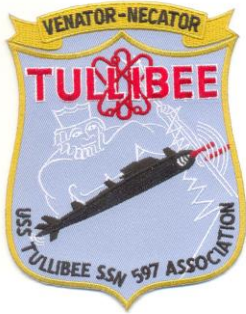




TULLIBEE TIMES



Published Quarterly by the
 USS Tullibee
 SSN 597 Association

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



Eighth Edition, 1 June 2012

Commander's Corner

It's summer! As a teacher, I'm always glad to see summer approaching. It's a time to catch up on all the things that I have neglected throughout the school year. Teaching and coaching multiple sports "allows" me to neglect some of my home duties. Unfortunately, this time of the year is time to catch up. I know many of you have similar fates! But, summer is also a time for vacation, family get togethers, outdoor barbeques, trips to the beach, and lazy days by the pool.

A big reason for my excitement as the summer approaches is that it is "Tullibee time." With a reunion every two years, I am either making my way to a reunion, or starting on the planning of the next one. I have had a number of people offer to help with the planning of the 2013 reunion in Groton, and I am grateful for the help!

Many who attended the last reunion in Groton (2009) reported that it was one of the largest submarine reunions that they had attended. Even management at the Groton Inn & Suites remarked that it was one of their largest submarine reunion dinners. That speaks well for the "smallest fighting nuclear submarine in the US Navy." As great as that reunion was, the goal for 2013 is to have an even larger and better reunion! And that is an accomplishable goal.

In order to have even more shipmates join us, we need to reach out to those who have not been contacted. We have had several new members join the Tullibee Association, and I have had contact with others that, until recently, never knew we had a web page, a Facebook page, or that reunions take place. It's exciting when I speak to people on the phone or have email correspondence with them and

they are excited to know that these things are available.

The goal of the association is to perpetuate the memory of SSN 597 and to reach out to all Tullibee veterans. If you know of someone that may not know about any of these things, please have them contact me, or give me their information and I will contact them. Can we reach everyone that ever had a part in the life of the Tullibee? Probably not. But, the objective is to reach as many shipmates as possible, and you can help!

I will be in Groton soon to meet with people who will be helping plan the 2013 reunion. If you live in that area and want to be a part of it, or just want to come by and say hello to some shipmates, let me know. If you are not in the area but want to help with the planning, shoot me an email or give me a call. I hope all of you have a great summer!

--Bill

Are you a member of the USS Tullibee SSN 597 Association? Being a member is not essential in order to get newsletters, attend reunions, or enjoy the camaraderie of shipmates, but it does help to maintain funds to ensure reunions and perpetuate the memory of the SSN 597 and those associated with her. If you are not a member, please consider joining.

Memberships

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 -----

Ship's Store

Remember that Tullibee items are available in our ship's store. I get a lot of emails from people claiming to be Tullibee and they sell Tullibee items. Remember, they usually are not associated with the USS Tullibee SSN 597 and their sales go to their private enterprises. That's good, and private enterprises make America run. But when you buy from the Tullibee Association, you are supporting the mission of the association, and we need your support!

We have the following items available:

- Golf shirts, with gold or silver dolphins
- Ball caps, with gold or silver dolphins
- Tullibee coffee mugs
- Tullibee T-shirts
- Zippo lighters with the boat's crest on one side and the T2 emblem on the other
- Tullibee patches, with the boat's crest
- T2 patches

You can see these items and prices on the webpage at www.usstullibee.com. If you are getting this newsletter by snail mail, drop me a note or give me a call and I'll send you a picture of the items that are available.



Navy News

Panel to Navy: Keep 12 Ballistic Subs - Navy Times, April 25
A minimum of 12 ballistic missile submarines must remain in service for the foreseeable future, a key congressional committee said, despite Navy plans to drop below that number beginning in 2029.

The provision is included in the markup of the House Armed Services seapower and projection forces subcommittee, which was released Wednesday.

Although 14 Ohio-class "boomers" are now in service, the fleet is scheduled to begin shrinking in 2027 as the oldest units are retired. Current Navy plans show the force dropping to 11 ships in 2029 and reaching 10 ships in 2032, where the level holds for a decade before starting to rise again as new replacement submarine come on line.

