



TULLIBEE TIMES



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USS Tullibee
SSN 597 Association

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June 2010 – SPECIAL ELECTION EDITION

Commander's Corner

Another reunion has come and gone. We just concluded the 3rd reunion of the crew of the USS Tullibee. The reunion was held in Branson, Missouri, and from the feedback I have received, it was very well received. There was plenty for everyone to do. Individually, crewmates and their wives took dinner cruises on Table Rock Lake and enjoyed fine food and drink, as well as Vegas style (and quality!) entertainment. Others took in one or more of the myriad of shows available in the area. One shipmate hired a guide and went trout fishing. A couple even rode the Ducks and returned with personal duckbill whistles! Bottom line: no one was at a loss for something to do!

The hospitality room was well used and served as a point of meeting for people

before or after excursions. On a couple of evenings, we shut it down close to 2 AM. What were we thinking??!

One thing we did as a group was a tour of the Branson Veterans' Museum. It took about an hour and a half to go through the entire place and was packed with items and photographs from all wars from World War I to the present.

The reunion reception and dinner was quite good. There were many compliments on the dinner and the desert! The best part of Saturday evening, though, was the camaraderie. A good number of shipmates were at the 2009 reunion, and they seemed like it was brand new all over again. Some of the guys in attendance had not seen or heard from others in thirty years or better! Amazingly, it didn't seem like that many years had gone by since we last worked side by side. It is always interesting hearing

Tullibee vets talk. We all thought problems on the boat were unique to us. As Jeff Knight said, "Interesting to me were the problems T2 had from the beginning that we were fighting 20 years later. Always too little boat and too many crew. Always problems with the PTG's." Some things just never changed!

Captain Jim Shew, USN, Retired, Executive Officer during the mid-seventies, was ranking officer at the reunion and gave the reunion speech prior to the banquet.



USS Tullibee SSN 597
Reunion, Branson, Missouri
9-12 June 2011

Submarines Lost/Damaged During the Month of June

USS O-9 (SS-70) **20-Jun-1941**. 34 men lost.

USS S-27 (SS-132) **19-Jun-1942**. No loss of crew.

USS R-12 (SS-89) **12-Jun-1943**. 6 survivors 42 crewmen lost (42).

USS Herring (SS-233) **1-Jun-1944**. All hands lost (80).

USS Golet (SS-361) **14-Jun-1944**. All hands lost (82).

USS Bonefish (SS-223) **18-Jun-1945**. All hands lost (86).

USS S-27 (SS-132), June 19, 1942 – No Loss of Crew

USS S-27 (SS-132) was a S-class submarine of the United States Navy. Her construction was authorized in March 1917, and her keel was laid down on 11 April 1919 by the Fore River Plant, Bethlehem Shipbuilding Corporation, Quincy, Massachusetts. She was launched on 18 October 1922 sponsored by Mrs. Frank Baldwin, and commissioned at Groton, Connecticut, on 22 January 1924, Lieutenant Theodore Waldschmidt in command.

Based at New London, Connecticut through 1924, S-27 was transferred to the Pacific in 1925, and, after exercises in the Hawaiian Islands during the spring of that year, she arrived at her new homeport, San Diego, California in June. She remained based in southern California through the decade and, except for fleet maneuvers, operated primarily off that coast. Fleet maneuvers, exercises, and problems took her to the west coast of Central America; to the Panama Canal Zone; into the Caribbean Sea and to Hawaii. In 1931, she was transferred to Hawaii; and on 23 February, she arrived at Pearl Harbor, whence she operated until mid-1939.

On 16 June 1939, she sailed east; and on 27 June, she arrived at San Diego and resumed operations off the southern California coast. For the next two and a half years, she conducted exercises and tests off that coast, primarily for the Underwater Sound Training School. In late November 1941, she proceeded to Mare Island, where she was undergoing overhaul when the United States entered World War II.

World War II

On 23 January 1942, S-27 stood out of San Francisco Bay and moved south. Three days later, she returned to San Diego, California, and resumed operations for the Sound School which she continued into the spring. Then ordered north to the Aleutian Islands, she departed San Diego on 20 May; steamed to Port Angeles, Washington; thence, continued on to Alaskan waters where she commenced patrol operations.

