

RON 34



A History
of a US Navy Motor Torpedo Boat Squadron
During World War II

Russell E. Schuster
With collaboration by Stanley Allen & Shelton Bosley
Forward by: H. Jackson Sherertz

MOTOR TORPEDO BOAT

SQUADRON 34

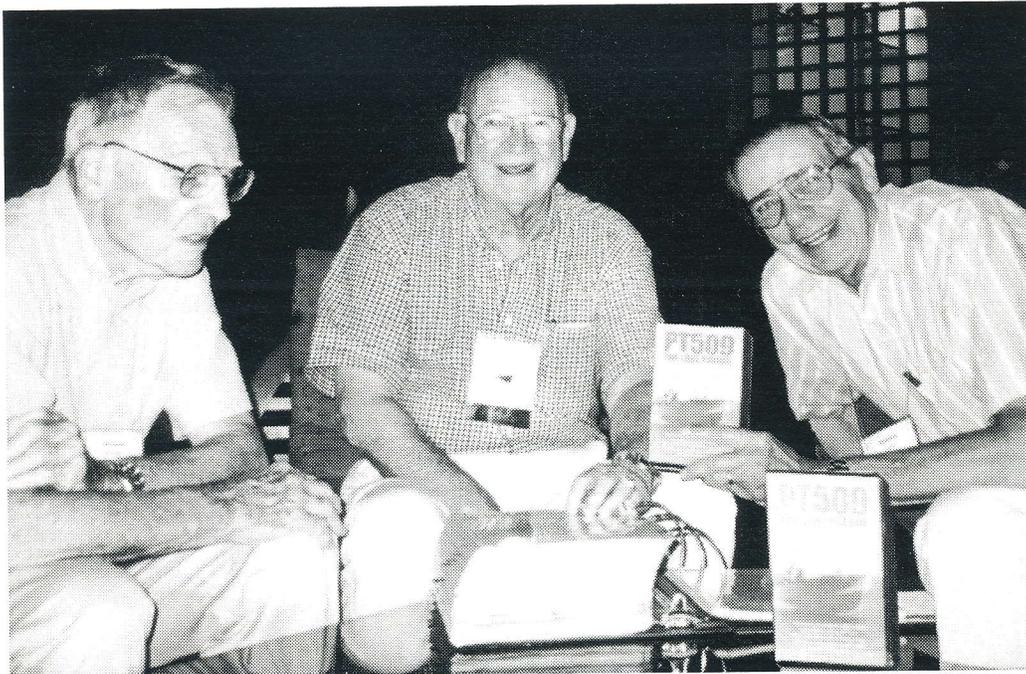
HISTORY

by

**Russell E. Schuster
with collaboration by
Stanley Allen and Shelton Bosley**

**Foreword by
H. Jackson Sherertz**

Published by:
The Men and Officers of Squadron 34
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l-r: Russ Schuster, Stan Allen, Bos Bosley

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FOREWARD

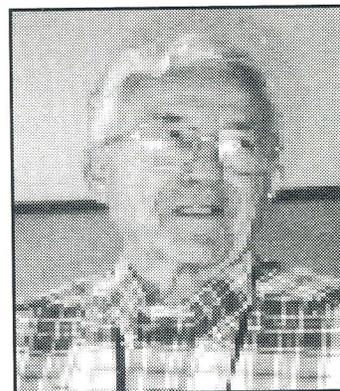
I have been asked to write a few lines for our Squadron 34 History book and I accepted, as it provided an opportunity to speak to you, which, unfortunately I was unable to do in Scotland. Once the boats were turned over to the Russians, while I was awaiting orders from London, I was the Squadron --- no boats, no spare parts, no personnel.

Reflecting back to our time from commissioning in the Brooklyn Navy Yard, shakedown in Miami, then our return to Brooklyn for 40 mm mounts, and further travel to Portland, England, it was decidedly a series of efficient operations. Although three squadrons were sent to the Channel, Ron 34 was the only one operational for D-Day. You mounted the D-Day escort for the minesweepers initial sweep of the Channel, not only once but twice!! The first time we were intercepted by a destroyer coming out of the foggy gloom to announce postponement until June 6th 1944. After the sweep on the 6th we took stations on the picket line off Omaha Beach. We picked up downed flyers, transferred wounded from ships that hit mines, delivered an Admiral and his staff to the Augusta for a meeting via a cargo net as the waves made it impossible to go along side. You demonstrated your seamanship, even though you had little previous experience, by riding out the 3-day storm, with limited mooring lines and chafing gear.

Detached from the picket line, we cased Cherbourg, with Lt. Netterstrom, to find the docks cluttered but usable, and the extremely high tides required mooring line adjustments. Upon return to Portland, after much discussion in a high level meeting, it was concluded Ron 34 would promptly move to Cherbourg, with its base force, and Al Harris would retain his flotilla with Rons 35 and 30 in Portland. You made this move with only 12 hours notice and were tolerant of the poor lodgings in the Green Barracks, which looked as though it had not been cleaned since Napoleon's time.

Our contacts with the German armed trawlers, such as the PT 509 encountered, proved to be tough and resulted in its loss with only one survivor – Page. Searching for the PT 509 the next morning, the PT 503 and 507 encountered the trawlers, firing two torpedoes, raking the German ship from stern to bridge, but taking return fire, which wounded one on the 507 and all but three on the 503. Two of the PT 503 crew later died. Yours truly received shrapnel in the hand and leg. Patrols continued out of Cherbourg, but no further contacts were made. We learned to keep a respectful distance off the islands, going to and from patrol stations, because of the accuracy of shore batteries.

Looking back on our experience, we began in Brooklyn as a squadron with only a small core of experienced personnel. However, that small core was able to pass on their experience and knowledge to the rest of the personnel, which resulted in outstanding performance in radar, radio, engineering, gunnery, torpedo, intelligence, galley, and dispensary. Many men, as you know, had dual squadron duties and it was the way they were able to transfer their knowledge that made a team, which functioned excellently ashore and underway. WELL DONE!



H. Jackson Scherertz

H. Jackson Scherertz, Lt.Cdr., USNR Ret, CO Ron 34.

Notes and Acknowledgements

This book is an effort on the part of Stan Allen, Shelton Bosley and Russ Schuster to present the history of Motor Torpedo Boat Squadron 34. We have included some material to help explain terms and actions, well known to PTers, but maybe not to our children and grandchildren. While the idea of this book was in the minds of these three, the effort was pushed along by the video made by John Ovenden of Underwater Video Services, Jersey Island, on the loss of the PT 509.

The Squadron consisted of twelve Patrol Torpedo Boats built by the Elco Division of the Electric Boat Company, their crews, and supporting Base Force. The boats were received by the US Navy in December 1943 and January 1944 and the Squadron was intended for duty in the Pacific but, in April 1944, was returned to New York City and shipped to England to join the invasion of Normandy.

After completing the tour of duty in the English Channel the boats were turned over to the USSR on the Lend-Lease program in December 1944 and early 1945. This, probably, is the shortest life of any of the some 43 squadrons of these boats built during the war.

Since this book is being put together in the year 2001, we have decided to allow the history to be told through the use of the Official History written in 1944 by Lt. J. J. Weinberger, Squadron Intelligence Officer. Copy throughout the book contained in a box such as this indicates it is part of this Official History which has been declassified and is available from the Naval Archives.

Copy not contained in a box such as the above is from the Squadron War Diary by A. H. Harris or H. J. Sherertz or the recollection of the authors or other men of the Squadron. Since these recollections have been written many years after the happenings, they have been clouded by the passage of time. Many of the facts, pictures and copies of log pages have been located through the efforts of Shelton Bosley who has spent many hours in the Naval Archives. Stan Allen contributed the section on "PT BOATS IN WORLD WAR TWO" and our commanding officer at the close of the tour in the English Channel, Jack Sherertz has written the foreward. Russ Schuster has served as assembler and editor.

Photographs contained in the book have come from a variety of sources and after so many years it is possible the original source of the picture has been lost. Please accept our apologies if we have failed to properly identify the source. Special thanks to the archives at PT Boats Inc., Memphis, TN for letting us copy some of the many pictures contributed by PT boaters which they hold in their files. A number of pictures are from Russ Schuster's personal collection.

We wish to acknowledge some special individuals who helped with picture identification, went up to the attic to find a long forgotten picture or in some other way helped this book into being. They are: Al Anderson, Darrel Carr, Bob Center, John Easterly, Don Fisher, Gordon Fraser, Russ Hadley, Art Hanson, M. Kreeger, Mike Sharkey, Dayton Smith, C.W. Thomas, Horace Zess. Also, I wish to thank my wife (VJ), son (Don), and daughter (Barbara Laskey) for their help on artwork, layout advice, proof reading, encouragement and other ways they helped.

Russell E. Schuster, CDR, USNR, (Ret)
PT 509, (xo); PT 503, (xo); PT 297, (co)

MEMORIAL

This book is dedicated to the memory of the members
of the squadron who gave their lives or were wounded in action
to carry out the missions which were assigned.

Killed in Action

| | | |
|-------------------|---------|------|
| Albright, E. F. | MoMM2/c | USNR |
| Ausley, W. S. | GM3/c | USNR |
| Bricker, D. A. | RdM3/c | USNR |
| Brumm, B. W. | GM3/c | USNR |
| Horsefield, R. E. | MoMM2/c | USNR |
| Schaffroth, R. W. | TM2/c | USNR |
| Wypick, W. P. | GM3/c | USNR |

Missing in Action

| | | |
|-----------------|---------|------|
| H. M. Crist | Lt. | USNR |
| J. K. Pavlis | Lt.(jg) | USNR |
| J. M. Mathes | Lt.(jg) | USNR |
| Kornak, C. A. | GM3/c | USNR |
| Line, K. R. | SC3/c | USNR |
| Lossin, M. W. | MoMM2/c | USNR |
| Reynolds, T. S. | RM3/c | USNR |
| Ricci, A. A. | GM3/c | USNR |
| Thale, E. C. | QM2/c | USNR |

Later released from Prisoner of War Camp

| | | |
|-------------|--------|------|
| Page, J. L. | RdM3/c | USNR |
|-------------|--------|------|

Wounded in Action

| | | | | | |
|----------------|---------|------|-----------------|---------|------|
| H. J. Sherertz | Lt. | USNR | Lang, A. L. | QM3/c | USNR |
| D. K. Kennedy | Lt. | USNR | Faucher, C. O. | RdM3/c | USNR |
| F. M. Koenen | Ens. | USNR | Biele, R. L. | GM3/c | USNR |
| | | | Fisher, D. E. | RM2/c | USNR |
| Albee, R. R. | MoMM2/c | USNR | Nouse, J. E. | RM3/c | USNR |
| Atherton, W.R. | MoMM3/c | USNR | Bailey, M.L. | RdM3/c | USNR |
| Atterberry, W. | MoMM2/c | USNR | Weber, H. C. | MoMM2/c | USNR |
| Peppel, P. B. | MoMM2/c | USNR | Hatmaker, R. E. | QM3/c | USNR |

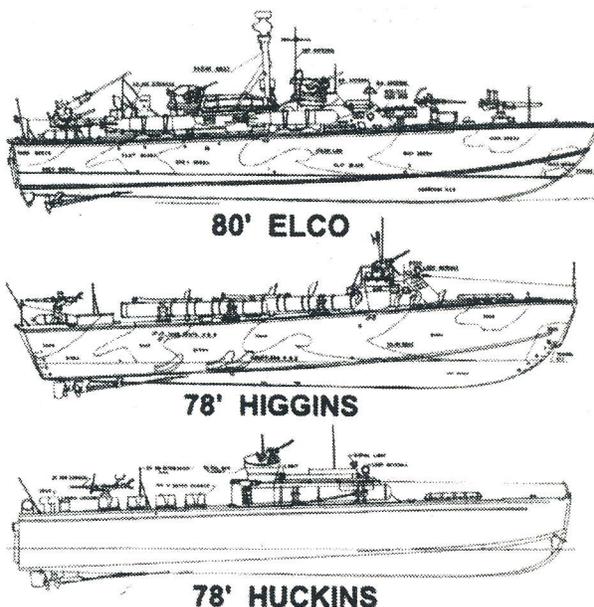
PT BOATS IN WORLD WAR TWO

The Mosquito Fleet of the US Navy, during World War II, consisted of Motor Torpedo Boat Squadrons (MTB Rons) made up of Patrol Torpedo Boats (PTs) usually twelve, their crews, and supporting land bases and tender forces (mobile bases). PT boats were the smallest, fastest, most heavily armed (for their size) vessels in the US Navy during WWII. Highly maneuverable and elusive, they were used in every theatre of the war such as the Pacific, Aleutians, Panama, Mediterranean, and English Channel. They logged more combat hours than any other class of naval vessel.

The men, all volunteers, who served in PTs as crew members or support personnel, were very creative, since they operated with a loose chain of command and were used to “ambush, hunt & maraud” the enemy. This mind set carried them to success in their post war careers, including a president of the United States, Supreme Court justice, senator, congressman and several corporate presidents.

ABOUT THE BOATS

The boats were the result of a competition conducted by the Navy in the years before World War II, to develop a small vessel as other nations were doing. Three designs showed promise - - an 80 foot Elco, a 78 foot Higgins and a 78 foot Huckins all with approximate 21 foot beam, 4 ½ draft, and displacing 50 to 55 tons. The hulls were constructed of mahogany and required 400,000 screws and glue as fasteners. The boats were initially powered with three 1250 horsepower Packard engines that provided acceleration from eight to forty knots in eleven seconds. Later the horsepower was increased. The boats carried 3000 gallons of 100-octane gasoline and consumed up to 550 gallons per hour at a speed of 45 knots. A total of 533 boats were supplied by the three manufacturers. The Navy identified the boats by hull numbers only, but the crews often gave the boats unofficial names, which were painted on the side of the chart house.



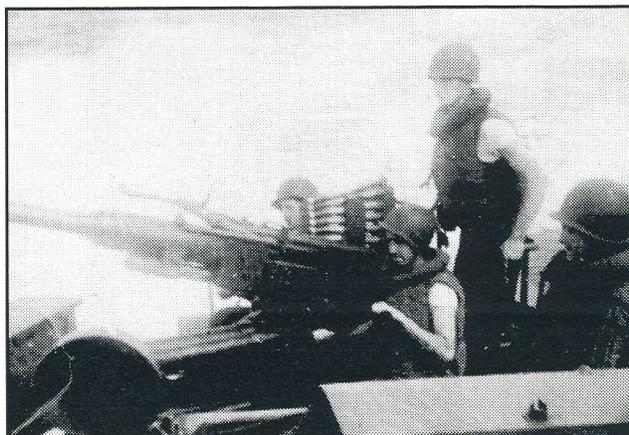
PT

COMMUNICATIONS

Original systems were VHF radio, semaphore, and blinker. Radar was installed on later new squadrons and retrofitted on the older ones in service, providing better night vision to locate targets, to navigate among the islands, or operate close to the shore.

ARMAMENT

Early in the war, the boats carried 20 mm guns on the bow and stern. Later, the stern gun gave way to a 40 mm and the bow gun to a 37 mm. The boats were equipped with two turrets of twin 50 caliber machine guns. Originally, boats carried four torpedoes in tubes mounted on deck, but as the need arose for more guns or depth charges the number was reduced and the heavy tubes were changed to light weight racks. The armament was changed as the boats met varying types of enemy vessels and mortars and rockets were added to increase fire-power.



DC

OPERATIONS

Most MTB Squadrons had twelve boats. A boat crew usually consisted of two officers and twelve enlisted men. Later, as more and heavier armament was added, the crew was supplemented, to as many as eighteen men, with base personnel to man the guns. The PT boats and crews were supported by land bases and nineteen tenders, providing engine overhaul, hull and electronic repair, as well as torpedoes, ammunition, and other supplies.

MISSION

The basic mission for the PTs or Mosquito Fleet was to locate, attack and destroy enemy vessels. Individual Rons and PT boat assignments also included landing spies, ferrying commandos, leading beachhead invasions, providing perimeter defense, and laying smoke screens. The rescue of General MacArthur from Corregidor early in the war by PT boats, commanded by John Bulkeley, furnished the story line for the movie "They were Expendable" and General MacArthur expressed his thanks - - -

**"You've taken me out of the jaws of death-- and I won't forget it.
They (the PTs) have earned their keep a thousand times over."**

General Douglas MacArthur



PT

06



DC

TRAINING

Officers and enlisted men were trained at the MTB Squadrons Training Center (MTBSTC) at Melville, RI, now known as Portsmouth, RI. An estimated 16,000 students were schooled in boat handling, gunnery, seamanship, engineering, communications, maintenance, and how to survive extended duty in adverse weather conditions from subzero to tropical. An historical marker honoring the 331 PT men killed in action on PT boats was erected at the location of the Training Center.

POST WAR ORGANIZATIONS

PT Boats, Inc. is a nonprofit, educational and historical organization of PT veterans and friends. It publishes a paper, two or three times a year, maintains photographic and historical archives, library of manuals, blueprints and films. It holds a reunion for PT boaters and friends every year. Membership is open to anyone interested in helping promote and preserve the PT boat story.

PT Boats Inc., PO Box 38070, Germantown, TN, 38183 0070

Phone: 901 755 8440, E Mail: ptboats@pop.net, Web: www.ptboats.org

The PT Museum located at Battleship Cove in Fall River, MA, has two restored PT boats: an 80 foot Elco boat and a 78 foot Higgins boat. The museum, on the battleship Massachusetts, also has a large display of memorabilia and artifacts which were donated by veterans of the PT squadrons, including Squadron 34.

PT Museum at Battleship Cove, Fall River, MA,

Phone: 508 678 1100

Peter Tare Inc. is a social organization of officers who served on PT boats.

Peter Tare Inc., % Karen Jepsen, 2030 Oakland Avenue,
Piedmont, CA 94611-3737

* * * *

This is the history of one squadron, RON 34, that served in the English Channel supporting the invasion of Normandy.

MOTOR TORPEDO BOAT SQUADRON 34 HISTORY

M.T.B. RON 34, a twelve-boat Elco squadron consisting of PT's 498 through 509, was commissioned at the Brooklyn Navy Yard, 31 December 1943, under the command of **Lt. A.H.Harris**, USNR and **Lt. H.J. Sherertz**, USNR executive officer.



Commanding Officer Al Harris accepts the papers and good wishes of the Commissioning Officer for the twelve boat squadron.

Following the morning commissioning ceremony in the Brooklyn Naval Ship Yard, a luncheon was held for all hands at the Lottie and Jack restaurant on Henry Street in Brooklyn.

The commissioning and dedication of the squadron was celebrated at a dinner held at the New York Yacht Club on 18 February 1944, at which Lt. A. H. Harris, Squadron Commanding Officer, presented the squadron flag to Commodore G. N. Roosevelt, of the New York Yacht Club. Rear Admiral A. H. Brinser, the sponsor of the squadron, presented each Boat Captain the log for his boat, the Watch Officer's Guide to the Executive Officer, and the Commissioning Pennant to a representative of the crew.

COMMISSIONING



At the time of commissioning only four boats had been delivered by Elco. PTs 498, 499, 500 and 501 represent the 12 boat squadron. Officers and men stand by as the commissioning takes place and as the Commissioning Pennant, the Stars & Stripes, and the Union Jack are hoisted on the four boats.

As the men assigned to MTB Ron 34 arrived in the Brooklyn Navy Yard, they were assigned to “the USS Wheeling (PG 14), an old China River patrol boat, built in 1896. It was used as temporary housing for unassigned PT crews. The cockroaches were big enough to wear service stripes. They would give you a real thrill when one ran up your leg when you were putting your blues on”.

“The later part of December 1943, I was assigned to PT 498, the first boat for Squadron 34. I was the first man aboard the boat and the last man off when she went to the Russians. When we got the boat, we met our officers for the first time. Lt(jg) William S. Squire was the skipper (now deceased) and Ens. Warren DeYoung was the Exec. (now deceased). The crew was gradually formed up over the next few days. The engineers came first in order to keep the engines warm. We used electric heaters plugged into shore power to keep enough heat in the living quarters to make life bearable.”

