



TULLIBEE TIMES



Published Quarterly by the
 USS Tullibee
 SSN 597 Association

Bill Keel
 Association Commander,
 815-715-9966, bill_597@yahoo.com



Second Edition, 15 September 2010

Commander's Corner

REUNION 2011!

We are underway in our planning for the 2011 reunion in Branson, Missouri. The reunion site will be good in that it is accessible from most areas of the country. East and west coast veterans have a relatively short plane trip, and many in the Midwest, south, and other locations can drive it in a day or less! Branson offers some of the best entertainment between New York and Las Vegas, so there will be something to do for everyone. Of course, there are the usual venues, such as go kart tracks and miniature golf. And, don't forget the outlet malls! Check out the link below for Branson information:

www.branson.com

Looking forward to seeing you in Branson!

- Bill

Ship's Store

There are plenty of items in the ship's store. If you have wanted to order, but have been putting it off, now is the time! We have ball caps and three button shirts (both with gold or silver dolphins) and coffee mugs. The shirts have are embroidered with "USS Tullibee" and "SSN 597." The coffee mugs have the ship's crest on them. We also have the following patches: Ship's patch, Tullibee Association patch, and T2 patch.



Check out the boat's website at www.usstullibee.com for pricing and ordering information. If you would be interested in a T-shirt, let me know.

FROM SHIPMATES!

Suggestions for items to be included in future editions of this newsletter have been received by shipmates. One of the items that is particularly interesting was received by Michael Willing. He suggested that we include a section about submariners' children who have followed in their fathers' footsteps and are brothers of the pin themselves! Today, this may include daughters who are in the submarine service! I know that there are several of you that have children who have qualified in submarines. Pass along your stories so they can be shared with your shipmates.



Visit our USS Tullibee Facebook page!

Shipmate's Spot

Ron Heerlyn has a model of the Tullibee (T2) that he would like to sell. Here is the information, along with some pictures:

"It is custom made and is approximately 18 inches in length with the sonar puffs. I also have the original drawings the model maker used to build the model and it comes in its own custom case for shipping. I know that Cold War Submarines (on the internet) sell their Tullibee model for \$495.00 and I don't believe that it's as nice as my model.

I'm looking for a good home for it and would be willing to let it go for \$250 plus shipping.
--Ron Heerlyn

Interested parties can call Ron at 918-277-9877.



Do you have something to sell or trade? Put it here and let your Tullibee Shipmates know about it!

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

How Tough Were U.S. Submarines? Darn Tough!!



USS Salmon (SS-182) was designed in February 1935, nearly seven years before World War II started. Her test depth was only 250.

On the night of 30 October, 1944 (just a few weeks after the above photo was taken), Salmon was depth charged by three Japanese escorts. The first two patterns exploded very close to the submerged submarine, which was already operating beyond her test depth at a depth of 310 feet.

Damage from the attack was so severe that before Salmon could be brought under control, she reached an estimated depth of 620 feet, more than twice her test depth! (The exact depth is unknown because every depth gauge in the submarine had been shattered in the attack). The water pressure was so great that her pressure hull was deformed between frames.

Salmon's crew was able to bring her safely back to the surface and escape from Japanese controlled waters. After temporary

repairs, she was sent stateside,

where it was determined that she was damaged beyond economical repair and Salmon was decommissioned and scrapped as a war loss.

Source: The Fleet Submarine in the U.S. Navy, CDR John Alden, USN (ret), Naval Institute Press.

Official U.S. Navy Photograph courtesy of the Naval History and Heritage Command.

--Wear your Dolphins - you earned them!--



USSVI National Election

Thanks to the 3,161 members who voted in this important election. Your vote in support of the candidates of your choice is appreciated.

The election was clean and mostly trouble free, although there were some technical glitches that needed to be fixed, and a few incompatibilities due to the vast array of internet browsers in the marketplace. There were also some problems that arose due to a technical delay in getting American Submariner ballot issue 'on the street', which adversely impacted on the already set travel arrangement of the election master, and the closure of the voting site a day early, again due to the travel requirements of the elections master.

As National Commander, I take full responsibility for the

problems that occurred. I sincerely regret that these issues developed and have taken steps to identify all the problem areas and find solutions for the next election cycle.

