

MILITARY HISTORY OF ARTHUR EMIL HENRIKSEN

When Art joined the Navy, much of the world had already been at war for 4 years in a battle that began in Europe on the 1st of December 1939.

The USA had entered WWII on 7 Dec 1941, as result of the bombing of Pearl Harbor. On the 19 of December, 12 days later, a draft was enacted that required all males from age 18-64 be registered. One year later, on December 5, 1942, a drawing was held to determine the order that people who had not previously joined the armed forces, would be called up.

Art worked on his parent's family farm near Dike, Iowa as a laborer, working 60 hours a week with his brother Harry Henriksen and might have been considered exempt from military service. Doing vital service for the war effort, such as farming, could sometimes be used as a reason for not having to enlist. For the first 10 months after the USA entered the war, Art did not enlist. A month before the drawing that would have determined the time and likelihood that he would be called up; he enlisted. Perhaps he felt it was inevitable and going in advance of the drawing would insure that at least he had some degree of choice in the matter of what service and capacity he might serve. He was 22 years old when he **enlisted on October 15, 1942**, at the **Naval Reserve Station in Des Moines, Iowa**.

It is not known how quickly he left for basic training or where it occurred. Many future sailors from Iowa had their basics on a base

near the Great Lakes. It is not known if he had additional training for a specific job, but it is very likely. After the war he worked the rest of his life as a machinist, which was one of the positions on the boat, so perhaps he had training in that area.

On June 29, 1943, **8 ½ months after his enlistment**, he was assigned to the new boat, PC-1262, along with 58 other crewmembers, which was **commissioned in New Orleans, LA**.

The PC-1262 was a ship built by **Leathem D Smith Shipbuilding in Sturgeon Bay, WI**. Many of the PC's were built in an assembly line, which allowed them to be completed in about 1 week. Even so, though each PC was similar to the others, each was an individual, and not a clone of another. A PC, or "Patrol Craft," was 1/10 the size of a destroyer and could maneuver more quickly and with its shallow draft (6 feet 2.5 inches), it functioned easily in as little as 10 feet of water, allowing it to pass into much tighter spots.

After being built, it was able to navigate the **Chicago River and Ship Canal south to the Illinois River, to the Mississippi River, entering just above St. Louis**. Then it continued down the **Mississippi** to the **Algiers Naval Station in New Orleans**, where it was put into commission.

A PC's primary job had been designed to control the **submarine population**. Its armament and qualities of speed and maneuverability made it perfect for its primary job of hunting, chasing and destroying submarines. As result, they were used for **escorting convoys of equipment and infantry and defense of harbors and coastlines**.

They had various forms of armament on them, according to **PC-1262 crewmember Robert Cupples**: “The ship was armed with two 3 inch rifles, 2 “K” guns and 69 depth charges. Each depth charge carried 300 pound canisters of TNT. The depth charges were for dropping on the submarines.

Since over 90% of the German Navy’s activity in WWII was by submarine, this was a hugely important part of our naval defense. All US coastal regions were being patrolled for subs, up to 200 miles out. It was well known that German U-boats were also patrolling the US coast and were often damaging and burning merchant ships.

After commissioning, the PC-1262 went to the port of **Miami, Florida, located on Dodge Island in Biscayne Bay**. This was the center of training on the east coast, for anti-submarine warfare and was known as the “**Miami Sub-Chaser Training Center**” and/or “**Donald Duck Navy**.” 10,000 officers and 37,000 sailors trained at this school. Most of the men on the ships were Naval Reservists with no experience at sea, which may have contributed to the reference to Donald Duck, a childlike, kindergarten character. It was said that the Navy had recruited “young kids” prior to the war, but during the war they recruited “babies.” Donald Duck images became a symbol in insignias on uniforms and some of the ships themselves.

At SCTC, the crew received strenuous training with a curriculum that included how to patrol, using “sonar” to correctly locate subs and how to effectively attack subs, using their armament. This was a very specialized and tricky form of warfare for the novice sailors. They received classroom

instruction, along with trial exercises on the ships.

Miami was a hotbed of both Naval and Army activity at the time. Besides the Sub-Chaser School, Opa-Locka Airport was the Coast Guard Air Station and headquarters for the US Naval Air Training Command; hundreds of thousands of armed services were being trained using Miami Beach and Lumus Park for marching and training grounds; using the ocean front hotels as soldier barracks. The largest hotels had been converted into Army Hospitals, including the Nautilus and Biltmore. There was the Miami Naval Station Richmond, a massive blimp base, today “Zoo Miami” is on the site. The US Air Corps leased Bal Harbour as a tent city for soldiers, with a training rifle range; part of the area was a German prisoner of war Camp. The then Army Air Transport Field is now part of the Miami International Airport. Art and his 58 crewmembers were a drop in the bucket at the bustling military complex.

Specifically used to house those attending the Sub-Chaser Training Center, hotels had thousands of rooms converted to barracks, including Hotel McCallister, Hotel Alcaraz, and Everglades Hotel. The Mannings Exclusive Restaurant was converted to serve as a mess hall, for those attending SCTC. Just 12 days after commissioning, on July 11, the captain reported that the ship was ready for sea and training and trial began. The final shakedown cruise was made a month later, in the middle of August, to **Cuba and return**, in the company of a DE (Destroyer Escort), a school ship from the Miami Training Center. Near the end of August, the PC-1262 was pronounced ready for action and ordered to New York for duty.

September 1, 1943 the ship arrived in **Tompkinsville, New York, on Staten Island.** During the fall and winter the ship did duty as part of a patrol group in company with a frigate and another PC. In the bitter Atlantic winter the ship and the men got their first real taste of rugged duty on the **10 day escort jobs off the eastern coast of the USA and to Cuba.** Five months later, 2 Jan 1944, Art was promoted to GM3c, Gunnery Mate, third class.

Life on the PC-1262 was more intimate than on the larger ships. Because the crew was only 5 officers and 59 crewmembers, everyone knew each other, becoming a tightly knit unit of friends. Everyone had more than one job, much of the work was shared. Even the Skipper wore more than one hat and might also work as the Chaplain, or a medic. The general mood of the ship was less formal. The sailors would use "sir" when addressing a superior, but the salute was rarely used. The daily uniform was chambray shirts and dungarees, the more formal versions of their uniforms were rarely worn. Some of this might have been because the crew was made up of Navy Reserves who had gone from farms in the Midwest to sea, and had never experienced the spit and polish elements of the Navy.

Fresh water on the ship was scarce and rationed. Bathing was most often done on deck in the rain, but sailors in the cold Northern waters in winter, might have to live with dirt and sweat for weeks or months, until they reached port. Clothes were washed in saltwater buckets on the deck with scraped chips from bar soap. Sometimes clothes were tied on a "heaving line" and thrown overboard to use the agitation of the sea to wash them. This method only worked when the ship was

moving at ½ power or less. At full speed their clothes would be shredded.

The mess hall, which had 5 tables and benches attached to the floor and seated ½ the crew at a time, was the center of social life. It was where the crew congregated when not on watch or sleeping. It was where the men ate, got their mail, watched movies, discussed their concerns about the war, and plans for after the war. There would be 3 movies for a 3 week cruise, which would be played over and over. By the end of a cruise the crewmembers knew all the movies' dialogue. Poker was a popular pass time, though gambling was not officially allowed if played for money. None the less, chips and matchsticks were used to bid, and these were not free. There would also be tables for different stakes, dime, quarter and "open stakes tables." Many sailors lost their monthly pay this way.

Meals were served in two sittings. The kitchen was open for snacks when there was not a meal being prepared. It was allowed to go in and make a sandwich or get some crackers and peanut butter, when one was hungry. Men prepared their own night rations, and could grill their own sandwiches with buttered bread and meat.

Food on the ship left a lot to be desired. Many sailors got tired of the staples like corn bread, navy bean soup, powdered eggs and chipped corn beef gravy on toast, referred to as "shit on a shingle." When the sea was bad, sandwiches and/or saltines were served with diluted coffee, to help settle stomachs and avoid spillage. The tables had hinged "fiddle boards" on the edges, that could be flipped up in rough seas to create a boxed in table, so pots, pans,

dishes and utensils could not easily go flying as the ship lurched.

The mess hall was also used as a sick bay, where APC pills were issued by whoever was in charge of sick bay. They were a three part pill that included Aspirin, Phenacetin & Caffeine. Phenacetin is a distant relative of Acetaminophen (Tylenol). These pills were banned by the FDA in 1983 for a number of things which included the fact they caused cancer as well as liver problems. They were dispensed for those who got "CAT fever." In the World War II era, medical officers frequently diagnosed high temperatures of unknown origin as catarrhal fever. (Although in the modern era, this diagnosis is no longer recognized in humans.) The name was shortened to 'cat fever,' which was used for any fever with unexplained causes. It usually included symptoms similar to a cold, with inflammation of mucous membranes with phlegm, sometimes with swollen tonsils, adenoids, or ear infections and was caused and spread by the crowded living conditions.

The mess hall was also used for Sunday services, often conducted by the Skipper. They were less attended than the movies and the poker games, though attendance increased as contact with the enemy increased.

