

SHIP'S HISTORY

The U.S.S. TILEFISH was built at the Mare Island Naval Shipyard, Vallejo, California, It was launched on 25 October 1943. and was commissioned 15 December 1943.

TILEFISH made six war patrols, the first of which commenced on 5 March 1944 after her "shakedown cruise" and training period. During this patrol, which ended 29 May 1944, TILEFISH was credited with damaging one transport and one Wakatake Class destroyer. The Commanding Officer, Commander Roger M. KEITHLY, USN, of Vallejo, California, was awarded a Letter of Commendation with Ribbon.

The second war patrol was begun on 22 June 1944 and was conducted in the Luzon Straits area in company with the USS SAWFISH and the USS ROCK. During this patrol, which ended 15 August 1944, TILEFISH was credited with sinking one destroyer while the destroyer was engaged in depth charging ROCK. Among those decorated for action during the second war patrol were:

Commander Roger M. KEITHLY, USN of Vallejo, California - Silver Star.
 Lieutenant Bernard G. LENSON, USN, of San Francisco, California - Letter of Commendation with Ribbon.
 Lieutenant Joseph R. PERRY, USN, of Alhambra, California - Letter of Commendation with Ribbon.
 Chief Radioman Raymond E. DORRITY, USN, of Los Angeles, California - Bronze Star.

On 10 September 1944 TILEFISH commenced her third war patrol, conducted among the Kurile Islands. During this patrol TILEFISH received credit for sinking three AK's and one PYC and damaging one AK by torpedo fire. One sampan was sunk by deck gun. The patrol ended on 24 October 1944. Among those decorated were:

Commander Roger M. KEITHLY, USN, of Vallejo, California - Navy Cross
 Signalman First Class Arline D. JOHNSON, USNR, of San Francisco, California - Silver Star.

The fourth war patrol of the USS TILEFISH was conducted in two areas, the area surrounding the Kurile Islands and the area south of Honshu. TILEFISH commenced this patrol on 15 November 1944. The time spent in the Kurile Islands area was not profitable because of mountainous seas encountered. On 22 December, south of Honshu, TILEFISH sank a heavy cruiser of the Furuthaka Class. The cruiser sank within forty-two minutes after the first torpedo hit. This patrol ended in Pearl Harbor on 2 January 1945. Decorated were:

Commander Roger M. KEITHLY, USN, of Vallejo, California - Gold Star in Lieu of Second Navy Cross.
 Lieutenant Bernard G. LENSON, USN, of San Francisco, California - Bronze Star.
 Lieutenant Joseph R. PERRY, USN, of Alhambra, California - Bronze Star.
 Lieutenant William J. EGAN, USN, of San Diego, California - Bronze Star.
 Gunner's Mate Third Class Fred J. DAVIS, USN, of Alhambra, California - Bronze Star.

Chief Electrician's Mate Howard E. WAGNER, USN, of Los Angeles, California
Bronze Star.

Chief Motor Machinist's Mate George F. BARTLETT, USN, of Huntington Park,
California - Letter of Commendation with Ribbon.

Coxswain Kenneth H. PETERS, USN, of San Francisco, California - Letter of
Commendation with Ribbon.

Motor Machinist's Mate First Class George R. CHENEY, Jr., USN, of San Fran-
cisco, California - Letter of Commendation with Ribbon.

On 15 January 1945, TILEFISH commenced her fifth war patrol in the Nansai
Shoto area and areas south of Honshu. During this patrol TILEFISH sank a
Chideri Class torpedo boat, rescued one of our fighter pilots while on life -
guard station and sank two sampans with deck gun fire. One Japanese prisoner
was taken. This patrol ended on 29 March 1945 at Midway Island. Decorations
were awarded as follows:

Commander W. F. SCHLECH, Jr., USN, of Stonleigh Park, Westfield, New Jersey
Silver Star.

Motor Machinist's Mate First Class Robert E. GRINDE, USNR, of San Fran-
cisco, California - Letter of Commendation with Ribbon.

Following her fifth war patrol, TILEFISH was ordered to San Francisco,
California, for overhaul, arriving there 13 April 1945. The overhaul was
accomplished at Bethlehem Ship Building and Dry Dock Company, and on 3 July
1945 TILEFISH set sail for Pearl Harbor and her sixth war patrol.

TILEFISH sixth war patrol began on 2 August 1945 off Sakishima Gunto,
life-guarding for planes flying equipment and personnel from the Philippines
to Okinawa in preparation for the invasion of the Japanese home islands.
After sixteen days in the assigned area, orders were received for TILEFISH to
return to Guam, thence Pearl Harbor and San Francisco, to be put in reserve
status. No rescues were made and no targets were sighted during this patrol.
TILEFISH arrived in Pearl Harbor on 8 September 1945.

The first four TILEFISH war patrols were considered successful for the
purpose of awarding the Submarine Combat Insignia.

During the period 17 September to 31 December 1945 TILEFISH was assigned
to Interim Squadron One at Pearl Harbor, T.H. where services were rendered
to the Sound School Aircraft at Kaneohe.

On 2 January 1946 TILEFISH departed Pearl Harbor enroute San Francisco,
arriving there on 8 January 1946. Eight days after arrival word was received
that TILEFISH would remain in active status and was soon after ordered to
Submarine Squadron FIVE in San Diego. Until the latter part of May 1946, the
ship conducted independent exercises and special tests under the direction
of Commander Submarine Squadron THREE in the San Diego area. The TILEFISH was
the only submarine engaged in the tests to be especially named in letters of
commendation by the Task Group Commander and Commander Submarine Force, Pacific
Fleet.

Upon completion of the above assignment, the ship sailed to Pearl Harbor.
Training and services were furnished to local commands and TILEFISH entered
Pearl Harbor Naval Shipyard for overhaul on 21 September 1946.