Grounding and loss

On 12 June, a little over a week after the beginning of the war in the Aleutians, she put into Dutch Harbor, took on provisions, refueled, and then headed west with orders to patrol in the Kuluk Bay area and to reconnoiter Constantine Harbor, Amchitka. On the night of 16-17 June, she was ordered to Kiska. On 18 June, she reconnoitered Constantine Harbor, found no signs of enemy activity in that evacuated village, and moved on to round the southern end of the island, whence she would proceed to Kiska. In mid-afternoon, she rounded East Cape and that night when she surfaced, fog obscured her position. Lying to charge on both engines, she was carried about 5mi (8.0km) from her estimated dead-reckoned position. The fog prevented knowledge of the drift. At midnight, she got underway, slowly, on one engine and continued to charge on the other. Soon after 00:43 on 19 June, breakers were sighted about 25yd (23m) forward of the bow. "Back emergency" orders were given. Seconds later, she grounded on rocks off St. Makarius Point. Waves bumped her violently against the rocks, rolling her 10-15° on each side. Her motors were continued at "back emergency", but she was held firm by a submerged rock. Fuel was blown. Efforts to back off were continued, but the lightened ship swung harder against the rocks. Her starboard screw struck a rock and was disabled. Efforts were made to force the ship ahead to clear the stern, but she could only move about 20ft (6.1m) forward before she was again held fast. The immediate area was sounded. No passage was found. By 03:30, the pounding of the sea had increased and plans were made to move the greater part of the crew off.

Dispatches of her plight, sent first at 01:15, were continued. Six were sent in all. One, giving no position, was received at Dutch Harbor. A ferry system, using a rubber boat and lines rigged between the ship and the beach, was set up. Men, provisions, clothing, guns, and medical supplies were transferred safely. By 11:00, all but six, the commanding officer, Lieutenant H.L. Jukes, and five others, were ashore. All equipment was destroyed. Classified material was burned. At 15:30, three of the remaining men went ashore. The side plating was now loose, the torpedo room was flooding. At 15:50, the radioman, executive officer, and commanding officer left the submarine.

The night of 19-20 June was spent in an unsheltered cove. On 20 June, camp was set up at Constantine Harbor, using the buildings and heating equipment which had survived a Japanese bombing. By 21 June, the camp was fully organized: routines, including sentries and lookouts, had been established. Trips to and from the cove continued for three days. S-27 was reboarded on 21 June and 22 June; thereafter, the presence of chlorine gas prohibited further visits to take off more supplies. On 24 June, a PBY Catalina piloted by Lieutenant, junior grade, Julius A. Raven, USNR, on a routine flight spotted the activity at Constantine Harbor; landed; and took off 15 of the survivors. On 25 June, three planes were sent in to take off the remainder. All guns salvaged from S-27 were destroyed. Nothing was left except the submarine's abandoned hulk and canned provisions, blankets, and winter clothing.

"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

Navy News

Navy Welcomes First Women for Sub Training

May 09, 2011, Associated Press



GROTON, Conn. - The U.S. Navy base in Groton, Conn., is welcoming the first class of female officers selected for assignment to submarines.

Eight women were reporting Monday for an initial training course at Naval Submarine Base New London. The graduates will be the first women to serve on submarines since the Navy repealed a ban.

The Navy announced last year that it was lifting the ban. Women had been barred on the theory that the close quarters and long deployments were unsuitable for a coed crew.

The women arriving in Groton are among 18 selected for training and assignment to crews of guided-missile and ballistic-missile submarines. The class also will include 74 men.

Naval Submarine School spokesman William Kenny says no changes have been required in terms of lodging or classrooms.

June 8, 1959: They'll Never Complain About Slow Postal Service Again

By Tony Long

June 8, 2011 7:00 am

1959: "Rocket mail" becomes "missile mail" when 3,000 pieces of mail are delivered by a cruise missile fired from a U.S. Navy submarine.

