



TULLIBEE TIMES



Published Quarterly by the
 USS Tullibee
 SSN 597 Association

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Ninth Edition, 19 November 2012

Commander's Corner

Happy Thanksgiving! I apologize for the delay in getting the newsletter out. I have been swamped at work, and things just got away from me! With so many things going on in our world—foreign and domestic—I hope all of us afford ourselves the luxury of sitting back, taking a day (or at least a period) of relaxation, and consider the things for which we have to give thanks. I am thankful for my family, especially those with whom I keep in sporadic contact and who live hundreds of miles from me. Distance does not diminish my closeness to them. I am thankful for my Tullibee family. Oftentimes, I get an email or sign in to Facebook and find something uplifting. And I am Thankful for the United States of America. Is all well? Do we all agree? Obviously, as a group we will not see eye to eye on our nation's state of

affairs; however, it is our country, and we do share a deep love for her. And, there is still nowhere else I would rather call home!

I hope all of you have a chance to be with loved ones and friends this Thanksgiving holiday and cherish old memories while making new ones.

--Bill



Tullibee Store?

Have you been getting emails from the Tullibee store advertising Christmas Gift Photos and 2013 Calendar of the Boat? Those emails come from a private entity, JK Enterprises, and they have no affiliation with the Navy. As a matter of fact, I have seen no evidence that anyone associated with the company ever was a boat sailor. They use the following disclaimer:

"The store offering these items for sale is a division of JJ-Enterprises. JJ-Enterprises is not associated with the U.S. Government in any form. Nor is it associated with any group of former or existing members of USN units."

While they are probably a legitimate company, they have no relationship to our organization and are not endorsed by the USN. The point??—If there is something you need or want, let me know and I can probably get it. Let's help our own house first. A shipmate recently contacted me who was a photographer and has many images of the boat. Any interest in buying images from him, or putting together a calendar of our own? Let me know!



Reunion 2013!

I have been asked by many shipmates about the next reunion. We will have a reunion in Groton, Connecticut, 18-21 July 2013. The host hotel is The Groton Inn and Suites. Although details about activities are pending, we do know that we will have many activities from which to choose. As of now, we will have a sign-in, greet and meet on Wednesday evening, July 17. The reunion dinner will be Saturday evening, July 20. We have reserved the Admiral Fife Recreation Area Pavilion for Saturday afternoon, July 20. We will have a luncheon and games for everyone! We will plan activities on the Sub Base, as well as some off base. As always, since this is a time to reunite with old friends, small groups to "do your own thing" are encouraged. There seems to be a lot of interest in the reunion, and many shipmates have already indicated that they are committed to attending. You can start making reservations at any time by calling the Groton Inn and Suites and telling them you are with the USS Tullibee Reunion. The economy is down, but don't let that bring our numbers down. Let's make this the best reunion yet! Start making plans to join us. More information, including the reunion fee and other activities will be coming soon!!



USS Tullibee SSN 597 Association

Are you a member of the USS Tullibee SSN 597 Association? Being a member is not essential in order to get newsletters, attend reunions, or enjoy the camaraderie of shipmates, but it does help to maintain funds to ensure reunions and perpetuate the memory of the SSN 597 and those associated with her. If you are not a member, please consider joining.

Memberships

Membership Dues for the USS Tullibee SSN 597 Association are as follows:

YEARLY DUES:

\$10 per year and renewable December 31 of each year.

LIFETIME MEMBERSHIP DUES:

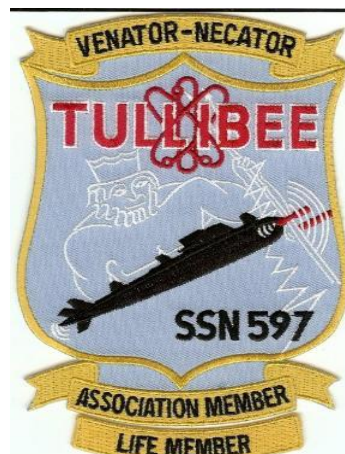
The rates are as follows and are based upon the member's age at time of payment of lifetime dues:

Age 65 and Over: \$50.00;

Age 60-64: \$75.00;

Age 50-59: \$100.00;

Age 49 and under: \$150.00.



----- Pride Runs Deep -----

SHIP'S STORE

We have the following items available:

- Golf shirts, with gold or silver dolphins
- Ball caps, with gold or silver dolphins
- Tullibee coffee mugs
- Tullibee T-shirts
- Zippo lighters with the boat's crest on one side and the T2 emblem on the other
- Tullibee patches, with the boat's crest
- T2 patches

You can see these items and prices on the webpage at www.usstullibee.com. If you are getting this newsletter by snail mail, drop me a note or give me a call and I'll send you a picture of the items that are available.



The USS Tullibee Facebook Page has 133 members! Are you keeping in touch with your shipmates? This is a great way to communicate with them. It is a closed group, but ask, and you will be added!

