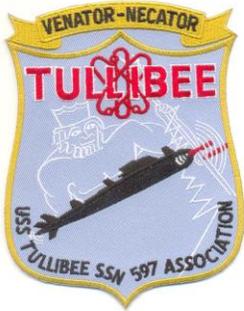




TULLIBEE TIMES



Published Quarterly by the
 USS Tullibee
 SSN 597 Association

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Tenth Edition, 15 January 2013



Commander's Corner

Happy New Year! I hope all of you are enjoying a happy new year and that 2013 is a great year for you. There is a lot of chatter on the Tullibee Facebook page, and it seems like we are continuing to find old shipmates. Please continue in this endeavor. Our goal is to account for 100% of all T2 sailors!

One of the most common comments I receive from recently found crewmembers is that they wished they knew about the reunions sooner and that they are sorry they missed them. Unfortunately, this is also the comment I hear from families of those on Eternal Patrol.

We recognize that as we go further into that realm of aging, our past becomes much more important to us, and one of the things that we all appreciate and remember fondly is earning our dolphins and serving aboard Tullibee.

Granted, it wasn't always the stuff happy memories were made from, but if you are like me, you put the bad things in the back of your memories and have concentrated on the good! Hopefully, we will be able to grow the reunions and have more people be involved. Everyone cannot, or will not want to, attend each one; however, by having them every two years, it will afford everyone the chance to catch one from time to time. Please see the information on the next page about the upcoming reunion in July. It will be here before we know it!

Best wishes to all of you and your families for a blessed and happy 2013!

--Bill



Are You a Member of the USS Tullibee SSN 597 Association?

Have you joined the Tullibee Association? The cost is just \$10 per year or a low lifetime membership rate (see page 3). The monies we receive for the Association memberships and the small profit we make from the sales of memorabilia keep us afloat and help to put on reunions. If you were a member, but the membership has lapsed, or if you have not yet joined, please consider doing so. Thanks to all of you that are current members!



USS TULLIBEE SSN 597 REUNION

The reunion of the crew of the USS Tullibee SSN 597 is just six months away! Mark the dates on your calendar and make plans to attend. Four years ago, we met in Groton and had over 100 shipmates in attendance (176 in all, including family and friends). Can we top this?

The next reunion of the crew of the USS Tullibee, SSN-597 will be
18-21 July 2013, in Groton, Connecticut.

The host hotel is Groton Inn and Suites.

To make reservations:

Groton Inn and Suites

99 Gold Star Highway, Groton, CT, 06340

860-445-9784 or 800-452-2191

Room Rates: \$102/night + tax (Deluxe Suites addl \$20/night)

Thursday, 18 July 2013: Registration and Reception, 6 PM - 10 PM, Groton Inn and Suites

Friday, 19 July 2013: Reunion Dinner, Groton Inn and Suites.

Saturday, 20 July 2013: Tullibee Picnic, Admiral Fife Recreation Area, Pavillion

Sunday, 21 July 2013: Breakfast and Departure

We are working on activities such as a sub base tour, boat tour, "return to sub school," Memorial Service at Submarine Memorial New London for T2 sailors on Eternal Patrol, a visit to the Historic USS Nautilus Museum, and other activities. A full reunion itinerary will be posted on the Tullibee Decklog page Reunion site when it is completed.

USS Tullibee SSN 597 Association

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;

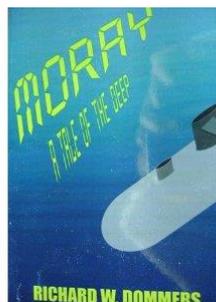
Age 60-64: \$75.00;

Age 50-59: \$100.00;

Age 49 and under: \$150.00.



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



SHIP'S STORE

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



The USS Tullibee Facebook Page has 141 members! Are you keeping in touch with your shipmates? This is a great way to communicate with them. It is a closed group, but ask, and you will be added!



Navy News

Report: Fire can melt NWUs to your skin

NavyTimes - By Mark D. Faram and Sam Fellman, Dec 12, 2012

The Navy working uniform will melt when exposed to flames, a new report has found, potentially putting sailors at risk. The digital blue NWUs — which are not rated as a flame-resistant uniform — are made of a 50/50 nylon-cotton blend that “will burn robustly until completely consumed,” according to the results of a mid-October test conducted by Navy Clothing and Textile Research Facility in Natick, Mass.

But not only that: Its nylon material “melts and drips as it burns,” according to the Oct. 15 report, which was obtained by Navy Times. “If this sticky molten material came in contact with skin it would contribute to increased burn injury...”

Sailors have been told by Navy leadership it’s OK to respond to fires in NWUs. Meanwhile, the testers concluded the uniform “is not recommended” in cases “where there is potential for a flame or thermal threat.”