All of those involved coped with the evolving circumstances as best we could with the limited alternatives available to us. The election results were not impacted; however, as the election vote margins were of such size that any last minute voting would not have changed any of the outcomes. Nonetheless, those few members denied an opportunity to vote on the 24th have every right to feel offended and disenfranchised.

As mentioned above, the Natl Secretary is composing a 'lessons learned' report on this election with recommendations so that the problem areas can be addressed prior to the next election cycle. The election results will be announced at the Convention Annual Business Meeting in Cin'cy, Sept 4th.

USSVI 2010 Election Results
National Commander:
T Michael Bircumshaw

Senior Vice Commander:
Jon Jaques

Junior Vice Commander:
Al Singleman

Secretary: Tom Conlon

Treasurer: John Markiewicz

NE Region: Paul Orstad

SE Region: Bill Andrea

Central Region: Wayne Standerfer

Western Region: Jim Dunn

Proposed Amendments all passed.

2013 Convention will be held in Rochester, MN.

Starting in 2014, the meetings will be held in the even numbered years.

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

Navy News

SUBMARINE HISTORY



H.L. Hunley Will Be Set Upright For First Time Since Its Sinking In 1864

By Scott Boyd, *Civil War News*, September 2010

CHARLESTON, S.C. – The Confederate submarine H.L. Hunley will be rotated early in 2011 to an upright position for the first time since it sank on Feb. 17, 1864.

That night the Hunley became the world's first successful combat submarine by sinking an enemy vessel, the USS Housatonic, on blockade duty off Charleston.

The Hunley has been kept at the same 45-degree angle to starboard (right side) she had when first discovered in 1995 and recovered from the ocean in 2000.

Officials with the Friends of the Hunley, which raises funds for the historic vessel's ongoing conservation, made the announcement on Aug. 8. It was the 10th anniversary of the submarine's recovery off Sullivan's Island, near the entrance to Charleston Harbor.

"This is a historic milestone for the Hunley Project,"

said S.C. State Senator Glenn F. McConnell, chairman of the Hunley Commission, in a subsequent phone interview.

"We're rotating the Hunley upright, which gives us access to areas that we have never seen, and it also allows us to begin the deconcretion of the vessel, which may unlock the final clues to why the Hunley didn't come home," McConnell said.

"It's really a turning point in the project," Chris Watters, Hunley Project assistant conservator, said in a phone interview.

The deconcretion of the Hunley's surface as well as conservation required to remove the salts embedded in the iron vessel from its 136 years in the ocean require that the large slings attached to a truss which have held the submarine at its 45-degree angle be removed.

"For the public, it's going to be great because the Hunley will be much easier to be seen without the truss there," Watters said.

"During the chemical treatment, it needs as much surface contact as possible," he noted. Currently the slings obscure as much as a third of it.

Rotating the Hunley "is an extraordinarily complex engineering feat," according to Watters. "We've been working with engineers, Detyens Shipyards in Charleston and professional riggers."

The rotation will be based on studies of the finite element model of the Hunley created by Dr. Vincent Blouin, assistant professor in the Clemson University Department of Materials Science and Engineering.

Blouin's model has been developed and refined since 2006. Among other things, it conveys a "great understanding now of areas of stress 'hot spots' on the Hunley," Watters said. This will be

crucial for the maneuver. The rotation will be accomplished by pulling on the starboard side of the slings while simultaneously releasing on the port side. The process will be "very slow and controlled" and should take about a week, according to Watters. "We'll have load cells attached to the slings and that's going to give us a measurement of the tension, which is directly related to the weight or load that's being placed on the slings," he explained.

Keel blocks, which are opposable wedges that can move up and down, will hold the Hunley upright after it is rotated. There will be 12 or 13 keel blocks, made by nearby Detyens Shipyards.

As shown in Conrad Wise Chapman's iconic painting of the submarine sitting on a dock, the Hunley was designed to sit upright when out of the water, Watters said. That is how it will be after the rotation.

More than the keel blocks will hold it up. "We'll probably have shaped supports so it distributes a little of the weight," he said. "And we'll probably also have some kind of support mechanism a little bit higher up in case of an earthquake or something like that."

McConnell said that after deconcretion is completed the final conservation treatment of the Hunley can begin — sometime around 2015, he estimated. Then the Hunley will be moved from the Warren Lasch Conservation Center on the old Navy base in North Charleston to a state-of-the-art display facility in the redevelopment area on the waterfront.

