



TULLIBEE TIMES



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 USS Tullibee
 SSN 597 Association

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



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Commander's Corner

Hello Shipmates!

Many of us recently returned from the 2017 Reunion in Portsmouth, NH. All comments I have heard and read were extremely positive and complimentary toward the reunion and the venues provided. Special thanks to Warren Mackensen, Bob "Bingo" Bode, Mike Drooker, Mike Haselberger, Jack Munro, Max Gildner, and Mike Wilkerson for all their help making this happen! And a huge thank you to Rear Admiral Clarke Orzalli for being our reunion speaker this year! He did an outstanding job. I have been receiving correspondence from many shipmates expressing how much they wanted to attend but were unable to due to illness, inability to travel, financial resources, or other reasons. The next reunion will be in 2019. I will convey time

period and location soon. Until then, start saving that change and stow it away for the next reunion. Every reunion seems to top the ones before it; that should make 2019 pretty special!

I will be purchasing a website in the very near future so that I can make regular updates, add pictures, and just be able to keep it current. I am the furthest thing there is from a computer guy so I need to get something that even I can work! It will be a little more expensive than what we have previously used and will be monthly payments, but none of the Association money will be used to purchase or maintain our new website; this will be my contribution to the USS Tullibee SSN 597 Association. As soon as I have it up and running, I will post many more reunion pictures than I have the capability to add in this newsletter. ---Bill

SPECIAL OFFER FROM CAPTAIN DOMMERS



Captain Dommers has very generously agreed to donate ALL proceeds from the sale of this book purchased by Tullibee sailors and families to the USS Tullibee SSN 597 Association. He will even write a message in the book to the purchaser and autograph the book! This is extremely kind of Captain Dommers. Please read about the book on the following page!

Moray: A Tale of the Deep

"Combining Cold War adventure with an intimate look at the people involved, Moray tells of a U.S. Navy nuclear submarine, the men who man her, the families that wait at home, and her adversaries. Assigned a mission in the Caribbean in late 1962, the ship finds herself enveloped in the unfolding drama of the Cuban Missile crisis. As the situation escalates, Moray is suddenly involved in a direct confrontation with Soviet submarines that carry nuclear torpedoes. When the Cuban crisis winds down, Moray receives a new commanding officer whose leadership style contrasts markedly with that of the previous commander, and at the same time is handed a highly dangerous mission to collect intelligence on Soviet missile testing in the Black Sea. The drama of her confrontation with Soviet surface and subsurface forces will hold the reader's attention through the thrilling conclusion."

As I read the book, I couldn't help but notice all the similarities with the Tullibee (intentionally written as if the action occurred on 597 ??). I enjoyed Moray and felt much nostalgia as I read the book cover-to-cover.

The price for this book is just \$15.95 per copy. Send a check made out to USS Tullibee SSN 597 Association, along with the inscription you would like Captain Dommers to write in your book, to:

Bill Keel
333 Songbird Road
Collierville, TN 38017

HELP US TO REACH OUR SHIPMATES!

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.

Our goal is to reach every Tullibee sailor we possibly can and put them in touch with their shipmates. Many of you are reading this because Nancy Coover, Captain Carl Dunn, some other caring shipmates, and I spent countless hours tracking you down so you could be involved with shipmates and Tullibee activities. Please help us reach even more shipmates!

If you have someone you think we can locate, please send the information to Mike Wilkerson at mikewilk@comcast.net. Mike will be taking the point on adding people to our mailing list, but he needs your help! If you want him to locate someone, send the shipmate's name, but add as much information as you can. For instance, do not simply say, "Please find John Estes." There are thousands of John Estes listings. Give as much information as you can, such as

age (or approximate age), wife's and/or children's names, place of enlistment, last known address, place moved to after discharge, etc.

Thank you Mike for taking on this project to grow our list of shipmates!

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 -- \$19.75 plus \$5 shipping (add \$2 for 2XL and 3XL)

-Ball caps, with gold or silver Dolphins -- \$14.25 plus \$5 shipping

-Tullibee coffee mugs -- \$10 plus \$5 shipping

-Tullibee T-shirts – Sm, Med, Lg, XL \$15. XL and 3XL \$17. Price includes shipping

-Zippo lighters with the boat's crest on one side and the T2 emblem on the other. \$17. Includes shipping.

-Tullibee patches, with boat's Crest or Patch with "Association member" \$10 or 2 for \$15. Includes shipping.

-T2 patches. \$6 each. Includes shipping.



Making chief: What the quotas don't tell you

By: [Mark Faram](#), July 11, 2017 (Photo Credit: MC3 Anna Van Nuys)

Pinning on the fouled anchors of a chief petty officer is, for many, the crowning achievement in a sailor's career. The lore of advancing into the Navy's chiefs mess is unlike any other enlisted advancement in the military. Each summer, a chiefs selection board convenes and culls through the records of thousands of first-class petty officers, looking for the Navy's next generation of senior deckplate leaders. Navy-wide, the advancement rate is about one in four. This year's board, which started deliberations on June 26, has quotas that will advance eligible E-6 sailors at a rate of about 23.6 percent. The results will be published in August.