USSVI News

USSVI National and Regional Officers

2012-2014 National Officers

- * **Commander: Michael Bircumshaw**
- * **Sr Vice Commander: Carl Schmidt**
- * **Jr Vice Commander: Al Singleman, Jr**
- * **Secretary: Tom Conlon**
- * **Treasurer Richard McPherson**

2012-2014 Region Directors

- * **Northwest Director: Michael Naughton**
- * **Southeast Director: Dick Kanning**
- * **Central Director: Wayne Standerfer**
- * **Western Director: John Mansfield**

2012-2013 District Commander of the year: Vic Van Horn

2012-2014 Immediate Past Natl Cdr: Patrick Householder

All the proposed amendments were Accepted.

- 2013 Convention: Rochester MN**
- 2014 Convention: Burlingame CA (SFO Area)**



Navy News

Navy Announces Service Dress Khaki Cancellation

WASHINGTON -- NAVADMIN 314/12, released Oct. 19, announced the Chief of Naval Operations' (CNO) decision to terminate the Service Dress Khaki (SDK) initiative.

The NAVADMIN also reemphasized the optional wear of the Service Dress Blue (SDB) uniform as an acceptable alternative during summer uniform wear periods when participating in events, ceremonies and meetings where wearing a coat and tie is appropriate and when other uniforms are not prescribed.

"The Navy continuously

monitors Sailors' uniform concerns and develops uniforms and design changes based on feedback received and research conducted," said Rear Adm. Tony Kurta, director, Military Personnel Plans and Policy. "After May 2012 when the contemporary design for SDK was approved for optional wear, the Navy continued to conduct research with product vendors and with the information gained and reviewed, the decision was made to cancel Service Dress Khaki."

The Navy made the decision to terminate pursuing the SDK uniform as an optional uniform due to factors identified during a comprehensive uniform assessment. These factors included the evaluation of quantities of SDK sets ordered/sold, wear test of several models evaluating quality, durability, appearance and fit, and estimated cost per uniform set to the individual.

The NAVADMIN 314/12 also reaffirmed E-7 to O-10 personnel may wear the SDB as a suitable alternative for wear in lieu of summer white and service dress white uniforms when a coat and tie is appropriate.

SDB uniforms may be prescribed for wear year-round to all official functions (when formal dress, dinner dress, or full dress uniforms are not prescribed) and civilian equivalent dress is coat and tie. This uniform is available for purchase in a quality light weight fabric.

Russian Nuclear Attack Submarine Detected Near US

NEWSMAX.com, By Todd Beamon - Nov 5, 2012

Read Latest Breaking News from Newsmax.com:
<http://www.newsmax.com/US/Russian-nuclear-submarine-US/2012/11/05/id/462908#ixzz2BSDqSwhk>

A Russian nuclear-powered attack submarine was detected within 200 miles of the East Coast last month — the first time that particular class of submarine had

been detected near a U.S. coast, defense officials told *The Washington Free Beacon*. "While I can't talk about how we detected it, I can tell you that things worked the way they were supposed to," one defense official told the *Beacon*, stating that the Russian submarine "poses no threat whatsoever."

The defense officials spoke on condition of anonymity because of the sensitive nature of anti-submarine warfare efforts, the *Beacon* reports. Identified by its NATO designation as a Russian Seirra-2 class submarine, the vessel is believed to be based with Russia's Northern Fleet.

The submarine was believed to have been conducting anti-submarine warfare efforts against U.S. ballistic and cruise missile submarines based at Kings Bay, Ga., one official told the *Beacon*. But a second official told the *Beacon* that the submarine did not sail close to Kings Bay and also did not threaten a U.S. aircraft carrier strike group that was conducting exercises in the eastern Atlantic.

Kings Bay Naval Submarine Base is just north of Jacksonville, Fla. It is the base for two guided missile submarines and six nuclear missile submarines.

The submarines are known to be a target of Russian attack submarines, the report said. "A Russian AGI and an SSN in the same geographic area as one of the largest U.S. ballistic missile submarine bases — Kings Bay — is reminiscent of Cold War activities of the Soviet navy tracking the movements of our SSBN's," yet another U.S. official told the publication, referring to the designation for ballistic missile submarines, SSBN.

Naval analysts told the publication that the Russian attack submarine was outfitted with SS-N-21 anti-submarine warfare missiles, as well as SS-N-16 anti-submarine warfare missiles. It also is equipped with torpedoes.

The U.S. Navy deploys underwater sonar sensors set up at strategic locations near the United States that detected the

submarine late last month, according to the report.

Future USS Minnesota Christened

Navy News - Oct 29, 2012
NEWPORT NEWS, VA. -- The

Navy christened its newest submarine, the future USS Minnesota (SSN 783), Oct. 27, at Huntington Ingalls Industries - Newport News in Newport News, Va.

Minnesota's sponsor, Ellen Roughead, broke a ceremonial bottle of sparkling wine against the submarine's hull, officially naming the ship. Roughead, the wife of former Chief of Naval Operations Adm. (Ret.) Gary Roughead, has been a tireless supporter of military families and continuing education initiatives for Navy spouses.

