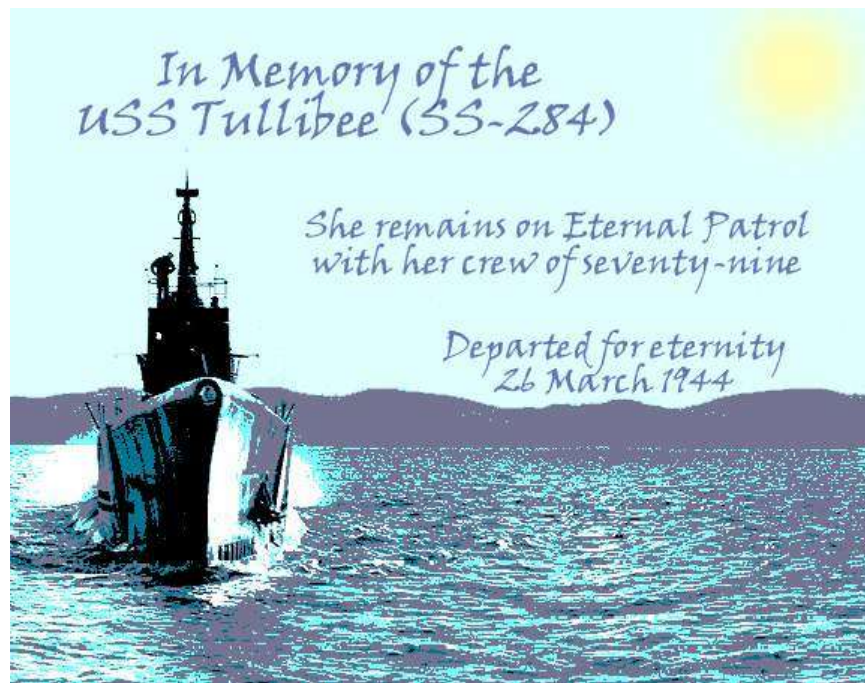


# USS Tullibee (SS-284) 1942-1944

Edited by Larry T. Lovett  
February 2023



Dedication - This narrative is dedicated to the memory of the 3,505 U.S. submariners who gave their lives while fighting for their country in the Silent Service during World War II.

*They that go down to the sea in ships, that do business in great waters; these see the works of the Lord, and his wonders in the deep. Psalm 107:23-24*



The *USS Tullibee* (SS-284) was a Gato class submarine whose keel was first laid down on April 1, 1942 at Mare Island Naval Shipyard in Vallejo, California and launched into San Francisco Bay on November 11, 1942. She cost \$3 million to build. She displaced 1,526 tons of water when surfaced and 2,424 tons when submerged. The Tullibee was 312 feet long and her beam was 27 feet with a draft of 17 feet. She was armed with one 4-inch gun, two 50-caliber machine guns, and two 30-caliber machine guns. She had six 21-inch torpedo tubes in her bow and four in the stern. She carried up to 24 torpedoes. She had four HP 5400 Fairbanks-Morse diesel engines and four HP 2740 G.E. electric motors turning twin propellers. She was capable of cruising up to 20 knots on the surface powered by diesel engines and nine knots when submerged and powered by electric motors. She had a cruising range of 11,000 miles for patrols up to 75 days and she could stay submerged for up to 48 hours. She was rated for a maximum diving depth of 300 feet. Her radio call sign was:

November- India – Xray - Delta



The Tullibee was one of 77 Gato-class of submarines built for the U.S. Navy and launched between 1941 to 1943. They were the first mass-produced submarines of World War II. This class of submarines was named after the lead boat, *USS Gato*. Eight of the Gatos, including the Tullibee, were built by the Electric Boat Company at Mare Island. The remaining Gato-class submarines were built at shipyards in Connecticut, Maine, and Wisconsin. Like most other U.S. Navy submarines of the period, the Gatos were given the name of a marine animal. Gato comes from a species of small catshark. The Tullibee was named after a freshwater whitefish native to cold water lakes and large rivers in North America.

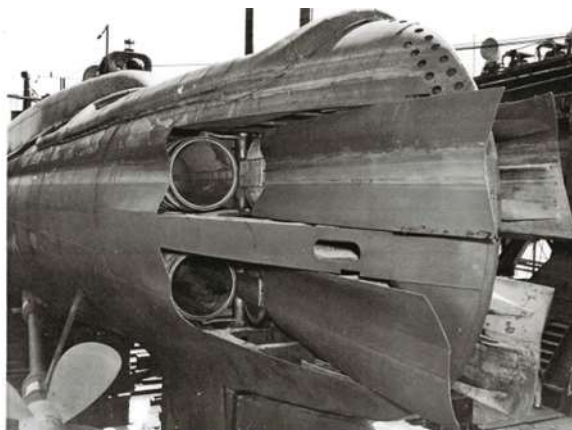
*USS Tullibee* under construction at Mare Island Naval Shipyard in 1942.



**Caption:** Tullibee and a sister under construction at Mare Island, 1 July 1942. (U.S. Navy Bureau of Ships Photograph, 19-LCM Box 540, National Archives and Records Administration, Still Pictures Division, College Park, Md.)



**Caption:** Tullibee's forward torpedo tubes, this view showing the starboard bow tube with the shutters in the closed position. Note the draft marks welded onto the hull, painted the same color as the surrounding hull, Pearl Harbor Navy Yard, 24 May 1943. (U.S. Navy Bureau of Ships Photograph, 19-LCM Box 540, National Archives and Records Administration, Still Pictures Division, College Park, Md.)

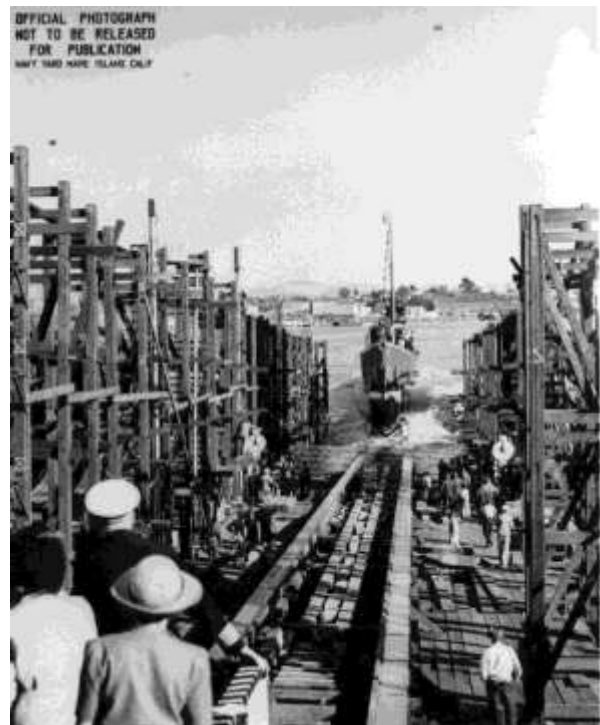


**Caption:** Tullibee's port after torpedo tube shutters in the open position, Pearl Harbor Navy Yard, 24 May 1943. (U.S. Navy Bureau of Ships Photograph, 19-LCM Box 540, National Archives and Records Administration, Still Pictures Division, College Park, Md.)

