



# TULLIBEE TIMES



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*Sixth Edition, 11 September 2011*

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## Commander's Corner

Shortly after the terrorist attacks of 11 September 2011, Alan Jackson, a country singer, recorded "Where Were You When the World Stopped Turning." I imagine all of us pretty well remember exactly where we were and what we were doing when we heard the news of the planes crashing into the WTC twin towers.

I was teaching a freshman English class. Our principal made an announcement during class that a plane had crashed into the World Trade Center in New York City. I turned on the classroom television and shared the events with my students. After class, I went to the gym and met with the other coaches as we watched the second tower fall. Shock and fear permeated throughout the school and the community.

Many of the parents of our students were Air Force personnel at Barksdale Air Force Base in Bossier City, Louisiana. Parents from the base immediately showed up at the school to sign their children out and take them home. The base was locked down and placed under the highest level of security (Later that morning, President Bush would land at Barksdale and deliver a speech to the nation).

I called my sisters in New York and in Boston. I remember one of my sisters in Boston telling me, simply, "We are so scared." About two weeks after the 9/11 attacks, I flew to New York and met my New York and Boston family for dinner. I flew from Dallas to New York, and I was only there for dinner, but just being with them was important. Family became just a little more significant for some reason.

In the last few weeks, my inbox has been the recipient of countless emails concerning remembrances of 9/11, events relating to the devastating occurrences of that day, and memorial tributes planned for the tenth anniversary of that tragic day in our history. I will remember the events on that day—but in truth, I would think that none of us have forgotten. I'll use it as a teaching tool for my students to remind them of the day America came together and united amidst turmoil. I'll tell them that the United States is still the greatest country on the face of the Earth. I'll remind them of the sacrifices our men and women in uniform—including police, fire, and emergency personnel—make every day to keep us safe.

Remember the past so we can ensure a strong future. Thank you all for your service to America. -Bill

## 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. 32 men lost.**

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

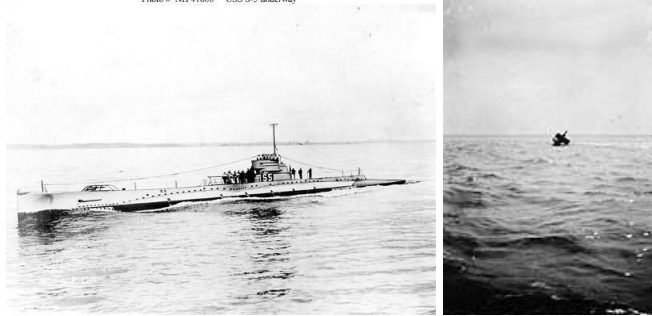
**USS Grayling (SS-209) 9-Sep-1943. All hands lost (75)**

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

### USS S-5 (SS-110)

#### September 1, 1920 – No Hands Lost

Photo # NH41806 USS S-5 underway



S-5 departed Boston Navy Yard on 30 August 1920 to undergo full-power trials off the Delaware Capes. On 1 September, she commenced a dive for a submerged test run. Water unexpectedly entered the submarine through the main air induction system pouring into the control room, engine room, torpedo room, and the motor room. Normal procedure was to leave the main air induction valve open until the engines had a chance to come to a full stop, this operation being so timed as to occur just prior to complete submergence.

In the case of the S-5, however, the man responsible for operating this valve was momentarily distracted. Noticing the mistake, he grabbed the valve lever and jerked hard, causing the valve to jam open. After considerable difficulty, the system valves in the other compartments were closed, but all efforts to secure the torpedo room valve met with failure. The abandoned torpedo room flooded, making the boat bow heavy.

An additional 80 tons of water in the motor room bilges caused her to settle on the bottom. It was now impossible to eject water from the torpedo room. An attempt was then made to pump out the motor room, but a gasket blew out and there were no means for repair. Lying 194 feet on the bottom, the crew had little hope of being found, much less being rescued. Their situation now called for some original thinking.

They reasoned that sufficient buoyancy in the after section could tilt the sub on her nose and extend the stern above the surface. The tilt would cause the water in the motor room to drain forward and increase buoyancy further. However, there was great risk involved because this would allow salt water into the battery room, which would generate deadly chlorine gas. They hoped to have enough time, after the water had entered, to close the watertight door before the gas could reach a dangerous level.