Al. Anderson PT 498



OFFICERS IN SQUADRON AT TIME OF COMMISSIONING

Front l-r: Lt. A.H. Harris, Lt. H.J. Sherertz

l-r: Lt(jg) J.A. Doherty, Ens. W.S. Squire, Lt. J.J. Daniel, Ens. W.R. DeYoung, Lt(jg) H.G. Sherwood, Lt(jg) A.R. Roffler, Ens. L.E. Pierce, Ens. R. L. Youmans, Lt(jg) W.C. Godfrey, Ens. W.K. Sites, , Ens. H.G. Fraser, Ens. B.T. Heminway, Ens. J.F. Queeney, Lt. C.E. Twadell, Ens. W.E. Murphy, Ens. W. D. Surgeon, Ens. S.D. Allen, Ens. M.J. Sharkey, Ens. W. Wotherspoon, Lt(jg) R.W. Netterstrom, Ens. R.M. Bond, Ens. R.W. Hadley, Ens. R.E. Schuster, Lt(jg) C.R. Whorton, Ens. R.L. Baker, Lt(jg) W.N. Ball, Ens. J.K. Pavlis

SHAKEDOWN

RON 34, originally destined for duty in the Pacific, was broken into two groups: Group "A" consisting of PTs 498 to 503 inclusive and Group "B" consisting of PTs 504 - 509 inclusive. On 11 March, 1944 Group "A" left for Miami, Fla., by way of Cape May, New Jersey; Norfolk, Va.; Morehead City, N.C.; Mayport, Fla. 16 March this group commenced scheduled exercises. 23 March, Group "B", following the same route, left for Miami, Fla. and arrived on 31 March.

Shakedown is a period of time, after the delivery of a vessel to the U.S. Navy, during which the vessel is run, under various conditions, to determine if all systems are in a ready condition. During this period the following systems are tested: hull, power, gunnery, torpedoes, depth charges, electronics, and communication. Most important this provides a period for the crew to become familiar with the vessel.

For Ron 34, as with other Elco squadrons commissioned in the Brooklyn Naval Yard, a short pre-shakedown of about 2 to 3 days was scheduled at the Motor Torpedo Boat Squadrons Training Center (MTBSTC) Melville, RI. After our return to Brooklyn and some adjustments, we departed for Miami FL and Shakedown.

Our route, as described above in the official history, took us out of New York Harbor past Sandy Hook Light, down the New Jersey Coast and into Cape May. From here we went through the Inland Waterway (IW), down the Chesapeake Bay to Norfolk, VA. Continuing through the IW we passed behind the barrier islands and into Morehead City (a pleasant stop for our boat as we arrived on a Friday and many of the Female Marines from Cherry Point were in town on liberty). Next we stopped at Charleston, SC on the way to Mayport, FL and then on to Miami. From Charleston we ran in the open ocean.

Two incidents are recalled to mind. The first occurred on the way down, when we tried to run six boats in a column in the IW. At that time, the IW was not much more than an open ditch and the water level was OK for the first two boats. By the time the third boat came along there was not enough water. It had been washed onto the banks by our wake. We had to allow more space between boats to give the water enough time to drain back into the channel. The second incident was on the way to Miami, when PT506 missed a dog leg turn in the channel in Charleston, SC and ran high and dry on a sand bar. Fortunately, it was soft sand and, other than the embarrassment, no harm was done to the boat. The crew did enjoy a baseball game on the sand around the boat at low tide.

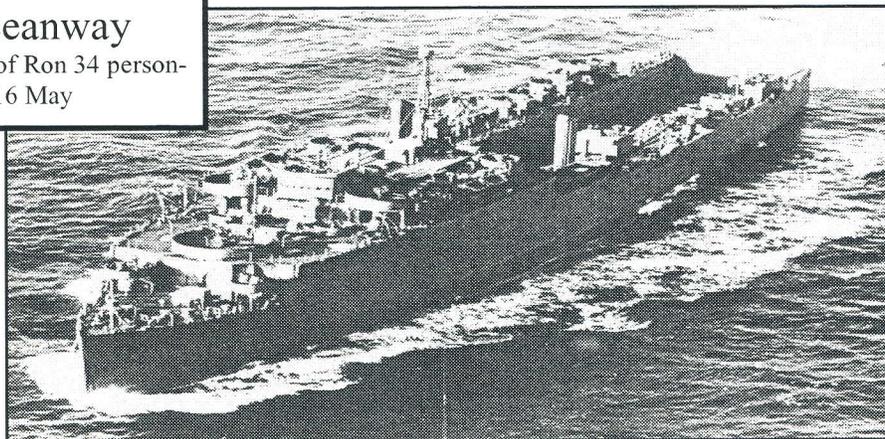
CHANGE OF ORDERS 9 April 1944 Lt. Harris received dispatch orders from Chief of Naval Operations to report to Commandant, Third Naval District and thence to report with his squadron to Commander 12th Fleet for duty. Group "A" departed from Miami 10 April and Group "B", upon completion of shakedown exercises 19 April. Boats were shipped with a skeleton crew of one officer and five enlisted men in condition to be prepared to go into action immediately on being waterborne.

TRANSPORT TO ENGLAND

Of Men 2 May, 1944, Lt. Harris left by plane via Bermuda, Azores and Lisbon for the U.K., arriving at Plymouth 15 May 1944. This same date, Lt. Sherertz and a draft of men left New York City on the H.M.S. Ocean Way, an L.S.D., and arrived 16 May at Plymouth. Two other drafts of men, one on the L.S.T. 543 with Lt. C.E. Twadell, USNR as S.O.P and the other on L.S.T. 983 with Lt. R.C. Burleson, USNR as S.O.P. left New York on 18 April and arrived in the U.K. 2 May.

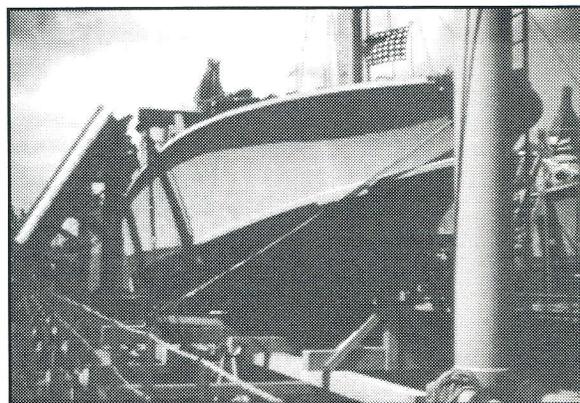
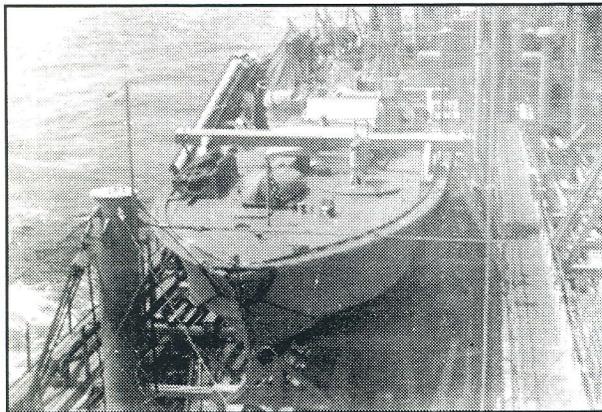
HMS Oceanway

Carried most of Ron 34 personnel 2 May to 16 May



NA

Of Boats 26 April 1944, the PTs 500 and 502 aboard the S.S. Billy Sunday, PTs 498 and 499 aboard the S.S. Benjamin Holt and the PTs 501 and 503 aboard the S.S. Walter Brady set out from New York City and landed in Liverpool, England, 17 May. 2 May the PTs 504, 505, 508 and 509 aboard the S.S. McClelland Creek loaded at Pier 80 New York City and arrived in Liverpool 14 May. 5 May the last two PTs of RON 34, PTs 506 and 507 left Pier 40, New York City aboard the S.S. Billy Mitchell and landed at Plymouth, England, 21 May 1944.



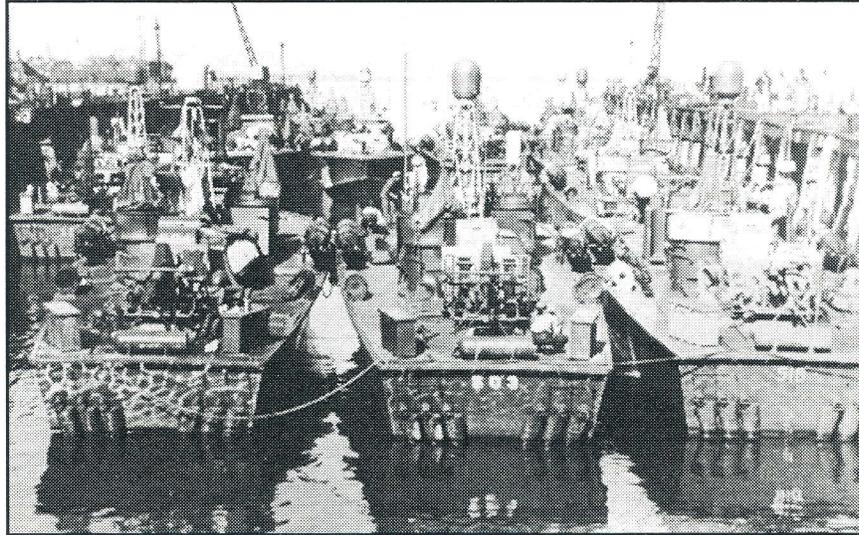
RS

Views of PT 509 on the S.S. McClelland Creek May 2 to May 14

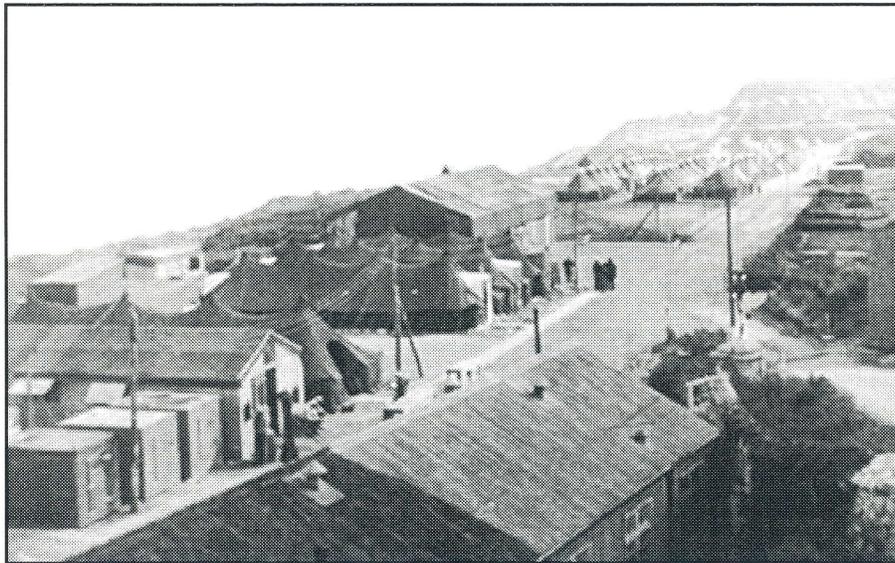
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OUR BASE IN PORTLAND, ENGLAND

The base was located at several places on Portland Bill, a large 300 foot high rock outcropping which projected several miles out into the Channel. The boats were docked at the base of the Bill, at piers on the inland end, where it formed the seaward side of Weymouth Harbor, and the repair shops were adjacent. These facilities were on loan from the Coastal Forces, UK. The base force personnel made their home in a Tent City, located about a mile away from the piers and about half way up the side of the Bill. Boat crews were billeted on the boats and took their meals at Tent City when they were in port.



PT



PT

Tent City consisted of a large Mess Hall tent, billet tents, a sick bay tent, two wash and shower buildings, two storage tents, a laundry shack, and a small hut for drying laundry. It was fine during the summer, when it was warm, but in October the rains came and the winds blew off the Channel. Tents were blown down and survival was difficult. At that time plywood decks and coal stoves were added to the billet tents. It helped, but did not make it comfortable.

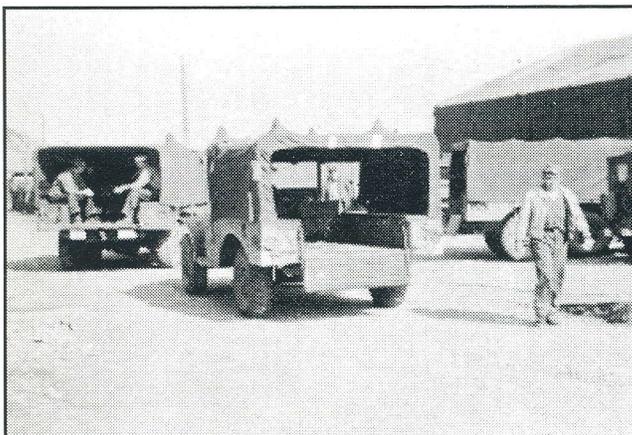


PT

The chow line in Tent City where the men of the base and boat crews ate in a combination mess hall and movie hall tent

MAIL CALL —

Mailman Mahaffey passes out the mail from his Quonset Hut mail window. He also sorted mail for the boats when they were away from the base and put the mail on the next boat for delivery



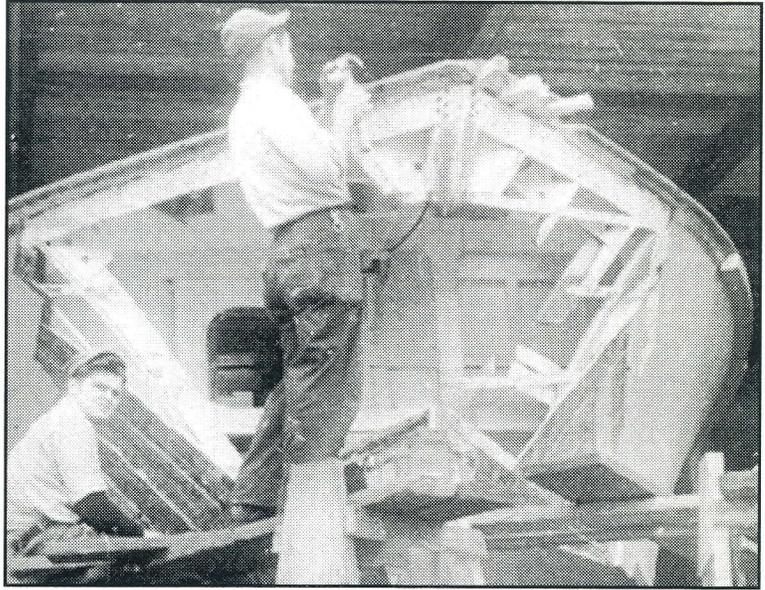
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The buses that ran to and from Tent City

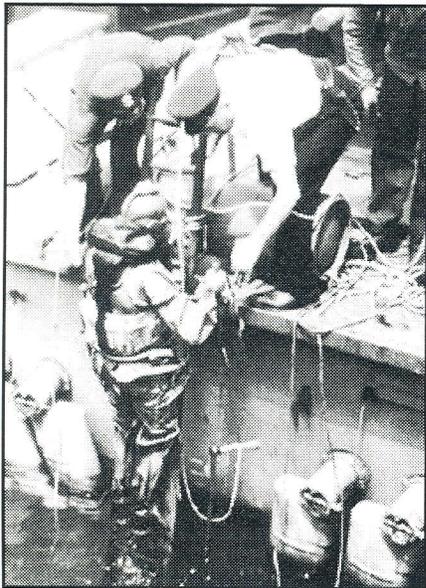
DC

THE PORTLAND BASE

served as the major repair facility for the PT boats in the Channel. To the right a boat has its bow rebuilt after a collision with another boat, while on patrol in the fog. Duquette, from the boat crew, helps a base carpenter.

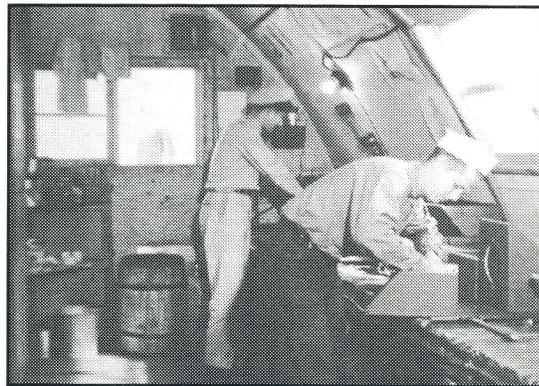


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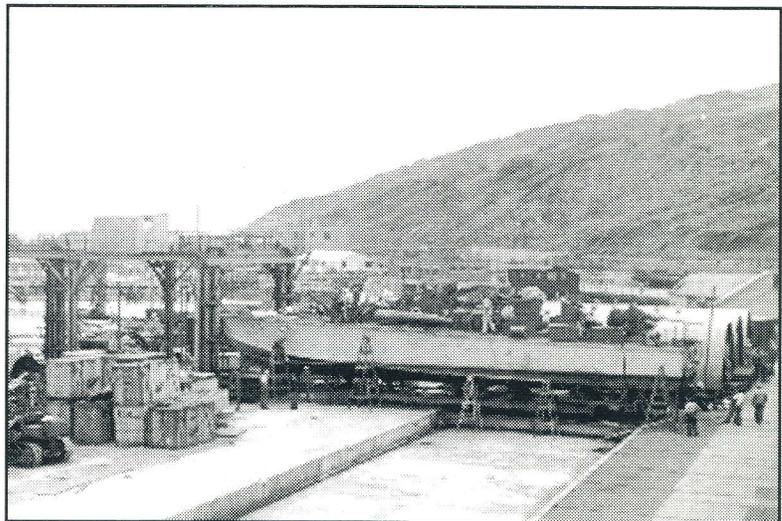
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A diver works on the screws and rudders of a boat while it is still in the water.



A fix-up in progress

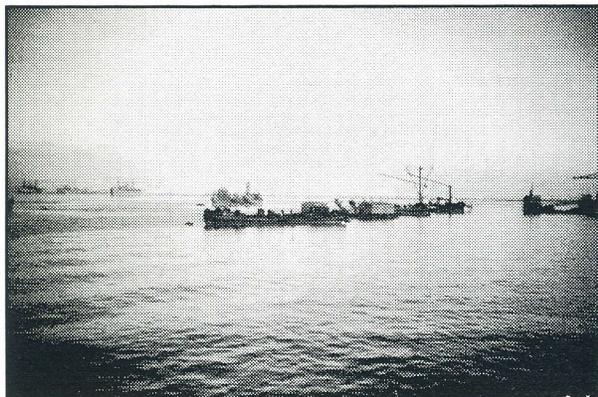
The repair base, located adjacent to the piers, consisted of an electric lift to pull boats out of the water and a marine railway to move boats to work sheds. The sheds also housed repair shops and spare parts storage. Administrative offices were located in several Quonset Huts.



DC

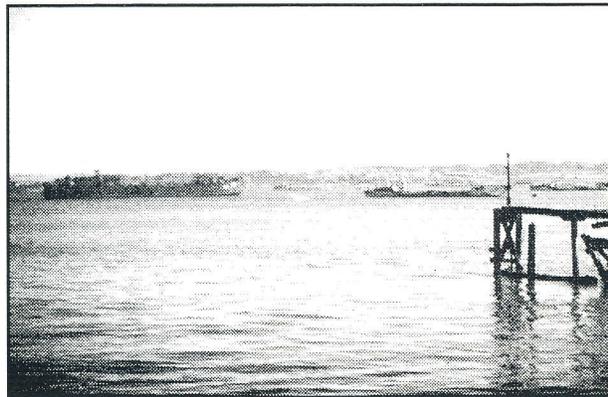
PREPARING FOR D-DAY

24 May all RON 34 boats were in Portland, England and from the period 24 May until 31 May boats were made fully operational and every effort was expended to equip them completely for their part in D-Day operations. During this time much gunnery practice was undergone and crews were given an opportunity to fire on high speed surface targets.