On an individual level, the average sailor makes chief petty officer in just under 14 years of service after spending an average of about six years as a first class petty officer.

Yet the [statistics for individual ratings](#) fluctuate depending on the health of each rating. For a high-demand career field like Explosive Ordnance Disposal, sailors make chief in less than 12 years on average. Meanwhile, for a more competitive rating like Personnel Specialist, it takes on average more than 15 years.

And within the individual ratings, the path to the chiefs mess varies a lot. Some sailors advance very quickly, potentially making chief in less than seven years. Others take more than 20 years to make the cut near the end of a career, when they are dangerously close to being shown the door because of up-or-out limits.

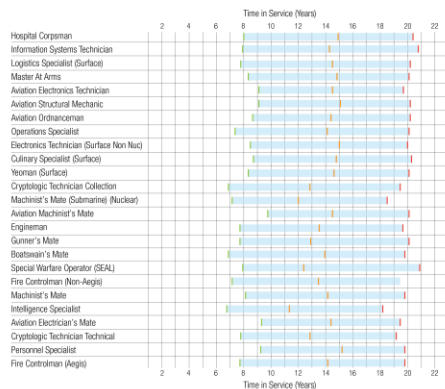
A detailed look at the Navy advancement data can help sailors calibrate their hopes and expectations. "Sailors can use this information and tailor it to their own motivation," said Command Master Chief (SW/AW) Bill Houlihan, a former destroyer command master chief and now the

top enlisted sailor at Naval Station Mayport in Florida.

“If I am a boatswain’s mate and see that the average sailor in my rating puts on chief at the 14-year mark with an average time in grade of almost five years, maybe I see that as I want to be that exception and make it faster,” he said.

If nothing else, he said, it’s a good gauge in making career decisions.

“It can give you a reasonable expectation that you’re following along on a career progression — or not — and also motivate you to do what it takes and kick it up a notch or take the hard jobs needed to prove yourself to that selection board that you are ready to be a chief.”



How long does it take to make chief? The average, minimum and maximum time in service it takes to make chief petty officer for the 25 most populous ratings. How does your rating stack up to the rest?

The E-7 selection board is by far the largest of any Navy board. The advancement rate varies over time. Since 1997, selection rates have averaged 22 percent, with a high of over 28 percent coming in fiscal 2002 and a low of about 12 percent in fiscal 1998.

Fastest to chief

Since 2011, there have been three sailors who have advanced to chief petty officer in under six years. And in each case — an intelligence specialist in 2011, an operations specialist in 2012 and a damage controlman in 2015 — they did it with under three years time in grade as a first class.

The latter sailor, Chief Damage Controlman (SW) Jose Rosario, was notified he’d been

awarded his chief’s anchors in August 2015. When the word came down, he had five and a half years in the Navy, and was still under six years in when his official advancement date arrived four months later.

“Being a chief is tough and it doesn’t matter if you make it in five or 19 years,” Rosario told Navy Times in a recent interview. “But remember, you aren’t doing this yourself.”

Sure, the stars aligned in a way for Rosario to achieve the milestone in less than half the time it takes the rest of the Navy, but that doesn’t mean it was simply gifted to him.

Rosario credits hard work, exhausting study and plenty of good mentorship as the reasons he made chief petty officer in record time.

And he did so despite experiencing failure, too.

Rosario made E-4 after being meritoriously promoted for finishing on top of his A school. But his first time taking an exam and competing against his peers for E-5, he missed the mark by 5 points.

The next cycle, he sewed on second class and has not looked back since.

Normally, a sailor has to wait three years as an E-5 to test for E-6. But the rules allow COs the ability to waive a year for sailors who get “Early Promote” recommendations on their evaluations.

Twice, Rosario competed a year early for the next paygrade, first putting on E-6 and then chief petty officer, each on the first try.

Hard work and studiousness are ultimately the only things in a sailor’s control that will ensure being in position for advancement.

The best shot

What sailors can’t control is the Navy’s allotted opportunity, or more simply, the percentage of sailors in a given rating and paygrade who will advance during a cycle.

The good news is that over the past five years, only once has a rating had zero chance to make chief. That was the SeaBee rating of engineering aid during the fiscal 2012 board.

Navy officials are constantly reminding sailors that advancement is vacancy-driven. Each year, the number of vacancies in ratings and paygrades fluctuates.

Over the past five years, no rating has had consistently higher opportunities to make chief petty officer than explosive ordnance disposal, which has advanced 66 percent of their eligible first class petty officers.

Interestingly, the EOD rating never had the highest opportunity in any year during the aforementioned five-year span. The rating’s year-to-year consistency at the top of the pack, however, is why it comes out on top.

