



HISTORICAL SKETCH — U.S.S. FULTON (AS-11)

The submarine tender FULTON was constructed at the Mare Island Naval Shipyard, Vallejo, California and was commissioned and placed in active service in September 1941.

While on a "shakedown cruise" enroute to the Panama Canal Zone, the Imperial Japanese Forces struck at Pearl Harbor and the United States entered World War II in the Pacific. FULTON was dispatched to Pearl Harbor in the Hawaiian Islands and began servicing our first line of defense during these early dark days — units of the Submarine Force which had already begun to carry the fight to the enemy. FULTON was in active service in the Submarine Force throughout World War II in the Pacific, and moved her base of operations steadily forward as the Nipponese began to feel the tightening of the Noose!

At the end of the war, FULTON had her first contact with atomic energy — she was a member of Joint Task Force One in the conduct of the Bikini Atoll Atomic Bomb Test. FULTON was then decommissioned and placed in the moth-ball fleet to await the next global fire. The fire did break out in the Far East — Korea — and FULTON was back in commission again, fully ready to care for her brood of submarines.

She rejoined the active fleet in April, 1951, transited the Panama Canal, and assumed duties at State Pier in New London, Connecticut with Submarine Squadron TEN.

Submarine Squadron TEN consists of the FULTON, rescue vessel SKYLARK and ten modern submarines, all based at New London and engaged in conducting local and distant operations in preparation to defend our country on a moments notice should the fires break out again. FULTON and her brood do not make up a training squadron, but are ready to proceed immediately on missions assigned in the event of war.

MISSIONS

The mission of the U.S.S. FULTON is difficult to describe in a few words, since her potential and capabilities are diverse,

involving many skills to be found in civilian industry. Basically, she is a submarine tender — a mother ship to her brood — and she must be fully ready at all times to proceed immediately to distant stations there to care for all the war-time needs of her submarines with little if any assistance from shore based facilities.

If we consider the Repair Department of the FULTON, we find that this department is the equivalent of a medium sized shipyard. It is staffed by officers and men who are skilled craftsmen and artisans capable of effecting all but the most major repairs to the FULTON herself and to the modern, complex submarines in her family. Many shops familiar to civilian industries are found in the Repair Department. Among them are machine, electrical, printing, shipfitters, electronics and carpenter and pattern shops, the foundry and many other smaller supporting activities. On an average working day the Repair Department expends \$2,019.29 in materials and labor for preventive maintenance and repairs to submarines during planned and and regularly scheduled upkeep periods.

The Supply Department of the FULTON is best described as a combined wholesale house engaged in stocking and issuing groceries, clothing, hardware, spare parts, and mariner's equipment of all types and sizes. It is in fact a large wholesale group within a larger organization and caters to the needs of many "contractors" and "consumers" represented by the FULTON and her personnel, as well as the submarines and their crews. The Ship's Service Activities of the FULTON are also operated by officers and men of the Supply Department. These consist of the barber, tailor, and cobbler shops, the laundry and the ship's store which provide necessary services to officers and men of the FULTON and the submarines. Without these important morale services, life at sea would be no different than that experienced by our sailormen who served at the beginning of our Navy. In addition, the Supply Department is responsible for the preparation and serving of daily meals to officers and men of the FULTON, for maintaining all stock records, for furnishing disbursing service to the crews of the FULTON and SKYLARK and to the crews of Submarine Squadron TEN. Our paymaster

administers a payroll amounting to \$550,000.00 per month or \$6,600,000.00 per year. Stock carried aboard FULTON in the Supply Department is valued as follows: Technical Stores \$1,900,000.00; General Stores \$700,000.00; Provisions \$100,000.00; Uniform Clothing \$28,000.00.

This brief description of these two departments, Repair and Supply, indicates to some extent the magnitude of FULTON'S task. But she could not operate with just these two departments. To carry out her mission, she must also be able to proceed to advanced areas, she must be able to protect herself, she must be able to furnish highly complex weapons to her submarines, and she must be prepared to render medical, dental and spiritual care to her men and to the men of her submarines.