RS

Part of the Invasion Fleet in Weymouth Harbor

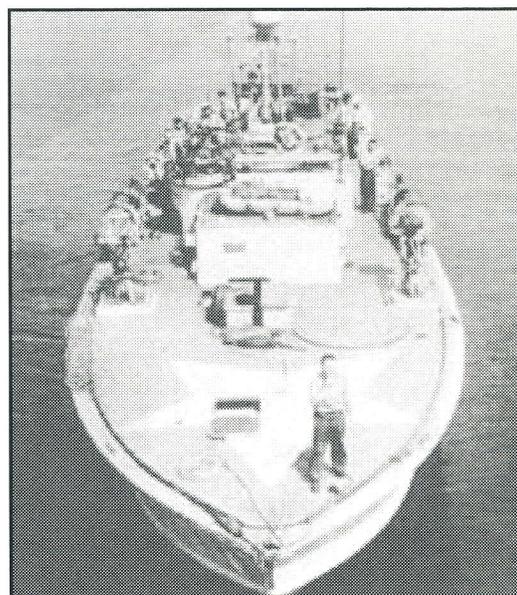


RS

A third officer was added to the crew of each boat in anticipation of casualties. In addition to the gunnery practice and making the boats ready, we watched a part of the invasion fleet assemble in Weymouth Harbor. First the ships arrived, then the lines of trucks bringing the soldiers from the bases all over England. The soldiers would leave the trucks with all their packs and weapons, only to file past another station to be issued M-1 carbines, and then to the small boats to be taken to the ships.

“About a week before the invasion, we painted a large white star . . . on the foredeck, took on a big supply of 10 in 1 rations, took on extra ammunition, and bagged up all letters and personal correspondence which was taken ashore for storage. We were checked and double checked and then confined to the boat. An extra officer and a couple of extra crewmen were assigned to the boat. The docks were closed to entry and we knew something big was about to happen.”

Al. Anderson PT 498

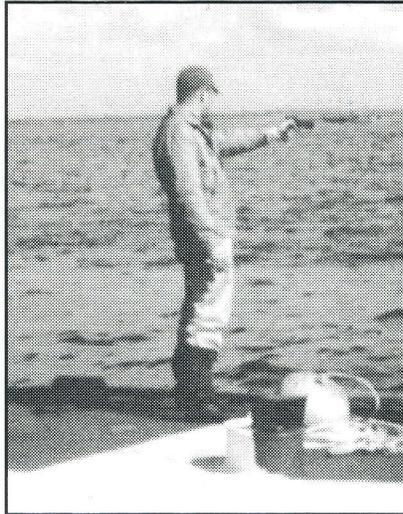


PT

PT returns to the pier after gunnery practice

OUR COMMANDER

During the month of June MTB RON 34 operated in conjunction with MTB RON 30 and 35 under the command of Lt. Commander J.D. Bulkeley, USN, CTG 122.9. For the purpose of the invasion operations, CTG 122.9 became CTU 122.4.4, 12th Fleet.



Lt. Cdr. J. D. Bulkeley takes aim RS

MTB RON 34 was the only one of these three mentioned squadrons operational by D-Day although the operating force of PTs was expanded to average 18 boats within a few days after the original landing.

D-Day is the code word given to the day on which an invasion is to occur. Days are designated plus and minus from this day.

H-Hour is the code word given to the hour on D-Day on which the invasion is to occur. Hours are designated plus or minus from this hour.

OUR MISSION, for the Invasion, was to accompany and protect the minesweepers from E-Boat attacks as they cleared the channels to the Beachhead. The PTs destroyed the mines cut loose from their anchors. The Minesweeping operation began at H-Hour minus 26. The PTs had to get underway about H-Hour minus 14 to join the Minesweepers already underway. The 12 boats were divided into four sections of three boats, and assigned to the four divisions of sweeps which had five to six minesweepers each. The sweep was to be complete just short of H-Hour, within about 100 yards of the beach. What a front row seat for the greatest show.

A QUICK COURSE ON MINES

A **mine** consists of a container, usually spherical, into which an explosive charge is packed with enough empty space to give the mine positive buoyancy. It can be used in this form as a floating mine, but is much more useful when attached to an anchor by a cable to hold it in a fixed position and can be held below the surface. If the depth is about 10 feet most large ships will strike it and it can not be seen from the surface. The mine is equipped with a trigger to cause it to explode when struck or by the sound or magnetic field of a ship when it passes over - - - contact, acoustical or magnetic mines.

Mine fields are often laid by parties at war to protect entrances to harbors or to prevent the use of a part of the ocean by enemy vessels. Mines can be dropped by airplanes in enemy harbors to slow or stop the use of a port. In the case of the English Channel, both the English and the German navies planted minefields or random mines. They used surface ships, submarines, British MTBs and German E Boats as mine layers. Thus, the Channel was not a safe body of water for an Invasion Fleet which had to reach the beachhead with minimum loss.

Minesweeping is accomplished by a minesweeper trailing a cable from its stern. The cable is held under water and in a curve to the port or starboard of the ships course, by a paravane. As the sweeper proceeds through the water the anchor cable of the mine is caught by the paravane cable. The anchor cable slides down the paravane cable until it reaches the paravane where the mine anchor cable is cut by a cable cutter built into the paravane. The freed mine rises to the surface where it floats until sunk by small arms fire from ships or boats accompanying the sweeper.

OVERLORD, the invasion plan for Normandy, was to utilize the cleared east-west channels to the ports on the southern English coast where the Invasion Fleet was assembling and to add a large holding area designated PICCADILLY. From this point a broad channel, called BROADWAY, was to be extended to the beach. It was PICCADILLY AND BROADWAY which had to be swept starting D-Day minus 1.

OVERLORD had intelligence showing a number of E-Boats and other German naval vessels in the area. The Allies anticipated these would be used to stop the Invasion. This was the reason the PTs were made a part of the Invasion Fleet.

4 June, PTs 500, 498, and 509 stood out of Portland and escorted Minesweeper Group I on a sweep from Portland Bill to the French coast area intended for an invasion beachhead. As has been outlined elsewhere in this report, this group of PTs was intercepted by a friendly destroyer and given the information that D-Day had been postponed one day.

5 June, MTB RON 34, in four divisions, escorted four groups of minesweepers in a D-minus-1-day attempt to clear a broad sea lane to the invasion beach. The co-incidence of very heavy bombardment and bombing of the enemy-held coast prevented what might have been a heavy toll of sweeping formations, which proceeded to within a half-mile of the beach. The AM56 was torpedoed and sunk at dusk on D-Day; six of its survivors were picked up by the PTs 505 and 508.

The PTs completed their protection mission of the Minesweepers shortly before H-Hour. "Two minesweepers were sunk and the PTs effected a quick rescue of the survivors. Although no opposition materialized, these boats (PTs) were operating in full daylight within a few hundred yards off the enemy coast prior to Naval bombardment of enemy shore battery positions."

From Lt. A.H. Harris, USNR, Action Report



A Minesweeper

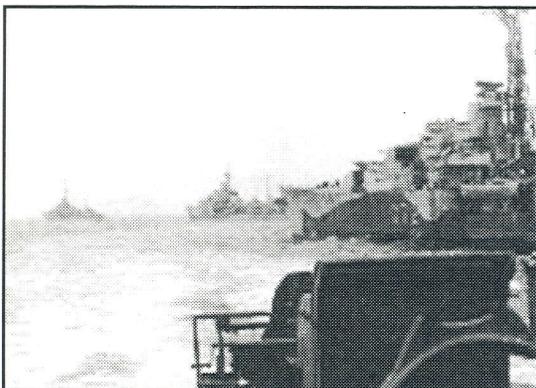
DC

D-DAY

"The mission of the US PTs after H-Hour D-Day was that of maintaining a picket line, called the Mason Line, at the western end of the assault area. This line was established as an inner defense against possible infiltration of E-Boats into the convoy unloading area. This line was 6.5 miles long - - - to the French Coast. An average of nineteen PTs were kept on this patrol line at all times. The average length of duty on the Mason Line was one week although certain boats maintained a constant patrol for three weeks without relief. Mechanical failure or extensive hull damage were the principal reasons for boats being forced to return to the Portland Base. Fuel and water were provided by small barges and provisions were secured from other Naval craft in the area."

From Lt. A.H. Harris, USNR, Action Report

THIS IS WHAT WE SAW

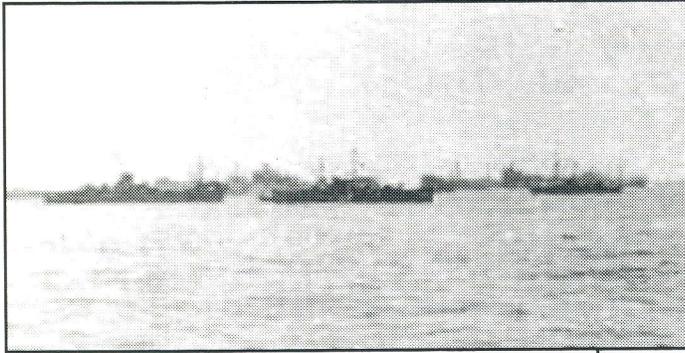


Landing craft load up and head for the beach RH

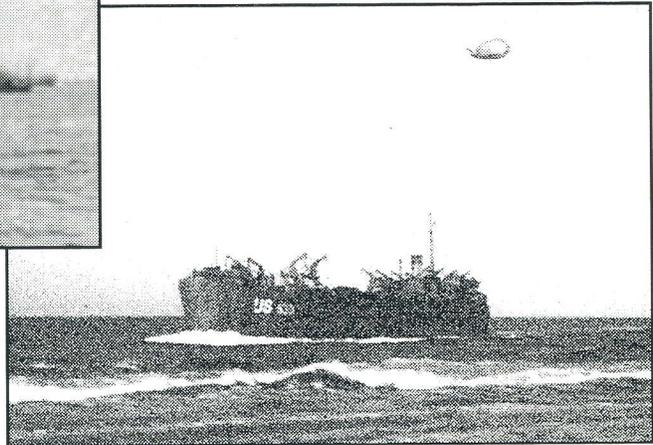


Cargo ships off load men and supplies RS

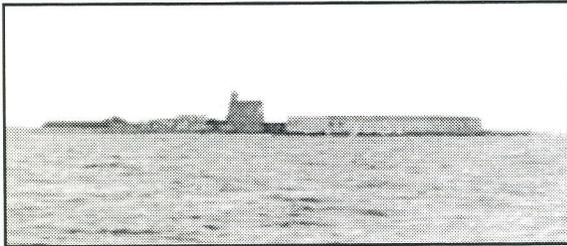
D-DAY



Cargo ships unload RS

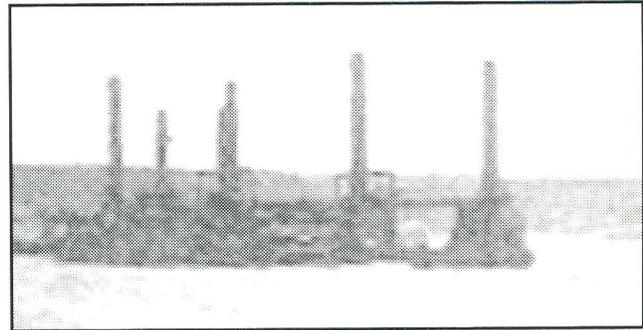


LST, flying barrage balloon RS



Saint Marcouf Island - a German fort less than a mile off the beach RS

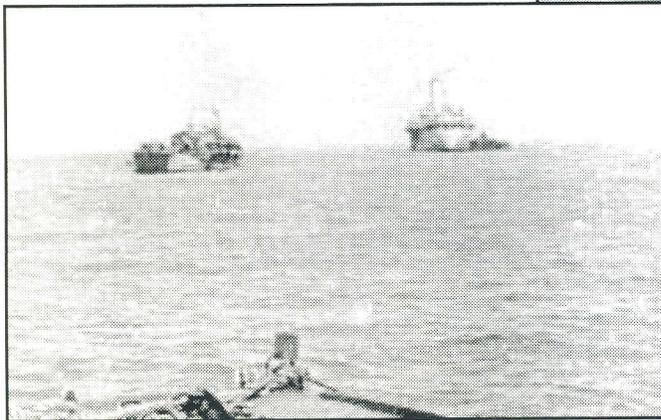
The Mulberry, pictured center on right, was a large concrete barge with four legs, which were towed from England, shifted into position, and the legs driven down into the bottom of the Channel. These ingenious structures formed a break-water for the harbor built at the beach head. They made an invaluable place of shelter during the storm which hit shortly after D-Day.



Mulberry RS



Destroyer supports ground troops RS



A hospital ship stands by RS

D-DAY PLUS ONE

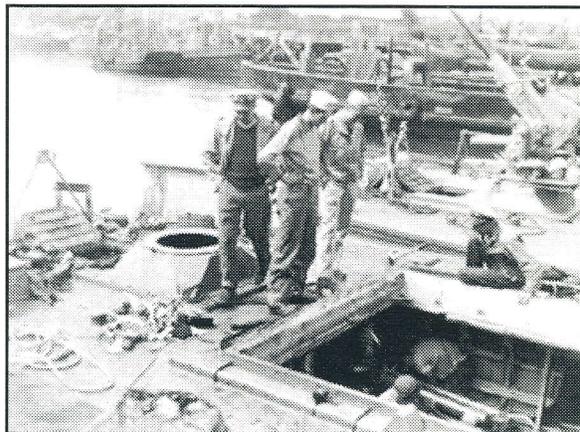
7 June, PTs 499, 503, 507 and 509 rescued survivors from transports and the PT 509 picked up 42 survivors from the AM125, (Minesweepers continued to do their work) which vessel had struck a mine. All personnel were transferred by PTs to larger naval craft.

PT 505 HITS MINE

This same evening at 2100, PT 505, with Lt. (jg) W.C. Godfrey, USN as O.I.C. , sighted a submarine periscope cutting the water a short distance east of Saint Marcouf Island. The periscope, moving at about 10 knots was visible with and without binoculars. Lt. (jg) Godfrey ordered standby to release depth charges and closed within 75 yards of the periscope on a collision course when a violent explosion threw the stern of PT 505 several feet into the air. The concussion knocked one depth charge from its rack, snapped the warheads off two torpedoes the PT was carrying, blew the lazarette door off its hinges, cut out two engines and upon inspection it was discovered that a four-foot by one-foot hole had been blown into the starboard side of the lazarette below the waterline. It was further discovered that the impact of the explosion had smashed the radio. Although the U.S.S. Frankfort conducted a search for the submarine, no further contact was established and the mine-damaged PT 505 was taken in tow by the PT 507 and placed in anchorage near Saint Marcouf Island in a sinking condition. Two casualties from the PT 505 were transferred to the DD 638.



Looking through the bottom of the engine room RH

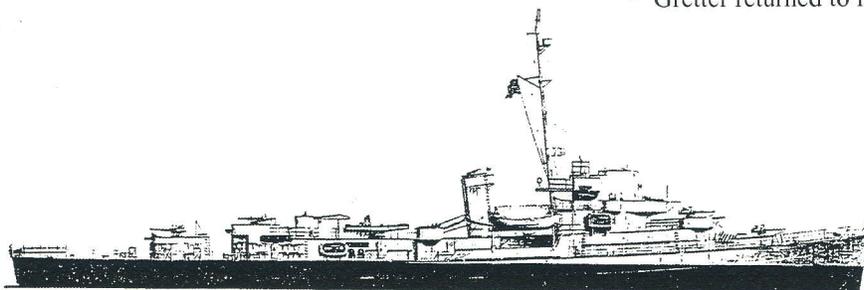


Godfrey and Hadley looking into the engine room MK

D-DAY PLUS TWO USS RICH HITS 3 MINES

8 June, PT 507 picked up two survivors of a plane crash. Later that same day a mine exploded near the U.S.S. Glennon. PT 504 and the U.S.S. Rich, stood by to see if assistance was necessary. A few minutes later a mine exploded within 10 yards of the port quarter of the U.S.S. Rich. PT 504 approached to within a short distance of the U.S.S. Rich when a second mine blew off the Rich's stern section. PT 504 circled the Rich's bow, a third mine exploded and damaged the Rich amidships. PT 508 approached the detached stern section and PTs 502, 504 and 506 made fast to the sinking ship and sent rescue parties aboard. PT 504 took off 48 casualties, PT 502 removed 8 stretcher cases, PT 506 rescued 13 casualties and the PTs cast off only when the Rich had settled so low that casualties could not be lifted onto the PTs. Gretter, R.W., QM2/c * and Cayer, P.E., S1/c did not hear the order to abandon the Rich and went down with her although they were later picked out of the water and returned to the PT 506 on which they served. PT 508 rescued two survivors from the sinking stern section of the DE. The four PTs in all transferred 71 survivors to larger naval craft for medical attention.

* Gretter returned to his boat PT 504

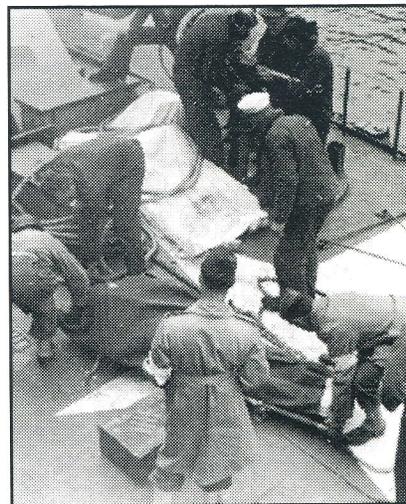


Destroyer Escort USS Rich RN



PT

PTs rescued survivors of many ships including the USS Rich



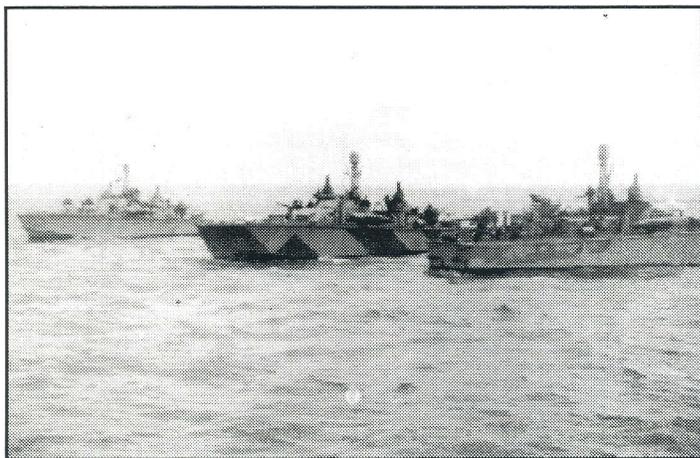
PT

A mine exploded near the destroyer USS Glennon. - - - "PTs and DEs came along to see if they could aid. We were just about to secure when one of the DEs, the USS Rich, caught a mine off her stern. The explosion was terrific, and men were tossed injured and screaming into the water. We were close aboard and moved to lend a hand. But just as we were about 100 feet away, a second and then a third mine caught the Rich amidships. The whole ocean trembled and our boat jumped high into the air. - - - We pitched right in with the rescue work, the boys standing by with lines and pulling survivors in from both sides of the boat."

Cal. Whorton, CO, PT 508

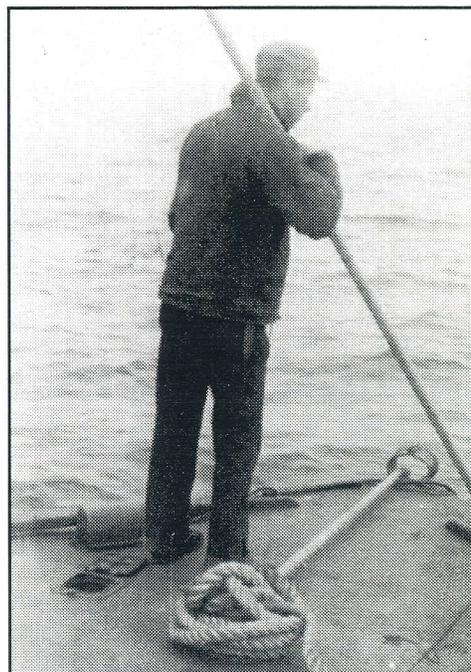
LIFE ON THE MASON LINE

During the balance of the month of June, MTB RON 34 boats conducted routine patrols, engaged in anti-flare patrols, ferry service and in several instances ran into enemy shore-battery fire near Cap de la Hague. No further casualties occurred to boats or personnel during the month and although several occasions radar contact was established with unidentified craft, no enemy action was experienced. PT 505, the boat damaged by contact with an enemy mine was sent to the British Power Boat Company's Repair Base, Poole, England for extensive repairs.