After making preparations, air was applied to the after ballast and fuel tanks, blowing them dry. The stern began to rise and then shot to the surface. Men, floor plates, bilge water, and other loose objects fell through the length of the submarine. One man nearly drowned in the battery room, but was fished out and the compartment door was sealed against the gas. By tapping on the hull, it was determined that the stern extended about 17 feet above the water. With inadequate tools, they took turns trying to cut a hole in the thick hull.

After 36 hours, they had only succeeded in making a hole three inches in diameter. The steamship ALANTHUS, however, detected the plight of the submarine. With assistance from the steamship GENERAL GOETHALS, a much larger hole was cut, and the entire crew was rescued. Later, the battleship OHIO (BB-12) secured a towline to the stern of the S-5 and proceeded to tow her to more shallow water. The towline, however, parted and the loosed sub bobbed, and then plunged to the bottom. No attempts were made to salvage S-5, and she was struck from the Navy list in 1921.

## 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 DORADO (SS-248) October 12, 1943 – All Hands Lost (78)**



**DORADO, a newly commissioned submarine, under LCDR E. C. Schneider, sailed from New London, Connecticut, on October 6, 1943 for Panama. She did not arrive at Panama nor was she heard from at any time after sailing.**

**The Commander in Chief, United States Fleet, in his comments concerning the Court of Inquiry covering the case, lists three possible causes for the loss of DORADO, operating casualties, enemy action, and attack by friendly forces.**

**The standard practice of imposing bombing restrictions within an area of fifteen miles on each side of the course of an unescorted submarine making passage in friendly waters and fifty miles ahead and one hundred miles astern of her scheduled position was carried out and all concerned were notified. A convoy was so routed as to pass through the bombing and attack restriction area surrounding DORADO on the evening of October 12, 1943, assuming correct navigation and adherence to schedule by both.**

**A patrol plane which was assigned by Commandant, NOB, Guantanamo to furnish air coverage on the evening of October 12, received faulty instructions as to the location of the bombing and attack restriction area surrounding DURADO and at 8:49 PM, local time, the plane delivered a surprise attack of three depth charges on an unidentified submarine. About two hours later, the plane sighted another submarine with which it attempted to exchange recognition signals without success. This submarine fired upon the plane. A German submarine was known to be operating near the scene of these two contacts.**

**Because of the lack of evidence, the Court of Inquiry was unable to reach definite conclusions as to the cause of the loss of DORADO.**

### **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 (85)  
USS Albacore (SS-218) 7-Nov-1944. All hands lost (86)  
USS Scamp (SS-277) 16-Nov-1944. All hands lost (83)

## USS SCAMP (SS-277) November 16, 1944 – All Hands Lost (83)



USS Scamp, a 1525-ton Gato class submarine built at the Portsmouth Navy Yard, Kittery, Maine, was commissioned in mid-September 1942. Early the next year she went to the Pacific to join the war against Japan, beginning her first war patrol in March 1943. Suffering from the then all too common torpedo problems, she sank no ships on this cruise, though two were damaged. A second patrol, through the Central Pacific in April-June, cost the enemy the seaplane tender Kamikawa Maru and ended at Brisbane, Australia, which would be Scamp's base for the rest of 1943. During that time she finished three more war patrols and began another, all into the Bismark Sea area, sinking a Japanese submarine in July, a cargo ship in September and another in November. She also badly damaged the light cruiser Agano.

In January 1944, during her sixth war patrol, Scamp torpedoed and sank a large tanker. Following a quick refit at Milne Bay, New Guinea, she went to the area between New Guinea and the southern Philippines for another combat cruise. This one nearly ended her career, as on 7 April she was near-missed by a bomb that caused serious shock damage, started fires and temporarily caused loss of power and depth control. After a very tense time for her crew, Scamp was able to leave the area and proceed to an advanced base for emergency repairs. The submarine then went back to the U.S. for a major overhaul. She was ordered to the waters east of Japan for her eighth patrol, leaving Pearl Harbor in mid-October 1944, and was last heard from on 9 November. Postwar Japanese records indicate that Scamp may have been sunk by air and escort ship attacks on 11 November, but it is also possible that she hit a mine. More than eighty officers and men were lost with her.

"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 Takes Early Delivery of PCU California**

August 09, 2011 - Navy News by Naval Sea  
Systems Command Public Affairs  
NEWPORT NEWS, Va. --

The Navy took delivery of PCU California (SSN 781) from Huntington Ingalls Industries – Newport News Shipbuilding (HII–NNS), Aug. 7, more than eight months earlier than the scheduled

contract delivery date.