TILEFISH completed overhaul on 1 January 1947 and after a three-week training period, departed for a simulated war patrol in the Bering Sea. While on patrol in the Bering Sea the ship delivered an emergency supply of penicillin to St. George Island in the Pribiloffs.

On 28 February 1947 TILEFISH arrived in Kodiak, Alaska for services to COMFAIRING FOUR. Upon completion of services to COMFAIRING FOUR TILEFISH sailed to Seattle, Washington and Portland, Oregon, and reported to Commandant Thirteenth Naval District for duty in the training of Organized Submarine Reserve Units. The ship departed Portland, Oregon, on 27 March 1947 enroute Pearl Harbor, arriving 4 April.

Because of the fine showing of TILEFISH during the past year, TILEFISH was elected as the submarine to represent Submarine Division Fifty-two in the competition for the Submarine "E" Award. In late August TILEFISH won distinction during a combined Air-Sea fleet problem by sinking the liberty target ship SCHUYLER COLFAX with two direct torpedo hits.

During the remainder of 1947 and the first part of 1948 TILEFISH participated in two fleet maneuvers and gunnery exercises in the Pearl Harbor area. On 23 April 1948 she departed for the United States for regular overhaul at Mare Island Naval Shipyard, Vallejo, California, rendering services enroute to the General Line School, Monterey, and to Commandant, Twelfth Naval District, for a two-week reserve cruise.

During the first month of overhaul, Commander W. F. SCHLECH, Jr., USN was relieved of command by Commander B. C. JARVIS, USN.

Upon completion of overhaul TILEFISH returned to Pearl Harbor for inter-type training. In October 1948 the ship departed for Olympia, Washington, to observe Navy Day, thence to Seattle, Washington, to participate in the local fishing derby.

After departure from Seattle, TILEFISH participated in a fleet exercise in northern waters prior to return to Pearl Harbor via San Francisco.

In early 1949, TILEFISH was assigned to Submarine Division Eleven and participated in Project "KAYO".

In September 1949 Commander B. C. JARVIS, USN was relieved by Commander J. J. VANDERCRIFT, Jr., USN, as commanding officer. TILEFISH rendered services in Operation "MIKI" in the fall of 1949.

In February 1950 the ship returned to San Francisco Naval Shipyard for overhaul and upon completion in June 1950, returned to Pearl Harbor, T.H.

On 5 September 1950 TILEFISH departed for WESTPAC and upon arrival was stationed at Yokosuka, Japan, providing services to various fleet units. In February TILEFISH conducted a war patrol in Korean Waters. On the 15th of March 1951 TILEFISH departed Yokosuka enroute Pearl Harbor, arriving on 24 March. Routine upkeep, training operations, and participation in various fleet exercises were conducted in the Pearl Harbor area until 26 August 1951 when TILEFISH set sail for Puget Sound, Washington, arriving at Port Angeles on 2 September. Services were provided to COMFAIRING FOUR until 6 October. On 15 September Commander Giles F. BURN, Jr., USN, relieved Commander J. J. VANDERCRIFT, Jr., USN as commanding officer.

On 14 October TILEFISH returned to Pearl Harbor. Routine operations were conducted until 7 November, when TILEFISH began overhaul at Pearl Harbor Naval Shipyard, completing overhaul on 11 February 1952

The next cruise of TILEFISH was conducted from 18 September until 5 November 1952 in Alaskan waters.

During 1953, TILEFISH conducted training and services until 31 July 1953 when routine overhaul commenced at Pearl Harbor Naval Shipyard.

On 24 August 1953 LCDR J. B. GRIGGS, III, USN, relieved CDR G. F. BUNN, Jr., USN, as commanding officer. On 27 November TILEFISH completed overhaul and remained in the Pearl Harbor area.

On 4 January 1954 TILEFISH departed Pearl Harbor enroute United States and a permanent change of home port to San Diego, California, as a result of a reorganization of the Submarine Force, Pacific Fleet, exchanging CARP and TILEFISH. By January 22 the exchange was completed. Commander W. N. DURLEY, USN, relieved LCDR J. B. GRIGGS, III, USN of command of TILEFISH and LCDR GRIGGS returned to the Islands in CARP.

As a unit of Submarine Flotilla One, Submarine Squadron Five and Submarine Division Fifty-one, TILEFISH began routine operations in the San Diego area conducting type training and rendering services to local ASW Forces.

On 5 June, LCDR A. L. BATTSON, Jr., USN, relieved CDR W. N. DURLEY, USN, as commanding officer for a brief period while TILEFISH awaited her regularly assigned Commanding Officer. On 10 July LCDR A. A. VAUGHN, USN, assumed command.

File

U. S. S. TILEFISH (SS307)

Fleet Post Office

San Francisco, California

SHIP'S HISTORY FROM COMMISSIONING UNTIL NOVEMBER 1953

The U.S.S. TILEFISH was built at the Naval Shipyard, Mare Island, California, and was launched on 25 October 1943. On 15 December 1943, she was placed in commission. The Tilefish has had only two commanding officers during her long career, the present commanding officer, Commander W. F. SCHLECH, Jr., USN. of 14 Stoneleigh Park, Westfield, New Jersey and the Commanding Officer on Commissioning, and for the subsequent four patrols, Lieutenant Commander R.M. KEITHLY, U.S. NAVY of 608 Alabama St., Vallejo, California.

The Tilefish made six war patrols, the first of which commenced on 5 March 1944 after her "shake - Down" cruise and training period. The first war patrol, ended on 29 May 1944, the Tilefish was credited with damaging one transport and one Wakatake class destroyer.

