 49 ,

at Sea _____,

and ending 2400 31 August _____, 19 49 ,

at Sea _____

Tony M...
8725 Coakish Ave
San Francisco

00 - 04 Underway independently in accordance with ComSubLant Op^o Order 3-49 enroute Portsmouth, England to New London, Connecticut on course 185°(T and pgc) at two-thirds speed on one main engine ten knots. Commander Submarine Development Group TWO, Captain R.S. BENSON, USN, embarked. Running lights extinguished due to special Naval Operations.

C. S. Bowcock, Jr.
C. S. BOWCOCK, JR.
LTJG, USN.

04 - 08 Underway as before. 0508 Radar contact bearing 186°(T), range 9250 yards. 0511 Changed course to 000°(T and pgc). 0528 Submerged on course 000°(T and pgc). 0550 Surfaced on course 040°(T and pgc). 0551 Changed speed to two-thirds on one main engine. 0553 Sighted U.S.S. COCHINO (SS345) bearing 220°(T) range 4000 yards. 0611 Submerged on course 080°(T and pgc) to test underwater communications with U.S.S. COCHINO (SS345).

G. E. Valenty, Jr.
G. E. VALENTY, JR.
LTJG, USN.

08 - 12 Underway submerged as before. 0800 Commenced taking bathythermograph and salinity data. 0851 Commenced swinging ship to obtain optimum bearings for VLF radio reception tests. 1048 Stationed Sonar Approach Party to conduct submerged exercises with the U.S.S. COCHINO (SS345). 1150 Received following underwater sonar communication from COCHINO, "Casualty - surfacing."

P. B. Pennington
P. B. PENNINGTON
LTJG, USN.

12 - 16 Underway submerged as before. 1206 Surfaced on course 290°(T and pgc). Set course 045°(T and pgc), speed two-thirds, 10 knots. 1230 COCHINO in sight. Received visual message from the COCHINO as follows, "Man overboard dead ahead X Fire in the After Battery". 1235 Steering various courses at various speeds to close and standby COCHINO to render assistance as necessary. Commanding Officer and Executive Officer on the bridge. 1244 COCHINO reported man overboard had been recovered and that fire was still out of control. 1300 Rigged portable stanchions and lifelines on main deck forward for safety of personnel in event men would have to go on deck. 1320 Received following visual message from COCHINO, "Come alongside, we may have to abandon ship." Commenced maneuvering in attempt to go alongside COCHINO. Impossible to go alongside COCHINO due to rough seas. 1330 Received following message from COCHINO, "Require medical assistance X five men injured X one badly burned." 1331 Commenced preparations to send Hospitalman with full kit of medical equipment to the COCHINO via rubber boat on line. 1359 Commenced maneuvering to windward position of COCHINO in order to launch rubber boat. Commenced pumping diesel oil overboard in order to lay an oil slick. 1413 Passed line to COCHINO and made attempt to send over rubber boat. Attempt failed when line between TUSK and rubber boat parted. Rubber boat hauled in by COCHINO. Made several unsuccessful attempts to go alongside COCHINO. 1450 Secured pumping diesel oil overboard (16,165 gallons expended). Commenced maneuvering to haul to leeward of COCHINO. 1500 Passed line to COCHINO for transfer of rubber boat and hauled in boat from COCHINO. 1510 Secured full medical kit in rubber boat and passed boat to COCHINO via line. 1515 COCHINO reported she received the medical supplies and was sending two men back to TUSK in the rubber boat. 1520 Rubber boat launched from COCHINO with two men; boat overturned upon being waterborne. Commenced hauling in overturned raft with men clinging to raft. Had difficulty in bringing men aboard due to heavy sea so WALKER, Norman H., SN, USN, jumped overboard to assist while PHILO was in the water alongside. PHILO lost consciousness due to head injury sustained when wave threw him against ship. 1530 WALKER and PHILO on board. WALKER was in good condition, but PHILO appeared to be drowned, and had slight laceration on forehead. Placed PHILO on main deck forward and immediately commenced administration of adrenalin and artificial respiration. 1533 ENS. J.P.SHELTON, USN, on board, SHELTON was conscious but in poor condition, suffering from exposure and near drowning and was taken below. 1533 Backed clear of COCHINO. ENS. SHELTON reported that the COCHINO's series-parallel switch for the after battery group had arced and that there had been several explosions in the after battery; that later there had been an explosion in the forward engine room, and that it had been necessary to abandon the compartment from the after engine room forward, including the conning tower. He also reported that five or six people had been overcome by gas in the conning tower; that the executive officer and four men were burned, and were in the after torpedo room isolated from the majority of the ship's personnel who were topside on the bridge and periscope sail. He also reported that #4 battery was charging #3 battery, and that there was danger of more explosions. In view of this information, decision was made by C.T.G. 45.7 to make one further attempt to come alongside the COCHINO. Commenced maneuvering to do same. 1537 While approximately 15 TUSK personnel were on the main deck forward handling lines and administering aid to PHILO, a large wave struck carrying 11 of the 15 plus PHILO over the side, breaking the port lifeline and bending four of the portable pipe stanchions. PHILO at the