"The quality and professionalism of our Navy/shipbuilding team is evident in California's outstanding performance during its recent sea

trials and early delivery," said Program Executive Officer for Submarines, Rear Adm. David Johnson.

California required 65 months to build – five months less than the previous submarine, USS New Mexico (SSN 779), delivered by what was then Northrop Grumman Shipbuilding. California, the eighth Virginia-class submarine, is the first delivered under the HII-NNS banner.

Prior to delivery, California passed a battery of at-sea tests including the Board of Inspection and Survey Trials.

"California's successful run through each successive sea trial, and its early delivery, means the Navy will add another highly capable, eagerly-anticipated Virginia-class submarine to the fleet to meet operational demands," said Rear Adm. (Select) Michael Jabaley, Virginia-class program manager.

"California, along with her sister ships, will provide unmatched capabilities to the fleet while honoring the proud traditions of her namesake state."

The next major event for California will be its commissioning Oct. 29 in Norfolk, Va. California's commissioning is the second-to-last major acquisition milestone for the Virginia-class program in 2011. The christening ceremony for PCU Mississippi (SSN 782) will cap off the year this December, in Groton, Conn.

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

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**Deep-Diving Submarine 'Triton' Introduced**

*The News International, August 10*

**NEW YORK:** An American manufacturer has created a submarine which is capable of reaching the deepest point of the ocean. The Triton 36,000 is capable of descending at a rate of 500 feet per minute which allows it to reach those parts of the ocean which have never been seen by man.

The submarine is capable of reaching depths of 35,800 feet which allows adventure seekers to see something they have never experienced before.

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### **U.S Navy Looks to Develop Robotic Submarine Drones**

*AZO Robotics, August 9*

The US Navy is looking to develop robotic submarine drones that can stay at sea for extended periods of time so as to maintain its maritime dominance over the coming decades.

The 'Large Displacement Unmanned Underwater Vehicle' program has now been introduced by the Office of Naval Research to build prototype machines. The project will develop the critical technologies needed to enable UUVs to operate and survive in the littorals for 70+ days. The LDUUV is a pier-launched and recovered UUV (without the need for shiplaunch or recovery) with the capability to transit in the open ocean and conduct over-the-horizon missions in littoral waters. This system will enable the extension of Navy platform sensing capability over the horizon and extend its influence. The creation of this UUV is intended to act as a significant force multiplier for the US Navy and will help close Warfighter gaps in a cost-effective manner. Two technology areas have been identified as critical to achieving this goal. These areas are Autonomy and Endurance Technologies.

As per the Navy, the goal is to "...acquire, deliver, and maintain operationally effective Unmanned Maritime Systems (UMS) as fully functional and integrated systems for the war fighter, and to direct UMS experimentation and technology

maturity to develop future UMS capability."

Outgoing Chief of Naval Operations Admiral Gary Roughead has been a huge supporter of submarine robots. He said that the Navy wanted Unmanned Underwater Vehicles which could stay out for longer than the current ones. He said that they needed something that can be kept out for weeks, that can move in strong ocean currents, and that can close distances quickly.

Admiral Gary Roughead said that the Office of Naval Research aims to push its underwater drone endurance even further than that and would extend the current capability of these vehicles from tens of hours to operability of the system for weeks to months. They currently are hoping to keep the submarine robots out for 70 days. "I never, ever, want to see a Sailor or a Marine in a fair fight! ... We have to get technology to the Fleet faster," he said.

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### **Navy Preps Subs for First Female Officers**

*July 25, 2011-AP, by Michael Melia*

**HARTFORD, Conn. -** For Ensign Peggy LeGrand, the biggest concern about serving on a submarine is not spending weeks at a time in tight quarters with an entirely male crew. What worries her is the scrutiny that comes with breaking one of the last gender barriers in the U.S. military.

"I have a feeling more people will be focused on us. Our mistakes and successes will be magnified more than they deserve," said LeGrand, a 25-year-old Naval Academy graduate from Amarillo, Texas.

LeGrand is among a small group of female officers who are training at sites including Groton, Conn., to join the elite submarine force beginning later this year. While the Navy says it is not treating them any differently from their male counterparts, officials have been working to prepare the submarine crews - and the sailors' wives - for one of the most dramatic changes in the 111-year

history of the Navy's 'silent service.'

The initial class of 24 women will be divided among four submarines, where they will be outnumbered by men by a ratio of roughly 1 to 25. The enlisted ranks, which make up about 90 percent of a sub's 160-sailor crew, are not open to women although the Navy is exploring modifications to create separate bunks for men and women.