"We were honored to have Mrs. Roughead participate in such an important milestone for PCU (pre-commissioning unit) Minnesota," said Capt. David Goggins, Virginia class program manager. "The Virginia class is an outstanding platform and Minnesota builds on the stellar reputation of quality and success that the class is known for." Minnesota is the 10th ship of the Virginia class and the last under the second, or block II, contract. The submarine is on track to deliver to the Navy in late spring 2013, ahead of its April 2014 contract delivery date. The ship will be commissioned shortly thereafter.

"When Minnesota delivers next year, every block II boat will have delivered early to its contract delivery date," said Rear Adm. Dave Johnson, program executive officer for submarines. "Added together, the shipbuilders delivered these submarines 42 months early and Minnesota is well on track to push that number into the 50s." Minnesota's christening marks the final major milestone for the Virginia class in 2012. In May, the Navy took delivery of USS Mississippi (SSN 782) nearly a year early to its contract delivery date. Mississippi was

commissioned on June 2. The Navy also began construction on PCU Colorado (SSN 788) and PCU Indiana (SSN 789) on March 2 and Sept. 2 respectively.

Additionally, the Navy released the request for proposals for the block IV construction contract on Sept. 5.

Virginia class submarines are designed to dominate the world's littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operation forces support; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare missions. Their inherent stealth, endurance, mobility, and firepower directly enable them to support five of the six maritime strategy core capabilities - sea control, power projection, forward presence, maritime security, and deterrence.

New Sub-Hunting Capabilities Challenge U.S. Undersea Dominance

Emerging foreign capabilities to hunt and defeat stealthy submarines will force the Navy to find new ways to maintain dominance in the undersea warfighting arena, Chief of Naval Operations Adm. Jonathan Greenert writes in new internal guidance.

In a September 26 memo to his Strategic Studies Group, Greenert says revolutionary warfighting concepts must be developed to preserve the Navy's undersea edge in the coming years despite an array of rising challenges. The undersea environment "is the one domain in which the United States has clear maritime superiority but this superiority will not go unchallenged," he writes.

Go to the link for the story...http://messdeck.com/Forum/forum_posts.asp?TID=25215&title=cno-new-subhunting-capabilities-challenge-us



Submarine and Cruiser Collide Off Florida

ABC News, Luis Martinez – Oct. 13

Two Navy vessels collided this afternoon off the coast of northeastern Florida, there were no injuries aboard the submarine and cruiser involved in the collision.

According to a Navy statement the submarine USS Montpelier (SSN 765) and the Aegis cruiser USS San Jacinto (CG 56) collided at approximately 3:30 p.m. ET. The statement adds that there were no injuries aboard either ship and that the submarine's nuclear powered reactor "was unaffected by this collision."

The incident is under investigation. A Navy official says the two ships were participating in a "group sail" along with another vessel. The three ships were participating in an anti-submarine exercise in preparation for an upcoming deployment as part of the strike group for the aircraft carrier USS Harry S Truman.

The Navy official says that at approximately 3:30 p.m. the bridge watch aboard the San Jacinto saw the submarine Montpelier rise to periscope depth about 100 to 200 yards ahead of them. The bridge ordered an "all back," but still collided with the sub.

According to the official, the initial assessment of damage is that there was a complete depressurization of the sonar dome aboard the San Jacinto. Located below the water line of surface warships, sonar domes provide the bulbous shape to the bows of warships.

After the collision the official said the submarine surfaced and communications were established between all the ships on the scene.

The carrier USS Harry S Truman is also there, available to provide assistance.

The two ships involved in the collision are both operating under their own power.

Collisions between Navy submarines and surface warships are rare. In March, 2009 the submarine USS Hartford suffered severe damage to its Con tower after

colliding with the amphibious transport ship USS New Orleans in the Strait of Hormuz. The subsequent investigation found fault for the collision lay with the commanders aboard the submarine. Several officers and crew aboard the submarine were later disciplined for their roles.

Old Boats Never Die, They Get Recycled

While the U.S. Navy is willing to spend over half a billion dollars to repair fire damage inside the USS Miami (a Los Angeles class SSN or nuclear attack submarine), it is seeking ways to keep those costs down. One good idea is to salvage components from the recently (last year) decommissioned USS Memphis. This boat entered service in 1977, 13 years before the Miami. While the Memphis was one of the "original" 31 Los Angeles boats, and the Miami is one of the third generation (Improved Los Angeles) designs, both share many common components, especially in the forward part of the boat where Miami suffered most of its damage.

Go to the link for the rest of the story:

<http://www.strategypage.com/htmw/htsub/articles/20121012.aspx>

ROV Dives 2,000 Feet To Save Sailors on a Sunken Submarine

Andrew Tarantola - Oct 11, 2012

Used to be that if you were aboard a sunken submarine, your best hope for rescue was to grow a set of gills—fast. Now, however, the US Navy can reach and extract sailors who are in over their heads with this deep-diving 16-passenger ROV.