The beds on a PC were bolted to the walls and were folded up against the walls when not in use. Though each sailor had his own bed, sailors had a specific time slot for sleeping and were not allowed to otherwise have the beds down. If they missed the bedtime, they had to go without sleep. This was because space was so tight and the bed

space was needed most of the time for the normal function of the boat.

The store on a PC was a locked metal cabinet that primarily stocked cigarettes for 10 cents and candy bars for 5 cents. The brands included Camels, Lucky Strikes, and Chesterfields. Zippo lighters with a 2" flame were used. Smoking was not allowed at night, because the glow could be seen for miles at sea. When there was enough daylight, the "smoking" light would go on and sailors would head for the deck. Because of limited supply, butts were saved and relit.

The PC was notorious for its rough ride. Some sailors could not tolerate the motion and had to transfer to larger ships. The lower ranks slept in the front of the boat, where the greatest motion occurred, while higher ranks were in the middle of the boat, with the more stable ride. There is a story of a PC crew rescuing a survivor in a raft who claimed the raft had offered a smoother ride.

The crew ran "shake-down" cruises, firing on towed targets and hunting down and practicing simulated attacks with US Navy subs. The training aboard ship was relentless, practicing and timing possible emergencies, in all conditions of weather and sea states. Since a German U-boat could have a torpedo on its way in 30 seconds, the goal was to be at battle stations in 25 seconds or less from when an alarm sounded. Other drills were man-over-board and fire in the engine room.

In Spring, March 25th, 1944, a **Captain's Mast** was held for infractions of Art Henriksen, George Basey (also known as the Professor) and Albert Bale. All lost rank. In Art's case, the rank GM3c (Gunnery

Mate 3 class) was lowered to S1c (Seaman 1st class). The reason given was as “punishment.” It is not known what occurred that caused the problem, but since the hearing happened one day before sailing for England, perhaps the sailors got drunk or were late in returning to the ship from liberty. The fact that they were not put in the brig or court martial would indicate the offense, was not as severe as it could have been.

On March 26, 1944, the PC-1262 left New York for England in the company 6 other PC’s and a convoy of ocean going tugs, towing loaded barges (likely LST’s). The trip was arduous, marked with bad weather nearly the entire way. On the 10th day out, April 5th, they refueled and took on provisions. A week later, one of the tugs sunk in bad weather and the radar broke down. On the 20th day, April 14th, they refueled again and took on more provisions. Two days later, April 16th, some of the crew thought they spotted submarine, but the Skipper was unconvinced. The following day there were numerous sonar contacts. Mousetraps or anti-submarine rockets were launched at one point; but there was no apparent result. These weighed 65 pounds and carried 33 pound Torpex warheads and were mounted on the front of the ship.

On April 19th, early in the morning they spotted the **Scilly Isles** before they moored, in the late afternoon, at **Falmouth Harbor, near the southernmost tip of England;** having taken **3 ½ weeks to cross the Atlantic.**

This was only a few days before the beginning of a top-secret, mock D-day landing on the southern coast of England. Ordered by Dwight David Eisenhower and

named “**Exercise Tiger,**” it was the third and last part of a month long operation; its purpose was to simulate the upcoming landing on Normandy, in order to anticipate errors that might be avoided on the actual invasion day and to give unseasoned troops some battle experience. The entire exercise involved **22,000 troops and many ships.** The first phase of the Exercise Tiger portion, from **April 22 -25,** was for practicing marshalling and embarkation drills.

One week later, On April 25th, the PC-1262 escorted an **LST. This was a naval ship carrying significant quantities of vehicles (up to 33 – 3 ton trucks), tanks (up to 18-30 ton tanks or 22 -25 ton tanks), cargo and landing troops (up to 217 troops) directly to unimproved shore (into 3 foot of water) in an amphibious operation.** They escorted the LST from **Falmouth to Fowey, England** (about 18 miles northeast along the coast), and returned. This was very likely part of “Exercise Tiger,” getting the LST in position for April 28th exercises.

On the evening of April 26th the first wave of assault troops boarded their transports and set off, the plan being to simulate the Channel crossing by taking a roundabout route through **Lyme Bay**, in order to arrive off the tiny evacuated village of **Slapton, on Slapton Beach in Devon,** at first light on 27 April.

The first practice assault took place on the morning of 28 April. The operation, which has since been dubbed a “disaster,” “fiasco,” and “most expensive mistake of the war;” was marred by several incidents involving both friendly and enemy fire. Like so many disasters, it took string of mishaps to contribute to what followed, including some last minute timing changes, communication problems between British

and American forces, and the unexpected presence of **German E-boats** in the area known as **Lyme Bay** (which included the coastal cities of **Falmouth, Fowey, & Plymouth**). In the early morning hours of April 28th, as a convoy of 8 LST's traveled from the Plymouth area toward the Slaton Beach, lined up in a straight row, with only 1 corvette protecting them, they were discovered by 9 undetected German E-boats.

A shocking **749 American lives were lost**, when four LST's were destroyed. LST- 507 caught fire and had to be abandoned, LST- 531 sank from being torpedoed by Germans and LST-289 caught on fire, but made it to shore, LST-511 caught on fire from friendly fire. Another **250 were killed on the beach**, when confusion over where they should be, caused them to move into the friendly fire area. The exercises were top secret. The participants had been sworn to secrecy, to protect any information about the actual coming invasion. Certainly, as things worked out, this functioned as a convenient way to cover the mess up.

The unexpected deaths of these men, many at our own hand, were aggressively covered up as everyone involved in the mop up, including medical personnel, crewmembers who retrieved bodies from the ocean, and those who buried the dead and cleaned up the beaches, were sworn to secrecy on threat of court martial. Shockingly, families that lost loved ones in the operation were offered no explanation or information about what happened and in many cases, not even where their family members were buried, receiving only a death announcement by telegram. The cover up lasted for 40 years. The incident was later researched, publicized, and memorialized in "**The Forgotten Dead**," by Ken Small, published in 1988.

It is NOT believed that PC-1262 actively participated in the actual "Exercise Tiger" as far as the beach landing on Slaton beach was concerned, however, their escorting an LST into the area, a few days prior, had to be part of the operation, to assist in get ships into correct starting positions. According to "Patrol Craft of WWII" by Wm. J. Veigele, "**their crews did not take part as control ships in the invasion rehearsals.**"

However, it cannot be a coincidence, that on the **28th of April, 1944**, while sailing from **Falmouth to Plymouth, in Lyme Bay**, the PC-1262 crew saw many bodies in the water from "**some**" LST's that had been sunk by **the German E boats**," as per diary of crew member John W. Holmes. These had to be deaths from "Exercise Tiger," which was occurring that morning on or near the Slaton Beach, about 15 miles beyond Plymouth. It is not known which LST the bodies were from, but they had to be part of a convoy of 9 LST's who were making their way to Slaton Beach the night before, as part of the exercise.

The water, which was a very cold 45-48 degrees, contributed to many deaths of sailors who had escaped their burning or already sunk ships but were awaiting rescue. A sailor's life expectancy in this temperature water was 15 minutes. Likewise, many of the sailors had on heavy battle gear that quickly pulled them underwater. Dale Rodman, who travelled on *LST-507*, commented, "The worst memory I have is setting off in the lifeboat away from the sinking ship and watching bodies float by." Years after his rescue, Dr. Eugene Eckstam said, "I looked across the water and still saw hundreds of bodies still floating there."

This incident was later sometimes referred to as the “**Battle of Lyme Bay**” and “**The Night of the Bloody Tiger.**” The young men that were lost that day could not possibly have anticipated they would die on their way to a rehearsal. They were, under the overall command of Admiral Sir Ralph Leatham of Plymouth, who was in charge of the western sector of the English Channel, known as the “Slapton Assault Training Area.” Below him, the US naval forces concerned were designated the Eleventh Amphibious Force with Rear Admiral John Hall in command.

Witnessing this incident had to have created a long term emotional burden. Years later, Art Henriksen explained to his nephew that he could never eat shrimp again, after being involved in pulling bodies out of the sea that were being decomposed by them. He did NOT; however, discuss any other details of what happened, or when.

In May, the PC-1262 was back to **escorting convoys**. May 6th they sailed to **Milford Haven, South Wales** around the tip of England and straight north to the tip of Wales, over 100 miles. There they picked up a big convoy of **LST**’s, escorting them south to **Portland, England**, arriving by May 8th. The next day, they proceeded on to **Darmouth Harbor (just beyond Slapton Beach** of “Exercise Tiger,” patrolling the waters, before returning to Plymouth a day later.

Finally, with great excitement, on the 14th of May, they received their first mail since they had arrived in England. It had been 31 days since the last mail at sea and was the highlight of any port call. Mail from parents, wife and friends was the only

contact with peaceful life they had left behind.

By the 18th they were on their way to **Needles**, a large city on the **Isle of Man**, northeast about 100 miles, in the English Channel, returning to Plymouth the next day.

On the 20th of May they got new “Limey” (Naval slang for a British Seaman) signal flags. These may have been issued as result of “Exercise Tiger.” One of the hard lessons learned in the rehearsal disaster was that they needed better communication between the English and the British troops. The signal flags were used to let landing craft know what they were supposed to be doing.

