

## HISTORY OF THE U.S.S. CONGER (SS477)

The U.S.S. CONGER'S keel-laying took place on July 11, 1944, in a dry dock at the Navy Yard, Portsmouth, N. H. In a double launching ceremony, with the U.S.S. RUNNER (SS476), on October 17, 1944, she was floated out of the dock, after being christened by Mrs. Walter C. Ploeser, wife of Congressman Ploeser of Missouri. On February 14, 1945, at the Navy Yard, Portsmouth, the CONGER was placed in commission, and Lieutenant Commander H. D. Sipple, U. S. Navy, assumed command of the ship.

Actual construction work on the ship continued until March 29, 1945, at which time the Commanding Officer reported with his ship to ComInch and CinLant for duty, and commenced training at sea for war service. However, the ship's normal training and shakedown period was interrupted from April 19th until July 6th by a series of operational tests of new submarine equipment conducted for ComSubLant from New London, Conn. On August 12, 1945, after completion of her intensified training under ComSubLant, the CONGER reported to CinPac for duty in SubsPac, and departed from Balboa, C. Z., for Pearl Harbor. On August 19, as a result of the cessation of hostilities on the 14th, the ship was directed to return to Balboa to await further instructions. On August 31, she reported to CinLant again for duty in Subslant, and sailed for Key West, Florida, from which place the ship operated under Commander Submarine Division 73 until December 6, 1945, at which time she was ordered to New York, and then to Balboa, for her present duty.

The CONGER is named for an eel belonging to the fish family Congridae, eels found in warm seas, 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. As is characteristic of most eels, the young undergo a metamorphosis from a transparent, elongate, ribbon-shaped, small-headed larva to the normal adult form. This metamorphosis is remarkable because, unlike most animals, the larval eels actually become shorter as the result of the increasing compactness of the tissues during this change to the adult stage.

The Conger resembles the American freshwater eel, but is scaleless and does not enter fresh water. It spawns in the open ocean and the larval eels are carried shoreward by ocean currents.

In coloration the Conger is ashy grey or blackish, the vertical fins with a black margin. It reaches a length of eight feet and is a food fish of importance, especially in Europe.

## OFFICERS

HENRY D. SIPPLE, COMMANDER, U.S.N., COMMANDING  
WERNER K. BAUER, EXECUTIVE OFFICER  
JOHN H. TORBERT, ENGINEERING OFFICER  
JAMES E. HEG, TORPEDO AND GUNNERY OFFICER  
WILLIAM CHRISTIANSEN, COMMUNICATIONS OFFICER  
JOSEPH J. CONRADI, ELECTRONICS OFFICER  
ROBERT C. PARSONS, COMMISSARY OFFICER

## CHIEF PETTY OFFICERS

JOEL D. ADKINS, CEM  
GEORGE W. HIGGINS, CEM  
FRANCIS D. WEBB, CMOMM  
JAMES G. JEHA, CMOMM  
WILLIAM C. LIVINGSTON, CTM (COB)

