



TULLIBEE TIMES



Published Quarterly by the
 USS Tullibee
 SSN 597 Association

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



Seventh Edition, 1 December 2011

Commander's Corner

It's hard to believe that yet another year is about to wrap up! I hope all of you enjoyed a nice Thanksgiving season with friends and family. I read in the paper this morning that the "holiday season" officially begins with Thanksgiving. For me, that season actually started with the celebration of Veteran's day. We all enlisted in the Navy for various reasons, and why we chose to get inside cylinders that submerge—that's unnatural!—is probably even more varied. But, the fact is that we enlisted, we chose the submarine service, and we served our country during some trying times. I will forever be proud of my decision, and yours! As we gear up for Christmas, Hanukkah, Kwanzaa, and other holiday events, I hope that you have a great time to be with loved ones and just relax and enjoy the season. Happy Holidays. Let's

look forward to a fantastic 2012!!

--Bill

Memberships

As the year comes to a close, it is time to renew dues for the USS Tullibee SSN 597 Association for those on yearly dues. Most of the members are Life Members, but there are some who choose the year-to-year option. If you are not a member, this is a good time to consider joining the Association. We have had a couple of great reunions and have been able to fellowship with old friends and become acquainted with new ones. I am always amazed that we draw close to Tullibee shipmates with whom we never actually served. That's the great thing about reunions! The next reunion, 2013, will be held in Groton, and once again, I expect a huge turnout!

Memberships and proceeds from the ship's store enable these functions to continue and allow us to live out the mission of our by-laws:

1.1 PURPOSE: The purpose of the Association is four-fold:

1.1.1 To maintain an awareness and camaraderie among former shipmates, officers and enlisted, who honorably served aboard the U.S.S. TULLIBEE (SSN-597) for duty.

1.1.2 To this end, plan, schedule, and conduct periodic reunions for all shipmates, spouses, families, friends, and widows, including families and friends of shipmates on eternal patrol.

1.1.3 To provide an opportunity to renew old acquaintances.

1.1.4 To honor and perpetuate the memory of all shipmates on eternal patrol.

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

YEARLY DUES:

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

**LIFETIME MEMBERSHIP
DUES:**

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

Age 65 and Over: \$50.00;

Age 60-64: \$75.00;

Age 50-59: \$100.00;

Age 49 and under: \$150.00.

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

**The following article is by Carl
Schmidt, USSVI National
Chaplain:**

**Who should be notified in the
event of my death?**

- 1. Defense Finance and
Accounting Service (800) 312-
1080**
- 2. Social Security Administration
(for death benefits)-(800) 772-
1213**
- 3. Department of Veterans
Affairs
(if applicable) (800) 827-827-
1000**
- 4. Office of Personnel
Management (if applicable) (724)
794-8690**
- 5. Any fraternal group you have
membership with**
- 6. Any previous employer that
provides pensions 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.**

Carl Schmidt

National Chaplain USSVI

USSVI NEWS

**Call for Nominations for 2012
National and Region Elections**

Submitted by: Pat Householder -
Nominations Chair

In accordance with the
requirement of our Constitution &
Bylaws, this is a call for 2012
National Election nominations for
the following offices. National
Commander, National Senior Vice
Commander, National Junior Vice
Commander, National Secretary,
National Treasurer, NE Region
Director, SE Region
Director, Central Region Director,
Western Region Director.

The nominations for the
Region Director positions are
included for convenience in this
procedure.

Any member in good
standing may nominate any other
member in good standing for any
elected National Office, provided
that the Nominee's qualification for
National Office shall be in
accordance with Constitution
Article XI Section 1 paragraph (b)
and the nomination is
accompanied by a letter from the
Nominee indicating his willingness
to accept the nomination and
willingness to serve if elected.

The prerequisite for National
Office is that a Nominee must be a
Regular Member in good standing
a minimum of thirty consecutive
months.

a. Nominees for Senior and
Junior Vice-Commander must
have completed at least two years
as a Member of the Board of
Directors. (This includes all District
Commanders, past and present,
who have met the two years in
office requirement.)

b. Nominees for National
Commander must have completed
at least two years as a voting
member of the Board of Directors
by the time they take office as
National Commander (NC). (This
includes all National Officers and
the District Commander of the
Year, past and present, who have
met the two years as a voting
member of the board requirement.)

The term of office for all
National officers will be two years
or until a successor is elected.
Your nomination must be

received by Patrick Householder,
Nomination Committee Chair on or
by April 30th 2012 by email at
householderp@comcast.net or by
mail at 25003 SE 146th St,
Issaquah WA 98027.

