



TULLIBEE TIMES



Published Quarterly by the
 USS Tullibee
 SSN 597 Association

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Seventeenth Edition, 20 March 2017

Commander's Corner

Hello Shipmates!

Wow! It is already the middle of March and only three months away from the Reunion in Portsmouth. I drove up there once to "borrow" a valve from a boat. I was never stationed there or spent any time there. It amazes me to hear of shipmates from the 60s, 70s, and 80s that were there for long stays with Tullibee. It will be a homecoming for those guys. Although we are receiving reservation forms and Reunion fee payments, please consider sending yours soon, if you are planning to attend. There is a lot more planning on this reunion than on several in the past and knowing who will be there and in which activities they will participate will help our planning go much more

smoothly. Also, please consider staying at the host hotel, the Sheraton Portsmouth Harborside Hotel. Based on responses to the reunion that I received, I guaranteed 20 rooms for Thursday night and 40 rooms for Friday and Saturday evenings. Let's get those filled. Like other reunions, many people sign up no long before the reunion occurs, and for those on the fence, that is understandable—we never have a real cut-off date, as we want all shipmates to have the opportunity to attend! But, for those that know you will be attending, let's get it done. I am really excited that it is close and I'm looking forward to seeing many of you again, and some of you, for the first time! --Bill



Reunion Details:

Host Hotel: Sheraton Portsmouth Harborside Hotel

The following is a message and reservation link from the Sheraton:

A personalized Web site for USS Tullibee Reunion occurring (June 15, 2017 - June 17, 2017) has been created for you.

Guests can access the site to learn more about the event and to book, modify, or cancel a reservation from November 4, 2016 to June 18, 2017.

Below you will find the appropriate link(s) for your participants to access the site:

USS Tullibee Reunion: copy and paste the following link into a web browser:

<https://www.starwoodmeeting.com/events/start.action?id=1611040226&key=137DAA23>

REUNION 2017

Portsmouth, NH
15-18 June 2017

The reunion fee this year is \$75 per person. This includes the reunion banquet, function space at the Sheraton, challenge coins, and a 3-hour Isle of Shoal cruise on the M/V Thomas Loughton (private charter just for us!). Box lunches are available for sale on the Thomas Loughton, as are wine, beer and soft drinks.

Below is a preliminary itinerary of things that we are planning.

Not everyone will choose to take part in all these activities, but there will be many things from which to choose! And, of course, small individual gatherings are encouraged!

Preliminary Itinerary:

15 June 2017 (Thursday)
Meet and Greet TBD

16 June 2017 (Friday)
Tour of Portsmouth Naval Shipyard
Planned activities in groups or individually: deep sea fishing, golf, Historic Portsmouth walking tour, and other activities.
Portsmouth Underbelly Tour

Saturday, 17 June 2017
Isle of Shoals Cruise (M/V Thomas Loughton) followed by a Memorial Service and sub tour at Albacore Park.
Reunion Banquet at Sheraton Portsmouth Harborside Hotel.

Sunday, 18 June 2017
Breakfast
Church Services
Prearranged get togethers
Departure

Our Reunion Host Hotel

Sheraton Portsmouth Harborside Hotel

\$219 per night plus \$19 per night parking.

(Please see the link on page one of newsletter for all pricing information)

There are other hotels in the Portsmouth area; however, it is the hope of the reunion committee that attendees opt to stay at the Sheraton Portsmouth Harborside Hotel. This will be the center of activity and it will be a great place to meet with shipmates and from which to depart for activities.

Reunion Fee

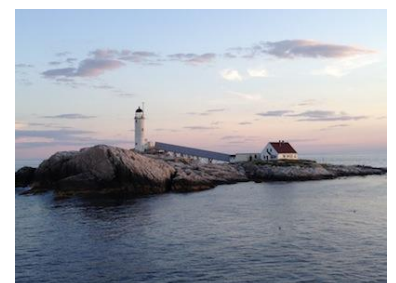
Please make checks for the 2017 Reunion fees of \$75 per person, plus any additional items on the reservation form that you choose, to USS Tullibee SSN 597 Association and mail them to the following address:

Bill Keel
USS Tullibee SSN 597 Assoc.
333 Songbird Road
Collierville, TN 38017

Let's Spread the Word!

Every time we have a reunion, we hear from shipmates after the fact who were upset they did not know about the reunion and wished they could have attended. Almost all of us have shipmates in our contact lists. Why not forward a copy of this newsletter to every Tullibee shipmate you know? If they are already on the mailing list, they'll appreciate you for making sure they have received it! If they are not on the mailing list, it will give them the opportunity to be included. Even if you cannot, or choose not to attend the reunion, let's give our shipmates the chance to get together with old crew members, get reacquainted with old friends, and swap a few stories!