Half of the top 10 most opportunistic ratings were from the submarine community — logistics specialists, machinist’s mate (weapons), yeoman, culinary specialists and information systems technicians.

When it comes to the least opportunistic ratings, that unfortunate distinction goes to those in the SeaBee community, where all seven ratings reside in the bottom 10.

The top and bottom 10 ratings for advancing to chief. The reason for this is simple — the Navy’s construction battalions were cut by over one-third in the past few years. But good news is on the horizon for these sailors. With the exception of the construction mechanic, all of the Seabee ratings are seeing a significant boost in opportunity to make chief petty officer this year.

Fast-track ratings

When it comes to ratings, on average, that have advanced faster to chief petty officer in the past five years, that crown belongs mostly to the surface and submarine nuclear power sailors.

All of the nuclear power ratings advance to chief between 10 to 12 years of service, while spending between four and a half to six and a half years as a first class.

Once again, EOD fares well, coming in fifth place in terms of lowest average time to make chief — 11.2 years — making it the only rating to be in the top-10 for both opportunity and fastest time to put on anchors during the five-year span. Where it starts to get even more interesting, though, is looking at the top 10 ratings that consistently advance sailors to chief petty officer

in the least amount of time during the past half decade.

This list, too, contained only one rating among those with the best overall opportunity — submarine sailors in the machinist's mate (weapons) rating, who are making chief, on average, at just under seven and a half years time in service. Even Rosario's damage controlman rating ranks 33rd in average time to make chief — 13 and a half years of service. And even with Rosario's record-setting five and a half years to chief, DC still sits 23rd overall in the five-year average minimum time in service category.

What this suggests is that although the rate of opportunity typically plays a heavy role in advancement, any sailor can beat the odds.

Don't give up, ever

Until the Navy's recent announcement that E-6 sailors will be allowed to stay beyond the 20-year active duty mark, first class petty officers reaching that threshold were required to retire.

But the data show that the Navy makes exceptions to those rules, often granting waivers for rating or operational needs.

In those cases, many sailors, who have often waited between 10 and 15 years as first class petty officers before putting on anchors, have seen their dreams realized at the last minute.

In the past five years, two sailors have made chief petty officer with over 22 years on active duty, and another seven have made the cut after over 21 years.

In all, 142 sailors have transitioned into the chiefs mess at or over the 20-year mark, with 122 having at least 21 years in when they were advanced.

According to Master Chief Machinist's Mate (SW) Damian Kelly, who is currently on board the command ship Mount Whitney, waiting nearly a decade to become chief isn't any indicator of how a sailor will advance further up the ranks.

Kelly's wait for chief ended at his 19-year mark, on his second-to-last chance before being forced out due to high-year tenure.

The advancement was unexpected — he and his wife had already bought a home in Wisconsin to prepare for life after the Navy.

After being selected for chief petty officer in 2009, Kelly advanced to E-8 and E-9 during the first opportunity for each. He's now looking forward to at least a 30-year career.

There's no shame in making chief later in a sailor's career, Houlihan says, because seasoned sailors make the Navy even stronger.

"These are some very valuable members of our chiefs mess, because they have many years of experience and nearly always hit the mess ready to make an immediate impact on their rating and the command," he said.

"A lot is to be said for someone who has stuck to it and pushed and pushed and not given up — that attitude of resilience really defines our chiefs mess."

TOP AND BOTTOM 10 CHIEF'S ADVANCEMENTS

Top 10	Percent selected	Bottom 10	Percent selected
Explosive Ordnance Disposal	66.70%	Naval Aircrewman (Mechanical)	13.40%
Logistics Specialist (Submarine)	62.60%	Musician (Special Bands)	13.30%
Gas Turbine Systems Technician (Electrical)	59.00%	Steelworker	11.40%
Machinist's Mate (Weapons) (Submarine)	46.90%	Cryptologic Technician (Interpretive) (Middle East/Asia)	11.30%
Yeoman (Submarine)	45.80%	Builder	10.80%
Gas Turbine Systems Technician (Mechanical)	44.70%	Construction Electrician	9.50%
Navy Counselor (Career Recruits)	42.30%	Utilitiesman	9.40%
Culinary Specialist (Submarine)	41.30%	Equipment Operator	8.40%
Electrician's Mate	40.60%	Construction Mechanic	8.00%
Information Systems Technician (Submarine)	38.20%	Engineering Aid	6.90%

(5 in top 10 are in Submarine Ratings)



Navy eliminates seven collateral duties

By: Geoff Ziezulewicz, July 11, 2017
(Photo Credit: PO1 Tim Comerford/Navy)

The Navy is eliminating seven shipboard collateral duties, effective immediately, the office for Chief of Naval Operations Adm. John Richardson announced Tuesday.

A working group has also been established to see which other collateral duties can be eliminated or consolidated.

The move aims to remove the burden of extra jobs on sailors so they can devote their attention to primary duties, according to the CNO's office.

The seven collaterals that hit the chopping block Tuesday are athletics officer, library officer, health benefits advisor, community relations project officer, knowledge management officer and voting officer.

