



TULLIBEE TIMES



Published Quarterly by the
 USS Tullibee
 SSN 597 Association

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 Association Commander,
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Fourth Edition, 27 March 2011

Commander's Corner

REUNION 2011!

The reunion is getting closer. So far, we have 47 shipmates that have indicated that they will be attending the reunion. Many others have indicated an interest but have not made a determination. A few of those saying they will attend have not sent me the reunion fee or booked a hotel room at the Radisson. Please take care of this so planning can continue. See the list of those attending later in this newsletter. Since this will be the last newsletter prior to the reunion, I am including the reunion information here.

Reunion Site and Information--Radisson Hotel; Make your reservations now!!

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You can go ahead and start making hotel reservations at any time. You can call the toll-free number or the local (Branson) number to make reservations. Although there are less expensive properties in the area, this is one of the only ones that has meeting rooms and a banquet facility so that we will not have to travel from the hotel to a banquet. We will also be able to maintain a hospitality suite, like we did in Mystic. The Radisson has a full service restaurant, lots of parking, and a sports lounge with big screen TV's that also makes a good place for small groups to get together to visit. I hope everyone will book here so that we will be able to ensure we fill our block of rooms commitment and will be able to make visiting

one another more convenient. If you are going to the reunion and book a room, please let me know so I can keep a count. Remember to pass on the word to your shipmates!

Reunion Site

Radisson Hotel
 120 South Wildwood Drive
 Branson, MO 65616

Room Rate: \$83/night + applicable taxes (11.7%)

To Make a Reservation
 call 800-967-9033
 Local# 417-335-5767
 Online:

www.radisson.com/usstullibee.

Radisson Hotel Branson:
<http://bransonradisson.com/>

Make your plans today to join us in Branson!

[Submarines Lost/Damaged During the Month of March](#)

*******USS Tullibee (SS-284) 26-Mar-1944. 79 men lost, one taken POW and survived the war. *******

USS F-4 (SS-23) 25-Mar-1915. 21 men lost.

USS H-1 (SS-28) 12-Mar-1920. Four men lost.

USS Perch (SS-176) 3-Mar-1942. 60 taken prisoner, 52 survived the war.

USS Grampus (SS-207) 5-Mar-1943. All hands lost (72).

USS Triton (SS-201) 15-Mar-1943. All hands lost (74).

USS Kete (SS-369) 20-Mar-1945. All hands lost (87).

USS Trigger (SS-237) 28-Mar-1945. All hands lost (91).

USS Tullibee (SS-284) March 26, 1944 – 79 Men Lost

Photo # NH 98407 USS Tullibee, circa 1943



USS Tullibee (SS-284), 1943-1944

USS *Tullibee*, a 1525-ton *Gato* class submarine built at the Mare Island Navy Yard, California, was commissioned in mid-February 1943. She left the East Coast for the Pacific in May and began her first war patrol in July 1943. This took her into the Caroline Islands area, where she was rammed while attacking a Japanese convoy on 5 August. Despite her damage, *Tullibee* remained on patrol, later sinking one ship and damaging another. Her next mission, during September-November 1943, took her into the target-rich East China Sea. On this patrol she attacked two convoys, sank one freighter and used her deck gun to shell an enemy-occupied island.

In mid-December 1943 *Tullibee* left Pearl Harbor for her third war patrol, as a member of a three-submarine "wolf pack". Operating near the Marianas, the group unsuccessfully attacked a Japanese submarine and damaged the escort carrier *Unyo*, but its only sinking was the net tender *Hiro Maru*, which *Tullibee* torpedoed at the end of January. She was sent to the Palaus area for her fourth patrol, which began early in March. On the 26th of that month, while attacking a convoy, USS *Tullibee* was sunk when one of her own torpedoes apparently circled back and hit her. Only one Sailor survived from her crew of eighty officers and men.

"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

What is "Decklog" and Why is it Important for me to Register?"