UNITED STATES SHIP

TUSK (SS426)

Thursday 25 August 1949
(Day) (Date) (Month)

ADDITIONAL REMARKS

12 - 16. (Cont'd) time had not regained consciousness, nor was any pulse evident. The personnel washed overboard were as follows:

PHILO, Robert Wellington (Philco Representative)
 LTJG Wilson M. SHAFER, 038991, USN
 LTJG Phillip B. PENNINGTON, 447802, USN
 COSTA, E.A., 212 44 45, TMC, USN
 GUTTERMUTH, J.G., 283 49 52, EMC, USN
 MILLER, J.R., 342 67 43, EN1, USN
 INGLESBY, P.W., 338 62 70, GM3, USN
 BRUNNER, R.F., Jr., 791 91 30, FN, USN
 MORGAN, G.C., Jr., 275 09 61, ENFN, USN
 HENNEBERGER, M.B., Jr., 416 71 45, SA, USNEV
 PINNEY, R.L., 302 66 49, SN, USN
 REARDON, R.T., 212 80 85, TM3, USN

Of the personnel who went overboard, PHILO and MILLER were not seen at all and are presumed lost. HENNEBERGER was observed to have a severe laceration across his forehead. He was seen a few minutes later with his face down in the water and presumed drowned. Immediately commenced maneuvering to recover personnel. 1542 Recovered INGLESBY who was conscious but in poor condition due to near drowning and was taken below for treatment. Lost sight of PINNEY and he was presumed lost. 1550 Recovered MORGAN who was conscious but in poor condition due to near drowning. Sent below for treatment. 1555 GUTTERMUTH and BRUNNER along starboard side about 20 yards away. BRUNNER was unconscious with his head under the water and he was being supported by GUTTERMUTH who appeared to be in fair condition. Attempted to pass line to GUTTERMUTH. In attempting to reach line, GUTTERMUTH began to turn feet up, and was forced to let go of BRUNNER who sank. GUTTERMUTH's boots then brought his feet to the surface. He attempted to right himself by swimming, but was unable to do so and drowned with his feet still above the surface of the water.

R.K.R. Worthington
 R.K.R. WORTHINGTON
 CDR., USN.

16 - 20 Underway as before maneuvering to recover personnel in water. 1600 Recovered COSTA who was in poor condition due to near drowning and injured left ankle. Sent below for treatment. 1605 Observed LTJG W.M. SHAFER, 0389991, USN, floating in the water, unconscious with his face below the surface most of the time. Commenced maneuvering to recover LTJG P.B. PENNINGTON, 0447802, USN. At this time LTJG SHAFER was presumed to be drowned. 1710 Recovered LTJG PENNINGTON, 0447802, USN, who was in extremely poor condition due to exposure and near drowning. Sent below for treatment. LTJG PENNINGTON's recovery was due to LCDR G.C. COOK's going over the side after him. It is considered that LTJG PENNINGTON would not have been saved except for LCDR COOK's rescue. 1720 Recovered TUSK life raft which was empty. 1715 Sighted second TUSK life raft which had been launched shortly after the men were washed overboard. Commenced maneuvering to recover. 1725 Alongside raft for first time. REARDON, R.T., TM3, 212 80 85, USN was in raft, in very poor condition due to exposure. Made several unsuccessful attempts to recover REARDON who was completely unable to help himself. 1745 Made unsuccessful attempt to recover REARDON, during which he fell out of life raft. MCFARLAND, H.D., EN1, 342 73 83, USN, immediately jumped over the side to recover REARDON but was unable to reach him. MCFARLAND was brought back on board in good condition. 1750 SHUGAR, R.J., SN, 254 28 35, USN, went over the side, and attached a line to REARDON. REARDON was recovered in very poor condition due to exposure and near drowning. SHUGAR was recovered in good condition. REARDON would not have been recovered had it not been for SHUGAR's rescue. At this time all other personnel in the water were known to be dead, so decided that recovery of bodies would have to be forgone in view of emergency on COCHINO. Commenced maneuvering to close COCHINO and render assistance. Received message from COCHINO that it may be necessary to transfer majority of personnel. In answer to request for status of COCHINO, received information that they lost auxiliary and main power, and requested TUSK to standby. 1900 COCHINO regained propulsion and reported that she could make 10 knots. Decision was made to proceed to lee of nearest land in order to transfer personnel from COCHINO to TUSK and for TUSK to proceed to Hammerfest, Norway for medical aid, COCHINO to lie to or anchor in lee of INGOR ISLAND. 1950 Set course 170° (T and pgc) for Hammerfest, Norway, in company with COCHINO. TUSK guide for course. COCHINO guide for speed (approximately 10 knots). COCHINO had poor steering control. TUSK maintaining station 1500 - 2000 yards ahead of COCHINO.