PT Boats maneuver on the Line RS

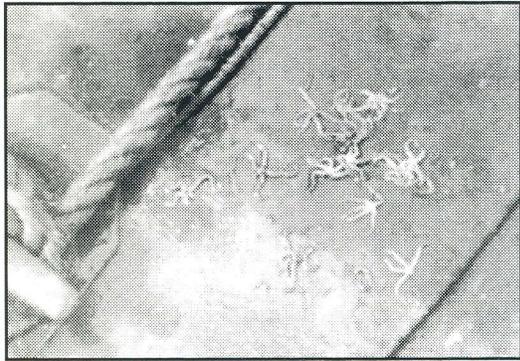
The purpose of the Mason Line was to guard the flank to keep E-Boats from slipping along the coast into the convoy unloading area.



Albright scans the water RS

Anchor up l to r: Sullivan, Fisher, and Brumm RS





Look what came up on the anchor. RS

Day time on the line was filled with getting the boat fueled from a small barge, topping off the water tank (200 gallons for 12 men & officers), foraging for food (K Rations & C Rations wear thin), catching up on sleep missed the night before, moving the boat out from under the large caliber guns being used to support troops on the beach and taking bodies retrieved from the water to the larger ships of the invasion fleet.



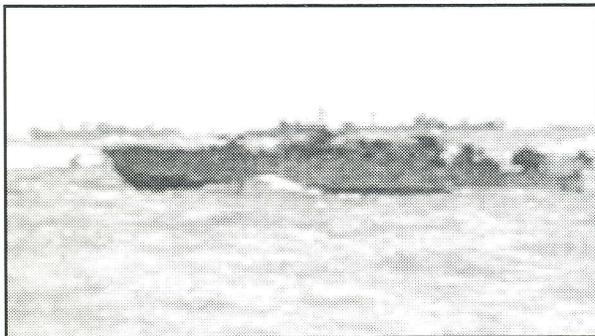
Nap time for Koenen RS



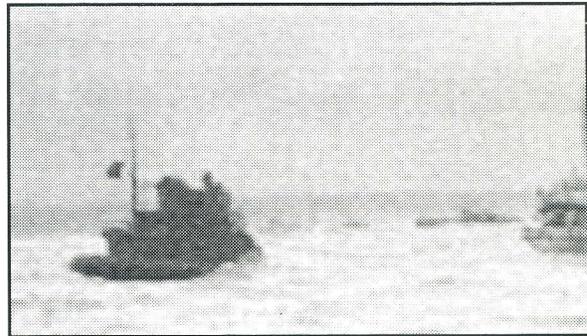
PT Boat on dispatch or mail duty RS

On occasions, PTs were used to draw enemy shore battery fire in order to establish the exact location of these shore batteries. No personnel casualties resulted from these missions although one boat suffered engine damage as a result of a near miss by large caliber enemy fire.

From Lt. A.H. Harris, USNR Action Report



RS



RS

Weathering the storm

A few days after the invasion a terrible storm hit and we ran inside one of the - - - Mulberry harbors to ride it out. During the night while at anchor, a drifting rhino barge came down on us. Before we could cut the anchor line, it smashed - - - away about 6 feet of our bow. The night was black as pitch and we had to maneuver backwards.- - - We finally made it to a big ship that threw us a line which we secured to the 40 mm mount.

Al Anderson PT 498

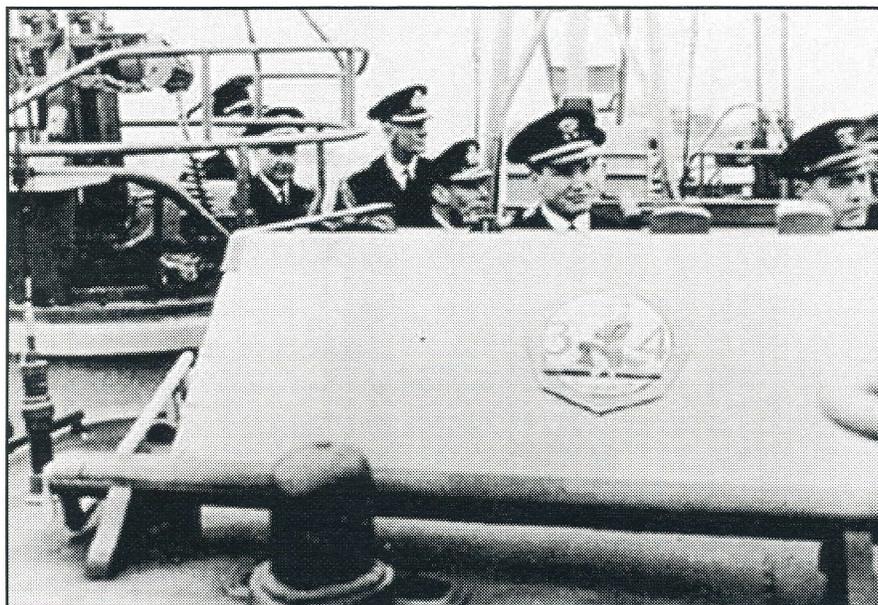
Special duties were assigned to the boats on the Mason Line.

These assignments included dispatch work, that of extinguishing surface flares dropped by enemy aircraft as guides to the unloading area for their bombers, rescue work, destruction of floating mines and "screening larger craft by running ahead of them over possible mined areas.

From Lt. A.H. Harris, USNR Action Report

KING GEORGE VI RIDES PT 504

One of the perks, when called upon for ferry duty, was that we met some important people. Here the King is shown around the Invasion Area.



PT

l-r: US Adms. Strubel & Kirk, British Adm. Ramsey CO Naval Forces, King George VI, Sharkey, Sherwood

Two and three boat patrols were carried out north-west of the Mason Line during this period. Due to the proximity of another friendly task force and lack of information as to their movements and the use of different radio frequencies a short action occurred between US PTs and British MTBs on 13 June. Fortunately no serious personal injuries or material casualties resulted. Toward the close of the Cherbourg Peninsula campaign US PTs replaced the British Task Force.

From Lt. A.H. Harris, USNR, Action Report

CHANGE OF COMMAND

16 July 1944, MTB RON 34's command was turned over to Lt. H.J. Sherertz, USNR, with Lt. J.J. Daniel, USNR, as his executive officer, when pursuant to BuPers mailgram 141439, Lt. A.H. Harris, USNR, relieved Lt. Comdr. J.D. Bulkeley, USN as commander of MTB Squadrons. Lt. Harris was designated as CTG 123.5 in charge of PT RONS 2, 30, 34 and 35. During the month the PTs of Ron 34 did not engage in any action against the enemy but operated as a screening force on the Mason Line, conducted anti-flare patrols, destroyed floating mines with small arms and acted as ferrying boats. During the later part of July RON 34 boats conducted their operations out of Cherbourg and returned to Portland only for major repairs.

LETTER FROM ADMIRAL KIRK

"Dear Bulkeley:

As you know, I have turned over the command off the beaches and at Cherbourg to Admiral Wilkes, and have withdrawn from the assault area. I cannot leave without congratulating you, and through you, all the men, on the very fine job done by PT boats during the first month of the campaign. Your boys have fully justified our very high expectations, and if they have not had as much direct action as we had all hoped, that in itself is a tribute to the high respect the German has for them.

Whether is the Area Screen or on Advanced Patrol, or in the dull but demanding business of ferrying old men around the bay, your boys have done themselves proud. I wish you and them all the luck in the world.

*Sincerely,
Alan Kirk"*

From Lt. A.H. Harris, USNR Action Report

WE MOVE TO CHERBOURG

In compliance with a request of CTF 125, Ron 34 boats operated during August under CTF 125, Commander Ports and Bases France. Its mission was that of intercepting and attacking enemy ship movements in the Channel Islands and six additional PTs from RONs 30 and 35 were added to this strike force. 4 August Lt. Sherertz established an advance operating base at Cherbourg, France with facilities for repair and maintenance of the boats.



Ready to move - - - we have even loaded the Jeep

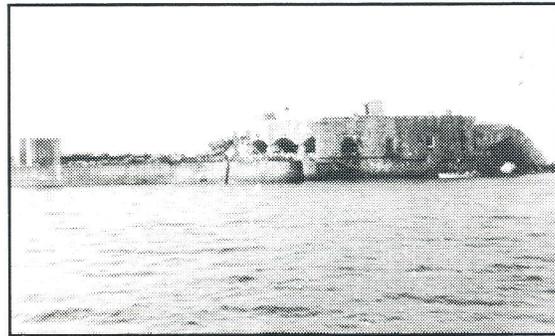
PT

The base for Ron 34 shifted to Cherbourg, France and operations were carried on from there. The base was set up to take care of ordinance, mechanical, electronic and hull work, but any major repair was done in England at the Portland Base. The men and officers who were assigned to boats were billeted on the boats and took their meals with the base force personnel. Billeting for the base personnel was in Green Barracks former French Naval barracks, which had been used by the Germans. They were not very good because "they were old, bug infested and the plumbing facilities were most primitive".

From Lt. A.H. Harris, USNR Action Report

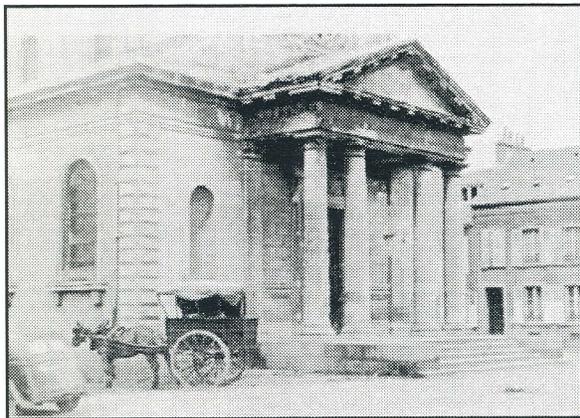
THE CITY OF CHERBOURG

A port city on the English Channel was a major stop, in France, for the trans-Atlantic ocean liners before WW II. It was taken back from the German Armies by the VIIIth Corp under the command of 'Lightening Joe' Collins, who made the break out from the beach head some 20 days after D-Day. The city had been under occupation for nearly 5 years. The Enemy left the harbor heavily mined with contact, acoustical and magnetic mines. The buildings were damaged by Allied air raids and the retreating German armies. Any buildings thought to be of use to the Allies were destroyed or booby-trapped.



Breakwater fortification

RS



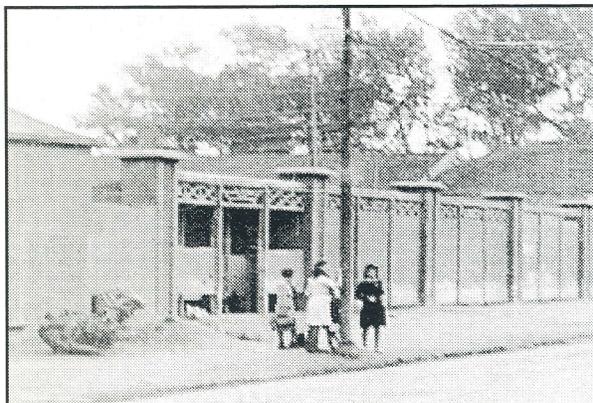
A Government Building

RS



Buildings without their roofs

RS



Public Toilet

RS

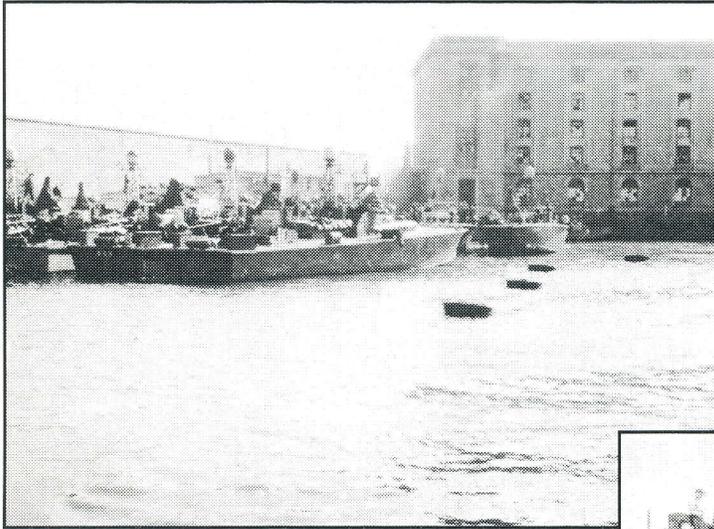


French Cart with US Army Truck

RS

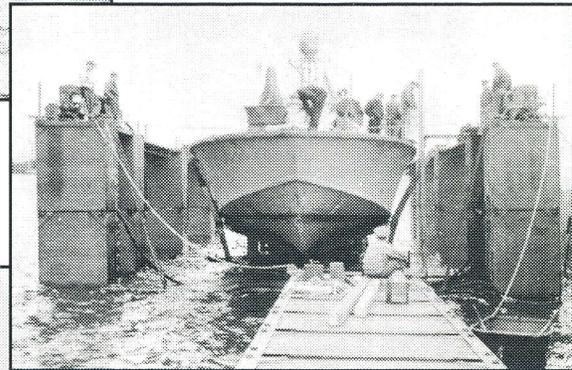
OUR BASE IN CHERBOURG

Operations and disbursing offices were located in Green Barracks on the west side of Napoleon III basin. Enlisted men's barracks, sick bay, laundry, movie hall were located in the French Naval Barracks in the Arsenal, one-quarter of a mile from the former German E-boat pen in which the standard base repair and maintenance operations were set up. Gasoline and water were provided by the U.S. Navy Advance Base in the Basin de Subsistence, only seven PTs being permitted in the Basin at a time, the balance being nested in the outer harbor. Food was provided by the Army and the enlisted men were fed by a Drew 1 Unit. Repair work was facilitated by a self-propelled 4 x 7 pontoon 10-ton crane, 4 x 15 pontoon floating dry dock and a 5-ton tractor crane.



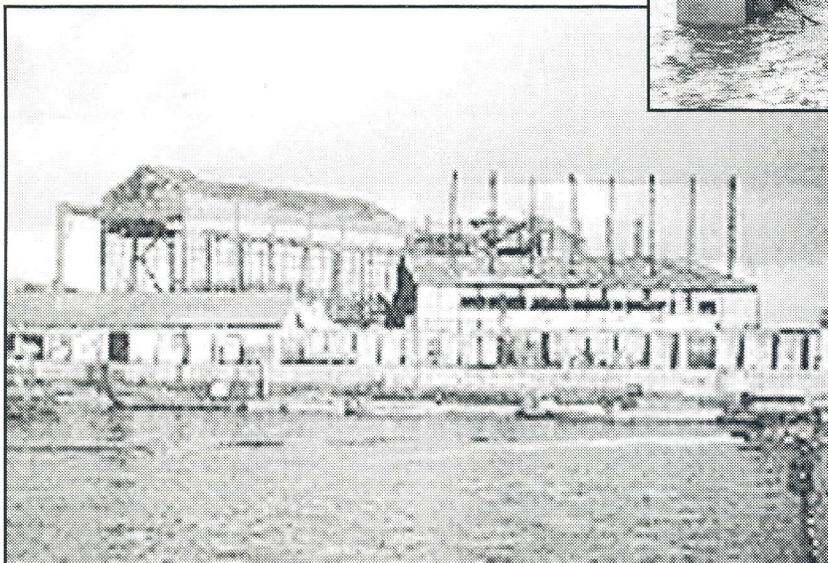
PTs Tied up in Napoleon III Basin

DC



PT in Dry Dock

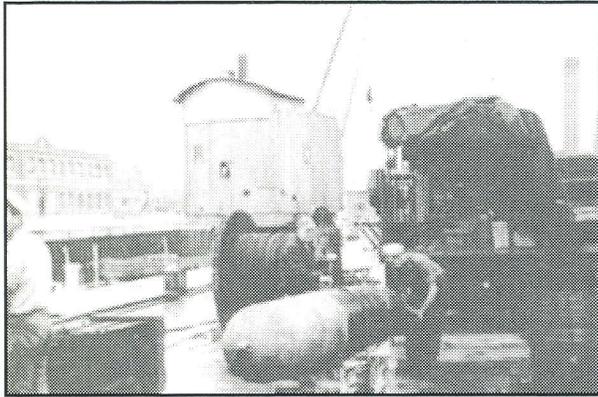
DC



Damaged ship construction building

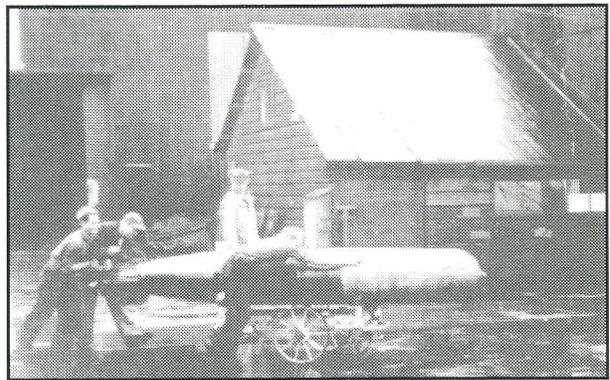
RS

OUR BASE IN CHERBOURG



Readying torpedo for loading on boats

RS



Torpedo men push 'fish' out to boats

RS

A QUICK COURSE ON TORPEDOS

PT boats of Ron 34 were equipped with two Mark 13 torpedoes, 13 feet long, and carried in racks mounted on the edge of the deck. They were affectionately called "FISH" and developed for use in torpedo bombers. They replaced 21 foot models used in tubes on early PTs in the Pacific, and developed for use in submarines. The aviation type torpedo was lighter and had a little shorter range (6000 yards) which suited the type of launching used by both aircraft and PTs.

The torpedo had three sections:

Forward section was the war head filled with 600 pounds of improved explosive Torpex. It was equipped with a booster charge and firing system to set off the explosive, and an arming device to provide safety while on deck.

Mid section consisted of two tanks, the fuel, which was denatured alcohol, and a compressed air supply to provide oxygen so the fuel could burn under water.

After section was the engine and propellers, as well as the control mechanism for direction and depth. The depth of run was set when the torpedo was loaded on the boat.

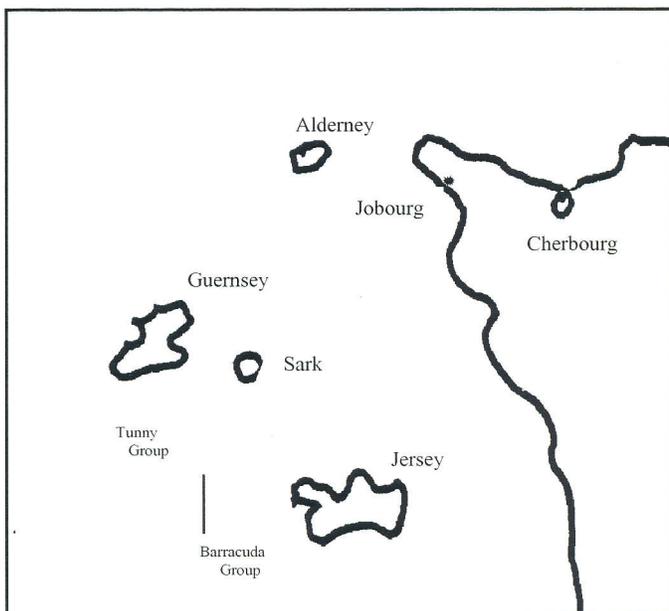
Firing the torpedo involved aiming the boat at the target. At the command "FIRE", the torpedo man pulled a lever on the rack which 1) released a wire on the impeller in the war head to permit arming as the "fish" ran through the water, 2) fired the engine to start the propellers and gyro guidance, and 3) released cables holding the torpedo on the rack. The "fish" slid off the rack into the water and started its run, holding course to its heading when fired.

To have a successful run three things were required:

- 1) the boat had to be close enough to the target and aimed correctly,
- 2) the depth set correctly to cover the type of vessel, and
- 3) the "fish" had to hold course and depth and run to its designed range.

THE CHANNEL ISLANDS

The Channel Islands consist of 4 major islands off the French coast west of the Cherbourg peninsula and north of Brest. Although they are within 10 to 15 miles of the French coast, they have been part of Great Britain since the time of William the Conqueror. In the early years of WWII the English found it impossible to defend these islands from the German armies sweeping over France. The Islands fell and were occupied from 1940. It was the only part of England which Hitler held and they were heavily fortified. The German troops occupying France used them as an R&R area and even constructed a large underground hospital for treatment and recuperation of their troops.