Navy News

**U.S. Navy Presses Case For
New SSBN Class**

Christopher P. Cavas, Defense News, 24
Oct 11

The Ohio Replacement
Program (ORP) to build a new
class of SSBN ballistic missile
submarines for the U.S. Navy will
likely be the most expensive new
shipbuilding effort over the coming
decades — more than \$80 billion
into the 2030s. Although some
have argued the program should
be funded outside the Navy's
shipbuilding budget, it is currently
included in the service's annual
funding for ship construction,
where many fear it could threaten
other programs.

But the need for the
strategic deterrent mission is so
great, said one top officer that the
program should proceed.

"I think if it hurts our
budget [to some extent], that will
be a price we'll have to pay," said
Vice Adm. Bill Burke, deputy chief
of naval operations for fleet
readiness and logistics.

"The SSBN is fundamental to our
basic defense posture. It is that
upon which all else is based. One
of the reasons we don't have big
fights today is because we have
that strategic deterrent," Burke told
a Naval Submarine League
audience in Virginia on Oct. 20.
"The nation needs the strategic
deterrent more than it needs other
things."

Burke, a submariner
himself, acknowledged the cost
controversy. "There are still people
who truly believe we're going to
wreck the shipbuilding plan with
the ORP. I'm not one of them," he
told the audience.

Burke was asked after his
address whether the Navy is
seeking a separate funding line for
the new subs. "I don't think we're
actively pursuing that, although we

would welcome that. There are others talking about it. There are folks [in Congress] on the Hill talking about that. There's a potential for that to come out of the strategic review [now being conducted by the Pentagon]. I don't have any insight into that, but it could," he said.

The relentless demand for submarines was another topic discussed at the two-day symposium, where presenters often pointed to a shrinking fast attack force to meet ever-growing requirements. Although 53 boats are in service today, fleet plans show the force dropping into the 40s by 2020, with a low of 39 submarines forecast for 2030.

One way to meet the demand would be to increase submarine deployments beyond the current six-month standard.

"We do not have a holistic plan on the shelf to increase all submarine deployment lengths," Vice Adm. John Richardson, commander of submarine forces, told a reporter Oct. 20.

Deployments longer than six months are done case by case, he said, and while he is not planning to routinely extend deployments, he acknowledged that the situation could change.

"Yes, it's always a possibility," Richardson said. "It just comes down to the math of the problem pretty quickly. If you're going to have the same levels of forward deployment, the same levels of presence forward, you've got just a couple of choices, "One, you can increase the deployment length, so you get more deployment for the same preparation period Or you can deploy your forces forward and reduce the transit time, [giving] more time on station. I think that all of those choices are on the table as we work to resolve this tension."

If changes are made, Richardson said, "we can't do it in a self-destructive way. So our maintenance plans, our people, all of those stresses have to be managed in a way that will sustain the long-term life of the Navy."

Big Torpedo Exercise

Details of a recent large-scale torpedo exercise, or TORPEX, also were discussed at the symposium.

Thirty torpedoes were fired in early September off the Virginia coast; said Rear Adm. David Johnson, program executive officer for submarines. Heavyweight Mark 48 torpedoes were fired by the submarine Alexandria, while lightweight Mark 54s were launched by the destroyer James E. Williams, SH-60B helicopters from Anti-Submarine Helicopter Light Squadron (ESL) 42, and MH-60R helicopters from Helicopter Maritime Strike Squadron (HSM) 74.

"It was the largest TORPEX done in recent history," Johnson told the audience. Most of the torpedoes, fitted with practice rounds rather than live warheads, were set to miss the underwater target, although six were set to hit all the torpedoes were recovered following the exercise.

The target was a new "special acoustic target" called the Steel SSK, Capt. Torn Monroe, director of test and evaluation for the undersea weapons office at Naval Sea Systems Command, said during an interview Oct 21.

The Navy developed reusable target — SSK is a service designation for a non-nuclear hunter-killer submarine — was designed to mimic the characteristics of an electric submarine, Monroe said. Details are classified, but the "low-cost" target is "capable of taking a hit from an exercise torpedo," he added.

It was the first use of a Steel SSK, four of which are being built for fleet training use and torpedo testing.

Submarines fire about 600 Mark 48 torpedoes a year in practice, Monroe said, while surface ships and helicopters launch about 175 lightweight weapons. Tests are done for training purposes, production testing and research and development, he said, with many tests combining those functions.