The Submarine Rescue Diving Recompression System (SRDRS) is a 183-ton remotely operated vehicle (ROV) capable of diving 2,000 feet below the waves, mating with virtually any nation's disabled submarine, and ferrying up to 155 crew members to the surface. The SRDRS has been

developed to replace the less capable Mystic class Deep Submergence Rescue Vehicle (DSRV), the US Navy's existing sub rescue system, which requires tethering to a mother submarine and takes much longer to deploy during an emergency.

The new system consists of four parts: the Assessment/Underwater Work System (AUWS), the Submarine Decompression System (SDS), the Pressurized Rescue Module System (PRMS), and various PRMS Mission Support Equipment. The AUWS includes the Atmospheric Dive Suit 2000 (ADS2000), a one-man, pressurized hard suit that allows a first responder to quickly locate and inspect the downed sub on the seafloor, then find and clear the rescue hatch. A PRMS, such as the US Navy's PRM Falcon, is then launched from a floating mother ship to descend to the wreck. Once it has mated with the rescue hatch, two attendants help evacuate and transport sailors from the sub directly to the surface, maintaining a pressure of up to 5 atmospheres (this saves loads of time waiting to decompress each shuttle-load on the way back up top). Once topside, evacuees are loaded into the self-contained SDS, which consists of a hyperbaric transfer chamber connecting a pair of 36-person deck-mounted decompression chambers.

At just 183 tons, the SRS is small enough to fit on most commercial and military transport aircraft and seafaring vessels. The system can move via land, sea or air from its home port, at the Deep Submergence Unit at the Naval Air Station San Diego, CA, to arrive within 72 hours at an emergency site anywhere in the world.

Veteran to Veteran

When a Veteran leaves the 'job' and retires to a better life, many are jealous, some are pleased, and others, who may have already retired, wonder if he knows what he is leaving behind, because we already know.

1. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times.

2. We know in the Military life there is a fellowship which lasts long after the uniforms are hung up in the back of the closet.

3. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is.

These are the burdens of the job. You will still look at people suspiciously, still see what others do not see or choose to ignore and always will look at the rest of the Military world with a respect for what they do; only grown in a lifetime of knowing.

Never think for one moment you are escaping from that life. You are only escaping the 'job' and merely being allowed to leave 'active' duty.

So what I wish for you is that whenever you ease into retirement, in your heart you never forget for one moment that you are still a member of the greatest fraternity the world has ever known.

NOW...Civilian Friends vs. Veteran Friends Comparisons:

CIVILIAN FRIENDS: Get upset if you're too busy to talk to them for a week.

VETERAN FRIENDS: Are glad to see you after years, and will happily carry on the same conversation you were having the last time you met.

CIVILIAN FRIENDS: Have never seen you cry.

VETERAN FRIENDS: Have cried with you.

CIVILIAN FRIENDS: Keep your stuff so long they forget it's yours.

VETERAN FRIENDS: Borrow your stuff for a few days then give it back.

CIVILIAN FRIENDS: Know a few things about you.

VETERAN FRIENDS: Could write a book with direct quotes from you.

CIVILIAN FRIENDS: Will leave you behind if that's what the crowd is doing.

VETERAN FRIENDS: Will stand by you no matter what the crowd does.

CIVILIAN FRIENDS: Are for a while.

VETERAN FRIENDS: Are for life.

CIVILIAN FRIENDS: Have shared a few experiences...

VETERAN FRIENDS: Have shared a lifetime of experiences no citizen could ever dream of...

CIVILIAN FRIENDS: Will take your drink away when they think you've had enough.

VETERAN FRIENDS: Will look at you stumbling all over the place and say, 'You better drink the rest of that before you spill it!' Then carry you home safely and put you to bed...

CIVILIAN FRIENDS: Will ignore this.

VETERAN FRIENDS: Will share this.

A veteran - whether active duty, retired, served one hitch, or reserve is someone who, at one point in their life, wrote a blank check made payable to 'The Government of the United States of America' for an amount of 'up to and including my life'. From one Veteran to another, it's an honor to be in your company. Thank you for your service to our country and defending the freedoms we enjoy.



US Navy Submarine Losses

Submarines Lost/Damaged During the Month of October

USS O-5 (SS-66) 11-Oct-1923. Two men lost.

USS S-44 (SS-155) 7-Oct-1943. 56 men lost and two taken as POW. Both survived the war.

USS Wahoo (SS-238) 11-Oct-1943. All hands lost (79).

USS Dorado (SS-248) 12-Oct-1943. All hands lost (78).

USS Escolar (SS-294) 17-Oct-1944. All hands lost (82).

USS Shark II (SS-314) 24-Oct-1944. All hands lost (90).

USS Seawolf (SS-197) 3-Oct-1944. All hands lost (102).