The markup - the first legislative process in assembling a defense authorization bill to send to the full House of Representatives - also approves a Navy request for a new multiyear procurement authority for Virginia SSN 774-class attack submarines.

The subcommittee granted MYP authority for 10 submarines beginning in 2014, and allows for incremental funding of the ships.

Other Navy-related provisions in the markup include:

- Authorization of an MYP for up to 10 Arleigh Burke DDG 51-class destroyers and allowance of \$3 billion for two ships in the 2013 program, the first year of the MYP.
- Granting an extension of the incremental funding of the future aircraft carriers CVN 79 and CVN 80 from a five-year period to a six-year period.

- Limiting spending on the refueling and complex overhaul of the aircraft carrier Abraham Lincoln to \$1.6 billion in 2013, the first year of a two-year incremental funding profile.

The markup also requires additional risk-reduction technology development for the follow-on aircraft of the Unmanned Carrier-launched Surveillance and Strike system — currently in technology development as the X-47B aircraft — and requires a “competitive acquisition environment” for the program. The markup notes the change in terminology from a “future unmanned carrier-based strike system” to “unmanned carrier-launched surveillance and strike system,” indicating an increased emphasis on the surveillance role. It also repeals a provision in the 2008 defense authorization law that required all new classes of combatant strike vessels to be nuclear-powered, a pet project of former Seapower subcommittee chairman Rep. Gene Taylor, D-Miss., who was defeated in the last elections.

The markup also directs the Navy to report on the issue of ship superstructure cracking, with an emphasis on the choice of superstructure material for the DDG 51 Flight III-class ships, the first of which is scheduled to be ordered in 2016. The subcommittee wants information “comparing the estimated construction costs for a deckhouse made of each of the three materials, or even a possible hybrid of two or all three, and then

compares the estimated lifecycle costs for the designed life of the ship.”

The markup makes no mention for producing any other information other than cost factors. The full committee will hold its formal markup sessions on Thursday.

Navy Accepts New Sub

By Michael Melia, Associated Press, May 4, 2012

GROTON — The chief of Naval operations accepted a new attack submarine on behalf of the U.S. military Wednesday and praised the builders for delivering it a year ahead of schedule and under budget.

On a visit to the Groton shipyard of Electric Boat, Adm. Jonathan Greenert described the construction of Virginia-class attack submarines as "probably our best program out there." Greenert also toured the submarine, which will be commissioned as the USS Mississippi in June, and pinned submarine badges known as "dolphins" on crew members' uniforms.

The Mississippi is the ninth of the Virginia-class submarines, which are built in partnership between Groton-based Electric Boat and Huntington Ingalls Industries-Newport News Shipbuilding in Virginia at a cost of about \$2.6 billion each.

"This company, this shipbuilding team, between here and down in Newport News, are giving us submarines earlier every time," Greenert said.

It was a proud moment for a submarine community that still faces clouds of uncertainty as the Pentagon looks to trim costs. Since the administration of President Barack Obama raised the specter of a new round of base closings in January, officials including the governor have been mobilizing to protect the Naval Submarine Base in Groton, which was nearly closed in 2005. U.S. Rep. Joe Courtney, a Democrat who accompanied Greenert on the tour, said it looks like no such

process will take place this year but officials need to remain vigilant.

"I feel very strongly that we've got a very powerful case in terms of the synergy with EB, among others, that this is a base that really should be of enduring value,"

Courtney told reporters. Asked for his perspective on how the Groton base might fare before a Base Realignment and Closure Commission, Greenert was more reserved.

"It's hard to say when you say you're going to have a BRAC round. It's a very deliberate process," the four-star admiral said. Still, he said the base has added value as a training center for the submarine force. "A lot of people don't talk about that piece of it."

The Navy has also proposed pushing back the construction timetable for a new class of ballistic missile submarines to replace the aging Ohio-class submarines, which form part of the U.S. nuclear deterrence strategy.

The military's latest budget delays procurement of the first sub by two years until fiscal year 2012 — a decision that Greenert said is driven partly by budget considerations.

Engineers already are working on the design for the Ohio replacements at Electric Boat, a division of General Dynamics Corp., and Greenert said he discussed the proposed delay with company executives.