"It will be upstream," McConnell said. "The facility would sit out on the Cooper River. It will not be built as a 'glass box museum,' so-to-speak, but will be an interactive facility."

He said the state, years ago, bought the Southern Maritime

Collection. "We will combine that with the Hunley to create a worldclass interactive exhibit on Civil War maritime history."

In order to prevent further corrosion of the iron while the Hunley is on display, it will need to be sealed in an environmentally controlled structure with very low humidity. "You can't have corrosion in a totally dry environment," Watters explained.

One option would be an argon enclosure, similar to how the original U.S. Constitution is kept in a sealed display case at the National Archives. McConnell wants to explore building a working replica, but with some modern safety features like air tanks for the crew, for the 2014 sesquicentennial of the Hunley's history-making voyage.

An obstacle to building this working replica has been the lack of a complete design specification for the vessel. The rotation will reveal some final areas of the Hunley not fully understood. "Once we deconcrete her and get the final specs on her and see her equipment, we could build her," McConnell said.

"It really would be exciting to see the Hunley sail again." The Hunley Commission will discuss that when it meets in early fall. For an animation of the planned rotation see youtube.com/watch?v=2S1s87Z0oqk&feature=player_embedded The Friends of the Hunley site is www.hunley.org

New Scorpion Sinking Theory

6 August 2010

From: B. Rule, 3931 Brookfield Ave, Louisville, KY 40207-2001
To: VADM David J. Dorsett, Director of Naval Intelligence, Office of Naval Intelligence, 4251 Suitland Road, Washington, DC 20395-5720

Subj: Why the USS SCORPION (SSN-589) Was Lost on 22 May 1968

Ref:

(a) Originator's ltr of 14 Mar 2009

(b) SCORPION SAG Report: "EVALUATION OF DATA AND ARTIFACTS RELATED TO THE USS SCORPION (SSN-589) (U)" of 29 June 1970, prepared for presentation to the CNO SCORPION Technical Advisory Group by the Structural Analysis Group: Peter Palermo, CAPT Harry Jackson, Robert Price, et al.

(c) Originator's ltr of 28 Oct 2009
Encl: (1) Enclosure (1) to Originator's ltr of 14 March 2009

ASSESSMENT

The USS SCORPION was lost because hydrogen produced by the 65-ton, 126-cell TLX-53-A main storage battery exploded in twostages one-half second apart at 18:20:44Z on 22 May 1968. These events, which did not breach the pressure-hull, prevented the crew from maintaining depth-control. As discussed by reference (a), the SCORPION pressure-hull collapsed at 18:42:34Z at a depth of 1530-feet. Noted times are actual event times on board SCORPION.

This assessment is NOT the generic attribution of the loss of a submarine to a battery-explosion advanced as a default explanation in the absence of any more likely construct. This assessment is based on (1), the results of examination and microscopic, spectrographic and X-ray diffraction analyses of recovered SCORPION battery material that confirm an explosion occurred, and (2), the July 2008 reanalysis of the SCORPION "precursor" acoustic signals that identified these signals as explosions contained within the SCORPION pressure-hull. Collectively, these findings indicate battery explosions were the initiating events responsible for the loss of SCORPION on 22 May 1968.

**DISCUSSIONS:
EXAMINATION AND
METALLURGICAL ANALYSIS OF
A RECOVERED SCORPION
BATTERY COMPONENT**
Section 7.1.3, page 7.2 of
reference (b) states: (quote) ...the
general battery damage is violent.

The high velocity intrusion of pieces of the flash arrestor into both inside and outside surfaces of the retrieved plastisol cover attest to violence in the battery well. The damage to the terminal battery post coupled with the violent tearing of the plastisol covers indicates the possibility of a battery explosion. While it is possible that this damage could have been an after-effect of hull implosion, the SAG (Structural Analysis Group) feels that the intrusion of particles into the plastisol cover would have been much less severe had water been in the battery well at the time. (end quote)

Section 5.3.6, page 5.17 of reference (b) states: (quote) The battery installed in SCORPION was a TLX-53-A, manufactured by Gould-National Battery, Inc. Battery cell debris is in evidence over the entire debris field. Table 5-2, page 5.38 provides a list of the battery debris identified by the Portsmouth Naval Shipyard analysis team. (end quote)

Comment: Table 5-2 notes damage from heat and melting. The presence of melting eliminates the possibility that such damage occurred as a result of pressurehull collapse (implosion) because analysis of acoustic data discussed by Section IV of reference (c), confirms SCORPION was fully-flooded within 0.112-seconds of pressurehull and bulkhead collapse; hence, the melting damage (and the battery explosion) had to have occurred within the still-intact SCORPION pressure-hull.