One of the outstanding tools that is available by which shipmates can locate each other to touch base is provided by the USSVI: Decklog. Decklog is a database that is set up by boat. It lists home information, email addresses, phone numbers, and other information (any or all of this information can be blocked and made inaccessible to shipmates upon your request). In order to access decklog information for Tullibee (SSN 597) sailors, one must have served on Tullibee and be registered in decklog. So, it is not a marketing tool and lists are not sold or distributed.

Decklog is important Associations and reunion committees because it allows those in charge to have communication with former crewmembers of a respective boat. It is *very important* that submariners register on decklog and that they periodically update their information!

To register on Decklog for USS Tullibee SSN 597, simply type in the address www.decklog.com/ssn-597.asp and then click on "Crews Lists." Then click on "Join the Crew." You will get a questionnaire to complete. *It doesn't take long to complete this!*

*****If you are getting this newsletter by mail, write or call Bill Keel for a printed questionnaire.**

Please complete or update your decklog registration now.

How do I Access my Decklog Account?

In order to access your decklog information so that you can verify your information, or more importantly, communicate with shipmates, simply go to either our boat's webpage, www.decklog.com/ssn-597.asp or the USSVI home page at www.ussvi.org. In either case, go to the Member Login area and enter your user name and password. When you get to the login page, there is a prompt so that you can have your password sent to you. If you are registered on decklog and cannot get your password, email bill_597@yahoo.com and I will get it for you.

Some shipmates have asked that certain information—home address, email address, or phone number(s)—be blocked from other shipmates. Understanding that some people want privacy, it needs to be understood that if you block information to shipmates, you will not be able to access other shipmates' information.

Navy News

100-foot-long narco sub found in Colombia

CNN-February 15th, 2011

The homemade drug submarine was found in a rural area of Timbiqui. The Colombian military has seized a 100-foot-long submarine capable of transporting eight tons of cocaine from Colombia to Mexico, news reports say. The vessel was found in a jungle area in Timbiqui in southwestern Colombia on Sunday, according to a report from RTT News. Colombian navy officials said the homemade sub

had two diesel engines and sophisticated navigational equipment that would enable it to travel to Mexico while remaining up to 30 feet below the surface of the Pacific Ocean. The vessel was set up for a crew of four but was unoccupied when found, RTT reported. Officials estimated it would have cost \$2 million to build. The submarine is just the latest example of crafts smugglers have made to try to get their illicit cargo past law enforcement. Last year, VBS.TV got access to the Colombian naval base where many captured smuggling vessels are taken.

Super-stealth sub powered by fuel cell

- From Frederik Pleitgen, CNN



Eckernfoerde, Germany (CNN)

It is almost totally silent, radiates virtually no heat and is constructed entirely from non-magnetic metals. Meet the U212A -- an Itraadvanced non-nuclear sub developed by German naval shipyard Howaldtswerke Deutsche Werft, who claims it to be "the peak of German submarine technology."

And few would argue. The super-stealth vessel is the first of its kind to be powered by a revolutionary hydrogen fuel cell that lets it cruise the deep blue without giving off noise or exhaust heat.

That's important, because according to Bernd Arjes, a captain in the German Navy, silence keeps submariners alive.

"We operate in coastal waters around Europe and this submarine is specially designed for finding submarines. If you want to

find other submarines of course you have to be quiet," he said. With this latest technology, he added, "the boat is virtually undetectable."

But being indistinguishable is not the only thing that sets the U212A apart. Unlike conventional subs, which need air to combust diesel, the fuel cell doesn't require oxygen to operate.

This means it can remain submerged for many weeks -- holding its breath many times longer than its gas-guzzling cousins.

You'd expect a boat like this to pack a punch, and you'd be right. The 212A is armed with 12 heavyweight wire guided torpedoes, each capable of destroying a war ship or disabling an aircraft carrier.

"An aircraft carrier might not break with one torpedo but probably gets hit at the rudder or something. And then he probably can't maneuver into the wind to use his aircraft," said Arjes.

Germany, which has no nuclear weapons or nuclear powered ships of its own, is the world's third largest exporter of defense goods.

HDW began developing the technology for the U212A in 1994, with the first vessels reaching market in 2003. Export editions have already been sold to the navies of Greece, Portugal and South Korea. But sub-aquatic sailors around the world should think twice before getting too excited over this new toy.