"We need to look at it closely and make sure what we're doing is right and is sustainable, and right now I think it is," he said. Construction of the Mississippi began in February 2007, and it took just over five years to complete — roughly two years less than the first submarine in the class. It will be commissioned on June 2 in a ceremony in Pascagoula, Miss.

Greenert said the efforts of local contractors and sailors helped the Navy to dominate "the undersea domain."

"We do have the best submarine force in the world," he said.

Israel Gets Nuclear Missile-Capable Sub

Marine Link, May 4, 2012

In Kiel, a German-made submarine, capable of launching nuclear weapons, has been handed over to the Israel Defense Forces.

An official ceremony to hand over to Israel a Dolphin-class submarine, which can carry nuclear weapons, took place in the German city of Kiel, according to Rianovosti. The German-made submarine, named Tanin ("alligator" in Hebrew), is due to enter service in 2013, when all tests are completed.

The Tanin is the fourth submarine of the Israeli Defense Forces (IDF), and one of the country's most expensive defense contracts. Its construction costs are estimated at \$500 million, with one third being subsidized by the German government.

"The Navy and the submarine fleet constitute a deterrent, protective and strategic arm for the IDF and for the State of Israel," Defense Minister Ehud Barak said during the ceremony. A fifth submarine for the IDF is currently in the final stages of construction and is due to enter service in 2014. Earlier, Israel and Germany signed a deal to build the sixth submarine, due to be completed by 2017.

Women on subs talk mission, working with men

By Sam Fellman - Staff writer, *Navy Times*, Posted : Wednesday May 30, 2012 11:30:41 EDT

After intense training and hitting the fleet, 10 of the Navy's first female submariners gathered May 24 in Washington, D.C., to share their experiences over the past six months. The head of the submarine force hailed them as examples of the Navy's best and brightest.

"The Navy and the submarine force really garner the best people that the nation has to offer," said Vice Adm. John Richardson, who added these women were living proof that

the once all-male force “is opening up doors to more diversity and more talent.”

The transition began in November, when female officers began reporting to their boats. The first to add women were the ballistic-missile subs Wyoming and Maine and guided-missile subs Georgia and Ohio. Women are assigned to both the blue and gold crews for each sub. For the next year or so, the primary focus for the 18 female submarine officers will be earning the gold chest device, known as “dolphins” or “fish,” which demonstrates mastery of submarine operations.

“So far, the qualification process has been rigorous, but it’s also been a lot of fun,” said Lt. j.g. Tabitha Strobel, the main propulsion assistant on Georgia’s gold crew, who’s married to a submariner. “At the end of the day, what we want to do is drive the submarine, and the chances that we get to do that are extremely rewarding.”

Despite the training and briefings, it took one crew about a week to come to grips with their new shipmates.

“At first, the guys were a little more timid, just because they hadn’t worked with females on a day-to-day basis,” said Lt. Britta Christianson, supply officer on Ohio’s gold crew, recalling her November 2011 check-in. “But after a week, they warmed up and we were just like brothers and sisters — fighting for the bathroom.”

Men and women take turns using the two available heads; women note their presence with an “occupied by female” sign.

Crew members have had to watch their language, beyond avoiding lewd jokes. After years of tacking “sir” onto every report, request and reply, sub sailors have to add “ma’am” to their vocabulary. Still, the occasional slip-ups don’t bother one officer.

“If they call me ‘sir,’ then I know that they’ve fully accepted me,” said Lt. j.g. Vanessa Esch, the electrical officer on Ohio’s blue crew. “They see me as an officer, not as a woman. So that’s good.” The historic transition has not been without issues. Two of the original eight supply officers — lieutenants

chosen to be role models for the young submariners arriving at their boats straight from training — were pulled from their crews in March and charged two months later for allegedly filing false travel claims for roughly \$4,500 each. After an investigation, another female supply officer was exonerated.

The next batch of 15 female submariners and five supply lieutenants is slated to begin arriving at boats in January 2013, according to submarine force spokeswoman Cmdr. Monica Rousselow. The next two subs to be integrated are the guided-missile sub Florida and ballistic-missile sub Louisiana, she said.

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Submarine Market Seems to be on Solid Ground

Defense-update.com, May 2

The military submarine market is expected to continue growing in a modest pace through the second decade of the 21st century, as naval forces are inducting modern, more capable submarines, designed for extended operational missions at sea.