Among those decorated for first patrol were:

KEITHLY, Roger M., Commander, USN. of Vallejo, Calif.

(Letter of Commendation with Ribbon)

DORRITTY, Raymond, E. CRM, of Los Angeles, Calif.

(Captain's commendation)

The second war patrol was begun on 22 June 1944 After a normal refit and training period. This patrol was conducted in the Luzon Straight area in company with the U.S.S. SAWFISH, and the U.S.S. ROCK. This patrol ended on 15 August 1944 during which the Tilefish was credited with sinking one destroyer while it was depth charging the U.S.S. ROCK.

Among those decorated for the Second war patrol were:

KEITHLY, Roger M. Commander, USN. of Vallejo, Calif.

(Silver Star)

LENSON, Bernard C. Lieutenant, USN of San Francisco, Calif.

(Letter of Commendation and Ribbon)

PERRY, Joseph R. Lieutenant, USN of Alhambra, Calif.

(Letter of Commendation and Ribbon)

DORRITTY, Raymond E. CRM, USN of Los Angeles, Calif

(Bronze Star)

On 10 September, 1944 the Tilefish departed on her third war patrol after her normal refit period at Pearl Harbor. This Patrol was conducted among the Kurile Islands. The Tilefish received credit for sinking three AK's one PYc and damaging another AK with torpedo fire and also with the sinking of one sampan by deck gun fire. This patrol ended on 24 October 1944.

Among those decorated for the Third War Patrol were:

KEITHLY, Roger M. Commander, USN of Vallejo, Calif.

(Navy Cross)

JOHNSEN, Arline D. SML, USNR of San Francisco, Calif.

(Silver Star)

The fourth war patrol of the U.S.S. TILEFISH was conducted in two areas, the first area being in the Kuriles Islands again, and the second the area South of Honshu. The Tilefish left on this patrol on 15 November 1944 after being refitted and trained. The time spent in the Kuriles Islands area was not profitable because of Mountain seas encountered. The hunting was better South of Honshu, for on the 22 December the Tilefish sank heavy cruiser of the Furuthaka class. The Cruiser went down with in 42 minutes after the first torpedo hit.

ENCLOSURE (1)

This patrol ended in Pearl Harbor on 2 January 1945. This patrol, as well as the three preceding patrols, was considered successful, and the Combat Insignia was awarded.

Among those decorated for the Fourth War Patrol were:

KEITHLY, Roger M. Commander, USN of San Francisco, Calif.
(Gold Star in Lieu of Second Navy Cross)

LENSON, Bernard G. Lieutenant, USN of San Francisco, Calif.
(Bronze Star)

PERRY, Joseph R. Lieutenant, USN of Alhambra, Calif.
(Bronze Star)

EGAN, William J. Lieutenant, USN of San Diego, Calif.
(Bronze Star)

DAVIS, Fred J. GMB, USN of Alhambra, Calif.
(Bronze Star)

WAGNER, Howard E., CEM, USN of Los Angeles, Calif.
(Bronze Star)

BARTHTT, George F., CMM, USN of Huntington Park, Calif.
(Letter of Commendation with Ribbon)

PETERS, Kenneth H. COX, USN of San Francisco, Calif
(Letter of Commendation with Ribbon)

CHENEY, George R., Jr., MCM, USN of San Francisco, Calif
(Letter of Commendation with Ribbon)

On 15 January 1945, got underway for the Tilefish Fifth War Patrol.

This patrol was conducted in the Nansei Shoto Area and areas South of Honshu. During this patrol the Tilefish sank a Chidori Class Torpedo boat, rescued one of our own fighter pilots while on life guard station, and sank two sampans with deck gun fire, taking one Japanese Prisoner. This patrol ended on 29 March 1945 at Midway Island.

Among those decorated for the Fifth War Patrol were:

SCHLECH, W.F. Jr. Commander, USN of Stoneleigh Park, Westfield, New Jersey.
(Silver Star)

GRINDE, Robert E. MCM, USNR of San Francisco, Calif.
(Letter of Commendation with Ribbon)

Following the fifth war Patrol of the Tilefish it was decided to send to San Francisco, California for overhaul. On 6 April 1945, departed Pearl Harbor for San Francisco, arriving there 13 April 1945. The overhaul was accomplished at Bethlehem Ship Building and Dry Dock Company, on 3 July 1945 all tests completed and satisfactory, set sail for Pearl Harbor and Sixth War Patrol.

This Patrol Started on 2 August 1945 and was spent off Sakishima Gunto life guarding planes flying equipment and personnel from the Philippines to Okinawa in preparation for the invasion of the Japanese home Islands. After sixteen days were spent in the assigned area, orders came for the Tilefish to return to Guam, and thence to Pearl Harbor, and San Francisco to be put in reserve status. No rescues were made and no targets were sighted during this patrol. The Tilefish arrived in Pearl Harbor on the eighth of September 1945.

During the period 17 September to 31 December 1945 the Ship was assigned to Interim Squadron One based at Pearl Harbor, T.H. and furnished services to the Sound School Aircraft, at Kaneone, and spent much time in training new crew members.

The new year dawned with mixed feelings for the crew of the Tilefish. All hands were happy about the prospects of returning to the mainland. But all were sorry to contemplate the coming decommissioning. On 2 January 1946 the Tilefish departed Pearl Harbor for San Francisco, arriving there on 8 January 1946. We had been there but eight days when the welcome orders came through informing us that the ship would remain in active status, sail to San Diego and report to Squadron FIVE. Upon completing a rehabilitation program and until the latter part of May 1946 the ship conducted independent exercises and social tests under the direction the Commander of Submarine Squadron Three in the San Diego Area. The Tilefish was the only Submarine engaged in the tests to be especially named in letters of commendation by the Task Group Commander, and Commander Submarine Force, Pacific Fleet.