Any effort, of the Allied armies, to take the islands from the German occupying troops would have resulted in significant property loss and they were strategically not important. The islands were bypassed but containment of the German troops was necessary. The British MTBs and Air Force performed some of this but by the first of August 1944 the assignment was passed on to the US Navy and the PTs. Ron 34 was relocated to Cherbourg to move the base closer to the patrol area.

With the Allied Armies moving rapidly across France, a part of the German troops were cut off in the south and west. Some of these troops moved to Brest where they were evacuated back to the north or to the Channel Islands. The German military on the islands were anticipating an Allied invasion and were in the process of shifting guns and personnel to better be able to repel such an effort. Thus there were many convoys moving between the islands.

The major convoy movement was between Guernsey and Jersey Islands, hence patrols would be south of Guernsey and west of Jersey. Because of large guns on Alderney island passage between the Cherbourg peninsula and that island was a risk. The route to the patrol station was north and west of Alderney and Guernsey islands - a 3 to 4 hour trip.

During the years in which the British operated in the German controlled English Channel, they developed a system to improve the MTBs' effectiveness against the German E-Boats. This system combined the superior radar of a destroyer, which acted as a vector control, and the speed and maneuverability of the MTBs.

The first part of August this system was implemented by the US Navy with the radar at Jobourg as the vector control for the PTs. Many false targets were sent to the PTs and the radar could not cover the area south and west of Guernsey/Jersey. The Jobourg radar was replaced by the destroyer escorts USS Borum, and USS Maloy, as the vectoring ships. Peter Scott of the Royal Navy, grandson of the Arctic explorer and a very experienced MTB officer joined the vectoring group to help the US Navy pick up the British system.

The first patrol was on 4 August when the "PTs 500, 501, 503 - - - scouting inside the Channel Islands securing at first light without enemy contact."

War Diary Ron 34 August 1944

THE CHANNEL ISLANDS

The British intercepted an encrypted message from the German command on Jersey to Berlin informing of the relocation of a coastal battery from Guernsey to Jersey. Thus the vector ships were alert to the possibility of convoy movements. The action of the morning of August 9, 1944 brought together the PT patrols and the German convoy.

9 August 1944, this strike force made its first contact with enemy shipping. PTs 508 and 509 were on patrol off Point La Corbeire, Isle of Jersey. At 0530, a convoy of six enemy ships, believed to be enemy M-class minesweepers was picked up by the vectoring ship. The visibility at the time was approximately four-hundred yards. PTs 503, 500 and 507, also on patrol were vectored into the area, made contact, fired torpedoes and retired. PTs 508 and 509 were also vectored toward the target and made a torpedo attack. PT 509, after firing its torpedoes, opened fire on the enemy craft at close range. One explosion, as a result of torpedo fire was heard and one vessel suffered damage by PT gun fire. PT 508 retired after firing her torpedoes and when she heard PT 509 engage the enemy with gunfire she discovered that the PT 509 was directly in her line of fire toward the enemy, as a result PT 508 could not immediately open fire. PT 508 heard 509 say over the radio "I am directly in the middle but when she had circled about to port, she found no trace of the PT 509. Lt. H.J. Sherertz, aboard the PT 503 in company with the 507 patrolled the area in an attempt to find some trace of the PT 509 or its survivors. At 0800 the morning of PT 509's attack on the enemy sweeps, the PTs 503 and 507 located two enemy M-class mine sweeps by radar in the thick fog which had closed in. PT (503) fired her port fish (only torpedo remaining aboard) and then opened fire on the nearest minesweeper. PT 507 opened fire and both boats withdrew under cover of smoke. PT 503 scored hits on the enemy craft's bridge structure and PT 507 registered a number of hits as a result of accurate strafing. The PTs suffered 37MM, 20MM and small caliber hits from the enemy. Both boats suffered a number of personnel casualties.

Consolidation of the memories of the action of 9 August 1944 of Shelton Bosley and Norman Hoyt, of PT 507, Al Duquette, Don Fisher and Russ Schuster, all of PT 503.

Two groups, of three boats each, set out 8 August 1944 at about 16:30 from Cherbourg with the PT 503 as 'Tunny' group leader of PTs 500 & 507 and the PT 509 as "Barracuda" group leader of PTs 506 & 508. The PT 506 developed a mechanical problem and was given permission to return to base. The five boats continued as the two operating divisions arriving on station at about 24:00 hours. The 'Tunny' group took station at the north end of an imaginary six-mile long line running north and south off the west coast of Jersey. The 'Barracuda' group took station at the southern end of this line. These stations were out of range of the German coastal guns (7 to 10 miles). The USS Maloy, a destroyer escort, was to act as the vector control for the operation and was located south and west of these stations.

The early part of the night was uneventful but by the early morning a fog became quite dense. At about 05:00 hours both the boats and the DE picked up a radar contact. The Maloy vectored the 'Tunny' group toward the targets, which were several ships moving in convoy south along the coast. The plan was for the 'Tunny' group to attack out of the darkness and fog as the convoy passed their station, then for the 'Barracuda' group to attack.

THE CHANNEL ISLANDS

At about 05:13 the 'Tunny' group was able to close the range to the targets to about 1/2 to 1/4 mile, remaining in the fog, with muffled engines and fired torpedoes. They were dependent upon boat radar for the plot plan and coordination of the attack by the three boats. The PT503 fired one torpedo, the PT500 fired both torpedoes and the PT507 fired one torpedo. No explosions were heard. The 'Tunny' group withdrew a safe distance to wait.

By the time the 'Barracuda' group attacked the sun was rising and the fog was clearing in patches. The attack occurred at the place where the convoy turned from a southern course to an eastern course to reach Saint Helier port. The 'Barracuda' group made a torpedo attack with PT 509 directing PT508 by radio, since PT 508's radar was not functioning properly. The PT 509 then apparently decided on a gunnery run. PT 508 was hampered on her gunnery run, in support of the PT 509, since PT 509 was between PT508 and the target. The 'Tunny' group heard this gunfire, which was a surprise, because the plan was to make silent torpedo attacks.

After the attack, PT 508, then the Maloy, tried to raise the PT 509 by radio. When there was no response all boats were recalled to the Maloy. A plan was developed for Lt. H. J. Shertz, Ron 34 CO, to take command of PT 503 and PT 507, with Lt. J. J. Daniels Ron XO aboard, to lead a search for survivors of the PT 509. The Maloy still had a good radar contact but by now it was 08:10 and the sun was dissipating the fog rapidly.

The two boats had no trouble keeping station on each other and closed to within a 1/4 mile of the target. Suddenly, at about 500 feet (150 meters), the boats came into a clearing on the other side of which was an enemy minesweeper. Each boat fired a torpedo. As the PTs turned to retire, both the PTs and the enemy began firing their guns. The gunfire was devastating, since it was at point blank range. Both boats laid smoke as they retired at high speed. No torpedo explosions were heard.

The boats returned to the Maloy to get medical help for the twelve wounded aboard PT 503 and the one aboard PT 507. Two of the wounded on PT 503, Albright and Brumm, died of their wounds. It was a very traumatic night - - a boat with fifteen crew men and two men on PT 503 - - lost. A few days later a memorial service was held in front of Green Barracks.



PT 503 Crew at memorial service RS

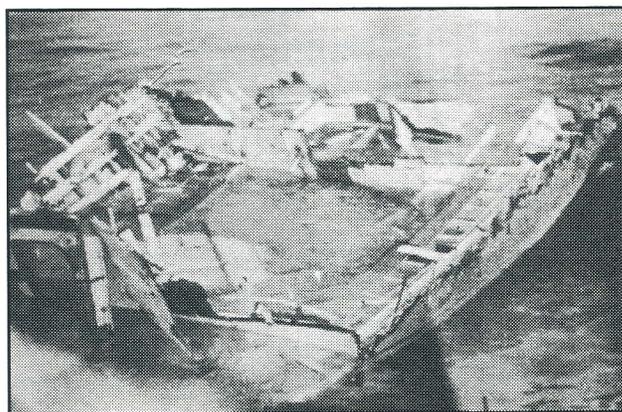
It was later learned that J. L. Page RdM3/c of the PT 509 survived the loss of that boat. His story was revealed after V-E-Day when he was released from a prisoner of war camp on Jersey Island.

His battle station was in the charthouse manning the radar with Ens. Mathes, who was acting as navigator. The charthouse was hit by a large explosive shell, it rendered them unconscious, started a fire and broke Page's arm and leg. When they regained consciousness, they tried to put out the fire, but concluded this was impossible. Mathes went below to destroy confidential material and Page pulled the destruct charge on the radar. He made his way out through the cockpit where he saw Lt. (jg) Pavlis slumped, apparently dead, and crawled to the bow since the after part of the boat was engulfed in flames. The bow was

THE CHANNEL ISLANDS

hung up on the side of the minesweeper. He was about to go over the side when the German sailors who were trying to free the minesweeper from the burning PT, threw him a line which he took and was pulled aboard the minesweeper. In addition to the broken arm and leg he had 37 shrapnel wounds. While on the deck of the minesweeper, he was given first aid along with the wounded Germans. He heard an explosion which he assumed was the fuel aboard the PT 509. While recovering in the hospital, the only news he had of the PT 509 was the recovery of three bodies of his shipmates, washed ashore on Jersey. They were Schafroth, R. W. , USNR, TM2/c, Bricker, D.A., USNR, RdM3/c and Horsfield, R. K. , USNR, MoMM2/c

10 August an aircraft in search of possible wreckage of the PT 509 sighted a body later identified as that of Wypeck, W.P. GM3/c USNR of the PT 509. 20 August a shrapnel and gunfire riddled portion of the PT 509 was found afloat in the Channel. Intelligence reports indicate that 4 German M-class minesweepers suffered moderate to heavy damage as a result of PT 509's gunfire in which she engaged the enemy at point-blank range. It is the opinion of this command that the officers and men of PT 509 carried out the task assigned them in the highest traditions of the United States Navy.



Wreckage
of PT 509

PT

On 11 August PTs 500 and 502 made contact with 2 M-class enemy minesweepers, scored one torpedo hit and damaged both enemy craft with gunfire. Both PTs 500 and 502 suffered light hull damage and 4 members of the PT personnel were wounded.

13 August, PTs 498 and 505 fired two torpedoes each at an enemy convoy of ships. Heavy fire from the enemy forced the boats to withdraw before the results of torpedo fire could be determined. PTs did not return fire in order to avoid disclosing their location. 14 August, although PTs 456 and 461, RON 30 boats temporarily assigned to this strike force, both drew fire from enemy shore batteries, no hits were made on the PTs and no contact was made with the enemy. On 20 August, PT 501 suffered slight shrapnel damage from enemy shore batteries. No further contact was made with the enemy during the course of August although several boats were fired on by enemy shore batteries which apparently were radar controlled.

MISSION TO MORLAIX

23 August PTs 500 and 504 were sent on a special mission to guard and protect a convoy of eight minesweepers, a British destroyer, two US Navy PCs to Morlaix, France, where the minesweepers were to sweep the harbor. The next day the convoy arrived at Roscoff, on the seaward side of the bay on which Morlaix is located. The PTs remained here to cut off any enemy attack, while the rest of the convoy proceeded into the bay to Morlaix.

The next day, 24 August, PTs 498, 501, and 502 joined a second convoy of one British destroyer, two US PCs (567 and 1176), the SS ELIHU ROOT, and the SS HAROLD ANDREWS bound for Morlaix. They arrived in Roscoff harbor, 25 August, where the PTs joined PTs 500 and 504 while the convoy proceeded on to Morlaix. This placed five PTs at Roscoff to ward off any enemy attack.

30 August, seven days after the sweep started, the minesweepers and US PC 567 were released and PTs 498 and 504 escorted them from Roscoff to Cherbourg. 1 September the remaining PTs proceeded independently back to Cherbourg after they were released from their protection mission.

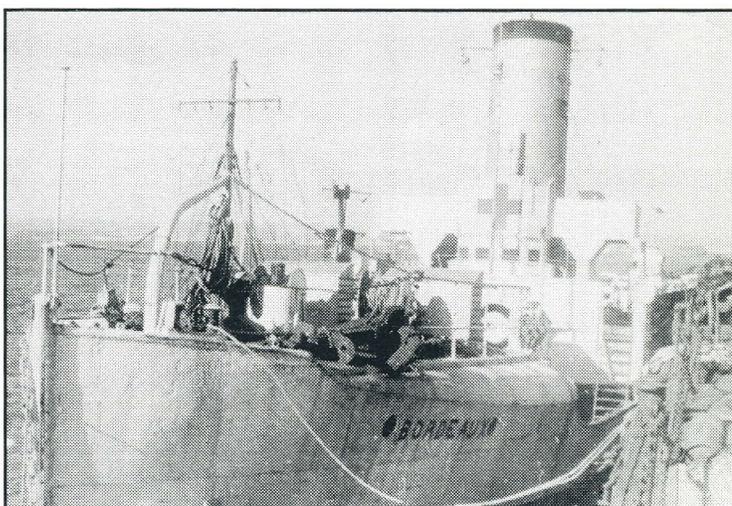
While this mission to Morlaix was proceeding, other boats of the strike force maintained nightly patrols to the Channel Islands, with the USS BORUM serving as the vector control.

USS MALOY DETAINS GERMAN HOSPITAL SHIP

1 September the regular patrol, consisting of PTs 498, 504, 507 and 508, was shifted to an earlier hour since it was to blockade Ile Cezembre, an island just outside Saint Malo bay. When they were about to make the rendezvous at 1500 with the USS MALOY, they received instructions to remain out of sight. The USS MALOY had stopped the German hospital ship BORDEAUX and "The Admiralty was notified. At 1730 HMS. ULYSSES appeared and put a guard aboard the BORDEAUX as a legitimate prize, since her tonnage was below the 2000 ton British limit for hospital ships. The BORDEAUX and HMS ULYSSES started for Portland, UK but due to rough seas made Cherbourg - -". from War Diary for September 1944.

The blockade patrol was finally established at 2230, but was secured at 0230 due to rough seas. The rough weather continued and no patrols were sent out 3, 4, and 5 September. 6 September patrols were resumed, but on 8 September the PT 505 encountered

heavy seas and her bottom began to leak. She had to return to Cherbourg. 13 September the boats attempted to go on patrol, but had to turn back because of heavy seas. DC



14 September six PTs transported with the Ron 34 Commanding Officer and the base force personnel from Cherbourg to Portland. The base was turned over to Rons 30 and 35 for operation. Boats of all three Rons continued patrols but many were cancelled due to weather.

No further contact was made with the enemy during RON 34's operative period although several of its boats were fired on during the months of September and October.

FERRY TRIP TO LE HARVE

In addition to the continuing patrols of the Channel Islands during September and October, Ron 34 boats were used for messenger and ferry service. One of the important areas, to the Allies, was to gain increased port facilities for the large volume of supplies. One logical location to explore was the port of Le Harve which during pre-WWII was a major port, with Cherbourg, for the trans-Atlantic ocean liners. This port was strongly defended by the German armies. Its fall was brought about by very devastating Allied bombing and near total destruction by the evacuating German army. Several boats of the Squadron made ferry trips to this port to transport army engineers and navy salvage personnel. This section is inserted to allow the reader to appreciate the total devastation of several 1000 bomber raids and ruthless destruction by retreating armies.

The ferry trips to take technical personnel to LeHarve continued over several weeks until the port was cleared enough to be opened while the clean up operation continued.



A street

RS



Rubble

RS



Entrance

RS

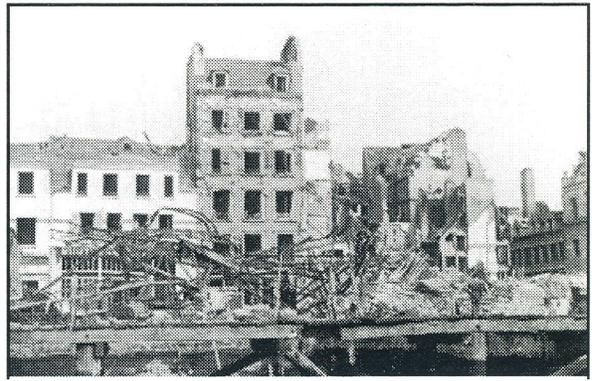


Sea wall

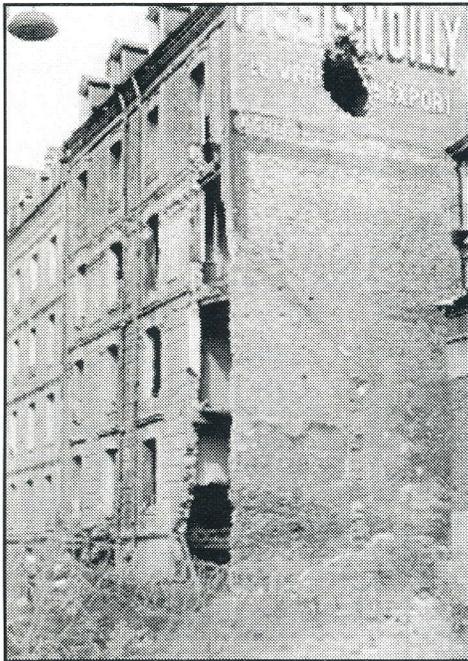
RS



Crewmembers talk to a Frenchman RS



Buildings & twisted metal RS

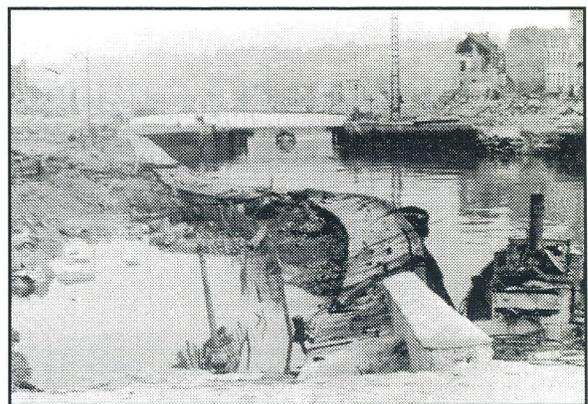


Out of business RS



Frenchman on bike RS

German 20 mm gun RS



Sea wall bends RS

PREPARING THE BOATS FOR RUSSIA

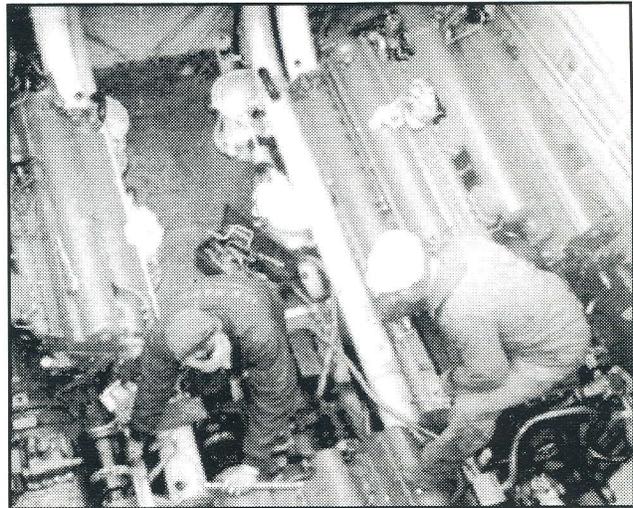
“Pursuant to COMINCH secret dispatch 282130, ordering ten boats of MTB SQUADRON 34 to be readied for delivery to the Union of Socialist Republics, work was begun on boats at Portland to refit them with pre-invasion armament of one 20mm forward, one 40mm aft and two twin 50 calibre machine guns, and to alter the hull by removal of the torpedo racks and installation of four depth charge racks, two on each side aft at the location of the after torpedo racks. Equipment was also assembled to enable trans-shipment of the PTs to Russia.”

from MTB Ron 34 War Diary, October 1944

In accordance with COMINCH dispatch, RON 34 boats were made inoperative 31 October to readied for delivery to the Union of Soviet Socialist Republics.

