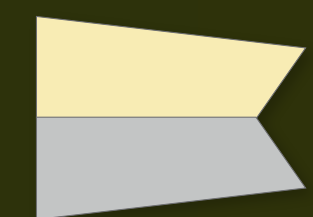


U BOATS IN NEW ENGLAND



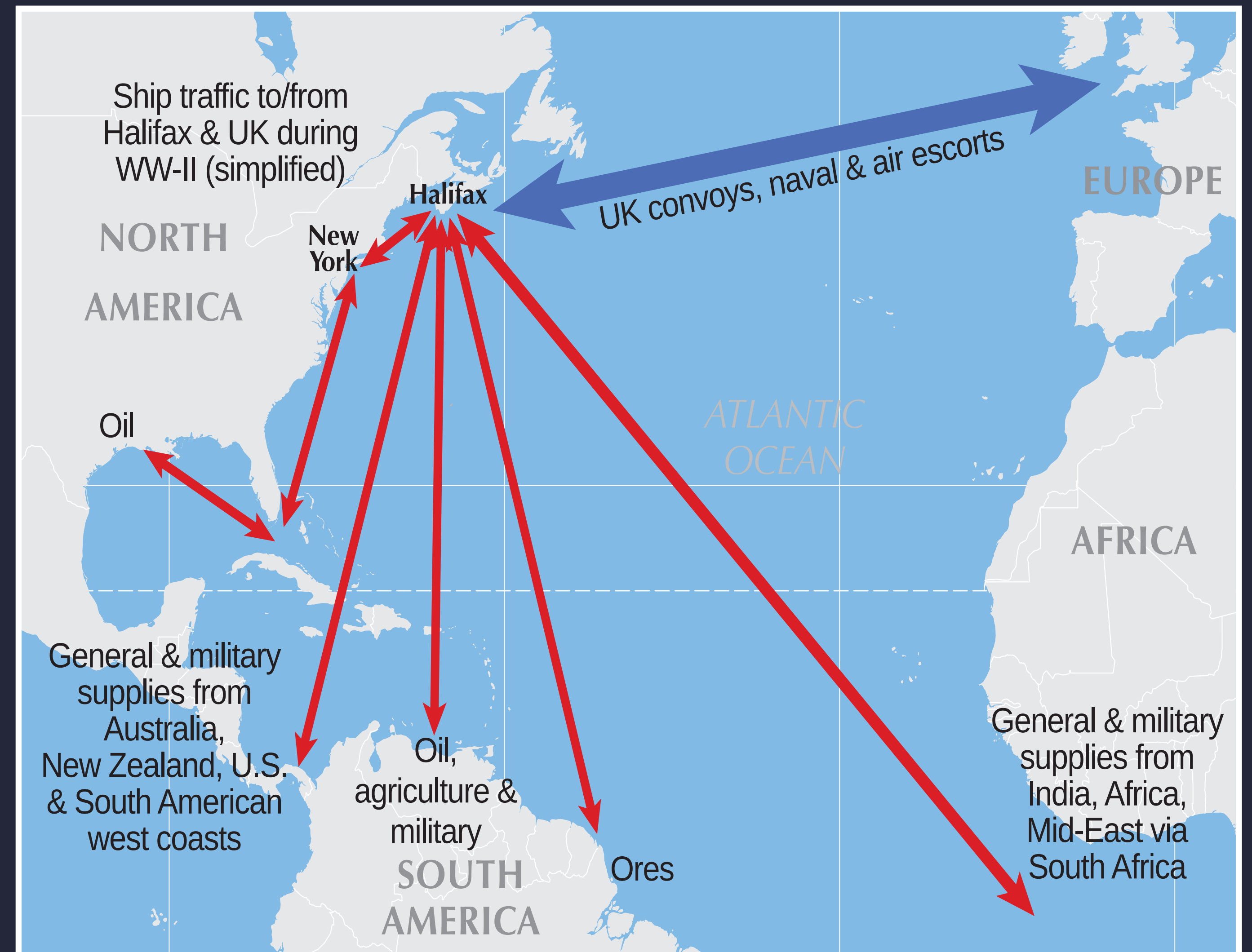
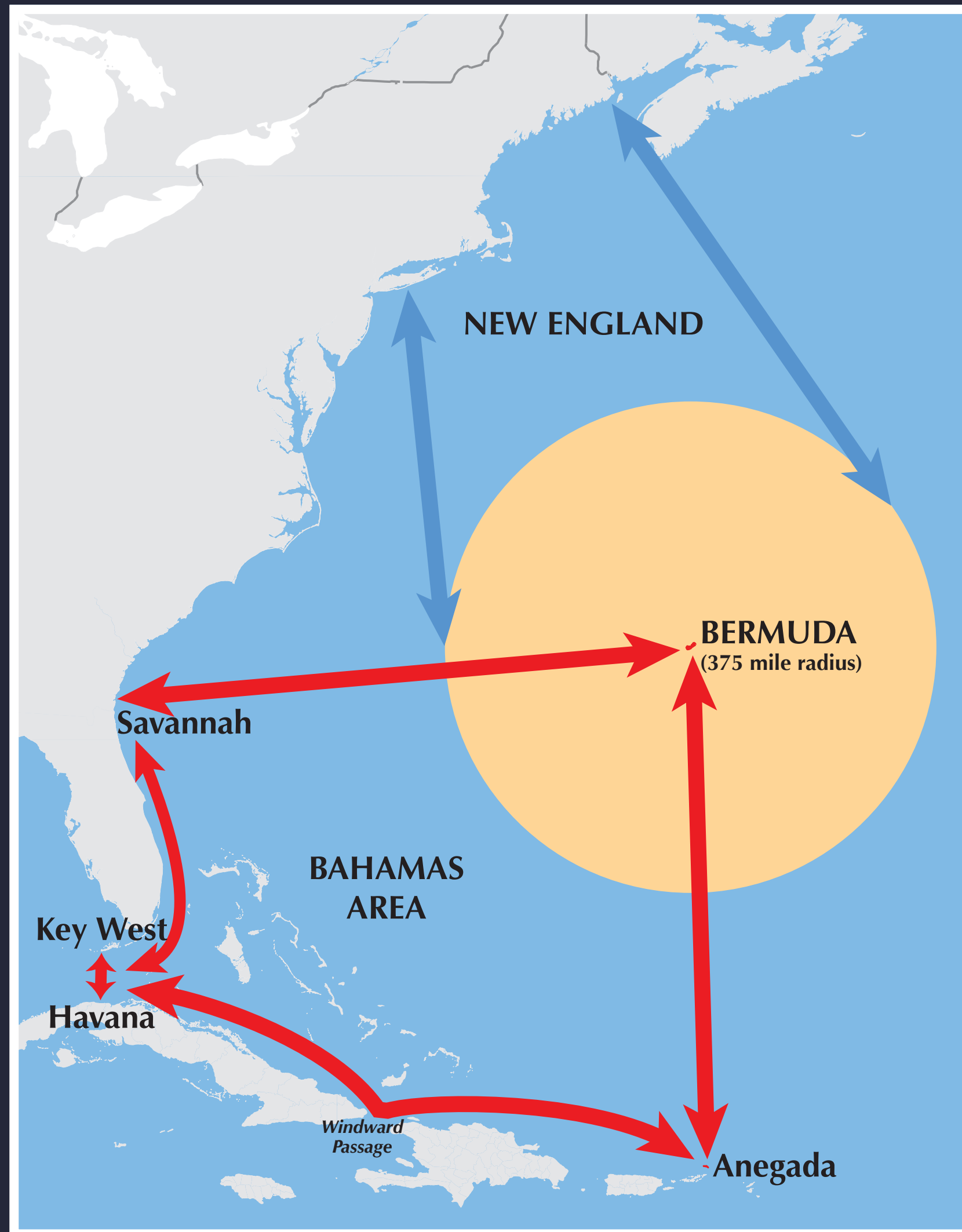
THE

CROWNINSHIELD
YACHT SQUADRON

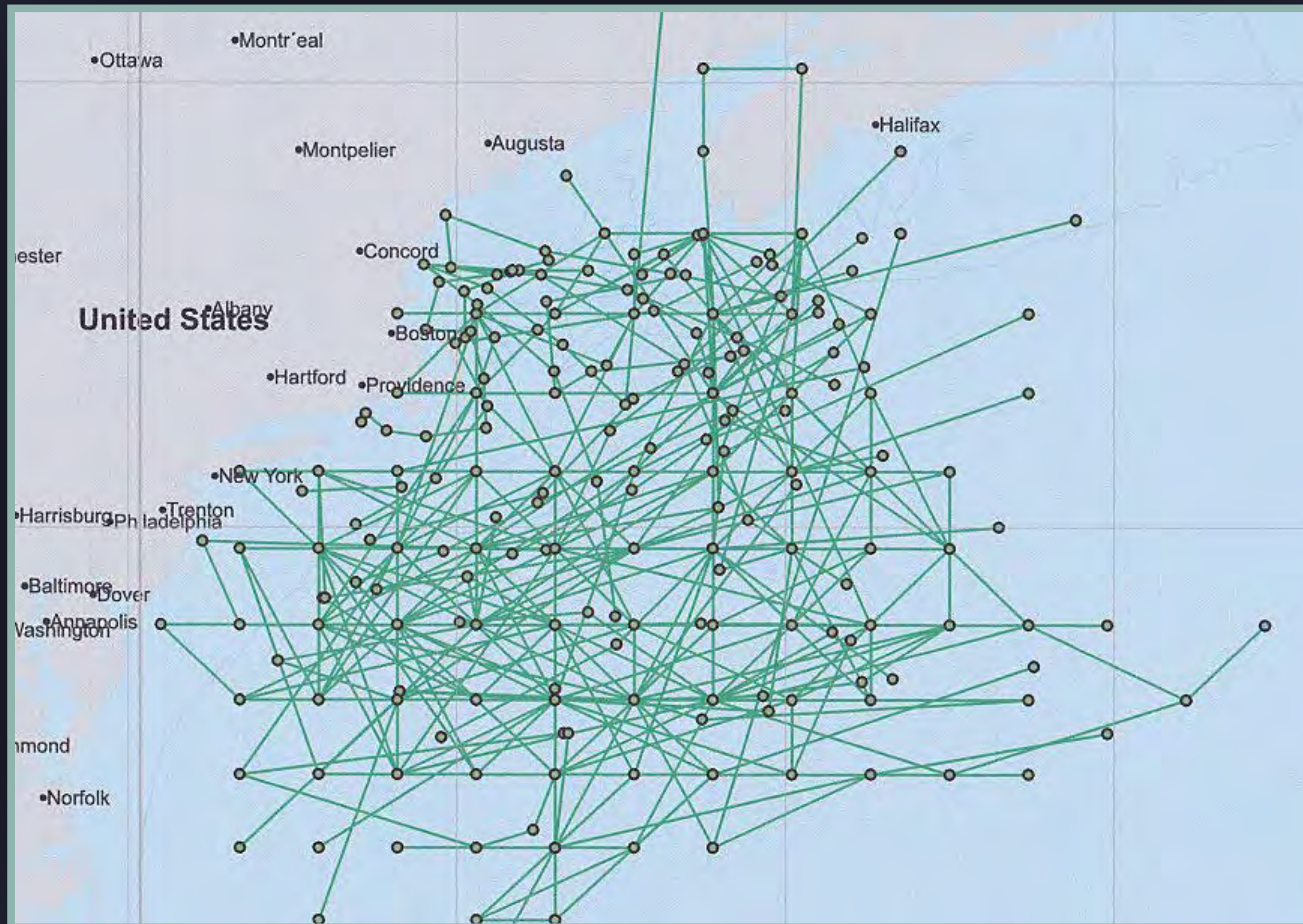
BY CAPTAIN ERIC WIBERG

OVERVIEW:

- **73 GERMAN U BOAT PATROLS FOR OVER 600+ PATROL DAYS**
- **35 ALLIED SHIPS SUNK OR DAMAGED FOR OVER 182,000 GRT**
- **428 ALLIED SAILORS KILLED, 1,152 SURVIVED, 545 LANDED IN NEW ENGLAND**
- **3 GERMAN U BOATS SUNK OFF NEW ENGLAND: RI, NANTUCKET, NOVA SCOTIA**
- **4 U BOATS SURRENDERED IN PORTSMOUTH NAVY YARD, KITTERY, MAINE**
- **7 U BOATS DESTROYED BY US SUBMARINES POST WAR OFF CAPE COD**
- **3 GERMAN OFFICERS OR SAILORS BURIED IN NEW ENGLAND: MA AND NEWPORT**
- **3 GROUPS OF GERMAN SABOTEURS LANDED: MAINE, LONG ISLAND, ST. JOHN NB**
- **1 US NAVY VESSEL (USS EAGLE) SUNK BY U BOAT, PORTLAND MAINE**
- **1 PATROL TO LAY MINES OFF BOSTON HARBOR MA UNSUCCESSFUL**



EXTENT OF BATTLE FIELD, FISHERS ISLAND'S, LONG ISLAND, CT'S ROLES



As the audience knows, Fishers Island was central to the action geographically, yet due to being blanketed from U Boats by Long Island and Block Island, it was like Connecticut “hidden” from hostile action and much historical coverage. Stradling the Race and proximity to the New London submarine base and traffic from City Island, NYC and Cape Cod Canal added to its role. Dr Richard Walding of Griffith University, Brisbane, Australia write of the importance of ASDIC experiments to the Royal and US Navies: “During WWII, the the Navy took over a number of buildings for a Naval Training School (Harbor Defense) and the Joint Harbor Entrance Control Post at Fort Wright on Fishers Island.”