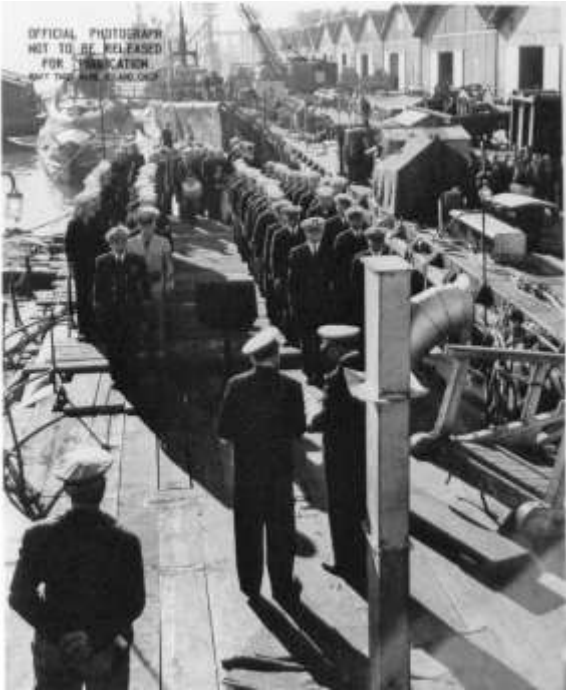
*USS Tullibee* was launched on November 11, 1942 at Mare Island Naval Shipyard, in Vallejo, California.



Sponsor Mrs. Kenneth C. Hurd doing the honors accompanied by Rear Admiral W. L. Friedell.



*USS Tullibee* was commissioned on February 15, 1943 at Mare Island Naval Shipyard.





*USS Tullibee* Commander Charles F. Brindupke and being decorated by U.S. Naval Fleet Admiral Chester W. Nimitz



The first crew of the *USS Tullibee* (1943)



The *USS Tullibee* executed sea trials near San Francisco in April 1943.

Photo # NH 98408 USS Tullibee off the Mare Island Navy Yard, California, 2 April 1943

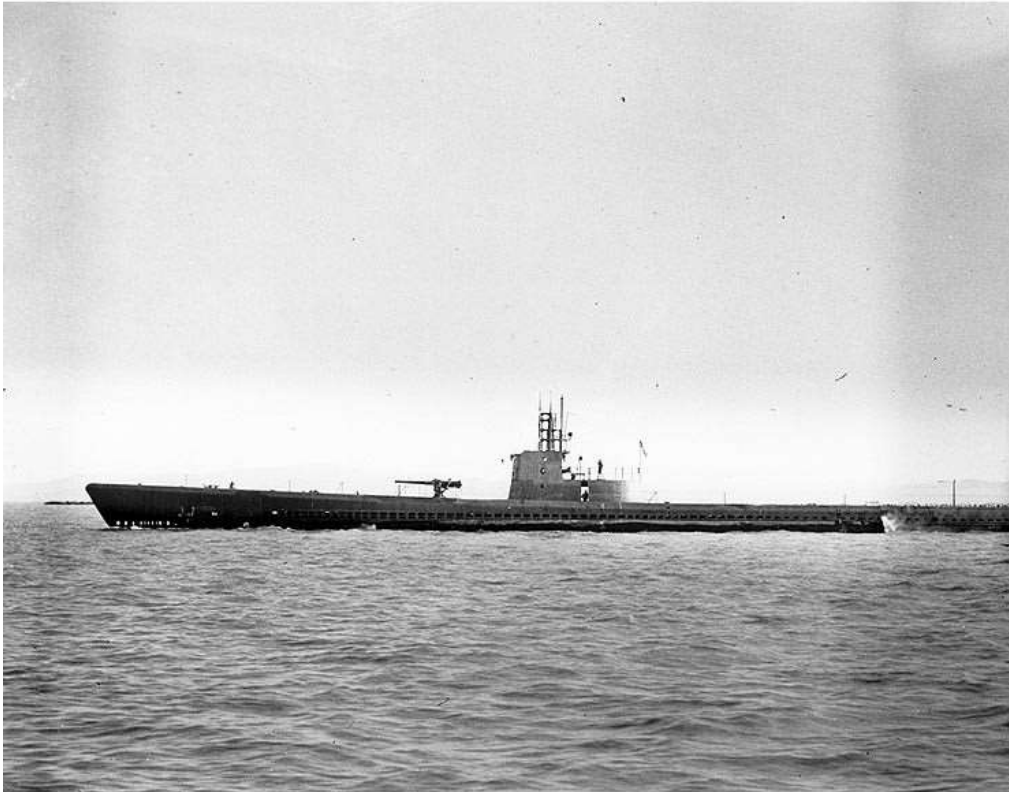


Photo # NH 98409 USS Tullibee off the Mare Island Navy Yard, Calif., 2 April 1943



The *USS Tullibee* executed sea trials off San Francisco and San Diego.

Photo # NH 98407 USS Tullibee, circa 1943





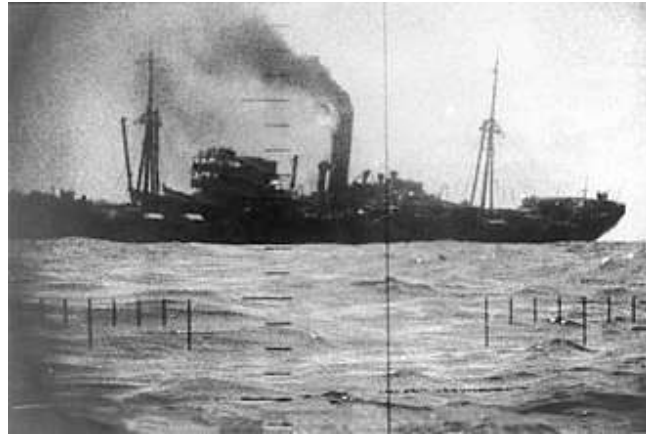
After completing her initial sea trials, the *USS Tullibee* shoved off from California heading for Pearl Harbor on May 8, 1943. She arrived at Pearl Harbor on May 16. The submarine base in Pearl Harbor was located in the Southeast Loch and was surrounded by Hickam Airfield and an oil depot. From the base, the submariners could look across the channel to Ford Island and see the wreckage along Battleship Row. They could see the rusting hulks of the damaged battleships, *USS Oklahoma* and *USS Arizona*. 2,403 were killed on December 7, 1941. 1,177 just on the *Arizona*. The Japanese damaged or destroyed 19 U.S. Navy ships, including eight battleships. Also, hundreds of airplanes. The submarines survived. While much of the Navy's Pacific Fleet sitting in Pearl Harbor was bombed or torpedoed, the submarine fleet was not touched. Our submarines became the Navy's main weapon to take it to the Japanese. After completing further training exercises off Hawaii, the *Tullibee* joined the Submarine Force based in Pearl Harbor in July 1943 with an assignment to patrol the waters around the Caroline Islands in the western Pacific Ocean. The *Tullibee* was engaged in four war patrols.