Along with the growth of the submarine fleets, there is a growing interest in combat systems, sensors, defense systems countermeasures, as well as the means for integrating submarines with surface and joint operations, the ‘ICD global submarine market report 2011-2012’ indicated.

Submarines form an essential core of today’s naval fleets as a result of their flexible mission capabilities and ability to complement other strategic resources. Worldwide, 41 countries possess submarine capability and together operate 450 submarines.

Most of these nations are modernizing their fleets or increasing them as a result of changing security situations. A total of 155 submarines are to be procured over the forecast period, costing US\$188.8 billion. North America is set to constitute 46.27% of the global submarine market during the forecast period, followed by Europe with 24.48%, Asia with

24.35% and Latin America at 4.55%. With the dramatic growth of major Asian fleets, Asia-Pacific is expected to significantly impact the submarine market throughout this decade.

The rise of regional powers with ambitions for power projection coupled with a growing sense of hostility and a resulting arms race in Asia-Pacific is driving the submarine market.

The need to replace a Soviet era submarine fleet, rising maritime threats such as piracy, transnational terrorism and growing demands to protect sea lanes and communication lines are also important factors behind the desire for a strong submarine capability.

Submarines by category: 102 conventional Submarine Hunter Killer types (also called attack submarines – SSK), 37 nuclear-powered attack submarines (SSN) and 16 Nuclear powered Ballistic Missile carrying Submarines (SSBN) are to be built across the globe over the forecast period. Major markets for SSKs include Brazil, India, Turkey and Vietnam, which have planned procurements in place. The SSN market is dominated by the US, which is planning to buy 21 SSN’s across the forecast period. A total of 16 SSBNs are planned to be procured during the forecast period at a value of US\$57.1 billion, which includes the cost of R&D of the US SSBN (X) and the UK’s SSBN (R) programs.

Evolving technology & changing mission profiles

The improvements in underwater sensor and propulsion technologies have resulted in extended underwater endurance, as in the case of diesel electric submarines through the aid of an Air Independent Propulsion system. This has broadened the operational scope of today’s submarines, extending its mission profile to include enhanced ISR operations and Special Forces insertion and extraction.

Developments in sensor and stealth technology have resulted in the boats undertaking covert operations near enemy territory

and in littorals with near impunity to enemy sensors.

Navies Opt for Improved Capabilities to Cope with Force Reduction, Budget Cuts

The reduction in defense budgets in the Western world combined with changes in the global strategic security situation and the advent of sophisticated technology has brought about an immense change to the submarine market. Rising economic powers such as China, Brazil and India and their neighbors will increase expenditure on acquiring submarines and on developing the necessary submarine industrial base. The overall reduction in submarine orders in the West have forced the industry to reinvent the production process, turning to modular production processes and

cutting down on manufacturing cost and time.

The increasing cost of technology development and its rapidly changing nature has driven the submarine industrial base to adapt to modular and flexible systems architecture, which has long term benefits such as ease of upgrade installation and through life support.

It also helps to easily switch between various mission profiles by swapping modules. Varying mission profiles has in turn resulted in the adaptation of a flexible payload to effectively deal with varying threats. Shifts in submarine procurement patterns to stimulate collaboration and consolidation

The above factors have led to

increasing collaboration amongst the submarine industrial base (SIB) present within a country. The decrease in demand in the West, which has a matured SIB, and the increasing demand from the rest of the world, which has limited industrial capability but stable financial growth, has resulted in cross border consolidation.

The political will and limited restrictions in transferring sensitive technology have also led to growing license production through technology transfer agreements, a trend that is expected to increase during the forecast period.



“We Shall Never Forget”

FLEET ADMIRAL CHESTER W. NIMITZ, U.S. NAVY
FEDERAL OFFICE BUILDING
SAN FRANCISCO 2, CALIFORNIA

We, who survived World War II and were privileged to rejoin our loved ones at home, salute those gallant officers and men of our submarines who lost their lives in that long struggle. We shall never forget that it was our submarines that held the lines against the enemy while our fleets replaced losses and repaired wounds.