HARDEGEN IN U 123 WAS FIRST TO ARRIVE, TOPP AN ACE



ERICH TOPP was one of the greatest U Boat aces of WWII.



REINHARD HARDEGEN was the First of Operation Paukenschlag to arrive in Jan. 1942.



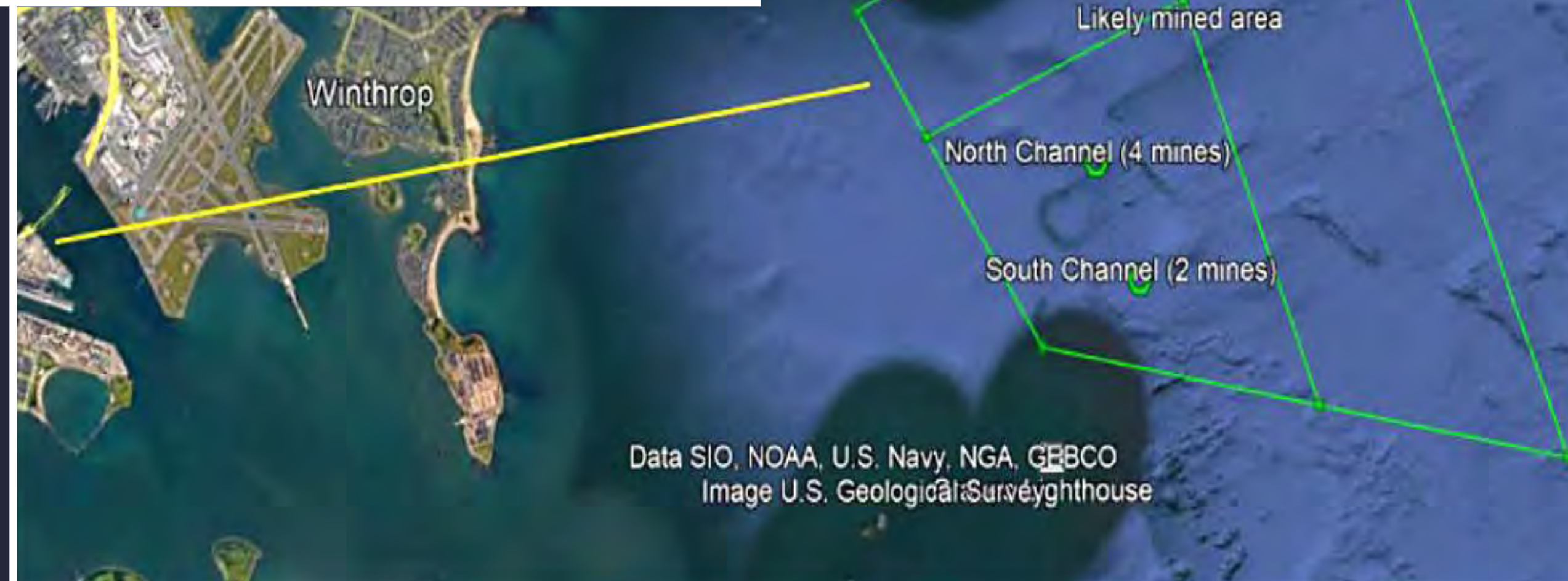
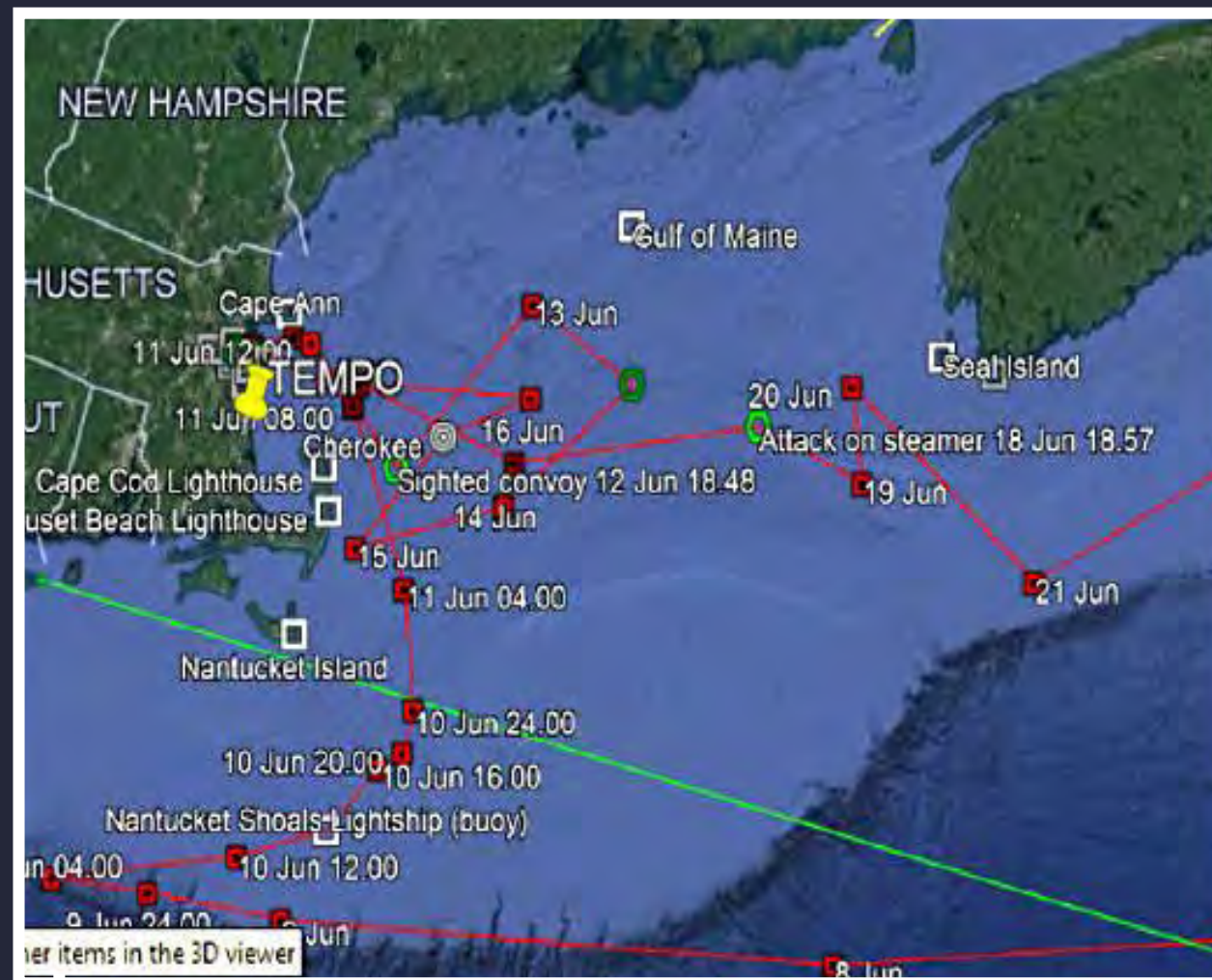
One of the U Boats was en route to Japan with diagrams for German airplane fighters, as well as material and scientists for an atom bomb. Another sub had a spy with US \$70,000 destined for North America, but it was sunk and he was captured. Two U Boats went to Argentina in 1945.

NAME	DATE	U- BOAT	CARGO	TYPE	LEFT	DESTINATION	FLAG	TONS	ON	KIA	LIV ED	AR R NE	WHERE
Norness	1/14/1942	U-123	12,222 tons Admiralty fuel oil	Motor tanker	New York	Halifax	Panama	9,577	41	2	39	39	Newport
Alexandra Hoegh	1/21/1942	U-130	12,000 tons crude oil	Motor tanker	Caripito, Venezuela	Halifax	Norway	8,248	28	0	28		Shelbourne NS
Thirlby	1/23/1942	U-109	7,600 tons maize	Steam ship	New York	Halifax	UK	4,887	45	3	42		Halifax
Ranja	3/17/1942	U-71	Petroleum	Motor tanker	Houston	Halifax	Norway	6,355	34	34	0		
Thursobank	3/22/1942	U-373	7,839 tons general cargo	Motor ship	New York	Cape Town	UK	5,575	56	30	26		Halifax
Hertford	3/29/1942	U-571	12,013 ton general cargo (meat)	Steam ship	Sydney, Aust.	Halifax	UK	10,923	62	4	58		Liverpool & Halifax
Nemanja	4/8/1942	U-84	7,207 tons sugar	Steam ship	San Pedro de Macoris, DR	Halifax	Yugoslavia	5,226	47	13	34		Halifax
West Imboden	4/21/1942	U-752	7,357 tons general cargo	Steam ship	Durban	Boston	US	5,751	35	0	35	35	Portland ME
Taborfjell	4/30/1942	U-576	2,200 tons sugar in 16,200 sacks, 70 tons chrome ore	Steam ship	New York	Montreal	Norway	1,339	20	17	3		St. John
Skottland	5/17/1942	U-588	Lumber	Steam ship	New York	Sydney, NS	Norway	2,117	24	1	23	23	Boston
Fort Qu'Appelle	5/17/1942	U-135	9,200 tons general cargo, 500 tons acetone	Steam ship	Kingston, Jamaica	Halifax	UK	7,127	47	13	34		Shelbourne NS

5 miles from where we sit today, a German attack submarine laid six mines off Winthrop, Nahant, and Grave's Ledge. On the night of the 12 th of June U 87 under Joachim Berger laid six TMC type mines

between 04:55-07:10 am Germantime, off Boston Harbor. The Germans liter-

ally brought the war to Boston's doorstep. One mine was found.



ONE PATROL: U-87 under Joachim Berger proceeded along the outside of Cape Cod Canal and on the 11th rounded Provincetown to port. During the night of the 12th of June the sub laid six TMC-type mines between 04:55 am and 07:10 am German time, off Boston Harbor. They are not known to have sunk any ships or been discovered, rendering their effectiveness as a weapon of fear and damage useless. On the 13th of June Berger headed east and out of Massachusetts Bay to a point roughly 50 miles off Cape Cod. There, on the 16th, the Germans encountered southbound Convoy XB 25 en route to Boston from Halifax. U-87 managed to pick off two vessels from the protected convoy without being sunk herself. Her victims were the Port Nicholson and the Cherokee.

