



TULLIBEE TIMES



Published Quarterly by the
 USS Tullibee
 SSN 597 Association

Bill Keel
 Association Commander,
 815-715-9966, bkeel597@gmail.com



Thirteenth Edition, 21 June 2016

Commander's Corner

It is summer once again! I have recently relocated from Shreveport, Louisiana, to Memphis, Tennessee. Because of many interviews and travels over the past year for my wife's job, and my teaching and head basketball coaching positions, I have been swamped. But, with my relocation to Memphis comes a reduction in some responsibilities and the ability to put much more time into Tullibee matters!

It is time to start planning for the 2017 Reunion! The reunion committee consists of Mike Haselberger, Steve Burt, Lucy Burt, Chris Cassell, Anton Holstrom, and Bob Bode. This committee will be working in the very near future to determine a location for the reunion so you can have adequate time to make plans.

In order to have even more shipmates join us, we

need to reach out to those who have not been contacted. I will email a copy of the list of those shipmates that have been located. If you know of someone that should be on the list but is not there, please let me know.

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 am excited about our reunion committee and their work on the upcoming reunion. If you are not on the 2017

committee and want to be a part of it, let me know and I will put you in touch with them. 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

Three New Navy Training Apps Now Available

Story Number: NNS160617-12
Release Date: 6/17/2016 1:21:00 PM

From Naval Service Training Command Public Affairs

GREAT LAKES, Ill. (NNS) -- Three mobile apps designed for Navy basic military training became available for public download, June 16.

The three mobile training apps U.S. Military Rank & Reference, U.S. Navy Ratings & Reference, and Ships & Aircraft Training are part of the eSailor Initiative, and are presently being used by recruits on electronic tablets at Recruit Training Command (RTC), the Navy's only boot camp.

These training apps help today's recruits transform from civilian to Sailor. Available through the iTunes and Google Play stores, now fleet Sailors will be able to utilize these to continue their training throughout their career.

"This will provide an excellent opportunity for fleet Sailors to brush up on their Navy knowledge as well as for the public to learn about America's Navy," said Rear Adm. Stephen C. Evans, commander, Naval Service Training Command (NSTC). "We are continuing to build on our mobile training technology and as we build more apps, they will continue to benefit present and future Sailors for years to come."

According to John Drake, director of NSTC's Strategy and Analysis (N5) directorate, the training apps will be beneficial to fleet Sailors looking to download and install apps on their personal devices.

"We thought the apps would be a big benefit to anyone wanting to know more about Navy ships and aircraft, military ranks and the 56 Navy ratings, or jobs," Drake said after seeing the success of mobile technology for new recruits.

Dave Driegert, the PMW 240 Mobility Team assistant program manager, believes these training apps will prove valuable to how Sailors learn the skills and knowledge required in their jobs.

"It's a great education tool and ultimately in a medium that most young Sailors today would prefer to consume information in -- their phone or tablet," he said. "And the great thing about these apps is you don't need a Navy device to use them. You can download to any iOS or Android device."

The apps are a bring your own device (BYOD) tool designed to work on personal devices outside of the NMCI domain. Users can download the apps from the iTunes or Google Play at no cost.

The U.S. Navy eSailor Team produced the apps through Booz Allen Hamilton, in partnership with the U.S. Navy Sea Warrior Program and Tracen Technologies Inc., a company that specializes in integrated mobile and web solutions, who provided logistics and app hosting support.

To find the free Navy apps, search "U.S. Military Rank & Reference" "U.S. Navy Ratings & Reference" and "Ships & Aircraft Training" in app stores or your web browser.

For more information, visit <http://www.navy.mil/>, <http://www.facebook.com/usnavy/>, or <http://www.twitter.com/usnavy/>.

For more information about the Sea Warrior Program, log onto <http://www.public.navy.mil/spawar/P/EOEIS/SWP/Pages/default.aspx/>.

For more information about NSTC, visit <http://www.netc.navy.mil/nstc/>, <http://www.facebook.com/NavalServiceTraining/>, or <http://www.navy.mil/local/greatlakes/>.



**SUBBASE NEW LONDON
CELEBRATES 100 YEARS
21 JUNE 1916 – 21 JUNE 2016**



Naval Submarine Base New London is the Navy's first Submarine Base and the "Home of the Submarine Force."

Naval Submarine Base New London had its beginning as a naval yard and storage depot on April 11, 1868.

Envisioning the economic potential of a local military installation, the state of Connecticut and its southeastern cities and towns had donated land along the Thames River to the Navy for the establishment of a base. The citizens of New London were especially generous, as their City Council appropriated \$10,000 to purchase the land that would be donated.

The first Commander of the Yard was retired Commodore Timothy A. Hunt, who was called back to service. Living in New Haven, Commodore Hunt used the Central Hotel on State Street, New London when in town to attend to Yard duties on an "as needed" basis. Despite being physically located in the Town of Groton, the name New London became associated with the Navy Yard.

The Navy Yard was first used for laying up inactive ships. The Congressional appropriations were small and the Navy had little need for the Yard, which was actually closed from 1898 to 1900 and the personnel reassigned.

In 1898, Congress approved a coaling station be built at the Yard for refueling small naval ships traveling through the waters of New England.