G. E. Valentyn
 G. E. VALENTYN, JR.

CO - 01, Underway in accordance with ComSubLant Operation Order No. 3-49, as modified by C.T.G. 45.7 enroute to Hammerfest, Norway, on course 175° (T and pgc), speed approximately 10 knots, in company with U.S.S. COCHINO (SS345). Tusk guide for course, COCHINO guide for speed (approximately 10 knots), Tusk maintaining station 1500 to 2000 yards ahead of the COCHINO. UTC is C.T.G. 45.7, Captain R.S. BENSON, U.S. Navy, in TUSK. No. 4 main generator out of commission. 0006 Observed smoke of what appeared to be another explosion on board the COCHINO. Commenced maneuvering to close COCHINO. 0013 Message received from COCHINO that she had suffered another explosion and requested TUSK to close. Sea had moderated sufficiently to make attempt to go alongside COCHINO, so commenced maneuvering to obtain safe heading to fire #3 and #4 bow tubes which were loaded with fully ready war shots. Considered too dangerous to come alongside bow to bow with war shots forward tubes. 0036 Fired one Mk. 14-3A torpedo, Register No. 66711 from No. 3 tube. 0037 Fired one Mk. 14-3A torpedo from No. 4 tube, Register No. 64848. 0038 Torpedoes running hot, straight, and normal. Commenced maneuvering to close COCHINO making preparations to go alongside bow to bow and receive COCHINO personnel. 0055 Received message from COCHINO as follows, "Hurry, need help." 0110 Alongside port bow of COCHINO, bow to bow making fast with No. 1 and No. 2 lines. Seas still heavy enough to render work on forecastle dangerous and maneuvering difficult. 0128 Riggged brow between COCHINO and TUSK, Commenced receiving COCHINO personnel. 0143 Completed receiving COCHINO personnel. Received 77 officers and men, as shown in list:

OFFICERS

LCDR Rafeal C. BENITEZ, 0082557/1100, USN
 LCDR Richard M. WRIGHT, 101173/1100, USN
 LT Richard K. BRANSON, 0202003/1100, USN
 LTJG Frank F. CLIFFORD, Jr., 0389446/1100, USN
 LTJG Charles H. CUSHMAN, Jr., 0441873/1100, USN
 ENS John P. SHELTON, 0485576/1100, USN
 ENS James T. STRONG, 0498452/1100, USN

ENLISTED

AUSTIN, Harris M., 268 36 31, CTL, USN.
 BALTHROP, Clarence D., 640 05 84, CSL, USN.
 BREWER, Perry E., 393 33 39, RMC, USN.
 BLANKENHAGEN, Luvern H., 992 74 30, USN.
 CASTRO, Felipe (n), 582 67 35, TN, USN.
 CHAMPLAIN, Robert K., 325 61 18, SA, USN.
 CLAUDY, Robert L., Jr., 558 32 72, SA, USN.
 CRILLY, Daniel J., 243 73 32, TML, USN.
 DALY, Timothy L., 751 70 72, EN2, USN.
 DAVIS, Robert (n), 224 62 05, TML, USN.
 DEINES, LeRoy T., 342 44 51, TML, USN.
 DEL PAINE, Nick, Jr., 364 93 89, SN, USN.
 DIESTEL, Kenneth R., 982 92 98, ET3, USN.
 DOUCETTE, Alex (n), 387 81 66, EN3, USN.
 DOWNING, Robert M., 367 49 17, FN, USN.
 DURLAO, Vicente F., 582 65 50, TN, USN.
 DUNAWAY, Walter H., 558 15 32, EMFA, USN.
 EASON, Hubert T., 265 83 87, HMC, USN.
 ECKLES, James W., 288 08 85, ENFN, USN.
 FANTANZZO, Anthony (n), 234 31 34, EML, USN.
 FEDON, George F., 248 13 98, EN2, USN.
 FENSTERMAKER, William G., 416 71 84, SA, USNEV.
 GIDDENS, George L., 232 65 08, SA, USN.
 HANEY, John D., 985 33 12, TMSN, USN.
 HEPPERON, Francis J., 718 64 91, ENFN, USN.
 JACOBS, William (n), 268 29 85, GMC, USN.
 JOHNSON, Donald F., 718 64 91, ENFA, USN.
 JONES, Robert H., 557 83 13, EMFN, USN.