Production by Raytheon of the heavy Advanced Capability (ADCAP) Mark 48 torpedo ended in 1996, although software and capability upgrades continue routinely.

"We only build kits right now," Johnson said, with upgrades including new guidance controls, better cabling, or preamplifiers. A decision is to be made on whether to restart the production program. "Requirements say we do," Johnson said.



U.S. Must Rethink New Subs, Bombers

Defense News, October 24

Twenty years after the breakup of the Soviet Union, the U.S. Navy plans to build 12 submarines to carry more than 1,000 nuclear warheads into the 2070s, at a total cost of almost \$350 billion. The Air Force wants a strategic bomber that will cost at least \$50 billion, as well as a new ground-based ballistic missile.

As the Pentagon searches for hundreds of billions in budget reductions, can the United States afford to spend in excess of \$400 billion on new nuclear weapons over the next decades? No, it can't. As Gen. James Cartwright, outgoing vice chairman of the Joint Chiefs of Staff, said in July, "The challenge here is that we have to recapitalize all three legs [of the nuclear triad], and we don't have the money to do it."

The deficit debate provides an important opportunity to increase U.S. national security by forcing greater budget discipline. The United States can maintain a robust nuclear force that is more than sufficient to deter other nuclear-armed adversaries, but in a more efficient, cost-effective way. By trimming back plans for new nuclear-armed strategic subs and bombers, the Pentagon can save billions of dollars while still fielding as many nuclear warheads as planned. Under the U.S.-Russian New START treaty, both sides are limited to 1,550 deployed strategic

nuclear warheads. Outgoing Deputy Defense Secretary William Lynn said Oct. 5 that defense planners are looking to stay at New START limits, "but to do it in a more fiscally responsible fashion." The poster child for this effort should be the Navy's planned fleet of 12 new submarines. At \$29 billion per boat, this is the most expensive nuclear weapons program by far, with the potential for huge budget savings. For example, if the Navy were to build eight subs instead of 12, it could save \$27 billion over 10 years and \$120 billion over the life of the program.

Eight operational boats would still allow the Pentagon to deploy the same number of sea-based warheads (about 1,000) as planned under New START. Key to this plan is the fact that the Navy has extra space on its missiles. Each Trident missile deployed on subs can carry up to eight nuclear warheads, but the Navy currently loads each with four or five. With more efficient use of the space on each missile, the Navy could buy fewer missiles and subs.

And this extra space costs big money. Is it worth \$120 billion to buy four subs and 64 missiles just to have warhead slots that are unlikely to ever be used? Those billions could buy a lot of body armor for troops in the field and other, higher-priority programs that address more urgent 21st century security challenges.

Maintaining an expensive "upload potential" may have made sense during the Cold War, when the Pentagon wanted the ability to expand its nuclear force quickly in case of unforeseen threats. But today, there's no threat to justify expanding the deployed U.S. arsenal.

Moreover, upload capacity would still exist on strategic missiles and bombers. Some may say it is more stable to have fewer warheads on more subs, but this argument is less relevant to submarines, which are invulnerable when deployed at sea.

As for the Air Force's strategic bombers, the current fleet of B-2s and B-52s is being modernized to last until 2040. There is no rush to field a new bomber, and the Pentagon's plan to deploy 60 bombers under New START can be achieved with existing aircraft.

Delaying this program would save almost \$4 billion more over the next decade.

The Strategic Command chief, Air Force Gen. Robert Kehler, who manages U.S. nuclear forces, said in July that "we're not going to be able to go forward with weapon systems that cost what weapon systems cost today," referring specifically to the new strategic bombers and submarines. Kehler said that "everything is on the table."

To reduce the deficit, the White House and Congress will have to make tough choices. This one, however, is just common sense. By being more efficient in how it fields warheads, the Pentagon can sustain a New START force and save more than \$30 billion over 10 years and \$120 billion beyond that.

If policymakers are serious about reducing defense budgets, this is one example of fiscal responsibility that we cannot afford to ignore.



Submarine Veterans Remember the Lost

Branson Tri-Lakes News



Representatives of the Topeka-Jefferson City U.S. Submarine Veterans Base salute the American flag during a rendition of the national anthem

Members of the Topeka-Jefferson City U.S. Submarine Veterans Base held a candlelight ceremony at Branson Landing Saturday night to remember the 65 American submarines that have

been sunk during wartime.