By the 21st of May, the crew felt they were only killing time, waiting for the invasion of France. To pass the time they started giving each other haircuts. **George Lea Basey**, S2c, from Palacios, Texas (also known as the “Professor” & previously demoted as part of Art’s Captains Mast) and **John W. Holmes** (the diary writer) SM2c, from Chicago, IL, shaved the sides of their heads, Mohawk style.

From interview with **Robert W. Cupples** (386-34-76 / QM3c / enlisted 13 Nov 42 / NRS Seattle, Washington/ Joined the PC 1262 crew on the same day as Art Henriksen) about 10 minutes into the film: **“Patrol Craft Sailors – Too Good to Be Forgotten:”**

“We knew something was coming but we did not know what or when. I drove the jeep to Head Quarters with my commander. I waited while he went in for orders. We still knew nothing when we left.”

On the 25th of May, 1944, the ship left **Plymouth** headed for **Dartmouth** to pick up and escort a convoy back to **Portland**. They were delayed in Dartmouth for two days, first for seas that were too choppy and the next day the weather was too foggy. By the time they left for Plymouth on the third day, they had already heard reports that **Portland had been bombed by the Germans** in their absence.

Sometime in May the PC's were organized into a group of ships called "Squadron One." This was done in preparation for D-Day operations in an attempt to coordinate their movements and best utilize their guns and navigational equipment. LCDR Ralph Stevens, the former skipper of PC-1263 assumed command of the squadron of 18 PC's. It wasn't until late May that the PC sailor's were given limited briefings on what would be expected of them.

The Navy assigned many of them to act as control ships for the landings of infantry and equipment. This required them to be close to shore, in range of artillery fire. The Navy installed on the PC's a British electronic device called an "QH" or a "Gee Box," which would help them guide the various types of landing craft to their assigned positions while pounding the German pillboxes with their guns. All the PC's would be under intense machine gun and 88-mm gun fire.

On May the 29th, PC-1262 was leading a convoy of **LCI's (Landing Craft Infantry, which held 180-210 troops)**. They anchored at sea.

On the 30th all Liberty was stopped. The Germans bombed **Plymouth**, while the ship was out.

On the 31st, the ship left **Plymouth for Falmouth**, to the west.

On June 3rd, the ship returned to **Plymouth**. All the ships were loaded and ready. Finally the secret orders came. **They were going to invade France!**

On June 4th the crew knew that the invasion was being called **D-day** and they had been told that **5,000 ships and 10,000 airplanes** were waiting and ready to go. They also learned that the weather and the sea were too rough, so the whole thing would be postponed 24 hours.

On June 5th, according to John Holmes' diary: **"This is it! We left Plymouth at about 2400 hours (midnight) escorting 13 LCI's (leading about 2,600 Army infantry men) and a supply ship headed for France. Got some mail before we left"**

Crewmember **Robert Cupples** continues his interview:

"8 Rangers, or what are today called "Seals," joined our ship. There was a Marine Colonel; who was one of the toughest men I ever met."

"We soon knew **our job was to lead in the "Higgins" boats** (landing craft built by the Higgins Co. of New Orleans.) These landing ships had no navigation tools, so they followed the red light on our stern. We were like a duck with a bunch of little ducklings following us. We shuttled back and forth. **There were 18 PCs assigned to do this on D-day. We were considered an intermediate target, not very important. We were in range of the artillery, which was about 2000 feet or about ½ a mile out. We were not considered a great loss if we were hit."**

On June 6th D-Day at 10 minutes after 1 in the morning, the Quartermaster's notebook read, "**Underway, destination France.**"

PC-1262 crewmember, **John Holmes**, diary states:

"Ships as far as the eye can see! The big Navy ships are shelling the beaches. Troops are hitting the beach. We are in position off what is called "**Utah Beach.**" Our sister ship, PC-1261, was sunk early this morning off the beach"

Crewmember **Robert Cupples** continues his interview:

We were strafed several times. Our **sister ship, the PC-1261 was hit and sunk by enemy fire. She was the first ship sunk on D-day.** We were trained to take over duties of any ship that went down."

"Our objective was to lead the Higgins boats in to the beach, to get them in as close as possible; we would go until we were in about 10 foot of water. We would then turn back, to pick up and lead more Higgins boats, shuttling them into the beach. **We were in the first wave to land at about 6 AM on the Red Beach, on Utah Beach in Normandy.** The sea was very rough and nobody was able to hit their assigned spots on the beach. Once we led in a group we turned back to get another. **We took the last group in at 7 AM. By 4 PM we had taken the beach.**"

(To Note: D-day included an allied Army of 3 ½ million men, 1½ million were Americans. Transport across the English Channel was supplied by more than 1,200 war ships guarding 4,000 landing craft, 1,600 merchant and ancillary vessels, and supported by 11,500 aircraft and 3,500

gliders. Casualties were 10,000 men; 2,500 of whom died)

From *PC Patrol Craft of World War II*:

"On D-Day, other small ships, including PC-1225, PC-1262, PC-552, and Pc-553, boiled through shallow water and German fire to escort landing barges to the beaches. They destroyed floating mines and pummeled German pillboxes with their guns. Often they rescued men from the blasted landing craft and sinking vessels. Often they did many related chores to help make the invasion of northern France a success."

According to The Kinston Daily Freeman, Article 26 Oct 1945: "Departing was from **Jenny Cliff Bay, Plymouth, England.** On that trip this ship (PC-1262) escorted LCT (Landing Craft Tanks, the smaller of the equipment ships). At **1:17 in the afternoon, the Cherbourg Peninsula** was sighted. This marked entry into the **Bay de la Seine** assault area known during the landing and **Omaha and Utah beaches.** Late that afternoon Comdr. Bulkley of "They Were Expendable" fame came along side with the **PT 505 in sinking condition. Fruitless measures were taken to save the boat and it was eventually beached.**"

In the next days, still part of the D-Day operations, the PC-1262 was assigned a position in the picket line (sometimes called "**The Dixie Line**") near **St. Marcouf Island** (about 10 miles north of **Saint Lo, France**, that became famous for a later battle, July 7-19). It is likely that the ship's radar and sonar were being used to detect and protect against surprise attack by either airplanes, U-boats or E-boats.

On the afternoon of June 10th, an Army Duck, forced to abandon a landing at **Saire Point**, came alongside and informed the Captain of the PC-1262 of large numbers of boats seen in a small protected harbor near the shore. This report was passed to the officer in Command and as result the area was hit by a dive bombing attack.

Afterward, it was learned that this was a German E boat pen and that the air attack had destroyed it. Known as an “E” boat, for “Enemy,” the Germans called these “Schnellboot, or S-Boot, meaning fast boat. It was a very fast vessel, able to cruise at 40 or 50 knots, 46-58 mph, and its wooden hull meant it could cross magnetic minefields unharmed. It was designed for the open sea and had a range of approximately 700 nautical miles.

The Army “DUKW” (called a “Duck”) was a land/water vehicle used by the for amphibious landings, that functioned like a boat at sea and like a truck on land. It could carry up to 12 men or 2.3 tons of equipment, travel 5.5 miles an hour in water and 50 miles an hour on land. It could be driven from the sea, directly on to land and navigated through any number of land conditions.

After completion of the D-Day Operation, PC-1262 patrolled off the German held **Channel Islands of Aldorney and Guernsey**; situated 24 miles from each other and **southwest of Cherbourg, France**. They were known for their treacherous tidal streams. The lengthy and tedious patrols were necessary to keep a check on any possible activity from the well fortified islands that continued to be held in German hands until after V-E Day (8 May 1945).

On June 30, 1944, Art Henriksen regained the rank he lost (GM3c), just before leaving for England, 3 eventful months earlier. A Gunner’s Mate 3 class, maintains guns, gun mounts, and gun parts. He acts as gun crew chief of small gun or member of crew of larger gun. The change was authorized by “Bupers,” the Bureau of Personnel. George Basey (the Professor) also regained his rank on this day. The 3rd participant, Albert Bale is not mentioned.

PC-1262’s channel island patrols continued into November of 1944, when the ship was moved north east on the French coast to **Le Havre, France**, for **harbor defense activities**. They spent the rest of the winter, uncluding Thanksgiving and Christmas, and into spring in this area.

Bill Weidenheft, crew member on PC-1262, remembered the strangest mission for the ship was: “We escorted a flotilla of French potato boats at five knots up the Seine to Paris.” En route, German gunners fired at them, but they never hit any of them.

February 28, 1945, Art was again promoted, to GM3c (T). The addition of the (T) means he was now teaching new crewmembers how to use the guns.

On the **8th of May, 1945**, celebrations erupted around the world when the war in Europe ended! It is likely that Art participated in the huge **V-E Day** parade in **Le Harve, France** the following day, on the 9th of May. The PC-619 officers and crew are documented in photos along with “other (unidentified) PC’s.” PC-1262 was still stationed in Le Harve at that time.

In early June, 1945, the long awaited orders were received to return to the United States.

Their little ship had pounded through the North Atlantic gales and heavy seas escorting ships and equipment to England, they had been in England, the English Channel, and France for 14 months, spent many days on patrol off the British Isles, run picket and rescue duty, and participated in the D-Day invasion of France. Finally, they left France in a convoy of 12 PC's and 2 DE's (destroyer escorts), for the USA!