In consonance with this conclusion, Section 5.3.6, page 5.17 of reference (b) also states: (quote) the Portsmouth Naval

Shipyard Analysis Group reports that the available evidence indicates the battery probably exploded at some time before flooding of the battery well occurred. Review of Figure 5-13 indicates that the threads on the terminal posts were sheared off and there are no cover seal nuts remaining. This indicates that an explosion took place on the inside of the cells. The covers were completely blown off. Had the pressure been applied on the outside of the covers, the cover support flange on the terminal posts would have held pieces of the covers and it is expected that the cover seal nuts would have remained in place in at least some instances. (end quote)

Further, Section 5.3.6c, page 5.18 of reference (b) states: (quote) The (battery cover) sample from SCORPION had been violently, but locally, torn, particularly at the location of the bus connection bolts and nuts. The deformation in this region appears to have started on the inside, or battery side of the cover. (end quote)

And finally, Section 5.3.6e, page 5.18 of reference (b) states: (quote) Some 20 equally small (nearly sub-visible) fragments of material were imbedded at high velocity in both the inside and outside of the sample. The trajectories of the fragments were essentially random, ranging from grazing to vertical incidence. Microscopic, spectrographic and X-ray diffraction analyses reveal that these fragments are identical in composition and structure to the alumina flash arrestors used on the batteries in SCORPION. (end quote)

DISCUSSIONS: SCORPION ACOUSTIC DATA

Enclosure (1) to reference (a), forwarded as enclosure (1) to this letter, provides detailed discussions of four independent lines of evidence that, collectively, established, for the first time, that the two "precursor" acoustic events

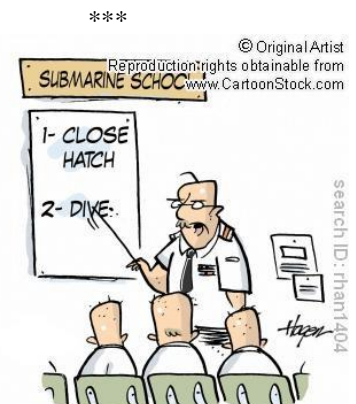
that occurred at 18:20:44Z, 21-minutes and 50-seconds before hull-collapse, were explosions from then unidentified sources that were contained within the SCORPION pressure-hull. The energy yield of these explosive events, now assessed to have been battery-associated, is estimated to have been no more than about 20-lbs of TNT each.

The July 2008 identification of the precursor acoustic events as explosions contained within the SCORPION pressure-hull strongly supports the battery explosion conclusion advanced by reference (b), i.e., the acoustic data identifies the actual explosive events previously assumed by the authors of reference (b), the SAG Report, to have occurred based on the observed damage to a recovered battery component discussed above.

CONCLUSION

Collectively, the above information indicates the two acoustic events that occurred 0.5-seconds apart at 18:20:44Z were produced by explosions associated with the SCORPION TLX-53-A battery, and were the initiating events responsible for the loss of SCORPION on 22 May 1968. Additional information will be provided as developed.

**B. Rule
Copy to (w/ encl):
COMSUBFOR**



NOW I CANNOT OVERSTRESS THE
IMPORTANCE OF ORDER HERE!

Submarines Lost/Damaged During the Month of September

USS S-5 (SS-110) **1-Sep-1920**. No loss of life. All the crew escaped through a hole cut in hull in the tiller room.