The findings call into question the protection offered by one of the fleet’s newest and most common uniforms, worn in squadrons, submarines and ships — industrial environments where sailors face the threat of fire from fuel, jets, machinery and electrical circuits. Navy officials are reviewing uniform requirements, said Adm. Bill Gortney, head of Fleet Forces Command, in a Dec. 12 message sent to all commanders, commanding officers, officers in charge and command master chiefs.

“Informed by this impromptu test and in coordination with the uniform board, [Pacific Fleet Commander Adm. Cecil Haney] and I will continue to review the requirements for — and flame

resistant qualities of — working uniforms, including the Type 1 NWUs,” he said. “We will explore long-term solutions that afford our sailors the right protective clothing, aligned with the tasks they are required to perform in various operating environments.”

Gortney, in his message, ordered officers to ensure that their sailors know Type 1 NWUs are not flame resistant.

There hasn’t been a fleet requirement for a flame resistant working uniform since 1996. But Gortney’s message makes no mention of the uniform’s potential to melt and exacerbate burn injuries, as outlined in the test. It’s unclear whether the Navy knew about the melting problem until now.

Gortney wants assurances from his officers that sailors “have been properly issued flame resistant organizational clothing” for duties such as damage control personnel, fire fighters and welders.

Two months after discovering the NWUs are flammable, officials have made no move towards recalling the uniforms or changing their fire-fighting guidance. But in 2010, Navy officials pulled the sale of a blue T-shirt — specifically to prevent sailors from wearing it under their NWUs — because of concerns it would melt under flame and could even fuse to a wound.

Sailors are instructed to extinguish fires immediately, if at all possible, and officials reiterated last year that the blue-and-gray uniforms were cleared for these instances. But the fact that NWUs melt when exposed to flame puts that guidance into question. Researchers tested the blue NWU uniform in mid-October as part of a larger electrical safety review. In the Natick test, testers hung 3-by-12-inch strips of NWU material alongside strips of flame-resistant Army and Marine uniforms, exposed them to flame for 12 seconds and observed the results.

The Army and Marine combat uniforms tested were made of flame-resistant materials. They didn’t burn after the flame was

removed, experienced no melting and were only charred from 3 to 4 inches.

The NWUs ignited. The entire strip burned. Plastic fibers melted. “All material samples totally consumed by robustly burning flames,” the observers noted in their report, noting that the uniform burned for longer than 60 seconds after the flame was removed.

The fleet has a number of flame-resistant uniforms such as engineering coveralls, flight suits and damage control gear. Like the Army and Marine combat gear, these uniforms are rated to withstand flame and experience minimal charring.

Navy spokesman Rear Adm. John Kirby said he wants sailors to know this issue is being taken seriously.

“We still consider the safety of our sailors to be a paramount concern of ours,” he said. “This test ... was made available to leadership in a pretty quick fashion.”

Submarine Vets Call for USS Scorpion Inquiry

Dan Vergano, USA TODAY, Nov 16, 2012



U.S. NAVAL HISTORY AND HERITAGE COMMAND VIA GANNETT. The Scorpion is seen in April 1968. It went down the next month.

By Dan Vergano - USA Today
Posted: Thursday Nov 15, 2012

A veterans group of submariners is calling for a new investigation of the unexplained accident that sank the U.S. nuclear attack sub USS Scorpion more than 40 years ago.

The Scorpion went down May 22, 1968, killing 99 men and foundering 11,220 feet underwater in the middle of the Atlantic Ocean.

The sub carried two nuclear torpedoes and a reactor. A Navy Court of Inquiry found that year that “the cause of the loss cannot be definitively ascertained,” leaving the sub’s demise a matter of controversy for decades.

Last month, the U.S. Navy denied a proposal by marine disaster experts to investigate the shipwreck, triggering the latest call for finally determining what sank the Scorpion.

“One can hope that the Navy will listen to us,” says Thomas Conlon of the U.S. Submarine Veterans, a 13,800-member organization of former submarine service members dedicated to memorializing lost submariners. The organization sent a letter Nov. 5 to Navy Secretary Ray Mabus with the “request that the United States Navy officially reopen the investigation of USS Scorpion.”

At least 11 family members of the crew who died on the sub have joined in the call for the expedition.

In May, a team led by former U.S. naval officer Paul Boyne proposed to the U.S. Navy Heritage and History Command in Washington that it would send an undersea robot to resolve unanswered questions about the tragedy. After a summer of contentious correspondence, the Navy denied the permit, citing the lack of an archaeological plan.