The Engineer Department is known aboard this ship as "Glencannon's Lair". Our Chief Engineer and his men are responsible for providing power to take us where we want to go and for returning us to our home port. FULTON is a diesel-electric drive ship having eight (8), 1600 horsepower engines, and four (4) auxiliary engines. The engineers also provide us with all internal public utilities such as heat, light, water, air conditioning, refrigeration, and plumbing services. In addition, it is the responsibility of the Damage Control Division of the Engineer Department to ensure that FULTON is water-tight and that her hull, internal piping, and fittings are fully ready to withstand the rigors of the sea, or the shot, shell, and bombs which may be fired at, or dropped upon us as the result of action with an enemy.

The Deck Department, headed by the First Lieutenant and Gunnery Officer is made up of the "extra salty" seamen serving in FULTON. These men operate and are responsible for mooring lines, external ladders and brows used in boarding and departing from the ship, anchors, anchor windlass gear and capstans, heavy cranes and booms, whaleboats, motor launches, and motor boats. It is also their job to ensure that all external surfaces of the ship are preserved and painted so that the vessel presents a neat appearance. Our Gunnery Division of the Deck Department maintains and operates the 5"/38 caliber

mounts, the 40mm, and 20mm weapons which are used to protect FULTON from enemy air and surface attack.

Torpedoes and special weapons are stored, maintained and issued to the submarines by the Ordnance Repair Department. It is their job to ensure that these weapons are fully ready in all respects for instant use. Without these potent attack weapons, our complex and highly trained submarines could not carry the fight to the enemy.

FULTON'S Operation Department is charged with the responsibility of maintaining radio communications, electronic, and navigation equipment of the ship. These men are the eyes, ears, and speaking voice of the vessel. Without the intelligence information and operations data provided by the skilled men in this group, FULTON could not carry out her mission.

In the Medical and Dental Departments of the ship, we find the officers and men who ease our aches and pains with a minimum of discomfort to the patient. Personnel of the FULTON and of the attached submarines receive capable and devoted medical and dental care from our doctors, dentists, and the assisting corpsmen and technicians.

While serving in the New London area, FULTON adheres to a definite work schedule in carrying out her mission. The majority of her time is spent at State Pier where her days are fully occupied in service to submarines undergoing periodic upkeep and repair periods. This workload is planned and spaced so as to preclude gaps in production. During the period FULTON is alongside State Pier, every department in the ship contributes a substantial portion of its time and manpower to support of submarines. When upkeep schedules permit, underway periods are devoted to caring for the needs of the FULTON and to conduct of drills and training exercises on board ship at sea in order to maintain officers and men at peak readiness to carry out the war-time mission.

FULTON is currently manned by 36 officers and 800 men. Submarine Squadron TEN is manned by 100 officers and 750 men. The total naval population based in the State Pier area

is therefore 136 officers and 1550 men, three quarters of whom are married and reside with their families in greater New London and environs. These naval families do not constitute an impersonal military machine, but are tax paying members of the local community participating in local civic events and educating their children in local schools. Many are permanent residents of Connecticut and many more are home owners in the local communities. The gross payroll of the naval population amounts to \$550,000.00 per month, a major portion of which is expended each month in the local communities in which these families reside. Moreover, in fiscal year 1955 local purchases made by FULTON amounted to \$104,000.00 including provisions.

VITAL STATISTICS

In the years 1937-1941, the total cost of building FULTON amounted to \$36,000,000. This is indeed a substantial capital investment, and is of interest to civilian and military personnel who are tax payers.

FULTON is 531 feet in length, and is a 14,500 gross ton vessel. Her engineering plant can develop 5760 horsepower per shaft and can generate 9000 kilowatts DC and 2000 kilowatts AC of electrical energy.

The cost per day of feeding personnel serving in the FULTON amounts to \$2,000.00.

During a typical month, FULTON personnel consume the following quantities of various provisions: Bread, 6,200 lbs; Meat, 14,000 lbs; Vegetables, 29,000 lbs; Fruit, 8,000 lbs; Fresh Milk, 14,000 quarts; Eggs, 1,000 dozen and Butter, 1,000 lbs. This is a sampling only and does not include all the kinds of food-stuffs consumed by hungry sailormen.

"Can Do" is the proud motto of FULTON and her men. The motto was adopted because it expressed so completely the willingness and devotion of FULTON'S officers and men in undertakings and completing in a highly satisfactory manner any and all tasks assigned. The difficult we do immediately, the impossible takes a little longer!