## C R E W

JOSEPH R. ARNOTT, RM1  
CECIL L. BAMBER, MOMM3  
CYRUS L. BARNES, TM2  
VERNON M. BARRINGTON, TM2  
HOWARD E. BERGMAN, GM2  
JAMES L. BOOHER, F1  
LEONARD J. BREEN, PHM1  
HARRY R. BRONSON, Y1  
ADRIAN M. BUCKNER, STM2  
GEORGE A. CASSELLS, RM1  
WARREN CLARK III, ST2  
DENNISON E. COMPTON, S1  
JOHN J. CONNOR, TM1  
JAWES W. COVER, QM3  
VERNE CROSIAR, F1  
RICHARD J. DECONCINI, SC2  
FRANCIS T. DUBA, EM2  
JOHN O. ENGLISH, JR., MOMM1  
ELMO M. FARMER, MOMM1  
DANIEL F. GATS, MOMM1  
WILLIAM I. GILL, JR., EM2  
KENNETH W. GRAGG, S1  
FRANKLIN J. HANSES, S1  
LEONARD J. HAYWOOD, JR., F1  
ARTHUR B. HIATT, MOMM1  
ROBERT T. HOBLITZELL, MOMM2  
ERSKINE B. HOOPER, EM2  
ARTHUR E. HUNSBERGER, EM3  
CLARENCE C. JOHNS, JR., TM2  
EUSTACE G. JOHNSON, MOMM1  
MANLEY L. JOHNSON, MOMM1  
RICHARD C. JOHNSON, EM2  
RICHARD A. KENNEY, FCS1  
ARLON D. KOMPENIEN, F1  
JACOB KUKAS, MOMM1  
GEORGE L. LADD, F1  
JOHN L. LEWIS, TM3  
ROBERT T. LLOYD, F1  
OLIVER W. LOVE, TM1  
STANLEY MACKLER, TM3  
DONALD D. MCANDIE, TM3  
JOSEPH P. MCCABE, S1  
HENRY D. MCFARLAND, MOMM1  
CARL S. ORCUTT, QM1  
ALLAN H. ORRICK, S1  
VIRGIL O. PATTERSON, RM1  
ALLAN A. PORTER, ETM1  
CALVIN A. PROFFITT, JR., TM1  
DANA L. RALEY, EM1  
HARRY F. ROGERS, EM3  
CLIFTON R. SCARBOROUGH, GM3  
JAMES H. SCHEID, QM1  
ROBERT R. SCHESVENTER, S1  
PAUL F. SCHULTZ, S1  
JOSEPH K. SREDNICKI, SM3  
CARL B. STILTNER, SC1  
ROBERT M. TOMPKINS, MOMM2  
EDWARD V. VRONA, MOMM2  
PHILIP F. WANDERLIE, MOMM2  
JOHN A. WARD, EM1  
EVERETT L. WILLIAMS, BKR3  
PAUL H. WILLIAMS, ST3  
RICHARD T. WILLIAM, S1

# WELCOME ABOARD THE U.S.S. CONGER!



**Comdr. Sipple**

She was built to fight Japan, but got to sea a few days too late.

Her predecessors—less than 300 boats ranging from the old S-Boats to fleet subs like the CONGER—fought the supply lines of Japan's stolen island empire for 44 months.

As a taxpayer, you will be glad to know that Submarines, Pacific and Submarines, Southwest Pacific—with an operating complement of never over 50,000 (including subs, tenders and command staffs), and a loss of about 50 boats and 3500 officers and men—destroyed, by sinking, about two-thirds of all the steel merchant ships and one-half of all the warships Japan lost by all causes.

Add to this record, the fact that submarines can (and did), operate relatively unsupported by other covering forces and you will see that the return for your

investment was enormous. The risk was also enormous—consider the fact that Germany lost 781 U-boats and thereby failed to cut our lines of supply—but superiority of men and materials paid off for us. Our subs are the best there are and our submariners are very highly trained.

There can be no doubt that Japan's loss of sea transport and naval power (and she lost it completely), was one of the really devastating blows to her war effort.

The submarines' share of this contribution was:

1,750 steel merchant vessels	
1 Battleship	42 Destroyers
8 Carriers	28 Submarines
15 Cruisers	104 Minor war vessels

The confirmed total is 1,944, which compares very favorably with our wartime claims of exactly 1,933.