#### First War Patrol of the *USS Tullibee*

On July 19, 1943, the *Tullibee* got underway from Pearl Harbor heading for their patrol area near the Western Caroline Islands. Their mission was unrestricted warfare. Attack any Japanese ship they encountered...anything that carried the rising sun flag. The strategy was to create a naval blockade to cut off the Japanese supply lines and cripple their war effort. On July 28, the *Tullibee* sighted a troop-cargo ship, accompanied by an escort and a combat aircraft that prevented her attack. On August 6, the *Tullibee* began patrolling the Saipan-Truk traffic lanes. Five days later, she sighted smoke on the horizon which proved to be three freighters with an escort. *Tullibee* closed the range to 2,700 yards, fired one torpedo at the ship on the right, and three at the vessel on the left. As she fired her first torpedo, a ship rammed her, and damaged her No. 1 periscope. She went deep and was depth charged by the escort causing leaks as the other ships in the Japanese convoy sped away.

On August 14, *Tullibee* sighted a convoy of three freighters with an escort and began an end-around run to get into good attack position. She fired a torpedo from a range of 3,000 yards and then went deep. It missed and she returned to periscope depth to fire three torpedoes at the trailing ship. The enemy apparently saw the torpedo wakes and evaded them. *Tullibee* again went deep. When she resurfaced, the targets had escaped. On August 22, *Tullibee* sighted a convoy of five cargo ships escorted by two destroyers. She closed to 2,000 yards and fired three torpedoes at the nearest freighter. Two minutes later, she fired three more at another ship. As she went deep to avoid a destroyer heading her way, she heard one explosion. She soon heard two more torpedoes explode, followed by noises of a ship breaking up. When *Tullibee* surfaced, she sighted a large debris field with hundreds of floating 50-gallon oil drums. Postwar review of Japanese records indicated that the *Tullibee* had damaged one freighter and had sunk the troop-cargo ship *Kaisho Maru*. En route to Midway, a Japanese submarine

sighted Tullibee and fired at her. Fortunately, the torpedoes missed the Tullibee. The patrol ended when the Tullibee returned to Midway on September 7 where she underwent extensive refitting including a new No. 1 periscope.



### Second War Patrol of the *USS Tullibee*

On September 28, 1943, the Tullibee left Midway heading for her assigned area in the East China Sea between Ryukyu Islands and the China coast. On October 4, she sighted a convoy of nine troop-cargo ships with three destroyer escorts. Tullibee pulled well ahead of the convoy and tracked them until the next morning. At about 0100, she fired a spread of three torpedoes at a large freighter. One torpedo hit a target a minute later. Another spread of three torpedoes from the bow tubes produced two hits on a heavily laden cargo ship carrying nearly 1,400 Japanese army troops. Minor explosions and breaking up noises began immediately as the *Chicago Maru* sank. Twelve days later, Tullibee contacted a convoy of seven ships with three escorts which later separated into two groups. One group was hugging the China coast and the other was heading for Pescadores Channel. Tullibee attacked the largest ship in the second group with six torpedoes. One hit the target. Tullibee began an end-around run and launched four torpedoes at another ship. Two torpedoes soon broached and Tullibee broke off the attack. She went deep and rigged for silent running to evade the escorts. On November 5, Tullibee was cruising near Okinoerabujima, one of the Satsunan Islands when she sighted a large, three-story Japanese military barracks on the island. She surfaced and fired 55 shells from her 3-inch gun into the barracks before retiring at full speed. She headed back to Hawaii the next day and reached Pearl Harbor, via Midway, on the November 19 ending her second war patrol. The official score of the Tullibee's second war patrol was one troop-cargo ship sunk, a tanker and a troop-cargo ship damaged...and one army barracks attacked.

### Third War Patrol of the *USS Tullibee*

The *Tullibee* joined a wolfpack with the *USS Haddock* (SS-231) and *USS Halibut* (SS-232) with *Tullibee* in the lead. The trio sortied from Pearl Harbor on December 14, 1943, heading for the Marianas to intercept enemy shipping between Truk and Japan. On December 30, while the *Tullibee* was on surface patrol in heavy seas, Torpedoman's Mate, Third Class Lawrence Kidwell was the port forward lookout when the *Tullibee* was slammed with a rogue wave. Kidwell was thrown hard against the railing, he sustained serious injuries, and he died the next morning. He was buried at sea near the Northern Mariana Islands. Kidwell was 23 years old and was from Indianapolis, Indiana. On January 2, 1944, *Tullibee* sighted a Japanese I-52 class submarine on the surface and fired four torpedoes at a range of 3,000 yards. The enemy saw the torpedo wakes and evaded them as *Tullibee* was forced deep by an enemy floatplane that dropped six bombs near the *Tullibee* without sustaining damage. Enemy targets were getting more difficult to find as the Japanese were staying closer to the protection of the harbors.

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

### Not a Happy Boat

The *USS Tullibee* was not a happy boat. Many on the crew were not content with the performance of the boat and requested a transfer. There were at least twenty transfers after the *Tullibee* returned to Pearl Harbor in February 1944. In addition to the death of Torpedoman Larry Kidwell during the third war patrol, the *Tullibee* had several unsuccessful raids on the enemy where they abandoned chase and had to escape quickly to avoid a depth charge attack. She had difficulties hitting her targets with her Mark 14 torpedoes, she had multiple leaks during sea trials, she had a diesel engine malfunction, her stern planes jammed, a torpedo jammed in tube No. 10, and the gyrocompass was knocked out by seawater from an open hatch. Even though the *Tullibee* had scored some kills on her three war patrols, some of the crew may have considered her a jinxed boat. Here is one of nine pages of a Report of Changes for the crew of the *Tullibee*.

REPORT OF CHANGES

of U. S. S. CSD 142 (Flag Allowance)

for the month ending 29th day of February, 1944, date of sailing  
from \_\_\_\_\_ to \_\_\_\_\_

1	2	3	4			5	
			Day	Mon.	Yr.		
1	KENNEDY, Raymond Vincent	650 89 21	52c	8	May	42	Philadelphia, Pa.
2	KENNEY, James Benedict	223 90 72	SC1c(SS)	22	Oct.	40	New York, N.Y.
3	KIRLAUCKI, Chester John	706 51 90	EM3c	21	Aug.	42	New York, N.Y.
4	KOMAROMI, Robert (n)	311 58 40	EM3c	19	Dec.	40	Detroit, Mich.
5	KRIVOSHIA, John Louis	817 32 65	FC3c	9	Feb.	43	Philadelphia, Pa.
6	KUYKENDALL, Clifford Weldon	356 78 89	GM3c	5	Jan.	42	Dallas, Tex.
7	KUYKENDALL, Clifford Weldon	356 78 89	GM2c	5	Jan.	42	Dallas, Tex.
8	KUREK, Chester Thomas	300 59 48	Flc	3	Oct.	41	Chicago, Ill.
9	LABROUF, Alfred William	608 91 20	RT3c	22	Nov.	42	Buffalo, N.Y.
10	LEE, Arnold (n)	886 17 55	SEc	27	Feb.	43	Sacramento, Calif.
11	LEE, John Lacey Jr.	721 65 22	Slc	4	Aug.	42	Jackson, Miss.
12	LEWIS, Robert Edward	563 66 93	TM3c	27	Oct.	42	Santa Fe, N.M.
13	LINDSAY, Frank (n)	608 60 57	Flc	30	Sept.	42	Buffalo, N.Y.
14	LORD, Edward John	212 21 86	CMOMM(PA)(SS)	4	Dec.	40	New London, Conn.
15	LOVETT, Carl Marvin	660 36 89	EM3c	19	June	42	Salt Lake City, Utah.