Port Nicholson was a British steamer of 8,402 tons en route from Avonmouth England to Wellington New Zealand via Panama with 5,600 tons of military stores and auto parts. She was attacked during a gale by two torpedoes which struck home. Two crew were killed by the 1st torpedo. Captain Harold Charles Jeffrey and 84 men including gunners were taken off the stricken ship by HMCS Nanaimo (K 101). At dawn the Port Nicholson was still afloat so Captain Jeffrey, two ship's officers and three ratings from the Canadian corvette re-boarded her.

The ship however went down by the stern quickly – too quickly for the men in the lifeboat, who were overturned and sucked into a vortex. Only two men of the six who boarded her survived and were taken with the others to Boston by the corvette. SS Cherokee was a 5,986-ton passenger steam ship with 169 persons on board. She was en route with sand for ballast between Halifax and Boston when two torpedoes from U-87 struck her. In the space of six minutes the ship was hit, lifted partially out of the water, turned to run, hit again, and sank by the bow. The boats could not be launched due to high running seas but seven rafts were cut loose. The steamer Norlago rescued 44 survivors and took them to Provincetown, Massachusetts. Another 39 were taken to Boston by USCGC Escanaba (WPG 77). Altogether 86 persons perished during the gale-tossed attack. Captain Twiggs E. Brown survived (Uboat.net). Among the survivors were two officers in the Soviet Navy who were passengers. One can only imagine the trauma which would have ensued had the rescue ships hit the mines Berger had laid.

ACTUAL SURVIVING LOG BOOK ENTRY, BOSTON MINE-FIELD

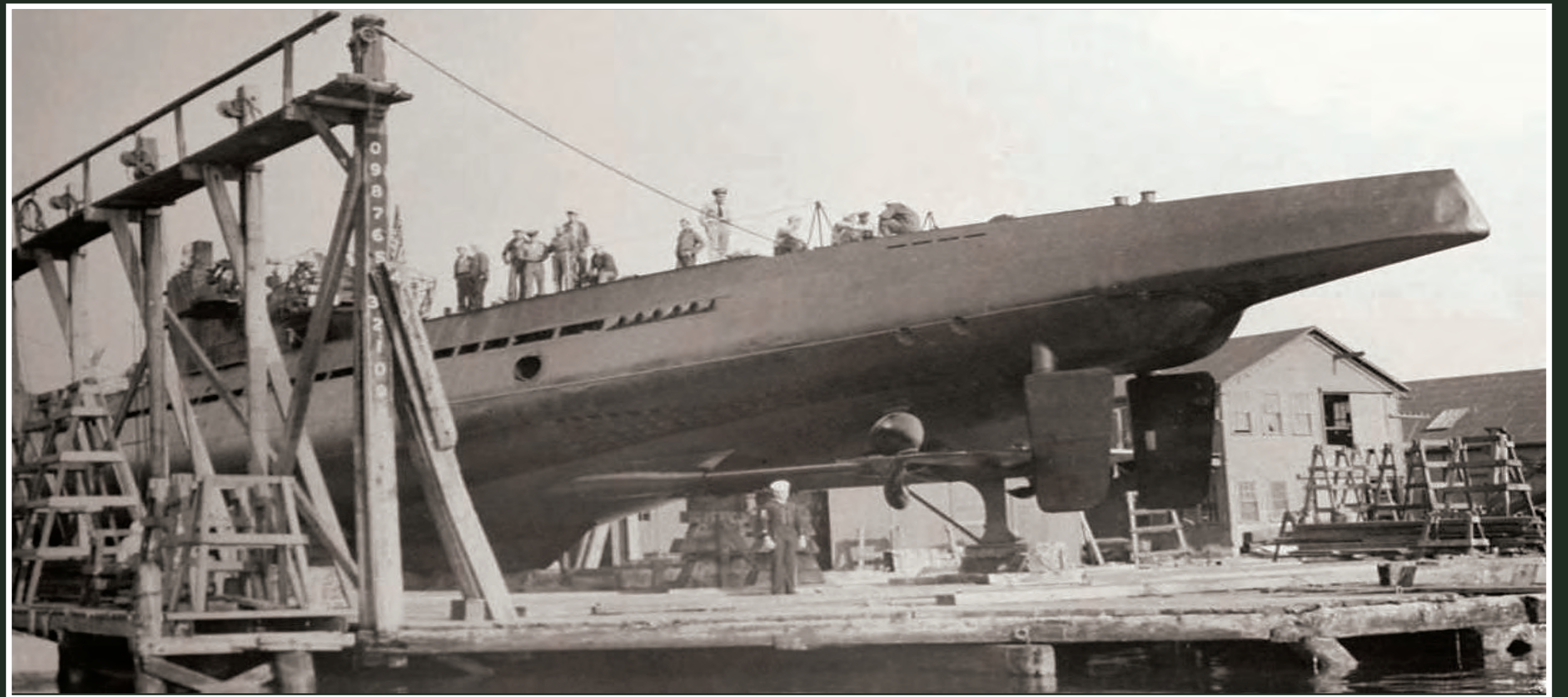
02.15	Last of twilight, bright afterwards, cloudless shy, Vis. good	neglected. Speed about 15 knots. Surfaced. The city of Boston is hardly darkened. The lighthouses burn as in peacetime. The buoys are mostly changed in their identification and position. In place of the Boston Lightship there is an unlighted bell buoy. I intend, to lay 4 mines off the north part of the northeast entrance, 2 mines off the east part.
04.00	Wind calm, the sky darkens gradually	Waited until 04.00 hours for full darkness. Then preflooded underway on E-motors at HF. Light inbound and outbound traffic at night.
04.55		1st mine deployed.
05.15		Shadow of an anchored fast boat in sight ahead.
05.20		Dived.
05.50		2nd mine deployed submerged.
06.09		3rd and 4th mine deployed shortly after one another. Due to failure of the mine top stop in tube III deployed the 4th mine together.
06.11		Surfaced.
06.15		Dived, because a pilot vessel approaches from behind a rock directly towards me.
06.42		Surfaced.
06.49		5th mine deployed.



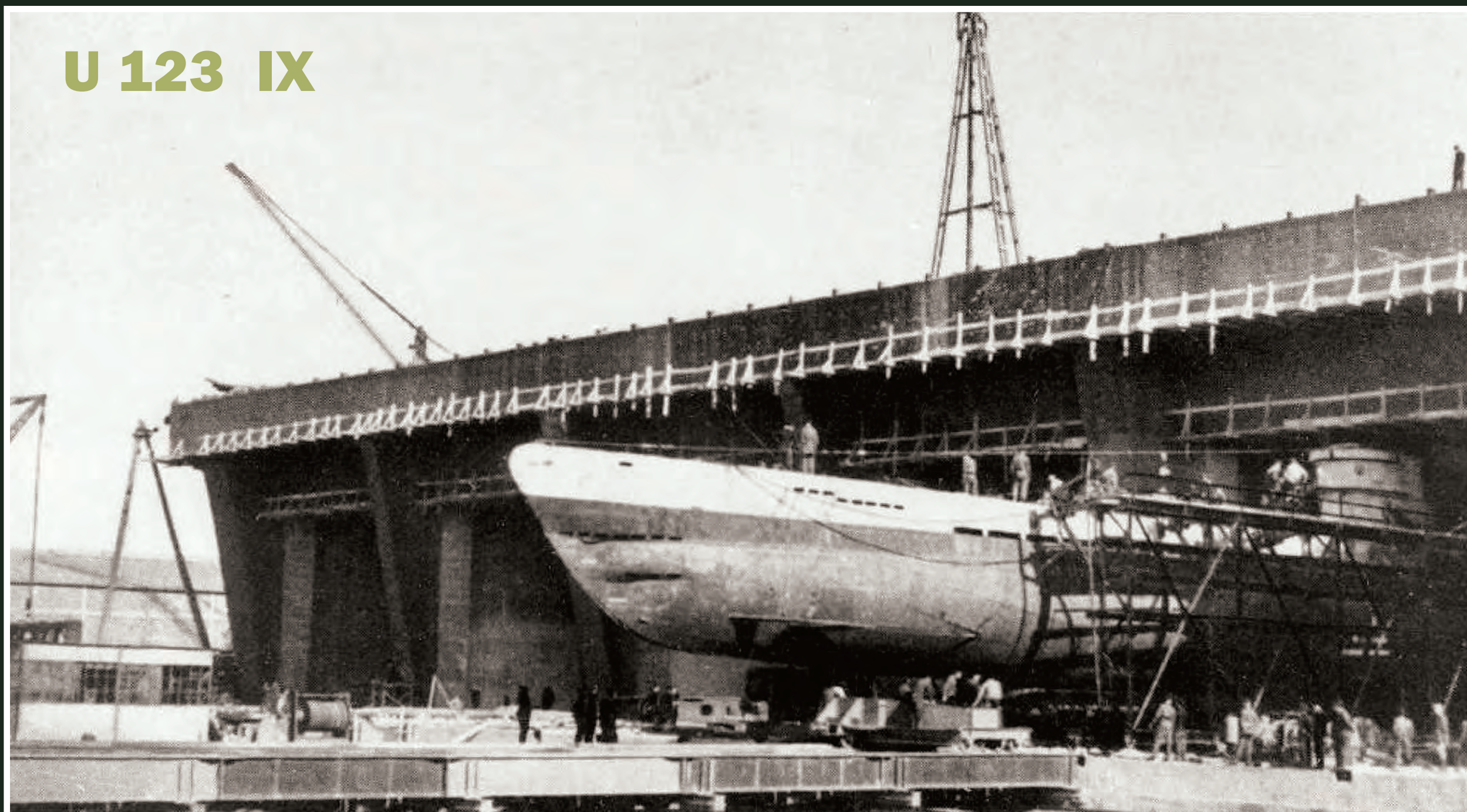
Source:
CAPT JERRY MASON, USN Ret
<https://uboatarchive.net/U-87/KTB87-3.htm>

GERMAN U BOATS, PERSONNEL

A Type VII U boat had Diesel and electric motors, could fire torpedoes from 4 tubes forward and 2 tubes aft, had roughly 55 men, just two toilets which often backfired, and both heavy deck guns, lighter ones, which fought aircraft. They could lay mines (and did at most US ports, Boston to Panama), they could detect ships underwater but mostly relied on binoculars, were 220 feet long, 20 feet wide, 30 feet high, yet could not stay underwater more than 12-20 hours as men and machines needed air.