C. W. Nimitz, Fleet Admiral, USN.

Submarines Lost/Damaged During the Month of January

USS E 2 (SS 25) 15 Jan 1916. Four men lost.
USS S-36 (SS-141) 20-Jan-1942. No loss of crew.
USS S-26 (SS-131) 24-Jan-1942. 46 men lost.
USS Argonaut (SS-166) 10-Jan-1943. All hands lost (105).
USS Scorpion (SS-278) 5-Jan-1944. All hands lost (78).
USS Swordfish (SS-193) 12-Jan-1945. All hands lost (90).

Submarines Lost/Damaged During the Month of February

USS Shark (SS-174) 11-Feb-1942. 59 men lost.
USS Amberjack (SS-219) 16-Feb-1943. All hands lost (72).
USS Grayback (SS-208) 26-Feb-1944. All hands lost (80).
USS Trout (SS-202) 29-Feb-1944. All hands lost (79).
USS Barbel (SS-316) 4-Feb-1945. All hands lost (81).

Submarines Lost/Damaged During the Month of March

USS F-4 (SS-23) 25-Mar-1915. 21 men lost.
USS H-1 (SS-28) 12-Mar-1920. Four men lost.
USS Perch (SS-176) 3-Mar-1942. 60 taken prisoner, 52 survived the war.
USS Grampus (SS-207) 5-Mar-1943. All hands lost (72).
USS Triton (SS-201) 15-Mar-1943. All hands lost (74).
USS TULLIBEE (SS-284) 26-Mar-1944. 79 men lost, 1 taken POW and survived the war.
USS Kete (SS-369) 20-Mar-1945. All hands lost (87).
USS Trigger (SS-237) 28-Mar-1945. All hands lost (91).



USS TULLIBEE SS-284

Tullibee I

(SS-284: dp. 1,626 (surf.), 2,424 (subm.); l. 311'6"; b. 27'2"; dr. 16'3" s. 20.26 k. (surf.), 8.76 k.(subm.); cpl. 80; a. in 21" tt., 1 4"; cl. Gato)

The first Tullibee (SS-284) was laid down on 1 April 1942 at Mare Island Calif., by the Mare Island Navy Yard, launched on 11 November 1942, sponsored by Mrs. Kenneth C. Hurd; and commissioned on 16 February 1943, Comdr. Charles F. Brindupke in command.

Tullibee held shakedown training from 8 to 30 April and departed for Hawaii on 8 May. She arrived at Pearl Harbor on 16 May and held further training exercises in Hawaiian waters. Numerous air fitting leaks developed, and she was docked for repairs twice. When this proved ineffective, the submarine entered the navy yard until 11 July.

On 19 July, Tullibee got underway for the Western Caroline Islands and her first war patrol. On the 28th, she sighted a passenger-cargo ship, accompanied by an escort and an aircraft that prevented an American attack. On 6 August, the submarine began patrolling the Saipan-Trok traffic lanes. Five days later, she sighted smoke on the horizon which proved to be three freighters with an escort. Tullibee closed the range to 2,700 yards; fired one torpedo at the ship on the right and three at the vessel on the left. As the submarine fired the first torpedo, a ship rammed her and bent her number one periscope. She went deep and was depth charged by the escort as the ships sped away. As they had been set to run at a depth of 16 feet-too deep for the draft of the largest target-none of the torpedoes exploded.

On 14 August, Tullibee sighted a convoy of three freighters with an escort and began an end-around run to get into good attack position. She fired a torpedo from a range of 3,000 yards and went deep. It missed, and she returned to periscope depth to fire three torpedoes at the last ship. It apparently saw their wakes as it turned and combed them. The submarine again went deep. When she surfaced, the targets had escaped. On the 22d, Tullibee sighted a convoy of five ships escorted by two destroyers; closed to 2,000 yards; and fired three torpedoes at the nearest freighter. Two minutes later, she fired three more at another ship. As she went deep to avoid a destroyer heading her way, she heard one explosion. She soon heard the bursts of two more torpedo explosions, followed by breaking up noises. When she surfaced, she sighted over 1,000 empty 60-gallon oil drums, but no ships. Postwar examination of Japanese records indicated that Tullibee had damaged one freighter and had sunk the passenger-cargo ship Kaisho Maru. The patrol terminated when the submarine reached Midway Island on 6 September.