In a follow-up letter, U.S. Navy Rear Adm. Barry Bruner warned Boyne against undertaking any unauthorized dive of the wreck, citing the “Sunken Military Craft Act” law. “That law allows the Department of the Navy to make the determination on whether or not a requested dive might potentially disturb, remove or injure a sunken military craft,” U.S. Navy Cmdr. Brenda Malone says.

Boyne says he just wants to know “why did these men die?” He presented a new explanation for the loss of the sub at a marine forensics symposium in April. “We don’t know why this ship went down, yet they are treating this like there is nothing to see here and we should just move along,” he said.

Boyne says the expedition

team still plans a “recreational” investigation of the wreck, which rests in international waters at a location the U.S. Navy considers “secret,” according to Malone. “The absence of a permit for cultural preservation and archeological matters on lands of the U.S. does not affect this recreational dive in the middle of very international waters,” Boyne replied to the Navy in a letter sent Nov. 15.

(In response to USA Today inquiries made in June, Malone said the nuclear torpedoes and reactor that went down with the submarine are “monitored,” but she could not discuss further details.) The Navy has tested the water around the submarine for radioactive releases, at least as recently as 1998.

Theories about the Scorpion’s demise range from a torpedo self-firing into the ship to a battery explosion. There is also Boyne’s suggestion that rubber bearings holding its propeller shaft failed. He says that may have led to a catastrophic failure, spilling water through the propeller shaft opening into the sub too rapidly for the ship to be raised to the surface.

In the denied proposal, the team planned to send a robot sub to the wreck to photograph the displaced shaft. The robot would have sent a small tethered camera into the ship’s engine room to examine the damage to the coupling that held the shaft. Although sending robots to 11,800-foot depths was very difficult when the sub sank, recent decades have seen advances in deep-sea submersibles.

The “recreational” expedition being considered would be led by Wreck Diving Magazine and the accident investigation firm Marine Forensic & Investigation Group (MFI Group) of Summerville, S.C.

“A few details are still being worked out, but the expedition will go next year,” MFI Vice President Charles George says.



Submarine San Francisco

Leaves on Deployment

by Gary Robbins, Dec. 18, 2012

The fast attack submarine San Francisco left Point Loma Tuesday for a six-month deployment to the western Pacific, says the Navy. The boat, commissioned 31 years ago, went to sea with a crew of roughly 140 sailors. The Navy said San Francisco's mission involves "maritime security, forward presence, sea control, and power projection."

The San Francisco has been homeported here since 2009. The boat was moved to Point Loma after it underwent a bow replacement that became necessary after the San Francisco slammed into an underwater seamount more than 400 miles southwest of Guam in 2005. San Francisco is one of six Los Angeles-class nuclear-powered submarines homeported at Point Loma. One of those boats, the Topeka, just arrived at the Portsmouth Naval Shipyard in Kittery, Maine for a three year overhaul. Earlier this year, Topeka completed a 35,000 mile mission in the western Pacific.

NAVY RED-FACED AS NUKE SUB STRANDED IN THE USA

Express.co.uk - By Paul Gilbride, December 17, 2012



HMS Vigilant - one of the Royal Navy's Trident submarines

THE Royal Navy faced demands last night to explain how a nuclear-powered submarine was left stranded in the United States after its rudder broke.

HMS Vigilant, which carries some of the UK's Trident ballistic missiles, is understood to be undergoing repairs at a US naval base at Kings Bay in Georgia, near Florida.

The vessel, which recently underwent a £350million "mid-life" refit, was disabled while returning to the Faslane naval base on the Clyde after test-firing an unarmed Trident missile off the coast of Florida on October 23.

The Ministry of Defence has released few details of what happened but one submariner on Vigilant revealed that the boat's planned schedule had been disrupted when he complained on Twitter that he was "stuck in the USA for Christmas."

A MoD spokesman said: "While returning to the UK after the successful firing of an unarmed Trident II D5 missile, HMS Vigilant suffered a defect to her rudder. "This is not nuclear-related and the crew and boat have safely returned to port where the defect is being assessed."

HMS Vigilant is one of four Vanguard Class nuclear, which maintain the UK's nuclear deterrent. One submarine is meant to be patrolling the seas 24/7 as part of a policy of "continuous at-sea deterrence".

It was only handed back to the Navy for operational use in June following a three-year overhaul with Babcock Marine at Devonport Dockyard in Plymouth. Known as a "long overhaul period" the work included the installation of improved weapons equipment.

A new reactor core – which provides the power for the 15,000-tonne vessel – was also fitted.

Critics questioned how a submarine that had just undergone such an extensive and expensive overhaul could immediately break its rudder.

John Large, an independent nuclear safety analyst and specialist engineer, said: "The

Navy is probably very concerned about this. It may be that the maintenance work caused the problem.