6	7	8	9
Branch of Service	Received, transferred, detailed, discharged, change of rating, death, or any other change of status	Date of Occurrence in column 7	Traffic or station from which received, to what vessel or station transferred, where discharged and character of discharge when detailed, and amount due or overpaid. When dead, cause of death and where and when buried. If rated and authority for same. If detailed, give cause; if on detached duty, give place of duty. If passage, give purpose of travel and final disposition.
1	V-6 USNR TRANS.	16 February 1944	to COMSUBSPAC (Flag) for duty.
2	USN TRANS.	9 February 1944	to SUBAD, Mare Island, California, for assignment to new construction submarines by COMSUBSLANT.
3	V-6 USNR REC.	4 February 1944	from CSD 44 (Flag Allowance) for duty.
4	USN REC.	4 February 1944	from CSD 44 (Flag Allowance) for duty.
5	USN-I REC.	24 February 1944	from R/S, New York, N.Y. for duty.
6	V-6 USNR CR	1 February 1944	from GM3c to GM2c. Auth: Supers C/L 110-43.
7	V-6 USNR TRANS.	25 February 1944	to U.S.S. TULLIBEE for duty.
8	USN TRANS.	9 February 1944	to U.S.S. BUSHMILL (AS15) for duty.
9	V-6 USNR REC.	29 February 1944	from S/M Base, New London, Conn. for duty.
10	V-6 USNR REC.	24 February 1944	from CSD 41 (Flag Allowance) for duty.
11	V-6 USNR REC.	4 February 1944	from CSD 44 (Flag Allowance) for duty.
12	V-6 USNR REC.	4 February 1944	from CSD 44 (Flag Allowance) for duty.
13	V-6 USNR TRANS.	25 February 1944	to U.S.S. TULLIBEE for duty.
14	USN TRANS.	9 February 1944	to SUBAD, Mare Island, California, for assignment to new construction submarines by COMSUBSLANT.
15	V-6 USNR TRANS.	25 February 1944	to U.S.S. TULLIBEE for duty.

This form to be submitted by commanding officers of all ships and stations, whenever any ship or station is completed or placed out of commission, on the last day of each month showing all changes for the month for which submitted; also upon sailing from one port to another, by commanding officers of point of origin of transfer and point of destination of assigned personnel.

## Preparation for the Fourth War Patrol

While the Tullibee was docked in Pearl Harbor preparing for her fourth war patrol, they loaded provisions, water, diesel, ammunition, and torpedoes. They stowed 16 Mark 14 torpedoes into the Forward Torpedo Room and 8 in the After Torpedo Room. Each Mark 14 weighed over 3000 pounds. There were ten torpedoes ready in their tubes and 14 waiting in reload racks. Each torpedo room had its own crew of torpedomen and their bunks were right on top of the torpedo racks. There was also an escape hatch in the Forward Torpedo Room.



The Mark 14 torpedo was the U.S. Navy's standard submarine-launched anti-ship torpedo in World War II. The device was propelled by a steam turbine powered by an alcohol propellant and guided by a gyroscope. They were expensive to build (upwards of \$10,000 each) and the Navy suppliers could not produce sufficient quantities to keep up with the demands of submarine warfare, particularly from the War in the Pacific. There was scuttlebutt about difficulties with the Mark 14s. The submarine crews were becoming aware that some boats were having trouble controlling the Mark 14 and caused them to miss some kills. The Tullibee had already experienced problems with the Mark 14.



Mark 14 torpedo

At that time, the Navy had a policy of total censorship about U.S. submarine operations...the Silent Service. The Navy did not publicly report successful

submarine attacks or submarine losses. They calculated that the Japanese had assumed that they had sunk many more of U.S. submarines than they had. The Japanese Navy was quick to give up the fight after a depth charge attack on a U.S. submarine enabling our boats to escape safely. Submariners heard scuttlebutt about the Amberjack, Perch, Pickerel, Runner, Triton, and other subs that never returned to port. Their stories didn't have a happy ending. The U.S. submarines were experiencing some losses, but the Japanese were suffering many more losses of their warships and merchantmen. One submarine cruised back into Pearl Harbor with a broom lashed to its periscope. They got a "Clean Sweep" of all the Japanese targets that they found.

#### Fourth War Patrol of the *USS Tullibee*

The Tullibee stood out of Pearl Harbor on March 5, 1944 heading for Midway 1,000 miles northwest of Hawaii. Nine days later, she called at Midway to top off her fuel and then on March 14 she proceeded southwest for the Caroline Islands to her patrol area north of Palau. On our way she passed Wake and Guam without stopping. The fourth war patrol of the Tullibee was scheduled to last six weeks during which they were directed to support a major carrier strike against Japanese forces on Palau on March 30-31 called Operation Desecrate One. The Navy's last communication with the Tullibee was on March 14. The Navy never received a distress call from the Tullibee and they were unable to confirm the fate of the Tullibee. The Navy sent a transmission to the Tullibee on April 24 with instructions to return to the Marshall Islands, if they had received the message and were unable to respond. There was no response from the Tullibee and she never arrived in the Marshall Islands as instructed. On May 15, 1944, the Navy officially declared the USS Tullibee and her entire 80-man crew lost at sea, i.e., missing in action, suspected of having been sunk by a Japanese warship. Grieving families were left in limbo with no answers as to what had happened to the crew of the USS Tullibee. In July 1944, newspapers reported that "the Navy announced yesterday that the submarine Tullibee is overdue and presumed lost on a war patrol."

#### Sole Survivor

On the morning of Sunday, March 26, 1944, nineteen-year-old Gunner's Mate Clifford W. Kuykendall was a surface lookout on the (starboard after) bridge of the USS Tullibee during her final engagement with a Japanese convoy. This is Kuykendall's account of the events that occurred during the fourth war patrol of the Tullibee. On March 25, three weeks out of Pearl Harbor, the Tullibee arrived on her station in enemy waters and began patrolling. Early on March 26, she made radar contact on a convoy consisting of a large troop-cargo ship, two medium-sized freighters, a destroyer, and two other escorts. Tullibee made several surface runs on the transport ship but kept losing her in rain squalls. At about 0315, the Tullibee finally closed to within 3,000 yards of the transport ship and fired two torpedoes from her bow tubes at the target. About two minutes later, the submarine was rocked by a violent explosion. Kuykendall was

launched from the bridge into the ocean by the blast and was stunned by the impact. He was struggling in the water and swallowing diesel-tainted sea water. Fortunately, he was wearing a life jacket. When he regained his wits, Kuykendall said he could hear other men shouting in the darkness, and he shouted back, but he could not see anyone. After several long minutes, he could no longer hear other voices. There were only the sounds of the wind blowing and the rain falling. He watched as the damaged stern of the Tullibee, heavily leaking diesel fuel, sank and the bow raised high into the air. There was nothing Kuykendall could do other than save himself. He said he felt like he had “lost his home”. Kuykendall was the sole survivor of the USS Tullibee.