Experiments in delivering mail by rocket had met with mixed success since the first rocket mail was sent between two Austrian villages in 1931



The first successful delivery by this method in the United States occurred in 1936, when two rockets fired from Greenwood Lake, New Jersey, landed on the New York shore about a thousand feet away.

The 1959 attempt, however, was something entirely new, because the mail was not packed in rockets built for the purpose but stowed in mail containers that replaced a nuclear warhead on top of a missile built for war. Because this was strictly an experiment, the mail consisted entirely of commemorative postal covers addressed to a host of government officials, including President Dwight D. Eisenhower.

The missile was fired shortly before noon from a launcher aboard the submarine USS Barbero, cruising off the coast of Virginia. Twenty-two minutes after launch, the missile struck its target at the Naval Auxiliary Air Station in Mayport, Florida. The mail was retrieved, sorted and routed in the usual way from a post office in nearby Jacksonville.

Rocket mail, which has a whiff of theatrics to it, still exists and still has advocates around the world. Since the end of the Cold War, a number of surplus missiles culled from the Soviet nuclear arsenal have been used to fire mail around Russia, including a few experimental launches from nuclear subs. Read the story here: <http://www.wired.com/thisdayintech/2011/06/0608submarine-fires-mail-missile/>

USS Drum - A Video Progress Report

Submitted by: Pat Householder 5/29/2011

An Excellent Video news story on the restoration of USS Drum in Mobile, AL. A big BZ to Tom Bowser, Leslie Waters, Phil Fettig

and Al Trottier, USSVI Members all! Visit the link: <http://videoembed.al.com/services/player/bcpid619299288001?bctid=963456974001>

Mullen Warns of Pay Cuts

Week of June 06, 2011

Admiral Mullen responded to the administration's call for reducing the DoD budget by \$400 billion by FY2023, saying that it will force the DoD find ways to cut the cost of pay and benefits for servicemembers-- active, reserve, and retirees. Mullen told reporters, "we have to put initiatives in place in the mid-term that would start to generate cash in the out years. Two of the big places the money is, is in pay and benefits."

Read the full article on Military.com - Mullen Says Pay, Benefit Cuts 'On the Table'

[Let the Pentagon, White House and Congress know how you feel about cuts in military pay and benefits.](#)

Retired WWII Master Chief Reflects on Battle of Midway

By Lt. Jennifer Cragg, Submarine Group 2 Public Affairs, June 3, 2011

GROTON, Conn. (NNS) -- A retired U.S. Navy master chief petty officer who served in the Battle of Midway shared his experience and reflected on the battle's place in history during a Battle of Midway commemoration ceremony held at Naval Submarine Base New London, June 3.

Master Chief Deen Brown was a radioman while serving aboard the Tambor-class submarine USS Trout (SS-202) during the Battle of Midway. He related not only how the submarine force played a key role in the watershed battle, but also the monumental contributions the force had during World War II.

"The Battle of Midway was indeed the turning point for the war," said Brown. "The Japanese were the aggressors before the battle, but afterward the tide had turned. Their prime concern [after the battle] was to defend their outposts, which ultimately they couldn't defend in the end." Brown described his

experience aboard Trout and the overall submarine mission during the battle. While the Japanese force had deployed 16 submarines, the U.S. had a little more on station to help defend the Island of Midway.

"We deployed 19 submarines, but 11 were positioned in the semicircle southwest of Midway," said Brown while emphasizing their positioning was the key in protecting the island from Japanese invasion. "We had to hold that line, the semi-circle around Midway to ensure the loaded troop transport couldn't gain access."

Brown was introduced during the ceremony by Rear Adm. Michael McLaughlin, commander, Submarine Group 2; and Capt. Marc Denno, the 49th commanding officer of Naval Submarine Base New London, who provided the opening remarks.

"By the spring of 1942, the outcome of the war was very much in doubt as Americans began to think that the Japanese military was invincible," said McLaughlin. "But the Japanese didn't factor in one key important element, the American spirit."