"I would imagine the boat would have to surface, which is a disaster for a stealth submarine because it can be seen."

John Ainslie, coordinator of the Scottish Campaign for Nuclear Disarmament, said that repairs would delay when Vigilant becomes fully operational.

He added: Rather than rushing to patch up the rudder, the MoD should follow the Liberal Democrats' advice and end continuous at-sea deterrence. "Then they can take as long as they like to fix this problem."

Another Trident submarine, HMS Vanguard, collided with a nuclear-armed French submarine, Le Triomphant, in February 2009 somewhere in the Atlantic. Both boats had to return home for repairs.

The Vanguard submarines will be replaced from 2028 by the Successor which is currently being designed by British companies.

U.S. anti-submarine capability is eroding, and it may be too late to turn it around

*The Aerospace & Defense Blog
by John Keller*



Here's a not-so-comforting thought. The U.S. Navy's anti-submarine warfare (ASW) skills are getting rusty during the same period that quiet submarine technology in China and Iran is improving at a noticeable rate.

I wish that were the only bad news on the submarine warfare front, but it isn't. We have U.S. ASW capability going backward, submarine capability of U.S. strategic adversaries going forward, and U.S. Navy capability as a whole in decline, according to a top Navy official.

"We're long past the point of doing more with less," says Under Secretary of the Navy, Robert Work. "We are going to be doing less with less in the future."

Work was quoted in an AOL blog by Sydney J. Freedberg Jr. Headlined U.S. Military Will Have To Do 'Less With Less': Hill Must Vote On Money.

Freedberg wasn't finished there, however. "The capacity of the US and allied navies to hunt enemy submarines has suffered even as potential adversaries like China and Iran have built up their sub fleets," he blogged in a piece headlined Navy's Sub-Hunting Skills Declined While China, Iran Built More Submarines.

The subtle message here is that vital U.S. Navy ASW capability is eroding due to a longtime emphasis on counter insurgency, and with strong prospects for a dwindling future Navy budget, it might already be too late to turn around the ASW decline.

Yikes.

You can talk about stealth aircraft technology all you want, but there's really only one kind of military stealth vehicle on the planet, and that's the submarine.

Stealth aircraft might have low radar cross sections, but they still can be seen with the naked eye, and heard from long distances. Aircraft, no matter what their futuristic shapes, have a difficult time hiding from ever-more-sophisticated electro-optical sensors.

Land vehicles? They still have substantial infrared signatures, and they can be seen and heard just like aircraft. Surface ships? Please. Big metal objects against a cool, flat surface. Not much ability to hide there.

But submarines, they're a different story. It's true that ASW technology is advancing

throughout the world, and today's advanced diesel-electric submarines are as close to silent as you can get.

The ocean, however, is a difficult and unpredictable environment in which to hunt submerged vessels. Water columns at different depths, water densities, and salinity levels often can be a difficult, if not impossible, barrier to even the most sophisticated sonar sensors.

Sophisticated U.S. submarines for decades have enjoyed the ability to hide from almost everyone. Today, however, it's getting tougher to do as adversaries make up technological ground quickly.

It wouldn't seem to be the most advantageous time to see U.S. ASW capability slipping, but there it is. Something else to think about as we careen ever-closer to that fiscal cliff.

VA Eliminates Verification Report

Military.com - Dec. 31, 2012

The Department of Veterans Affairs has announced that it is cutting red tape for veterans by eliminating the need for them to complete an annual Eligibility Verification Report (EVR). VA will implement a new process for confirming eligibility for benefits, and staff that had been responsible for processing the old form will instead focus on eliminating the compensation claims backlog. All beneficiaries currently receiving VA pension benefits will receive a letter from VA explaining these changes and providing instructions on how to continue to submit their unreimbursed medical expenses. More information about VA pension benefits is available at the VA Pension Benefits webpage at www.benefits.va.gov/pension and about other VA benefit programs on the joint Department of Defense--VA web portal eBenefits at www.ebenefits.va.gov.

For complete guides on veteran benefits, visit the Military.com Benefits Center.

35 years ago, Trident subs changed face of Kitsap

Kitsap Sun, Dec. 29

BANGOR — Not so long ago, the road between Silverdale and Poulsbo wound drivers along the shore, among trees and through intersections.

When in the 1970s the Navy decided to base Trident ballistic-missile submarines at an old ammunition depot on Hood Canal, the two-lane country road wasn't going to cut it anymore.

Tens of thousands of sailors and their families would be moving to the area, needing to reach work, schools and shopping.