By daybreak, the only sign of the submarine was an oil slick on the water. After several hours of swimming and treading water, Kuykendall was spotted by the crew of a Japanese destroyer, *Wakatake*. The Japanese fired at him with a machine gun and he sustained injuries to his arms and legs. The *Wakatake* came about and dragged Kuykendall from the water. He learned enough from the Japanese sailors’ conversation that the Tullibee had sunk a Japanese troop transport ship. Once the Japanese sailors figured out Kuykendall was probably one of offending submariners, they roughed him up, and threw him into a small compartment. They refused him any medical aid and he said he lost consciousness several times. He was later questioned extensively by English-speaking Japanese officers and then beaten for refusing to answer their questions. He was first taken as a prisoner to the island of Palau where he was tied to a tree, beaten, and he witnessed the American attack on the Japanese-held island. The *Wakatake* was later sunk during the American air attacks around Palau on March 30. By April, Kuykendall was taken to the Ōfuna Camp in Japan where the Japanese imprisoned high-value prisoners of war including submariners. While at this secret camp, nicknamed the “Torture Farm”, Kuykendall was interrogated and tortured by Japanese naval intelligence. Kuykendall was kept at Ōfuna until September and then transported to Ashio, Japan where he was forced to labor in their copper mines. In October 1944, a Japanese radio broadcast was intercepted from Tokyo that included a message allegedly from C. Kuykendall GM2 of the USS Tullibee saying that he was a POW. Kuykendall was freed from the Japanese labor camp on September 4, 1945, after V-J Day. He revealed the fate of the Tullibee to U.S. Naval authorities. Kuykendall established the March 26 tragic ending of the Tullibee and the rest of her crew.

It was concluded by the U.S. Navy that one of Tullibee’s two fired Mark 14 torpedoes exploded on impact after making a circular run and found the Tullibee instead of a Japanese ship. The USS Tullibee sank herself. On January 29, 1946, after confirmation from Clifford Kuykendall, the Navy formally declared 79 men from the crew of the USS Tullibee killed in action in the service of their country. USS Tullibee (SS-284) was struck from the U. S. Navy list of combat submarines on July 29, 1944. After his return to the United States, Clifford Kuykendall wrote letters to the families of his 79 shipmates to explain what had happened to their loved ones. Kuykendall married, had a son Clifford Jr., and lived in Wichita Falls, Texas until his death in 2016. He is buried in Saint Jo, Texas.

The 79 souls of the USS Tullibee are on Eternal Patrol including eight officers and 71 enlisted men. They were all in the prime of their lives. There were eleven teenagers onboard including the youngest sailor, 17-year-old Electrician's Mate C. Marvin Lovett of Little Rock, Arkansas. The eldest sailor was 39-year-old Ship's Cook Edward Dzik of Portland, Maine. All 79 sailors were posthumously awarded a Purple Heart medal. The USS Tullibee is thought to have come to its Final Rest, based upon its last approximate position, 100 miles North of Palau (which is the western-most part of the Caroline Islands) in the Philippine Sea in the western Pacific Ocean; east of the Philippine Islands; west of Guam and Yap; and southeast of Taiwan. Her last known approximate position was **9° 30' N, 134° 45' E**. The ocean depth in that area is one to one and a one-half miles deep...well beyond the crush depth of a Gato-class submarine. During her naval career, the USS Tullibee sank three Japanese freighters totaling 15,500 tons and damaged three others. She was awarded three Battle Stars for World War II service. Here is the final crew of the *USS Tullibee* (SS-284):