Upon completion of the above tests, the ship sailed for the Pearl Harbor. Except for two familiarization trips to other islands the Tilefish continued training in the Pearl Harbor Area. On 21 September 1946 the ship entered the Pearl Harbor Shipyard for a ~~three~~ month overhaul.

The Tilefish completed her navy yard overhaul on 1 January 1947. After a three week training period she departed for a simulated war patrol, in the Bering Sea. While on patrol in the Bering Sea the ship delivered an emergency supply of penicillin to St. George Island in the Provilofs. On 28 February 1947 we arrived in Kodiak, Alaska for services to ComFairWing FOUR. From Kodiak we reported to Commandant THIRTEENTH Naval District for duty training organized Submarine Rescue units at Seattle, Washington and Portland, Oregon. The ship departed Portland, Oregon on 27 March 1947, enroute Pearl Harbor, T.H.

Tilefish arrived in Pearl Harbor on 4 April 1947, Completing a well conducted ninety day simulated war patrol in Northern waters. Since this time the ship has had a year of routine fleet training and was elected as the submarine to represent division 52 in the competition for the Submarine "E" award. Tilefish won distinction in late August during a combined air sea fleet problem by sinking the liberty target ship "SCHUYLER COLFAX" with two direct torpedo hits.

Since November to the present date the Tilefish has participated in two fleet maneuvers and gunnery exercises in the Pearl Harbor Area. The Tilefish is scheduled to depart for the United States on April 23 1948 to conduct a two week reserve training cruise, starting at San Francisco, May 21 1948. A regular overhaul period of four months will commence at Mare Island on May 17, 1948.

During the remainder of 1947 and the first part of 1948 the Tilefish participated in two fleet maneuvers and gunnery exercises in the Pearl Harbor Area. On 23 April 1948 she departed for the United States to undergo regular shipyard overhaul at Mare Island, California to commence after a brief visit to the General Line School at Monterey, California.

After departure from Monterey, California, ship proceeded to San Francisco, to embark a reserve unit for a 2 week reserve cruise. Ports reached were Long Beach & San Diego, Upon completion of the cruise, overhaul was commenced in Mare Island Naval Shipyard on 15 May 1948 to last until September 1948.

During the 1st month of overhaul, CDR W.F. SCHLECH, Jr., USN, was relieved by CDR B.C. JARVIS, USN as commanding officer.

Upon completion of overhaul, TILEFISH returned to Pearl Harbor, T.H. for intertype training. In October 1948, ship departed for Olympia, Washington to celebrate Navy Day. This proved an excellent liberty station. Navy Day, plus one, the ship proceeded to Seattle, Washington to participate in the local fishing derby and enjoyed the warm hospitality of the Seattlelites.

Departure from Seattle, the ship participated in fleet exercise in North West Coast waters and upon completion headed to Pearl Harbor, T. H. by way of San Francisco for Christmas.

After the beginning of 1949, the ship altered to the QUEENFISH Guppy and participated in intertype ship exercise until April 1949. At this time the ship was attached to SubDiv 11 in operation "KAYC".

In September 1949, CDR B.C. JARVIS, USN, was relieved by CDR J.J. VANDERGRIFT, JR., USN as Commanding Officer, and the ship participated in Operation "MIKI", in the fall of 1949.

In February 1950 the ship returned to Hunter's Point Naval Shipyard for overhaul, completed in June 1, 1950. After which time the ship returned to Pearl Harbor, T. H. for upkeep before going on simulated war patrol. This was cancelled by the Korean situation and in August the ship was made ready to go on patrol to Japan, departing 5 September arriving 28 September after a stop over at Guam. Services were provided during the remainder of the year out of Yokosuka.

The new year of 1951 found the TILEFISH stationed at Yokosuka, Japan providing services to various fleet units. On 29 January 1951 the TILEFISH concluded an 18 day simulated war patrol. On 2 February during this patrol RADM (31Knot) BURKE the Deputy Chief of Staff to ComNavFe boarded at Oturu Hokaido and rode the TILEFISH until 4 February. The TILEFISH wardroom carriers and engraved metal despatch board as a gift memento from RADM BURKE for this visit. The Admiral debarked at Oturu. On 15 February the patrol was concluded at Takeyama WAN when the TILEFISH assisted the grounded U.S.S. BUGARA (SS331). For the remainder of February and until 15 March TILEFISH provided services out of Yokosuka. On the 15th TILEFISH set course for Pearl Harbor arriving on the 24th of March after an uneventful voyage. Routine upkeeps, training operations, and participation in fleet exercises were conducted out of Pearl Harbor until 27 July. Over the weekend of 27-29 July the TILEFISH visited Kahului, Maui. On Sunday 26 August 1951 the TILEFISH set sail for Puget Sound, Washington and arrived at Port Angeles, Washinton on 2 September. Services were provided to ComFairWing FOUR until October 6. On the 15th of September CDR GILES F. BUNN, JR, USN relieved CDR J.J. VANDERGRIFT, JR., USN as Commanding Officer. Dur to inclement weather during this stay liberty in Port Angeles was most heartily enjoyed at this port by the crew and the good citizens of Port Angeles. It is still rumored that the natives are

making preparations for the next visit of the Tilefish. Two visits were made to Seattle for liberty and to provide training for Seattle Naval Reserve personnel.

Departure on October 6 commenced an uneventful voyage to Pearl Harbor and on 14 October Tilefish returned to home waters. Routine operations were conducted until 7 November at which time Tilefish commenced overhaul at the Shipyard in Pearl Harbor which was completed on 11 February 1952.

On the 17th of February 1952 Tilefish training operations until 26 February. Over the weekend of 22 February a liberty visit to Hilo was made.