Thirty-five years ago, on Feb. 1, 1977, the Trident submarine base was officially activated. The first sub, the USS Ohio, arrived Aug. 12, 1982, followed by seven more at about eight-month intervals. Awaiting them was a controlled-access, four-lane divided freeway. The Highway 3 extension exemplifies preparations made through the Trident impact program for roads, housing, schools and services that changed the face of Kitsap County.

One of the freeway options was to skirt the base where Clear Creek Road is now. That's exactly what planners wanted to avoid.

"We were trying to encourage people to settle away from the Bangor base," said Peter Crane, the second of two Trident impact coordinators (1976-79). John Horsley (1974-76), the first, couldn't be reached. "At other bases in the country, you go outside the front gate and it's loaded with McDonald's and tattoo parlors, when tattoo parlors weren't respectable. We tried to get retail and commercial away from the base with the idea we could provide (infrastructure) more efficiently. You can go up the highway and not even know there's a major submarine base over there. In that case, we were successful."

Naval Base Kitsap-Bangor and the surrounding area are the result of a major planning effort called the Trident Land-Use Plan, said Bill Mahan, who was midway

through a 20-year stint as county commissioner at the time. A day after it was announced the Trident base was being built, a man showed up in the county planning department wanting a permit to build a tavern across from the Bangor gate.

"That was a real eye-opener to us, because we realized then what could happen if we didn't do our job," Mahan said. "We wanted to make sure it didn't turn into a hodgepodge of strip malls, sleazy taverns and massage parlors like exist in some places in the United States where there's a major base."

A 1974 law authorized the secretary of defense to help communities near the Trident site meet costs of providing increased services and facilities resulting from the base. Access to funds began from the ground up, Mahan said. School districts, for example, had to determine Trident-related growth expectations and prove them to the county, which packaged requirements and forwarded them to be certified by the state, which sent them to the appropriate federal agencies for funding.

The area received \$55.5 million from the program and \$49.2 million from other federal government sources, for a total of \$105 million. Adjusted for inflation, that would be about \$320 million today.

Local planners and the secretary of defense agreed highway money should be concentrated on major arteries to carry the bulk of the traffic among the Trident base and local communities. State highways received \$36.9 million, mostly for the Highway 3 extension and upgrading Highway 303 to five lanes from the Bremerton city limits to Brownsville Highway. County roads got \$9.6 million, all for the Bucklin Hill bypass, which connected Highways 3 and 303.

"They were really the backbone of how we were going to move traffic in Kitsap County, and they proved out," Mahan said of Highway 3 and what now is Waaga Way.

City streets received \$1.4 million, stretching from Poulsbo Way improvements to a Port Orchard bypass.

Planners assumed an increase of 50,000 people, Mahan said. From 1980 to 1990, Kitsap County's population grew from 147,000 to 190,000, though not all related to Trident. Many of the newcomers were children. Schools received the second-largest portion of federal aid — \$17.2 million.

The funds helped to pay for new Silverdale and Clear Creek elementary schools, expansion of Jackson Park Elementary, a central kitchen facility for Central Kitsap School District, an addition to Suquamish Elementary, expansion of East Port Orchard Elementary and new classrooms for Belfair Elementary.

The region also received \$12.9 million for housing, \$10.5 million for sewers, \$3.5 million for

law enforcement, \$3.1 million for water systems, \$2.2 million for fire departments, \$2.2 million for social and health services, \$1.3 million for planning, \$750,000 for parks and \$350,000 for libraries.

"I take pride in saying it was a successful community impact program, successful public policy, to limit the cost to local residents and add some positive impact — new schools and new roads that are still being used 30 years later and will be used for a long time," Crane said.

Commander removed after Navy attack submarine collision

Associated Press, Jan 4, 2013

NORFOLK, Va. — The skipper of a Navy attack submarine has been removed from the job after colliding with a guided-missile cruiser.

Navy Cmdr. Thomas Winter was relieved as commanding officer of

the USS Montpelier on Friday because of a loss of confidence in his ability to command.

The USS Montpelier and the USS Jacinto collided off the coast of Florida in October during routine training operations. No one was injured.

The Navy said in a statement that an investigation revealed that the primary cause was human error, poor teamwork by the submarine's watch team and the commanding officer's failure to follow procedures for submarines operating at periscope depth.

Winter has been reassigned to administrative duties at Submarine Force Atlantic headquarters in Norfolk.

Read more:

<http://www.foxnews.com/us/2013/01/04/commander-removed-after-navy-attack-submarine-collision/#ixzz2HOf6ae9S>



**Launching, USS TULLIBEE SSN 597
27 April 1960**

US Navy Submarine Losses

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).