Isle of Shoals Steamship Company M/V Thomas Loughton



USS TULLIBEE SSN 597 ASSOCIATION

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

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.



Today In Undersea Warfare History:

1919 | USS R-2 (SS 79) commissioned with LCDR. Charles Maynard "Savvy" Cooke, Jr., in command. After acceptance trials in Cape Cod Bay, R-2 was assigned to Submarine Division 9 of the Atlantic Fleet and based at New London, Conn.

1942 | USS Swordfish (SS 193) torpedoed and sank the cargo ship Myoken Maru off Kema, Celebes, Islands.

(<http://www.subforce.navy.mil/>)

U.S. Undersea Warfare News

Blumenthal & Murphy Welcome Navy's Commitment to Submarine Force in New Force Structure Assessment

Staff, SAT Press Releases, January 23

HARTFORD, Conn. – U.S. Senators Richard Blumenthal (D-CT) and Chris Murphy (D-CT) welcomed the U.S. Navy's strong commitment to submarine investment outlined in the 2016 Navy Force Structure Assessment (FSA) released earlier today. The FSA recommends an additional eighteen attack submarines for the Navy – increasing the total number of submarines from forty-eight to sixty-six, as part of an overall 355-ship Navy.

"The U.S. Navy's assessment reinforces our strong view that submarines are critical to the overall strength of our military and the long-term future of our national security. We are proud that Connecticut's skilled defense manufacturing workforce produces the most dominant undersea force in the

world," the Senators said. "Supporting our submarine fleet is not only critical to naval preparedness, but to jobs and economic growth in our state. We are committed to working with the incoming Administration to maximize investments in our submarine force within the constraints of our national budget and our overall security needs."

How Do You Tell Adm. Rickover That You Messed Up His New Office?

John Kelly, Washington Post, January 22

Adm. Hyman G. Rickover, the father of the nuclear Navy, was demanding and exacting. But demanding and exacting is probably what you want when you're stuffing a nuclear reactor inside a long metal tube, then sending it and more than a hundred men under the Arctic ice cap.

But apparently there was another side to Rickover, too, one that John Galuardi of Potomac, Md., recently shared with me.

On the past two Sundays, Answer Man has been writing about "tempos," those monstrosities built during the two World Wars that blighted the Mall and other areas in our area.

The focus was on tearing the buildings down, but let's not forget what also had to happen: New buildings had to go up.

John was involved in both aspects. He worked for the General Services Administration, and in 1969 he was charged with demolishing the Navy and Munitions buildings between the Washington Monument and the Lincoln Memorial. He also had to find a place to stick the 10,000 government employees who would be displaced.

One of them was Adm. Rickover. Rickover was a legend. He was an immigrant who

had come from Czarist Russia as a boy, sailing in steerage with his family. He went to the Naval Academy, where he endured anti-Semitic hazing, and then set his own course through the Navy. Rickover's detractors were as vociferous as his boosters, but there was no denying that he got things done.

He was not someone overly concerned with putting underlings at ease. He famously sawed a few inches off the front legs of the wooden chair that job seekers sat in. As they struggled to keep from slipping to the floor, he would badger them with questions. Rickover would be trading his office in Main Navy, as the temporary building was called, for one in Crystal City.

John said that as they were preparing for the move, he heard from Rickover's staff that the admiral's new office was not secure.

"I went over and looked at his office space and saw that it was on an upper floor of the building which was set back from the floor below," John wrote. "You could walk on the roof right up to his office window."

Who knew what military secrets might be visible through the window? John asked his staff to come up with a plan. Their recommendation: Construct a brick wall. It would ruin the view out of the window, but it would prevent people from looking in. The estimated cost of the wall was \$50,000.

John asked one of his colleagues, Jack Packard, to meet with Rickover and see if they should proceed with the wall. Rickover said not to bother, explaining: "If I don't want anyone to look into my office, I will put the window blinds down." Er, good idea.

I wondered what other near-catastrophes have been avoided through the application of good old common sense.



International Undersea Warfare News

Sibling Submariners Delight Seamen Father With Postings

Tim Slater, Community News, January 24

Two Rockingham siblings have signed up for a career under the waves as submariners, after their father also served in the silent service for 20 years.

Able Seamen Ben and Rhiannon Webb are both serving on submarines based at HMAS Stirling after joining the navy in 2014 and 2015, respectively. Both graduated from the Kolbe Catholic College in Rockingham.

Ben (20) is a sonar operator on HMAS Farncomb and Rhiannon is a steward, providing hospitality services for officers on the HMAS Waller. Their father, Warren, served on Oberon and Collins-class submarines after joining the navy in 1984 as a marine engineering technician. He then joined the navy reserve in 1984 as a petty officer and also works as a marine engineering trainer with the Australian Submarine Corporation. Warren said he had not actively encouraged his children to join but was “blown away” when they both did.