On June 21, 1945, the ship arrived in **Miami**, almost two years after she received her first training there. Here an extensive overhaul was completed.

The PC-1262 sailed to **Kingston, New York**, 90 miles north of New York up the Hudson River. She was berthed at Stone's Dock in Rondout Creek and **opened to the public** on Saturday, Sunday, and Monday, **October 27-29, 1945**. In observance of "**Navy Day**," the six officers and crew of 54 men were on the ship to explain how she had operated during the war, including radar, rockets, guns, radio, gyro and steel bridge.

The city of Kingston saluted the sailors' overseas service with special events. While in Kingston the crew were the guests of the

VFW (Veterans of Foreign Wars) at a ball that Friday night. They were also invited to attend the movies Kingston or Broadway Theaters and to a special presentation put on by the Model Railroad Club. The Kingston Transportation Company arranged for free transportation.

After just over three years in the Navy, on the **27th of November 1945**, Art, along with 10 other crewmen, was transferred off the PC-1262 to the **Brooklyn Naval Reserve Station in New York**. He was discharged December 3, 1945.

He likely found himself in **New York's Grand Central Station** within the next few days, where he would have headed back to Iowa in a very crowded, standing room only train, for the Des Moines, Iowa Naval Reserve Station. Upon arrival in Des Moines, he would still have needed to get back to the farm in Dike. Though few cars still had tires and gas was severely rationed, the farm would have had a larger than normal gas allotment for running machinery, which might have helped his parents figure out how to pick him up and get him home. It is not known how he completed the last leg of his trip.

DATA AND RESOURCES:

ART HENRIKSEN

Born: 17 Jul 1920

ENLISTMENT: 15 Oct 1942–3 Dec 1945-Naval Reserve Station Des Moines, Iowa

Service # = 621-30-93

Died 10 May 2003

From 15 Oct '42 – 29 Jun '43 (8 months), it is not known where Art was, likely in basic training and an advanced training program. It is not known how long he was in New Orleans, prior to getting on the ship.

Report of Change Change Sheets USS PC 1262:

1. 29 June '43 / Commissioning Date / #22 Arthur E Henriksen / Rank S2c / enlisted 15 Oct '43 / @NRS Des Moines, IA / Branch USNR –V-6/ Received 29 Jun '43/ From RS, NS, New Orleans, LA to USS PC 1262 / To Note: Also from Des Moines, Iowa is Whalen, Ray C. who enlisted 1 Jan '43 / all sailors are most recently from the New Orleans base.
2. 30 Sep '43 / #6 Henriksen / Branch USNR-V-6 / S2c / Enlisted Des Moines, Iowa/ 10 Oct '43/ #621-30-93 /Advance in Rating / occurred = 1 Sep 43/ Details = Adv to S1C, Auth: Bupers C/L 111-43
3. 2 Jan '44 / dated 6 Jan '44 / Sailing from Tomp., SI, NY (Tompkinsville, NY, US Sec Base) to Dangerous Waters / Change = #3 Arthur E Henriksen / S1c / from Des Moines, IA / Branch V-6 USNR / Received change of Rank, occurred 1 Jan 44 / Advanced to GM3c Authorized by Bupers C/L 110-43
4. 25 Mar '44 / dated 14 Apr '44 / Sailing from Tompkinsville NY to Dangerous Waters / #15 Henriksen / GM3c / occurred 20 Mar '44 / reduced in rank to S1c / punishment/ Captain's Mast / TO NOTE: 2 others also demoted with same notation on same day, George Basey and Albert Bale
5. 30 Jun '44 / dated 17 Jul '44 / Change = #7 Henrkisen / S1c / Rank change advance to GM3c, Authorized by Bupers C/L 110-43 TO NOTE: Now listed as Albert Bell, promoted from F1c to MoMM3c, Promotion for George Basey was not found. Art's advancement comes after 6 Jun '44, D-day, where the ship was in the first wave, & sister ship USS PC 1261 was next to them in the water and it became the first ship sunk on D-day

6. 28 Feb '45 /no 2nd date/ Change = #19 Henriksen / GM3c / Rank change advance to GM2c(T) / Authorized by Bupers C/L 297-44
7. 27 Nov '45 /2nd date 5 Dec '45/ Brooklyn, NY – sailing to Tercia, Azores / #6 Henriksen / GM2c / USNR / transferred to USNRS Brooklyn, NY on 27 Nov '45 TO NOTE: 10 others also transferred out to same location on that date

USS PC 1262 Muster sheet Data from Ancestry.com:

1. 29 Jun '43 / Rank S2c / dated 10 Jul '43 / crew = 59
2. 30 Sep '43 / Rank S1c /dated 8 Oct 1943/ crew=59
3. 31 Dec '43 / Rank S1c / dated 31 Dec '43
4. 31 Mar '44 / Rank S1c / dated 8 May '44
5. 30 Jun '44 / Rank GM3c /dated 17 Jul '44 (TO NOTE: 6 Jun '44 was D-day landing in Normandy, the ship remained along the coast of Normandy for some months after the initial assault)
6. 30 Sep '44 / GM3c / (no 2nd date)
7. 31 Dec '44 / GM3c / 31 Jan '45
8. 31 Mar '45 / GM2c(T) / (no 2nd date)
9. 1 Jul '45 / GM2c /dated 10 Aug '45/ crew=59
10. 1 Oct '45 / GM2c / 25 Oct '45 (date received on board 6-29-43)
11. 20 Dec '45 / GM2c / 27 Nov '45

In a letter from Mark Matyas, Editor-in Chief of the PCSA Newsletter, (Patrol Craft Sailors Association), dated 29 June 2014:

“I searched my files and found some information you might not have. PC 1262 was built in Sturgeon Bay, Wisconsin by the Leathem D. Smith Shipbuilding Company. The keel was laid down on 21 January 1943, the ship was launched on 27 March 1943 and placed in commission on 8 June 1943. There were two shipbuilders on the Great Lakes; the Defoe Shipbuilding Co. in Bay City, MI, designer of the PC class ship, and Leathem D. Smith. Defoe built 58 PCs and Smith built 42 PCs. The PCs were small enough, and with their shallow draft, were able to navigate the Chicago River and Ship Canal down to the Illinois River to the Mississippi River, entering just above St. Louis. Then it started down the Mississippi to the Algiers Naval Station in New Orleans, where they were placed in commission. That must have been some trip! The only other data I have on the PC 1262 is that after the war, the ship was declared surplus and in 1954, was sold to China and renamed Chung Kiang.”

Mark Matyas was further able to assist with this: “There was only one article on the 1262 submitted for publication, but it does shed a little more light on where the ship was and did during her service. Unfortunately, the author John Holmes, passed away some years ago.”

PC 1262 and D-Day

by John W. Holmes

The following cryptic notes were taken from a page-a-day diary I was writing to my girl friend, now my wife of over 50 years. Sure brings back a whole lot of almost forgotten memories.

March - 1944

- 25 Underway for England, escorting a convoy of tugs and barges.
- 27 All tugs in position, steaming at 7 knots.

April - 1944

- 5 Refueled and took on provisions at sea.
- 12 One of the tugs sank in rough seas. Our radar broke down.
- 13 Possible sonar contact, skipper didn't think so.
- 14 Refueled again at sea and took on more provisions.
- 16 Midwatch thought they saw a sub on the surface. Skipper did not agree.
- 17 Many sonar contacts. Fired Mousetraps one time. No result.
- 19 Pulled into Falmouth, England this date.
- 25 Escorted a LST to Fowey and returned.
- 28 Sailed from Falmouth to Portland. Saw a lot of bodies in the water. German E-boats had sunk some LSTs.

May - 1944

- 6 Sailed for Milford Haven.
- 7 Arrived Milford Haven.
- 8 Left Milford Haven headed for Portland escorting a large convoy of LSTs.
- 9 Patrolling Dartmouth Harbor.
- 10 Back to Plymouth.
- 13 Still no mail. No mail since we got here.
- 14 Mail! Finally!
- 18 Underway for Needles.
- 19 Back to Plymouth.
- 20 Got new "Limey" signal flags.
- 21 George (the Professor) and I shaved the sides of our heads "Mohawk style."
- 25 Underway to Dartmouth to pick up a convoy for Portland.
- 26 Seas too choppy to leave Dartmouth.
- 27 Weather too foggy to leave for Portland.
- 28 Left for Portland. Heard that the Germans had bombed Portland yesterday.
- 29 Taking a convoy of LCIs back to Plymouth. Anchored out as the LCIs were loading troops.
- 30 All liberty stopped. Germans had bombed Plymouth while we were gone.
- 31 Underway from Plymouth to Falmouth.

June - 1944

- 3 Back to Plymouth. All ships were loaded and ready. Something big is going to happen. Got Secret Orders - we are going to invade France!
- 4 Invasion - it's called D-Day - postponed 24 hours, weather and seas too rough. They say we have 5,000 ships and 10,000 airplanes ready to go.
- 5 This is it! We left Plymouth at about 2400 hours escorting 13 LCIs and a supply ship headed for France. Got some more mail before we left.
- 6 Ships as far as the eye can see! The big Navy ships are shelling the beaches. Troops are hitting the beach. We are in position off what is called "Utah Beach."
Our sister ship, PC 1261, was sunk early this morning off the beach.