While the official history states the boats were made inoperative 31 October, the boats continued to be used for ferry service and transportation of personnel. Early in November the PT 500 boat was the duty boat at Omaha beach to transport personnel. On 12 November the remaining advanced base force personnel were transported from Cherbourg to Portland aboard PTs 498, 499, and 507. From 13 November the crews and the base force were busy getting the boats cleaned, painted and repaired - - - returning them to as near new condition as possible. Many of the boats had to have their engines changed to eliminate the repairs done in the field to keep them operable for patrols. The bilges always needed cleaning and the bulkheads had to be relieved of the dirty hand prints. The forepeak anchor storage locker and the lazarette always need to be cleaned and things stored neatly. PT boats had a way of bouncing things around in rough seas.

We suspected the Russians would be very fussy about the ship shape condition of the boat and also careful about approving a boat with missing tools or repaired items.
Little did we know!



MoMs prepare engines to be pulled, r: Carr DC

PORTLAND TO SCOTLAND

The Squadron was divided into two divisions for the trip to Scotland. The first division consisted of six boats the PTs 498, 499, 500, 501, 502, and 503 and the second division consisted of four boats the PTs 504, 506, 507, and 508. The PT 505's condition was not acceptable to the Russian Navy. The PT 505 left Portland 6 December for Dartmouth, England for shipment to New York and forwarding to MTB Squadrons Training Center, Melville, RI.

The first division left Portland 26 November for Falmouth, Milford Haven and on to Roseneath, Scotland. When they left Milford Haven heading north through the Irish Sea they encountered a storm blowing south and the water became too rough for the boats. The first division stopped in Fishguard and left the next day, 30 November. The weather conditions had not improved and when the PT 498 broke some ribs, on the bottom of the boat, the first division put in at Douglas, Isle of Man.



DC

In Douglas, the first division tied up at a sea wall right near the downtown area. It was a short walk to a local pub and we had a chance to do a little shopping, sight seeing and to meet the local people.



PT boats tied up at the seawall Douglas

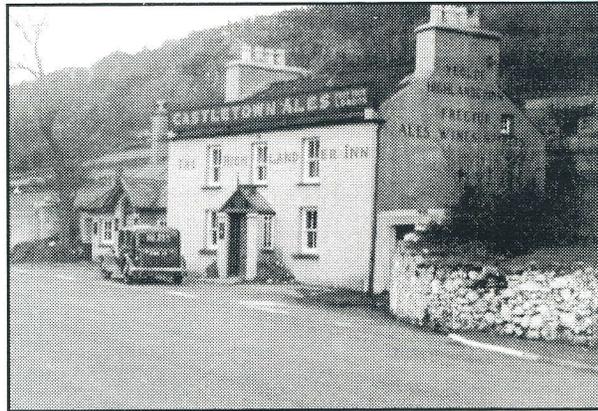
RS

Bob Center of the PT 499 reports the following sweet and bitter sweet memory of Fishguard and Douglas.

“- - - We had put in to Fishguard, Wales and I went ashore on liberty in the afternoon. I met a nice young girl who proceeded to show me all the interesting sights of the village. As dusk began to fall she ask me if I would like to go to a dance which was being held that evening in a local hall. I said I would love it. As a result I got to witness folk dancing (with very little participation on my

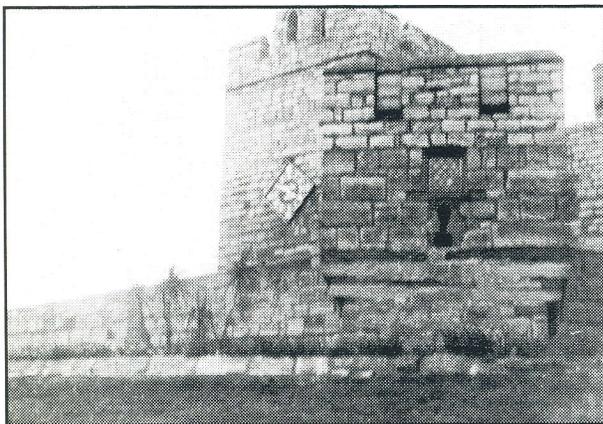
part). After the dance she invited me to her house to meet her parents. When it was finally time to return to the boat I thanked her and her parents warmly for such generous hospitality. And no, I was too shy to even kiss her goodnight, but I'll never forget that day or that place.”

“- - - I went ashore on liberty.- - - I met a girl with whom I spent the afternoon sight-seeing downtown Douglas. Since, by now it was late afternoon and I had to get back to the boat we parted company in front of a huge granite building that occupied the whole city block. It looked like a federal building, or a courthouse. We agreed to meet here in the middle of the block at noon the next day. At noon I was there and sure enough she showed up. There was only one catch: she was



Highlander Inn

RS

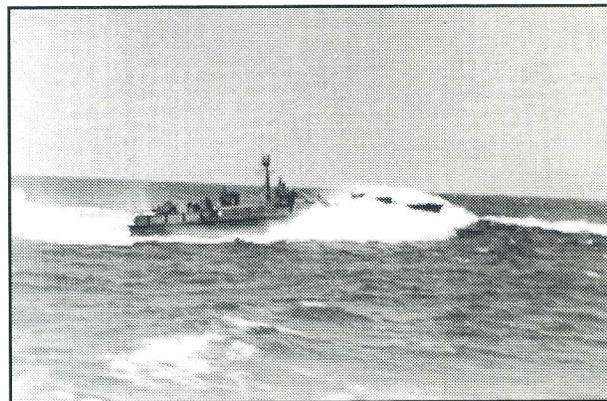


An old castle

RS

with another Ron 34 sailor! (I recognized him, and I can still see his face but darned if I can come up with his name.) She apologized for the situation but said she had a solution. The other sailor and I should walk in opposite directions to the ends of the huge building and wait around the corner for her to come and be with the one she chose. After waiting for approximately a half hour I concluded that Manx girls have a lousy sense of direction. (Poor girl she is probably still trying to find my corner!)”

The second division left Portland 27 November, one day after the first division, stopping at Falmouth and Milford Haven. The bad weather prevented them from going on so they remained at Milford Haven until 11 December when they left for Holyhead arriving the same day. 13 December the PTs 504 and 506 left Holyhead for Roseneath. The PTs 507 and 508 did not leave Holyhead until 19 December. The official log does not explain the reason for this split in the second division or the reason for the delay BUT the story is they put into a Coastal Forces, UK base whose boats had been sent down into the Channel. The people there, were so happy to see the American sailors and the PT boats, they threw one whale of a party. The party did not last long enough to cause the total delayed and we do know they encountered rough weather on the way north to Roseneath but this makes a great story. PTs 507, and 508 finally arrived at Roseneath, Scotland 19 December and the ten boat squadron was back together.

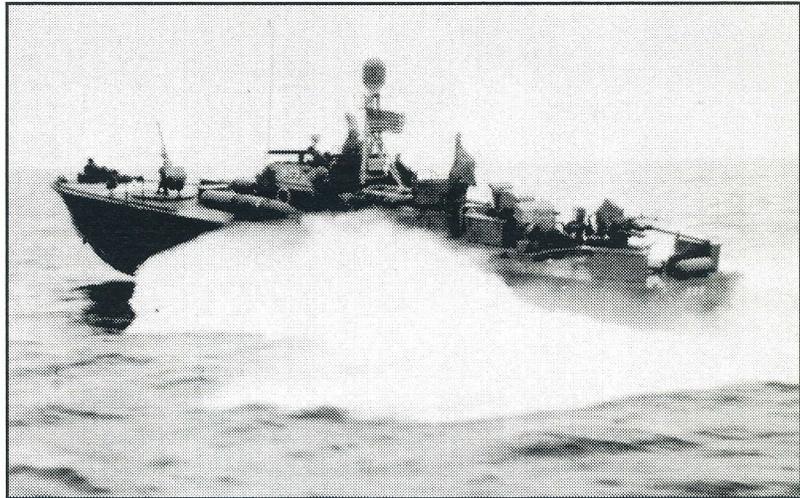


DC

TRANSFER BOATS TO RUSSIA

The acceptance procedure for the boats by the Russian officers, Captain Kozlov and Lieut. Comdr. Baudarivk began with a trial run to test the speed and maneuverability. Both officers were aboard for this trial run and we think they just liked to ride the boats, as we all did. After successful completion of this trial run we moved to the nitty-gritty part of the procedure - - - finding and counting the things on the inventory list from Elco, and satisfying the Russians that the quality of an item was OK even if it had been used a little. The boats had been delivered in a completely ready condition including the pencils in the chart room, silverware in the galley and the wrenches in the tool box in the engine room. The silverware (really stainless) had to be the

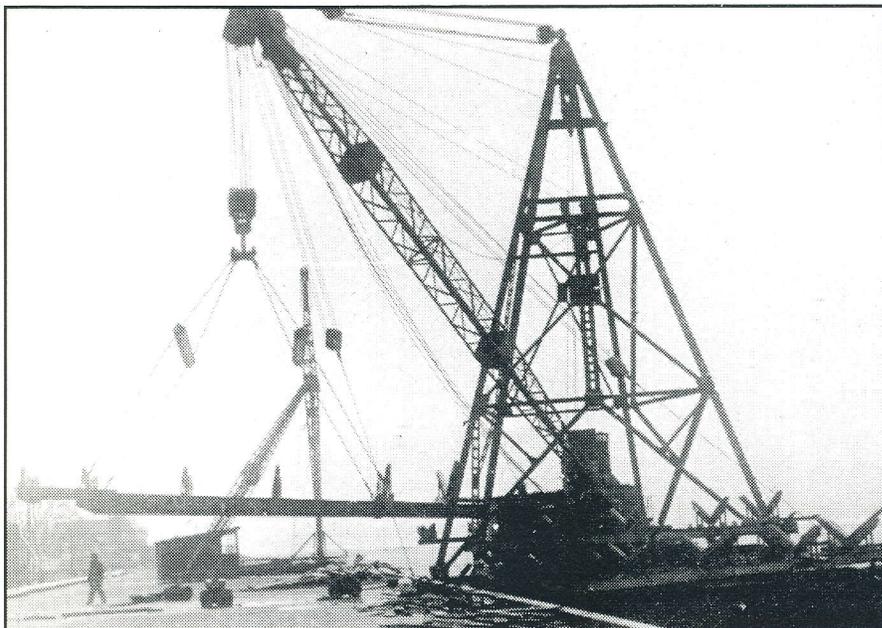
exact count and no substitutions. We had extra large size spoons, the favorite for eating all food, forks could stab your mouth when eating in a rough sea and tea spoons did not hold enough. Thus we had too few forks and teaspoons and too many of the large size spoons. So it went throughout the boat. In the engine room every wrench was in the tool box but the 3/8 inch open end wrench. It was under the center



engine where it had dropped when it slipped off the nut. It would be retrieved when the engine was pulled the next time (a six hour job for four mechanics). The boat was not acceptable because the wrench was not in the tool box. Needless to say it was easier to draw a new tool box and allowance of silverware from GSK. DC

R. P. Cooper (XO, PT 501 and CO, PT 502) wrote a humorous piece on these problems. “- - - Boats were spruced up, sealed with the Russian seal, loaded on tankers- - - went down the Firth of Clyde. All but mine—PT 502. Trouble was - - -everything - - -was supposed to be on the boat (like) when Elco sold these boats to the Navy. Those damn Russian high ranking officers crawled through the bilges in their dress uniforms looking for cracked ribs, counted everything at least ten times, - - - . There ole PT 502 sat, caught in-between that- - - Elco inventory and Stalin. - - - We wanted to go home. All my crew fanned out and stole silverware from various messes and we got everything just like that damn Elco inventory said - - wrenches, forks, you name it - - all in perfect shape. You never in your life saw an old boat in such perfect shape as ole 502 was or 14 men wanting to go home so much. But those damn Russians came down and said “but, Veere is Zee Peeekle dish”. Every time we tried to get along with them in an American sort of way, they would nod their heads but say, but, “Veere is Zee Peeekle dish”. There wasn’t a man on board or in the base force that knew what a peeekle dish looked like. We stole half dozen dishes from Navy messes and after about 10 days, those Russians came down to the boat, looked around and said “Aha, deer iiis dee peeieikle deesh”. They sealed the boat in minutes and the 502 was theirs”

DECOMMISSIONING



Crane swings cradle out for PT

DC

Motor Torpedo Boat Squadron 34 was decommissioned 8 March 1945 pursuant to ComPTRonPhibCraft 12th Flt secret dispatch 091006A of March 1945.

The first boats were cradle born, loaded aboard ship and transferred to the USSR on 26 December 1944 and the last boat was transferred 4 March 1945. In all the ten boats were loaded on four ships for the trip to Murmansk, Russia.

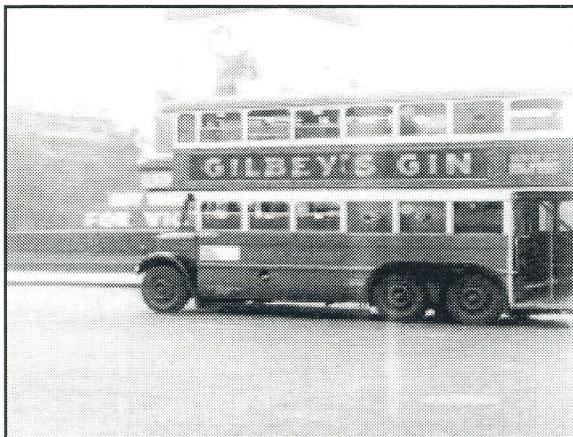
MISSIONS ACCOMPLISHED

MTB Squadron 34 was sent to the English Channel during the preparation for the Invasion of Normandy to protect the minesweepers, who opened the channels to the beach head, and to protect the convoy unloading area. It was anticipated the enemy would use all means to stop the landing and the PTs were intended to take on the E-Boats which were present. The fact that not a single ship was lost or damaged by E-Boats speaks well for the PTs.

The patrol effort of the twelve boats of Ron 34, augmented by the six boats from Rons 30 and 35, which constituted the strike force of CTF 125, was successful. A review of the patrols, and enemy contacts made, reveals a high incident in the first fifteen days of the operation. By 13 August, the enemy seemed to be unwilling to challenge the strike force in the open ocean. The patrols continued into October, but most of the enemy contact was shelling by coastal batteries when the boats going to or from patrol strayed too close to the islands.

The presence of the PTs of Ron 34 had a very beneficial side effect on the over-all operation in the English Channel in that the boats performed numerous rescues, transported technical people, both Army and Navy, to places where they were needed, ran through unknown waters to expose dangers and was a fast mobile strike force to contest enemy thrusts.

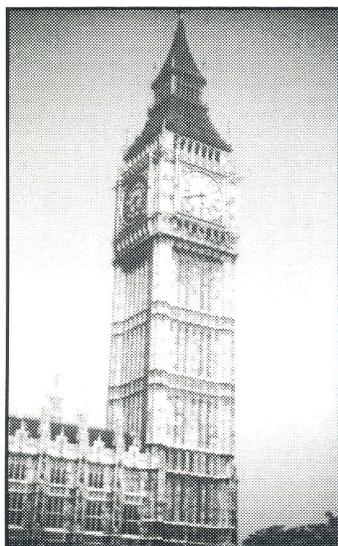
LIBERTY AND LONDON



Transportation off the Bill or in London RS



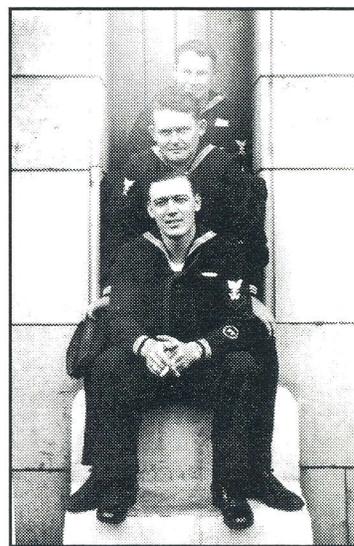
Scotty shows Baker, Allen and DeYoung the sights RS



Big Ben RS



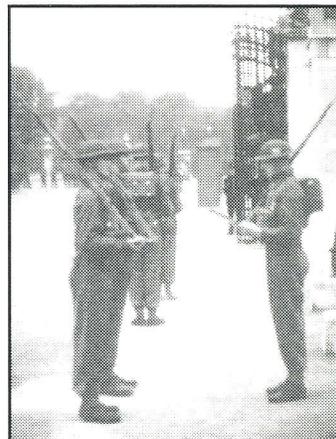
Bobbies on Downing Street RS



Three guys on Liberty RS
Albright, Sullivan and Faucher

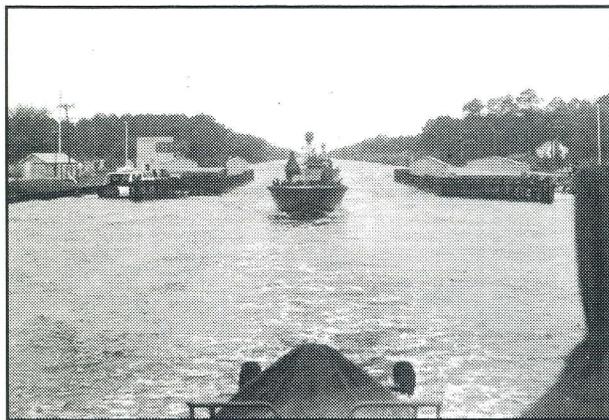


London is full of history DC

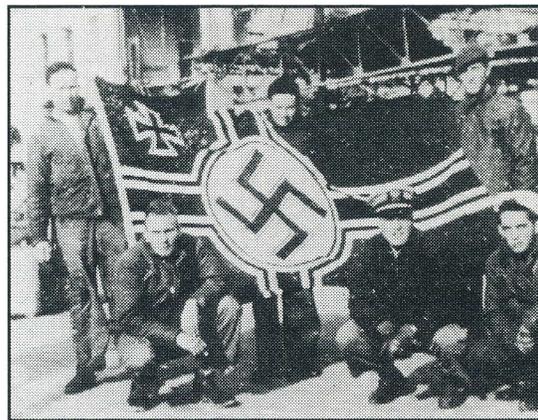


Changing of the Guard RS

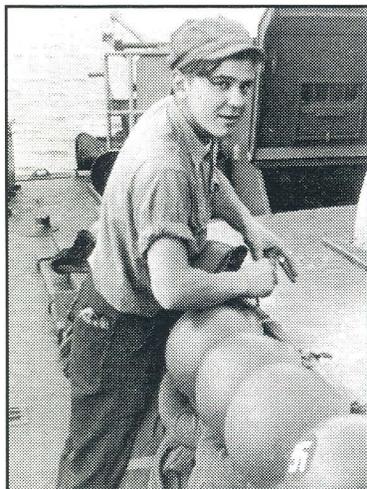
PEOPLE, PLACES AND THINGS



The Inland Waterway to Miami DC



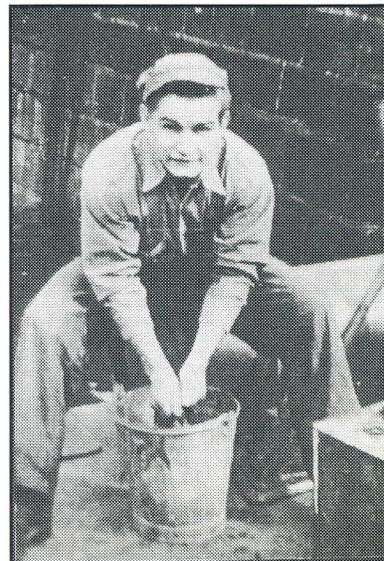
Souvenir anyone DC



Listar works on helmets RS



Albright in engine room RS



Stanko - PT sailor's wash machine RS



Pappas in PT 500 Galley SA

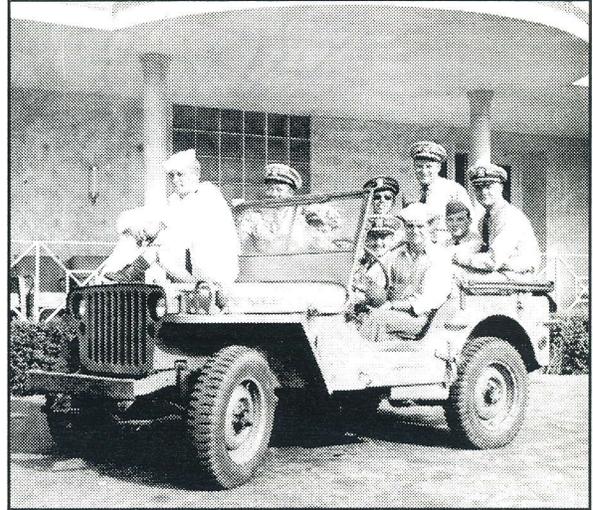


Fire torpedo RS

PEOPLE, PLACES AND THINGS



Coffee and donuts DC



A visit to supply depot Exeter RS



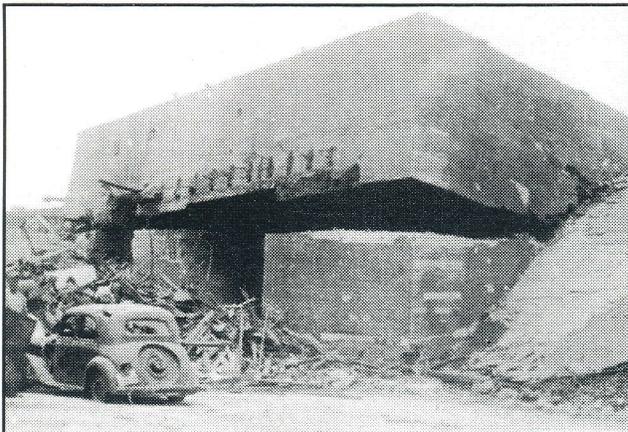
Storekeepers DC



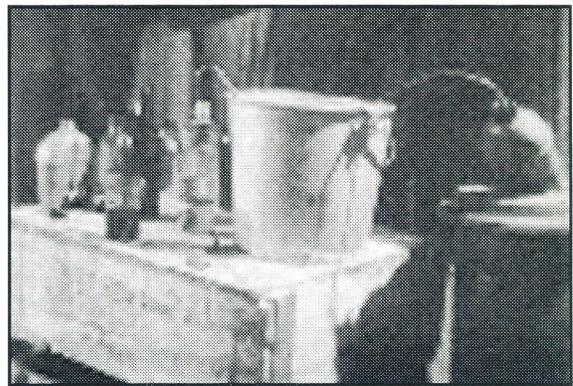
Gene Martin in flack vest DC



Zagrocki awarded medal DC



E-Boat ammo storage DC



Torpedo juice anyone? RS

THE BOATS AND THEIR CREWS

The following pages present the details about the twelve Elco boats of Squadron 34 and their crews. The left side of the double page spread reproduces the page from the boat log where the personnel assigned to the boat were kept. This list shows the full name and service number, rank or rate, date reported aboard, date detached and duties assigned. The log page is a running list of those who served aboard. Not all of these men were aboard at a given time.