“Having both the kids serving in submarines was mind-blowing for me,” he said. “They’ve come through so quickly together, it blows my mind and makes me so proud that they are doing well and doing their own thing.”

Ben said he initially had no intention of joining the navy when he was younger. But as he approached his senior high school years he thought it would be a good career move and provide a stable job for at least six years.

He applied to join while he was still in Year 12 and two weeks after graduating started his recruit training at HMAS Cerberus in Victoria.

“I am extremely happy with my decision,” he said.

Rhiannon (21) also decided to join the navy after studying nursing for a year and working locally for another year.

“It was really helpful having Ben join first and he was at recruit school for the first few weeks that I was there which helped me a lot,” she said.

Ben and Rhiannon have adjusted to the lifestyle and said their proudest moments so far have been receiving their cherished dolphin badges after qualifying as submariners.

They said the key to enjoying life as a submariner was to get on well with other people, study hard and sleep when you can.



Navy News

James Mattis has chosen these two admirals to be his top advisers at the Pentagon

By: [Andrew deGrandpre and Aaron Mehta](#),
January 23, 2017

Defense Secretary James Mattis on Monday filled two key positions on the Pentagon staff, choosing a two-star

Navy admiral to be his senior military adviser and a retired Navy two-star to serve as chief of staff.

Rear Adm. Craig S. Faller will become Mattis' top uniformed adviser, said Navy Capt. Jeff Davis, a Pentagon spokesman. Retired Rear Adm. Kevin M. Sweeney will become Mattis' chief of staff. Additional staff announcements are expected in the coming days and weeks, Davis added.

Mattis has known Faller and Sweeney for several years. Each worked for the retired Marine Corps general during his tenure as head of U.S. Central Command.

In these roles, both men will have considerable influence during internal policy discussions. Defense secretaries look to their advisers to provide candid, constructive advice on all manner of military operations and initiatives — and to speak up if they believe specific efforts are ill conceived. Faller has served in the Navy for nearly 34 years, most recently as chief of legislative affairs. In that role he represented the service and its senior leaders on Capitol Hill. His familiarity with Congress likely signals that Mattis is intending to make a major push to grow the Defense Department's budget, which has been severely constricted by federal spending caps enacted five years ago.

The choice also indicates that Mattis intends to focus on external relationships — with lawmakers, U.S. allies and the American public — rather than internal oversight of the Pentagon. That task is likely to fall to Deputy Defense Secretary Bob Work, the highest-ranking Obama appointee asked to stay on as the Trump administration gets settled in Washington. A retired Marine Corps officer, Work is well regarded as a manager and seen as someone to whom Mattis can delegate day-to-day management of the department's sprawling bureaucracy.

Faller and Mattis have a noteworthy history together. While assigned to Central Command, Faller was investigated by the Navy Inspector General over allegations he breached military ethics rules when, as a carrier strike group commander in 2011, he was offered and accepted a

luxury hotel suite in Malaysia.

The Navy determined Faller's missteps were mitigated because he accepted the room upgrade to accommodate several members of his staff. It was Mattis, as Faller's boss when the investigation was complete, who elected to forego disciplining the admiral.

Faller studied engineering at the Naval Academy and worked in nuclear specialties early in his career. Later, as a commanding officer, he deployed repeatedly the Middle East, leading combat forces supporting U.S. military operations in the Persian Gulf, and in Iraq and Afghanistan.

He's had a number of high-profile shore assignments, too, including as a fellow working for the late Sen. Ted Kennedy, as the head of Navy recruiting and as a top assistant to the head of U.S. Pacific Command. In that job, Faller would have gained valuable insight into U.S. efforts to contain North Korea and counter China.

While at Central Command, Faller served as operations director, a post that afforded him a oversight of the complex security dynamic throughout the Middle East. That will be important now with some 15,000 U.S. troops deployed to active war zones in Afghanistan, Iraq and Syria.

Sweeney spent 32 years in the Navy, retiring in 2014. Since then, he's been active as part of an economic development group in Hampton Roads, Virginia.

He graduated from the Naval Academy in 1982, one year ahead of Faller, and worked for Mattis twice — first as an assistant at the now-defunct U.S. Joint Forces Command in Norfolk, Virginia, and later as the general's executive officer at Central Command in Tampa, Florida. Throughout his career, Sweeney held three high-profile staff assignments in Washington, working for top Navy leaders in the Pentagon and for members of the Joint Staff.

The retired admiral also held several jobs focused on managing large office staffs, suggesting he will be valuable to Mattis and Work in helping to steer the Pentagon's day-to-day operations.

His background is quite diverse, however. Early in his career, Sweeney was focused on communications and

combat systems. Later, as a commanding officer, Sweeney oversaw restoration of the USS Cole after it was attacked by suicide bombers in Yemen in 2000. Later, he deployed in support of the Iraq war.