The rest is history!

John W. Holmes, 5118 Leeseide, McHenry, IL 60050

TO NOTE: John W. Holmes follows Arthur E Henriksen as the next crew member who came aboard on 29 Jun 1943, He came from NRS, Detroit Michigan, Rank SM2c, Enlisted, 7 Sep 40.

TO NOTE: PHIL PETERSEN believes the April 28th entry which Johan Holmes describes, occurring between Falmouth and Portland, where bodies were pulled out of water; was part of a practice “mock invasion” that was held. It was unsuccessful and turned into a disaster when German subs discovered it going on. They killed 946 GI’s with torpedos.

From Wikipedia: **Exercise Tiger, or Operation Tiger**, was the code name for one in a series of large-scale rehearsals for the [D-Day](#) invasion of [Normandy](#), which took place on [Slapton Sands or Slapton Beach in Devon](#). Coordination and communication problems resulted in [friendly fire](#) deaths during the exercise, and an Allied convoy positioning itself for the landing was attacked by [E-boats](#) of the German Navy ([Kriegsmarine](#)), resulting in the deaths of 946 [American](#) servicemen.^{[1][2][3]} The incident was under the strictest secrecy at the time due to the impending invasion, and was only nominally reported afterward; as a result it has been called "forgotten".

Landing Operations[[edit](#)]

In late 1943, as part of the build-up to D-day, the British Government set up a training ground at Slapton Sands, Devon, to be used by Force "U", the American forces tasked with landing on [Utah Beach](#). Slapton Beach was selected for its similarity to Utah Beach: a gravel beach, followed by a strip of land and then a lake. Approximately 3,000 local residents in the area of [Slapton](#),^[4] now [South Hams District of Devon](#), were evacuated.^[5] Some had never left their villages before being evacuated.^[6]

Landing exercises started in December 1943. Exercise Tiger was one of the larger exercises that would take place in April and May 1944. The exercise was to last from 22 April until 30 April 1944, and covered all aspects of the invasion, culminating in a

landing at the Slapton Sands beach. On board nine large [tank landing ships](#) (LSTs), the 30,000 troops prepared for their mock beach landing. The landing also included a live-firing exercise.

Protection for the exercise area came from the [Royal Navy](#). Two [destroyers](#), three [Motor Torpedo Boats](#) and two [Motor Gun Boats](#) patrolled the entrance to [Lyme Bay](#) and Motor Torpedo Boats watched the [Cherbourg](#) area where [German E-boats](#) were based.

The first phase of the exercise focused on marshalling and embarkation drills, and lasted from 22 to 25 April. On the evening of 26 April the first wave of assault troops boarded their transports and set off, the plan being to simulate the Channel crossing by taking a roundabout route through Lyme Bay, in order to arrive off Slapton at first light on 27 April.

Friendly fire incident[[edit](#)]

The first practice assault took place on the morning of 28 April^{[7][8]} and was marred by an incident involving [friendly fire](#). [H-hour](#) was set for 7:30 am, and was to be preceded by a live firing exercise to acclimatize the troops to the sights, sounds and even smells of a naval bombardment. During the landing itself, live rounds were to be fired over the heads of the incoming troops by forces on land, for the same reason. This followed an order made by General [Dwight D. Eisenhower](#), the Supreme Allied Commander, who felt that the men must be hardened by exposure to real battle conditions.^[1] The British [heavy cruiser](#) [HMS Hawkins](#) was to shell the beach with live ammunition, from H-60 to H-30 (i.e. 6:30 to 7:00 am) giving the beachmasters half an hour to inspect the beach and declare it safe. Several of the landing ships for that

morning were delayed, and the officer in charge decided to delay H-hour for 60 minutes, until 8:30. This message was received by *Hawkins*, but not by a number of the landing craft, with the result that troops were landing on the beach at the same time as the bombardment was taking place. [British Marines](#) on one vessel^[clarification needed] recorded in its log book (the only log which has since been recovered from any of the boats) that men were being killed by friendly fire. "On the beaches they had a white tape line beyond which the Americans should not cross until the live firing had finished. " But the American soldiers said they were going straight through the white tape line and were getting blown up.^[1]

Battle of Lyme Bay^[edit]

Battle of Lyme Bay
Part of World War II

Arrow shows Lyme Bay in southwest Great Britain.

Date	28 April 1944									
Location	off Portland, England , Lyme Bay , English Channel 50°16′48″N 3°38′51″W﻿ / ﻿50.28°N 3.64750°W﻿ / 50.28; 3.64750 ^{Coordinates: 50°16′48″N 3°38′51″W﻿ / ﻿50.28°N 3.64750°W﻿ / 50.28; 3.64750}									
Result	German victory									
Belligerents										
<table style="width: 100%; border: none;"> <tr> <td style="text-align: center; width: 50%; border: none;">  United States </td> <td style="text-align: center; width: 50%; border: none;">  Germany </td> </tr> <tr> <td style="text-align: center; border: none;">  United Kingdom </td> <td style="border: none;"></td> </tr> </table>			 United States	 Germany	 United Kingdom					
 United States	 Germany									
 United Kingdom										
Strength										
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">1 corvette</td> <td style="width: 50%; border: none;">9 E-boats</td> </tr> <tr> <td style="border: none;">8 LSTs</td> <td style="border: none;"></td> </tr> </table>			1 corvette	9 E-boats	8 LSTs					
1 corvette	9 E-boats									
8 LSTs										
Casualties and losses										
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">946 killed</td> <td style="width: 50%; border: none;">none</td> </tr> <tr> <td style="border: none;">~200 wounded</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;">2 LSTs sunk</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;">2 LSTs damaged</td> <td style="border: none;"></td> </tr> </table>			946 killed	none	~200 wounded		2 LSTs sunk		2 LSTs damaged	
946 killed	none									
~200 wounded										
2 LSTs sunk										
2 LSTs damaged										

On the day after the first practice assaults, early on the morning of 28 April, the exercise was blighted when a convoy of follow-up troops was **attacked by nine German E-boats** under the command of [Korvettenkapitän Bernd Klug](#), in [Lyme Bay](#).

Of the two ships assigned to protect the convoy, only one was present. [HMS Azalea](#), a [corvette](#) was leading the nine LSTs in a straight line, a formation which later drew

criticism since it presented an easy target to the E-boats. The second ship which was supposed to be present, [HMS Scimitar](#), a [World War I](#) destroyer, had been in collision with an LST, suffered structural damage and left the convoy to be repaired at [Plymouth](#).^[9] Because the LSTs and British naval headquarters were operating on different frequencies, the American forces did not know this.^[1]

When other British ships sighted the E-boats earlier in the night^[clarification needed] and told the corvette, its commander failed to inform the LST convoy, assuming incorrectly that they had already been told. British shore batteries defending [Salcombe Harbour](#) had seen silhouettes of the E-boats but had been instructed to hold fire so the Germans would not find that [Salcombe](#) was defended.^[11]

The E-boats left Cherbourg on patrol the previous evening and did not encounter the Allied patrol lines either off Cherbourg or in the Channel.^[clarification needed] They spotted the convoy (convoy "T-4"), eight LSTs carrying vehicles and combat engineers of the [1st Engineer Special Brigade](#) with a single corvette as escort, and then attacked.^[nb 1]

[LST-507](#) caught fire and was abandoned. [LST-531](#) sank shortly after being torpedoed while [LST-289](#) was set on fire but eventually made it back to shore.^[10] [LST-511](#) was damaged by [friendly fire](#). The remaining ships and their escort fired back and the E-boats made no more attacks. 749 servicemen were killed:^[nb 2] 441 [United States Army](#) and 197 [United States Navy](#) personnel (note: this adds up to only 638).^[11] **Many servicemen drowned in the cold sea while waiting to be rescued.** Soldiers, unused to being at sea, panicked and put on their lifebelts incorrectly. In some cases, this meant that when they jumped into the water the weight of their combat packs flipped them onto

their backs, dragging their heads underwater and drowning them. Dale Rodman, who travelled on [LST-507](#), commented "The worst memory I have is setting off in the lifeboat away from the sinking ship and watching bodies float by."^[6]

Aftermath^[edit]

As a result of official embarrassment and concerns over possible leaks just prior to the real invasion, all survivors were sworn to secrecy by their superiors. Ten missing officers involved in the exercise had [BIGOT](#)-level clearance for [D-Day](#), meaning that they knew the invasion plans and could have compromised the invasion should they have been captured alive. As a result, the invasion was nearly called off until the bodies of all ten victims were found.^[11]

There is little information about exactly how individual soldiers and sailors died. Various eyewitness accounts detail hasty treatment of casualties and unmarked mass graves in Devon fields.^[11]

Several changes resulted from mistakes made in Exercise Tiger:

- Radio frequencies were standardised; the British escort vessels were late and out of position due to radio problems, and a signal of the E-boats' presence was not picked up by the LSTs.
- Better [life vest](#) training for landing troops
- New plans for small craft to pick up floating survivors on D-Day

The casualty statistics from Tiger were not released until August 1944 along with the casualties of the actual D-Day landings themselves.