Routing operations were conducted from 28 February until 18 September. Armed Forces Day 17 May 1952 the Tilefish was host to the citizens of Nawiliwili, Kauai and on 11 July a liberty visit was made to Kahalui, Maui.

From 18 September until 5 November the Tilefish conducted an uneventful Alaskan training cruise.

Upon return operations and upkeep completed the year 1952.

The new year of 1953 saw the Tilefish conducting training and services until 31 July 1953 when overhaul was commenced at the U.S. Naval Shipyard Pearl Harbor. Visits were made to Nawiliwili, Kauai on 11 and 21 February and to Hilo, Hawaii. On January 15 the fishing boat Olympia collided with Tilefish. Slight damage was sustained by Tilefish but for the damage control efforts of Tilefish people, the Olympia would have sunk. On 24 August LCDR J.B. GRIGGS, III, USN relieved CDR G.F. BUNN, Jr., USN as commanding officer.

WELCOME ABOARD. . . It is with great pleasure that the officers and crew of this submarine welcome you aboard on behalf of the Commander Submarine Force, U. S. Pacific Fleet.

It is hoped that you will enjoy your visit aboard this submarine which is an intricate part of our Nation's Defense Team.

This submarine is typical of the 120 others serving throughout the U. S. Pacific and Atlantic Fleets. Some 60 more are moth-balled in a standby reserve status, ready for service at a moment's notice in the event of a national emergency.

Although comprising but a small number of the Navy's ships and men, the Submarine Service is an essential element of our nation's first line of offense as well as defense.

The Submarine Service boasts an *esprit de corps* rivalled by no other branch of the Navy. The officers and enlisted men, who man our submarines, are hand-picked volunteers. They are joined together by a common bond, symbolized by the "dolphins," the insignia of a submariner.

Although only a half-century old, the history of the U. S. Navy's Submarine Service is dramatic and marked with valour.

In 1900 the U. S. Navy acquired the USS HOLLAND, its first submarine. But it wasn't until World War II that U. S. submarines had a real opportunity to prove their worth.

Submarines are weapons of stealth and surprise. They nearly won two wars for Germany and they accounted to a large degree for our World War II victory over Japan. Our sub-

marines sank more than 200 Japanese warships, but it was their sinking of 1,750 Japanese merchant ships which so weakened Japan that she could not withstand the final allied campaigns.

Since the end of World War II, our submarine development has not remained static. In fact, the role of our submarine has greatly expanded and even greater roles are planned for them in the future. Many new designs and improvements have been incorporated into our World War II submarines. In addition a number of new types of submarines have been added to the fleet to keep pace with the changing concepts of undersea warfare.

Besides sinking enemy ships our submarines of today are designed to launch the latest developed guided missiles and rockets against enemy ships, shores, and installations; patrol our coast lines to detect and give advance warning of approaching enemy planes, guided missiles, and ships; hunt and kill enemy submarines; carry troops, and serve as supply ships and oilers.

With our new nuclear powered submarines, the versatility of our underwater arm is even greater. It gives the U. S. Navy an overwhelming advantage over any opposing forces afloat.

The commanding officer hopes that you have profited by your visit and that you leave with a better understanding of your Navy's Submarine Service, which is on the alert day and night guarding America's shores and interests abroad.



USS TILEFISH

The TILEFISH was built at the Naval Shipyard, Mare Island, Vallejo, California. She was launched on October 25, 1943, and was placed in commission on December 15, 1943.

From March 1944 to September 1945, the TILEFISH made six war patrols in the Pacific and is credited with sinking 1,019 tons of Japanese shipping.

At the end of the war the TILEFISH returned to San Francisco for decommissioning but arrived to find orders to undergo rehabilitation and report to Submarine Squadron FIVE in San Diego.

Operating as a unit of Submarine Squadron FIVE, the TILEFISH participated in numerous training exercises and reserve training cruises from San Francisco and Seattle.

In the summer of 1946, the TILEFISH was reassigned to Pearl Harbor, where she underwent a three-month overhaul. Completing her overhaul in January 1947, the TILEFISH emerged ready for operations and was immediately dispatched on a training cruise to the Pacific Northwest.

During the remainder of 1947 and the first part of 1948, the TILEFISH participated in two fleet maneuvers and gunnery exercises in the Pearl Harbor area. On April 23, 1948 she departed for the West Coast for an overhaul at Mare Island Naval Shipyard. She rendered services enroute to the General Line School, Monterey and to the Commandant, Twelfth Naval District, for a two-week Naval Reserve training cruise.

The TILEFISH made her second cruise in Northern waters in 1948, stopping enroute at Olympia, Washington, to observe Navy Day, and at Seattle to participate in a Fishing Derby.

As a unit of Submarine Division ELEVEN, the TILEFISH, during 1949, participated in Project "KAYO" and Operation "MIKI".

The TILEFISH completed an overhaul at San Francisco Naval Shipyard, June 1, 1950, and was enroute to Pearl Harbor when the Korean conflict began. The TILEFISH was immediately ordered to the Western Pacific and from September till the following March she provided services to various United Nations fleet units in support of the Korean War.

Completing her WesPac tour March 15, 1951, she returned to Pearl Harbor for routine training and overhaul in preparation for her third patrol to the Pacific Northwest which she completed in November 1952.

The TILEFISH remained in the Pearl Harbor area accomplishing routine training and exercises until January 4, 1954, when she was ordered back to the West Coast on a permanent change of home port.

The TILEFISH is assigned to Submarine Division 53, a unit of San Diego's Submarine Squadron FIVE. During her day to day operations she develops offensive and defensive underwater tactics. The 312-foot fleet-type vessel also assists other naval air and surface units in bettering their anti-submarine defenses. She is manned by a crew of eight officers and 72 enlisted men.