Toward the end of his career, Sweeney came under professional scrutiny when a Navy investigation, led by a fellow admiral, determined that as the head of a carrier strike group he and another senior officer should bear responsibility for a costly training mishap in 2012. Sweeney's boss at the time, Adm. Bill Gortney, then the head of U.S. Fleet Forces Command, disagreed with and overruled that conclusion.

Sweeney's selection to be Mattis' chief of staff continues the Trump administration's trend of putting retired military officers into important national security roles, including as the president's national security adviser, a post occupied by retired Army Lt. Gen. Mike Flynn. Trump's Homeland Security secretary is John Kelly, a retired four-star Marine general.

The issue overshadowed Mattis' confirmation process early on, with critics voicing apprehension about his nomination because of the short duration he's been separated from the military. The law requires that to serve as defense secretary, retired military personnel must be at least seven years removed from active duty. Mattis, who retired in 2013, required a waiver to bypass that policy.

Mattis was confirmed by the Senate on Friday and sworn into office that evening, arriving for work at the Pentagon on Saturday afternoon. He received his first daily intelligence briefing at that time, and convened a meeting with Work, Joint Chiefs Chairman Gen. Joseph Dunford and Vice Chairman Gen. Paul Selva.

On Monday, Mattis met with the joint chiefs of staff and placed his first calls international partners, including NATO Secretary General Jens Stoltenberg, Canadian defense minister Harjit Sajjan and British defense chief Michael Fallon.

In all three instances, Davis said, Mattis sought to reaffirm the United States' commitment to its allies — particularly in Europe, which is under

renewed threat from neighboring Russia. Trump has suggested his administration may look to mend ties with Moscow, and he has questioned the need for NATO, causing angst at home and overseas.

"The secretary," Davis said of Mattis, "... wanted to place the call [to Stoltenberg] on his first full day in office to reinforce the importance he places on the alliance."



Commentary: Changes ahead for Navy personnel system, sailors' training pipeline

By: Vice Adm. Robert Burke, Chief of Naval Personnel, January 24, 2017

Our Sailors are the Navy's asymmetric advantage in an increasingly complex world. However, unlike the many changes to our ships, warplanes and weapons systems over the past four decades, we have not fundamentally changed our approach to personnel policy, programs and systems since the 1970s. Just like the weapons systems we use, our personnel system needs updates to keep pace with a rapidly changing world.

As the Chief of Naval Personnel, my organization is responsible for making sure that our newest Sailors are ready for the many jobs and tasks they will be asked to undertake. This responsibility includes finding and recruiting talented individuals as well as executing training pipelines that transform young Sailors into highly skilled maritime warriors.

Today, there are two fundamental challenges facing the Navy's personnel domain. The first is a looming war for talent. Our recruiting pool, filled with young individuals possessing the requisite academic and physical aptitude and a propensity to

serve grows smaller and smaller. Additionally, a great deal of uncertainty surrounds the nation's continued economic recovery and how that will affect our recruiting and retention. Many Sailors leaving the Navy are not dissatisfied with the compensation they receive, but rather they feel stymied by our industrial-age personnel systems and processes, which do not provide them with the choices, flexibility and transparency they want and need. Our personnel processes and infrastructure are complex, outdated and inefficient. And while we are able to make the machine work, it comes at a high cost, both in terms of resources and level of effort.

Second, in today's fiscal and operational environment, continuing to do business the way we've always done is not sustainable. Each year, the Navy recruits, processes and trains nearly 40,000 Sailors, and sends that same number home, to say nothing of 90,000 permanent change of station moves we execute on top of it all. Even if budgets were unlimited – and they aren't – this is inefficient in terms of cost and time. We must find better ways to retain and repurpose the talent in which we have already invested, and avoid incentivizing Sailors to walk out the door.

Additionally, the Navy's recent guidance known as the Design for Maintaining Maritime Superiority challenges us to think about how we will adjust to a rapidly changing world. For us, that means we must be poised to quickly adapt our workforce to new and evolving threats while continuing to attract and retain the very best Sailors in a competitive talent market.

To address these challenges, we have been working hard on a series of initiatives called Sailor 2025. These initiatives are aimed at modernizing our personnel management and training systems to more effectively recruit, train and manage the force of tomorrow all while improving the Navy's warfighting readiness. We are transforming our industrial-age personnel system and supporting IT infrastructure with the goal of having an integrated pay and personnel system for our Sailors within the next

few years. Incremental change will not be enough – we simply cannot afford to wait that long.

Today, Sailor 2025 is a living, breathing set of approximately 45 initiatives built on a framework of three pillars: a modern personnel system, a career learning continuum and career readiness.