U 123 IX



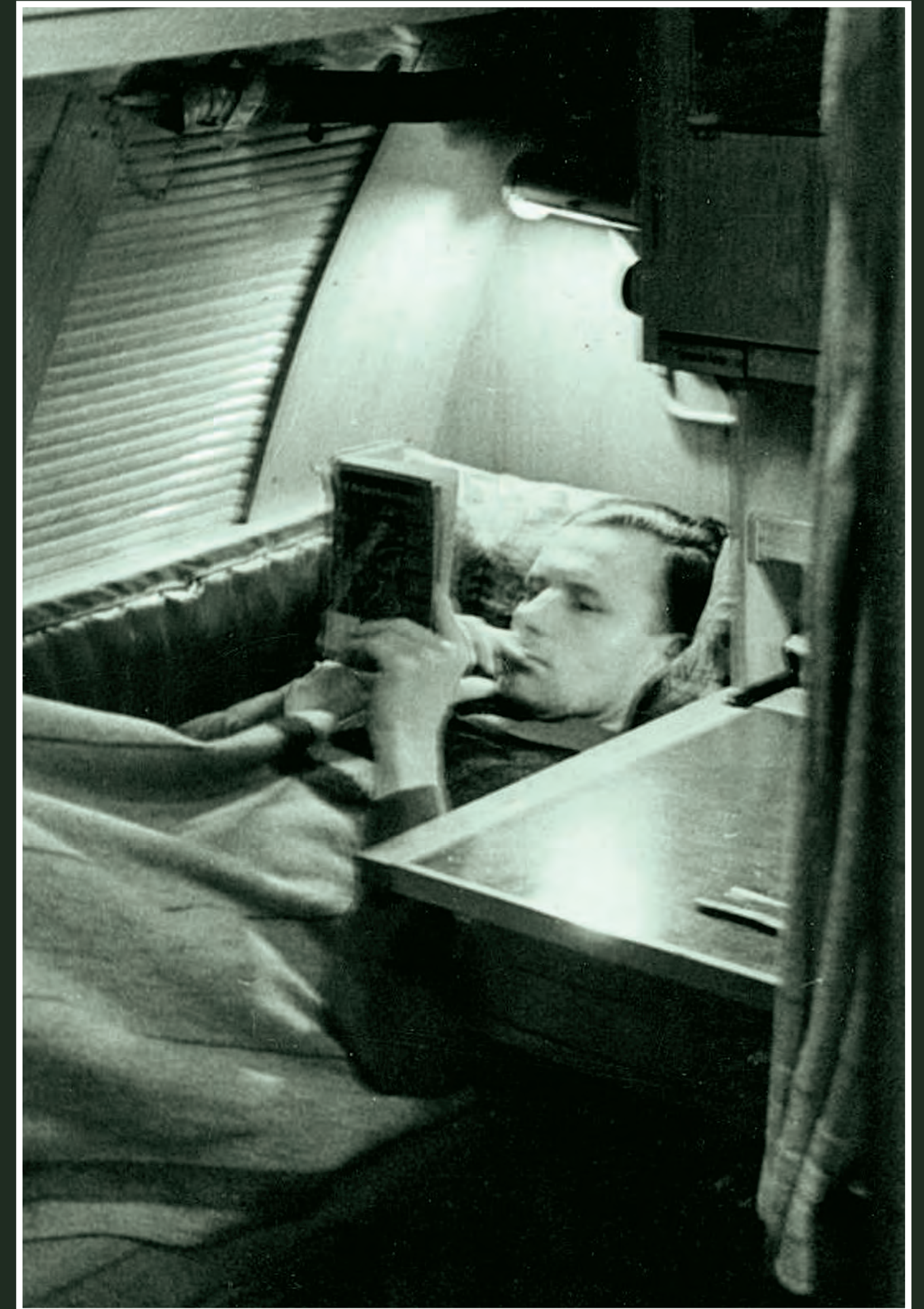
Speeds just below 18 knots surfaced, 8 submerged. The biggest advantage, esp. vs. convoys, was stealth, speed, agility and a ferocious punch. Many officers had served in merchant ships. To increase range a toilet was filled with food, men double-bunked, water tanks carried fuel, and supply boats called milk cows gave them fuel, weapons, mail, morale. Compared to USN submarines of the era, U-Boats were horribly uncomfortable.

SS NORLAND being sunk E of Bermuda



All the men in the British boat recently sunk by another U-boat, were never heard from or seen again.

PRIVATE PHOTOS BY A U-BOAT CREWMAN, TECHNICALLY NOT ALLOWED....





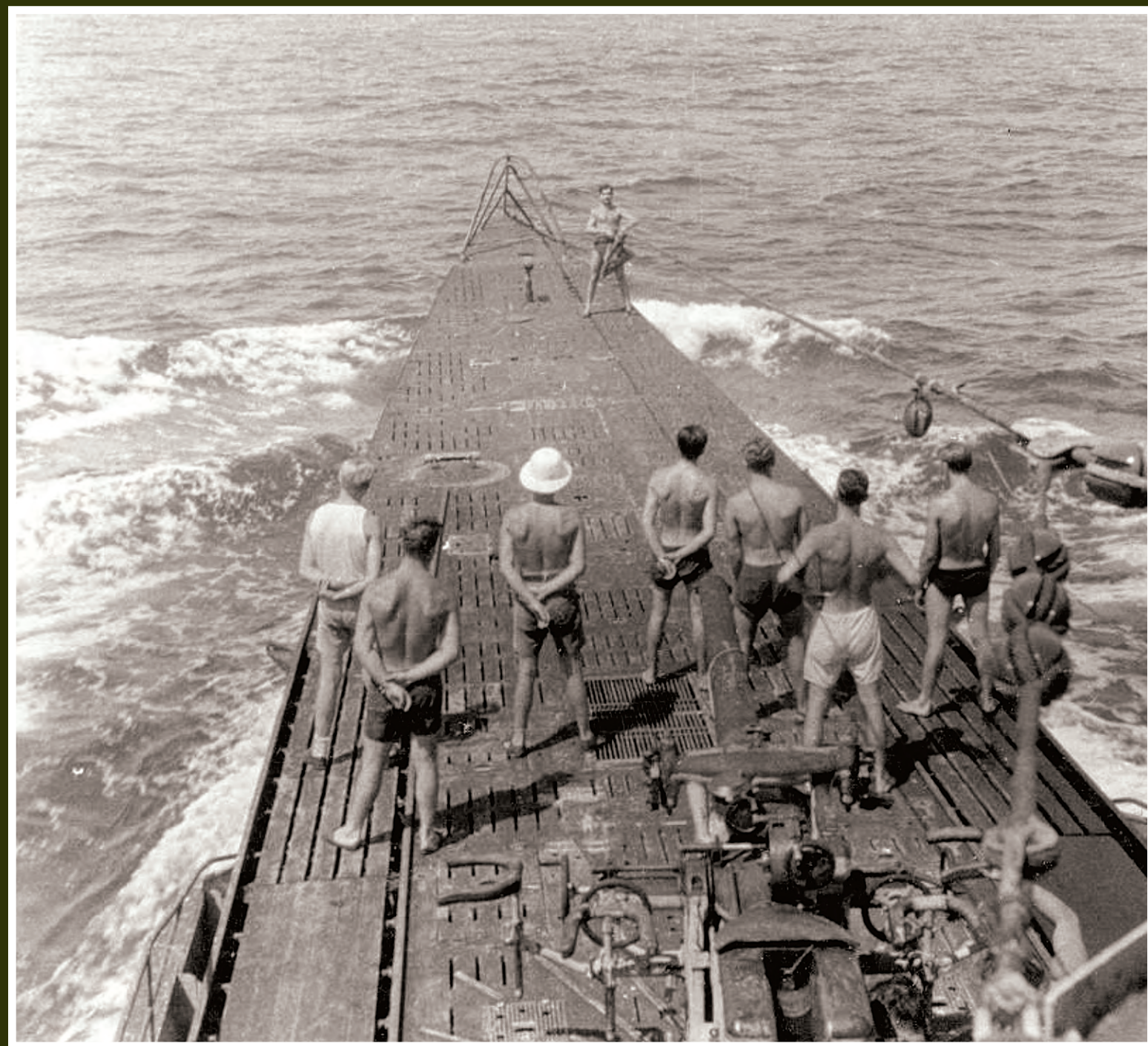
Ob. Btsmt. Max Henke



1. Marsch Mt. Werner Todt



THE PROPAGANDA ABOUT “LOOSE LIPS SINKS SHIP” WAS NOT ACCURATE; U-BOATS USED A CONNING TOWER OF WET AND COLD OR SUNBURNT TEENAGERS TO DETECT THEIR PREY, AS WELL AS RADIO AND SONAR. MANY RUMORS OF FIFTH COLUMNS AND BLAMING CIVILIANS WERE CREATED OR TOLERATED BY A GOVERNMENT FULLY AWARE OF ITS FAILURE TO PROTECT ITS OWN COAST-LINE. “SEE SOMETHING SAY NOTHING” WAS THE RULE OF THE DAY, AND GERMAN BROADCASTS HAD MORE INFORMATION ON SINKINGS THAN THOSE BY THE US GOVERNMENT AND MEDIA. “SIGHTED SUB SANK SAME” WAS MADE UP BY AN AD AGENCY WHILE THE “BATTLE OF WASHINGTON” RAGED. THEN U-BOATS LEFT.



IVY, PREP SCHOOL VOLUNTEERS HIT BY U-BOATS



MATTAWIN 8
Ronald Gubelman



MATTAWIN 9
Edward LeBoutillier

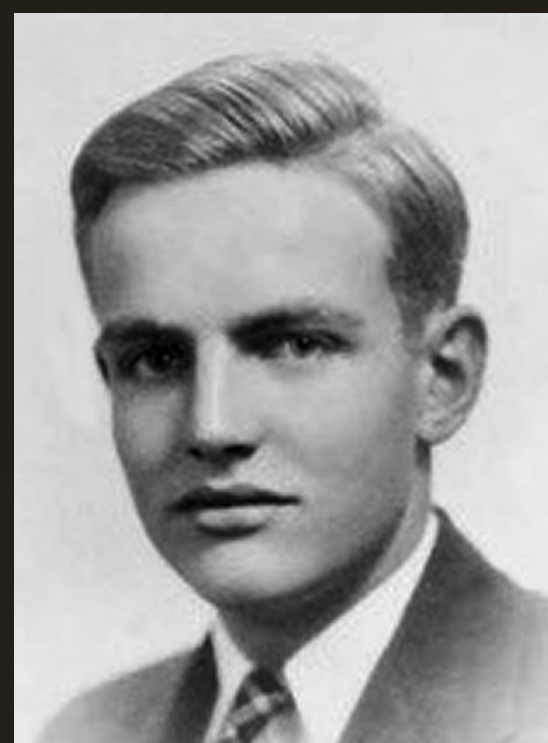


MATTAWIN 10
Nicholas Madeira

AFS or American Field Service volunteers



MATTAWIN 7
Edward Fenton



MATTAWIN 7
Richard Edwards



Canadian survivors of SS Cornwallis, the rest froze; the captain the lights on at night to help local lobster boats. A U- Boat saw their lights and sank the ship killing all but these men.

Fort Binger	5/18/19 42	U-588	Ballast	Steam ship	Belfast	New York	UK	5,671	61	1	60		Yarmouth NS
Norland	5/20/19 42	U-108	Ballast	Motor tanker	Glasgow	Corpus Christi	Norway	8,134	48	0	48	14	New Bedford & Nantucket
Plow City	5/22/19 42	U-588	4,971 tons bauxite ore	Steam ship	Trinidad	New York	US	3,282	31	1	30	30	New London
Margot	5/23/19 42	U-588	5,500 tons general cargo, military stores incl. aircraft parts, tanks, explosives	Steam ship	New York	Cape Town, Egypt via Trinidad	UK	4,545	45	1	44		New York
Zurichmoor	5/23/19 42	U-432	Ballast	Steam ship	Halifax	St. Thomas, USVI	UK	4,455	45	45	0		
Polyphemus	5/25/19 42	U-578	5,936 tons of wheat, 790 tons wool	Motor ship	Sydney, Aust.	Halifax	Dutch	6,269	80	15	65	18	New Bedford & Nantucket
Liverpool Packet	5/31/19 42	U-432	1,945 tons US Govt. stores	Steam ship	New York	Halifax	Canada	1,188	21	2	19		Seal I., Cape Sable
Mattawin	6/2/194 2	U-553	7,000 tons military stores	Motor ship	New York	Cape Town	UK	6,919	71	0	71	34	Cape Cod, MA
Berganger	6/2/194 2	U-578	General cargo incl. 48,000 bags coffee, 1,000 bales lintors, 1,138 liters sunflower seeds, hides	Motor ship	Santos, Brazil	Boston	Norway	6,826	47	4	13	43	New Bedford
Ben & Josephine	6/3/194 2	U-432	Fish	Fishing vessel	Gloucester	Sea Island, NS	US	102	8	0	8	8	Mount Desert, ME
Malayan Prince	6/9/194 2	U-432	General cargo	Motor ship	New York	Halifax	UK	8,593	40	0	40		(slightly damaged) 16