There is little documentation in official histories about this tragedy. Some commentators have called it a [cover-up](#), but the initial critical secrecy about Tiger may have merely resulted in longer-term quietness. In his book *The Forgotten Dead - Why 946 American Servicemen Died Off The Coast Of Devon In 1944 - And The Man Who Discovered Their True Story*, published in 1988, Ken Small declares that the event "was never covered up; it was 'conveniently forgotten'".^[11] [Charles B. MacDonald](#), author and former deputy chief historian at the [U.S. Army Center of Military History](#), notes that the incident was reported in a press release issued from the Supreme Headquarters, Allied Expeditionary Force, and appeared in the July issue of *Stars and Stripes*.^[11] In addition, the story was detailed in at least three books at the end of the war, including Captain Harry C. Butcher's *My Three Years With Eisenhower* (1946),^[12] and in several publications and speeches in the intervening years.^[11] MacDonald surmises that the press release went largely unnoticed in light of the larger events that were occurring at the time, the battle for France in the summer of 1944, and the fact that they were just glad that the war was over in 1945.^[11] Harison mentioned it in his official Army history of the war (p. 270) and Samuel Eliot Morison also discussed it in his official Navy history, *US Naval Operations*, vol. 11, p. 66.

Memorials to the victims^[edit]

With little or no support from the American or British armed forces for any venture to recover remains or dedicate a memorial to the incident, Devon resident and civilian Ken Small took on the task of seeking to commemorate the event, after discovering evidence of the aftermath washed up on the shore while [beachcombing](#) in the early 1970s.^[citation needed]

In 1974, Small bought from the U.S. Government the rights to a submerged tank from the [70th Tank Battalion](#) discovered by his search efforts. In 1984, with the aid of local residents and diving firms, he raised the tank, which now stands as a memorial to the incident. The local authority provided a plinth on the seafront to put the tank on, and erected a plaque in memory of the men killed. Ken Small documents how the local villagers were of more assistance than either the US or UK military officials. Later the American military honoured and supported him, when at the same time the UK military were snubbing his efforts. Small died of cancer in March 2004, a few weeks before the 60th anniversary of the Exercise Tiger incident.

In 2006, the Slapton Sands Memorial Tank Limited (a non-profit organization, one of whose directors is Small's son Dean) are seeking to establish a more prominent memorial listing the names of all the victims of the attacks on Exercise Tiger.^[13]

[In 2012, a plaque memorializing the tragedy was erected at Utah Beach, Normandy, on the wall of a former German anti-aircraft bunker.](#)



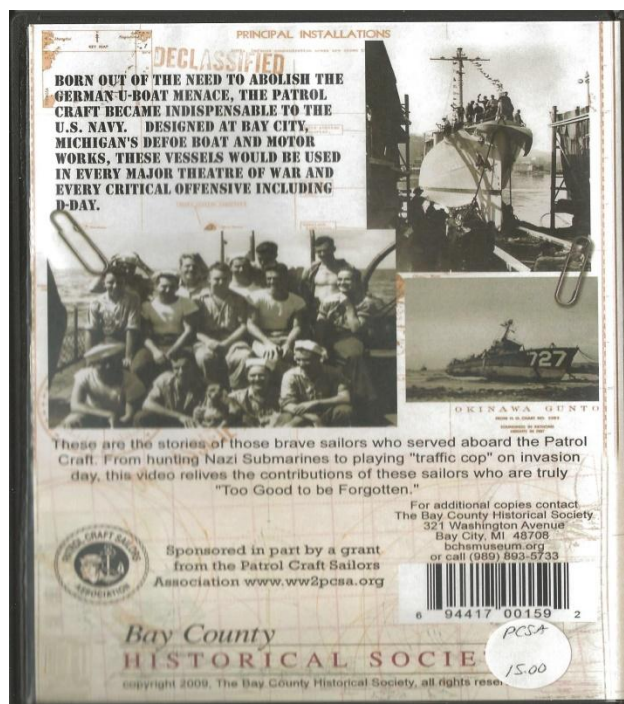
A memorial plaque to the U.S. army and navy servicemen killed near the English coast during Exercise (Operation) Tiger, the

D-Day rehearsals, erected on a bunker wall at Utah Beach, Normandy.

An M-4 Sherman tank stands as a memorial to Exercise Tiger at Fort Rodman Park in [New Bedford, Massachusetts](#).

From the film: "Patrol Craft Sailors – Too Good to Be Forgotten"

sponsored by a grant from the Patrol Craft Sailors Association (www.ww2pcsa.org) sold by The Bay County Historical Society, 321 Washington Avenue, Bay City, MI (www.bchsmuseum.org) 989-893-5733



NOTES/COMMENTS FROM MOVIE:

"We were the traffic cops for the smaller boats that had no navigational equipment, like the landing craft."

"We were 10 times smaller than a destroyer. We were small and fast and designed to go after the German U-boat, or "under sea boats" ... we were submarine chasers"

"This size craft was being built on an assembly line during WWII, it started on one end of a building and by the time it got to the other end of the building (1 block long), it was finished. The Defoe company built 156 ships during the war. The workers knew how important quality was; because if something failed it would be US sailors that might die. The crews worked in shifts 24/7; to complete the ships so quickly."

"The ships were armed with two 3 inch rifles, 2 "K" guns and 69 depth charges. Each depth charge carried 300 pound canisters of TNT. The depth charges were for dropping on the submarines."

"They initially had only binoculars, no gyroscopes, or radar for navigation"

"These boats could go through narrow openings and because of their small draft could travel into shallows water that were only 10 feet deep."

"Their job was looking for submarines and trying to destroy them. They used signal flags to point ships they were escorting in the right direction."

"One reported tracking something and discovering it was actually a whale. One ship hit a whale, heavily damaging the front of the ship. As the whale bled, his blood attracted the sharks. The ship was listing badly and they were fearful it was going to sink, but they could not abandon the ship because of the sharks. Finally another PC came along and pushed them into the shore and shallow waters, share the sharks did not

follow. The boat was repaired by Arabs and the sailors pounded out the crank shaft.

“As the war started, one commander said, ‘they were sending us boys, but now they are sending us babies.’ “

“As the war went on the duties of the PC expanded. Because of their speed and flexibility in the water, they were used to rescue people from the water.”

“They acted as escorts for tankards and freighters. Six PC’s would escort up to 60 larger boats.”

“Because of their small size and lack of big guns they were generally not considered a target for submarines. The subs did not want to waste their torpedoes on them, which made them safer than some navy boats to be assigned to.”

FROM INTERVIEW WITH **ROBERT CUPPLES** about 10 minutes into movie:

TO NOTE: FROM SHIP MUSTER AND CHANGE SHEETS: (386-34-76 / QM3c / enlisted 13 Nov 42 / NRS Seattle, Washington) Robert Cupples Joins the PC 1262 crew on the same day as Art Henriksen, 29 Jun 43.

“We knew something was coming but we did not know what or when. I drove the jeep to Head Quarters with my commander. I waited while he went in for orders. We still knew nothing when we left. “

“8 Rangers, or what are today called “Seals,” joined our ship. There was a Marine Colonel; who was one of the toughest men I ever met.”

“We soon knew our job was to lead in the “Higgins” boats (TO Note: landing craft

built by the Higgins Co. of New Orleans.) These landing ships had no navigation tools, so they followed the red light on our stern. We were like a duck with a bunch of little ducklings following us. We shuttled back and forth. There were 18 PCs assigned to do this on D-day. We were considered an intermediate target; not very important. We were in range of the artillery, which was about 2000 feet or about ½ a mile out. We were not considered a great loss if we were hit. We were strafed several times. Our sister ship, the PC 1261 was hit and sunk by enemy fire. She was the first ship sunk on D-day. We were trained to take over duties of any ship that went down.”

“Our objective was to lead the Higgins boats in to the beach, to get them in as close as possible; we would go until we were in about 10 foot of water. We would then turn back, to pick up and lead more Higgins boats, shuttling them into the beach. We were in the first wave to land at about 6AM on the Red Beach, on Utah Beach in Normandy. The sea was very rough and nobody was able to hit their assigned spots on the beach. Once we led in a group we turned back to get another. We took the last group in at 7 AM. By 4PM we had taken the beach.”

(To Note: D-day Casualties were 10,000 men; 2,500 of whom died)

NOTES from phone interview with PAM TABER, curator: **Historical Museum of Bay County in Bay City, Michigan.**

The two ships, PC 1262 and PC 1261, were sister ships. They were built in the same place and were traveling next to each other on 6th of June, 1944. They were escorting

landing craft, loaded with Army infantry, to the beach in the first wave of the attack. The PC 1261 was the first ship to be sunk on D-day. (Art was on the other ship).

It is said that the troops knew something was happening, but not what or when. The ships were in blackout mode. They could not see other ships or out to sea. They had been in this mode for some time. One story tells that they passed the time by giving each other haircuts. Suddenly a message was received from General Dwight David Eisenhower, wishing them good luck and to move forward. The lights on the ship came on and they were nearly immediately in action and being shot at. Some men went in to battle with ½ their hair cut. The PC1261 was almost immediately struck by artillery-mortars and started to sink. Men were hanging off the side of the sinking ship, trying to save themselves.