USS Tang (SS 306) 24-Oct-1944. 78 men lost. 9 taken POW and survived the war. CDR Richard O'Kane was awarded the Medal of Honor for his leadership and heroism as CO.

USS Darter (SS-227) 24-Oct-1944. All the crew was rescued by USS Dace.

USS SEAWOLF (SS-197)

October 3, 1944 – All Hands Lost – 102



USS Seawolf (SS-197), under the command of LCDR A.M Bontier, was sunk by U.S. forces on 03 October 1944 while on her 15th war patrol. She was carrying supplies and 17 U.S. Army personnel to Samar, in the central Philippines.

On the morning of 03 October, a U.S. task group was attacked by the Japanese submarine Ro-41. USS Shelton (DC-407) was torpedoed and sunk in the attack.

Shortly after the attack, a plane from the escort carrier USS Midway (CVE-63), sighted a submarine on the surface, and dropped two bombs on it as it was submerging, even though the submarine was in an established safety zone for U.S. submarines. USS Rowell (DE-403) steamed into the area and detected the submerged Seawolf. Believing the submerged contact to be a Japanese submarine, Rowell attacked, even though the submarine tried to send a series of dashes and dots with her underwater signaling equipment. Rowell's attack resulted in an underwater explosion, and debris rose to the surface.

Seawolf was the only U.S. submarine known sunk by American forces in World War II. 102 men, including the 17 U.S. Army personnel, were lost.

After the war, it was learned by Ro-41 successfully escaped detection by US forces. She would be sunk with all hands by USS Haggard (DD-555) on 22-23 March 1945.

Submarines Lost/Damaged During the Month of November

USS Corvina (SS-226) 16-Nov-1943. All hands lost (82)

USS Sculpin (SS-191) 19-Nov-1943. 40 men lost. 42 taken as POW, only 21 survived the war. Captain John P. Cromwell, USN, Commander of a Submarine Task Group (Wolfpack) went down with the ship to ensure his knowledge of impending operations was not compromised. He was posthumously awarded the Medal of Honor for his heroism.

USS Growler (SS-215) 8-Nov-1944. All hands lost (86)

USS Albacore (SS-218) 7-Nov-1944. All hands lost (86)

USS Scamp (SS-277) 16-Nov-1944. All hands lost (83)

USS ALBACORE (SS-218)

November 7, 1944 – All Hands Lost – 86



ALBACORE with Lt. Cmdr. H.R. Rimmer in command, left Pearl Harbor on October 24, 1944, topped off with fuel at Midway on October 28, and departed there for her eleventh patrol the same day, never to be heard from again. Her area was northeast of Honshu and south of Hokkaido, and because of the danger of mines, she was ordered to stay outside of waters less than 100 fathoms deep.

She was to depart her area at sunset on December 5, 1944, and was expected at Midway about December 12th. When she had not been seen or heard from by December 21st despite the sharpest of lookouts for her, she was reported as presumed lost.

Enemy information available now indicates that ALBACORE perished by hitting a mine. The explosion occurred on November 7, 1944, while ALBACORE was submerged, and was witnessed by an enemy patrol craft. The craft reports having seen much heavy oil and bubbles, cork, bedding and various provisions after the explosion. Prior to her loss, ALBACORE had been a very successful submarine, especially in her engagements with Japanese combat vessels. Her record of enemy combatant ships sunk is the best of any U.S. submarine. She sank a total of 13 ships, totaling 74,100 tons, and damaged five, for 29,400 tons, during her first ten patrols. She began her series of patrols with one at Truk in September 1942, damaging two freighters and a tanker. On her second patrol, near New Britain, ALBACORE sank a transport, and, on 18 December 1942, the Japanese light cruiser TENRYU. Her third patrol was in the Bismarck Archipelago; ALBACORE sank an escort vessel and a destroyer. The latter was OSHIO sunk near the New

Guinea coast on 20 February 1943. During her fourth patrol, again in the Bismarck-Solomons-area, ALBACORE was able to inflict no damage on the enemy herself, but she sent contact reports which enabled GRAYBACK to sink several enemy ships. In her fifth patrol, ALBACORE covered the same area and damaged a transport. She patrolled the Truk area on her sixth war run, sinking one freighter and damaging another.

ALBACORE's seventh and eighth war patrols were both in the area north of the Bismarck Archipelago during the period from mid-October 1943 to the end of February 1944. In her seventh patrol she sank a freighter and in her eighth a transport. In addition, during her eighth patrol on January 14th, ALBACORE sank the Japanese destroyer SAZANAMI.

ABLACARE was ordered to patrol west of the Marianas and in the Palau area during the Allied invasion of these places in June 1944. On June 19th she intercepted a Japanese task force proceeding from Tawi Tawi anchorage, in the Sulu Archipelago, toward Saipan to engage our surface forces in the first Battle of the Philippine Sea. ABLACORE torpedoed and sank the aircraft carrier TAIHO. In addition, she sank a small freighter on this ninth patrol. ALBACORE conducted her tenth patrol near the southern coast of Shikoku, Japan. Here she sank a medium freighter, a medium tanker and a large patrol craft. ALBACORE has been awarded the Presidential Unit Citation for her second, third, eighth and ninth patrols, the ones in which she sank enemy combatant vessels.