The first pillar is a wholesale modernization of our entire personnel system. We're working to create flexible policies and additional career choices, as well as empower our commanding officers with tools to retain the best and brightest Sailors. As part of this pillar, we have already implemented several initiatives including the Meritorious Advancement Program, increased graduate education opportunities and tours with industry. In the coming years, we're working to implement our "Detailing Marketplace" Fleet-wide, which will allow Sailors to negotiate job assignments directly with gaining commands. We are also in the early stages of several other initiatives including an overhaul of our performance evaluation system, shifting to tailored, NEC-based advancement exams coincident with the rating modernization effort and examining how we might enable ease of movement back and forth between the Active and Reserve Components.

The second pillar of Sailor 2025 is focused on providing the right training at the right time in the right way. We call this effort "Ready Relevant Learning." Today, after Sailors graduate from Boot Camp, they typically attend school and receive most of their career rate-specific training up front, which can last up to two years. By the time they reach their assignments, Sailors' skills may have atrophied or the technology they trained on might be outdated. Therefore, we are developing a career-long learning continuum where training is delivered by modern methods to enable faster learning and better knowledge retention at multiple points throughout a career, just as we do for officers. This will help us transform our industrial, conveyor-belt-training-model and ensure that content is refreshed for changing technologies so Sailors are ready to

perform on day one at their new units.

We are doing this all while helping Sailors improve their career readiness by better developing our leaders, building a team that looks like the nation we serve and removing obstacles that negatively influence a Sailor's decision to stay Navy when they are looking to start or raise a family – pillar three. To accomplish this, we have lengthened maternity leave to 12 weeks, changed our dual military co-location policy, expanded the Career Intermission Program, strengthened our resilience, health and fitness programs across the force and are working to expand Child Development Center hours and capacity. Additionally, we have created a Leader Development framework that recognizes we can no longer take character for granted and established a Navy Civilian Workforce Framework designed to provide our Navy civilian teammates the same career management opportunities as our uniformed Sailors. We also recognize that leveraging our diversity is crucial to reaching our potential. Leaders generate success and achieve unparalleled performance when they tap into the energy and capability of an actively inclusive team.

At the foundation of all these initiatives is an effort to streamline and optimize all of our processes within N1. We are in the process of modernizing our IT infrastructure in preparation for transition to a modern, cloud-based integrated pay and personnel system. This will allow Sailors to conduct all manner of personnel issues, from pay and leave, to interactions with detailers, via modern, easily-accessible and simple to use programs that work on a personal mobile device.

While we have a lot of work left to do, at the end of the day our goal remains to provide Sailors a personnel system that keeps pace with the weapons systems they use every day in the Fleet. It's the right thing to do for our Sailors, and we believe it is change they will appreciate.

As we go forward, we want Sailors' input on additional ideas to pursue as part of Sailor 2025. Hearing from you is the best way we can make

our policies and systems even better. You have a direct line to me in order to make sure your ideas are heard – send them to: usnpeople.fct@navy.mil.



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 Swordfish (SS-193) 12-Jan-1945. All hands lost (90).

USS Argonaut (SS-166) January 10, 1943 – 105 Men Lost



Originally named V-4, Argonaut was commissioned in 1928. At the time, she was the largest submarine in the U.S. Navy, a distinction she retained until the advent of nuclear submarines in the 1950s. Designed as a minelayer, Argonaut was 385 feet long and displaced 2,710 tons (4,080 submerged), with 4-21" torpedo tubes, and two mine laying tubes aft. As originally configured, 60 mines were carried. She also carried a pair of 6"/53-calibre deck guns, one forward and one aft.

Argonaut was assigned to Pearl Harbor at the time of the Japanese attack, but was at sea near Midway on 7 December 1941. In company with U.S.S. Trout, Argonaut approached a suspected enemy force. Mindful of his boat's unsuitability as an attack submarine, Argonaut's captain, Lieutenant Commander Stephen Barchet, prudently elected to make a submerged sonar approach.

The "invasion force," which proved to be a pair of Japanese destroyers sent off on a hit and run mission to shell Midway, did not detect Argonaut—though it appeared at the time that they had—nor was the submarine able to set up an attack. While this was looked on as a missed opportunity, it was conceded that, in view of Argonaut's size, slow speed, lack of maneuverability, and relatively shallow test depth, Barchet acted correctly. (This was, of course, before anyone had become aware of the flaws in the Mark 14 torpedo, which at that time would have been far more likely to simply inform the enemy of Argonaut's presence, probably resulting in her loss, than do any damage to the enemy.)

Contrary to some published reports, Barchet was not relieved for "lack of aggression" at the end of Argonaut's first war patrol. His executive officer, William Post, was sent to a staff job at Pearl Harbor and Argonaut's dive officer, Richard O'Kane was temporarily moved up to XO. Barchet then took the boat back to Mare Island for a much-needed refit and modernization. At that point, having commanded Argonaut since 1939, he turned over the boat to Lieutenant Commander John Pierce and O'Kane left to join the pre-commissioning crew of U.S.S. Wahoo. Barchet went on to serve in a number of important posts both during and after the war.