By 1912, oil replaced coal in warships and again the Yard was scheduled for closure and the land relinquished by the Navy.

The Navy Yard was spared permanent closure in 1912 by an impassioned plea from local Congressman Edwin W. Higgins of Norwich, who was worried about the loss of Federal spending in the region. Strangely, Higgins thought it was cheaper for the Navy to keep the Yard open than pay for its closure. Within in six years, the Federal government would spend over a million dollars at the Yard.

October 18, 1915, marked the arrival of the submarines G-1, G-2, and G-4 under the care of the tender USS Ozark. Submarines E-1, D-1 and D-3 with the tender USS Tonopah bolstered this small force. The first ship built as a submarine tender, the USS Fulton (AS-1), arrived on Nov 1, 1915.

On June 21, 1916, the Navy Yard changed forever as Commander Yeates Stirling assumed the command of the newly designated Submarine Base, the New London Submarine Flotilla, and the Submarine School.

Today, Naval Submarine Base New London, our Navy's first submarine base, still proudly proclaims its motto: "The First and Finest."

The Base property expanded during the latter part of World War I. Congress approved over a million dollars for Base real estate and facilities expansion. By the end of the war, 81 buildings had been built to support 1400 men and 20 submarines. With victory in hand, the land expansion of the Base was slowed through much of the 1920s. However, the Great Depression of the 1930s saw an expansion and enhancement of the physical plant of the Base.

President Franklin Roosevelt created a series of Federal Government employment programs that contributed significantly to the Submarine Base. Over 26 high quality warehouses, barracks and workshops were built at the base under these Federal job-spending programs.

The Submarine Escape Training Tank, long known as the "Dive Tower," was a constructed during this period and became a prominent feature to the local landscape from 1930 to 1992. Generations of submariners practiced escaping from sunken submarines through the Dive Tower by ascending in a 100-foot column of water.

The second largest expansion of Submarine Base New London occurred during World War II when it grew from 112 acres to 497 acres. The Submarine Force leaped in size, and the Base accommodated thousands of men to service the growing combat fleet.

Immediately after WWII the Submarine Force was significantly reduced and many famous submarines were sent into storage. Most of the WWII fleet was sold for scrap metal during the early 1960s. The remainder were modified for better underwater capabilities and served until the early 1970s.

The arrival of nuclear power with the USS Nautilus (SSN-571), the world's first nuclear powered vessel, and the USS George Washington (SSBN-598), the Navy's first nuclear ballistic submarine, created changes at the Base.

Commissioned in 1954, and home ported at the Base, Nautilus became the first vessel to transit the North Pole during an historic trip across the Arctic in 1958. Retired from service in 1980, Nautilus became an historic exhibit at the Submarine Force Museum, adjacent to the Base, in 1985.

Technological changes contributed to a cycle of renewal and reconstruction of the various physical facilities that supported both submarine operations as well as the Submarine School. The Fleet Ballistic Missile program further expanded the Base.

The Base was the headquarters for Squadron 14 for many years, which represented the "two crew per boat" philosophy of the Fleet Ballistic Missile Program. Two crews would rotate on one submarine. In the early days, the limited range of missiles required long term forward positioning of the ballistic missile submarine and a supporting dry dock and tender. The Squadron 14 forward site as Holy Loch, Scotland.

By the 1990s, advances in missile capability eliminated the need for these forward bases and Submarine Base New London became home to only "attack" submarines.

Today, Naval Submarine Base New London stretches along the east side of the Thames River, straddling the communities of Groton and Ledyard. While Groton is often referred to as the "Submarine Capital of the World," the Base proudly bears the title - "Home of the Submarine Force." Almost every submariner in today's Navy will be stationed here for training. A tour of duty in one of the fast-attack submarines home ported here or with a pre-commissioning crew for a new submarine under construction at General Dynamics Electric Boat Shipyard in Groton may follow.

Occupying more than 680 acres, with more than 160 major facilities and 15 nuclear submarines, Naval Submarine Base New London supports fleet readiness by providing quality service and facilities to our Fleet, Fighters, and Families. The Base mission is twofold: to homeport and put Submarines to sea; and to support the Submarine Center of Excellence that trains Sailors to take Submarines to sea.

Naval Submarine Base New London is also home to more than 70 tenant commands and activities including Commander Submarine Group Two; the Submarine Learning Center; Naval Submarine School; the Naval Submarine Medical Research Laboratory; and, the Naval Undersea Medical Institute

Naval Submarine Base New London is the Navy's first Submarine Base and the "Home of the Submarine Force."

http://www.cnic.navy.mil/regions/cnrma/installations/navsubbase_new_london/about/history.html

Navy Forges Ahead with Plan to Hire Civilians for Chief, Captain

For many sailors, earning the anchors of a chief petty officer is the culmination of 13 years of work, the reward for succeeding in the toughest jobs of the enlisted force.

But those anchors may soon come readily, right after boot camp, for some specialists joining the service under a new proposal.

This push is part of the military's controversial plan to recruit experts mid-career for growing areas like cyber warfare where the services want to build up the capabilities of their uniformed forces rapidly, by recruiting experienced operators from the private sector.