Lark	6/13/1942	U-107	50 tons fish	Fishing vessel	Le Havre Banks, NS	Boston	US	148	27	0	27	27	Boston
Port Nicholson	6/16/1942	U-87	1,600 auto parts, 4,000 tons military stores	Steam ship	Halifax	New York	UK	8,402	91	6	85	85	Boston
Cherokee	6/16/1942	U-87	Ballast - 350 tons sand	Steam passenger ship	Halifax	Boston	US	5,896	169	86	83	83	Provincetown & Boston
Moldanger	6/27/1942	U-404	8,700 tons general cargo, incl. salted hides, tallow, wool, veg. oil	Motor ship	Buenos Aires	New York	Norway	6,827	44	14	30		Cape May, NJ
Alexander Macomb	7/3/1942	U-215	9,000 tons military cargo, tanks planse, explosives	Steam ship	New York	Woods Hole MA	US	7,191	66	10	56	31	Woods Hole MA
Lucille M.	7/25/1942	U-89	Fish	Fishing vessel	Yarmouth	Fishing grounds	Canada	54	11	0	11		Shelbourne, NS
Angelus	5/19/1943	U-161	Molasses	Schooner	Barbados	Halifax	Canada	255	10	8	2	2	Portland ME
Pan Pennsylvania	4/16/1944	U-550	140,000 bbls 80 octane gasoline, aircraft on deck	Turbine tanker	New York	Barry, Wales	US	11,017	81	25	56		Londonberry, Ireland
Cornwallis	12/3/1944	U-1230	bagged sugar, molasses in barrels	Steam ship	Sandwich, MA	St. John, NB	Canada	5,458	48	43	5	5	Rockland, ME
Atlantic States	4/5/1945	U-879	Ballast	Turbine tanker	Boston	Las Piedras, Venezuela	US	8,537	57	0	57	52	Boston
USS Eagle (PE-56)	4/23/1945	U-853	N/A	Patrol craft	Patrol	Patrol	US	625	62	49	13	13	Maine, TBN
Black Point	5/5/1945	U-853	7,759 tons coal	Steam ship	Newport News, VA	Weymouth, MA	US	5,353	46	12	34	34	Point Judith & Newport

NEW ENGLAND PORTS SURVIVORS LANDED IN:

MAINE:

Portland, Rockland, Mount Desert Island

MASSACHUSETTS:

**New Bedford, Nantucket, Boston,
Woods Hole, Provincetown & “Cape Cod”
probably Provincetown ultimately**

RHODE ISLAND:

**Point Judith, Newport (both Allied sailors
and German U-boat survivors)**

CONNECTICUT:

**New London
(site of US Navy submarine base)**



**This captain was never
seen after this photos was
taken North Atlantic winter**

WHERE SURVIVORS LANDED IN NEW ENGLAND

#	What Ports	Landed	From Which Ships	Rescue Vessels
1	Boston, Massachusetts	268	<i>Mattawin</i> (20 on 6/2/42), <i>Port Nicholson</i> (85 on 6/16/42), <i>Skottland</i> (23 on 5/17/42), <i>Atlantic States</i> (52 on 4/5/45), <i>Cherokee</i> (38 on 6/16/42), <i>Lark</i> (27 on 6/13/42), <i>Pipestone County</i> (23 on 4/25/42)	USS <i>Guinevere</i> , USCGC <i>Esconaba</i> , HMS <i>Halifax</i> , HMS <i>Montgomery</i> , HMCS <i>Nanaimo</i> , F/V <i>O. K. Service IV</i> , <i>Tropic Star</i>
2	Newport, Rhode Island	126	<i>Black Point</i> (15 on 5/5/42), <i>Norness</i> (39 on 1/14/42), <i>Peisander</i> (43 on 5/26/42), <i>Polyphemus</i> (7 on 5/7/42), <i>Mattawin</i> (19 on 6/2/42), <i>Norland</i> (3 on 5/7/42)	USN crash boat, <i>General Greene</i> , F/V <i>Malvina D.</i> , USCGC <i>Argo</i>
3	Nantucket Harbor, Massachusetts	90	<i>Polyphemus</i> (7 on 5/6/42), <i>Peisander</i> (61 on 5/25/42), <i>Norland</i> (3 on 5/6/42), <i>Mattawin</i> (19 on 6/8/42)	<i>General Greene</i> , CGR 37, USCG 3828
4	Provincetown, Massachusetts	82	<i>Mattawin</i> (20 on 6/2/42), <i>Cherokee</i> (42 on 6/16/42), <i>Cherokee</i> (20 bodies 6/16/42)	SS <i>Norlago</i>
5	Portland, Maine	50	<i>West Imboden</i> (35 on 4/21/42), USS <i>Eagle 56</i> (13 on 4/23/45), <i>Angelus</i> (2 on 4/5/43)	USS <i>Turner</i> , USS <i>Bristol</i> , <i>Nantucket Lightship</i> , USS <i>Selfridge</i>
6	Madaket, Massachusetts	43	<i>Peisander</i> (43 on 5/25/42)	USCG 3828, CGR 37

7	New Bedford, Massachusetts	27	<i>Norland</i> (3 on 6/3/42), <i>Berganger</i> (13 on 6/2/42), <i>Polyphemus</i> (11 on 6/3/42).	F/V <i>Hunting-Sanford</i> , F/V <i>Alpha Estelle</i> , SS <i>Torvanger</i>
8	New London, Connecticut	30	<i>Flow City</i> (30 on 5/22/42)	USS <i>Sapphire</i> , Pyc 2
9	Woods Hole, Massachusetts	23	<i>Alexander Macomb</i> (23 on 7/3/42)	HMS <i>Le Tigre</i> , FY 243
10	Nauset, Massachusetts	20	<i>Mattawin</i> (20 on 6/2/42)	self-rescued, then USCG trucks, etc.
11	Point Judith, Rhode Island	19	<i>Black Point</i> (19 on 5/5/45)	<i>Karmen</i> , <i>Scandinavia</i>
12	Gloucester, Massachusetts	14	<i>Ben and Josephine</i> (8 on 6/3/42), <i>Aeolus</i> (6 on 6/3/42)	self-rescued in boats
13	Mt. Desert Rock, Maine	14	<i>Ben and Josephine</i> (8 on 6/3/42), <i>Aeolus</i> (6 on 6/3/42)	self-rescued in boats
14	Southwest Harbor, Maine	14	<i>Ben and Josephine</i> (8 on 6/3/42), <i>Aeolus</i> (6 on 6/3/42)	self-rescued in boats
15	Rockland, Maine	5	<i>Cornwallis</i> (5 on 12/3/44)	F/V <i>Ivy M.</i> , F/V <i>Notre Dame</i>
16	Brighton, Massachusetts	3	<i>Mattawin</i> (1 on 6/2/42)	by vehicle - 3 to hospital
	Totals: 16 ports, 5 states			Over 27 rescue boats

SS PEISANDER,
whose men survived and were rescued by the USCGC General Greene off Nantucket



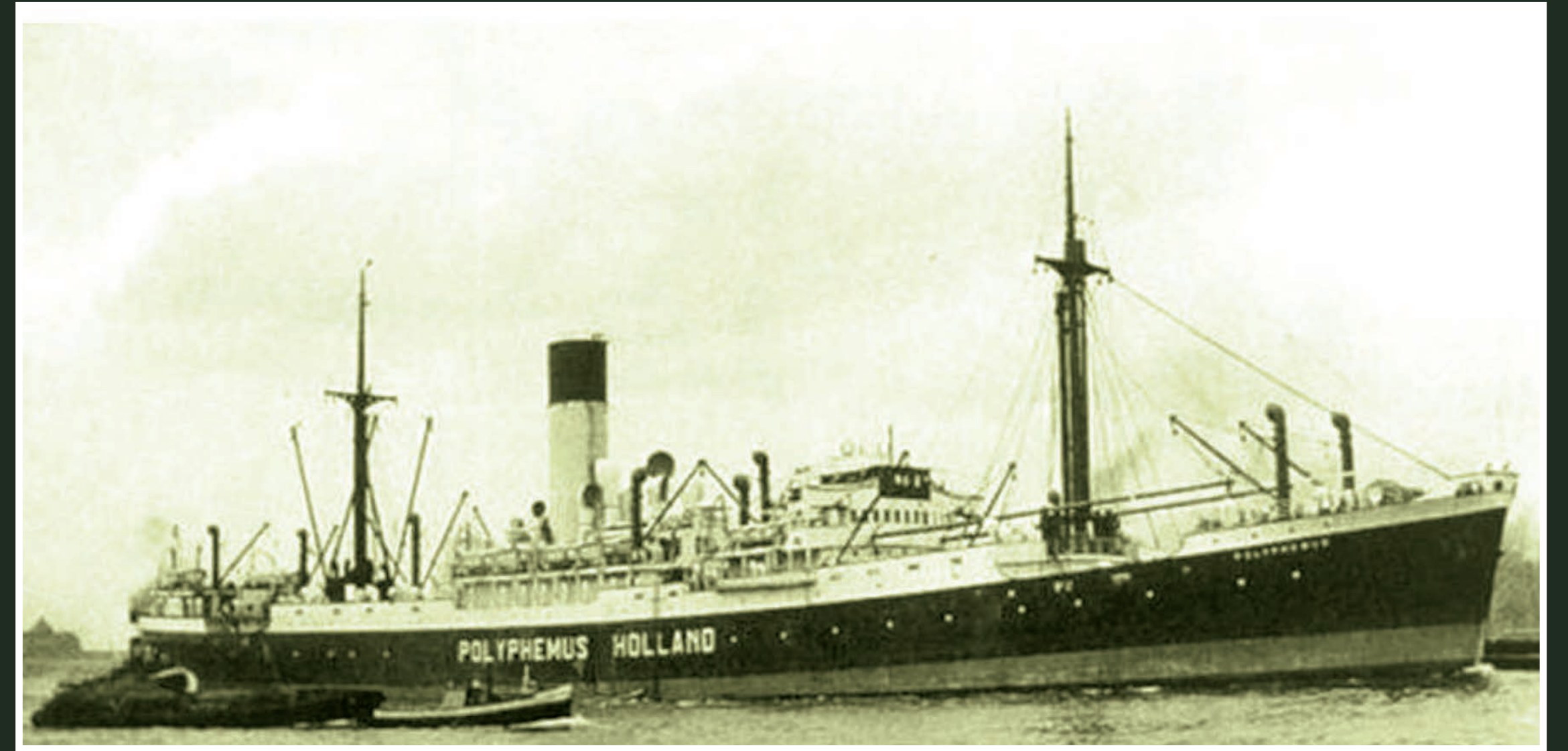
SS PLOW CITY,
whose captain fled the SS Peisander lifeboat, thinking it was a U-Boat ploy, only to be itself sunk by a U-Boat hours later



M/T NORLAND'S EXTRAORDINARY SURVIVAL VOYAGES



M/T NORLAND under fire by
U 108 in a rare action photo



THE POLYPHEMUS which rescued
Norland survivors only to be itself
sunk the following day

NORLAND SUMMARY OF SURVIVOR'S VOYAGES:

The surviving men from both the Polyphemus (51 men) and the Norland (14) then boarded five lifeboats, which together were sighted by three (3) submarines (U 566/ Borchert , U 593/ Kelbling , and an unidentified boat) and rescued by six (6) vessels. The six vessels which rescued the Norland survivors after they were rescued by the Polyphemus were:

- D/S Maria Amelia (to New York),**
- Torvanger (to the F/V Alpha and Estelle),**
- the F/V Alpha and Estelle (to New Bedford Massachusetts),**
- the F/V Hunting-Sanford (to New Bedford),**
- the D/S Mirandella (to New York), and**
- the USCGC General Greene (WPC 140) (to Nantucket).**

BOAT 1: 2 SS Norland men rescued by the F/V Hunting-Sanford , landed New Bedford

BOAT 2: 3 SS Norland men rescued by USCGC General Greene , landed Nantucket

BOAT 3: 2 SS Norland men rescued by F/F Mirandella , landed New York

BOAT 4: 4 SS Norland men rescued by F/V Maria Amelia , landed New York

BOAT 5: 3 Norland men, including Second Officer Bjelde navigating (total 14 men) - rescued by SS Torvanger , then transferred to F/V Alpha and Estelle , landed New Bedford