On the right side of the double page spread some of the facts about the boats are presented: if the boat had a name, selected by the crew, it is given; the date the boat was received by the Navy; and the date and destination of final transfer. An informal picture of the crew is shown. Not all boats made the effort to have all crew members present at the time the picture was taken. A crew member has checked each picture to insure correct identification.

Some of the boats have some interesting names. The PT 499 was named for Kate Smith, the singer, she had the crew to one of her radio shows and took them to dinner afterward. The PT 503 crew thought their name very descriptive of what challenges they might face next. The PT 505 and the PT 509 were named for a girlfriend and a grand-daughter of the skipper. The PT 508 was named for a popular song of the 40s.

Originally, the boats of RON 34 were equipped with two 20 mm guns on the bow and stern, and four torpedo racks for the Mark 13 torpedoes. The 20 mm on the stern was replaced by a 40 mm in New York before we went to England. The bow 20 mm was replaced with a 37 mm and the after pair of torpedo racks were replaced with six depth charge racks before D-Day .

Crew size during shakedown was ten men and two officers. This was expanded to ten men and three officers in preparation for the invasion. Some men, of the squadron, were not regularly assigned to boats but reported to the pier for temporary duty on the boats as they prepared to leave on patrol.

498

List of Persons Attached to the USS PT 498 Attached to the MTB 15734 Naval District

| NAME | RATING | REPORTED | DETACHED | DUTY |
|--|------------------------------|----------|----------|-----------|
| ²³⁶⁸¹⁵ ✓ U.S. Squire | ^{USNR} Lt (j.g.) | 12-22-43 | | Captain |
| ²⁰⁹⁷⁵⁷ W. R. De Young | ^{USNR} Ensign | 12-22-43 | | Executive |
| ⁸⁵¹²⁶⁶¹ Peters, W. C. | ^{USNR} GM 3/c | 12-22-43 | 9-5-44 | crew |
| ⁶¹²⁸⁷⁷ Aulich, L. | ^{USNR} TM 3/c | 12-22-43 | 9-28-44 | crew |
| ⁸⁵⁰²⁵⁰⁰ De Lapp, D. A. | ^{USNR} MoMM 3/c | 12-22-43 | 9-28-44 | crew |
| ⁷³²⁶¹⁵ Duff, P. F. | ^{USNR} MoMM 3/c | 12-22-43 | | crew |
| ⁵⁵¹²⁸³ ✓ Anderson, A. G. | ^{USNR} MoMM 3/c | 12-22-43 | | crew |
| ⁵⁶³⁰⁶⁵¹ Carter, R. P. | ^{USNR} SC 3/c | 12-22-43 | 9-4-44 | crew |
| ²⁰⁹⁷⁸⁰⁵ ✓ Bass, R. S. | ^{USN} TM 3/c | 6-26-44 | | crew |
| ²²⁴¹⁶⁴⁴ Finn, W. R. | ^{USN} RM 3/c | 7-17-44 | 9-28-44 | crew |
| ⁸⁻²¹⁻⁷⁸⁻⁸⁵ ✓ Uhrsch, P. F. | ^{USNR} GM 3/c | 5-25-44 | | crew |
| ⁶⁰⁸³³⁷⁰ ✓ Christly, G. N. | ^{USNR} GM 3/c | 8-5-44 | | crew |
| ³⁸¹⁵¹⁰¹⁶ ✓ Fox, W. D. | ^{USN} QM 3/c | 6-13-44 | | crew |
| ⁸⁻⁰¹⁻⁴⁵⁻⁵² ✓ Hamilton, W. R. | ^{USNR} SC 3/c | 9-4-44 | | crew |
| ⁸³⁰⁶²⁹⁸ ✓ Vaage, D. B. | ^{USNR} S 1/c | 9-5-44 | | crew |
| ⁸¹⁷⁰⁰⁸⁰ ✓ Pierce, W. H. | ^{USNR} TM 3/c | 8-5-44 | | crew |
| ⁷⁻⁷⁻³⁵⁻¹⁰ Patterson, M. L. | ^{USNR} F 1/c | 10-1-44 | | crew |
| ⁶⁰¹⁵⁵³³ O'Heaney, F. P. | ^{USNR} S 1/c | 10-1-44 | | crew |
| ⁹⁴⁵⁸⁴⁰³³ Kerecz, W. | ^{USNR} S 3/c | 10-1-44 | | crew |

Examined and found to be correct.

16-20674-1

William S. Squire
Lt (j.g.)

U. S. N. R.
Commanding.

Name:

Warmaster

Received by the US Navy
and placed in service:

31 December 1943

Transferred:

**4 March 1945 to
the USSR under
Lend-Lease**



Crew PT 498

PT

Back l-r: Bass, Fox, Pierce, Uhrich, Vaage, Hamilton
Front l-r: Christly, Squire (skipper), DeYoung (xo), Duff, Anderson

499

List of Persons Attached to the USS PT 499 Attached to the USS PT 34 Naval District

| NAME | RATING | REPORTED | DETACHED | DUTY |
|--------------------------------------|--------------------|-----------------|----------------|--------------------|
| <i>H. G. Fraser Jr.</i> 195046 | <i>LT(jg) USNR</i> | <i>12-23-43</i> | | <i>Captain</i> |
| <i>R. H. Stubbins</i> 212415 | <i>LT(jg) USNR</i> | <i>5-23-44</i> | | <i>Executive</i> |
| <i>R. E. Pierce</i> 7038723 | <i>LT(jg) USNR</i> | <i>12-23-43</i> | | <i>3rd officer</i> |
| <i>H. Simpson, W. H.</i> 12250993 | <i>LT(jg) USNR</i> | <i>12-23-43</i> | | <i>Crew</i> |
| <i>Schroeder, J. H.</i> 2073352 | <i>LT(jg) USNR</i> | <i>12-23-43</i> | | <i>Crew</i> |
| <i>Center, R. J.</i> 8746753 | <i>LT(jg) USNR</i> | <i>12-23-43</i> | | <i>Crew</i> |
| <i>Wardlaw, E. W.</i> 9694251 | <i>LT(jg) USNR</i> | <i>12-23-43</i> | | <i>Crew</i> |
| <i>Cunningham, E. J.</i> 3570230 | <i>LT(jg) USNR</i> | <i>12-23-43</i> | | <i>Crew</i> |
| <i>Julia, R. B.</i> 6670650 | <i>LT(jg) USNR</i> | <i>12-23-43</i> | | <i>Crew</i> |
| <i>Carlson, R. W.</i> 8094477 | <i>LT(jg) USNR</i> | <i>12-23-43</i> | | <i>Crew</i> |
| <i>Quinn, J. M.</i> 67830445 | <i>LT(jg) USNR</i> | <i>12-23-43</i> | | <i>Crew</i> |
| <i>Harmon, M. H.</i> 9066699 | <i>LT(jg) USNR</i> | <i>1-4-44</i> | | <i>Crew</i> |
| <i>W. Dean, E. J.</i> 8324852 | <i>LT(jg) USNR</i> | <i>2-25-44</i> | | <i>Crew</i> |
| <i>Harris, J. T.</i> 2954836 | <i>LT(jg) USNR</i> | <i>2-25-44</i> | <i>5-28-44</i> | <i>Crew</i> |
| <i>W. W. R. J.</i> 6570767 | <i>LT(jg) USNR</i> | <i>5-28-44</i> | | <i>Crew</i> |
| <i>Hyatt, W. J.</i> | <i>LT(jg) USNR</i> | <i>5-28-44</i> | | <i>Crew</i> |

Examined and found to be correct.

CONFIDENTIAL

Harry S. Fraser Jr.
LT(jg)

O. S. NK
Commanding

Name:

Miss Kate

Received by the US Navy
and placed in service:

31 December 1943

Transferred:

26 December 1944

To the USSR under Lend-Lease



Back l-r: Center, Nearhood, Schojain. RC
Front l-r: Kate Smith, Pierce (xo) others from other
boats.



RC

Crew PT 499
Back l-r: Pleau, Carlson, Austin, Center, Cummings, Wile, Barnes, Kruger
Burns, Schojain
Front l-r: Nearhood, Stuhler (3rd Off.), Fraser (skipper), Pierce (xo), Hyatt

500

List of Persons Attached to the PT 500 Attached to the _____ Naval District.

| NAME | RATING | REPORTED | DETACHED | DUTY |
|--------------------------------------|---------------------|------------|------------|-------------------------|
| 103486 KENNEDY, D.S. USNR | LIEUT. | 1 AUG. 44 | | CAPTAIN |
| 166376 WASHBURN, P.C. USNR | ENS. | 30 MAY. 44 | | EX. OFFICER |
| 269354 ALLEN, S.D. USNR | ENS. | 26 DEC. 43 | | 3 rd OFFICER |
| 705 43 48 SHORT, K.M. USNR | QM 3/4 | 26 DEC. 43 | | QUARTER MASTER |
| 865 65 97 COOK, R.L. USNR | M.O.M.M. 7/4 | 26 DEC. 43 | 7 SEPT. 44 | ENGINEER |
| 861 60 63 WEBER, H.C. USNR | M.O.M.M. 7/4 | 13 JUNE 44 | | ENGINEER |
| 875 86 10 SMITH, A.M. JR. USNR | M.O.M.M. 7/4 | 29 DEC. 43 | | ENGINEER |
| 656 15 58 LEARY, L.H. USNR | G.M. 7/4 | 28 MAY. 44 | | GUNNER'S MATE |
| 826 46 56 READY, F. USNR | G.M. 3/4 | 26 DEC. 43 | | GUNNER'S MATE |
| 821 58 20 PAPPAS, G.T. USNR | S.C. 7/4 | 22 FEB. 44 | | SHIP'S COOK |
| 245 32 31 USNR DANNEKER, H.S. JR. | T.M. 3/4 | 26 DEC. 43 | | TORPEDO MAN. |
| 816 34 09 LESHOCK, M. USNR | Rd.M. 3/4 | 25 FEB. 44 | | RADAR OPERATOR |
| 249 53 60 MORGAN, R.J. USNR | Rd.M. 7/4 | 26 FEB. 44 | | RADAR OPERATOR |
| 801 81 01 USNR SHOWALSKIS, P.J. | S 1/4 | 18 JUNE 44 | | TORPEDO MAN. |
| 826 51 16 GEPPI, F.T. USNR | R.M. 7/4 | 26 DEC. 43 | | RADIO OPERATOR |
| 856 19 30 USNR HENSCHEIN, C.F. | F 1/4 | 7 SEPT. 44 | | ENGINEER |
| PIZZOM, M.F. | G.M. 3/4 | | | |

Examined and found to be correct.

Douglas A. Kennedy
Lt. U.S.N.R.
Commanding.

10-29674-1

CONFIDENTIAL

Name:

Stratus

Received by the US Navy
and placed in service:

31 December 1943

Transferred:

**26 December 1944
to the USSR under
Lend-Lease**



Crew PT 500

PT

Back l-r: Allen (xo), Washburn (3rd off), Weber, Smith, Cook, Geppi, Leshock
Front l-r: Leary, Short, Reedy, Danneker, Pappas, Morgan

501

List of Persons Attached to the PT 501 Attached to the MTB Ron 34 Naval District

| NAME | RATING | REPORTED | DETACHED | DUTY |
|--|----------|----------|----------|----------------|
| 870 05 05 USNR PROSSER, F.E. 801 55 08 USNR | GM 3/c | 12/31/43 | | Chief Gunner |
| SMITH, D.W. 660-84-13 USNR | GM 3/c | 12/31/43 | | Gunner |
| PARKER, M.R. 863-46-76 USNR | GM 3/c | 5/28/44 | | Gunner |
| SMITH, M.A. 710 56 58 USNR | DM 2/c | 12/31/43 | | Navigator |
| FLEMING, R.J. 851 64 11 USNR | RM 3/c | 12/31/43 | | Radio Operator |
| ROBY, C.C. 850 77 49 USNR | MOmm 2/c | 12/31/43 | | Chief Engineer |
| FADLEY, J.L. 868 35 41 USNR | MOmm 2/c | 12/31/43 | | Engineer |
| SUGHLA, J.V. 762 45 69 USNR | MOmm 2/c | 12/31/43 | | Engineer |
| NOYER, R.F. 667 45 43 USNR | RDM 3/c | 2/24/44 | | Radio Operator |
| MARKMAN, A.A. 612 34 72 USNR | RDM 3/c | 7/1/44 | | Radio Operator |
| Brencher, H.L. 753 17 14 USNR | SC 1/c | 7/1/44 | 8/3/44 | Cook |
| SCHMIDT, W.J. 623 06 69 USNR | S 1/c | 7/25/44 | 8/3/44 | Asst. Cook |
| MILES, F.R. 785 54 98 USNR | BKR 2/c | | | COOK |
| DIXON, L.K. | im 2/c | 12/31/43 | | Torpedo man |
| | | | | |
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Examined and found to be correct.

William B. ...

Lieutenant U.S.N.R.
Commanding

CONFIDENTIAL

Name:

none

Received by the US Navy
and placed in service:

31 December 1943

Transferred:

**26 December 1944
to the USSR under
Lend-Lease**



Crew PT 501

PT

Back l-r: Prosser, Caruso, D. Smith, Sherertz (Ron CO),
Cooper (boat xo), Ball (boat CO)
Front l-r: Fadley, Noyer, Fleming, Hamilton, Roby, M.A. Smith.

502

List of Persons Attached to the U.S.S. PI 502 Attached to the M.T.B. RON 34 Naval District.

| NAME | RATING | REPORTED | DETACHED | DUTY |
|------------------------------|-------------------------|----------|----------|-------------------|
| 132157 R.P. COOPER | LT.J.G.-USNR | 8-22-44 | 1-31-45 | CAPTAIN |
| 269379 R.L. BAKER | ENGINEER-USNR | 4-10-44 | 12-15-44 | EXECUTIVE OFFICER |
| 667-09-36 MARDEN G.E. | GM ^{1/2} USNR | 12-31-43 | 1-31-45 | CREW |
| 826-47-72 TILMAZ C.W. | GM ^{1/2} USNR | 9-17-44 | 10-21-44 | CREW |
| 815-17-05 KANIERI R.C. | GM ^{3/4} USNR | 9-11-44 | 1-31-45 | CREW |
| 212-47-89 MC CLELLAN G.F. | TM ^{1/2} USN | 8-24-44 | 11-9-44 | CREW |
| 875-57-56 STEPHENS L.G. | MUMM ^{1/2} USN | 3-28-44 | 1-31-45 | CREW |
| 141-75-52 CARR D.E. | FL USNR | 8-15-44 | 1-31-45 | CREW |
| 270-29-22 PETERSON C.P. | FL USNR | 9-7-44 | 1-31-45 | CREW |
| 830-17-38 TYSON H.M. | SC ^{1/2} USNR | 1-4-44 | 12-15-44 | CREW |
| 826-48-55 SMITH R.H. | RY ^{1/2} USNR | 12-31-43 | 12-15-44 | CREW |
| 804-90-59 BAILEY M.L. | RDY ^{1/2} USNR | 2-29-44 | 11-9-44 | CREW |
| BOYLE T.J. | RDY ^{1/2} USNR | 2-28-44 | 10-1-44 | CREW |
| 855-10-49 REICHART E.A. | RY ^{1/2} USNR | 1-3-44 | 1-31-45 | CREW |
| 815-68-83 SOLIMEN C.C. | S ^{1/2} USNR | 10-5-44 | 11-9-44 | CREW |
| 815-59-48 ARLAK E.F. | GM ^{1/2} USNR | 10-23-44 | 11-9-44 | CREW |
| | | | | |
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| | | | | |
| | | | | |
| | | | | |

Examined and found to be correct.

16-20674-1

Robert P. Cooper
Lt. J.G.

U.S.N.R.
Commanding

CONFIDENTIAL

Name:

Idiot's Delight

Received by the US Navy
and placed in service:

31 December 1943

Transferred:

31 January 1945

**To the USSR under
Lend-Lease**



PT

Crew PT 502

Back l-r: Arterberry, Boyle, P.H. Smith, Atherton, Marsden, Bailey
Front l-r: Tyson, Stephens, Reichart, Kenworthy

503

List of Persons Attached to the U.S.S. P.T. 503 Attached to the MTB RON 34 Naval District

| NAME: | RATING | REPORTED | DETACHED | DUTY |
|--|--------------------------------------|----------|----------|-------------------|
| ¹¹⁷⁷⁰³ J.A. DOHERTY | LT. USNR | 1-5-44 | | BOAT CAPTAIN |
| RL. YOUNG | | | | |
| ⁸⁵⁷⁻⁰⁷⁻⁸³ BRUMM, B.W. | GM ³ / _C USNR | 1-5-44 | 8-9-44 | CREW |
| ⁸⁵⁵⁻¹⁵⁻⁰⁸ BIRLE, RL | GM ³ / _C USNR | 1-5-44 | | CREW |
| ⁷²¹⁻²⁶⁻⁴⁶ PASTERLY, J.M. | TM ³ / _C USNR | 1-5-44 | 9-12-44 | CREW |
| ⁵⁵⁶⁻⁸³⁻⁶⁴ FISHER, D.E. | RM ³ / _C USNR | 1-5-44 | | CREW |
| ⁸⁰¹⁻⁵⁰⁻¹³ DUQUETTE, A.V. | SC ³ / _C USNR | 1-5-44 | | CREW |
| ⁸⁶⁸⁻⁴³⁻⁷⁶ ALBRICHT, E.F. | MM ³ / _C USNR | 1-5-44 | 8-9-44 | CREW |
| ⁸⁵⁷⁻¹⁸⁻⁴⁶ ALLBEE, R.R. | MM ³ / _C USNR | 1-5-44 | 8-9-44 | CREW |
| ⁸⁰³⁻²⁷⁻³³ KRAMER, E.S. | RM ³ / _C USNR | 2-24-44 | | CREW |
| ⁸⁰³⁻²¹⁻²⁹ FAUCHER, C.O. | RDM ³ / _C USNR | 2-24-44 | | CREW |
| ⁸⁵⁶⁻⁷⁹⁻³⁵ PEPPEL, P.B. | MM ³ / _C USNR | 3-29-44 | 8-9-44 | CREW |
| ²⁹²⁵⁰⁹ E.W. KOEHN | ENS. USNR | 5-28-44 | | THIRD OFFICER |
| ²⁷⁰¹⁹⁶ RE. SCHUSTER | ENS. USNR | 5-31-44 | | EXECUTIVE OFFICER |
| ⁸¹⁴⁻⁸⁹⁻⁸⁴ LANE, A.L. | DM ³ / _C USNR | 7-17-44 | | CREW |
| ⁶⁰⁶⁻¹⁵⁻⁷³ SULLIVAN, E. | GM ¹ / _C USN | 7-14-44 | 8-22-44 | CREW |
| ²⁶⁹⁻²⁰⁻⁸⁵ ROBERTS, J.L. | GM ³ / _C USN | 8-24-44 | | CREW |
| ⁶²⁰⁻⁰³⁻²⁹ SHADFORD, P.C. | MM ³ / _C USNR | 8-23-44 | | CREW |
| ⁶⁰⁰⁻²²⁻¹⁰ LISTAR, J. | MM ³ / _C USNR | 8-23-44 | | CREW |
| ⁶³⁶⁻⁰²⁻⁹⁷ HEILGER, H.A. | MM ³ / _C USNR | 8-23-44 | | CREW |

Examined and found to be correct.