ENLISTED (Cont'd)

KENDALL, Robert P., 711 72 39, EM3, USN.
 KRAIMER, Harold C., 328 57 44, EMC, USN.
 LARIVIERE, Earl W., 207 90 22, YN3, USN.
 LAWHORN, Paul C., 269 65 13, EN3, USN.
 MARTINEZ, Oscar (n), 360 40 58, EML, USN.
 MCGOWAN, Laverne L., 992 61 87, EN3, USN.
 MCGRATH, Paul N., 898 09 13, ET3, USN.
 MILES, Alvin W., 381 42 12, EML, USN.
 MOGIL, David (n), 243 78 56, EN1, USN.
 MORGAN, Joseph E., 995 88 23, CSSN, USN.
 NITZSCHKE, Richard E., 227 55 20, RMSN, USN.
 NORRIS, Earl F., 321 36 17, ENC, USN.
 ONCEA, George (n), 252 95 74, RM2, USN.
 ORR, William C., 268 31 86, ENC, USN.
 PARKER, Robert O., 268 98 95, CS2, USN.
 PAYNE, William H., Jr., 624 94 73, EN1, USN.
 POLZIN, William F., 727 15 58, QM3, USN.
 RAUCH, Gubert H., 223 39 32, TMC, USN.
 RICH, James C., 641 73 20, SN, USN.
 ROBERTSON, Lester B., 690 69 82, RMSN, USN.
 ROSETH, Ralph T., 992 65 52, FA, USN.
 SCHAEFER, Edward E., 379 47 26, ET2, USN.
 SCHRAUFNAGEL, Delore A., 303 04 71, SA, USNEV.
 SERIO, Charles M., 234 75 86, EN3, USN.
 SHELTON, Leotis H., 336 88 06, SD1, USN.
 SHERMAN, Byron S., 302 00 44, ETSN, USN.
 SIDLE, Leonard B., Jr., 249 02 60, EN2, USN.
 SIMONS, Thad W., 990 97 39, SA, USN.
 SNOODGRASS, John W., 582 93 70, EM2, USN.
 SPANNE, Harold (n), 382 29 08, ENC, USN.
 STROZ, Joseph T., 364 93 89, QM3, USN.
 SWEENEY, Leo H., 201 86 44, ENC, USN.
 SWETNAM, Norman T., 287 97 69, EM3, USN.
 TUPAZ, Terencio (n), 567 57 12, EM3, USN.
 VANCE, Floyd E., 295 47 75, EN2, USN.
 WARD, Charles B., 211 49 50, SA, USN.
 WENDT, George A., 365 81 85, FN, USN.
 WETHINGTON, Sherman T., 287 44 93, TM2, USN.
 WHEAT, Carll (n), 714 36 96, ET2, USN.
 WHITMAN, Willard S., 992 66 24, QMSN, USN.
 WOODWARD, Mahlon P., 238 53 59, TMC, USN.

In accordance with Admin. Off., ComSubLant Transfer Order Serial 49-775, Seventy enlisted personnel shown on the above list reported for duty. 0143 As Commanding Officer, COCHINO, last man to leave his ship, came on board, COCHINO was listing to starboard and settling at 15° starboard list and the stern was submerged so that the main deck up to the after end of the conning tower was awash. 0146 U.S.S. COCHINO (SS345) sank stern first in position classified as secret. (See Report of Simulated War Patrol, U.S.S. TUSK (SS426)) with no personnel on board. 0152 Commenced maneuvering while clearing main deck of debris for rescue. 0209 Main deck clear; set course on 175° (T) an pgc, set speed standard on three engines, 16.5 knots proceeding to Hammerfest, Norway, for medical

ADDITIONAL REMARKS

00 - 04 (Cont'd) assistance for injured OCHINO personnel. 0226 Changed speed to full on three engines, 17.5 knots. 0231 Changed course to 180° (T and pgc). 0331 Changed course to 185° (T and pgc). 0335 Made radar contact on INGOY ISLAND bearing 187°(T), range 37 miles.