The enlisted safety committee will be merged with the enlisted safety council.

"It's not just about removing collateral duties," Vice Chief of Naval Operations Adm. Bill Moran said in a CNO release. "It's about taking a hard look at all the demands we put on our ships, squadrons and sailors, and refocusing our efforts on eliminating the unnecessary tasks that ultimately distract our sailors from their primary duties."

Tuesday's eliminations are largely collateral duties performed by junior to mid-grade sailors, CNO spokesman Cmdr. Chris Servello said.

The changes also seek to make collaterals less of a deciding factor in promotions, he said, a concern Richardson has heard when meeting with sailors.

"It's something that (Richardson) has wanted to go after," Servello said. "I think this is the first step in going after that."

The NAVADMIN states that the seven chosen for elimination could be ended with minimal impact to the mission.

Some duties not specified to a billet or office remain important, according to the NAVADMIN. "We are after those that are trivial, have outlived their usefulness, are implicit in primary billet descriptions, or should be temporary only," it states.

Dozens of collaterals remain to be assessed, from the Big Navy to the unit levels.

As part of that assessment, Master Chief Petty Officer of the Navy Steven Giordano is leading a working group that will review all collateral duties and report findings to Richardson later this summer.



Submarines Lost/Damaged During the Month of April

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

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

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

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

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

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

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



USS THRESHER (SSN 593) April 10, 1963 – All Hands Lost - 129

The second Thresher (SSN-593) was laid down on 28 May 1958 by the Portsmouth (N.H.) Naval Shipyard; launched on 9 July 1960; sponsored by Mrs. Frederick B. Warder; and commissioned on 3 August 1961, Comdr. Dean W. Axene in command.

Following trials the nuclear attack submarine took part in Nuclear submarine Exercise (NUSUBEX) 3-61 off the northeastern coast of the United States from 18 to 24 September.

On 18 October; the submarine headed south along the east coast. After calling at San Juan, Puerto Rico, she conducted further trials and test-fired her torpedo system before returning to Portsmouth on 29 November. The ship remained in port through the end of the year and spent the first two months of 1962 evaluating her sonar system and her Submarine Rocket (SUBROC) system. In March, the submarine participated in NUSUBEX 2-62, an exercise designed to improve the tactical capabilities of nuclear submarines, and in antisubmarine warfare training with Task Group ALPHA.

Off Charleston, the ship undertook operations observed by the Naval Antisubmarine Warfare Council, before she returned briefly to New England waters from whence she proceeded to Florida for SUBROC tests. However, while mooring at Port Canaveral, the submarine was accidentally struck by a tug which damaged one of her ballast tanks. After repairs at Groton, Conn., by the Electric Boat Company, the ship returned south for more tests and trials off Key West. Thresher then returned northward and remained in dockyard hands through the early spring of 1963.

In company with Skylark (ASR-20), Thresher put to sea on 10 April 1963 for deep-diving exercises. In addition to her 16 officers and 96 enlisted men, the submarine carried 17 civilian technicians to observe her performance during the deepdiving tests.

Fifteen minutes after reaching her assigned test depth, the submarine communicated with Skylark by underwater telephone, apprising the submarine rescue ship of difficulties. Garbled transmissions indicated that--far below the surface--things were going wrong. Suddenly, listeners in Skylark heard a noise "like air rushing into an air tank"--then, silence.

Efforts to reestablish contact with Thresher failed and a search group was formed in an attempt to locate the submarine. Rescue ship Recovery (ASR-43) subsequently recovered bits of debris, including gloves and bits of internal insulation. Photographs taken by bathyscaph Trieste proved that the submarine had broken up, taking all hands on board to their deaths in 5,500 of water, some 220 miles east of Boston. Thresher was officially declared lost in April 1963.

Subsequently, a Court of Inquiry was convened and, after studying pictures and other data, opined that the loss of Thresher was in all probability due to a casting, piping, or welding failure that flooded the engine room with water. This water probably caused electrical failures that automatically shutdown the nuclear reactor, causing an initial power loss and the eventual loss of the boat.

Thresher is in six major sections on the ocean floor, with the majority in a single debris field about 400 yards square. The major sections are the sail, sonar dome, bow section, engineering spaces, operations spaces, and the tail section.

Owing to the pressurized-water nuclear reactor in the engine room, deep ocean radiological monitoring operations were conducted in August 1983 and August 1986. The site had been previously monitored in 1965 and 1977 and none of the samples obtained showed any evidence of release of radioactivity from the reactor fuel elements. Fission products were not detected above concentrations typical of worldwide background levels in sediment, water, or marine life samples.

Submarines Lost/Damaged During the Month of May

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

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

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

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



USS LAGARTO (SS-371) May 4, 1945 – All Hands Lost (86)

LAGARTO, under CDR F.D. Latta, departed Subic Bay, Philippine Islands, on April 12, 1945, for her second patrol in the South China Sea. On April 27, she was directed to the outer part of Siam Gulf.