USS Tilefish (SS 307) Rescues Hancock Pilot

USS Tilefish (SS 307)

Rescues Hancock Fighter Pilot

As Testiment ...

In 1945 I was a fighter pilot assigned to air group VF-80 aboard USS HANCOCK.

Early on the morning of March 1st, our flight took off for Amami Oshima, an island south of Japa and north of Iwo Jima.

The Japanese on Amami Oshima were harasing Iwo. We had just finished helping to secure Iwo Jima. Our bombing run put us over Amami Oshima at about 19,000 feet.

I dived, located my target, fired 6 rockets, and considerable rounds of ammunition. As I leveled off and pulled out at about 1,200 to 1,500 feet my plane was hit by Japanese antiaircraft ground fire. I was hit aft of the engine and forward of the cockpit, also a large hole was blown in my right wing near the flaps, my windshield was cracked badly, my compass was gone, and the left side of my cockpit cover was completely blown away. I took shrapnel in my left arm at the elbow.

My engine kept running intermittently for a few minutes, cutting off and on, and filling the cockpit with smoke. Now my dive was toward the ocean. The combination of my initial speed, and the small help that my engine was able to give me in its last bursts allowed me to make it a good ways off shore before I hit the water. One of the pilots followed me out, and once he realized I was going down, he returned to our air group. I had to land with no flaps because my right flap would not come down. I tried both electrically and mechanically to get it down, to no avail. My left flap was at about 30 degrees, I had to get it back down into position quickly to stabilize the plane. I landed with no flaps. I put the tail hook down, so I would have some warning just before hitting the water. I hit hard. I suffered numerous cuts to my forehead from flying debris. The next thing I remember, I was in the water, kicking, and close to drowning. I still had all my heavy gear on. I felt like I was swallowing all of the Pacific Ocean, one gulp at a time. I looked around and saw a submarine. It was the USS TILEFISH (SS-307), and she was out looking for me. The crew tells me that a rope was thrown to me three times. I was too dazed to take hold of it. I wasn't thinking clearly then, nor would I be for the next few days. I coupld of the crew finally had to fish me out of the sea. Thanks to Captain W.F. Schleck, Lt. Charlie Styer, and crew I was quickly brought aboard, checked in, my wounds were treated, and I was given two uniforms, and assigned a bed for my stay. The entire crew were great to me. Very, very, friendly and helpful. The food was great, and the ice cream couldn't be beat. The first week under the Chief Corpsman's care and my forehead healed well, but a small piece of shrapnel in my left arm started to become infected. The Chief decided that the shrapnel had to be removed from my arm. With permission from the captain, the Cheif corpsman, and the Chief cook, removed the shrapnel from my arm. They did a very professional job. My arm began to heal almost immediately. I stayed on TILEFISH for the next thirty days. I helped out where I could, but mostly I tried to stay out of the crew's way as they went about their daily tasks. I spent a lot of time with Lt. Charlie Styer at his navigation board. Those thirty days were very exciting for us all.

On 30 March, 1945 orders were received for TILEFISH to return to Midway. I was real happy when we arrived at Midway. Except, this is where I had to leave TILEFISH and my new friends, and report to the senior medical officer. TILEFISH headed for Pearl Harbor. I spent the next three days on Midway. On 2 April I

flew to Pearl where I met TILEFISH when she arrived, and said hello again to her crew. I was transferred to the senior medical officer at San Francisco, CA where I was awarded the Purple Heart medal.

Over the years I have often thought of, and been very thankful for, the wonderful crew of TILEFISH who fished me out of the sea and saved my life. A recent call from "Jim" Newman after fifty years, was the best call I have ever received. It was great to hear from him and make contact with some of the TILEFISH crew. In closing I would like to thank those wonderful submariners of the USS TILEFISH who fished me from the jaws of the sea, and saved my life. And a special thank you is appropriate here for all the submariners everywhere who have executed their duties with such compassion and valor, saving many lives. God bless you all.

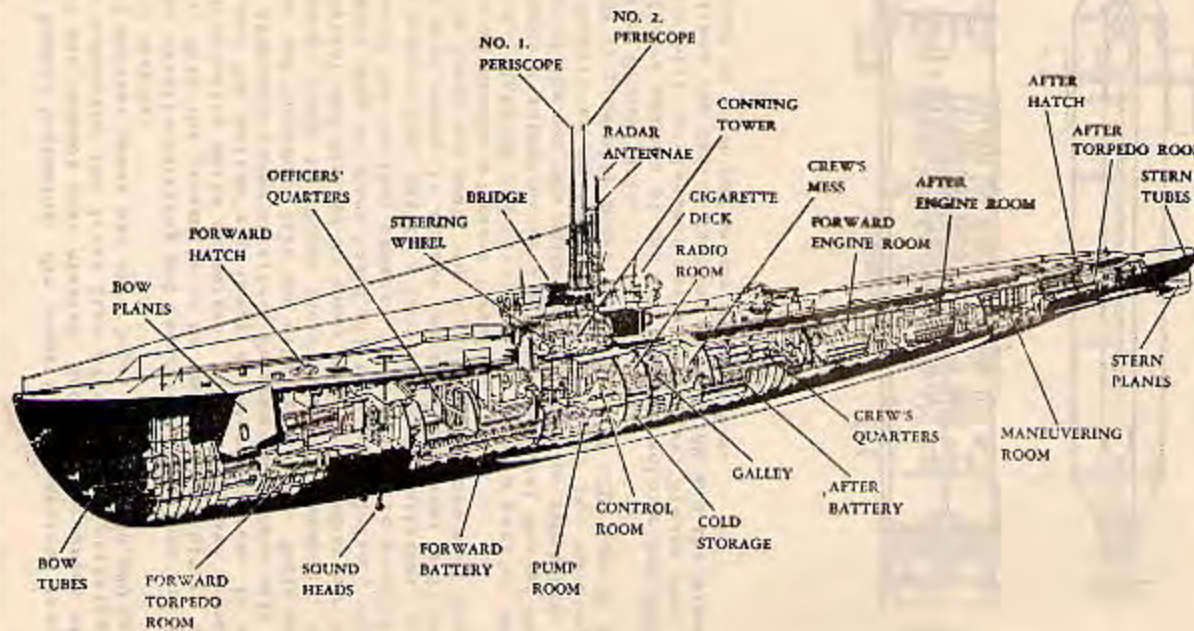
/ss/ Joe Hooks



Welcome Aboard



U.S.S. TILEFISH (SS-307)