10-21-74

J. G. Doherty
E.W. Koehn
 U.S.N.R.
 Commanding.

**Original
Crew**

PT 503

standing l-r:

Brumm,
Peppel
Duquette,
Fisher,
Kramer,
Easterly,
Allbee,
Biele,
Albright,
Faucher

kneeling:

Fox



DF

Name:

What Next

Received by the US Navy
And placed in service:

4 January 1944

Transferred:

26 December 1944

**To the USSR under
Lend-Lease**

**Crew PT 503
after Aug 9**

clockwise fm front:

Lang, Shadford,
Heiller, Roberts,
Fisher, Biele,
Kramer



PT

504

List of Persons Attached to the *U.S.S. PT 504* Attached to the *MTB Ron 34* Naval District

| NAME | RATING | REPORTED | DETACHED | DUTY |
|-------------------------------------|--------------------|----------|----------|-------------------|
| ⁻⁵⁹⁶ H.M. Aldridge | Lieutenant | 8-5-44 | | Captain |
| ⁻²¹³ M.J. Sharkey | Ensign | 1-11-44 | | Executive Officer |
| ⁻²⁷⁻⁸⁰ R.W. Bretter | Q.M. $\frac{2}{c}$ | 1-11-44 | | Crew |
| ³⁻⁷⁶⁻³²⁰ G.A. Boehner | R.M. $\frac{2}{c}$ | 1-11-44 | | Crew |
| ¹⁻¹⁸⁻⁴⁷ Carlsons, M.S. | T.M. $\frac{2}{c}$ | 1-11-44 | | Crew |
| ¹⁻⁷⁹⁻⁵¹ Durlish, W.H. | MoMM $\frac{2}{c}$ | 1-11-44 | | Crew |
| ⁷⁻⁷⁴⁻¹⁰ Lapham, L. | MoMM $\frac{2}{c}$ | 1-17-44 | 8-27-44 | Crew |
| ⁵⁻¹⁵⁻¹³¹ Martin, E.F. | MoMM $\frac{2}{c}$ | 1-11-44 | | Crew |
| ⁵⁻⁷⁻⁰ O'Neil, J.B. | G.M. $\frac{2}{c}$ | 1-11-44 | | Crew |
| ¹⁻⁷⁻⁴⁸⁻⁶⁴ Fuchelby, J.C. | G.M. $\frac{2}{c}$ | 1-17-44 | | Crew |
| ⁴⁻²⁻¹⁴⁴⁻¹⁸ Allers, C.M. | RdM. $\frac{3}{c}$ | 2-24-44 | | Crew |
| ³⁷⁻⁶³⁻³⁵ Archer, J.M. | S.C. $\frac{2}{c}$ | 1-11-44 | | Crew |
| ⁰⁻⁷⁻⁴⁷⁻⁷² Dalahan, F.D. | S $\frac{1}{c}$ | 8-13-44 | | Crew |
| ⁶⁻⁷⁻⁹⁰⁻⁵⁶ Baren, J.D. | MM $\frac{3}{c}$ | 8-13-44 | | Crew |
| ⁴⁻⁷⁻⁵⁰⁻⁰⁴ Butler, J.H. | F. $\frac{1}{c}$ | 8-28-44 | | Crew |
| ⁵⁶⁻⁰⁴⁵ H.B. Sherwood | Lieut | 1-11-44 | 8-5-44 | Captain |

Examined and found to be correct.

H.M. Aldridge

~~CONFIDENTIAL~~

Lt.

U.S.N.R.
Commanding.

Name:

Nasty Bastard

Received by the US Navy
and placed in service:

11 January 1944

Transferred:

26 December 1944

**To the USSR under
Lend-Lease**



Crew PT 504

MS

Back l-r: Lapham, O'Dell, Sherwood (boat CO), Sharkey (xo), Puchalaky,
Aulich,
Kneeling l-r: Archer, Gretter, Foehner, Martin, Carlson.

505

List of Persons Attached to the USS PT 505 Attached to the MTR Rom 3A Naval District

| NAME | RATING | REPORTED | DETACHED | DUTY |
|--------------------------------|--------|----------|----------|-------------------|
| 165790 W.C. GODFREY | LT. | 1/17/44 | | CAPTAIN |
| 269723 R.W. HADLEY JR | ENS. | 1/13/44 | | EXECUTIVE OFFICER |
| 243-88-86 MILLER, H.N. jr | GM 1/2 | 5/23/44 | | CREW |
| 855-15-77 WIND, R.W. | GM 3/2 | 1/13/44 | 9/7/44 | CREW |
| 807-22-89 WALDRON, M.H. | TM 3/2 | 1/17/44 | 9/7/44 | CREW |
| 872-59-57 HOWARD, R.L. | QM 3/2 | 1/13/44 | | CREW |
| 809-16-76 FRANK, J | RM 3/2 | 1/17/44 | | CREW |
| 877-89-57 BOLING, W.E. | MM 3/2 | 1/13/44 | 9/5/44 | CREW |
| 877-90-30 OLSON, W.W. | MM 3/2 | 1/13/44 | | CREW |
| 859-09-36 VAN SICKLE, C. jr | MM 3/2 | 1/13/44 | | CREW |
| 731-59-02 DUNN, W.R. | GM 3/2 | 1/13/44 | | CREW |
| 894-74-45 KREEGER, M.L. | RM 3/2 | 3/4/44 | | CREW |
| 710-08-88 COLE, W.A. | SC 3/2 | 4/19/44 | | CREW |
| 762-34-42 MOWATT, F.L. | S 3/2 | 8/13/44 | | CREW |
| 870-68-90 HANSON, A.R. | F 1/2 | 9/2/44 | | CREW |
| 808-30-52 MEL, R | S 1/2 | 9/7/44 | | CREW |
| 809-82-82 VARGA, J | S 1/2 | 9/7/44 | | CREW |
| 290237 KUESSEL, A.R. | ENS. | 5/23/44 | 8/23/44 | THIRD OFFICER |

Examined and found to be correct.

William C. Godfrey
LT. J

U.S.N
Commanding

Name:

Diana

Received by the US Navy
and placed in service:

13 January 1944

Transferred:

29 December 1944

To Squadron 4

Melville, RI



RH

Crew PT 505

Back l-r: Dunn, Boling, Frank, Waldron, Howard, Elb, Olson, VanSickle
Front l-r: Kreeger, Wind, Hadley (xo), Godfrey (boat CO).

506

List of Persons Attached to the U.S.S. PT 506 Attached to the MTRB Ron 34 Naval District.

| NAME | RATING | REPORTED | DETACHED | DUTY |
|----------------------------|--------------------------------|----------|----------|-------------------|
| 162464 R. A. Brettell | U.S.N.R. Lt. (j.g.) | 5/27/44 | | Captain |
| 270288 W. D. L. Mason | U.S.N.R. Ens. | 12/31/43 | | Executive Officer |
| 839-07-07 Arnold C. W. | U.S.N.R. QM _C | 12/31/43 | | Crew |
| 805-27-02 Nichter N. A. | U.S.N.R. TM _C | 12/31/43 | | Crew |
| 863-59-92 Gross W. B. | U.S.N.R. RM _C | 12/31/43 | | Crew |
| 557-01-89 Donahue C. F. | U.S.N.R. M. MM _C | 12/31/43 | | Crew |
| 565-13-44 Grant R. A. | U.S.N.R. M. MM _C | 12/31/43 | | Crew |
| 859-14-06 Hentges F. J. | U.S.N.R. M. MM _C | 12/31/43 | 9/7/44 | Crew |
| 851-42-89 Marten M. G. | U.S.N.R. GM _C | 12/31/43 | | Crew |
| 859-08-26 Fenton E. H. | U.S.N.R. SC _C | 12/31/43 | | Crew |
| 858-30-41 Bueglin E. W. | U.S.N.R. RM _C | 3/9/44 | | Crew |
| 608-02-82 Jesso F. H. | U.S.N.R. GM _C | 4/4/44 | | Crew |
| 823-54-49 Chayer P. C. | U.S.N.R. Ct _C | 5/28/44 | | Crew |
| 863-86-44 Smith J. M. | U.S.N.R. GM _C | 7/6/44 | | Crew |
| 867-06-77 Doy R. S. | U.S.N.R. FL _C | 9/7/44 | | Crew |

DECLASSIFIED
 Authority MND 803052
 By M.B. NARA Date 11/7/96

Examined and found to be correct.

R. A. Brettell
 Lt. (j.g.)

U.S.N.R.
 Commanding.

CONFIDENTIAL

Name:

none

Received by the US Navy
and placed in service:

15 January 1944

Transferred:

25 January 1945

**To the USSR under
Lend-Lease**



Crew PT 506

PT

Back l-r: Surgeon (xo), Donahue, G. Smith, Dory, Gross, Martin, Arnold
Cayer, Fenton, Zess.

Front l-r: Burgelin, Brettell (boat CO), Nichter, Grant.

507

List of Persons Attached to the USS PT 507 Attached to the MTBRON-34 Naval District

| NAME | RATING | REPORTED | DETACHED | DUTY |
|------------------|--------------------------|-------------------------|--------------------|------------------|
| ✓ BT HEMINWAY | ENSIGN | 1/1/44 COMMISSIONING | | CAPTAIN (2357-7) |
| ✓ J.B. DAVIS | ENSIGN | " | | EXECUTIVE OFF. |
| ✓ HATMAKER RE | GM 3/C ^{USNA} | " | 8/12/44 | CREW |
| ✓ O'LEARY J.C. | RM 3/C ^{USNA} | " | | " |
| ✓ NIEMAN RE | GM 2/C ^{USNA} | 2/18/44 | | " |
| ✓ FAIRCHILD E.A. | MMMM 3/C ^{USNA} | 1/1/44 | | " |
| ✓ JOHNSON E.A. | MMMM 3/C ^{USNA} | 1/1/44 | | " |
| ✓ TUCKER O.A. | MMMM 3/C | 1/1/44 | 10/1/44 | " |
| ✓ BOSELY S.B. | GM 3/C | 1/1/44 | 10/1/44 | " |
| ✓ NEVES D.L. | GM 1/C | 6/2/44 | 10/1/44 | " |
| ✓ WILKINSON DR | TM 3/C | 6/2/44 | 10/1/44 | " |
| LO DATO D.J. | GM 3/C | 8/28/44 | | " |
| THOMAS C.W. | GM 2/C | 1/1/44 | 7/25/44 | " |
| ✓ HOYT N.C. | SC 2/C | 1/1/44 | | " |
| ✓ BUSSE C.F. | ADM 3/C | 2/1/44 | | " |
| ✓ ALDRIDGE J.S. | GM 3/C | 7/25/44 | | " |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

- Examined and found to be correct.

Walter P. Heminway
 Ensign (DE-16) U.S.N.R.
 Commanding

✓ ATTACHED TO B-1T AS OF 1 AUGUST 1944

Name:

Heminway Hotel

Received by the US Navy
and placed in service:

18 January 1944

Transferred:

4 March 1945
to the USSR under
Lend-Lease



Crew PT 507

PT

Back l-r: Fairchild, Johnson, Tucker, Bosley.

Center l-r: Hatmaker, Thomas, Hoyt, O'Leary, Neves, Nieman, Davis (3rdOff).

Front l-r: Wilkinson, Busse, Crist (boatCO), Heminway (xo).

508

USS PT 508

List of Persons Attached to the ~~USS PT 508~~ Attached to the MTB Ron 34

| NAME | RATING | REPORTED | DETACHED | I |
|--|-----------------------|----------|----------|-------|
| ¹⁶⁶⁶⁻²⁶ C. R. Whorton | LIEUT USNR | 1-21-44 | | Cap |
| ¹⁵⁷⁵⁻⁹⁶ H. M. Aldridge | LIEUTENANT | 5-21-44 | 8-10-44 | EXEC |
| ¹³⁰³⁻⁷² J. F. Greenery | LIEUTENANT USNR | 6-30-44 | | THIRD |
| ¹⁶⁰⁹⁻²⁰ A. Reffler | LIEUTENANT USNR | 8-16-44 | | EXEC |
| ⁷²⁰⁻⁴⁵⁻²⁰ Cunningham M. J. | BM ³ /USNR | 1-21-44 | | CREW |
| ⁴¹⁴⁷⁻⁹⁶⁻⁷⁶ Fitzpatrick R. A. | GM ³ /USNR | 1-21-44 | | CREW |
| ⁸³⁵⁻⁵⁹⁻⁷³ Jones R. H. | SC ³ /USNR | 1-21-44 | | CREW |
| ⁸²⁹⁻¹⁵⁻⁸⁸ Permenter J. W. | GM ³ /USNR | 1-21-44 | | CREW |
| ⁶⁶⁹⁻⁷⁸⁹⁻⁰⁵ Zagrocki J. A. | TM ³ /USNR | 1-21-44 | 9-28-44 | CREW |
| ⁸⁵²⁻⁰¹⁻⁸⁵ Tross F. J. | BM ³ /USNR | 2-5-44 | | CREW |
| ⁸³⁶⁻²⁷⁻²³ Gilbert S. E. | RM ³ /USNR | 3-6-44 | | CREW |
| ⁶⁰⁰⁻⁴⁸⁻⁴³ Corte A. P. | RM ³ /USNR | 3-31-44 | | CREW |
| ⁸¹⁷⁻⁷³⁻⁰⁰ Kaslow S. | GM ³ /USNR | 4-15-44 | | CREW |
| ⁷¹²²⁻⁷⁶⁻²⁰ Thompson A. E. | MM ³ /USNR | 6-30-44 | | CREW |
| ⁸⁴⁵⁻²⁸⁻³² Hagan E. M. | MM ³ /USNR | 6-30-44 | | CREW |
| ¹⁻⁸⁴⁵⁻³⁰⁻⁰³ Griffin C. | MM ³ /USNR | 6-30-44 | 9-24-44 | CREW |
| ⁸¹⁵⁻⁵⁸⁻⁶⁹ Barkett S. J. | F ³ /USNR | 9-3-44 | | CREW |
| ¹⁸¹³⁻⁶²⁻⁰⁵ Poling R. A. | S ³ /USNR | 9-19-44 | | CREW |

Name:

Mairsey Doats

Received by the US Navy
and placed in service:

21 January 1944

Transferred:

**31 January 1945
to the USSR under
Lend-Lease**



Crew PT 508

PT

Back l-r: Fitzpatrick, Burkott, Cunningham, R. Jones.
Middle l-r: Kaslow, Thompson, Hagan, Zagrocki, Permenter, Conte.
Front l-r: Reffler (xo), Whorton (boat CO), Queeney (3rdOff) .

509

List of personnel attached to the PT 509

| Name | Rating | | Reported | Detached | Duty | |
|-------------------|---------|------|----------|----------|------|------------------|
| R. W. Netterstrom | Lt. | USNR | 1/25/44 | 8/1/44 | CO | |
| R. E. Schuster | Ens. | USNR | 1/25/44 | 5/31/44 | XO | |
| Ausley, W. S. | GM3/c | USNR | 1/25/44 | 8/9/44 | | Killed in Action |
| Bricker, D. A. | RdM3/c | USNR | 1/25/44 | 8/9/44 | | Killed in Action |
| Horsfield, R. E. | MoMM2/c | USNR | 1/25/44 | 8/9/44 | | Killed in Action |
| Kornak, C. A. | GM3/c | USNR | 1/25/44 | 8/9/44 | | MIA |
| Line, K. R. | SC3/c | USNR | 1/25/44 | 8/9/44 | | MIA |
| Lossin, M. W. | MoMM2/c | USNR | 1/25/44 | 8/9/44 | | MIA |
| Page, J. L. | RdM3/c | USNR | 1/25/44 | 8/9/44 | | POW |
| Reynolds, T. S. | RM3/c | USNR | 1/25/44 | 8/9/44 | | MIA |
| Ricci, A. A. | GM3/c | USNR | 1/25/44 | 8/9/44 | | MIA |
| Schaffroth, R. W. | TM2/c | USNR | 1/25/44 | 8/9/44 | | Killed in Action |
| Thale, E. C. | QM2/c | USNR | 1/25/44 | 8/9/44 | | MIA |
| Wypick, W. P. | GM3/c | USNR | 1/25/44 | 8/9/44 | | Killed in Action |
| H. M. Crist | Lt. | USNR | 8/1/44 | 8/9/44 | CO | MIA |
| J. K. Pavlis | Lt.(jg) | USNR | 5/31/44 | 8/9/44 | XO | MIA |
| J. M. Mathes | Lt.(jg) | USNR | | 8/9/44 | 3rdO | MIA |

This page was assembled by the editor from information gathered from a variety of sources.

The original log book was lost with the boat in August 1944.

Name:

Sassy Sue

Received by the US Navy
and placed in service:

25 January 1944

Destroyed:

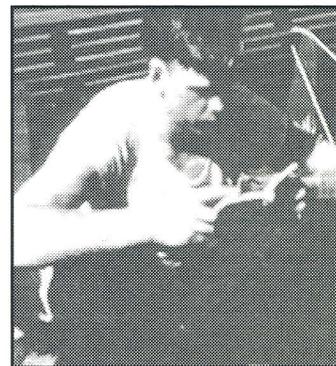
9 August 1944
by enemy gunfire
off Jersey Island



SS



SS



RS

RS

Original Crew PT 509 (Taken on Shake Down)
Back l-r: Line, Lossin, Horsfield, Wypick, Ausley.
Front l-r: Netterstrom (boat CO), Schaffroth.
Small pictures: top Schaffroth and Schuster
Middle Bricker, bottom Thale.

CITATIONS

The following citations were earned
by the members of the squadron.

Bronze Stars Metals

| | | |
|-----------------------------|-------|------|
| Lt. C. E. Twadell | | USNR |
| Lt. J. J. Daniel | | USNR |
| Lt. Ralph W. Netterstrom | | USNR |
| Lt. (jg) Harold E. Sherwood | | USNR |
| Lt. (jg) Calvin R. Whorton | | USNR |
| Cunningham, J. M. , | GM3/c | USNR |
| Permenter, J. W. , | GM3/c | USNR |

Navy and Marine Corps Medal

| | |
|------------------------|-------|
| Foehner, George Allen, | RM2/c |
| Cayer, Paul Eugene, | S1/c |

Letter of Commendation

Lt. H. J. Sherertz, USNR

Ensign George Guckert, USNR was awarded the Navy and Marine Corps Medal while attached to RON 34. However, this award was given Ensign Guckert for actions while a member of MTB RON 25 in the South-west Pacific.