The female officers, many of them engineering graduates from Annapolis, are accustomed to being in the minority, and so far they say they hardly feel like outsiders. The nuclear power school that is part of their training, for example, has been open to women for years because the Navy in 1994 reversed a ban on females serving on its surface ships, including nuclear-powered vessels.

At the U.S. Navy's submarine school in Groton, where eight women were among dozens who recently completed the 10-week officer basic course, Ensign Kristin Lyles said the presence of the first class of females bound for submarine duty was not even remarked upon at this month's graduation ceremony.

'I understand the reason why. It was never explained but it was kind of implied that while we're going through training, as soon as they started calling attention to it in that way, it's singling us out,' said Lyles, 23, of Fairfax Station, Va. 'In my experience, I am no different from the guy sitting next to me in all my classes.'

A submarine group spokesman, Lt. Brian Wierzbicki, said the Navy would not facilitate photographs or interviews with the female submariners because it does not want to distract them from training or make them feel different from their male peers.

The female officers will report to their submarines starting in late November or early

December. All of the vessels are guided-missile attack submarines or ballistic missile submarines, which are relatively large by submarine standards. They are the USS Wyoming and USS Georgia, based in Kings Bay, Ga., and the USS Maine and USS Ohio, with their home port in Bangor, Wash.

On submarines with corridors barely wide enough for sailors to brush past one another, the six female officers on board will all share a stateroom. Their shifts will be divided so that women are assigned to each sub's two rotating crews. The lone bathroom for officers will have a reversible sign, letting men know that it's in use by women and vice versa.

LeGrand said she is not concerned about being outnumbered.

'Space is at a premium and everyone has no space. You just get over it and do your job,' she said in a phone interview. She said she is thrilled at the opportunity to join the close-knit submarine community, but she does not dwell on being a barrierbreaker.

'Every now and then I think about it and yeah, it's pretty cool, but ultimately I'm just happy I get chance to serve on a sub,' she said.

The change is a source of anxiety for others, including the wives of submariners, who worry the close contact at sea could lead to sailors' cheating.

'The issue really has to do with the creation of a relationship that becomes very close and then results in further relations ashore. That is, of course, what bothers the wives. They know the kind of relationships that happen between the shipmates,' said retired Navy Rear Adm. W.J. Holland Jr., a former submarine commander.

Although Holland said commanders would be reluctant to have women on their subs, he said the Navy pulled off a more daunting challenge last year by

outlawing smoking on submarines. The crews can adapt, he said.

The Navy reversed the ban on women in submarines in April 2010. In the fall, when officials announced the first subs selected to take on female officers, senior leaders held town hall meetings with the crews and their families to address their concerns. Wierzbicki, the Navy spokesman, said training has been provided to the crews and commanding officers to prepare them for the change.

Submarines had been the last class of military vessel off-limits to women. Navy officials say one lesson they learned from integrating surface ships is to make the transition gradually. The Navy wants to make sure it is aware of any potential issues that might arise, according to Lt. Cmdr. Jean Sullivan, chief of the naval personnel's office of women's policy.

'There are going to be leadership challenges and maturity challenges anyone would face in their first job. There is just a spotlight on it because they're the first on submarines,' Sullivan said.

The chairwoman of the Defense Advisory Committee on Women in the Services, retired Army Lt. Gen. Claudia Kennedy, told a committee meeting last month that one risk is that men could feel constrained and resent the presence of women.

'One of the issues around women being integrated is this thought that, 'Oh, now because you're here, we can't do XYZ,'" Kennedy said. 'And that creates a greater sense of isolation and exclusion for women.'

The Navy is looking into bringing women aboard the smaller, Virginia-class attack subs, which would require reconfigurations to accommodate men and women together. LeGrand said the diverse missions of the attack subs would be appealing, but the larger submarines are just fine with her.