LAGARTO contacted BAYA, already patrolling in Siam Gulf on May 2, 1945, and exchanged calls with her by SJ radar. Later that day BAYA sent LAGARTO a contact report on a convoy she had contacted consisting of one tanker, one auxiliary and two destroyers. LAGARTO soon reported being in contact with the convoy, and began coming in for an attack with BAYA. However, the enemy escorts were equipped with 10cm radar, and detected BAYA and drove her off with gunfire, whereupon the two submarines decided to wait and plan a subsequent attack.

Early on the morning of May 3, 1945, LAGARTO and BAYA made a rendezvous and discussed plans. LAGARTO was to dive on the convoy's track to make a contact at 1400, while BAYA was to be ten to fifteen miles further along the track. During the day, numerous contact reports were exchanged. At 0010 on May 4, after a prolonged but unsuccessful attack, BAYA was finally driven off by the alert escorts, and no further contact was ever made with LAGARTO.

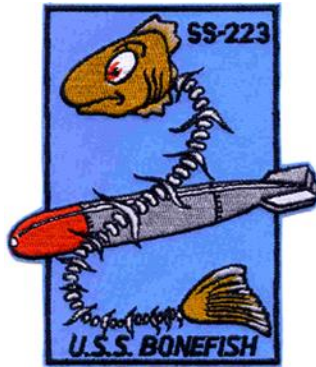
Japanese information available now records an attack on a U.S. submarine made by the minelayer HATSUTAKA, believed to be one of the two radar-equipped escorts of the convoy attacked. The attack was made in about 30 fathoms of water, and in view of the information presented above, the attack here described must be presumed to be the one which sank LAGARTO.

This vessel's first patrol was in the Nansei Shoto chain as part of an anti-picket-boat sweep made by submarines to aid Admiral Halsey's Task Force 38 in getting carrier planes to Japan undetected. She sank the Japanese submarine RO-49 on February 24, 1945, and participated in several surface gun attacks with HADDOCK and SENNET. Two small vessels were sunk and two more damaged in those attacks, and LAGARTO shared credit for the results with these submarines. Commander Latta had previously made seven patrols as Commanding Officer of NARWHAL. Every patrol made by this officer was designated successful for the award of combat insignia, a record surpassed by no commanding officer in the Submarine Force.



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 BONEFISH (SS 223) June 18, 1945 – 86 Men Lost

In company with USS TUNNY (SS-282) and USS SKATE (SS-305), USS BONEFISH (SS-223), departed Guam on 28 May 1945 to conduct her eighth war patrol. This coordinated attack group under Cdr. G.W. Pierce in TUNNY, which was one of three groups then penetrating the Japan Sea, was ordered to transit Tsushima Strait on 5 June 1945, and to conduct offensive patrol in the Sea of Japan off the west central coast of Honshu. This area was further subdivided, with BONEFISH assigned to patrol the northern portion.

BONEFISH successfully transited Tsushima Strait, and made rendezvous with TUNNY on 16 June 1945, in position 3640'N;135-24'E. BONEFISH reported she had sunk one large transport and one medium freighter to date. On the morning of 18 June, TUNNY and BONEFISH rendezvoused in the vicinity of 38-15'N;138-24'E. BONEFISH asked permission to conduct a submerged daylight patrol in Toyama Wan, in the mid part of western Honshu, and having received it, departed for Suzu Misaki. She was never seen or heard from again.

BONEFISH, in accordance with the operation order, was to rendezvous with the other eight submarines of the three groups, in 46-50'N;140E at sunset on 23 June 1945, in preparation for the transit on 24 June of La Perouse Strait. BONEFISH did not make this rendezvous, and after the other eight vessels had successfully transited La Perouse Strait, TUNNY on 25 and 26 June waited off the entrance to the Strait and unsuccessfully tried to contact BONEFISH.

Provisions were made in the operation order governing this patrol group for submarines in case of necessity to proceed to Russian waters to claim a 24-hour haven, or to submit to internment in extreme need, or for them to make their exit from the Japan Sea prior to or after 24 June. When all of these possibilities had been examined, and she had not been seen or heard from by 30 July 1945, BONEFISH was reported as presumed lost.

Japanese records of antisubmarine attacks mention an attack made on 18 June 1945, at 37-18'N;137-25'E in Toyama Wan. A great many depth charges were dropped, and wood chips and oil were observed. This undoubtedly was the attack which sank BONEFISH.

In total, this boat sank 31 enemy vessels, for a total tonnage of 158,500, and damaged 7, for 42,000 tons. She began her career as an active member of the Submarine Force with a patrol in the South China Sea in September and October 1943. She sank three freighters, two transports, a tanker and a schooner, and damaged a fourth freighter. On her second war patrol, conducted in the Celebes Sea and near Borneo, BONEFISH sank two freighters and an escort vessel, and damaged a minelayer. Again in the South China Sea on her third patrol, BONEFISH sank a very large tanker, a medium freighter and a schooner, and damaged a second large tanker. This boat went to the Celebes and Sulu Seas for her fourth patrol and sank two freighters, a transport and a tanker, while she damaged a sub chaser.