Still designated as a mine-layer upon her return to Pearl Harbor, the decision was made to convert Argonaut into a transport submarine. Her mine handling gear was removed and her mine tubes were cut out and blanked off at the after bulkhead, with the remaining sections outside the pressure hull pierced to allow them to be free-flooding. The space formerly allocated for mines was

now filled with bunks, heads, mess facilities, and washroom. About 120 Marines could be accommodated. She was re-designated APS-1 after this conversion.

Argonaut's conversion to a troop carrier was a concession to reality. It had already been recognized that giant submarines like Argonaut, and the similar "cruiser" submarines Nautilus and Narwhal, were impractical for normal operations. Their heavy gun armament, intended for commerce raiding, lacked the centralized fire control system it would have needed to be of any practical value against a warship. Transporting raiding parties and other special missions appeared to be the most practical use for these oversized boats. Also, in Argonaut's case, the development of mines that could be laid from ordinary torpedo tubes essentially ended the need for specialist mine-layer submarines.

In August 1942 Argonaut, under the command of Lieutenant Commander John Pierce, transported 121 members of the 2nd Marine Raider Battalion to Makin Island, in the Gilberts chain. Nautilus, unlike Argonaut fitted with only temporary troop accommodations, carried another 90 Marines. Both submarines attacked shipping during the raid, and then picked up the raiders after two days. On 10 January 1943, Argonaut attacked a five-ship convoy, escorted by three destroyers. Pierce's torpedo damaged one of the escorts. The others, Isokaze and Maikaze, attacked at once with a heavy depth charging.

An Army Air Force bomber, returning from a raid with all bombs expended reported seeing Argonaut's bow break surface after a depth charge attack. The Japanese destroyers opened fire with their guns, sinking Argonaut with the loss of all hands. She carried a crew of 105 at the time of her loss.

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 Scorpion (SS-278) 1-Feb-1944. All hands lost (77).
 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 TROUT (SS-202) February 29, 1944 – 79 Men Lost



The veteran patroller USS Trout (Lieutenant Commander A.H. Clark) left Pearl Harbor 8 February 1944 en route to her eleventh patrol, topped off with fuel at Midway and left 16 February, never to be heard from again. She was to patrol between 20° -

00°N and 23°-00°N, from the China coast to 130°-00°E. Trout, scheduled to leave her area not later than sunset 27 March 1944, was expected at Midway about 7 April; overdue she was reported presumed lost 17 April.

From the Japanese since the war the following facts, have been gleaned: On 29 February 1944 Sakito Maru was sunk and another ship badly damaged in 22°-40°N, 131°-45°E. Since Trout was the only U.S. submarine which could have attacked at this time in this position but did not report the action, it is assumed she was lost during or shortly after this attack.

In her first ten patrols, Trout sank 23 enemy ships, giving her 87,800 tons sunk, and damaged 6 ships, for 75,000 tons. Trout's first patrol resulted in no enemy damage, but her second was most unusual: She delivered ammunition from Pearl Harbor to Corregidor in January 1942. To compensate for the weight of ammunition delivered, she brought back as ballast 20 tons of gold, silver and securities to Pearl Harbor; whence it was taken to Washington for safekeeping. Trout also sank a medium freighter and a patrol craft. From mid-March to mid-May 1942 Trout patrolled in the Empire, sank a large tanker, three freighters and a gun-boat, and damaged a large freighter. Her fourth patrol she was part of the forces defending Midway but made no successful attacks. The area south of Truk was the scene of Trout's fifth patrol; here she sank a transport and damaged an aircraft carrier.

During her sixth patrol, in the Southern Solomons, Trout had but one attack opportunity. She made no hits on a battleship sighted on 13 November 1942. In the South China Sea on her seventh patrol, she sank a freighter, a tanker and two sampans, and damaged two large tankers. In the same general area on her eighth patrol Trout sank two sampans and damaged an auxiliary.

In May and June 1943 Trout patrolled the lesser Philippines and sank two tankers, a freighter and two small schooners, also damaging a freighter. Trout's tenth patrol was a passage from Fremantle to Pearl, with a patrol of the Davao area en route. She sank a freighter, a transport, a sampan and for a time was credited with a submarine--I-182, thought to have been destroyed in Surigao Strait on 9 September. Trout was awarded the Presidential Unit Citation for her second, third and fifth patrols.

Submarines Lost/Damaged During the Month of March

USS Tullibee (SS-284) 26-Mar-1944. 79 men lost, one taken POW and survived the war.

USS F-4 [ex-SKATE] (SS23) 25-Mar-1915. 19 men lost. Remarks: Hulk raised and reburied off Sierra 13 north of Submarine Base, Pearl Harbor.