During the ceremony, the name of each sub was read, along with the date it sank, the number of sailors who lost their lives when it floundered and the number of sailors who survived.

After each portion was read, a bell was rung twice and the veterans conducting the ceremony extinguished an electric candle sitting atop a model submarine on the table before them.

"That's to symbolize that it's no longer with us," said George Arnold, "chief on boat" of the group. "its candle has been snuffed out."

Although 65 American war submarines have been lost in the **nation's history, the group actually** extinguished candles on 66 models. The extra represents the sailors who died in incidents during which the sub itself was not lost, **according to the chapter's base** commander, Ed Irwin.

Irwin said the ceremony, **known as "The Tolling of the Boats," was developed by World War II veterans** after that conflict ended.

"It's a moving ceremony," he said. "These men should not be forgotten. We're just trying to keep the memories of the guys who sacrificed themselves alive." Arnold said the ceremony is both a memorial service and a "celebration."

Arnold said this is the **group's second year conducting** the event in Branson, but that they have done it all over the country for years.

"We're able to do it pretty much every month," he said. Saturday's ceremony included live music and a rendition of "Taps" by submarine veteran Paul Hobbs.

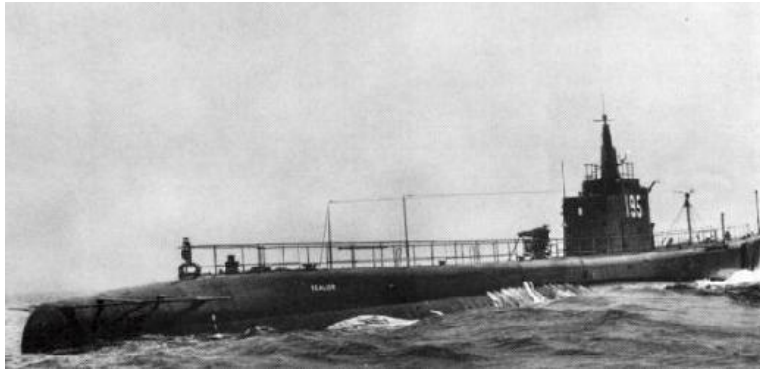
Hobbs said he is also a member of Bugles Across America, a nonprofit organization that ensures every military veteran **is able to have "Taps" played live** at his or her funeral.

For more information on the Topeka-Jefferson City submarine veterans, visit the **group's Web** page at ussvi.org/base/Topeka-JeffersonCity.asp.

Submarines Lost During the Month of December

F1 (SS 20) **16 Dec 1917**. Nineteen men lost. Sunk after collision with USS F 3 (SS-22) off San Diego, California.
S4 (SS 109) **17 Dec 1927**. Forty men lost. Collision with Coast Guard Cutter off Cape Cod.
USS Sealion (SS 195) **10 Dec 1941**. Five men lost. Bombed by enemy aircraft, Cavite Navy Yard, PI.
USS Capelin (SS 289). **2 Dec 1943**. 78 Men lost. Enemy action in Celebes Sea.

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



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

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

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

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

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

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

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

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

[Submarines Lost During the Month of January](#)

[USS E 2 \(SS 25\) 15 Jan 1916](#). Four men lost. Battery explosion at NY shipyard.

[USS S-36 \(SS-141\) 20-Jan-1942](#). No loss of crew. Grounding in Makassar Strait.