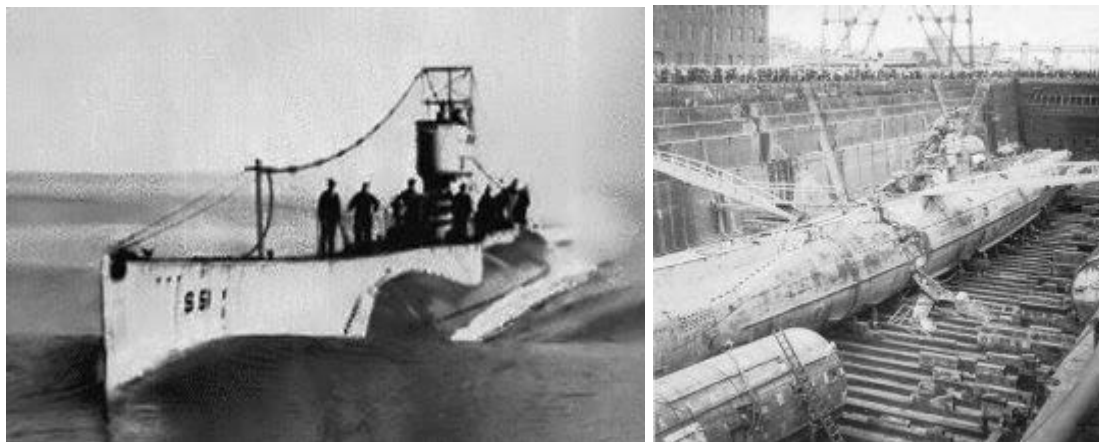
USS S-51 (SS-162) **25-Sep-1925**. 33 men lost.

USS Pompano (SS-181) **1-Sep-1943**. All hands lost (76)

USS Grayling (SS-209) **9-Sep-1943**. All hands lost (75)

USS Cisco (SS-290) **28-Sep-1943**. All hands lost (76)

USS S-51 (SS-162) September 25, 1925 – 33 Men Lost



S-51 (SS-162) was laid down on 22 December 1919 by Lake Torpedo Boat Company, Bridgeport, Conn. launched on 20 August 1921; sponsored by Mrs. R. J Mills; and commissioned on 24 June 1922, Lt. W. S Hans in command.

The new submarine was based at New London Conn., on 1 July 1922 as a unit of Submarine Division 4 and followed a normal peacetime training cycle, operating out of her home port with visits to Newport and Providence, R.I. She departed from New York on 4 January 1924 for the Canal Zone to participate in winter fleet maneuvers off Panama and in the Caribbean. During this cruise, she visited Trinidad, Guantanamo Bay, Culebra, and St. Thomas, V.I. After returning to New York on 30 April, she resumed type training off Block Island and in New England coastal waters.

On the night of 25 September 1925, S-51 was rammed and sunk off Block Island, N.Y., by the merchant steamer, City of Rome. Only three survivors of the 36 men on board the ill fated submarine were recovered.

S-51 was raised on 5 June 1926; struck from the Navy list on 27 January 1930; and sold for scrap on 23 June 1930 to the Borough Metal Company, Brooklyn, N.Y.

"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.

Honoring Our Members on Eternal Patrol

*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 veterans honored our boat's veterans serving on Eternal Patrol by placing a wreath at Submarine Memorial in Groton during our reunion last summer. At present, we have listed 54 former Tullibee (SSN 597) sailors on Eternal patrol:

Alford, Zeb D. 8/4/09
Ash, James R. 9/29/99
Boggess, Layne Forrest 10/6/08
Bradley, Richard
Bullough, Bruce 4/28/03
Cremin, Raymond J. 1/23/05
DeNicola, Vincent J. 2/12/07
Dickson, Ernie 11/5/06
Dizdul, Mike 3/1/86
Dollison, Larry L. 7/19/01
Eck, William S. 2/21/07
Fitzgerald, Jr., Thomas Wooten
12/27/05
Forni, Elwood Henry 4/10/63
Garrelts, Larry H. 5/10/08
Gentry, Robert 4/14/06
Hale, Robert
Hall, Gareld Edward 5/20/09
Harvey, John W. 4/10/63
Hinkle, David R. 4/27/09
Huffaker, Douglas Dean
Jamison, Hugh
Jeffcoat, A. Bruce 7/29/07
Jortberg, Richard E.
Kalata, Emil R.
Keich, Edwin G. 5/8/98
Kessell, Edward 2/1/87
Klinedinst, Paul R. 1/13/80