Officers of the *USS Tullibee*



Charles Brindupke, CO  
35 yo – San Francisco, CA



Greer Duncan, XO  
30 yo – Washington DC



Henry Irwin, Lt. Comm.  
27 yo – Sewickley, PA



David Wilson, Lt. Comm.  
26 yo – Hampden, VA



William Evans, LTJG  
26 yo – Columbus, OH



Richard Petersen, LTJG  
25 yo – Ogden, UT



John Wood, LTJG  
23 yo – Chicago, IL



David Butler, Ensign  
33 yo – Norton, KS



Enlisted Men of the *USS Tullibee*



Paul Abnet – 20 yo  
Seaman 1<sup>st</sup>  
Three Rivers, MI



William Anderson - 33  
Torpedoman's Mate 3<sup>rd</sup>  
Mansfield, PA



Don Arnold - 25  
Quartermaster 1<sup>st</sup>  
Chivington, CO



John Barcoozy, Jr. - 23  
Quartermaster 2<sup>nd</sup>  
Bronx, NY



Russell Beehler – 19  
Motor Mach. Mate 2<sup>nd</sup>  
Canton, OH



John Betsill – 20  
Motor Mach. Mate 2<sup>nd</sup>  
St. Laurens, SC



Lionel Blanchard – 27  
Ship Cook 2<sup>nd</sup>  
Manchester, NH



Melvin Britt – 21  
Torpedoman's Mate 3<sup>rd</sup>  
Rushville, NE



Albert Brocklesby – 25  
Signalman 1<sup>st</sup>  
Delaware, OH



John Brown – 20  
Motor Mach. Mate 2<sup>nd</sup>  
Kinsman, IL



Nugent Burasco – 19  
Seaman 1<sup>st</sup>  
Kansas City, MO



Frank Ciraldo – 21  
Motor Mach. Mate 3<sup>rd</sup>  
Brooklyn, NY



Joseph Clay- 24  
Torpedoman's Mate 2<sup>nd</sup>  
Chicago, IL



George Clifford – 20  
Fireman 1<sup>st</sup>  
Plymouth, NH



Lomon Crane – 24  
Torpedoman's Mate 3<sup>rd</sup>  
Lowell, NC



Russell Crossman - 22  
Electrician's Mate 2<sup>nd</sup>  
Attleboro, MA



Hugh Deetz – 23  
Motor Mach. Mate 2<sup>nd</sup>  
Akron, OH



Charles Degenhardt – 25  
Radioman 1<sup>st</sup>  
Alma, KS



Thomas Delaney – 30  
Chief Gunner's Mate  
Los Angeles, CA



Clifford Douglas – 21  
Seaman 2<sup>nd</sup>  
Oakman, AL



Edward Dzik – 39  
Ship's Cook 1<sup>st</sup>  
Portland, ME



LeRoy Ellis – 25  
Steward 1<sup>st</sup>  
Daytona Beach, FL



Edward Farley – 19  
Seaman 1<sup>st</sup>  
Los Angeles, CA



William Frank – 21  
Torpedoman's Mate 2<sup>nd</sup>  
Brooklyn, NY



Clarence Gage – 29  
Motor Mach. Mate 1<sup>st</sup>  
Winona, MN



Donald Graham – 22  
Seaman 1<sup>st</sup>  
Aurora, MN



Raymond Grenier – 25  
Radio Technician 1<sup>st</sup>  
Portsmouth, NH



John Grosz – 19 (on March 26!)  
Fire Control Man 2<sup>nd</sup>  
Roscoe, CA



Marvin Hall – 20  
Motor Mach. Mate 3<sup>rd</sup>  
Buffalo, NY



Charles Heath – 21  
Fireman 1<sup>st</sup>  
Charleroi, PA



Francis Henkel – 21  
Fireman 1<sup>st</sup>  
Dubuque, IA



Carl Hicks – 22  
Torpedoman's Mate 2<sup>nd</sup>  
Long Beach, CA



Louis Hieronimus - 28  
Electrician's Mate 1<sup>st</sup>  
Philadelphia, PA



William Hoefler - 22  
Seaman 1<sup>st</sup>  
Altoona, PA



Wilmot Joder - 26  
Chief Motor Mach. Mate  
North Platte, NE



Henry Keating - 25  
Motor Mach. Mate 1<sup>st</sup>  
Boston, MA



Theodore Keener - 21  
Torpedoman's Mate 3<sup>rd</sup>  
Augusta, GA



Frederick Kisman - 24  
Radioman 2<sup>nd</sup>  
Chicago, IL



Clayton Landon - 22  
Motor Mach. Mate 1<sup>st</sup>  
St. Louis, MO



Frank Lindsay - 20  
Fireman 1<sup>st</sup>  
Geneseo, NY



C. Marvin Lovett - 17  
Electrician's Mate 3<sup>rd</sup>  
Little Rock, AR



Donald Mann - 23  
Motor Mach. Mate 2<sup>nd</sup>  
Auburn, MA



Ramsey McConnell - 20  
Electrician's Mate 3<sup>rd</sup>  
Camden, NJ



Warren McDonald - 19  
Electrician's Mate 3<sup>rd</sup>  
Granite City, IL



Melvin McFadden - 27  
Motor Mach. Mate 1<sup>st</sup>  
Des Moines, IA



John Moffitt - 24  
Radioman 2<sup>nd</sup>  
New London, CT



Charles Muoio - 19  
Fireman 1<sup>st</sup>  
Rochester, NY



Eugene Nicholas - 18  
Fireman 1<sup>st</sup>  
Portsmouth, VA



Allen Nopper – 25  
Radio Technician 1<sup>st</sup>  
St. Louis, MO



Clifton Pattee – 26  
Electrician's Mate 1<sup>st</sup>  
Miami, FL



Matthew Pawlik – 23  
Electrician's Mate 2<sup>nd</sup>  
Michigan City, IN



Fred Reger – 19  
Electrician's Mate 3<sup>rd</sup>  
Harris, MO



Carl Rehn – 27  
Electrician's Mate 2<sup>nd</sup>  
Tacoma, WA



Robert Roby – 24  
Motor Mach. Mate 1<sup>st</sup>  
Bellow Falls, VT



Powell Saterfield - 29  
Chief Petty Officer  
Chattanooga, TN



Walter Schoenrock - 30  
Chief Commissary Steward  
Monterey Park, CA



Howard Seibert – 20  
Fireman 1<sup>st</sup>  
Buffalo, NY



Albert Smith – 19  
Fireman 1<sup>st</sup>  
Des Moines, IA



Kirk Stearns – 21  
Electrician's Mate 1<sup>st</sup>  
Pacific Junction, IA



Howard Strachan – 18  
Seaman 2<sup>nd</sup>  
Clint, TX



Hugh Sullivan – 34  
Chief Motor Mach. Mate  
Portsmouth, NH



Arthur Symkiewicz – 29  
Torpedoman's Mate 1<sup>st</sup>  
Bay City, MI



Henry Thacker – 28  
Pharmacist's Mate 1<sup>st</sup>  
Waleska, GA



George Ticknor – 33  
Chief Electrician's Mate  
Portsmouth, NH



Stanley Tryko – 22  
Radioman 3<sup>rd</sup>  
Newark, NJ



Paul Vigeant – 24  
Torpedoman's Mate 3<sup>rd</sup>  
Lowell, MA



John Wagner – 32  
Yeoman 2<sup>nd</sup>  
Chicago, IL



George Wallis – 20  
Signalman 3<sup>rd</sup>  
Jackson, TN



Ripley Washington – 36  
Steward's Mate 1<sup>st</sup>  
Wilson, LA



Robert Wendt – 20  
Torpedoman's Mate 3<sup>rd</sup>  
Cincinnati, OH



Harold Wiser – 20  
Fire Controlman 3<sup>rd</sup>  
Fort Steilacoom, WA



Additional crew members of the *USS Tullibee* included,



Lawrence Kidwell – 23  
Torpedoman's Mate 3<sup>rd</sup>  
Indianapolis, IN  
Died at sea on Dec. 31, 1943



Clifford Kuykendall – sole survivor  
Gunner's Mate 2<sup>nd</sup>  
Wichita Falls, TX  
Died at 91 years of age on Feb. 26, 2016

# USS TULLIBEE (SS-284)



CDR C. F. BRINDUPKE, USN  
COMMANDING OFFICER



LAUNCHED  
7 OCTOBER 1942



LOST AT SEA,  
26 MARCH 1944

TULLIBEE PROVED TO BE A DARING AND AGGRESSIVE PURSUER OF ENEMY CONVOYS. IN HER FIRST THREE WAR PATROLS, TULLIBEE SANK THREE JAPANESE VESSELS AND DAMAGED THREE MORE, EARNING THREE BATTLE STARS FOR HER PERFORMANCE. ON 5 MARCH 1944, TULLIBEE SET OUT ON HER FOURTH PATROL. HER ASSIGNED AREA WAS NORTH OF PALAU, WHERE SHE WAS TO COOPERATE WITH U.S. SURFACE FORCES IN "OPERATION DESECRATE", THE CARRIER STRIKE SCHEDULED TO HIT PALAU ON 30 MARCH. PAUSING AT MIDWAY TO TOP OFF WITH FUEL, TULLIBEE SET A COURSE FOR THE OPEN SEA AND WAS NEVER HEARD FROM AGAIN. TULLIBEE'S FATE WAS FINALLY REVEALED WHEN THE WAR ENDED AND HER SECOND CLASS GUNNER'S MATE, CLIFFORD W. KUYKENDALL, WAS LIBERATED FROM THE

ASHIO COPPER MINES IN JAPAN. THE LONE SURVIVOR, KUYKENDALL RELATED HOW TULLIBEE WAS LOST IN THE DARK OF NIGHT ON 26 MARCH DURING A SURFACE ATTACK ON AN ENEMY TRANSPORT VESSEL. ONE OF TULLIBEE'S OWN TORPEDOES MALFUNCTIONED AND CIRCLED BACK, STRIKING THE SUBMARINE'S HULL WITH A THUNDEROUS EXPLOSION. KUYKENDALL, STANDING WATCH ON DECK, WAS THROWN INTO THE WATER. HE MANAGED TO KEEP SWIMMING FOR ALMOST SEVEN HOURS UNTIL A JAPANESE FRIGATE APPEARED, FIRED A MACHINE GUN AT HIM, AND FINALLY TOOK HIM ABOARD. KUYKENDALL WAS TO SPEND THE NEXT 18 MONTHS AS A PRISONER OF WAR. HE NEVER SAW ANY OF HIS SHIPMATES AGAIN. WHEN SHE MADE HER FINAL DIVE, TULLIBEE TOOK 79 GALLANT MEN WITH HER.