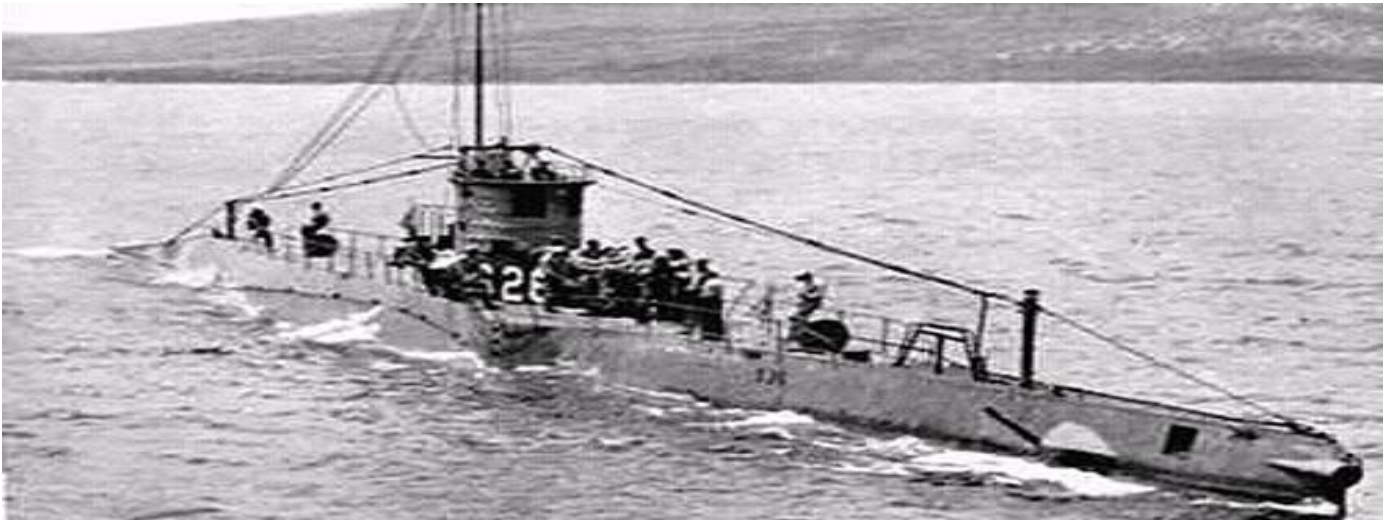
[USS S-26 \(SS-131\) 24-Jan-1942](#). 46 men lost. Collision in the Gulf of Panama.

[USS Argonaut \(SS166\) 10-Jan-1943](#). All hands lost (105). Enemy action of New Britain Island.

[USS Swordfish \(SS-193\) 12-Jan-1945](#). All hands lost (90). Enemy action near Okinawa.

USS S-26 (SS 131) January 24, 1942 - 46 Men Lost

S-26, led by LCDR E.C. Hawk, was lost on January 24, 1942 in the Gulf of Panama about 14 miles west of San Jose Light in three hundred feet of water. There were three survivors, two officers, one of whom was the Commanding Officer, and one enlisted man. These people were on the bridge at the time of the collision; the fourth person on the bridge, an enlisted man, was lost.



S-26 was proceeding from Balboa, C.Z. to its patrol station in company with S-21, S-29 and S-44 and an escort vessel, PC-460, at the time of the disaster. At 2210 the escort vessel sent a visual message to the submarines that she was leaving the formation and that they could proceed on the duty assigned. S-21 was the only submarine to receive this message. Shortly thereafter PC-460 struck S-26 on the starboard side of the torpedo room and the submarine sank within a few seconds.

Salvage operations were started immediately under Captain T.J. Doyle, USN, Commander Submarine Squadron Three and Submarine Base, Coco Solo, Canal Zone, and attempts at rescue were made, but without success. The submarine was not raised. She had previously made one war patrol, but had inflicted no damage on the enemy.

Submarines Lost During the Month of February

[USS Shark \(SS-174\)](#) **11-Feb-1942**. 59 men lost. Enemy action in northern Celebes Sea.

[USS Amberjack \(SS-219\)](#) **16-Feb-1943**. All hands lost (72). Enemy action off Rabaul Island.

[USS Scorpion \(SS-278\)](#) **1-Feb-1944**. All hands lost (77). Probably struck a mine in the Yellow Sea.

[USS Grayback \(SS-208\)](#) **26-Feb-1944**. All hands lost (80). Bomber by aircraft in the East China Sea.

[USS Trout \(SS-202\)](#) **29-Feb-1944**. All hands lost (79). Enemy action off China coast.

[USS Barbel \(SS-316\)](#) **4-Feb-1945**. All hands lost (81). Aircraft enemy action near Palawan.

USS SHARK (SS 174) February 11, 1942 - 59 Men Lost

After having transported Admiral Hart and other officials from Manila to Surabaya on her first patrol, SHARK, commanded by LCDR L. Shane, Jr., departed on January 5, 1942 for her second war patrol. She saw a torpedo, fired at her by an enemy submarine on January 6.

In anticipation of a possible enemy attack at Ambon (Amboina), COMSUBASIATIC told SHARK to contact Dutch submarines at the harbor entrance of that island. On January 25, SHARK was advised that heavy air raids on Ambon might indicate an enemy landing force moving toward the island.



Two days later SHARK was ordered to take station as part of a submarine group reconnoitering a major enemy move south through Molukka passage. On January 29, because another move toward Ambon was indicated, SHARK was ordered to cover the passage to the east of Lifoematola. The next day this was enlarged to include the area to Bangka Passage. On February 2 SHARK reported to Surabaya that she had been depth charged 10 miles off Tifore Island and that she had missed on one torpedo attack.