The sailors PC 1262 watched many of their comrades die, but could do nothing to help them, or stop it. They were involved in fishing some bodies out of the water and remained in the Normandy Beach area for several months after the first assault date.

To Note: **PHIL PETERSEN** remembers his uncle Art Henriksen would never eat shrimp because he had fished bodies out of the water and some had shrimp in them. This might have been in reference to the Tiger Exercise which occurred 28 Apr 1944, off the coast of England and documented in John Holmes Diary.

Wikipedia:

Mousetrap (ASW Marks 20 and 22) was an anti-[submarine rocket](#) used mainly during the [Second World War](#) by the [U.S. Navy](#)^[1]

and the [U.S. Coast Guard](#).^[2] Its development was begun in 1941 as a replacement for [Hedgehog](#), a [British](#)-made projector, which was the first ahead-throwing [ASW](#) weapon. These, however, were [spigot](#)-launched, placing considerable strain on the launching vessel's [deck](#), whereas Mousetrap was rocket-propelled. As a result, Mousetrap's four or eight rails for 7.2-inch (183 mm) rockets saved weight and were easier to install.

The rockets weighed 65 pounds (29 kg) each, with a 33-pound (15 kg) [Torpex warhead](#) and [contact pistol](#), exactly like Hedgehog.

By the end of the war, over 100 Mousetrap Mark 22s were mounted in U.S. Navy ships, including three each on 12 [destroyers](#),^[1] and [submarine chasers](#) (usually two sets of rails).^[3]

Landing Ship, Tank (LST) is the military designation for naval vessels created during [World War II](#) to support [amphibious operations](#) by carrying significant quantities of vehicles, cargo, and [landing troops](#) directly onto an unimproved shore.

The first tank landing ships were built to British requirements by converting existing ships. This was followed by the development of a purpose built ship. Thereafter, the British and US collaborated upon a joint design with the majority of the construction carried out by the US and supplied under lend-lease. The majority, a thousand, were laid down in the [United States](#) during World War II for use by the Allies. Eighty more were built in the [United Kingdom](#) and [Canada](#).

Sub-Chaser Will Be Open to Public For Three Days

Continued from Page One

York enroute for England in company with six other PC's doing escort work for a convoy of ocean going tugs, towing loaded barges. Near the end of that trip the 1262 participated in action against a submarine which resulted in a possible sinking. On April 19, at 0225 in the morning Scilly Isles were sighted in passing. This ended the long strenuous trip which had been marked by bad weather almost the entire distance from New York to Falmouth Harbor, England, where they moored that afternoon.

Here the vessel performed routine convoy escort work. Later in April, training with the LCT group was begun. D-Day was fast approaching. Now it became apparent that the ship was sent to England rather than its original Mediterranean assignment because of the forthcoming assault on the German held beaches of France.

On June 6, at 10 after 1 in the morning this cryptic entry appears in the quartermaster's notebook, "Underway, destination France." Departure was from Jenny Cliff Bay, Plymouth Sound, England. On that trip this ship escorted a convoy of LCT's. At one seventeen that afternoon the Cherbourg Peninsula, was sighted. This marked entry into the Bay de la Seine assault area known during the landing as the Omaha and Utah beachhead. Late that afternoon, Comdr. Bulkley of "They were expendable" fame came alongside with the PT 505 in sinking condition. Fruitless measures were taken to save the boat and it was eventually beached.

During the operation the 1262 was assigned duty on the picket line near St. Marcouf Island. On the afternoon of the 10th Army ducks forced to abandon a landing at Saire Point, came alongside and informed the captain of large numbers of boats seen in a small protected harbor near shore. This report passed to the officer in command. As a result the area was hit with great force by a dive bombing attack. Afterward it was learned that this was an E boat pen and that the attack had destroyed it.

After the completion of the D-Day operation, assignment was received to patrol off the German held channel islands of Alderney and Guernsey. These lengthy and tedious patrols were necessary to keep check on any possible activity from the well fortified islands, which were enemy held until shortly after V-E Day. These patrols were not discontinued until the following November, when the ship was sent to Le Havre, France, for harbor defense activities. Duty at Le Havre continued that winter and the following spring.

In June, 1945, long awaited orders were received for return to the United States after 14 months of service overseas, this ship with 12 PC's and two DE's left France for the United States. On June 21 the ship arrived in Miami, almost two years after she had received first training. Here extensive overhaul was undertaken and completed just in time for a trip to Kings-

Sub-Chaser Will Be Open to Public For Three Days

Full Crew Will Explain Paraphernalia to Visitors on Boat at Stone's Dock

The PC1262 Sub-Chaser berthed at Stone's Dock in the Rondout Creek will be open for inspection to the public from 9:30 to 11:30 in the morning and from 1:30 to 4:30 in the afternoon on Saturday, Sunday and Monday.

The sub-chaser, which was brought here in connection with the observance of Navy Day on Saturday, is manned by six officers and 54 men, who will be on hand to explain the operations of the sub-chaser. Some of the interesting departments to be explained will include radar, rockets, guns, radio, gyro and steel bridge.

The crew while in Kingston will be the guests of the Veterans of Foreign Wars at the ball tonight. Manager Case of Reade's Kingston Theatre has invited them to either the Broadway or Kingston Theatres.

The Model Railroad Club has arranged for a special show for the sailors on Saturday afternoon from 4 to 6.

The Kingston City Transportation Company has arranged to carry any of the men free of charge.

There also has been arranged other entertainment for the men while in Kingston.

Kingston's salute to the Navy on this occasion will long be remembered.

The PC-1262 Record

The PC-1262 was built at Sturgeon Bay, Wisconsin, and commissioned at New Orleans, La. It is 173 feet long and has a displacement of about 450 tons. Sixty-five officers and men are required to man this ship in war time. Of men now aboard 10 are from New York state.

A PC is tailor made for a calculated and intended job, that of sub hunting. Its armament and qualities of speed and maneuverability fit it for the tracking down and sinking of subs. Hence, PC's are used for escort of convoys and defense of harbor and coastline.

After commissioning the 1262 went to Miami, Fla. This was the center of training on that coast for anti-submarine warfare. July 11, the captain reported the ship ready for sea and training and trial began. The final shakedown cruise was made in the middle of August, to Cuba and return, in company with a DE, a school ship from the Miami Training Center. Late that month the 1262 was pronounced ready for action and ordered to New York for duty.

September 1, the ship arrived at Tompkinsville, Staten Island. During the fall and winter the ship did duty as part of a patrol group in company with a frigate and another PC. In the bitter Atlantic winter the ship and the men got their first real taste of rugged duty on the 10-day escort jobs off our eastern coast of Cuba.

On March 26, the 1262 left New York

Continued on Page Two

CITY OF KINGSTON, N. Y., FRIDAY EVENING, OCTOBER 26, 1945.

The Kingston Daily Freeman

SEE ABOVE...FROM : Pam Taber @ Bay County Historical Society, 321 Washington Avenue, Bay City, MI

48708/www.bchsmuseum.org.: Article

From: **The Kingston Daily Freeman, 26 Oct 1945, Kingston, NY.** Reports an open house on the ship, which includes a history of the ship

Allied Warships

USS PC-1262 (PC-1262)

Patrol craft of the PC-461 class

Navy	The US Navy
Type	Patrol craft
Class	PC-461
Pennant	PC-1262
Built by	Leatham D. Smith Shipbuilding Co. (Sturgeon Bay, Wisconsin, U.S.A.)
Ordered	18 May 1942
Laid down	21 Jan 1943
Launched	27 Mar 1943
Commissioned	29 Jun 1943
End service	19 May 1954
History	Decommissioned on 19 May 1954 Transferred to Taiwan in June 1954 being renamed Chung Kiang

We don't have any commands listed for USS PC-1262 (PC-1262)

FROM:

<http://www.navsource.org/archives/12/011262.htm>

NavSource Online: Submarine Chaser Photo Archive

PC-1262



Call sign:
Nan - Fox - King - Sugar



PC-1262 served the Navies of the United States and the Republic of China.

PC-461 Class Submarine Chaser:

- Laid down 21 January 1943 by the Leatham D. Smith Shipbuilding Co., Sturgeon Bay, WI
- Launched 27 March 1943
- Commissioned ***USS PC-1262***, 29 June 1943
- Assigned to the European theater during World War II and participated in the invasion of Normandy

- Placed in service as a Naval Reserve training vessel in January 1947 assigned to the 4th Naval District (Philadelphia)
- Decommissioned 19 May 1954
- Transferred to the Republic of China in June 1954 and named *Chung Kiang (PC 115)*
- Decommissioned 1 November 1970
- Struck from the Navy Register in 1972
- Scrapped in 1974
- *PC-1262* earned one battle star for World War II service.

Specifications:

- Displacement 450 t.
- Length 173' 8"
- Beam 23'
- Draft 10' 10"
- Speed 20.2 kts.
- Complement 65
- Armament: One 3"/50 dual purpose mount, one 40mm gun, five 20mm guns, two depth charge projectors, two depth charge tracks, and two rocket launchers
- Propulsion: Two 1,440bhp Fairbanks Morse 38D8 1/8 diesel engines (Serial No. 833283 and 833284) diesel engines, Westinghouse single reduction gear, two shafts.