**The Soldiers,
Sailors, Marines,
Coast Guard and
Airmen's Club,
since 1919,
Lexington Avenue,
New York, NY**



F/V LARK , SHELLED BY SUB, MADE IT BACK TO BOSTON

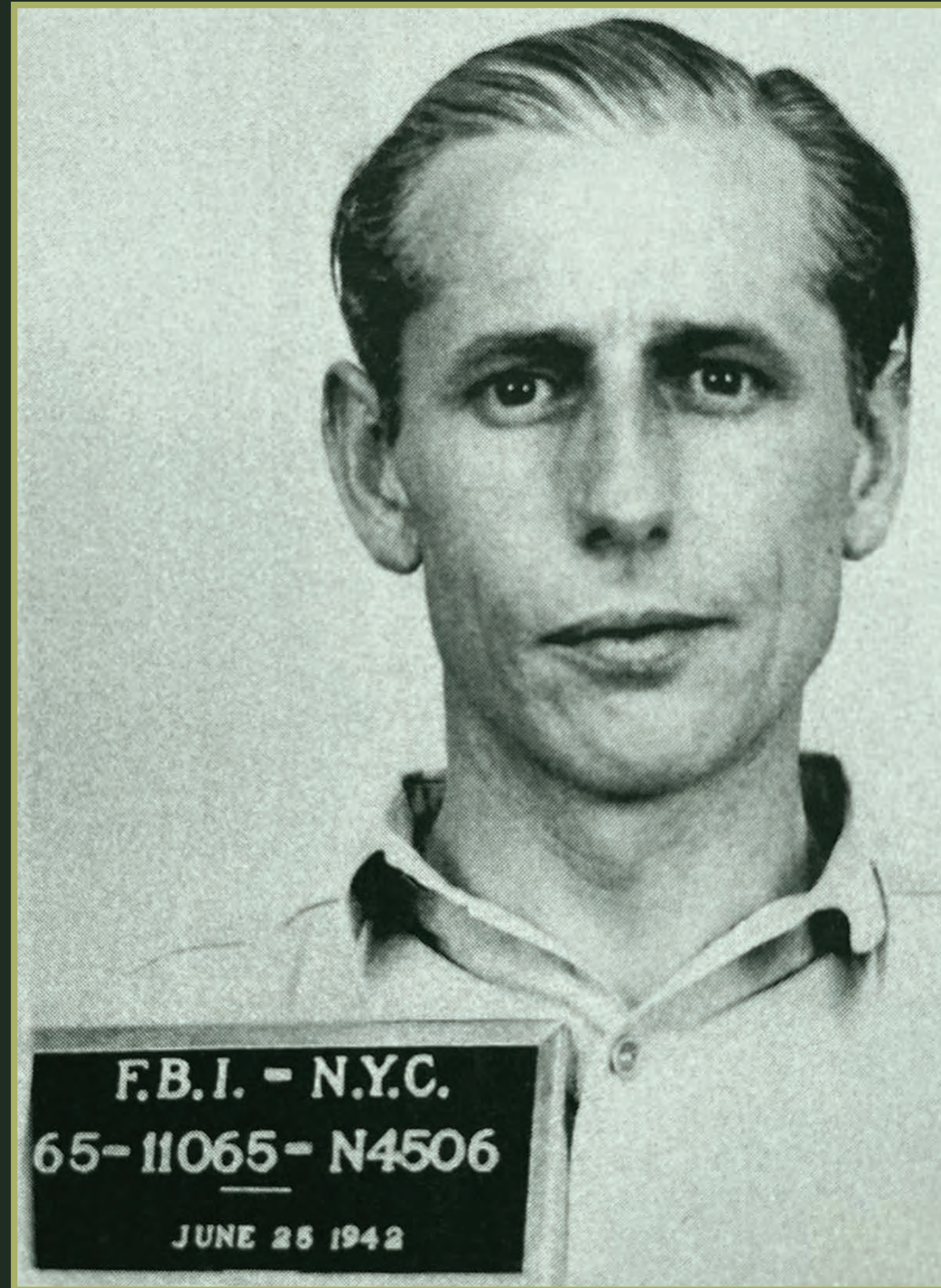


F/V FOAM SUNK BY U 432 OFF NOVA SCOTIA 1942

Interesting back story; the Foam was thought to have been once a McAllister Towing salvage boat, but was in fact owned by a prominent Irish American fishing family in Boston. Originally a French WWI armed trawler Jemmapes , 1921 sold as Blue Point, 1928 renamed Princeton "Ivy League" enforcement fleet, then 1938 to General Seafoods Co, Boston. The McAllister boat ended up used to run weapons to revolutionaries in Central America, grounded, and burned out it's still there...



OPERATION PASTORIUS



John Dasch, 39, leader of the 4-man team landed at Amagansett Long Island on June 12, 1942 thanks to U-202 under Lindner. He had over \$84,000 cash in USD. Five days later Dasch went from NY to DC to surrender. All 7 spies were arrested. Five were electrocuted after military tribunal on 8 August. Dasch and Burger were spared and returned to Germany in 1948.

OPERATION GRETE, LANDING NEW BRUNSWICK, CANADA

Marius Alfred Langbein, a spy who landed at St. Martin's village, near St. John New Brunswick in the Bay of Fundy by U-213 under von Varendorff on the 14th of May, 1942. His job was to monitor convoys from Halifax and relay it to Germans. Instead he buried the radio, hitched and took the train to Montreal, was arrested in a brothel, released, and lived as Alfred Haskins, touring night clubs and brothels until the end of 1944, burning through \$7,000. Then he ran out of funds and surrendered. He was deported back to German after the war and returned to his wife, for whom the operation was named.



OPERATION MAGPIE



William C. Colepaugh of Niantic, CT and educated at MIT (left), and Erich Gimpel were landed at Hancock Point, Frenchman's Bay, near Bar Harbor Maine by U-1230 under Hilbig on Nov. 27, 1944. They had US\$60,000 cash and diamonds and evaded capture on snowy roads and trains to reach New York City. Colepaugh, who had taken a Swedish freighter to Germany to enroll with the Abwehr and was trained by SS Major Otto Skorzeny, spent on lavish living for a month then got cold feet. He confessed to a school friend and turned himself – and Gimpel – into the FBI the day after Christmas. Though sentenced to death, FDR died before they were executed, so the sentence was commuted, and they served sentences in jail. Colepaugh went on to a quiet life in Pennsylvania and Florida, earning accolades as a Rotarian in PA.

ARTICLE:

THE BOSTON NAVY YARD DURING WORLD WAR II BOSTON NATIONAL HISTORICAL PARK

Part I: Short of War In 1932, the Department of the Navy designated the Boston (Charlestown) Navy Yard to be the building site for destroyers. Two years later, the USS McDonough (DD-351) slid down the ways, marking the first major ship launching at the yard in over a decade. The launch of McDonough ushered in the most productive period of ship construction in the history of the Navy Yard. By September 1, 1939, when Nazi Germany invaded Poland, the Boston Navy Yard had completed and commissioned six new destroyers. Furthermore, several other destroyers and auxiliary vessels were in various stages of construction across the facility. Though Germany's invasion of Poland sparked war in Europe, the United States remained neutral.

Shortly after the beginning of hostilities in Europe, the U.S. Navy organized a neutrality patrol utilizing several of the new vessels built in Boston. This patrol monitored the activities of warships of belligerent nations within 300 miles of the coasts of North and South America as well as in the Caribbean Sea. Beginning in 1940, the Navy and Coast Guard began providing escorts for merchant convoys bringing provisions, fuel, and military supplies to Great Britain in this neutral zone. The work of these escorts in the oftentimes rough waters of the North Atlantic was punishing, and the Boston Navy Yard had to focus on the constant maintenance and repair of these ships.

During World War II the Boston Naval Shipyard complex encompassed nearly every corner of

Boston's Inner Harbor. Due south of this map were even more private shipyard facilities constructing new warships, such as Bethlehem Steel in Hingham and Fore River in Quincy and Braintree. NPS Map

By the summer of 1941, the Boston Navy Yard was a hive of activity; the yards labor force had increased from 3,875 in January 1939 to 18,272 in order to meet the increased demand for new ship construction. By then, it had become standard practice to lay the keels of two to four vessels and proceed with their construction at an even pace, with launchings occurring as soon as the hulls were completed. In September, the keels of the first Fletcher Class destroyers to be built at Boston Navy Yard were laid down. The Fletcher Class was considerably larger and more complex in construction than the destroyers previously built at the yard.

In regards to the physical plant of 1941, storage facilities and several new administrative and shop buildings, including a five story electrical shop, were under construction in Charlestown while ship repair and conversion facilities were expanded at the South Boston Naval Annex (acquired shortly after World War I). Along the waterfront, piers were added, rebuilt, or extended, and the capacity for shipbuilding was dramatically increased with the construction of Shipways 2 and 3 (the latter now referred to as Dry Dock 5). Additional ship repair facilities were acquired by the Navy in Chelsea and East Boston. A Fuel Depot



Annex was constructed alongside Chelsea Creek in East Boston and connected by pipeline to a fuel pier extending out into Boston Harbor.

In January 1942, the Boston Navy Yard was selected as the building site for a new class of warship, the Destroyer Escort (DE). Boston was a logical choice, since the yard had specialized in building destroyers (DD) for a decade. Slightly smaller than the Fletcher-Class Destroyers then under construction in Charlestown, these escorts required far less time to construct at roughly half the cost. They were designed to protect merchant ship convoys and to destroy enemy submarines with an array of armaments. Some were built to serve in the Royal Navy as part of the Lend-Lease Agreement, but many would be retained by the United States Navy and see service in both the Atlantic and Pacific Theatres.”

Between September 8, 1939 when a limited national emergency was declared and the wars end in 1945, the Boston Navy Yard launched 303 vessels and commissioned another 120 ships that were constructed at private yards.

Ship construction and repair at Boston Navy Yard peaked in 1943, with the workforce reaching an all-time high of 50,128 employees, including a large number of women and minorities. Throughout the year, the Yard led the nation in construction of destroyer escorts, breaking numerous launching records in the process.

TEN U-BOATS SUNK OFF NEW ENGLAND: DURING WWII

Sub #	Date Sunk	Sunk by what Allied vsf	Region Sunk	Lat / Long Sunk	Date POW	How Surrendered
U-215	3-Jul-42	HMS Le Tigre	East of Boston	41°48'N / 66°38'W	KIA	never surrendered
U-550	16-Apr-44	USS Gandy, USS Joyce, USS Peterson	70 nm SE of Nantucket	40°09'N / 69°44'W	KIA	surrendered in battle
U-853	6-May-45	USS Atherton, USS Moberly	Block Island Sound	41°13'N / 71°27'W	KIA	never surrendered
U-1228	5-Feb-46	USS Sirago SS 485	37 nm NE of Provincetown MA, in Gulf of Maine (see U-234), 600' of water	42°32'N / 69°37'W (Niestle says 42°30'N / 69°38'W)	17-May-45	surrendered Portsmouth NH
U-805	8-Feb-46	USS Sirago SS 485	off Cape Cod	42°32'N / 69°27'W	15-May-45	surrendered Portsmouth NH

U-977	13-Nov-46	USS Atule SS 403	off Cape Cod	42°33'N / 69°43'W	17-Aug-45	surrendered Argentina, motored to Boston 13 Nov. 1945
U-530	28-Nov-47	USS Toro SS 422	40 nm NE of Cape Cod	42°39'N / 69°32'W	10-Jul-45	was taken to Argentina in 1945, towed to Boston MA
U-234	19-Nov-47	USS Greenfish SS 351	40 nm NE Provincetown MA, in Gulf of Maine (see U-1228, U-889, same position), 600' of water	42°37'N / 69°33'W	19-May-45	surrendered Portsmouth NH 19 May 1945
U-889	20-Nov-47	USS Flying Fish SS 229	off Cape Cod - same position as U-234	42°37'N / 69°33'W	13-May-45	surrendered Shelburne NS, transferred to NH 10 Jan. 1946
U-858	21-Nov-47	USS Sirago SS 485	c. 40 nm off Cape Cod	42°31'N / 69°34'W	14-May-45	surrendered Lewes Delaware