TYPICAL U. S. SUBMARINE

CUT-AWAY SHOWING COMPARTMENTATION

U.S.S. TILEFISH (SS-307)

The USS TILEFISH was built at the Mare Island Naval Shipyard, Vallejo, California, and launched 25 October 1943. The ship was commissioned 15 December 1943.

During World War II, TILEFISH made six war patrols. TILEFISH is credited with sinking one heavy cruiser, one destroyer, three cargo ships, and numerous smaller craft. TILEFISH is also credited with damaging one destroyer, one transport, and one cargo ship. It is of interest to note that the destroyer sunk was at that time engaged in depth charging another submarine, the USS ROCK.

The evolution of the submarine from a novelty to today's highly technical warship has witnessed a variety of shapes, propelling modes, and tactical employment.

The record of man's early attempts to navigate beneath the sea is a maze of ancient myths and legends. One of the earliest references is to a glass diving bell built for Alexander The Great 300 years before the birth of Christ.

Leonardo da Vinci, the great inventor and artist of the sixteenth century, designed a submarine boat, but kept his plans secret. He believed warfare was already too frightful without an underwater fighting ship.

David Bushnell, a Connecticut Yankee, built a one-man submarine during the American Revolution to fight the British Fleet. The 'Turtle' gave the British a good fright, but accomplished nothing else.

About 1800, Robert Fulton built a submarine (the first Nautilus) for Napoleon. The French Emperor lost interest in the project and Fulton returned to the United States where he devoted his talents to inventing the first steam boat.

The Confederate Hunley, during the American Civil War, became the first submarine to sink a warship, the Union frigate Housatonic. The Hunley was also lost in the engagement and was not replaced.

The first practical submarine and the first to be commissioned in the United States Navy was the 75-ton USS Holland, in 1900.

In two World Wars, submarines have played a decisive part. Twice the Germans almost turned the tide of a war in the Atlantic with their U-Boats. In World War II American submarines broke the back of Japan's Navy and merchant fleet. Today, the Soviet Union is massing a fleet of 500 submarines with which no few number will be used to drive an iron wedge down the Atlantic between the United States and her European Allies.

In 1955, the first true submarine put to sea, the USS Nautilus (SSN 571). Atomic powered NAUTILUS needs no outside source of oxygen for her main propulsion plant, thereby being capable of submerged cruising for an indefinite period of time.

The recent commissioning of the USS SKIPJACK married a fish-like hull to a nuclear power plant. With this, man obtained heretofore unattainable submerged speeds, endurance and maneuverability. The U.S. Navy at last has a true submersible, a submarine whose element is beneath the sea; a submarine that is as much out of its element on the surface as a jet aircraft is out of its element on the ground.

From a humble beginning, the submarine has evolved into one of the deadliest war weapons ever created. Recent wide spread advances have made the submarine the first line of America's striking force. The advent of nuclear power has made Jules Verne's '20,000 Leagues Under The Sea' a reality.

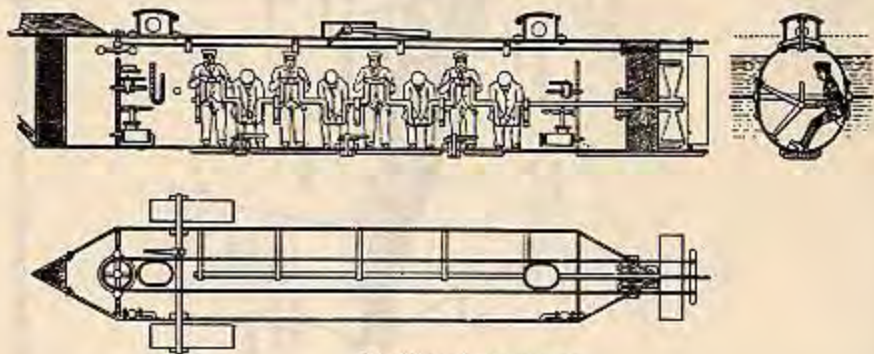
Already, missile-carrying and launching submarines are serving with the Fleet. With the presently to be acquired capability of launching ballistic missiles while submerged, submarines have become strategic weapons and the nation's primary deterrent force. In addition to carrying 1500-mile range missiles, Polaris submarines will be equipped with sonar and torpedoes like any other submarine. While patrolling in remote areas, ready to launch their long range weapons, they will be able to detect and destroy an enemy as he approaches our home shores.

No target, ship or shore-based military installation, will be beyond the reach of the nuclear powered fleet ballistic missile submarine. The true submersible, unlike a land-locked installation, possesses the mobility that makes it almost immune from enemy ballistic missile attacks. Is there any doubt why missile submarines will soon become the nation's most deadly deterrent force?

We of the TILEFISH are justly proud to be a part of the Submarine Force. Today's submarine is a highly technical Man-of-War. Only the very best of the men who volunteer for duty in submarines are able to become 'Qualified In Submarines' and wear the coveted Dolphins.