With a high degree of selfautomation, the sub requires only a small crew and there is extraordinarily little in the way of creature comforts for those few on board.

And so it seems that even with all this state-of-the-art technology, a submariner's life still remains one of confined living quarters and shared bunks.

Navy: New Subs to be Designed for Women

The Day, New London, Conn

The Navy says it's about to start spending money to design women's accommodations for Virginia-class and future ballistic missile submarines.

The Navy officially lifted the ban on women serving aboard submarines in the spring. Twenty-four women have already begun training to serve as early as the end of this year as officers on ballistic-missile and guided-missile submarines.

The Navy's initial plans did not include enlisted women, or the smaller fast-attack submarines because of the perceived lack of privacy.

Now the Defense Department has notified Congress that the Navy will design the next generation of ballistic-missile submarines with the flexibility to accommodate female crew members. Beginning this fiscal year, the Navy will also study how to reconfigure Virginia-class submarines to bring women on board.

The Navy plans to buy 12 ballistic-missile submarines to replace the 14 current Ohio-class, or Trident, boats that are nearing the end of their service lives. The lead ship in this new class will not be purchased until 2019.

"Design of the Ohio replacement is the next anticipated expenditure of funds in the Navy's approach to assign women within the Submarine Force," the Defense Department stated in its letter to Congress.

The design change is needed should the Navy allow enlisted women to serve on submarines. Female officers can serve on the current ballistic-missile submarines without any modifications to the subs.

"There will be flexibility if our policy changes," Lt. Cmdr. Mark C. Jones, spokesman for the commander of the Submarine Force, said Thursday, adding that "women officers are going to lead the way for the study of the integration of enlisted females."

Electric Boat in Groton, the prime contractor for the Virginia class program, has been working on the design of the ballistic missile submarine. A spokesman referred all questions to the Navy. EB has not yet been asked to make any changes to the Virginia class design, Jones said. "We're just going to evaluate the possibility," he said. "As we bring women into the Submarine Force, we're looking at different accommodations on different platforms."

Jones could not give a timeline or say how much money would be spent on the endeavors. The letter to Congress stated that the desired flexibility would be "achieved in a fiscally responsible manner."

USS Memphis Returns from Final Overseas Mission

*Lt. Patrick Evans, Submarine Group 2
Public Affairs Officer*



Dressed as city of Memphis favorite son Elvis Presley, Chief Fire Control Technician Brian Paugh poses on top of USS Memphis (SSN 691) as the submarine returned to Naval Submarine Base New London following her final deployment. A decommissioning ceremony will be held for the Los Angeles-class submarine April 1. (U.S. Navy photograph by Mass Communication Specialist Virginia K. Schaefer/Released)

Los Angeles-class attack submarine USS Memphis (SSN 691) returned to Naval Submarine Base New London March 2, marking the end of her final overseas mission. Next month, the Navy will hold a decommissioning ceremony for Memphis, which has been in service for more than 30 years, spanning six presidents. The ceremony is scheduled for April 1



at 1:00 p.m. at the submarine base.

When Memphis arrived, most crewmembers were wearing their black service dress uniforms, but Chief Fire Control Technician Brian Paugh was dressed in a white jumpsuit with rhinestones, depicting music icon Elvis Presley. "Since I love Elvis, and I love Johnny cash - both are from Memphis, Tenn. - I said, 'Sure. Why not? I'll do it,'" said Paugh.

Many crewmembers are remembering this final deployment with reverence. "There've been lots of great chiefs who have come before me, who have served on Memphis," said Paugh. "I've met a lot of them over this past year with the boat decommissioning and everything. To be able to say I was one of the last chiefs in the chief's quarters is a great honor and a privilege."