U. S. S. FULTON ORGANIZATION

Captain	E. T. Shepard, USN	Commanding Officer
CDR	L. P. Grey, III, USN	Executive Officer
CDR	C. W. Shields, USN	
LCDR	R. G. Blakely, USN	Repair Officer
LCDR	G. Ellis, USN	Operations Officer
LT	E. J. Schradle, USN	Personnel & Admin. Officer
LT	W. S. Weaver, USN	Engineer Officer
LT	E. C. Loveland, USN	Ordnance Repair Officer
LT	R. H. Nichols, USNR	
LTJG	R. E. Byrnes, USN	Damage Control Officer
LTJG	H. A. Cherrier, USN	1st Lieut. & Gunnery Officer
LTJG	R. W. Kusanke, USNR	Comm. Officer & Navigator
ENS	J. L. Broskoske, USNR	Assistant Comm. Officer
LCDR(CHC)	C. L. Peeples, USNR	Chaplain
CDR(SC)	J. L. F. Hennessy, USN	Supply Officer
LT	R. J. Williams, Jr., USN	
LT(SC)	E. M. Kocher, USN	Assistant Supply Officer
ENS(SC)	N. G. Sterner, USN	
ENS(SC)	R. C. Barber, USNR	Disbursing Officer
CDR(DC)	V. R. McAtee, USN	Dental Officer
LTJG(DC)	D. E. Staker, USNR	Assistant Dental Officer
LTJG(DC)	M. M. Trafeli, jr., USNR	Assistant Dental Officer
LT(MC)	E. W. Rosner, USNR	Medical Officer
LTJG(MC)	J. H. Bonney, USNR	Assistant Medical Officer
CHBOSN	A. W. Wayne, USN	Assistant 1st Lieutenant
CHGUN	R. L. Chew, USN	Fire Control Officer
CHTORP	H. H. Merritt, Jr., USN	Torpedo Repair Officer
CHELEC	H. Gayhartt, USN	Electrical Officer
CHRELE	A. E. Kiselback, USN	Elect. Repair Officer
MACH	D. R. Holmes, USN	Machinery Repair Officer
CHMACH	A. C. Bryson, USN	Main Propulsion Ass't.
CHCARP	G. D. Clare, USN	Hull Repair Officer
ELEC	J. W. Brooks, USN	Electrical Repair Officer
CHGUN	W. W. Jose, USN	Assistant Gunnery Officer
CHPCLK	R. E. Anderson, USN	Commissary Officer

Submarine Squadron TEN
Submarine Force, U.S. Atlantic Fleet

Captain	W. T. Kinsella, USN	
	Commander Submarine Squadron TEN	
CDR	J. E. Hokr, USN	Squadron Operations Officer
LCDR	E. R. Marcus, USN	
LCDR	W. Masek, Jr., USN	Squadron Engineer Officer
LT	P. R. Taylor, Jr., USN	Squadron Comm. Officer
LT	P. B. Pennington, USN	Squadron Secretary
LTJG	W. H. Ayers, Jr., USN	Ass't. Operations Officer
CDR(MC)	J. Vogel, USN	Squadron Medical Officer
ENS	P.M. Pyper, USNR	
CDR	H. A. Thompson, USN	Submarine Division 101
LTJG	V. O. Harkness, Jr., USN	Division Engineer
LCDR	J. P. Wise, USN	U.S.S. Tusk (SS426)
LCDR	H. J. Rosania, USN	U.S.S. Entemedor (SS340)
LCDR	M. G. Bayne, USN	U.S.S. Trigger (SS564)
LCDR	R. A. Ryzow, USN	U.S.S. Trout (SS566)
LCDR	R. R. Blaine, USN	U.S.S. Harder (SS568)
CDR	L. R. Vasey, USN	Submarine Division 102
LT	J. B. Foster, USN	Division Engineer
LCDR	G. P. Steele, II, USN	U.S.S. Hardhead (SS365)
LCDR	G. F. Ellis, Jr., USN	U.S.S. Bang (SS385)
LCDR	R. A. Spenser, USN	U.S.S. Halfbeak (SS352)
LCDR	A. R. Trottier, USN	U.S.S. Angler (SSK240)
LCDR	E. H. Edwards, Jr., USN	U.S.S. Croaker (SSK246)
LCDR	P. E. Huffman, USN	U.S.S. Skylark (ASR20)



U.S.S. FULTON—500.