TILEFISH is presently under the command of LCDR John H. Bothwell USN of Narberth, Pennsylvania.

The officers and men of the USS TILEFISH welcome you aboard and hope your visit will be pleasant and informative. Please feel free to ask any questions you desire concerning TILEFISH and the Submarine Force. We are proud to serve you in any way possible.



Confederate HUNLEY

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WELCOME ABOARD

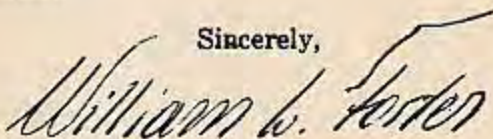


U.S.S. CONGER
(SS-477)

On behalf of Commander Submarine Force, U.S. Atlantic Fleet, I take pleasure in welcoming you as visitors to the CONGER. The ship will make every effort to make your visit as interesting as possible. Please feel free to ask questions of any of the officers or members of the crew. We are all anxious to acquaint you with submarines.

The information contained in this booklet is provided to make your visit more enjoyable. Please make yourself at home on board the CONGER.

Sincerely,

A handwritten signature in cursive script that reads "William L. Foster". The signature is written in dark ink and is positioned above the printed name and title.

William L. Foster
Commanding Officer

Lieutenant Commander William L. FOSTER graduated from the U.S. Naval Academy in June 1946. He was born in Robstown, Texas, and graduated from high school at McKinney, Texas in June 1940.

Captain FOSTER entered Submarine School in June 1948, and has served on the submarines U.S.S. ODAX (SS-484), U.S.S. SABALO (SS-302), U.S.S. PICUDA (SS-382), U.S.S. MARLIN (SST-2), U.S.S. GUAVINA (AOSS-362) and U.S.S. CONGER (SS-477). Captain FOSTER served as Executive Officer of PICUDA, and as Commanding Officer of MARLIN, GUAVINA and CONGER.

Captain FOSTER is married to the former Jeanne WISE of Youngstown, Ohio, and is presently residing with his wife and four children in New London, Connecticut.

Before entering the Charlestown Naval Shipyard in August, 1952, CONGER was transferred from Submarine Squadron Six to Submarine Squadron Two, which changed her home port from Norfolk, Virginia to New London, Connecticut, to continue her uninterrupted period of active duty in U.S. Atlantic Fleet. After completion of the routine overhaul at the Charlestown Shipyard, CONGER arrived in New London early in December, 1952. Since that time, CONGER has spent her time in giving services to the Submarine School training future submariners, conducting type training, and providing services to other forces.

The crew of CONGER has enjoyed liberty in the following Atlantic ports: New York City; New London, Connecticut; Key West, Florida; Charlestown, South Carolina; Annapolis, Maryland; Yorktown, Virginia; Norfolk, Virginia; Washington, D.C. Mayport, Florida; Philadelphia, Pennsylvania; Memphis, Tennessee; Newport News, Virginia; Savannah, Georgia; Fort Lauderdale, Florida; Boston, Massachusetts; Albany, New York; Portsmouth, New Hampshire; Havana, Cuba; Barranquilla, Colombia; San Juan, Puerto Rico; Port-of-Spain, Trinidad; Port-Au-Prince, Haiti; Nassau, British West Indies; Balboa, Canal Zone; Guantanamo Bay, Cuba; Bermuda; St. Thomas, Virgin Islands; Ciudad Trujillo, Dominican Republic; and Ponce, Puerto Rico.

CONGER is named for an eel belonging to the fish family Congridae-eels found in warm seas and usually at moderate depths. Known scientifically as Conger Conger, this fish is generally common on both coasts of the Atlantic Ocean, from Cape Cod to Brazil, and along the shores of Asia and Africa. The CONGER is ashy grey or blackish with the vertical fins forming a black margin. It reaches a length of eight feet and is a fish of food importance, especially in Europe. It is also a very pugnacious and vicious fish.

Commanding Officers of the CONGER have included Commander H.D. SIPPLE, C.H. FULLER, Jr., D. CONE, R. O'TOOLE, Jr., A.F. RAWSON, Lieutenant Commanders W.E. CUMMINS, L.C. MORRIS, R.H. GAUTIER, and her present Commanding Officer, Lieutenant Commander W.L. FOSTER.

The keel of USS CONGER (SS 477) was laid at the Portsmouth Naval Shipyard, New Hampshire on July 11, 1944. CONGER first took to the water on October 16, 1944. The launching was sponsored by Mrs. Walter C. Ploeser, wife of Congressman Ploeser of Missouri. CONGER began her active life in the U.S. Navy on February 14, 1945 when she was placed in commission.

This fleet-type submarine is 312 feet long, with a displacement approximately that of a destroyer, 1900 tons, and is fitted with ten torpedo tubes. Her compliment is seven officers and seventy-two highly trained men who are capable of making a sustained sea voyage of sixty days. She is equipped with air conditioning, showers, washing machine, entertainment facilities (radio, record player, and movies), ship's library and pullman style messing facilities.

Sea trials began for CONGER in April 1945, followed by a period of intensive training and shakedown in various Atlantic and Pacific Areas during the summer of 1945. She departed for the Pacific War Zone just two days prior to the capitulation of Japan in August 1945.

For peacetime employment, CONGER was returned to the East Coast and assigned to Submarine Squadron Six based at Balboa, Canal Zone.

When Submarine Squadron Six was reassigned to Norfolk, Virginia, CONGER set out for her new home port, arriving in Norfolk the first part of June, 1949. While there, she conducted services for surface craft and submarine type training, and participated in the following fleet exercises: TRIPPLE, PORTREX, CARIBEX 50, CONVEX II, and LANTFLEX 52.