On 28 September, Tullibee began her second war patrol. Her assigned area was in the East China Sea between the Ryukyus and the China coast. On 4 October, she sighted a convoy of nine passenger-cargo ships with three destroyer escorts. The submarine pulled well ahead of the convoy and tracked them until the next morning. At 0068, she fired a spread of three torpedoes at a large freighter with one hitting the target a minute later. Another spread of three from the bow tubes produced two hits on a heavily laden cargo ship. Minor explosions and breaking up noises began immediately as Chicago Maru sank. Twelve days later, Tullibee contacted a convoy of seven ships with three escorts which later separated into two groups; one hugging the China coast and the other heading for Pescadores Channel. She attacked the largest ship in the last group with six torpedoes. One hit the target. The submarine began an end-around run and fired four torpedoes at another ship. Two torpedoes soon broached, and Tullibee broke off the attack. She went deep and rigged for silent running to evade the escorts. On 6 November, the submarine was running submerged near Okinoyerabu Shima when she sighted a large, three story building on the island. She surfaced and fired 65 shells into the barracks before retiring at full speed. She began the voyage back to Hawaii the next day and reached Pearl Harbor, via Midway, on the 16th. Her official score for this patrol was one passenger-cargo ship sunk, a tanker damaged, and a passenger-cargo ship damaged.

Tullibee's third patrol was in a wolf pack with Halibut (SS-232) and Haddock (SS-231). The trio sortied from Pearl Harbor on 14 December 1943 for the Marianas to intercept enemy shipping plying between Truk and Japan. On 2 January 1944, Tullibee sighted a Japanese I-class submarine on the surface and fired four torpedoes at a range of 3 000 yards. The enemy saw the wakes and combed tie four of them as Tullibee was forced deep by an enemy floatplane which dropped six bombs.

On 19 January, Haddock reported that she had damaged the Japanese aircraft carrier Unyo which limped to Saipan. Tullibee sighted the carrier there on the 26th, close ashore and well protected by escorts and aircraft. The submarine remained on station for several days awaiting an opportunity to sink the carrier. However, when she surfaced on the 28th, she learned that the carrier had slipped away. Three days later the submarine made radar contact with two targets. She fired three torpedoes at what appeared to be a freighter and swung left to fire one at the escort. The first target, net tender Hiro Maru, took two hits; disintegrated, and disappeared in about one minute. The torpedo fired at the escort missed, and the submarine went deep to evade. Tullibee cleared the area the following day and returned to Pearl Harbor on 10 February.

On 6 March, Tullibee stood out of Pearl Harbor to begin her fourth war patrol. Nine days later, she called at Midway to top off her fuel and then proceeded to her patrol area in the Palaus. She was scheduled to support carrier strikes against those islands on 30 and 31 March. On 26 March, Tullibee arrived on station and began patrolling. The next day, she made radar contact on a convoy consisting of

a large passenger cargo ship, two medium-sized freighters, a destroyer and two other escorts. The submarine made several surface runs on the transport but kept losing her in rain squalls. Tullibee finally closed to 3,000 yards and fired two torpedoes from her bow tubes at the target. About two minutes later, the submarine was rocked by a violent explosion. Gunner's Mate C. W. Kukyendall—on the bridge at the time—was knocked unconscious and thrown into the water. When Kukyendall—the sole survivor—regained consciousness, the submarine was gone. Apparently, one of her own torpedoes ran a circular course and sank the submarine which had launched it. Tullibee was struck from the Navy list on 29 July 1944.

Tullibee received three battle stars for World War II service.

(<http://www.navyhistory.com/Submarine/tullibee.html>)

Submarines Lost/Damaged During the Month of April

USS S 49 (SS 160) 20 April 1926. Four men lost.

USS Pickerel (SS-177) 3 April 1943. All hands lost (74).

USS Gudgeon (SS-211) 18 April 1944. All hands lost (80).

USS Grenadier (SS-210) 22 April 1943. 61 were taken prisoner, 57 survived the war.

USS Snook (SS-279) 8 April 1945. All hands lost (84).

USS Thresher (SSN 593) 10 Apr 1963. All hands lost (129) including 22 shipyard workers.

USS Bonfish (SS 582) 24 Apr 1988. Three personnel lost.

Submarines Lost/Damaged During the Month of May

USS Squalus (SS-192) 23-May-1939. 26 men lost with 33 rescued.