USS SWORDFISH (SS 193)

January 12, 1945 – All Hands Lost - 90

SWORDFISH, under Cmdr. K.E. Montross, left Pearl Harbor on December 22, 1944, to carry on her thirteenth patrol in the vicinity of Nansei Shoto. She topped off with fuel at Midway on December 26th and left that day for her area. In addition to her regular patrol, SWORDFISH was to conduct photographic reconnaissance of Okinawa, for preparation of the Okinawa Campaign.

On January 2nd, Swordfish was ordered to delay carrying out her assigned tasks in order to keep her clear of the Nansei Shoto area until completion of carrier based air strikes which were scheduled. She was directed to patrol the general vicinity until further orders were received. In the last communication received from Swordfish, she acknowledged receipt of these orders on January 3rd.

On January 9, 1945, Swordfish was directed to proceed to the vicinity of Okinawa to carry out her special mission. It was estimated that the task would not take more than seven days after arrival on station, which she should have reached on January 11th. Upon completion of her mission, Swordfish was to proceed to Saipan, or to Midway if she was unable to transmit by radio. Since neither place had seen her by 15 February, and repeated attempts to raise her by radio had failed, she was reported as presumed lost on that date.

In the report of her loss, mention was made that KETE, which at the time was patrolling the vicinity of Okinawa, reported that on the morning of January 12th she contacted a submarine by radar. It was believed that contact was with Swordfish. Four hours later KETE heard heavy depth charging from this area, and it was believed that this attack might have been the cause of Swordfish's loss.

Japanese information on antisubmarine attacks does not mention the attack heard by KETE on January 12, and records no attacks in which Swordfish is likely to have been the victim. However, it is now known that there were many mines planted around Okinawa, since the Japanese were expecting an Allied invasion of that Island. The majority of the mines were planted close in. It is considered about equally likely that Swordfish was sunk by depth charge attack before she reached Okinawa for her special mission or that she was lost to a mine at that place.

Swordfish, in the twelve patrols before her fatal thirteenth, sank twenty-one ships, amounting to 113,100 tons, and damaged an additional eight, totaling 45,800 tons. Her first patrol began the day after the attack on Pearl Harbor, and was conducted west of the Philippines. Swordfish sank four freighters, varying from 3,900 tons to 9,400 tons, and damaged a fifth. At the time, this was the most successful patrol in the war. She conducted the second patrol in the lesser Philippine group and among the small islands between Celebes and New Guinea. Here she sank three medium freighters and a tanker. She also evacuated President Quezon, his family, Vice President Osmena, Chief Justice Santos, and three officers in the Philippine Army from Corregidor and took them to Panay, where they boarded a motor tender. Swordfish returned to Manila Bay and evacuated eleven more Philippine officials. Swordfish's primary mission on her third patrol was to deliver 40 tons of supplies to the beleaguered Corregidor. However, on April 10, 1942 ComSubAF told Swordfish to neglect her special mission and patrol offensively. Swordfish made no attacks on this patrol, but did perform reconnaissance of several islands.

The South China Sea area was the scene of this ship's fourth patrol, and she sank a freighter and a tanker, while she damaged two freighters. She returned to the South China Sea for her fifth patrol, but did no damage to the enemy. Swordfish went to the area west of Bougainville for her sixth patrol, and sank a medium freighter and damaged a second freighter. She went again to the Solomons for her seventh patrol and sank a freighter. On her eighth patrol she covered the Palau-Truk-Rabaul areas during August and September 1943. Here she sank a freighter and a transport, while damaging a freighter-transport. Her ninth patrol was cut short by material defects. On her tenth patrol, in the same area as her ninth, she sank a freighter-transport, and two medium freighters.

This ship covered the Marianas on her eleventh patrol; she damaged two freighters. On her twelfth patrol, conducted in the Bonins, she sank a freighter and two small trawlers, and sank the Japanese destroyer MATSUKAZE in a night submerged attack as the enemy ship was bearing down for an attack. Swordfish was awarded the Navy Unit Commendation for the period of her first, second and fourth patrols.

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).

USS BARBEL (SS 316)

February 4, 1945 – All Hands Lost - 81



USS Barbel (SS-316), a Balao-class submarine, was the first ship of the United States Navy to be named for the barbel, a cyprinoid fish, commonly called a minnow or carp.

Barbel keel was laid down by the Electric Boat Company of Groton, Connecticut. She was launched on 14 November 1943 sponsored by Mrs. Harold A. Allen, and commissioned 3 April 1944, Commander R. A. Keating in command.

Barbel arrived at Pearl Harbor on 21 June 1944 and commenced preparation for her first war patrol. From 15 July 1944 through 4 February 1945, she carried out four war patrols and is officially credited with sinking six Japanese ships totaling 15,263 tons.