Postwar information also reveals that on 14 May 1944, while firing at the large tanker which she sank, BONEFISH hit and sank a Japanese destroyer.

This boat's fifth patrol was in the same area as her fourth, and she sank two small freighters, a large tanker and five miscellaneous small craft, while she damaged a second tanker. BONEFISH covered a South China Sea area in her sixth patrol, and sank two large tankers and a freighter during September and October 1944. She also damaged two medium freighters. Then, after a thorough overhaul and the installation of much new equipment in San Francisco, BONEFISH made her seventh patrol in the East China Sea. She had only one attack opportunity and did no damage. However, she took two Japanese prisoners from a downed enemy plane, and performed reconnaissance work on the southern end of Korea.

BONEFISH was awarded the Navy Unit Commendation for the period of her first and third through sixth patrols.

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.

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

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

69262 USS Robalo afloat just after launching, at Manitowish, Wisconsin, 9 May 1943



USS ROBALO (SS 273) July 26, 1944 – 81 Hands Lost – 4 Survived

ROBALO under Cmdr. M.M. Kimmel, departed Fremantle on June 22, 1944 to conduct her third war patrol in the South China Sea in the vicinity of the Natuna Islands. After traversing Makassar and Balabac Straits, she was to arrive on station about July 6th and stay there until dark on August 2, 1944.

On July 2nd a contact report stated ROBALO had sighted a Fuso-class battle ship with air cover and two destroyers for escort, just east of Borneo. No other messages were received from ROBALO and when she did not return from patrol, she was reported as presumed lost.

The following information was received via the Philippine guerrillas and an U.S. Navy enlisted man who was a prisoner of war at Puerto Princesa Prison Camp, Palawan, P.I. On August 2, 1944, a note dropped from the window of the prison cell in which survivors from ROBALO were held was picked up by an American soldier in a work detail and given to H.D. Hough, Y2c, USN, another prisoner. On 4 August, Hough contacted Mrs. Trinidad Mendosa, wife of guerrilla leader Dr. Mendosa, who furnished further information on the survivors. From these sources, he put together the following facts.

ROBALO was sunk July 26, 1944, two miles off the western coast of Palawan Island as a result of an explosion of her after battery. Four men swam ashore, an officer and three enlisted men: Samuel L. Tucker, Ens.; Floyd G. Laughlin, QM1c; Wallace K. Martin, SM3c, and Mason C. Poston, EM2c. They made their way through the jungles to a small barrio northwest of the Puerto Princesa camp. They were captured there by Japanese Military Police, and confined in the jail. They were held for guerrilla activities rather than as prisoners of war, it is said. On August 15, 1944, a Japanese destroyer evacuated them, and nothing further is known of their destination or whereabouts. The Japanese may have executed them or the destroyer may have been sunk. At any rate, they were never recovered and their note stated that there were no other survivors.

It is doubted that a battery explosion could be sufficiently violent to cause the sinking of the ship; more likely ROBALO struck an enemy mine.

In her first patrol, in the area west of the Philippines, ROBALO damaged a large enemy freighter. Her second patrol was in the South China Sea near Indo-China where she sank a 7,500-ton tanker.

Submarines Lost/Damaged During the Month of August

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

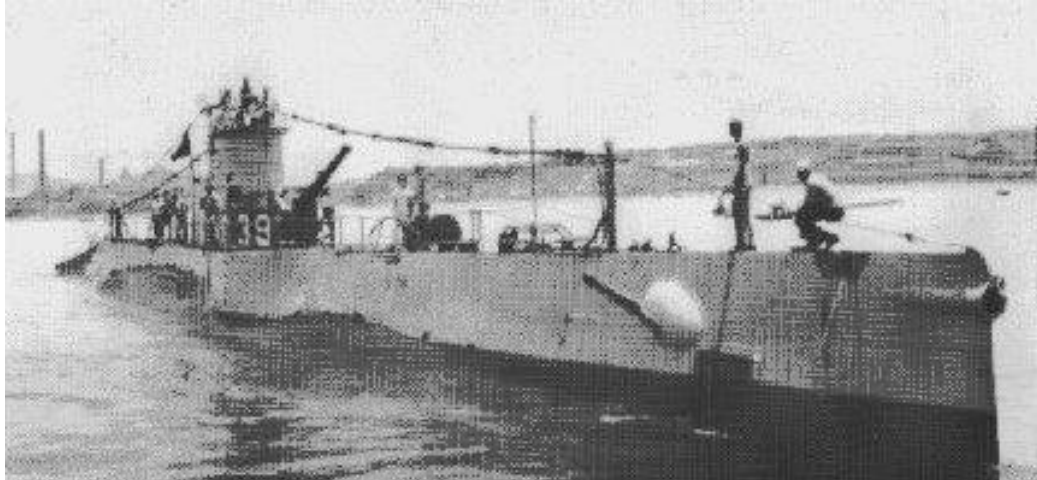
USS S-39 (SS-144) 13-Aug-1942. No loss of crew.