Memphis, which departed Jan. 10, supported missions in the European Command area of responsibility. "The deployment went excellent," said Capt. Carl Lahti, Memphis commanding officer. "The crew performed extremely well. We fulfilled all of our missions exactly as we were tasked overseas. I'm particularly proud of the crew and the effort they put in to get the 33-year old ship prepared. We are in excellent condition." "Not sure if you guys realize it, but what you just pulled off here with this fairly short deployment overseas has accredited you rock star status in the submarine force," Capt. William Merz, commodore of Submarine Development Squadron 12 told the crew of Memphis. "While you were brilliantly completing your missions, you enabled a dozen other ships to better complete theirs."

Shortly after the homecoming, Capt. Carl Lahti turned over command of Memphis to Cmdr. Jeffery Joseph, who will lead the submarine through the decommissioning and inactivation process. "It's a distinct honor to be the last commanding officer," said Joseph. "It is a unique responsibility because we are

responsible for the legacy of the ship."

Previously, Joseph previously served as deputy commander of readiness for Submarine Squadron 3 in Pearl Harbor, Hawaii. He was also executive officer of USS Louisville (SSN 724). Lahti returns to Submarine Development Squadron 12 as Deputy Commander.

Commissioned Dec. 17, 1977, Memphis became an Atlantic Fleet operational asset as part of Submarine Squadron 8 in Norfolk, Va., in 1978. All current and former crew members, their families, and friends are cordially invited to attend activities connected to the historic decommissioning ceremony. More information about the event can be found online at www.Memphisdecom.wordpress.com.

USS MEMPHIS DEACTIVATION

Submitted by: James A Fox

Shipmates,

Today we received word of the USS MEMPHIS DEACTIVATION CEREMONY. We know that this is a pretty short turnaround so John Carcioppolo needs to get word out to the USSVI/USSVI WWII members as soon as possible.

John is the central point of contact for members of both SUBVETS and WWII SUBVETS. If you are interested in attending the ceremony please contact John with your name, full mailing address, email address, telephone number, and number of tickets desired no later than FRIDAY MARCH 11, 2011. John's email is commander@subvetsgroton.org.

If you previously served aboard USS MEMPHIS please indicate the years you served onboard and you rate while onboard. John will provide one listing of all SUBVETS/SUBVETS WWII wanting to attend to the Squadron Twelve Command Master Chief who will ensure that tickets are provided. If you should have any questions please don't

hesitate to contact me either by email at commander@subvetsgroton.org or by phone at (860) 514-7064. Base POCs please give this message widest dissemination.

John would prefer that the Base Commanders collect the names of all your members who want to attend and just provide him with one list, but he will take individual contact form members as well.

Feb. 23, 1942: Invasion! They're Coming!

By Tony Long



1942: A Japanese long-range submarine surfaces off the California coast and uses its 5½-inch deck gun to shell an oil refinery near Santa Barbara. The attack, which lasted about 20 minutes, caused little damage to the Ellwood refinery. But it helped to stoke fears, which had existed since the raid on Pearl Harbor 10 weeks earlier, that the Japanese might be preparing a full-scale invasion of the West Coast.

In Philip K. Dick's 1962 novel, **The Man in the High Castle**, the Japanese not only plan a U.S. invasion, they carry it off. In reality, though, the Imperial High Command envisioned nothing of the sort, lacking both the military capacity and a strategic reason for invasion.

Cmdr. Nishino Kozo, skipper of the I-17, was familiar with the Ellwood refinery, having

docked there as the captain of an oil tanker before the war. A **Parade** magazine article in 1982 suggested that Kozo staged the raid on his own initiative, in retaliation for a slight he suffered during a prewar visit to Ellwood. Whether Kozo took the opportunity to settle an old score is unknown. He never said. (The I-17 was on combat patrol along the Pacific Coast. Five days after shelling the refinery, Kozo torpedoed an American tanker off Cape Mendocino.)

Kozo's gunnery display scared the bejesus out of the already skittish Americans. On the night following I-17's shelling of the refinery, trigger-happy anti-aircraft gunners in Los Angeles lit up the night sky with tracer ammunition for a couple of hours after spotting some UFOs. The refinery shelling,

in any event, showed the extent to which submarine technology had advanced since World War I.

The I-17 was a B1-class submarine: 350 feet long, with 2,200 tons surface displacement, and by far the largest combat sub to see service during World War II. By comparison, Germany's largest long-range combat U-boat, the IXD, was 70 feet shorter and displaced barely 1,600 tons when surfaced.