The military has asked Congress to relax officer personnel laws so they could directly hire civilians at pay grades up to O-6.

[MILITARYTIMES](#)

[The Pentagon's controversial plan to hire military leaders off the street](#)

On the enlisted side, current Navy policy already allows the service to bring in sailors up to the E-6 level, which in the active-duty force is limited to musicians. It would only take the stroke of a pen to approve lateral entry into new communities and ranks as high as chief — a move Navy leaders have said they're interested in.

“We're seeking the authority to bring somebody in at the E-7 level or up to the O-6 level,” said Vice Adm. Robert Burke in May. The Navy already direct accesses officer candidates with special experience, like lawyers and doctors, to ranks up to lieutenant commander.

Navy officials want this expanded authority to fill critical needs in existing career fields and to build new capability fast.

“Right now, the one we're focused on is the cyber [community] because that's the immediate need,” said Burke, who took over as the chief of naval personnel in May after a year overseeing personnel plans and policy. “But we want this authority in place so that we could use it where those needs arise, because we want to be responsive when the need comes — we don't want to start writing policy the minute we discover we need it.”

The foremost challenge in changing the enlisted lateral entry rules will be persuading Navy chiefs to accept someone into their ranks who's just graduated from boot camp.

"There is a heck of a lot more to being a Chief Petty Officer than whatever technical knowledge you may know," one commenter wrote in May, when Navy Times first wrote about this proposal.

The boosted lateral entry powers center on the Navy's cyber force. They could also be used for Staff Corps and Restricted Line officer specialties. But in the foreseeable future officials say they won't be used for the Unrestricted Line officers that lead the Navy's combat forces.

The Navy does not have any detailed plans, but could put this into effect as soon as October should Congress nod their approval.

Expanded authority



Direct accessions are common for a number of officer communities, especially those that require professional certifications. Some medical specialties bring in officers at ranks up to O-5. Here, Lt. Nicholas Michols, a Navy physician, treats a Colombian woman in 2015. (Photo: MC2 Derek Paumen/Navy)

Direct accessions are commonplace for some officer communities. Certain medical specialties can be brought in up to the O-5 level, but most come in as O-3s. Lawyers, chaplains, supply officers and civil engineers are directly accessed as well, but typically only to the O-3 level; it requires Navy secretary approval to direct access an officer to commander.

The Navy Reserve has an active and successful direct commission officer program that hires officers straight off the street in one of 13 specialties, mostly in the restricted line specialties. For example public affairs, intelligence and engineering duty are all specialties. Many come in as ensigns.

In the active-duty enlisted ranks, currently only the musician rating uses direct accession to recruit professional musicians into the bands located in Washington, D.C. These sailors are brought in as E-6s after completing boot camp.

In the reserve, there's the Advanced Paygrade Program that brings in enlisted sailors with needed skills in nearly all ratings at up to the E-6 level. Some have even come in at the E-7 level, though currently this requires an exception approved by CNP.

With greater authorities, direct accession could eventually be used anywhere where Navy needs available advanced skills quickly.



The Navy wants to hire civilians for its cyber force to senior positions, as the threats in cyberspace multiply and demand seasoned operators and team leaders. Here, Seaman Joshua Villareal stands watch aboard the amphibious transport dock New Orleans. (Photo: MC3 Chelsea D. Daily/Navy)

In the short-term, the Navy wants this to expand their cyber capabilities.

“Today, cyber is where we need it, tomorrow we might need it in 10 other places,” Burke said. “I just can’t foresee what those might be right now.”

The Navy is seeking lateral accessions in the enlisted and officer force to draw on the experience of cyber experts in the civilian world, by promoting them to positions where their know-how is needed to pursue operations in the growing cyber force.

“I think it would mean a lot operationally and it recognizes that sometimes this is a rank-free zone,” Vice Adm. Jan Tighe, who leads U.S. Fleet Cyber Command and 10th Fleet, said of the lateral accession push in May. “When we are doing operations, what someone is wearing on their collar may not have implications as to how much expertise or fight that they have in them — how much ability they have to deliver during cyber operations or information warfare operations.

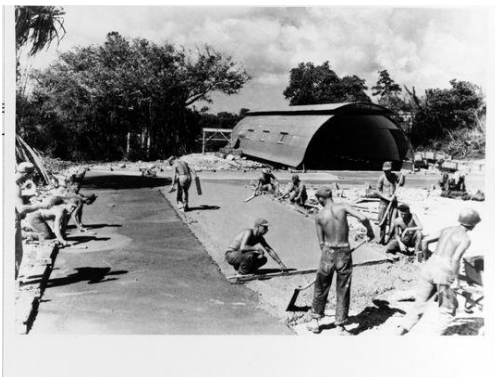
“So how do we resolve that? Either incentives or rewards or promotions or bringing them in at the right level.”

Officials said direct accession is unlikely to be used in the Unrestricted Line, where future leaders are built over years at sea, in the cockpit, in the SEAL teams.

“We’re looking at having the ability to do this at our discretion,” said Adm. Bill Moran, the former CNP who became the vice chief of naval operations in May. “They are not going to be the rule — it allows us to have more options in the talent you want to recruit and retain.”