## ON ETERNAL PATROL

ABNET, P. R.	S1	FARLEY, E. M., JR.	S1	NICHOLAS, E. R.	F1
ANDERSON, W. R.	TM3	FRANK, W. J.	TM2	NOPPER, A. W.	RT1
ARNOLD, D. T.	QM1	GAGE, C. S.	MOMM1	PATTEE, C. E.	EM1
BARCOOZY, J., JR.	QM2	GRAHAM, D. A.	S1	PAWLIK, M. S.	EM2
BEEHLER, R. E.	MOMM2	GRENIER, R. A.	RT1	PETERSON, R. H.	LTJG
BETSILL, J. E.	MOMM2	GROSZ, J. N.	FC2	REGER, F. B.	EM3
BLANCHARD, L. P.	SC2	HALL, M. J.	MOMM3	REHN, C.	EM2
BRINDUPKE, C. F.	CDR	HEATH, C. N., JR.	F1	ROBY, R. H.	MOMM1
BRITT, M. L.	TM3	HENKEL, F. M.	F1	SATERFIELD, P. T.	ENS
BROCKLESBY, A. F.	SM1	HICKS, C. J.	TM2	SCHOENROCK, W. L.	CSS
BROWN, J. C.	MOMM2	HIERONIMUS, L. J.	EM1	SEIBERT, H. D.	F1
BURASCO, N. A.	S2	HOEFLER, W. E.	S1	SMITH, A. F.	F1
BUTLER, D.	ENS	IRWIN, H. T., JR.	LT	STEARNS, K. C.	EM1
CIRALDO, F.	MOMM3	JODER, W. B.	CMOMM	STRACHAN, H. L.	S2
CLAY, J. P.	TM2	KEATING, H. F.	MOMM1	SULLIVAN, H. E.	CMOMM
CLIFFORD, G. K.	F1	KEENER, T. M., JR.	TM3	SYMKIEWICZ, A. A.	TM1
CRANE, L. B.	TM3	KISMAN, F. H.	RM2	THACKER, H. L.	PHM1
CROSSMAN, R. H., JR.	EM2	LANDON, C. L.	MOMM1	TICKNOR, G. O.	CEM
DEETZ, H. W.	MOMM2	LINDSAY, F.	F1	TRYTKO, S.	RM3
DEGENHARDT, C. H.	RM1	LOVETT, C. M.	EM3	VIGEANT, P. R.	TM3
DELANEY, T. M.	CGM	MANN, D. R.	MOMM2	WAGNER, J. J.	Y2
DOUGLAS, C.	S2	McCONNELL, R. F.	EM3	WALLIS, G. C.	SM3
DUNCAN, G. A.	LCDR	McDONALD, W. G.	EM3	WASHINGTON, R., JR.	STM1
DZIK, E. H.	SC1	McFADDEN, M. L.	MOMM1	WENDT, R. J.	TM3
ELLIS, L.	ST1	MOFFITT, J. J.	RM2	WILSON, D. S.	LT
EVANS, W. A.	LTJG	MUOIO, C. J.	F1	WISER, H. J.	FC3
				WOOD, J. K.	LTJG

After the 79 crew members of the *USS Tullibee* were confirmed by the Navy to have been killed in action, the Navy sent grieving families the following letter.

IN REPLY  
REFER TO \_\_\_\_\_  
ADDRESS  
COMMANDING OFFICER

NAVAL AIR TECHNICAL TRAINING CENTER  
MEMPHIS 15, TENNESSEE

29 January 1946

Mr. Herbert Newton Lovett  
1521 West 11th St.  
Little Rock, Arkansas

Dear Mr. Lovett;


Word has just come to us that your son, Carl Marvin Lovett, formerly reported missing in action, has been officially declared dead in the service of his country. Please accept our deepest sympathy. There are no words which are adequate to ease your sorrow, nor to match the sacrifice that you have made. However, we want you to know that your sacrifice is appreciated by a grateful nation. We shall be remembering you in our prayers, and we trust that the Holy Spirit of God will heal your broken heart.

Your son died bravely for the ideals which have made and kept America great. The same spirit of unselfishness which he showed, and which you will maintain in the face of your great loss is the spirit that will always keep America a great and free nation.

We want you to know that whatever the Navy can do for you will be done gladly. Navy procedure often appears complicated to civilians. If there is any information we can give you at any time, please feel free to call upon this office for assistance. If there should be any immediate financial need while insurance and gratuity claims are pending, you may contact the Navy Relief Society, Washington, D.C. through your local Red Cross Chapter.

Assuring you of our genuine sympathy and appreciation,

Sympathetically yours,

  
NORMAN H. FLOWERS  
Chaplain, USNR.

This following are U.S. Naval dispatches which refer to the *USS Tullibee*.

DECLASSIFIED  
Authority NND 957001  
By [signature] SPA US/12/US

15 MAR 1945

POW recently captured, whose info other matters correct, states told by barracks mate that US submarine come ashore Wolekhek Point Sabolthaupt June 1944. Crew and sub captured intact sent Japan whether towed or under own power not known.  
(COMSCARSUBAREA-130340 MARCH'45) (CARDED 4 APRIL'45/GDL) *Jap POW  
Sub Power*

The only US sub that could have been lost in Palau area is TULLIBEE, which departed Pearl 5 March and Midway 14 March to patrol Palau area. No word has been received from TULLIBEE since her departure from Midway. At 1445, 4 September 1944 a US sub on patrol 350 miles NE of Iwojima experienced "SD" radar interference simultaneously (at 1506) with sighting at 12 miles what appeared to be friendly periscope shears, although no known Jap sub-borne radar operates in the "SD" frequency band, and the nearest U.S. sub at that time was 300 miles distant.  
(F-21-SECRET-POW-REPORT-15-MARCH'45) (CARDED 4 APRIL'45/GDL) *m/m*

Families TULLIBEE crew have heard from various sources that one or more of the crew survived and are prisoners in Japan. Specific reference is made to Tokyo Broadcast of 18 October 1944 which included a message allegedly from C. Kuykendall QM2/c of TULLIBEE saying he was a POW. This broadcast is said to have been intercepted at Guam and also in Australia. Recent statement by Jap POW that sub was captured has been received. Desire summary of all information you have as to possible survivals.  
(COMINCH & CNO-241805-24 MARCH'45) (CARDED 4 APRIL'45/GDL) *have broadcast*