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 Kete (SS-369) 20-Mar-1945. All hands lost (87). USS Trigger (SS-237) 28-Mar-1945. All hands lost (91).

USS Tullibee (SS-284)

26-Mar-1944. 79 men lost, one taken POW and survived the war.



(Compiled by Paul W. Wittmer and Charles R. Hinman, originally from: U.S. Submarine Losses World War II, NAVPERS 15,784, 1949 ISSUE)

On 5 March 1944, TULLIBEE, commanded by Cdr. C. F. Brindupke, departed Pearl Harbor to start her fourth war Patrol. She stopped at Midway to top off with fuel, and having left that place on 14 March, she was not heard from again. The area assigned to TULLIBEE was an open sea area north of Palau, and she was to cooperate with surface forces in the first carrier strike on Palau.

TULLIBEE was to leave her area not later than 24 April 1944, and on that date a despatch was sent directing her to proceed to Majuro for refit. She was expected at Majuro about 4 May, but instructions stated that a submarine unable to transmit would not go to Majuro, but to Midway. On 6 May 1944, Midway was alerted for a submarine returning without transmission facilities but the lookout was not rewarded and TULLIBEE was presumed lost on 15 May 1944.

The following story of TULLIBEE's loss is taken from a statement made by the lone survivor, C. W. Kuykendall, GM2c. He reports that the boat arrived on station, 25 March, and on the night of 26 March a radar contact was made. The contact was found to be on a convoy consisting of a large troop and cargo ship, two medium sized freighters, two escort vessels and a large destroyer.

Having solved the convoy's speed and course, TULLIBEE made several surface runs on the large transport, but held fire, being unable to see her due to squally weather. The escorts had detected the submarine's presence, and dropped 15 to 20 depth charges. The submarine came in to 3,000 yards, still unable to see the target, and fired two bow tubes. A minute or two later a terrific concussion shook the boat, and Kuykendall, who had been on the bridge, soon found himself struggling in the water. Since range and bearing of escorts was known, the survivor states that he is sure the explosion was the result of a circular run of one of TULLIBEE's torpedoes.

There were shouting men in the water when Kuykendall first regained consciousness after the blast, but after about ten minutes everything was silent, and he never again saw or heard any of the other TULLIBEE men. At 1000 on 27 March, an escort vessel located the swimming man, and after firing on him with machine guns, came in and picked him up. He learned here that the transport they had fired at had sunk. [Editor's note: Most sources do not credit Tullibee with this sinking.]

The story of his captivity is much the same as the stories of survivors of GRENADIER, SCULPIN, TANG, PERCH, and other submarines. He was questioned assiduously by English speaking officers, and beaten when he refused to give any more information than international law required. In April 1944, he was taken to Ofuna Naval Interrogation Camp, where he stayed until 30 September. From that date until rescue on 4 September 1945, he was forced to work in the copper mines of Ashio.

This submarine began her career in the Submarine Force in July 1943, with a patrol in the western Caroline Islands. In this patrol she sank one freighter and damaged another. Her second patrol was in the area south of Formosa off the China coast; here she sank a transport ship and damaged a large tanker and another transport. On her third patrol, in the Marianas area, TULLIBEE sank a small freighter. This gave TULLIBEE a total of three ships sunk, totaling 15,500 tons, and three damaged, for 22,000 tons.

"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 139 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.
Bogges, 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
Bunting, Charles M. 3/13/17
Chumney, Larry Joe 8/23/13
Clope, Paul R. 7/2/07
Compton, Gregory Steven 12/14/09
Coons, Bard S. 12/27/2006

Cremi
Davis,
DeNic
Dickse
Dizdu
Dodsc
Dollis
Donne
Eck, V
Eldrid
Farnol

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.*

Hale, Robert 6/6/64
Hall, Gareld Edward 5/20/09
Hammond, Larry R. 10/15/12
Harring, William 2/7/15
Harris, Darrell Eugene
Harvey, John W. 4/10/63
Hinkle, David R. 4/27/09
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
Loposer, Avery K. 6/27/16
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
 Morton, Billy J 9/6/15
 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.
 Oxforth, 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
 VanNostrand, Carl 1/29/17
 Vincente, Jose 3/19/11
 Wallace, John 6/5/68
 Warner, Wayne A. 3/5/16
 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
 Wisecup, Mervyn 5/13/16
 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
 24 January 2017 and Expiration of Membership Dates:**