According to Naval History and Heritage Command, Trout was one of many submarines sent to take part in the Battle of Midway, but her contribution was limited to picking up Japanese survivors days after the battle began. During World War II the submarine force comprised less than two percent of the Navy's fleet but sank more than 30 percent of Japan's navy, including eight aircraft carriers. More importantly, U.S. submarines virtually strangled the Japanese economy by sinking almost 5 billion tons of shipping, more than 60 percent of Japanese merchant marine, according to congressional records.

The Battle of Midway is an important marker in the naval heritage of our nation because it changed the course of the war in the Pacific and world history, within

just a few short minutes June 4, 1942.

Battle of Midway commemoration ceremonies will be held around the world, to include wreath laying ceremonies at all Navy regions and at the U.S. Navy Memorial in Washington, D.C., June 3.

For Battle of Midway resources, visit www.navy.mil/midway/resources.html and Naval History & Heritage Command.

Missouri Governor Thanks Sailors for Assistance

June 08, 2011

Navy News|by Lt. Jennifer Cragg

GROTON, Conn. -- Missouri Gov. Jay Nixon met with the eight USS Missouri (SSN 780) Sailors who are assisting with cleanup efforts in Joplin, June 3.

The Missouri Sailors are assisting AmeriCorps, the American Red Cross and the Missouri State Emergency Management Agency by organizing volunteer efforts related to removing debris and assisting homeowners gather their belongings.

"[The governor] wanted to make sure that we understood how much the State of Missouri appreciates our presence in Joplin and [how] proud he was of us," said Chief Yeoman (SS) Mike Shea.

Since arriving in Joplin June 1, the Sailors have collectively amassed nearly 350 hours of volunteer service by clearing several acres of trees, cars and other debris, as well as organizing the volunteer efforts of more than 200 people on a daily basis.

During the governor's visit, he expressed to the Sailors his appreciation from both his office and the citizens of Joplin. Shea said he and his crew have met with many Joplin citizens who have shared their personal stories of surviving the tornado that struck the city May 22.

"Many of the people I have met describe the enormous sense of loss and disbelief that you can look miles down the road and see everything destroyed," said Shea.

"Everything has been wiped out. Nothing is left. No buildings. No trees; nothing." The eight Missouri Sailors are expected to return to Groton, Conn., June 8.

Missouri is the fifth Navy ship to be named in honor of the people of the "Show Me State."

Sunken Vessel Confirmed To Be Navy Sub

Keysnet.com, May 25, 2011

An exploration team led by Tim Taylor aboard the expedition vessel RV Tiburon has located and documented the wreck of the World War II submarine USS R-12, which was lost on June 12, 1943, in 600 feet of water about 10 miles off Key West.

It's embalmed with the bodies of 42 sailors. The U.S. Navy always had its sights on the location and was convinced it knew where it was, and the Tiburon crew confirmed those suspicions. When exactly they found the sub, they didn't say. But the announcement was put out Tuesday.

The R-12 began its career as a World War I sub that was recommissioned for service in World War II. At the time of the sinking, the crew was engaged in wartime patrol operations near Key West.

Only two officers and three enlisted men survived the disaster. In making the discovery, the Tiburon team deployed an underwater robot that collected imagery of the sub.

RV Tiburon is launching an expedition in the spring of 2012 to further investigate the possible causes of the sinking, and collect detailed archeological baseline data.



Financial Statement

The USS Tullibee SSN 597 Association

Cash on hand 1 Apr 11: \$ 5,688.10

Deposits 1 Apr 11 – 20 June 11: \$ 2,737.37

Expenses 1 Apr 11 – 20 June 11: \$ 4,276.88

Checking Account Current Balance:

June 20, 2011..... \$4,148.59

Tullibee Association Ship's Store

We still have a variety of items available in our ship's store. Items currently in stock include shirts and ball caps (with gold or silver dolphins), as well as coffee mugs. We also have boat patches, association patches, and T2 patches. If there are other items in which you are interested, let me know and I will see if we can get them for you.