In reply to your 241805, I have received several personal letters of which I have no record stating that people have heard there are prisoners of war from the TULLIBEE and have replied to each to the effect that I have no knowledge of any personnel in that ship being recovered by the enemy. This command has no information of any kind that will assist in determining how, when or where the TULLIBEE was lost nor is there any information concerning possible survivors. The statement made by Jap POW was first received on 13 March this year giving date as June 1944 whereas our records show that TULLIBEE was probably lost latter part of March or first 3 weeks of April 1944.  
(COMSUEPAC-261049-26 MARCH'45) (CARDED 4 April'45/GDL) *March 1944*

(Continued)



Authority NNU 757007  
By WAPA DUB VDLUS

(Continued)

A careful search of GI-P files, and a review by GZ-P of the available traffic, for the period 15 March to 30 June 1944, have failed to produce any evidence bearing on the loss of the TULLIBEE or capture of any of its crew, with the single exception of the following message:

From: HA RA E 30 March 1944/1751  
To : KA 0 9 (WAKATAKE - DD)  
Info: SO A 3 (Comdr. SURFACE ESCORT UNIT #1)  
Originator: 3RD NAVAL STAFF SECTION, LATERAL HQ.  
Your serial #270735 (March 1944)  
Request you arrange to send prisoners under guard immediately to Ofuna. Also report age, names and rank of prisoners.

The referenced serial #270735 is not available. However, by TI, it would appear that the WAKATAKE was involved in some sort of excitement beginning about 0210 on 27 March, at which time she was somewhere in the Philippine-Palau area according to traffic routing. It is known that the WAKATAKE was subsequently sunk at Palau during the air attack on 30 March. As a possible tie-in with the WAKATAKE's activity early on the 27th, it is noted that the MAM broadcast reported a sighting of a surfaced sub at 270200 in 08-22 N., 132-24 E., about 120 miles northwest of Palau, "reliability excellent". It is possible that this sighting was the subject matter of a concealed originator despatch date/timed 270210 which, according to FRUPAC, a later service message revealed as having been originated by WAKATAKE. The text of 270210 is not available.

(F-22 GI-MEMO-3 APRIL '45) (CARDED 4 APRIL '45/GDL)

629  
30 Mar  
1944  
55

Two submarines, the *USS Tullibee* (on March 26, 1944) and the *USS Tang* (on October 24, 1944) were documented as sunk by a circular run of their own torpedoes. A circular run was a result of the failure of the torpedo gyro system that was responsible for straightening the rudder of the torpedo once it was fired. If the rudder did not straighten, the torpedo would not make a straight course toward the target but would instead make a round trip back to the spot from which it was fired. There were at least 24 recorded incidents of a circular run of torpedoes. In the majority of incidents, our submarines were successful in evading the errant torpedo without damage. The defects in the faulty Mark 14 torpedo were later corrected, but not in time to save the crew of the *Tullibee*. The *USS Tang* was sunk in coastal waters by one of its own Mark 18 torpedoes. There

were nine survivors from the Tang. Some of the men used the Momsen Lung during their escape through the forward escape hatch. The Mark 14 torpedo was very unreliable. They tended to run too deep, exploded prematurely, ran erratically, or failed to detonate. The Navy was aware of the risk of circular runs, but they had few options other than to continue to use the faulty weapons. Other U.S. submarines that were lost during that time could have suffered a similar fate as the Tullibee and the Tang, but simply disappeared and were never heard from again.

U.S. submarines were the Navy's deadliest and most effective weapon against the enemy in World War II. U.S. submarines destroyed 30% of the Japanese Navy and 60% of their merchant fleet! By the end of the War in the Pacific, U.S. submarine attacks sent six million tons of Japanese shipping to the bottom totaling 686 Japanese warships including eight aircraft carriers, one battleship, 16 cruisers, 45 destroyers, 23 submarines, and 2,346 supply and transport ships during 1,682 U.S. submarine patrols. But U.S. submarines paid a heavy price for their success. A total of 52 submarines were lost carrying 374 officers and 3,131 enlisted men. 3,505 men lost out of 16,000 submariners! Forty-eight boats were lost as a result of enemy action. Only a few of the submariners survived hostilities. The remainder perished and are on Eternal Patrol. 52 lost submarines represent 18% of all World War II U.S. submarines that saw combat. This is a high percentage compared to losses sustained in other Naval ships, but the losses they inflicted on the Japanese and Germans were much higher. U.S. success was attributed to submarine fleet secrecy and radio silence, the excellent mental and physical conditioning of submarine crews that included very intensive training, the superiority of U.S. radar, and the weaknesses in Japanese antisubmarine countermeasures. The *Lost 52 Project* is currently searching for our downed submarines and they have successfully discovered fourteen lost submarines. Maybe someday they will find the *USS Tullibee*.

The U.S. Submarine Veterans of World War II assigned the *USS Tullibee* (SS-284) to the State of Mississippi. There is a memorial site dedicated to the *USS Tullibee* in Ocean Springs, Mississippi. There are submarine memorial sites throughout the country including (1) US Submarine Veterans WWII National Memorial West, in Seal Beach, (2) The 52 Boats Memorial Park at Liberty Station in San Diego Harbor, California, (3) USS Bowfin Submarine Museum and Park and the Pacific Submarine Museum, Pearl Harbor, Honolulu, Oahu, Hawaii, and (4) the lost crew members of the *USS Tullibee* are memorialized individually at the Manila American Cemetery, Fort Bonifacio, Manila, Republic of the Philippines.

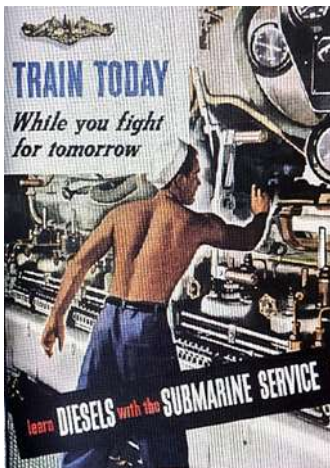
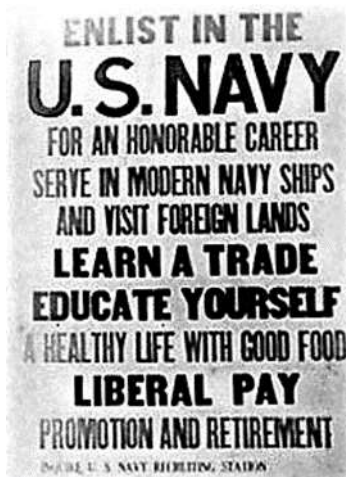
There are sixteen U. S. Navy World War II submarines that can be visited and toured by the public in the United States including in Baltimore, Buffalo, Cleveland, Fall River, Galveston, Hackensack, Honolulu, Manitowoc, Mobile, Mount Pleasant, Muskegon, Muskogee, North Little Rock, Philadelphia, Pittsburgh, and San Francisco.

Final approximate location of the *USS Tullibee* - 100 miles north of Palau



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