A generation earlier, World War I subs were smaller, carried fewer torpedoes and had a much more limited range. Kozo was able to take advantage of the fact that American coastal defenses were poorly organized in early 1942. German U-boat commanders on the East Coast were discovering the same thing,

with devastating effect on Allied shipping.

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



Tullibee Ship's Store

Need Tullibee SSN -597 stuff?
We've got it! Go to the boat's webpage at www.usstullibee.com and click on the submarine with "Boat Reunion Home." It has a Ship's Store link.

USS Tullibee SSN 597 Association

Are you a member? If not, consider starting the year off by getting a membership. Yearly or lifetime memberships are available!

See the boat's web page at www.usstullibee.com for information.

Looking forward to including you on our roll for the 2011 year!

If you are not on the Association Membership list, now would be a great time to be added! If your regular year-to-year dues have expired, please renew at this time. You can still renew at just \$10 per year, or obtain a lifetime membership!

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.

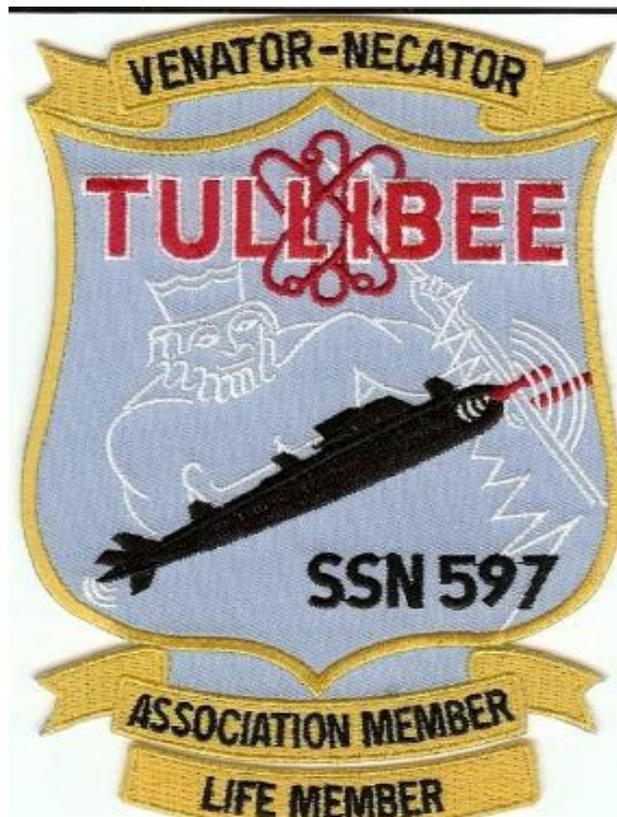
Make checks out to "USS Tullibee SSN 597 Association" and send them to:

Bill Keel
c/o USS Tullibee SSN 597 Association
606 Avignon Lane
Shreveport, LA 71115

**USS Tullibee SSN-597 Association Members as of 26 March 2011
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. Banister, 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. Burt, Stephen	Life Member
13. Cassell, Michael	Life Member
14. Clark, Mark	End of 2013
15. Coons, Robert	Life Member
16. Coover, Larry	Life Member
17. Corcoran, William	Life Member
18. Cosentino, Dean	Life Member
19. Cowles, William	Life Member
20. Davis, John	Life Member
21. Doe, Barry	Life Member
22. Dommers, Richard	Life Member
23. Drooker, Michael	Life Member
24. Dunckel, David	Life Member
25. Dunkin, Robert	Life Member
26. Dvorak, Dave	Life Member
27. Elmer, Jim	Life Member
28. Ewan, Joel	Life Member
29. Farnon, Thomas	Life Member
30. Fleitz, John	Life Member
31. Foster, Tim	Life Member
32. Gildner, Max	Life Member
33. Haldeman, Harry	Life Member
34. Hambor, William	Life Member
35. Hargan, Tony	Life Member
36. Holstrom, Anton	End of 2013
37. Ingraham, Collin	Life Member
38. Keel, Bill	Life Member
39. Kippley, Martin	Life Member
40. Kuemper, Roger	Life Member
41. Kuykendall, Clifford	Honorary Life Member (SS-284)
42. Lesnet, Michael	Life Member
43. Lister, William	Honorary Life Member (SS-284)
44. Lundberg, Dennis	Life Member
45. Mackensen, Warren	Life Member
46. Maddox, Roy	Life Member
47. McCollern, Robert	End of 2011
48. McGann, William	Life Member
49. McKeon, James	Honorary Life Member (SS-284)