Barbel departed Fremantle, Australia, on 5 January 1945 for the South China Sea on her fourth patrol. Late in January she was ordered to form a "wolfpack" with Perch and Gabilan and patrol the western approaches to Balabac Strait and the southern entrance to Palawan Passage. On 3 February, Barbel sent a message reporting that she had been attacked three times by enemy aircraft dropping depth charges and would transmit further information on the following night.

Barbel was never heard from again. Japanese aviators reported an attack on a submarine off southwest Palawan on 4 February. Two bombs were dropped and one landed on the submarine near the bridge. The sub plunged, under a cloud of fire and spray. This was very likely the last engagement of Barbel. She was officially reported lost on 16 February 1945.

Barbel received three battle stars for her World War II service.

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, one 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 F-4 (SS-23)

March 25, 1915 – 21 Men Lost



USS F-4 (SS-23) was a F-class submarine. Her keel was laid down by the Moran Brothers Company of Seattle, Washington. She was originally named Skate, making her the first ship of the United States Navy named for the skate. She was renamed F-4 on 17 November 1911. She was launched on 6 January 1912 sponsored by Mrs. M.F. Backus; and commissioned on 3 May 1913, Lieutenant (junior grade) K.H. Donavin in command.

Joining the First Submarine Group, Pacific Torpedo Flotilla, F-4 participated in the development operations of that group along the west coast, and from August 1914, in Hawaiian waters. During submarine maneuvers off Honolulu, Hawaii on 25 March 1915, she sank at a depth of 306 ft (93 m), 1.5 mi (2.4 km) from the harbor. Despite valorous efforts of naval authorities at Honolulu to locate the missing boat and save her crew, all 21 perished. F-4 was the first commissioned submarine of the U.S. Navy to be lost at sea.

A diving and engineering precedent was established with the Navy's raising of the submarine on 29 August 1915. Courage and tenacity marked the efforts of divers who descended to attach cables to tow the boat into shallow water, while ingenuity and engineering skill characterized the direction of Naval Constructor J.A. Furer, Rear Admiral C.B.T. Moore, and Lieutenant C. Smith who accomplished the feat with the aid of specially devised and constructed pontoons. Only four of the dead could be identified; the 17 others were buried in Arlington National Cemetery.

The investigating board subsequently conjectured that corrosion of the lead lining of the battery tank had permitted seepage of sea water into the battery compartment and thereby caused the commanding officer to lose control on a submerged run. Others believe that the bypassing of an unreliable magnetic reducer closed a Kingston valve in the forward ballast tank resulting in a delay. Based on other reported issues, there may also have been problems with the air lines supplying the ballast tank.

F-4 was stricken from the Naval Vessel Register on 31 August 1915.

In 1940, the remains of F-4 were buried as fill in a trench off the Submarine Base, Pearl Harbor.

"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.

Honoring Our Members on Eternal Patrol



*At present, we have listed
104 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
Bible, George 9/1/12
Birk, George A. 8/11/09
Bogges, Layne Forrest 10/6/08
Bradley, Richard
Bratley, Melton 7/9/08
Brigham, Paul 4/8/06
Broderick, Thomas 12/16/12
Brown, Rowland 8/12/12
Bugarin, Ely Manglicmot 12/1/87
Bullough, Bruce 4/28/03
Cloke, Paul R. 7/2/07
Compton, Gregory Steven 12/14/09
Coons, Bard S. 12/27/2006
Cremin, Raymond J. 1/23/05
Davis, Webster 7/20/2000
DeNicola, Vincent J. 2/12/07
Dickson, Ernie 11/5/06
Dizdul, Mike 3/1/86
Dodson, G. Carol 12/7/07
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

Gladd, Adrian D. 9/12/99
Griffiths, Rodney D. 8/7/2010
Hale, Robert 6/6/64
Hall, Gareld Edward 5/20/09
Hammond, Larry R. 10/15/12
Harvey, John W. 4/10/63
Hinkle, David R. 4/27/09
Huffaker, Douglas Dean
Ingram, Grover 9/27/12
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
Kerfien, James 11/19/09
Kerstetter, Franklin G. 6/11/10
Kessell, Edward 2/1/87
Klinedinst, Paul R. 1/13/80
Latimer, James A. 3/1/07
Lee, Charles J. 11/9/09
Lindley, Silas Eugene 9/20/11
Low, Douglas 4/6/08
Lukacsy, Louis 3/14/06
Marsh, Charles R. 12/7/07
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 F. 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
Neidermeyer, William 9/20/07
Neiswonger, James 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
Picklesimer, Lionel 12/20/87
Piggott, Paul E. 5/23/06
Potter, Jr., Frederick 5/6/03
Rankin, James D. 6/25/10
Scott, Harold Truett 9/18/02
Shelton, Sr., David
Shelton, Merle Duane 12/27/11
Shewmon, John Curtis 11/15/03
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
Tall, Donald Eric 11/23/10
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 15 January 2013 and Expiration of
Membership Dates:**