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



Honoring Our Members on Eternal Patrol

At present, we have listed 67 former Tullibee (SSN 597) sailors on Eternal patrol:

- Adams, Michael 1/1/72
Alford, Zeb D. 8/4/09
Ash, James R. 9/29/99
Boguess, Layne Forrest 10/6/08
Bradley, Richard
Bratley, Melton 7/9/08
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
Forsythe, James Perry 5/6/11
Garrelts, Larry H. 5/10/08
Gentry, Robert 4/14/06
Grove, David
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
Kelley, Harvey 5/1/07
Kessell, Edward 2/1/87
Klinedinst, Paul R. 1/13/80
Lee, Charles J. 11/9/09
Low, Douglas 4/6/08
Masson, Rogers 8/31/89
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
Neiswonger, James W. 12/24/10
Nicely, Randolph Lee (Randy)
Nikola, John H. 11/26/04
O'Malley, John S.
Papillard, Georges Marcel 10/17/08
Parr, Jay E. 5/29/10
Rankin, James D. 6/25/10
Scott, Harold Truett 9/18/02
Shelton, Sr., David
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
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
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 20 June 2011 and Expiration of Membership Dates:

1.	Anderson, Robert	Life Member	40.	Ingraham, Collin	Life Member
2.	Arnstam, Mark	Life Member	41.	Jestus, Gene	Life Member
3.	Arnstam, Cindy	Associate Life Member	42.	Keel, Bill	Life Member
4.	Ash, Sandi	Honorary Life Member	43.	Kippley, Martin	Life Member
5.	Banister, David	Life Member	44.	Knight, Jeff	End of 2011
6.	Barnhart, Tom	Life Member	45.	Kuemper, Roger	Life Member
7.	Baumstark, James	Life Member	46.	Kuykendall, Clifford	Honorary Life Mbr (SS-284)
8.	Bell, David	Life Member	47.	Lesnet, Michael	Life Member
9.	Black, Lee	Life Member	48.	Lister, William	Honorary Life Mbr (SS-284)
10.	Blankenship, Sterling	Life Member	49.	Lundberg, Dennis	Life Member
11.	Bode, Robert	Life Member	50.	Mackensen, Warren	Life Member
12.	Bunting, Charles	Life Member	51.	Maddox, Ray	Life Member
13.	Burt, Stephen	Life Member	52.	McCollem, Robert	End of 2011
14.	Cartaya, Sergio	End of 2011	53.	McGann, William	Life Member
15.	Cassell, Michael	Life Member	54.	McKeon, James	Honorary Life Mbr (SS-284)
16.	Clark, Mark	End of 2013	55.	Meinert, William, Sr.	Life Member
17.	Coons, Robert	Life Member	56.	Munro, Jake	Life Member
18.	Coover, Larry	Life Member	57.	Neiswonger, James	Life Member
19.	Corcoran, William	Life Member	58.	Onorato, Howard	Life Member
20.	Cosentino, Dean	Life Member	59.	Peluso, Joseph	Life Member
21.	Cowles, William	Life Member	60.	Peterson, Scott	End of 2011
22.	Davis, John	Life Member	61.	Phelps, Derek	End of 2011
23.	Doe, Barry	Life Member	62.	Plummer, Rudy	End of 2011
24.	Dommers, Richard	Life Member	63.	Raby, Tom	Life Member
25.	Donahue, Tom	End of 2011	64.	Repphun, Brian	Life Member
26.	Drooker, Michael	Life Member	65.	Riley, John	Life Member
27.	Dunckel, David	Life Member	66.	Rogers, Alton	Life Member – Plank Owner
28.	Dunkin, Robert	Life Member	67.	Romberg, Wayne	Life Member
29.	Dvorak, Dave	Life Member	68.	Salisbury, Tom	End of 2011
30.	Elmer, Jim	Life Member	69.	Seavers, David	Life Member
31.	Ewan, Joel	Life Member	70.	Shew, James	Life Member
32.	Farnon, Thomas	Life Member	71.	Simmons, Richard	Life Member
33.	Fleitz, John	Life Member	72.	Stein, Randy	End of 2011
34.	Foster, Tim	Life Member	73.	Sterner, George	Life Member
35.	Gildner, Max	Life Member	74.	Stone, Mark	Life Member
36.	Haldeman, Harry	Life Member	75.	Swiercz, Pete	Life Member
37.	Hambor, William	Life Member	76.	Taylor, Kurt	Life Member
38.	Hargan, Tony	Life Member	77.	Walker, Kelly	Life Member
39.	Holstrom, Anton	End of 2013	78.	Warrick, James R.	End of 2011
			79.	Weisensee, William	Life Member
			80.	Wigley, Lawrence	Life Member
			81.	Wilkerson, Michael	Life Member