Five days later SHARK reported an empty enemy cargo ship heading northeast. In answer to these messages, Surabaya pointed out that such transmissions contained little information of use in appraising the situation, and that they might very possibly reveal to the enemy a position to avoid. No further messages were received from SHARK.

She was told on February 8 to proceed to Makassar Strait via the north coast of Celebes, and later was told to report information. Nothing further was heard from SHARK and on March 7 she was reported as presumed lost.

A Japanese report of antisubmarine attacks available now records at least three of which might have been on SHARK. One was east of Menado on northern Celebes on February 11, 1942; the second was north of Kendari on the southeast coast of Celebes on February 17, 1942; the third was east of Kandari on February 21, 1942. Also, in 1944, a Japanese press release claimed that an enemy subchaser rammed a U.S. Submarine in Manipa Strait in February 1942. No mention is made of this attack in official Japanese reports, but their reports were notoriously inaccurate and incomplete, especially during the early part of the war.

Since Dutch and English submarines were operating in the area patrolled by SHARK, it is impossible at this time to determine whether any or all of the above mentioned attacks were survived by submarines operating with our Atlantic Fleet. Loss of SHARK to an enemy minefield is deemed improbable, since the enemy was on the offensive at this time and would naturally hesitate to lay mines in the path of his advance down the Strait of Makassar. Thus indications point to the probability that SHARK was lost through enemy depth charge attack; however, the specific attack responsible for the loss cannot be determined. The one on February 11 off Menado is thought most likely, since SHARK had been ordered to northern Celebes.

Honoring Our Members on Eternal Patrol

*At present, we have listed
80 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
Bogges, Layne Forrest
10/6/08
Bradley, Richard
Bratley, Melton 7/9/08
Brigham, Paul 4/8/06
Bullough, Bruce 4/28/03
Coons, Bard S. 12/27/2006
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
Glad, Adrian D. 9/12/99
Grove, David
Hale, Robert 6/6/64
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 James 1/12/03
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.
Oxfurth, 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
Whitcomb, Robert
Winge, Don 1/1/05
Wolf, Brent 12/21/09

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



**USS Tullibee SSN-597 Association Members as of
23 November 2011 and Expiration of Membership Dates:**

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

Remember to visit the Ship's Store!!

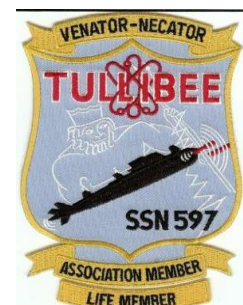
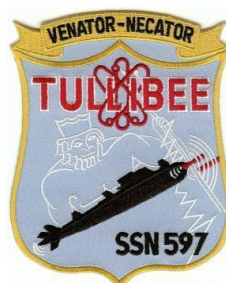
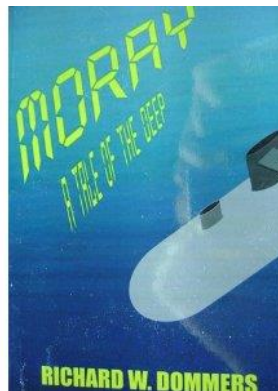
To order any of the items below, email Bill Keel at bill_597@yahoo.com

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



Side A

Side B



TULLIBEE TIMES
USS TULLIBEE SSN 597 ASSOCIATION

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

Website address: www.usstullibee.com



OUR CREED:

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

USS Tullibee SSN 597 Association Officers

<u>Commander</u>	Bill Keel	bill_597@yahoo.com	(815) 715-9966
<u>Vice Commander</u>	Tom Barnhart	n1sxu55@gmail.com	
<u>Secretary</u>	Dean Cosentino	d.cosentino@verizon.net	
<u>Treasurer</u>	Bill Keel	bill_597@yahoo.com	
<u>Historian</u>	Bill Weisensee	bwnw0527@tds.net	
<u>Reunion Committee Chairperson</u>	Bill Keel	bill_597@yahoo.com	
<u>Webmaster</u>	Paul Lambert	pgmlambert@yahoo.com	
<u>Webmaster</u>	Tom Barnhart	n1sxu55@gmail.com	
<u>Facebook</u>	Gerry Hazuka	gerryhazuka@yahoo.com	
<u>Storekeeper</u>	Bill Keel	bill_597@yahoo.com	