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 S-39 (SS-144) August 13, 1942 – No Loss of Crew

S-39 was an Asiatic Fleet submarine, on patrol off Luzon when the war began. She was ordered to the San Bernadino Strait, where she was discovered by the enemy and subjected to a heavy depth charging. This was followed by an unsuccessful attack on a Japanese freighter and more depth charges. She returned to Manila on 21 December.

S-39's commanding officer, Lieutenant James "Red" Coe, was ordered to make a second war patrol, at the same time transferring his base of operation to Surabaya, on Java, arriving there in late January.

Her third war patrol included an unsuccessful attempt to rescue a British admiral and a group of refugees from Chebis Island, where they had been stranded after the fall of Singapore. When the refugees failed to appear, Coe sent a landing party ashore. The island was found to be deserted, and there were indications that the Japanese had got there first and captured RADM Spooner and his party.

On 4 March 1942, S-39 made a successful attack on the 6,500-ton tanker Erimo, sinking it. (Coe claimed 5,000 tons, but the total was increased by JANAC after the war.)

Later in March, S-39 was transferred to Fremantle, Australia, moving again, just over a month later, to Brisbane. At that time Red Coe was relieved, and Lieutenant Francis Brown assumed command. Her fourth war patrol produced no results.

S-39's fifth war patrol was her last, running aground in bad weather off Rossel Island on 13 August 1942. The crew was taken off by the RAN minesweeper HMAS Katoomba, and S-39 herself was broken up by the heavy seas.



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 CISCO (SS-290) September 28, 1943 – All Hands Lost - 76

USS Cisco (SS-290), a Balao-class submarine, was the only ship of the United States Navy to be named for the cisco, a whitefish of the Great Lakes. Her keel was laid down by the Portsmouth Navy Yard in Kittery, Maine. The sixth boat in the new Balao class, she was launched on 24 December 1942 sponsored by Mrs. A.C. Bennett, through her proxy, Mrs. N. Robertson, and commissioned on 10 May 1943 with Commander James W. Coe in command. "Red" Coe was a wellknown skipper having successfully captained the submarines S-39 (SS-144) and Skipjack (SS-184) earlier in the war and was rewarded by commissioning the new Cisco.

She reported to the Pacific Fleet. Cisco sailed from Panama 7 August 1943 for Brisbane, Australia, arriving 1 September to assume local patrol duties, until 18 September, when she docked at Darwin. With Coe anxious to get back into the war, she topped up with fuel and departed immediately on her first war patrol. However, the boat had a problem with the main hydraulic system and returned to port that same evening. With the system checked over and fixed Cisco sailed the following day. She put out on her first war patrol 20 September, but never returned.

Japanese records show that on 28 September 1943 one of their aircraft detected a submarine trailing oil and made a bombing run on the area of the source. The pilot then called in surface vessels to depth-charge the area producing even more oil and this continued to float to the surface even until 10 October. Japanese records also state that the submarine was attacked by Type 97 "Kate" attack bombers of the 954 Naval Air Squadron and the riverboat Karatsu (originally a U.S. gunboat, USS Luzon (PR-7), captured by Japanese forces and put to work against its former owners). The area in Sulu Sea where the attack took place was the Cisco's patrol area and she was the only boat operating in that section.

Thus, a fighting skipper, a fine crew and a new submarine were lost before getting their chance to fight. However, Cisco was awarded one battle star for her service. The only survivor from the crew was Chief Radioman Howell B. Rice (USN ret.), who was taken sick in Darwin and sent ashore to the Navy hospital prior to Cisco's final voyage.

"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.



*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.*

Honoring Our Members on Eternal Patrol

*At present, we have listed 143 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.
 Boggess, 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
 Cloke, Paul R. 7/2/07
 Compton, Gregory Steven 12/14/09
 Coons, Bard S. 12/27/2006
 Cremin, Raymond J. 1/23/05
 Davis, Webster 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