Retiree Checklist: What Survivors Should Know

Shift Colors periodically provides a checklist for retirees and their surviving family members. This checklist is designed to provide retirees and their loved ones with some help in preparing for the future.

- *- Create a military file that includes a copy of retirement orders, separation papers, DD Form 214, medical records, and any other pertinent military paperwork. Make sure your spouse knows the location and telephone number of the nearest military installation.
- *- Create a military retired pay file that includes the following contact information for the Defense Finance and Accounting

Service (DFAS) and Navy Personnel Command: Defense Finance and Accounting Service U S Military Retirement Pay Post Office Box 7130 London, KY 40742-7130 (800) 321-1080 or (216) 522-5955/(800) 269-5170 (for issues regarding deceased members)	Navy Personnel Command (N135C) Retired Activities Branch 5720 Integrity Drive Millington, TN 38055-6220
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(This file should also include the number of any pending VA claim as well as the address of the local VA office; a list of deductions currently being made from retired pay or VA benefits. Also include the name, relationship and address of the person you have designated to any unpaid retired pay at the time of death. This designation is located on the back of your Retiree Account Statement)

- *- Create an annuities file. This file should information about the Survivor Benefit Plan (SBP), Reserve Component Survivor Benefit Plan (RCSBP) or the Retired Serviceman's Family Protection Plan (RSFPP), or any applicable Civil Service annuity, etc. Additional information regarding SBP, RCSBP and RSFPP annuity claims can be obtained from DFAS office at (800) 321-1080.
- *- Create a personal document file that has copies of marriage certificates, divorce decrees, adoptions and naturalization papers.
- *- Create an income tax file. Include copies of both of your state and federal income tax returns.
- *- Create a property tax file. Include copies of tax bills, deeds and any other related documents/information.
- *- Create an insurance policy file. Include life, property, accident, liability and hospitalization policies.
- *- In a secure location, maintain a list of all bank accounts (joint or individual). Include the location of all deposit boxes, savings bonds, stocks, bonds and any securities owned.
- *- In a secure location, maintain a list of all charge accounts and credit cards. Include account numbers and mailing addresses.
- *- Maintain a list of all associations and organizations of which you are a member. Some of them could be helpful to your spouse.
- *- Maintain a list of all friends and business associates who may be helpful. Include name, address and telephone number.
- *- Discuss your plans/desires with respect to the type and location of your funeral service. You should decide about cremation, which cemetery, ground burial, etc. If your spouse knows your desires, it will resolve some of the questions that might arise at a later date.
- *- Visit a local funeral home and pre-arrange your services. Many states will allow you to pre-pay for services.
- *- Investigate the decisions that you and your family have agreed upon. Many states have specific laws and guidelines regulating cremation and burials at sea. Some states require a letter of authority signed by the deceased in order to authorize a cremation. Know the laws in your specific area and how they may affect your decisions. Information regarding Burials at Sea can be obtained by phoning the Mortuary Affairs Division at (866) 787-0081.
- *- Once your decisions have been made and you're comfortable with them, have a will drawn up outlining all your wishes and store it in a secure location with your other paperwork.

When all the decision-making and documenting is completed, sit back and continue to enjoy life.

Who should be notified in the event of my death?

1. Defense Finance and Accounting Service (800) 321-1080 or (216) 522-5955
2. Social Security Administration (for death benefits) - (800) 772-1213
3. Department of Veterans Affairs (if applicable) – (800) 827-1000
4. Office of Personnel and Management (if applicable) - (724) 794-8690
5. Any fraternal group that you have membership with such as MOOA, FRA, NCOA, VFW, AL, TREA
6. Any previous employer that provides pension or benefits.