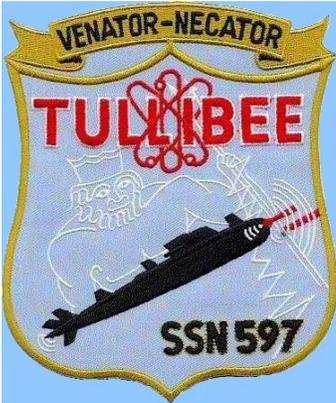
**Is your membership expired? Renew today! Not
a member? Join now!!**

1. Anderson, Robert	Life Member	44. Keel, Bill	Life Member
2. Arnstam, Mark	Life Member	45. Kincaid, Robert	End of 2013
3. Arnstam, Cindy	Assoc Life Member	46. Kippley, Martin	Life Member
4. Ash, Sandi	Hon Life Member	47. Koch, Howard	End of 2012
5. Bannister, David	Life Member	48. Kuemper, Roger	Life Member
6. Barnhart, Tom	Life Member	49. Kuykendall, Clifford	Hon Life Member (SS 284)
7. Baumstark, James	Life Member	50. Lesnet, Michael	Life Member
8. Bell, David	Life Member	51. Lister, William	Hon Life Member (SS 284)
9. Black, Lee	Life Member	52. Lundberg, Dennis	Life Member
10. Blankenship, Sterling	Life Member	53. Mackensen, Warren	Life Member
11. Bode, Robert	Life Member	54. Maddox, Roy	Life Member
12. Bunting, Charles	Life Member	55. McCollem, Robert	Life Member
13. Burt, Stephen	Life Member	56. McGann, William	Life Member
14. Candler, Dave	Life Member	57. McKeon, James	Hon Life Member (SS 284)
15. Cassell, Michael	Life Member	58. Meinert, William, Sr.	Life Member
16. Clark, Mark	End of 2013	59. Munro, Jake	Life Member
17. Coffman, Gary	Life Member	60. Newcomer, Garry	Life Member
18. Coons, Betty	Assoc Life Member	61. Norgard, Gary	Life Member
19. Coons, Robert	Life Member	62. Onorato, Howard	Life Member
20. Coover, Larry	Life Member	63. Peluso, Joseph	Life Member
21. Corcoran, William	Life Member	64. Peterson, Scott	End of 2013
22. Cosentino, Dean	Life Member	65. Raby, Tom	Life Member
23. Cowles, William	Life Member	66. Reed, Robert R.	Life Member
24. Davis, John	Life Member	67. Reinmann, Paul	Assoc Member End of 2012
25. Doe, Barry	Life Member	68. Repphun, Brian	Life Member
26. Dommers, Richard	Life Member	69. Riley, John	Life Member
27. Donahue, Tom	End of 2013	70. Rogers, Alton	Life Member- Plank Owner
28. Drooker, Michael	Life Member	71. Romberg, Wayne	Life Member
29. Dunckel, David	Assoc Life Member	72. Salisbury, Tom	Life Member
30. Dunkin, Robert	Life Member	73. Sandberg, Jack	Life Member
31. Dvorak, Dave	Life Member	74. Seavers, David	Life Member
32. Elmer, Jim	Life Member	75. Shew, James	Life Member
33. Ewan, Joel	Life Member	76. Simmons, Richard	Life Member
34. Fleitz, John	Life Member	77. Stein, Randy	End of 2013
35. Foster, Tim	Life Member	78. Sterner, George	Life Member
36. Gildner, Max	Life Member	79. Stone, Mark	Life Member
37. Gunderson, Len	Life Member	80. Swiercz, Pete	Life Member
38. Haldeman, Harry	Life Member	81. Taylor, Kurt	Life Member
39. Hambor, William	Life Member	82. Visner, Samuel	Assoc Life Member
40. Hargan, Tony	Life Member	83. Walker, Kelly	Life Member
41. Holstrom, Anton	End of 2012	84. Warrick, James R.	End of 2013
42. Ingraham, Collin	Life Member	85. Weisensee, William	Life Member
43. Jestus, Gene	Life Member	86. Wigley, Lawrence	Life Member
		87. Wilkerson, Michael	Life Member
		88. Young, John	Life Member

TULLIBEE TIMES
USS TULLIBEE SSN 597 ASSOCIATION

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 Shreveport, LA 71115
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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."

USS Tullibee SSN 597 Association Officers

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<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	
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<u>Storekeeper</u>	Bill Keel	bill_597@yahoo.com	