U-550 SUNK OFF NANTUCKET, SURVIVORS TAKEN



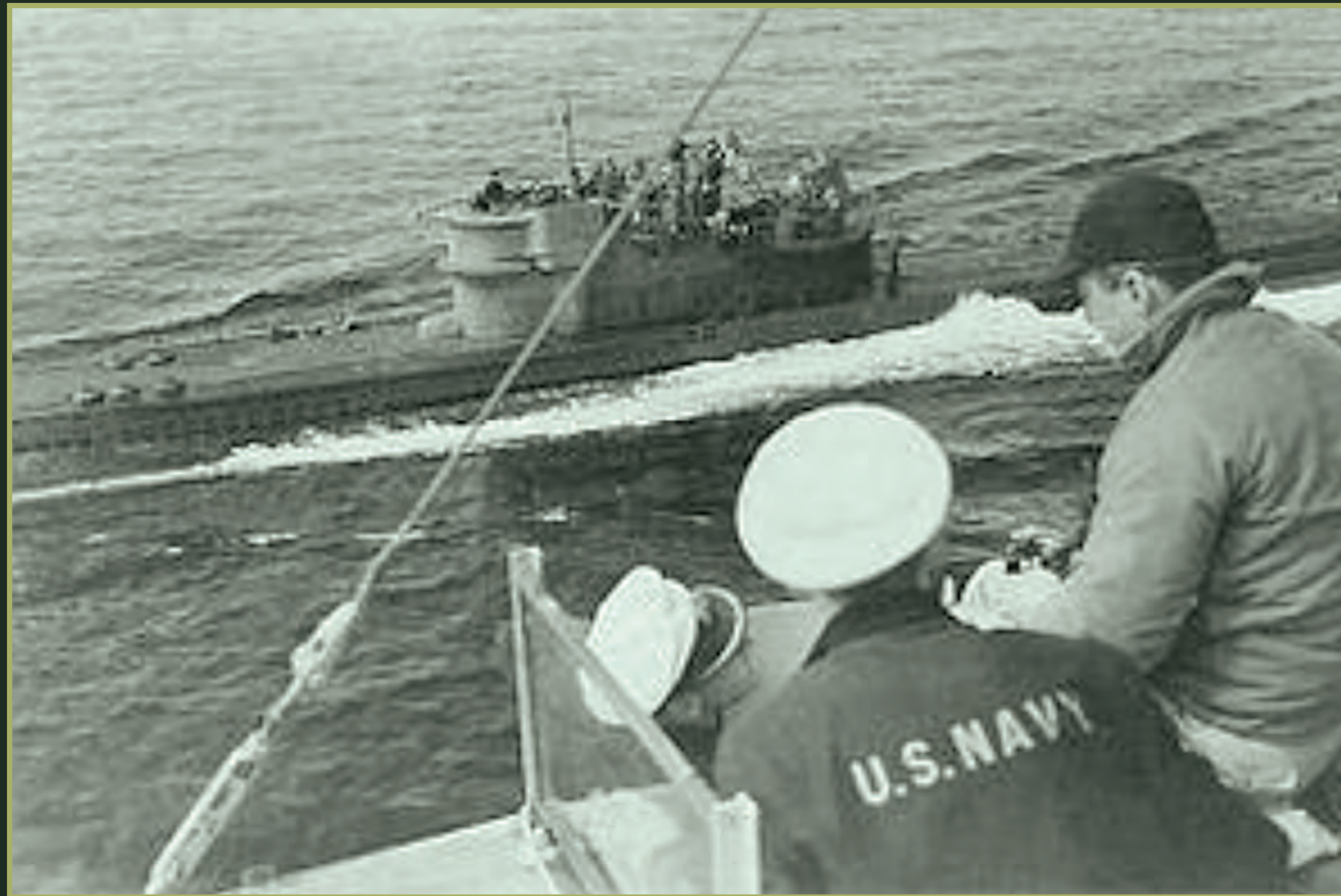
AXIS SUBMARINES SURRENDERED TO USN, USED

Italian and French Submarines				
77	<i>Archimede</i>	US navy	1/1/1944	7/1/1945
78	<i>Amazone</i>	US navy	10/1/1943	7/1/1945
79	<i>Le Glorieux</i>	US navy	7/1/1944	7/1/1945
80	<i>Argo</i>	US navy	4/1/1944	7/1/1945
81	<i>La Perle</i>	US navy	6/1/1944	7/1/1945
82	<i>Casabianca</i>	US navy	3/1/1945	7/1/1945
83	<i>Le Centaure</i>	US navy	12/1/1944	7/1/1945
84	<i>Enrico Dandolo</i>	US navy	10/1/1944	3/1/1945
85	<i>Tito Speri</i>	US navy	7/1/1944	9/1/1944

Most were based and repaired in nearby New London, CT, yet Italians had to be protected from the French, due to strong antipathy between the two navies. So many were repaired in Portsmouth NH.

86	<i>Goffredo Mameli</i>	US navy	8/1/1944	5/1/1945
87	<i>Marea</i>	US navy	7/1/1944	6/1/1945
88	<i>Vortice</i>	US navy	6/1/1944	1/1/1945
89	<i>Onice</i>	US navy	1/1/1945	5/1/1945
90	U-505	US navy	7/1/1945	1/1/1946
91	U-1406	US navy	10/1/1945	5/1/1948
92	U-2513	US navy	8/25/1945	10/1/1951
93	U-3008	US navy	6/1/1948	5/8/1905
94	U-1105	US navy	1/2/1946	12/1/1946

U-BOATS SURRENDERING AT SEA



U-BOATS SURRENDERED IN PORTSMOUTH, NH 1945



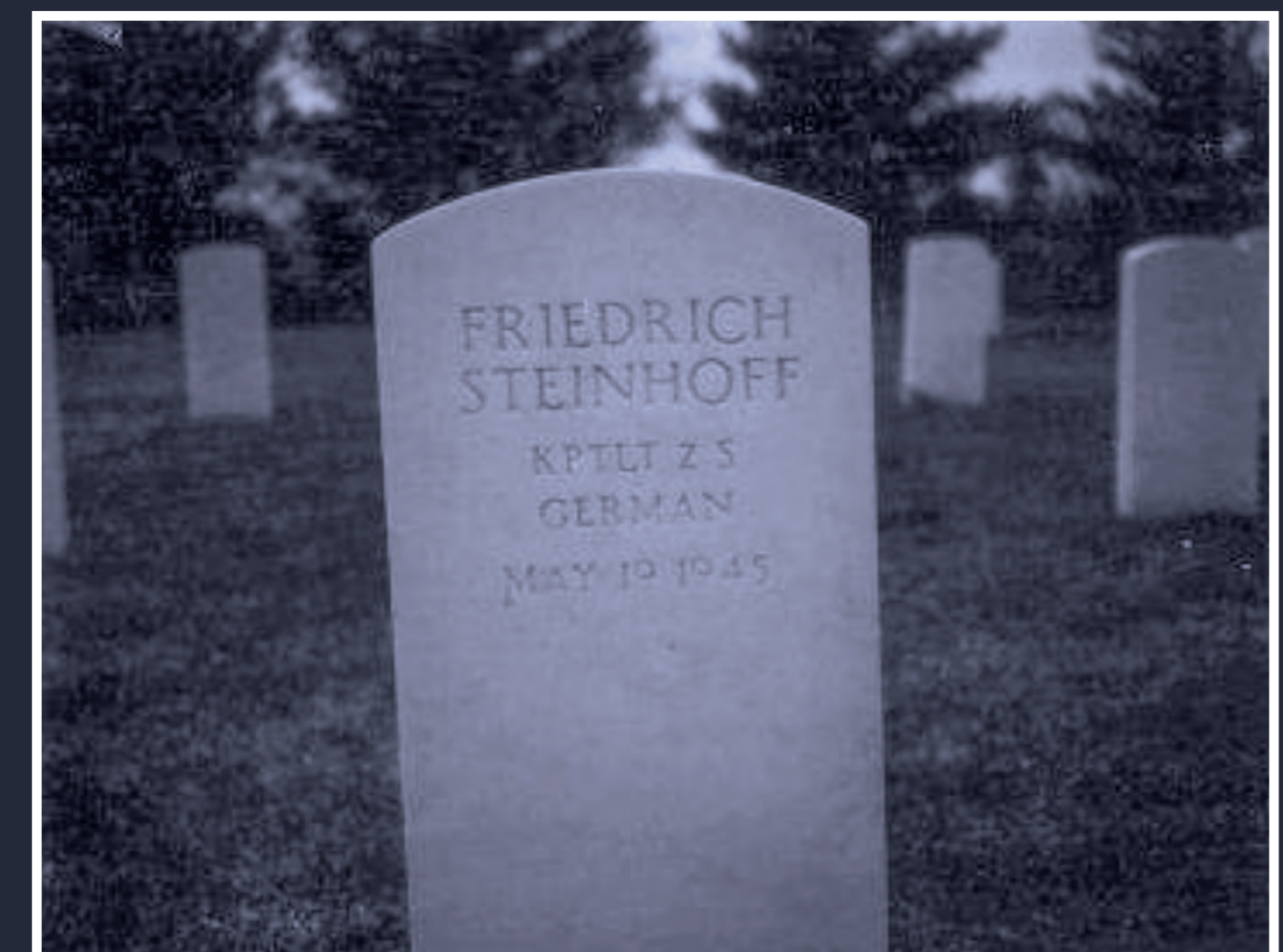
STEINHOFF SURRENDER & SUICIDE, BOSTON JAIL





Boston jail, now a modern hotel on the Charles River near the Zakim Bridge

Steinhoff's grave at Fort Devens, MA, along with over a dozen Axis POW dead. The Boston Marathon bomber has been imprisoned there.



U-BOAT, AXIS SAILORS BURIED IN NEWPORT, AND LI, NY

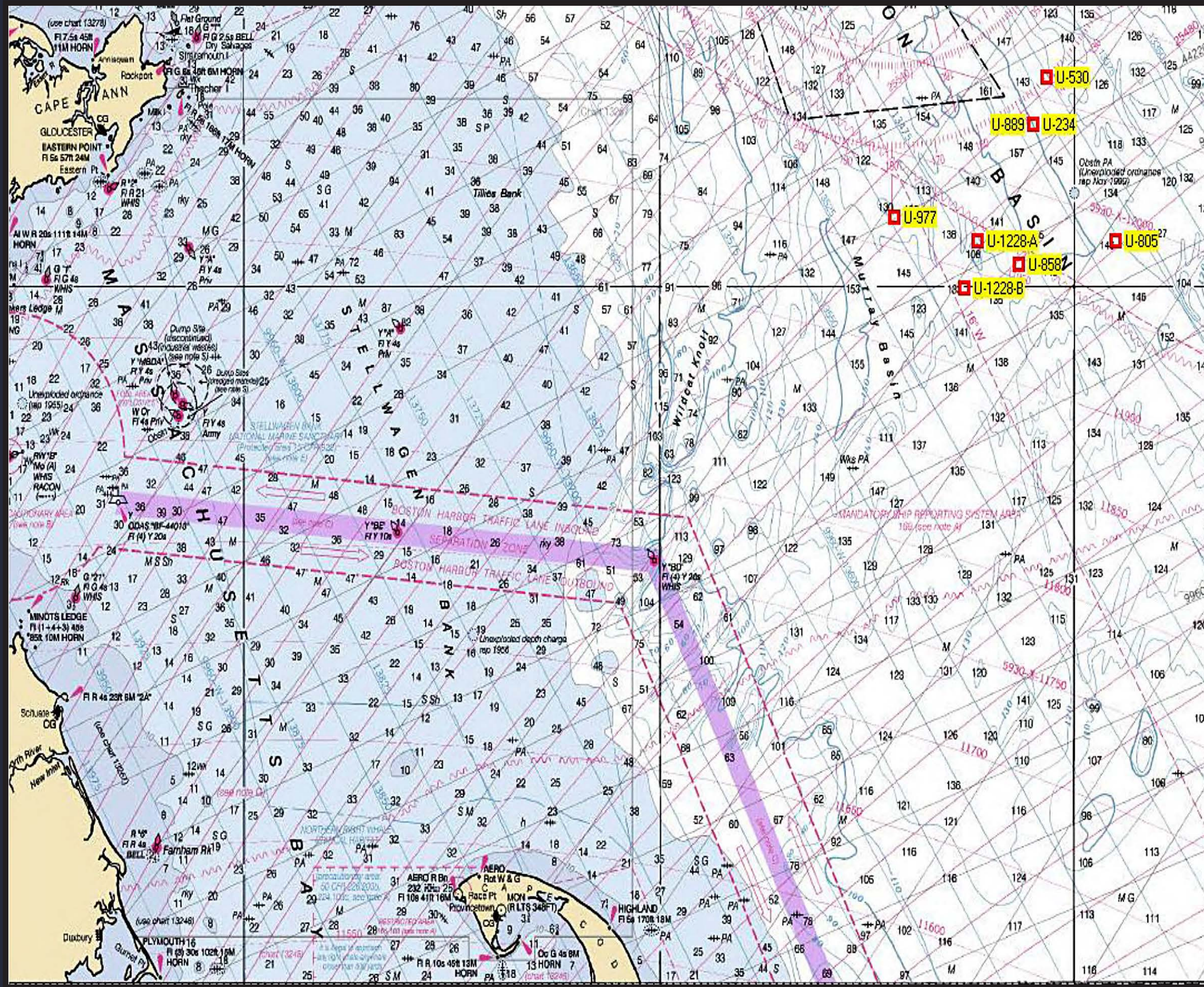
“According to 1944 interment records ...in Farmingdale [NY], the remains of four Turner sailors were buried in individual graves within a year of the disaster.” That is the same national cemetery that Siegfried Zube and Wilhelm Flade, German sailors abandoned alive by the US Navy after U-550 was sunk in April 1944 and buried in May the same year. There are “thirty-seven German and fifty-four Italian foreign nationals. Thirty-six of the Italian PoWs are interred in one group grave as unknowns; these men were [on] Benjamin Contee during an aerial torpedo strike on 16 August 1943.” Furthermore, “there are thirty-nine group burials in Long Island National Cemetery containing the remains of 112 soldiers,” as well as five French wartime sailors.