Battle for talent

The Navy’s leadership sees direct accession from places like Silicon Valley as a means to build a robust cyber warfare capability fast.



Seabees built the facilities needed for the island-hopping campaign against Japan during World War II, like this concrete floor for a mess hall in Guam. Many of these Seabee battalions were comprised of construction workers who came in at senior paygrades. (Photo: Naval History and Heritage Command)

They warn it could take a decade or more to grow their own cyber warriors — an eternity in the rapidly evolving cyber battlespace.

To wage this new fight, the Navy is leaning on its history.

One of the foremost examples of widespread lateral entry was the rapid creation of the Navy's Construction Battalions from scratch at the onset of World War II.

The Navy had plans for construction troops during the 1930s, but it wasn't until after the 1941 Pearl Harbor attack that those plans were set into motion. The capability was urgently needed for the Pacific island campaign that began in November 1942 in Guadalcanal. The service brought these Seabees in via direct accession from the construction trade organizations and unions; foremen and supervisors joined at more senior positions, while laborers came in as petty officers. During the war, over 325,000 were directly accessed into the Seabees alone.

Supply and medical, to name just two, also expanded their ranks by bringing in officers and enlisted laterally from civilian organizations.

The Navy even brought in professional athletes to take charge of physical training. Legendary Cleveland Indian's baseball pitcher Bob Feller was laterally accessed into the Navy in 1941 as a chief petty officer. He started and finished his career whipping recruits into shape as a chief specialist; he also served as a fitness instructor on the battleship *Alabama* and was a turret captain when the ship was called to general quarters. He served in combat during the Battle of the Philippine Sea in this role.

Boot camp

Should lawmakers approve of the Defense Department's request, the communities seeking the lateral accessions would run the program. Boards could be convened to determine if candidates are suitable and qualified for service and decide what paygrade they'll be offered.

That's how the service managed the process during World War II — and generally how they handle the reserve direct commissions today, though there's usually no paygrade determination, as most come in at O-1.

Today's reserve selectees then go through the Officer Training Command in Newport, R.I. The two-week Direct Commission Officer Indoctrination Course, affectionately known as "Knife and Fork School," teaches them the basics. .

On the enlisted side, non-prior service direct accessions attend boot camp at Recruit Training Command Great Lakes, Ill. This applies to the Navy Reserve and active-duty musicians. Upon graduation, they assume their direct accession rank.

Prior service sailors re-entering would most likely be treated different, having already graduated boot camp; they could be re-indoctrinated through the prior service training that at Great Lakes.

Challenges



The Navy wants to hire experts for senior positions in fields like cyber up to the rank of chief petty officer, raising the prospect that new hires could enter the chief's mess after boot camp in some instance. Here, a chief assigned to Navy Munitions Command East Asia Division *Atsugi* receives his chief's cover during a 2015 ceremony. (Photo: MC3 Jason Bawgus/Navy)

Beyond the Staff Corps and the enlisted musician rating, it's been a long time since the Navy has direct accessed on any scale.

Moran says the biggest obstacle to bringing in candidates at senior positions is an age old one — money.

“The governor on all this is money, if you bring someone in at the E-5 level or O-5 level, is that you will be paying them more at an early point in their career and that will always be somewhat of a limiting factor,” Moran said. “Once we get our arms around that and look at more creative ways of managing careers and take full advantage of the changes in the retirement — all of those things are merging together in a very important discussion — to look at policies to do lateral transition.”

On the cultural side, there's also challenges. The foremost: persuading Navy chiefs to accept a civilian brought in at the E-7 paygrade.

When Burke discussed this idea in mid-May, he got an immediate reaction from some, like a chief aviation electronics technician who asked not to be identified by name out of concerns for his career.

"Creating push button CPOs is ridiculous," the ATC wrote of Burke's statement. "He states that he is, 'seeking the authority to bring somebody in at the E-7 level.'"

"I find the choice of words interesting — notice that he doesn't say that they want to bring someone in at the CPO level. There's only one entity that selects, tests and accepts Chief Petty Officers. That's the United States Navy Chief Petty Officers Mess. Anything else is an E-7.

"They talking about cheapening the CPO brand. They're talking about creating counterfeit chiefs."

Staff writer David Larter contributed to this report.



“We Shall Never Forget”

FLEET ADMIRAL CHESTER W. WHITZ, U. S. NAVY
FEDERAL OFFICE BUILDING
SAN FRANCISCO 3, 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. Whitz, Fleet Admiral, USN.

Submarines Lost/Damaged During the Month of June

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

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

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

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

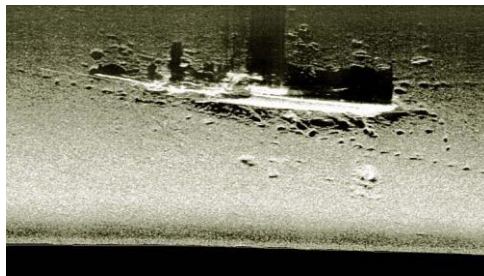
USS Golet (SS-361) 14-Jun-1944. All hands lost (82).