The above information is not all-inclusive and should be used with other estate planning tools to lessen trauma to your loved ones.



Anchors Aweigh!!!!

There was a ragged old man who shuffled into a waterfront bar one afternoon. Stinking of whisky and cigarettes, his hands shook as he took the "Piano Player wanted" sign from the window and handed it to the bartender. "I'd like to apply for the job," he said.

The barkeep wasn't too sure about this doubtful looking old guy, but it had been quite a while since he had a piano player, and business was falling off. What do you do?" he asked.

"I'm retired", was the answer. "As a matter of fact I'm a retired Navy Submarine Chief Petty Officer, but since I retired I've done nothing but drink, chase the ladies and play the piano."

Now really unsure, the barkeep decided to give him a try...he really needed more business. "The piano is over there; give it a go and we will see how well you play."

The old man staggered his way over to the piano and several patrons snickered. But, by the time he was into the third bar of music, every voice was silenced. What followed was a rhapsody of sound and music, unlike anyone had heard in the bar before. When he finished there wasn't a dry eye in the place.

The bartender took the old sailor a beer and told him he really sounded good "What do you call that song", he asked the old sailor?

"It's called, 'Drop Your Skivvies, Baby, We're Gonna Rock Tonight', said the old chief after he took a long pull from the beer.

The crowd winced along with the bartender, but the piano player went on. "I've got another," and he began to play again. What followed was a knee-slapping, handclapping, bit of ragtime that had the place jumping. People were coming in from the street to hear this guy play. After he finished, the Chief acknowledged the applause and told the crowd the song was called, "Big Boobs Make My Anchor Chain Run Out." He then excused himself as he lurched off to the head.

After thinking a bit the bartender decided to hire the guy, no matter how bad he looked or what his songs were called.

When the guy came out of the head, the bartender went over to tell him he had the job. But then he noticed the old man's fly was undone and his anchor was hanging out. He said, "Look Chief, the job is yours, but first I gotta ask, do you know your fly is open and your pecker is hanging out?"

"Know it?" the old Chief replied, "Hell, I wrote it!"



USS Tullibee SSN 597 Reunion

Branson, Missouri, 9-12 June 2011



60s Crew

(Front L-R) Jack Munro, Tom Donahue, Gerald Clark, Tom Raby, Jack Sandberg, Tim Foster (Back L-R) Brian Repphun, Jim Elmer, Charles Bunting, Wayne Warner, Tom Farnon





70s Crew

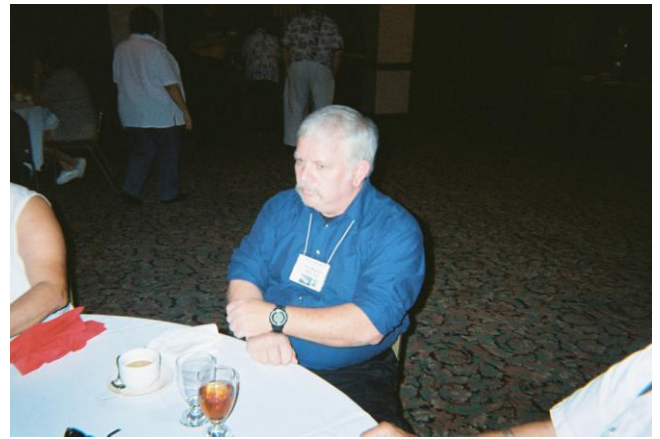
(Front L-R) Tom Salisbury, Harry Haldeman, Mark Arnstam, Mike Lesnet, Gene Jestus, Bill Keel (Back L-R) Michael Wilkerson, Steve Burt, Max Gildner, Brian Repphun, LeRoy Anderson, Collin Ingraham, Tom Tidd, Robert McCracken, Jim Shew, Bob Bode, Roy Maddox





80s Crew

(L-R) Jeff Knight, Roy Maddox, Gary DePoortere







TULLIBEE TIMES
USS TULLIBEE SSN 597 ASSOCIATION

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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."

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