G. C. Cook

G. C. COOK, LCDR., USN.

04 - 08 Underway as before. 0415 Changed course to 190°(T and pgc). 0419 Changed course to 195° (T and pgc). 0435 SV radar contact passed abeam to port distant 6700 yards. 0443 Visual contact land bearing 165°(T) distant 5 miles (approximate). 0457 Changed speed to standard on two main engines, 14.5 knots. 0508 Fishing craft bearing 255° (T) distant 1.9 miles. 0520 Fishing craft bearing 193°(T) distant 2 miles. 0530 Number 4 main engine placed in commission. 0542 Changed course to 210° (T and pgc). 0544 Changed course to 228° (T and pgc). 0550 Changed course to 230° (T and pgc) 0616 Changed course to 235° (T and pgc). Numerous fishing craft sighted ahead. 0620 Changed speed to two-thirds on two main engines, 10 knots, to avoid fishing craft. 0628 Changed course to 225° (T and pgc). 0629 Changed speed to standard on two main engines, 14.5 knots. 06 Passed two fishing craft abeam to starboard distant 500 and 1500 yards. 0633 Changed course to 240°(T and pgc). 0705 With MYLINGEN LIGHT abeam to port distant two miles, Changed course to 205° (T and pgc), changed speed to one-third on two main engines, 5 knots. 0713 Changed speed to standard on two main engines, 14.5 knots. 0724 Commenced maneuvering on various courses at various speeds to conform with channel to enter HAMMERFEST HARBOR, NORWAY. 0758 Hoisted general signal for "Pilot".

C. S. Bowcock, Jr.
C. S. BOWCOCK, JR.
LTJG, USN.

08 - 12 Underway maneuvering as before. 0823 Anchored in Hammerfest Harbor, Norway, in 15 fathoms of water with 74 fathoms of chain to the anchor on the following bearings: Jetty Light 247° 30' (T); Right Tangent of Entrance 216° 30' (T); Right Tangent of Molvika 205°(T); and end of dock 153° 30' (T) 0824 Secured main engines. 0829 Commenced answering bells on the batteries. ⁰⁸³¹ B. ELLEFSEN, Harbor master, came aboard. 0845 DR. BORCHGREVINCK came aboard to attend injured personnel. 0848 Commenced answering bells on two main engines. Underway to moor alongside Public Dock. 0908 Moore portside to Public Dock, Hammerfest, Norway. Secured main engines. Made daily inspection of magazines; conditions normal.* Test satisfactory.

* MADE WEEKLY TEST OF MAGAZINE SPRINKLING SYSTEM.

M. S. Terrass
M. S. TERRASS,
ENS, USN.

12 - 16 Moored as before.

M. S. Terrass
M. S. TERRASS,
ENS, USN.

16 - 20 Moored as before. 1745 HNMS KING HAAKON VII (P-53) moored outboard starboard side to. 1940 Stationed the maneuvering watch. 1950 HNMS King HAAKON VII (P-53) underway from alongside.

M. S. Terrass
M. S. TERRASS
ENS, USN.

20 - 24 Moored as before. 2005 Commenced answering bells on two main engines. 2007 Underway maneuvering to anchor in Hammerfest Harbor, Norway. Commenced sounding fog signals. 2014 Anchored in Hammerfest Harbor, Norway, in 17 fathoms of water with 61 fathoms of chain to the anchor on the following bearings: Jetty Light 260°(T); HAINA Island 294°(T). Secured the main engines. 2030 Commenced charging batteries on two main engines. 2050 Secured charging batteries. 2115 Commenced charging batteries on two main engines.* Continuing charging batteries on one main engine. 2257 Underway to moor alongside Public Dock, Hammerfest, Harbor, Norway. 2319 Secured two main engines. 2343 HNMS KING HAAKON VII (P-53) moored outboard starboard side to.

* 2130 CEASED SOUNDING FOG SIGNALS. 2243 COMMENCED ANSWERING BELLS ON TWO MAIN ENGINES

⊕ 2316 MOORED PORTSIDE TO PUBLIC DOCK, HAMMERFEST, NORWAY.

M. S. Terrass
M. S. TERRASS
ENS, USN.

APPROVED:

EXAMINED:

Adm. [Signature]

Mac. [Signature]