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

USS O-9 (SS-70) June 20, 1941 – 34 Men Lost



The keel for USS O-9 (SS-70) was laid at the Fore River Shipbuilding Co., in Quincy, MA on 15 February 1917. She was christened on 27 January, 1918 and commissioned just 6 months later, on 27 July, 1918. After performing coastal patrols for several months, she departed for Great Britain, in order to conduct her first WWI war patrol. However the end of the war came before O-9 reached Europe. She performed training duties and travelled as far as the Panama Canal before being decommissioned on 25 June, 1931. With World War II looming on the horizon, the U.S. Navy began a massive construction program. The 12 submarines of the Tambor-class were already nearing completion, and 73 Gato-class boats had been already been ordered, when O-9 was recommissioned on 14 April, 1941. O-9 and her sisters were returned to service in order to provide training platforms for a submarine force that was certain to grow by leaps and bounds. In all, nine O-class boats were recommissioned to serve as training submarines (O-1 through O-10, except for O-5, which had been sunk after a collision in 1923.) O-9, in particular, required extensive work, and still suffered mechanical problems even after being returned to service. On the morning of 20 June, 1941, O-9 and two of her sisters, O-6 (SS-67) and O-10 (SS-71) left as a group from the submarine base in New London, CT for the submarine test depth diving area east of the Isle of Shoals. Upon reaching their designated training area, O-6 made the first dive, followed by O-10. Finally, at 8:37, O-9 began her dive and slid beneath the surface of the Atlantic. By 10:32 O-9 had still not re-appeared, and the Navy began to fear the worst. That evening, their fears were confirmed when pieces of debris with the markings of the O-9 were recovered. With a water depth of 450 feet, O-9 was thought to be crushed, since her hull was only designed to withstand depths of around 200 feet. Rescue operations were discontinued on 22 June, 1941, just two days later. O-9 was never located. Thirty three officers and crew were lost. No survivors. On September 20, 1997 O-9 was finally located. Salem, NH based L-3 Klein Associates (then known as Klein Sonar Co.) provided a vessel and sonar equipment which were used to discover O-9's final resting place. With their kind permission, I have included graphics from their web site and placed copies of some of their sonar scans here. Many more sonar scans are available at the L-3 Klein Associates web page.



This image is a 500 kHz sonar scan, which clearly shows the submarine (shadows are light, hard targets are dark). The bow is to the right with the stern to the left. It appears that the hull is crushed from just abaft the conning tower all the way to the stern. However, the forward hull appears intact: (Graphic File Copyright 1997 L-3 Klein Associates (formerly Klein Sonar Co.) - All Rights Reserved) (Used with permission - 229K JPG File) There are no plans to salvage the O-9. Her exact location is a closely guarded secret, and the area has been designated an official Naval burial ground. Based on the information available on the O-9's poor material condition, as well as the condition of the wreckage, it is this author's opinion that the O-9 probably suffered an accident very different from most others researched here. O-9 probably began to flood somewhere forward of the engine room. The hatch between the engine room and the rest of the submarine was secured immediately upon discovery of the flooding. However, this flooding resulted in O-9 being pulled below her crush depth, and the engine room section, which had remained watertight, was crushed. The forward section filled with water and thus fell to the ocean floor intact, still attached to the flattened engine room section.

Submarines Lost/Damaged During the Month of July

USS G 2 (SS 27) 30 Jul 1919. Three men lost.

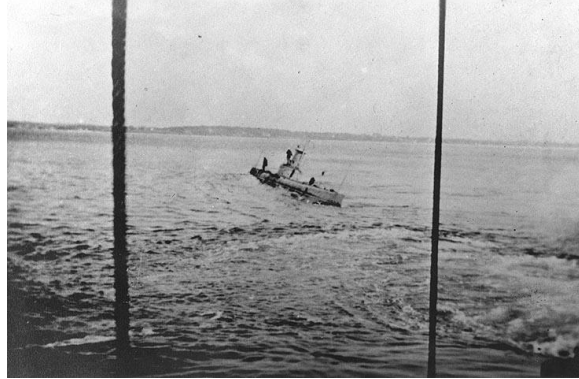
USS Runner (SS-275) 1-Jul-1943. All hands lost (78)

USS S-28 (SS-133) 4-Jul-1944. All hands lost (50)

USS Robalo (SS-273) 26-Jul-1944. All hands lost (81)

USS G2 (SS-27) July 30, 1919 – 3 Men Lost

Photo # NH 80597 USS G-2 on the rocks at Bartlet's Reef, 1 October 1918



USS G-2 aground on Bartlet's Reef. :

Photo # NH 42005 USS G-2 fitting out, 2 April 1912



April 2, 1912: G-2 fitting out after first grounding October 1918

An unlucky submarine came to a final end on July 30, 1919 when the G-2 sank off New London, Connecticut. The G-2 was built at Newport News Shipbuilding for the Lake Torpedo Boat Company of Bridgeport, Connecticut; they later sold her to the U.S. Navy. Originally named Tuna she was renamed G-2 on Nov. 17, 1911. On her delivery trip to Bridgeport the boat ran aground off Great Egg Harbor, New Jersey. Fog caused the accident, but the boat was stuck fast. There were nineteen men on board and they at first refused to leave the boat, but with the seas getting heavier fourteen were removed at the request of the captain by the Longport Lifesaving Station.