50. Munro, Jake	Life Member
51. Onorato, Howard	Life Member
52. Peluso, Joseph	Life Member
53. Peterson, Scott	End of 2011
54. Phelps, Derek	End of 2011
55. Plummer, Rudy	End of 2011
56. Raby, Tom	Life Member
57. Repphun, Brian	Life Member
58. Riley, John	Life Member
59. Rogers, Alton	Life Member - Plank Owner
60. Romberg, Wayne	Life Member
61. Shew, James	Life Member
62. Simmons, Richard	Life Member
63. Speck, Wilfred	Life Member
64. Stein, Randy	End of 2011
65. Sterner, George	Life Member
66. Stone, Mark	Life Member
67. Swiercz, Pete	Life Member
68. Taylor, Kurt	Life Member
69. Walker, Kelly	Life Member
70. Warrick, Jim	End of 2011
71. Weisensee, William	Life Member
72. Wigley, Lawrence	Life Member
73. Wilkerson, Michael	Life Member
74. Young, John	End of 2011



Who's Coming to Reunion 2011???

Attendee(s)	Reunion Fee Paid	Room Booked
Arnstam, Mark (+1)	Paid	Booked
Bode, Bob "Bingo"		Booked
Burt, Steve (+1)		
Cassell, Michael (+1)		Booked
Clark, Mark (+1)	Paid	
Clark, Robert (+1)	Paid	Booked
Coover, Larry (+1)		Booked
Cosentino, Dean (+3)		
Depoortere, Gary (+1)	Paid	
Donahue, Tom (+1)		
Elmer, Jim (+1)	Paid	Booked
Evans, James		
Farnon, Tom (+1)	Paid	Booked
Foster, Tim (+1)		
Gildner, Max (+1)		Booked
Haldeman, Harry (+1)		Booked
Heerlyn, Ron (+1)		
Hvidding, James (+1)	Paid	
Ingraham, Collin (+1)	Paid	Booked
Insalaco, Bob (+1)		
Jestus, Gene (+1)		Booked
Keel, Bill (+1)	Paid	Booked
Lesnet, Mike (+1)	Paid	Booked
Manley, Mark (+1)		
McKeon, Jim		
Moore, Charles (+1)		Booked
Munro, Jack		Booked
Neel, John (+1)		
Norton, Mark		
Peterson, George		
Phelps, Derek		Booked
Raby, Tom (+1)		
Repphun, Brian (+1)		Booked
Riley, John (+1)		
Salisbury, Tom (+1)		
Sandberg, Jack (+1)	Paid	Booked
Shew, James (+1)	Paid	Booked
Shoup, Dennis		
Simmons, Rick		
Staas, George		
Tafa, Albert		
VanNostrand, Carl		
Walker, Kelly (+1)		
Warner, Wayne (+1)		
Wilkerson, Mike	Paid	Booked
Woolfolk, William (+1)		Booked
Yates, Paul (+1)		