## Honoring Our Members on Eternal Patrol

*At present, we have listed  
76 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  
 Boggess, Layne Forrest  
 10/6/08  
 Bradley, Richard  
 Bratley, Melton 7/9/08  
 Brigham, Paul 4/8/2006  
 Bullough, Bruce 4/28/03  
 Coons, Bard S. 12/27/06  
 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  
 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  
 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  
 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  
 Kessell, Edward 2/1/87  
 Klinedinst, Paul R. 1/13/80  
 Latimer, James A. 3/1/07  
 Lee, Charles J. 11/9/09  
 Low, Douglas 4/6/08  
 Masson, Rogers 8/31/89  
 Mattina, Angelo  
 Mays, Pete  
 McGrath, William J.  
 Monogue, Kenneth R. 1/1/03  
 Montgomery, David R.  
 6/24/09  
 Morgan, John Franklin  
 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  
 Neiswonger, James W.  
 12/24/10  
 Nestor, Jr., Joseph 6/27/11

Nicely, Randolph Lee (Randy)  
 Nikola, John H. 11/26/04  
 O'Malley, John S.  
 Oxforth, Arthur 3/3/07  
 Papillard, Georges Marcel  
 10/17/08  
 Parr, Jay E. 5/29/10  
 Piggott, Paul E. 5/23/06  
 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.  
 Shipmates, rest your oars.*



**USS Tullibee SSN-597 Ass'n Members as of 5 Sep 2011.**

1.	Anderson, Robert	Life Member	42.	Keel, Bill	Life Member
2.	Arnstam, Mark	Life Member	43.	Kippley, Martin	Life Member
3.	Arnstam, Cindy	Associate Life Member	44.	Knight, Jeff	End of 2011
4.	Ash, Sandi	Honorary Life Member	45.	Kuemper, Roger	Life Member
5.	Banister, David	Life Member	46.	Kuykendall, Clifford	Honorary Life Mbr (SS-284)
6.	Barnhart, Tom	Life Member	47.	Lesnet, Michael	Life Member
7.	Baumstark, James	Life Member	48.	Lister, William	Honorary Life Mbr (SS-284)
8.	Bell, David	Life Member	49.	Lundberg, Dennis	Life Member
9.	Black, Lee	Life Member	50.	Mackensen, Warren	Life Member
10.	Blankenship, Sterling	Life Member	51.	Maddox, Ray	Life Member
11.	Bode, Robert	Life Member	52.	McCollem, Robert	End of 2011
12.	Bunting, Charles M.	Life Member	53.	McGann, William	Life Member
13.	Burt, Stephen	Life Member	54.	McKeon, James	Honorary Life Mbr (SS-284)
14.	Cassell, Michael	Life Member	55.	Meinert, William, Sr.	Life Member
15.	Clark, Mark	End of 2013	56.	Munro, Jake	Life Member
16.	Coons, Betty	Life Member (Honorary)	57.	Norgard, Barry	Life Member
17.	Coons, Robert	Life Member	58.	Onorato, Howard	Life Member
18.	Coover, Larry	Life Member	59.	Peluso, Joseph	Life Member
19.	Corcoran, William	Life Member	60.	Peterson, Scott	End of 2011
20.	Cosentino, Dean	Life Member	61.	Phelps, Derek	End of 2011
21.	Cowles, William	Life Member	62.	Plummer, Rudy	End of 2011
22.	Davis, John	Life Member	63.	Raby, Tom	Life Member
23.	Doe, Barry	Life Member	64.	Reed, Robert	Life Member
24.	Dommers, Richard	Life Member	65.	Repphun, Brian	Life Member
25.	Donahue, Tom	End of 2012	66.	Riley, John	Life Member
26.	Drooker, Michael	Life Member	67.	Rogers, Alton	Life Member – Plank Owner
27.	Dunckel, David	Life Member	68.	Romberg, Wayne	Life Member
28.	Dunkin, Robert	Life Member	69.	Salisbury, Tom	Life Member
29.	Dvorak, Dave	Life Member	70.	Seavers, David	Life Member
30.	Elmer, Jim	Life Member	71.	Shew, James	Life Member
31.	Ewan, Joel	Life Member	72.	Simmons, Richard	Life Member
32.	Farnon, Thomas	Life Member	73.	Stein, Randy	End of 2011
33.	Fleitz, John	Life Member	74.	Sterner, George	Life Member
34.	Foster, Tim	Life Member	75.	Stone, Mark	Life Member
35.	Gildner, Max	Life Member	76.	Swiercz, Pete	Life Member
36.	Haldeman, Harry	Life Member	77.	Taylor, Kurt	Life Member
37.	Hambor, William	Life Member	78.	Walker, Kelly	Life Member
38.	Hargan, Tony	Life Member	79.	Warrick, James R.	End of 2011
39.	Holstrom, Anton	End of 2013	80.	Weisensee, William	Life Member
40.	Ingraham, Collin	Life Member	81.	Wigley, Lawrence	Life Member
41.	Jestus, Gene	Life Member	82.	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.**

**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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