The captain and four others remained with the boat and attempted to refloat her. Tugs later arrived and pulled the boat off the shoal. The boat was repaired and finally commissioned into the navy on Feb. 6, 1915. The G-2 grounded again on Oct. 1, 1918, this time on Bartlet's Reef near Niantic, Connecticut, again she was refloated. After she was decommissioned on April 2, 1919 it was decided to use her as a target to test depth charges. It was during this test that she sank. The boat was taken out into Two Tree Channel near New London, Ct. to prepare for the test when at 09:30 she began to sink stern first. A witness said he saw the stern of the G-2 begin to go under. He stated "They (the boarding party of G-2) cried for assistance and within a few minutes the bow of the G-2 began to lift into the air, probably rising about ten feet. Then the submarine sank suddenly."

The USCG Acushnet, which was also involved in the test, launched her lifeboats and recovered six men from the water. Sadly because of how fast the G-2 went down two men were trapped inside and perished, a third drowned before he was rescued. To the best of my knowledge the boat is still where it sank, but parts of it have been salvaged.

Submarines Lost/Damaged During the Month of August

USS Grunion (SS-216) 1-Aug-1942. 70 men lost.

USS S-39 (SS-144) 14-Aug-1942. No loss of crew.

USS Harder (SS-257) 24-Aug-1944. All hands lost (80). Commander Samuel Dealey, USN was posthumously awarded the Medal of Honor for Harder's fifth patrol.

USS Flier (SS-250) 13-Aug-1944. 80 Men lost - 8 men survived.

USS Bullhead (SS-332) 6-Aug-1945. All hands lost (84).

After WWII

USS COCHINO (SS 345) 26-Aug-1949. One man lost. An additional six men from TUSK (SS 426) were lost in rescue attempt.

USS FLIER (SS-250) August 13, 1944 – 80 Men Lost



Flier (SS-250) was launched 11 July 1943 by Electric Boat Co., Groton, Conn., sponsored by Mrs. A. S. Pierce, and commissioned 18 October 1943, Lieutenant Commander J. W. Crowley in command.

Flier reached Pearl Harbor from New London 20 December 1943, and prepared for her first war patrol, sailing 12 January 1944. Damage suffered in a grounding near Midway necessitated her return to the west coast for repairs, and on 21 May she sailed again for action, heading for a patrol area west of Luzon. She made her first contact on 4 June, attacking a well-escorted convoy for five merchantmen. Firing three torpedoes at each of two ships, she sent a large transport to the bottom and scored a hit on another ship, before clearing the area to evade countermeasures.

On 13 June 1944, Flier attacked a convoy of 11 ships, cargo carriers and tankers, guarded by at least six escorts. The alert behavior of the escorts resulted in severe attack on Flier before she could observe what damage she had done to the convoy. On 22 June, she began a long chase after another large convoy, scoring four hits for six torpedoes fired at two cargo ships that day, and three hits for four torpedoes launched against another cargo ship of the same convoy the next day.

Flier put in to Fremantle, Australia, to refit between 5 July 1944 and 2 August, and then sailed on her second war patrol, bound for the coast of IndoChina. On the evening of 13 August, as she transited Balabac Strait on the surface, she was rocked by a great explosion. She sank in 1 minute after striking the mine, but 13 officers and men got out of her. Eight of them reached the beach of Mantangula Island after 15 hours in the water. Friendly natives guided them to a coastwatcher, who arranged for them to be picked up by submarine, and on the night of 30-31 August, they were taken on board by Redfin (SS-272).

Flier received one battle star for World War II service on her single war patrol, designated "Successful." She is credited with having sunk 10,380 tons of Japanese shipping.

Submarines Lost/Damaged During the Month of September

USS S-5 (SS-110) 1-Sep-1920. No loss of life. All the crew escaped through a hole cut in hull in the tiller room.

USS S-51 (SS-162) 25-Sep-1925. 32 men lost.

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

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

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

USS POMPANO (SS-181) September 1, 1943 – 76 Men Lost



USS Pompano, 1330-ton Perch class submarine built at the Mare Island Navy Yard, California, was commissioned in June 1937. She operated in the eastern Pacific for the rest of the decade and for the first two years of the 1940s. Pompano arrived at Pearl Harbor, Hawaii, soon after the beginning of the Pacific War, and began her first war patrol in mid-month. Surviving attacks by "friendly" planes a few days after leaving Pearl Harbor, she inspected Wake Island on New Year's Day 1942. The submarine then proceeded to the Marshall Islands, where she attacked a large ship on 13 January, but apparently did not sink it. In April-June 1942 Pompano conducted her second patrol, into the East China Sea, sinking a small tanker, a large transport and some smaller craft. Her next patrol, in July-September, took her into the waters off Japan where she survived a serious depth-charging and sank two enemy ships. After a Mare Island overhaul Pompano operated in the Marshall Islands area in January and February 1943, off Japan in March-May and again in June-July, sank no ships and experienced some of the frustrating torpedo problems that plagued the Navy during the war's first half. Her seventh war patrol, also in Japanese waters, began in August. Pompano sank two freighters but then disappeared, with the loss of her entire crew. Though the evidence is circumstantial, she was probably sunk by a mine sometime in September 1943. POMPANO left Midway 20 August, bound for the coasts of Hokkaido and Honshu. She was never heard from again, and when she failed to return, was presumed lost. The Japanese knew that she was in her area, however, for two ships fell to her torpedoes during September: AKAMA MARU, a 5,600 ton cargo carrier, on the 3rd, and TAIKO MARU, a 2,958 ton cargo carrier on the 25th. The enemy made no anti-submarine attacks during this period in POMPANO's area, so enemy mines probably destroyed the veteran. POMPANO was struck from the Navy List 12 January 1944.