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
 Haring, 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
 Ingraham, Collin
 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
 Waddelow, Douglas 5/27/17
 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	50. Herndon, Dewey	Life Member
2. Arnstam, Mark	Life Member	51. Herron, John	Life Member
3. Arnstam, Cindy	Associate Life Member	52. Holstrom, Anton	Life Member
4. Ash, Sandi	Honorary Life Member	53. Howard, Jeff	End of 2017
5. Banister, David	Life Member	54. Jestus, Gene	Life Member
6. Barnhart, Tom	Life Member	55. Keel, Bill	Life Member
7. Baumstark, James	Life Member	56. Kippley, Martin	Life Member
8. Baxter, John C.	Life Member	57. Koch, Howard	Life Member
9. Bell, David	Life Member	58. Kuemper, Roger	Life Member
10. Black, Lee	Life Member	59. Lesnet, Michael	Life Member
11. Blankenship, Sterling	Life Member	60. Lister, William	Hon Life Member (SS 284)
12. Bloom, Steven	Life Member	61. Lundberg, Dennis	Life Member
13. Bode, Robert	Life Member	62. Mackensen, Warren	Life Member
14. Boyles, Robert	Life Member	63. Maddox, Roy	Life Member
15. Burt, Stephen	Life Member	64. McCollem, Robert	Life Member
16. Candler, Dave	Life Member	65. McCracken, Robert	Life Member
17. Cartaya, Sergio	Life Member	66. McGann, William	Life Member
18. Cassell, Michael	Life Member	67. McKeon, James	Hon Life Member (SS 284)
19. Clark, Mark	Life Member	68. Meinert, William, Sr.	Life Member
20. Clothier, Gary	Life Member	69. Munro, Jake	Life Member
21. Coffman, Gary	Life Member	70. Neel, John	Life Member
22. Cook, Stephen J.	Life Member	71. Newcomer, Garry	Life Member
23. Coons, Betty	Associate Life Member	72. Norgard, Gary	Life Member
24. Coons, Robert	Life Member	73. Olson, Mark	Life Member
25. Coover, Larry	Life Member	74. O'Neill, Joseph	Life Member
26. Corcoran, William	Life Member	75. Onorato, Howard	Life Member
27. Cosentino, Dean	Life Member	76. Peluso, Joseph	Life Member
28. Cowles, William	Life Member	77. Raby, Tom	Life Member
29. Davis, John	Life Member	78. Rafalowski, Joseph	Life Member
30. DeBay, Michael	Life Member	79. Reed, Robert R.	Life Member
31. Doe, Barry	Life Member	80. Repphun, Brian	Life Member
32. Dommers, Richard	Life Member	81. Riley, John	Life Member
33. Donahue, Tom	End of 2017	82. Rogers, Alton	Life Member-Plank Owner
34. Drooker, Michael	Life Member	83. Romberg, Wayne	Life Member
35. DuncKel, David	Associate Life Member	84. Salisbury, Tom	Life Member
36. Dunkin, Robert	Life Member	85. Sandberg, Jack	Life Member
37. Dvorak, Dave	Life Member	86. Seavers, David	Life Member
38. Elmer, Jim	Life Member	87. Shew, James	Life Member
39. Ewan, Joel	Life Member	88. Simmons, Richard	Life Member
40. Fleitz, John	Life Member	89. Stein, Randy	Life Member
41. Foster, Tim	Life Member	90. Sterner, George	Life Member
42. Gent, Jack	Life Member	91. Stone, Mark	Life Member
43. Gildner, Max	Life Member	92. Sweat, John	Life Member
44. Gladis, Peter	Life Member	93. Swiercz, Pete	Life Member
45. Gunderson, Len	Life Member	94. Taylor, Kurt	Life Member
46. Haldeman, Harry	Life Member	95. Tidd, Thomas	Life Member
47. Hambor, William	Life Member	96. Visner, Samuel	Associate Life Member
48. Hargan, Tony	Life Member	97. Volpini, John	Life Member
49. Haselberger, Mike	Life Member	98. Walker, Kelly	Life Member
		99. Weisensee, William	Life Member
		100. Wilkerson, Michael	Life Mem

*Not a member of the
USS Tullibee SSN 597 Association?
Add your name to the list!*

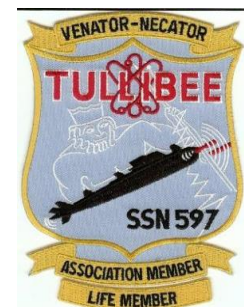
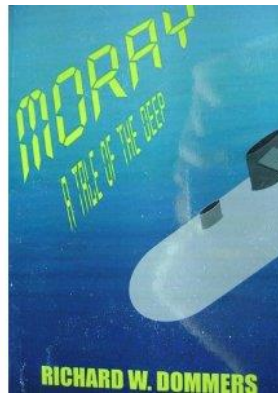
Remember to visit the Ship's Store!!

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



Side A

Side B



Prices for all items above are on page 3 of this newsletter

***REUNION OF THE CREW OF THE USS TULLIBEE SSN 597
PORTSMOUTH, NEW HAMPSHIRE
15-18 JULY 2017***



1960s



1970s



1980s





TULLIBEE TIMES
USS TULLIBEE SSN 597 ASSOCIATION

Bill Keel
 333 Songbird Road
 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

<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>Shipmate Research Committee Chairperson</u>	Michael Wilkerson	mikewilk@comcast.net	
<u>Webmaster</u>			
<u>Facebook</u>	Gerry Hazuka	gerryhazuka@yahoo.com	
<u>Storekeeper</u>	Bill Keel	bkeel597@gmail.com	