Lee, Charles J. 11/9/09
Low, Douglas 4/6/08
Mays, Pete
McGrath, William J.
Monogue, Kenneth R. 1/1/03
Montgomery, David R. 6/24/09
Morgan, John Franklin 11/14/86
Moshier, Clyde 11/1/70
Moyer, David 5/11/09
Murtha Sr., William P. 8/10/09
Nicely, Randolph Lee (Randy)
Nikola, John H. 11/26/04
O'Malley, John S.
Papillard, Georges Marcel
10/17/08
Scott, Harold Truett 9/18/02
Shelton, Sr., David
Shimckus, Carl A. 1/2/10
Steiner, Frederick T. 2/9/07
Stolz, William C.
Synhorst, Gerald E. 10/1/86
Tardiff, Henry
Templin, Ron 6/3/08
Towery, Robert
Turner, John 8/1/71
Turnier, Harry A. 12/28/02
Wallace, John
Winge, Don 1/1/05



**USS Tullibee SSN-597 Association Members as of 15
September 2010 and Expiration of Membership Dates:**

1.	Arnstam, Mark	Life Member			
2.	Arnstam, Cindy	Associate Life Member	38.	Kuemper, Roger	Life Member
3.	Ash, Sandi	Honorary Life Member	39.	Kuykendall, Clifford	Honorary Life Mbr (SS-284)
4.	Banister, David	Life Member	40.	Lesnet, Michael	Life Member
5.	Barnhart, Tom	Life Member	41.	Lister, William	Honorary Life Mbr (SS-284)
6.	Baumstark, James	Life Member	42.	Lundberg, Dennis	Life Member
7.	Bell, David	Life Member	43.	Mackensen, Warren	Life Member
8.	Black, Lee	Life Member	44.	Maddox, Ray	Life Member
9.	Blankenship, Sterling	Life Member	45.	Mary, Arthur	End of 2010
10.	Bode, Robert	Life Member	46.	McGann, William	Life Member
11.	Cassell, Michael	Life Member	47.	McKeon, James	Honorary Life Mbr (SS-284)
12.	Clark, Mark	End of 2011	48.	Munro, Jake	Life Member
13.	Coons, Robert	Life Member	49.	Neiswonger, James	Life Member
14.	Coover, Larry	Life Member	50.	Onorato, Howard	Life Member
15.	Corcoran, William	Life Member	51.	Peluso, Joseph	Life Member
16.	Cosentino, Dean	Life Member	52.	Peterson, Scott	End of 2011
17.	Cowles, William	Life Member	53.	Plummer, Rudy	End of 2010
18.	Davis, John	Life Member	54.	Raby, Tom	Life Member
19.	Doe, Barry	Life Member	55.	Repphun, Brian	End of 2010
20.	Dommers, Richard	Life Member	56.	Riley, John	Life Member
21.	Drooker, Michael	Life Member	57.	Rogers, Alton	Life Member – Plank Owner
22.	Dunkin, Robert	Life Member	58.	Romberg, Wayne	Life Member
23.	Dvorak, Dave	Life Member	59.	Shew, James	Life Member
24.	Elmer, Jim	Life Member	60.	Shoup, Dennis	End of 2010
25.	Ewan, Joel	End of 2010	61.	Simmons, Richard	Life Member
26.	Farnon, Thomas	Life Member	62.	Stein, Randy	End of 2010
27.	Fleitz, John	Life Member	63.	Sterner, George	Life Member
28.	Foster, Tim	Life Member	64.	Swiercz, Pete	End of 2010
29.	Gildner, Max	End of 2010	65.	Tapley, Frank	End of 2010
30.	Given, Thomas	End of 2010	66.	Vincente, Jose	Life Member – Plank Owner
31.	Haldeman, Harry	Life Member	67.	Walker, Kelly	End of 2010
32.	Hambor, William	Life Member	68.	Weisensee, William	Life Member
33.	Hargan, Tony	Life Member	69.	Whitcomb, Al	End of 2010
34.	Holstrom, Anton	End of 2010	70.	Wigley, Lawrence	Life Member
35.	Ingraham, Collin	Life Member	71.	Wilkerson, Michael	End of 2010
36.	Keel, Bill	Life Member	72.	Woolfolk, William	End of 2010
37.	Kippley, Martin	End of 2010	73.	Young, John	End of 2010

TULLIBEE TIMES
USS TULLIBEE SSN 597 ASSOCIATION

Bill Keel
 606 Avignon Lane
 Shreveport, LA 71115
bill_597@yahoo.com

Website address: www.usstullibee.com



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

<u>Commander</u>	Bill Keel	bill_597@yahoo.com	(815) 715-9966
<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 Chairperson</u>	Bill Keel	bill_597@yahoo.com	
<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	