BURIAL LOCATIONS OF U-BOAT SAILORS, NY, MA, RI

#	Found	Buried	Name and U-Boat	Where Buried	Found by
1	16-Apr-44	18-Apr-44	Heinrich Wenz, U-550	at sea, by USS <i>Joyce</i>	USS <i>Joyce</i> 16-Apr-44, died/wounds, buried at sea
2	5-May-44	6-May-44	Siegfried Zube, U-550	Farmingdale, LI, NY	CGR 3082 and USS SC 985, Tompkinsville NY
3	11-May-44	12-May-44	Wilhelm Flade, U-550	Farmingdale, LI, NY	CGR 1989 and USS SC 1338, Tompkinsville NY
4	6-May-44	17-May-44	Günther Heder, U-550	Newport, RI	USS SC 630, 16 May 1944, Newport RI
5	21-May-44	21-May-44	Body 5, U-550	at sea, by USS PC 985	CGR 3080, USS PC 98, clothes sent to Office of Naval Intelligence in Washington DC, via NY
6	27-May-44	1-Jun-44	Body 6, U-550	Canada (buried in Halifax or at sea)	Blimp K 26 and HMCS St. Boniface under command of A/LCdr John de la Fosse Frewer, RCNVR, which broke off for Halifax 1 June
7	19-May-45	24-May-45	Friedrich Steinhoff, U-873	Fort Devens, MA	Prison guards, Charles Street Jail, Boston, following suicide
8	6-May-45	24-Oct-60	Body 1, U-853	Newport, RI	Divers, confiscated, buried with military honors.

SIX U-BOATS SUNK OFF CAPE COD MA 1946-1947



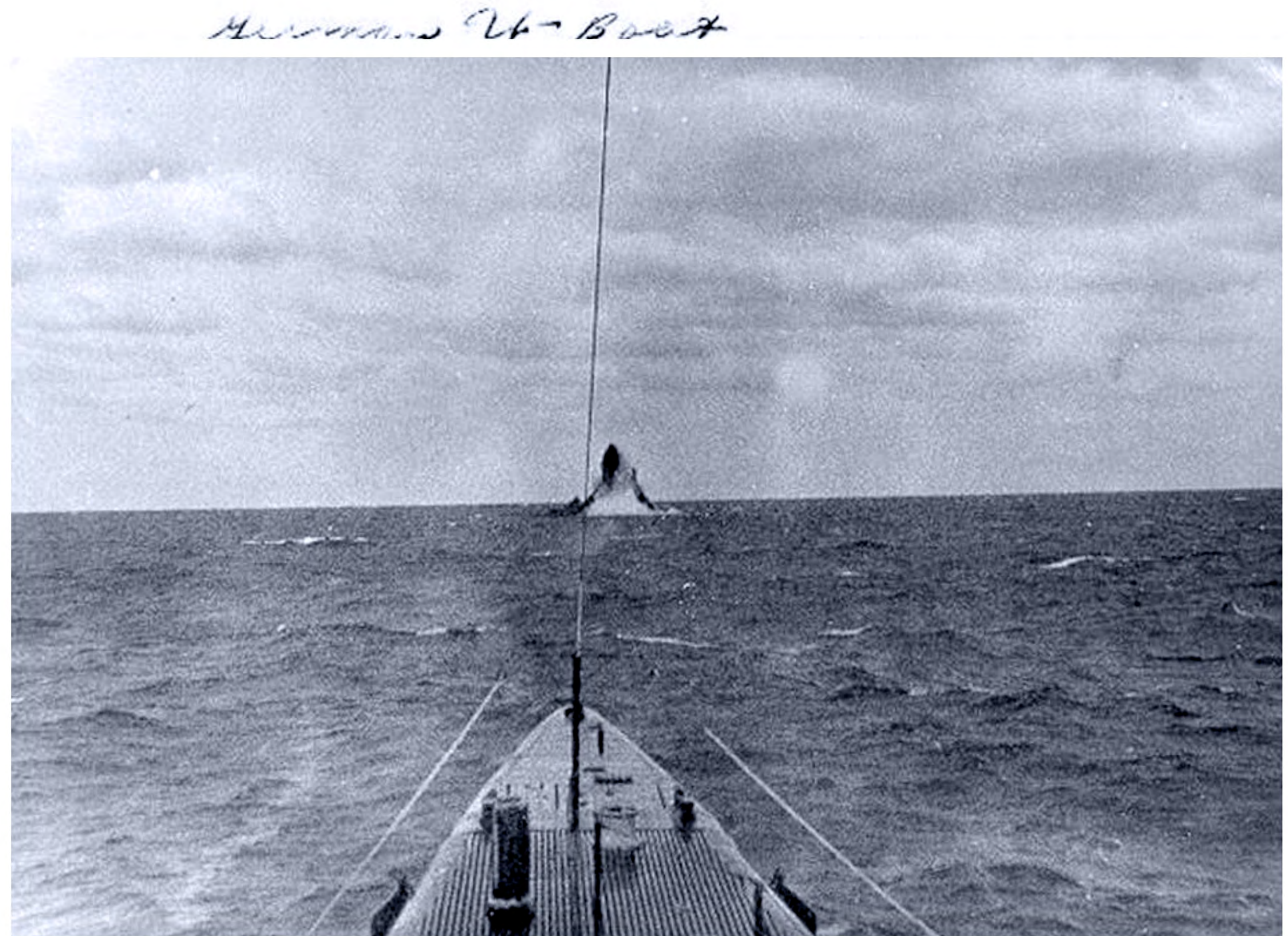
These 7 subs were sunk in very deep water, relatively far from shore precisely to deter recreational divers and souvenir hunters from accessing them. A NOAA contact described their location as “recreationally and economically inaccessible.” Interesting that when poachers took human remains from U-873 in Newport, immediately the US Navy and their Erstwhile enemies, the Germans, allied with churches to prevent desecrations and bury them with honors. U-boat and merchant mariners perished at higher per-capita rates than any other service.

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U-977 BEING SUNK BY US NAVY, CAPE COD 1947



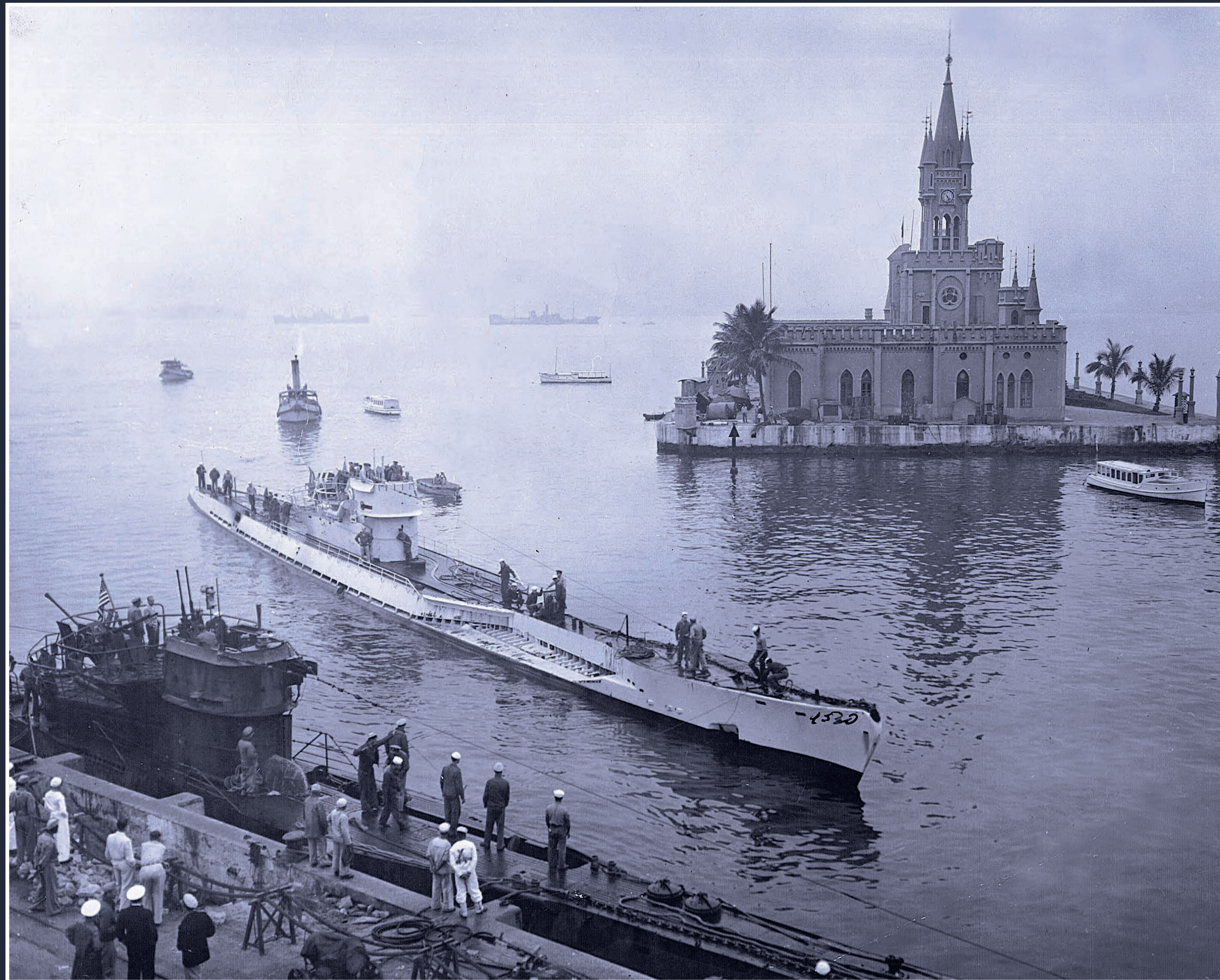
**U-1228 BEING SUNK
OFF CAPE COD 1947**



*U-977 being sunk by USS *Thetis*, 1/14/47*

VIDEO OF U-858 AND U-805 SURRENDERING IN NH





U-977 and U-530 in Rio de Janeiro, Brazil Sept. 1945, they surrendered in Argentina, were brought to New London. Married sailors were given option to be dropped off at Canaries, where they swam. Torpedoes retained, schnorkel used.

Thank You!
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