USS Pompano (Lt.Cdr. Willis Manning Thomas) was due to leave her patrol area at sunset on 27 September 1943 and return to Pearl Harbor through Midway. She was expected to arrive at Midway for fuel and provisions on 5 October 1943 but she never arrived. The official version is that she was lost while patrolling off the coasts of Hokkaido and Honshu. Probably lost to Japanese mines. The date usually given (27 September) is an approximate one.

However Japanese records show that a submarine was sunk on 17 September by air attack off the Aomori Prefecture near Shiriya Zaki (offsite link). Though we cannot be certain the boat was actually sunk here, it must be taken into consideration since it can only have been directed against Pompano as this is within her patrol area and as there were no other submarines operating in that area. They say a seaplane based on Ominato (offsite link) attacked a surfaced sub which returned fire (this is critical since it leaves little doubt about what the plane attacked) then dived. The Japanese minelayer Ashizaki dropped depth charges the following day on a spot where oil was surfacing, bringing up more oil.

"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 135 former USS
Tullibee (SSN 597) sailors on Eternal patrol:*

Ackerman, William H.
Adams, Michael 1/1/72
Adams, Rockwood F. 12/12/00
Adler, Leonard, 3/1/11
Alford, Zeb D. 8/4/09
Ash, James R. 9/29/99
Bible, George 9/1/12
Bickford, Lewie M. 3/10/13
Birk, George A.
Boguess, Layne Forrest 10/6/08
Bracy, Timothy Ford 12/19/14
Bradley, Richard
Bratley, Melton 7/9/08
Brigham, Paul 4/8/06
Broderick, Thomas Powell 12/16/12
Brown, Rowland 8/12/12
Bugarin, Ely Manglicmot 12/1/87
Bullough, Bruce 4/28/03
Chumney, Larry Joe 8/23/13
Clope, 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 C. 7/20/00
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
Donnell, Richard Stover 7/10/15
Eck, William S. 2/21/07
Eldridge, Peter L. 6/26/13
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



*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.*

Gentry, Robert 4/14/06
Gilbert, Clyde 1/14/15
Gladd, Adrian D. 9/12/99
Griffiths, Rodney D. 8/7/10
Grove, David
Hale, Robert 6/6/64
Hall, Gareld Edward 5/20/09
Hammond, Larry R. 10/15/12
Harring, William 2/7/15
Harvey, John W. 4/10/63
Hinkle, David R. 4/27/09
Huffaker, Douglas Dean
Hogeland, Gary H. 5/18/15
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, Jim 11/19/09
Kersteter, 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
McCrea, Thomas O. 4/15/14
McCroskey, Bruce 5/29/04
McGrath, William J.
Melton, Morgan T. 3/11/16
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

Neidermeyer, Willism H. 9/20/07
Neiswonger, James W. 12/24/10
Nestor, Jr., Joseph 6/27/11
Nicely, Randolph Lee (Randy)
Nikola, John H. 11/26/04
O'Dell, Rex Dale 2/4/04
O'Malley, John S.
Oxfurth, Arthur 3/3/07
Papillard, Georges Marcel 10/17/08
Parr, Jay E. 5/29/10
Petty, William Douglas 12/12/09
Phillips, Edgar V. 5/27/14
Picklesimer, Lionel 12/20/87
Piggott, Paul E. 5/23/06
Potter, Jr., Frederick James 5/6/03
Rankin, James D. 6/25/10
Razinha, Marshall J. 10/1/00
Scida, John P. 1/11/14
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
Shirek, Ken H. 7/22/11
Speck, Wilfred C. 4/21/11
Steiner, Frederick T. 2/9/07
Stolz, William C.
Strassels, James H. 4/22/15
Synhorst, Gerald E. 10/1/86
Tall, Donald Eric 11/23/10
Tapley, Frank 9/20/13
Tardiff, Henry
Templin, Ron 6/3/08
Tigert, John Andrew 12/29/96
Towery, Robert F.
Turner, John 8/1/71
Turnier, Harry A. 12/28/02
Vincente, Jose 3/19/11
Wallace, John 6/5/68
Weaver, John 8/11/13
Whitcomb III, Allison H. 5/11/10
Whitcomb, Robert
Wigley, Lawrence S. 9/25/13
Wilson, Barry A. 1/7/15
Winge, Don 1/1/05
Wisbar, Harry Girard 3/22/16
Wolf, Brent 12/21/09
Wood, Richard 4/19/88
Yates, Paul David 12/16/14
Young, John