USS Lagarto (SS-371) 4-May-1945. All hands lost (86).

USS Stickleback (SS 415) 30-May-1958. No loss of life.

USS Scorpion (SSN 589) 22-May-1968. All hands lost (99).

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 Bonfish (SS-223) 18-Jun-1945. All hands lost (86).



Honoring Our Members on Eternal Patrol

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

Adams, Michael 1/1/72
Adler, Leonard, 3/1/11
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
Farnon, Thomas E., 5/23/12
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
31 May 2012 and Expiration of Membership Dates:**

1. Anderson, Robert	Life Member	42. Keel, Bill	Life Member
2. Arnstam, Mark	Life Member	43. Kippely, Martin	Life Member
3. Arnstam, Cindy	Associate Life Member	44. Koch, Howard	End of 2012
4. Ash, Sandi	Honorary Life Member	45. Kuemper, Roger	Life Member
5. Bannister, David	Life Member	46. Kuykendall, Clifford	Honorary Life Member (SS 284)
6. Barnhart, Tom	Life Member	47. Lesnet, Michael	Life Member
7. Baumstark, James	Life Member	48. Lister, William	Honorary Life Member (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, Roy	Life Member
11. Bode, Robert	Life Member	52. McGann, William	Life Member
12. Bunting, Charles	Life Member	53. McKeon, James	Honorary Life Member (SS 284)
13. Burt, Stephen	Life Member	54. Meinert, William, Sr.	Life Member
14. Cassell, Michael	Life Member	55. Munro, Jake	Life Member
15. Clark, Mark	End of 2013	56. Newcomer, Garry	Life Member
16. Coffman, Gary	End of 2012	57. Norgard, Gary	Life Member
17. Coons, Betty	Associate Life Member	58. Onorato, Howard	Life Member
18. Coons, Robert	Life Member	59. Peluso, Joseph	Life Member
19. Coover, Larry	Life Member	60. Peterson, Scott	End of 2013
20. Corcoran, William	Life Member	61. Raby, Tom	Life Member
21. Cosentino, Dean	Life Member	62. Reed, Robert R.	Life Member
22. Cowles, William	Life Member	63. Reinmann, Paul	Associate Member End of 2012
23. Davis, John	Life Member	64. Repphun, Brian	Life Member
24. Doe, Barry	Life Member	65. Riley, John	Life Member
25. Dommers, Richard	Life Member	66. Rogers, Alton	Life Member-Plank Owner
26. Donahue, Tom	End of 2012	67. Romberg, Wayne	Life Member
27. Drooker, Michael	Life Member	68. Salisbury, Tom	Life Member
28. Dunckel, David	Associate Life Member	69. Sandberg, Jack	Life Member
29. Dunkin, Robert	Life Member	70. Seavers, David	Life Member
30. Dvorak, Dave	Life Member	71. Shew, James	Life Member
31. Elmer, Jim	Life Member	72. Simmons, Richard	Life Member
32. Ewan, Joel	Life Member	73. Stein, Randy	End of 2012
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. Visner, Samuel	Associate Life Member
38. Hargan, Tony	Life Member	79. Walker, Kelly	Life Member
39. Holstrom, Anton	End of 2012	80. Warrick, James R.	End of 2013
40. Ingraham, Collin	Life Member	81. Weisensee, William	Life Member
41. Jestus, Gene	Life Member	82. Wigley, Lawrence	Life Member
		83. Wilkerson, Michael	Life Member
		84. Young, John	Life Member

*Not a member of the
USS Tullibee SSN 597 Association?*

Add your name to the list!

Remember to visit the Ship's Store!!

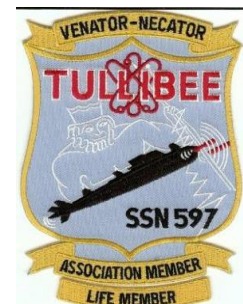
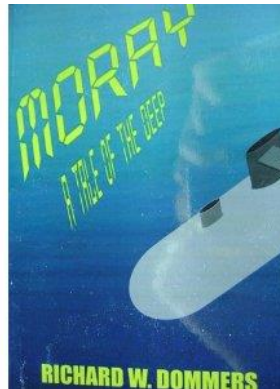
To order any of the items below, email Bill Keel at bill_597@yahoo.com

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	