1. Anderson, Robert	Life Member	27. Corcoran, William	Life Member
2. Arnstam, Mark	Life Member	28. Cosentino, Dean	Life Member
3. Arnstam, Cindy	Associate Life Member	29. Cowles, William	Life Member
4. Ash, Sandi	Honorary Life Member	30. Davis, John	Life Member
5. Banister, David	Life Member	31. DeBay, Michael	Life Member
6. Barnhart, Tom	Life Member	32. Doe, Barry	Life Member
7. Baumstark, James	Life Member	33. Dommers, Richard	Life Member
8. Baxter, John C.	Life Member	34. Donahue, Tom	End of 2017
9. Bell, David	Life Member	35. Drooker, Michael	Life Member
10. Black, Lee	Life Member	36. Dunckel, David	Associate Life Member
11. Blankenship, Sterling	Life Member	37. Dunkin, Robert	Life Member
12. Bloom, Steven	Life Member	38. Dvorak, Dave	Life Member
13. Bode, Robert	Life Member	39. Elmer, Jim	Life Member
14. Boyles, Robert	Life Member	40. Ewan, Joel	Life Member
15. Bunting, Charles	Life Member	41. Fleitz, John	Life Member
16. Burt, Stephen	Life Member	42. Foster, Tim	Life Member
17. Candler, Dave	Life Member	43. Gent, Jack	Life Member
18. Cartaya, Sergio	Life Member	44. Gildner, Max	Life Member
19. Cassell, Michael	Life Member	45. Gladis, Peter	Life Member
20. Clark, Mark	Life Member	46. Gunderson, Len	Life Member
21. Clothier, Gary	Life Member	47. Haldeman, Harry	Life Member
22. Coffman, Gary	Life Member	48. Hambor, William	Life Member
23. Cook, Stephen	Life Member	49. Hargan, Tony	Life Member
24. Coons, Betty	Associate Life Member	50. Haselberger, Mike	Life Member
25. Coons, Robert	Life Member	51. Herndon, Dewey	Life Member
26. Coover, Larry	Life Member	52. Herron, John	Life Member
		53. Holstrom, Anton	Life Member
		54. Ingraham, Collin	Life Member
		55. Jestus, Gene	Life Member

56. Keel, Bill	Life Member	79. Reed, Robert R.	Life Member
57. Kippley, Martin	Life Member	80. Repphun, Brian	Life Member
58. Koch, Howard	Life Member	81. Riley, John	Life Member
59. Kuemper, Roger	Life Member	82. Rogers, Alton	Life Member-Plank Owner
60. Kuykendall, Clifford	Hon Life Member (SS 284)	83. Romberg, Wayne	Life Member
61. Lesnet, Michael	Life Member	84. Salisbury, Tom	Life Member
62. Lister, William	Hon Life Member (SS 284)	85. Sandberg, Jack	Life Member
63. Lundberg, Dennis	Life Member	86. Seavers, David	Life Member
64. Mackensen, Warren	Life Member	87. Shew, James	Life Member
65. Maddox, Roy	Life Member	88. Simmons, Richard	Life Member
66. McCollem, Robert	Life Member	89. Stein, Randy	Life Member
67. McCracken, Robert	Life Member	90. Sterner, George	Life Member
68. McGann, William	Life Member	91. Stone, Mark	Life Member
69. McKeon, James	Hon Life Member (SS 284)	92. Sweat, John	Life Member
70. Meinert, William, Sr.	Life Member	93. Swiercz, Pete	Life Member
71. Munro, Jake	Life Member	94. Taylor, Kurt	Life Member
72. Neel, John	Life Member	95. Tidd, Thomas	Life Member
73. Newcomer, Garry	Life Member	96. Visner, Samuel	Associate Life Member
74. Norgard, Gary	Life Member	97. Volpini, John	Life Member
75. O'Neill, Joseph	Life Member	98. Walker, Kelly	Life Member
76. Onorato, Howard	Life Member	99. Weisensee, William	Life Member
77. Peluso, Joseph	Life Member	100. Wilkerson, Michael	Life Mem
78. Raby, Tom	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!!

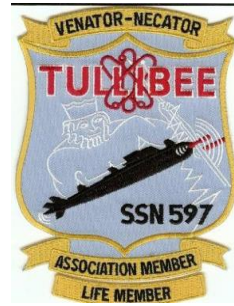
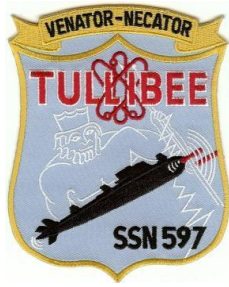
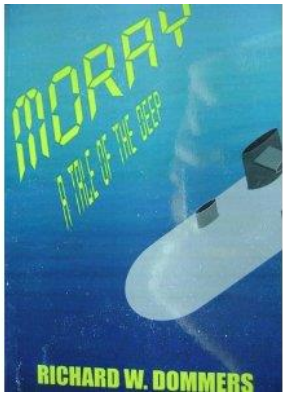
To order any of the items below, email Bill Keel at bkeel597@gmail.com

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
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 Collierville, TN 38017
bkeel597@gmail.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. Pledge loyalty and patriotism to the United States of America and its Constitution."

USS Tullibee SSN 597 Association Officers

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