**USS Tullibee SSN-597 Association Members as of
23 June 2016 and Expiration of Membership Dates:**

1. Anderson, Robert	Life Member	46. Herndon, Dewey	LifeMember
2. Arnstam, Mark	Life Member	47. Herron, John	Life Member
3. Arnstam, Cindy	Associate Life Member	48. Holstrom, Anton	Life Member
4. Ash, Sandi	Honorary Life Member	49. Ingraham, Collin	Life Member
5. Banister, David	Life Member	50. Jestus, Gene	Life Member
6. Barnhart, Tom	Life Member	51. Keel, Bill	Life Member
7. Baumstark, James	Life Member	52. Kippley, Martin	Life Member
8. Bell, David	Life Member	53. Koch, Howard	Life Member
9. Black, Lee	Life Member	54. Kuemper, Roger	Life Member
10. Blankenship, Sterling	Life Member	55. Kuykendall, Clifford	Honorary Life Member (SS 284)
11. Bloom, Steven	Life Member	56. Lesnet, Michael	Life Member
12. Bode, Robert	Life Member	57. Lister, William	Honorary Life Member (SS 284)
13. Bunting, Charles	Life Member	58. Lundberg, Dennis	Life Member
14. Burt, Stephen	Life Member	59. Mackensen, Warren	Life Member
15. Candler, Dave	Life Member	60. Maddox, Roy	Life Member
16. Cartaya, Sergio	Life Member	61. McCracken, Robert	Life Member
17. Cassell, Michael	Life Member	62. McGann, William	Life Member
18. Clothier, Gary	Life Member	63. McKeon, James	Honorary Life Member (SS 284)
19. Coons, Betty	Associate Life Member	64. Meinert, William, Sr.	Life Member
20. Coons, Robert	Life Member	65. Munro, Jake	Life Member
21. Coover, Larry	Life Member	66. Neel, John	Life Member
22. Corcoran, William	Life Member	67. Newcomer, Garry	Life Member
23. Cosentino, Dean	Life Member	68. Norgard, Gary	Life Member
24. Cowles, William	Life Member	69. Onorato, Howard	Life Member
25. Davis, John	Life Member	70. Peluso, Joseph	Life Member
26. DeBay, Michael	Life Member	71. Peterson, Scott	End of 2013
27. Doe, Barry	Life Member	72. Raby, Tom	Life Member
28. Dommers, Richard	Life Member	73. Reed, Robert R.	Life Member
29. Donahue, Tom	End of 2017	74. Repphun, Brian	Life Member
30. Drooker, Michael	Life Member	75. Riley, John	Life Member
31. Dunckel, David	Associate Life Member	76. Rogers, Alton	Life Member-Plank Owner
32. Dunkin, Robert	Life Member	77. Romberg, Wayne	Life Member
33. Dvorak, Dave	Life Member	78. Salisbury, Tom	Life Member
34. Elmer, Jim	Life Member	79. Sandberg, Jack	Life Member
35. Ewan, Joel	Life Member	80. Seavers, David	Life Member
36. Fleitz, John	Life Member	81. Shew, James	Life Member
37. Foster, Tim	Life Member	82. Simmons, Richard	Life Member
38. Gent, Jack	Life Member	83. Stein, Randy	Life Member
39. Gildner, Max	Life Member	84. Sterner, George	Life Member
40. Gladis, Peter	Life Member	85. Stone, Mark	Life Member
41. Gunderson, Len	Life Member	86. Swiercz, Pete	Life Member
42. Haldeman, Harry	Life Member	87. Taylor, Kurt	Life Member
43. Hambor, William	Life Member	88. Tidd, Thomas	Life Member
44. Hargan, Tony	Life Member	89. Visner, Samuel	Associate Life Member
45. Haselberger, Mike	Life Member	90. Volpini, John	Life Member
		91. Walker, Kelly	Life Member
		92. Weisensee, William	Life Member
		93. Wilkerson, Michael	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!!

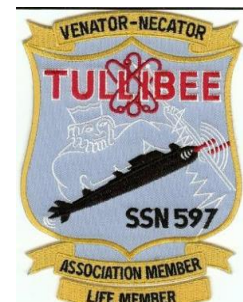
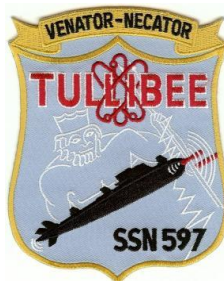
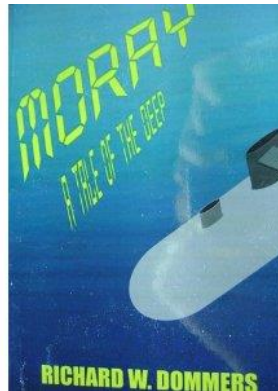
To order any of the items below, email Bill Keel at bkeel597@gmail.com

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	bkeel597@gmail.com	(815) 715-9966
<u>Vice Commander</u>	Steve Burt	swburt56@gmail.com	
<u>Secretary</u>	Anton Holstrom	anton42x@gmail.com	
<u>Treasurer</u>	Bill Keel	bkeel597@gmail.com	
<u>Historian</u>	Max Gildner	gilderml@tds.net	
<u>Reunion Committee Chairperson</u>	Bill Keel	bkeel597@gmail.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	bkeel597@gmail.com	