Submarines Lost/Damaged During the Month of December

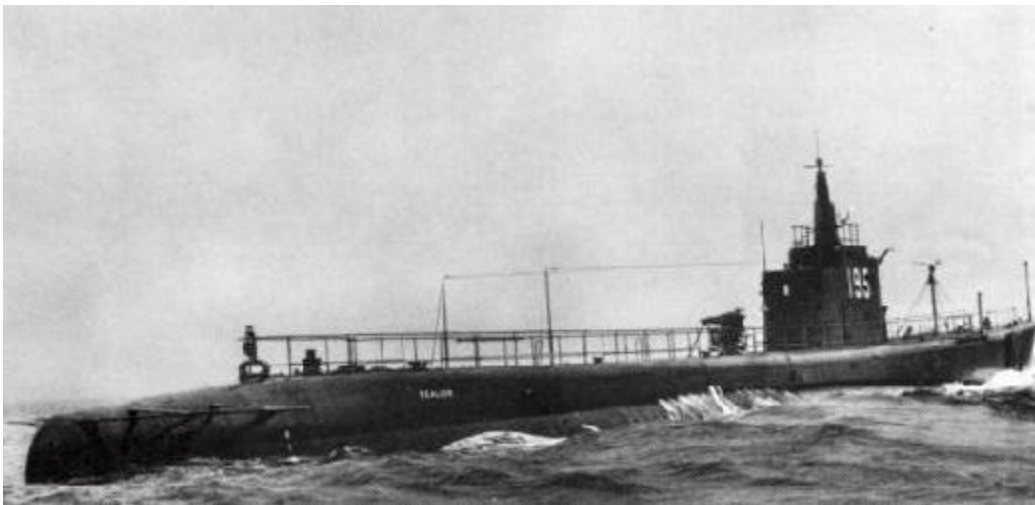
USS F-1 [ex-CARP] (SS-20) 17-Dec-1917. 19 men lost

USS S-4 (SS-109) 17-Dec-1927. 34 men lost

USS SEALION (SS 195) 10-Dec-1941. 4 men lost. Boat scuttled in Manila Bay on 25-Dec-1941

USS Capelin (SS-289) 1-Dec-1943. All hands lost (76)

USS SEALION (SS 195) December 10, 1941 - 5 Men Lost



The first submarine victim of enemy action was USS SEALION (SS 195). The start of the war on December 8, 1941 found her, along with USS SEADRAGON, in the final stages of overhaul at the Navy Yard, Cavite, Philippines. Both ships were scheduled for completion on December 12th.

Despite frequent air raids in the Manila area during the first two days of war, enemy planes waited until the third day to pay a visit to the Navy Yard in Cavite on the afternoon of December 10th. The air raid alarm sounded at approximately 12:30 PM as 54 enemy planes zeroed in on the shipyard.

SEALION, nested at Machina Wharf, had SEADRAGON inboard and the minesweeper BITTERN outboard. All hands, with the exception of the Commanding Officer, LCDR R.G. Voge, the Executive Officer, LT A. Raborn, and three men, were below decks. LCDR Voge saw the first wave of bombs land 100 to 200 yards astern of SEALION and noticed that the planes were too high to reach by machine gun fire. He immediately ordered all hands below. It was a wise decision.

The second wave of bombs hit the ship almost simultaneously, one striking the aft end of the conning tower, completely destroying the machine gun mount that had been vacated just moments before. The bomb exploded outside the hull a few feet above the control room, which was occupied by the majority of the crew who would surely have been killed, had the bomb exploded inside. While the SEALION crew was spared from that initial blast, a fragment of the bomb pierced the conning tower of the inboard SEADRAGON killing ENS Sam Hunter, the first submarine casualty of the war.

Seconds later another bomb passed through the main ballast tank and the main pressure hull and exploded in the after engine room, killing four men working in the compartment – electrician mates Foster, O’Connell and Paul, and machinist mate Ogilvie.

The explosion also flooded the aft engine room causing SEALION to settle in the mud aft while the forward engine room and torpedo room slowly began to flood as well. When the ship had finally settled the remainder of the crew escaped to safety while 40% of the main deck was underwater with a 15-degree list to starboard. All motor controls, reduction gears, and main motors were destroyed, totally immobilizing the ship.

The damage to the ship would normally have been considered non-fatal had there been overhaul facilities available for repair. SEALION wasn’t so lucky. The bombing that wrecked the ship had also destroyed the Navy Yard and the closest repair facility now lay 5,000 miles due east at Pearl Harbor, Hawaii.

Considering the war situation at hand, it was impossible to tow SEALION that distance. On Christmas Day, 1941, after the removal of all gear of value, such as gyro, radio and sound equipment, three depth charges were exploded inside the ship to prevent her from falling into enemy hands.