2002 Reunion

Groton, CT



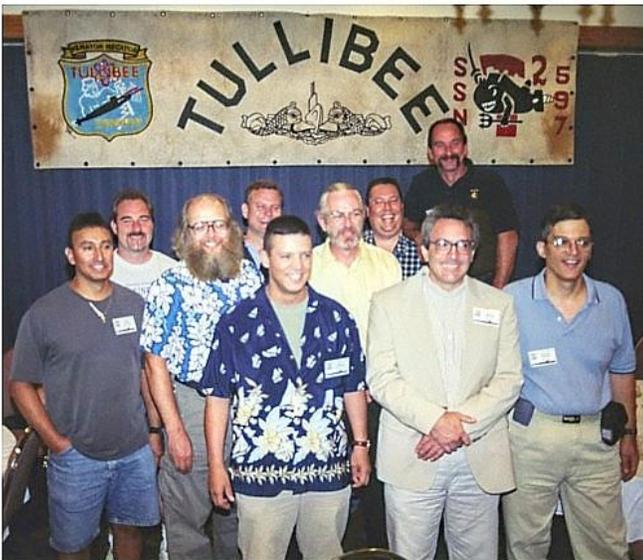
The 60s Crew

(L to R): Tom Donahue, Jack "Jake" Munro, Joe Peluso, Leonard "Gunner" Gunderson, Jay Doyle.
(Not Pictured: Bob Anderson)



The 70s Crew

(L to R): Mike "COB" Haselberger, Al Tafa, Mark "Armpit" Arnstam, Dave Bell, Carl "Schmuck" Shimckus, Bob "Bingo" Bode, Ed Koskie, John Sweat, Bill Keel, Collin Ingraham, Warren Mackensen, John Fleitz
(Not Pictured: Wilfred Speck, Al Drew)



The 80s Crew

(L to R): Ron Molina, Jim Spinner, Martin Kippley, Derek Phelps, Dean Cosentino, Tom Barnhart, Gary Coffman, Darryl Marsan, Michael Croteau. Standing on chair in back: Frank Wright.



Ladies of the Tullibee Crew

(L to R): Sheryl Gunderson, Barbara Peluso, Pat Mackensen, Nancy Bode, Bidney Shimckus, Sandra Doyle, Bea Dane, Faith Hasselberger, Whitney Donahue, Virginia Sweat, Gretchen Ingraham.

2009 Reunion, Groton/Mystic, CT



The Tullibee Crew





Will you be in the picture in 2011??

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
Ash, James R.
Bogges, Layne Forrest
Bradley, Richard
Bratley, Melton C.
Bullough, Bruce
Cremin, Raymond J.
DeNicola, Vincent J.
Dickson, Ernie
Dizdul, Mike
Dollison, Larry L.
Eck, William S.
Fitzgerald, Jr., Thomas Wooten
Forni, Elwood Henry
Garrelts, Larry H.
Gentry, Robert
Grove, David
Hale, Robert
Hall, Gareld Edward
Harvey, John W.
Hinkle, David R.
Huffaker, Douglas Dean
Jamison, Hugh
Jeffcoat, A. Bruce
Jortberg, Richard E.
Kalata, Emil R.
Keich, Edwin G.
Kelley, Harvey
Kessell, Edward
Klinedinst, Paul R.
Lee, Charles J.
Low, Douglas

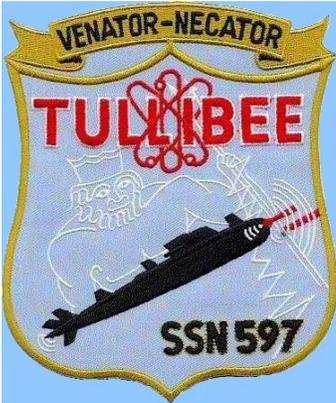
Masson, Rogers
Mays, Pete
McGrath, William J.
Monogue, Kenneth R.
Montgomery, David R.
Morgan, John Franklin
Moshier, Clyde
Moyer, David
Murtha Sr., William P.
Neiswonger, James W.
Nicely, Randolph Lee (Randy)
Nikola, John H.
O'Malley, John S.
Papillard, Georges Marcel
Parr, Jay E.
Rankin, James D.
Scott, Harold Truett
Shelton, Sr., David
Shimckus, Carl A.
Steiner, Frederick T.
Stolz, William C.
Synhorst, Gerald E.
Tardiff, Henry
Templin, Ron
Towery, Robert
Turner, John
Turnier, Harry A.
Vincente, Jose
Wallace, John
Whitcomb, III, Allison H.
Winge, Don
Wolfe, Brent



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 and 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	