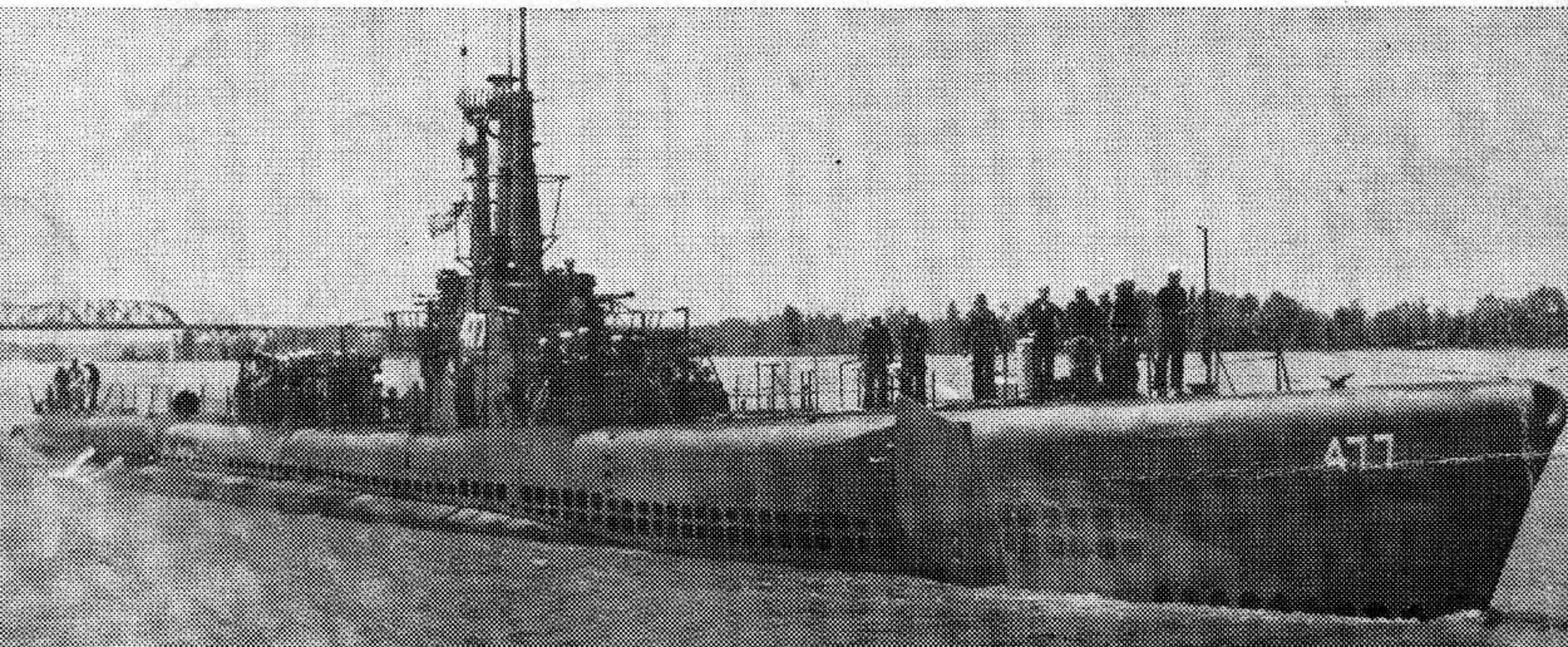
During the later period of the war, submarines assisted another powerful branch of our service by rescuing from enemy waters 504 allied aviators.

With considerable pride in our service, we welcome you aboard one of our very newest submarines.

*(Compliments of The Commercial Appeal)*



**Adm. Stump**



PROGRAM

Prepare for the worst



U.S.S. CONGER (SS477)

# SHIP'S PARTY

2030 UNTIL DAWN

THURSDAY, JUNE 20, 1946

AT

## Balboa Garden

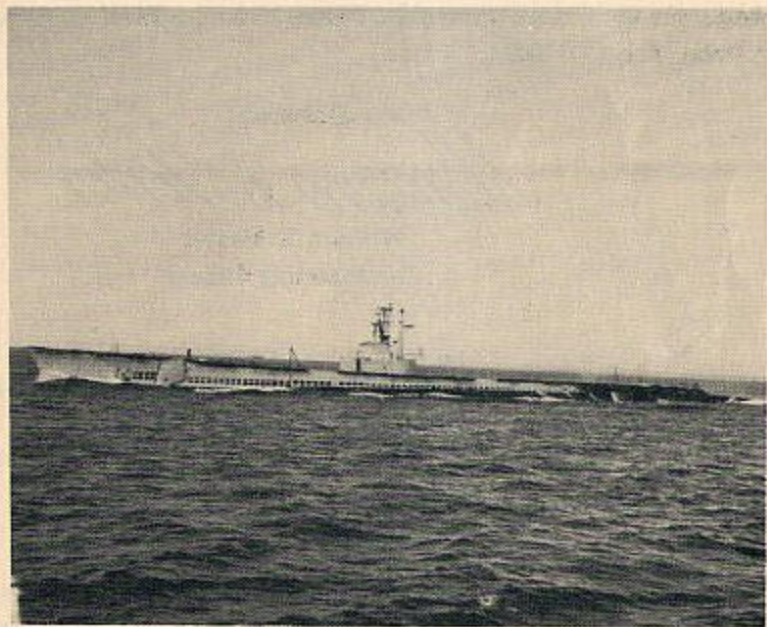


PANAMA CITY

REPUBLIC OF PANAMA



# WELCOME ABOARD

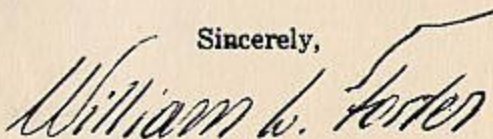


**U.S.S. CONGER**  
**(SS-477)**

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.

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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.