"We shall never forget that it was our submarines that held the lines against the enemy while our fleets replaced losses and repaired wounds," Fleet Admiral Chester Nimitz, USN.

*Not a member of the
USS Tullibee SSN 597 Association?*

Add your name to the list!

Remember to visit the Ship’s Store!!

To order any of the items below, email Bill Keel at bill_597@yahoo.com

For pricing information, email Bill or visit the Ship’s Store at www.usstullibee.com



Side A

Side B



Honoring Our Members on Eternal Patrol



*At present, we have listed
102 former USS Tullibee (SSN
597) sailors on Eternal patrol:*

Adams, Michael 1/1/72
Adler, Leonard, 3/1/11
Alford, Zeb D. 8/4/09
Ash, James R. 9/29/99
Bible, George 9/1/12
Birk, George A. 8/11/09
Bogges, Layne Forrest
10/6/08
Bradley, Richard
Bratley, Melton 7/9/08
Brigham, Paul 4/8/06
Brown, Rowland 8/12/12
Bugarin, Ely 12/1/87
Bullough, Bruce 4/28/03
Clove, Paul R. 7/2/07
Compton, Gregory 12/14/09
Coons, Bard S. 12/27/2006
Cremin, Raymond J. 1/23/05
Davis, Webster 7/20/2000
DeNicola, Vincent J. 2/12/07
Dickson, Ernie 11/5/06
Dizdul, Mike 3/1/86
Dodson, G. Carol 12/7/07
Dollison, Larry L. 7/19/01
Eck, William S. 2/21/07
Farnon, Thomas E., 5/23/12
Fisher, Daniel Hough 5/20/11
Fitzgerald, Jr., Thomas Wooten
12/27/05
Forni, Elwood Henry 4/10/63
Forsythe, James Perry 5/6/11
Garrelts, Larry H. 5/10/08
Gentry, Robert 4/14/06

Gladd, Adrian D. 9/12/99
Griffiths, Rodney D. 8/7/2010
Grove, David
Hale, Robert 6/6/64
Hall, Gareld Edward 5/20/09
Hammond, Larry R. 10/15/12
Harvey, John W. 4/10/63
Hinkle, David R. 4/27/09
Huffaker, Douglas Dean
Irving, Dennis
Jamison, Hugh
Jeffcoat, A. Bruce 7/29/07
Jortberg, Richard E.
Kalata, Emil R.
Keich, Edwin G. 5/8/98
Kelley, Harvey 5/1/07
Kerfien, James 11/19/09
Kerstetter, Franklin G. 6/11/10
Kessell, Edward 2/1/87
Klinedinst, Paul R. 1/13/80
Latimer, James A. 3/1/07
Lee, Charles J. 11/9/09
Lindley, Silas Eugene 9/20/11
Low, Douglas 4/6/08
Lukacsy, Louis 3/14/06
Marsh, Charles R. 12/7/07
Masson, Rogers 8/31/89
Mattina, Angelo James 1/12/03
Mays, Pete
McGrath, William J.
Monogue, Kenneth R. 1/1/03
Montgomery, David R.
6/24/09
Morgan, John F. 11/14/86
Moroney, Thomas H. 1/1/99
Moshier, Clyde 11/1/70
Moyer, David 5/11/09

Murphy, Sterling 6/27/07
Murtha Sr., William P. 8/10/09
Neidermeyer, William 9/20/07
Neiswonger, James 12/24/10
Nestor, Jr., Joseph 6/27/11
Nicely, Randolph Lee (Randy)
Nikola, John H. 11/26/04
O'Malley, John S.
Oxfurth, Arthur 3/3/07
Papillard, Georges Marcel
10/17/08
Parr, Jay E. 5/29/10
Picklesimer, Lionel 12/20/87
Piggott, Paul E. 5/23/06
Potter, Jr., Frederick 5/6/03
Rankin, James D. 6/25/10
Scott, Harold Truett 9/18/02
Shelton, Sr., David
Shewmon, John Curtis 11/15/03
Shimckus, Carl A. 1/2/10
Speck, Wilfred C. 4/21/11
Steiner, Frederick T. 2/9/07
Stolz, William C.
Synhorst, Gerald E. 10/1/86
Tall, Donald Eric 11/23/10
Tardiff, Henry
Templin, Ron 6/3/08
Towery, Robert
Turner, John 8/1/71
Turnier, Harry A. 12/28/02
Vincente, Jose 3/19/11
Wallace, John 6/5/68
Whitcomb, Allison H. III
5/11/10
Whitcomb, Robert
Winge, Don 1/1/05
Wolf, Brent 12/21/09

*There is a port of no return, where ships
May lie at anchor for a little space.
And then, some starless night, the cable slips,
Leaving only an eddy at the mooring place...
Gulls, veer no longer,
Sailor rest your oar.
No tangled wreckage will be washed ashore.*



**USS Tullibee SSN-597 Association Members as of
19 November 2012 and Expiration of Membership Dates:**

1. Anderson, Robert	Life Member	
2. Arnstam, Mark	Life Member	
3. Arnstam, Cindy	Associate Life Member	
4. Ash, Sandi	Honorary Life Member	
5. Bannister, David	Life Member	
6. Barnhart, Tom	Life Member	
7. Baumstark, James	Life Member	
8. Bell, David	Life Member	
9. Black, Lee	Life Member	
10. Blankenship, Sterling	Life Member	
11. Bode, Robert	Life Member	
12. Bunting, Charles	Life Member	
13. Burt, Stephen	Life Member	
14. Cassell, Michael	Life Member	
15. Clark, Mark	End of 2013	
16. Coffman, Gary	End of 2012	
17. Coons, Betty	Associate Life Member	
18. Coons, Robert	Life Member	
19. Coover, Larry	Life Member	
20. Corcoran, William	Life Member	
21. Cosentino, Dean	Life Member	
22. Cowles, William	Life Member	
23. Davis, John	Life Member	
24. Doe, Barry	Life Member	
25. Dommers, Richard	Life Member	
26. Donahue, Tom	End of 2012	
27. Drooker, Michael	Life Member	
28. Dunckel, David	Associate Life Member	
29. Dunkin, Robert	Life Member	
30. Dvorak, Dave	Life Member	
31. Elmer, Jim	Life Member	
32. Ewan, Joel	Life Member	
33. Fleitz, John	Life Member	
34. Foster, Tim	Life Member	
35. Gildner, Max	Life Member	
36. Gunderson, Len	Life Member	
37. Haldeman, Harry	Life Member	
38. Hambor, William	Life Member	
39. Hargan, Tony	Life Member	
40. Holstrom, Anton	End of 2012	
41. Ingraham, Collin	Life Member	
42. Jestus, Gene	Life Member	
43. Keel, Bill	Life Member	
44. Kincaid, Robert	End of 2012	
45. Kippley, Martin	Life Member	
46. Koch, Howard	End of 2012	
47. Kuemper, Roger	Life Member	
48. Kuykendall, Clifford	Honorary Life Member (SS 284)	
49. Lesnet, Michael	Life Member	
50. Lister, William	Honorary Life Member (SS 284)	
51. Lundberg, Dennis	Life Member	
52. Mackensen, Warren	Life Member	
53. Maddox, Roy	Life Member	
54. McGann, William	Life Member	
55. McKeon, James	Honorary Life Member (SS 284)	
56. Meinert, William, Sr.	Life Member	
57. Munro, Jake	Life Member	
58. Newcomer, Garry	Life Member	
59. Norgard, Gary	Life Member	
60. Onorato, Howard	Life Member	
61. Peluso, Joseph	Life Member	
62. Peterson, Scott	End of 2013	
63. Raby, Tom	Life Member	
64. Reed, Robert R.	Life Member	
65. Reinmann, Paul	Associate Member End of 2012	
66. Repphun, Brian	Life Member	
67. Riley, John	Life Member	
68. Rogers, Alton	Life Member-Plank Owner	
69. Romberg, Wayne	Life Member	
70. Salisbury, Tom	Life Member	
71. Sandberg, Jack	Life Member	
72. Seavers, David	Life Member	
73. Shew, James	Life Member	
74. Simmons, Richard	Life Member	
75. Stein, Randy	End of 2012	
76. Sterner, George	Life Member	
77. Stone, Mark	Life Member	
78. Swiercz, Pete	Life Member	
79. Taylor, Kurt	Life Member	
80. Visner, Samuel	Associate Life Member	
81. Walker, Kelly	Life Member	
82. Warrick, James R.	End of 2013	
83. Weisensee, William	Life Member	
84. Wigley, Lawrence	Life Member	
85. Wilkerson, Michael	Life Member	
86. Young, John	Life Member	

TULLIBEE TIMES
USS TULLIBEE SSN 597 ASSOCIATION

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 606 Avignon Lane
 Shreveport, LA 71115
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OUR CREED:

"To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their Country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. A pledge of loyalty and patriotism to the United States Government its Constitution."

USS Tullibee SSN 597 Association Officers

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<u>Vice Commander</u>	Tom Barnhart	n1sxu55@gmail.com	
<u>Secretary</u>	Dean Cosentino	d.cosentino@verizon.net	
<u>Treasurer</u>	Bill Keel	bill_597@yahoo.com	
<u>Historian</u>	Bill Weisensee	bwnw0527@tds.net	
<u>Reunion Committee</u>	Bill Keel	bill_597@yahoo.com	
<u>Chairperson</u>			
<u>Webmaster</u>	Paul Lambert	pgmlambert@yahoo.com	
<u>Webmaster</u>	Tom Barnhart	n1sxu55@gmail.com	
<u>Facebook</u>	Gerry Hazuka	gerryhazuka@yahoo.com	
<u>Storekeeper</u>	Bill Keel	bill_597@yahoo.com	