Visit our PCSA Exhibit and Archives in Bay City, Michigan! LTJG Robert Anthony Kanak, USN/ Commanding officer 1952-53

FROM:<http://www.ww2pcsa.org/patrol-craft-sailors.html>

HISTORY OF THE PCSA:

The PCSA came about due to the two former subchaser sailors, Wesley (Wes) Johnson (1919-1997) of PC 564 and Patrick (Pat) Ward (1922-1993) of PC 565. Both Wes and Pat had been active over the years, keeping alive memories of their individual ships, preparing newsletters

and organizing reunions for their former shipmates. However, with the small number of crew members that served in a PC, a large group of veterans coming together for a reunion was precluded. In 1986, Wes and Pat, along with Rear Admiral Alban Weber, USNR (Ret)(1915-2009), (PC 564) conceived the idea that a national organization of all small craft sailors would be best suited to preserving the history of the heretofore untold wartime services of the patrol vessel fleet. These three former sailors formed the nucleus of the PCSA, giving of their time and money, to create an organization of former sailors who are "Too Good to be Forgotten."

On April 21, 1987 the PCSA was officially incorporated as a not-for-profit organization in the State of Illinois. The stated purpose is: "To provide an organization for veterans of the patrol craft of World War II, to preserve the history of their activities, and to educate the public in the importance of their accomplishments."

THE PCSA TODAY:

Of the over 1,100 small craft built during World War II for antisubmarine patrol, convoy duty and invasion support, many were given or sold to our allies or sold for scrap. There are no WW II patrol vessels remaining on the U.S. Navy register of ships.

Membership

From the 96 "Plank Owners" that commissioned the PCSA in 1987, our membership grew to over 2,000 members. We are presently holding

at around 1,000 active members, but our membership is slowly dwindling as our aging members pass on. In addition to members from all 50 states, we have members residing in Canada, Australia, and Norway.

RETURN

THE NEWSLETTER:



The PCSA Newsletter is published quarterly in January, April, July and October and distributed

to all members in good standing. Wartime experiences, sea stories, articles and other news worthy items are furnished by the members.

"Family-grams" and articles on deployment of the Cyclone-class Patrol Coastals (PCs) of today's Navy enjoy their own section in the Newsletter.

Editorial offices are located at 11610 Paso Robles Avenue, Granada Hills, California 91344-

2552

TO NOTE: CONTACTED MARK MATYAS (MATIE-AS) on 27 June 2014...1-818-363-2917...WHO SAID HE WILL CHECK THE 20 YEARS OF QUARTERLY NEWSLETTERS HE HAS WRITTEN TO SEE IF HE CAN ASSIST WITH ARTICLES ON PC 1262

ADDRESS: Patrol Craft Sailors Association

PCS A NEWSLETTER, Mark Matyas, Editor in Chief, 11610 Pas Robles Avenue, Granada Hills, CA 91344-2552.

reunions have not been selected as of yet. Hopefully we will have enough members able to travel to Bay City, Michigan in 2015 when the Historical Museum of Bay County will feature a major exhibit of artifacts and ship models from our PCSA Collection.

The PCSA Collection



The dream that Wes Johnson and Pat Ward had of acquiring and restoring a representative PC as "flagship, museum and historic ship" was, unfortunately, not to be realized - the few ships of this class that remained worldwide were not salvageable.

However, the dream of establishing a library and museum exhibit to preserve our wartime history has become a reality. The PCSA Collection, consisting of an Archive reference library and permanent Exhibit / Display area of WWII memorabilia and artifacts, is located in the **Historical Museum of Bay County in Bay City, Michigan.**

Bay City is considered to be the "Birthplace of the PC" - Defoe Shipbuilding Company built the first two prototype, pre-WW II, 173-foot Patrol Craft there in 1939-1940, as well as constructing another 56 PCs during WW II, more than any of the other fifteen shipbuilders in the PC program.

In June 1994 the PCSA, along with the Bay County Historical Society, dedicated the PCSA Archive and officially opened a special "Patrol Vessels in WW II" exhibit.

Materials in the PCSA Archive is available to historians, researchers and others interested in our patrol craft wartime service.

In January 2001, the Kantzler Maritime Gallery, where our PCSA permanent exhibit area is located, was formally dedicated and opened to the public. The permanent Gallery exhibit "Bay City: Seaport to the World," tells the story of Bay City's Maritime past through graphic displays, "Hands-on" exhibits, scale models and audiovisual items.

In January 2010, the museum staff proudly introduced their "PATROL CRAFT SAILORS - TOO GOOD TO BE FORGOTTEN" documentary DVD. This documentary tells a part of our WW II patrol craft history as seen through the eyes of former crewmen. The documentary is centered around personal interviews with former PC and SC crewmen relating some of their more memorable experiences, both factual and humorous. Their Stories are enhanced by historical combat footage of Soldiers and Marines swarming ashore during some of the many invasion landings supported by the patrol craft.

This documentary is a long overdue tribute to all the sailors who have served, or are presently

serving, in Patrol Craft vessels.

This outstanding documentary DVD is available for purchase in the Museum Gift Shop or by mail order. For more information on how to purchase this DVD, please contact Michelle Piesik, Gift Shop Manager, at (989) 893-5733 or email address - mpiesik@bchsmuseum.org.

TO NOTE: I ordered it by phone from "PAM"...giving credit card over phone, it costs \$15 + \$6 shipping and handling WEB SITE =

<http://www.bchsmuseum.org/>

Visit the [Museum's web site](#) to view the various programs, events and functions.

Navy Memorial connection

Patrol Craft Sailors are "Too Good to be Forgotten."

USS PC-1261

From Wikipedia, the free encyclopedia
Jump to: [navigation](#), [search](#)



USS PC-815, a similar PC-416 class submarine chaser

Career (United States)



Name:	USS <i>PC-1261</i>
Builder:	Leatham D. Smith Shipbuilding Company, Sturgeon Bay, Wisconsin
Laid down:	20 November 1942
Launched:	28 February 1943
Commissioned:	May 1943
Fate:	sunk by shellfire off the coast of Normandy, 6 June 1944
Struck:	29 July 1944

General characteristics

Class & type:	PC-461-class submarine chaser
Displacement:	280 long tons (280 t) (light) 450 long tons (460 t) (full)
Length:	173 ft 8 in (52.93 m)
Beam:	23 ft (7.0 m)
Draft:	10 ft 10 in (3.30 m)
Installed power:	5,760 shp (4,300 kW)
Propulsion:	2 × Fairbanks Morse 38D8 1/8 diesel engines 1 × Westinghouse single reduction gear 2 × shafts
Speed:	20 kn (23 mph; 37 km/h)
Complement:	65
Armament:	1 × 3 in (76 mm)/50 cal dual purpose gun , 1 × 40 mm gun , 3 × 20 mm cannons , 2 × rocket launchers , 4 × depth charge throwers, 2 × depth charge tracks

USS PC-1261 was a [PC-461-class submarine chaser](#) built for the [United States Navy](#) during [World War II](#). She is notable for being the first ship sunk during the [D-](#)

[Day landings](#) on 6 June 1944, when she was hit by shellfire from German shore batteries.

Career[[edit](#)]

PC-1261 was laid down on 20 November 1942 by the Leatham D. Smith Shipbuilding Company in [Sturgeon Bay, Wisconsin](#) and launched on 28 February 1943. She was commissioned in May 1943 and was sent to [Europe](#) and participated in the [Normandy Landings](#).

On 6 June 1944, *PC-1261* led the first wave of landing crafts. While *en route* to the beach, she was struck by an artillery shell and foundered. She was the first ship sunk on [D-Day](#).

External links[[edit](#)]

- [USS PC-1261 \(PC-1261\)](#)
- [NavSource Online: Submarine Chaser Photo Archive PC-1261](#)
- [Chester County Hall of Heroes: John L. Maguire](#)
- **The [PC-461 class submarine chasers](#) were a class of 343 [submarine chasers](#) built mainly for the US Navy built from 1941-1944. The *PC-461s* were based primarily on two experimental submarine chasers, the *PC-451* and [PC-452](#). While *PC-461* began the series, the first of the class to enter service was the *PC-471*. As part of the [Lend-Lease](#) program, 46 ships of this class were transferred to allies of the [United States](#). Fifty-nine *PC-461s* were converted to other types of patrol vessels. Eight vessels of this class were lost, and one vessel was lost after conversion to a [PGM-9 class motor gunboat](#). Only one *PC-***


461 actually sank a submarine during [World War II](#).

- One member of this class, the [USS PC-1264](#), was one of only two ships in the Navy during World War II that had a mostly African-American crew.

• Submarine chaser

- From Wikipedia, the free encyclopedia
- Jump to: [navigation](#), [search](#)



- 
- [USS PC-815](#), a US subchaser that served in World War II
- A **submarine chaser** is a small and fast naval vessel, specifically intended for [anti-submarine warfare](#). Although similar vessels were designed and used by many nations, this designation was most famously used by ships built by the US. ^{[[citation needed](#)]} Many of the US World War I sub-chasers found their way to friendly powers by way of [Lend-Lease](#) in World War II.
- **Submarine chaser variants**^{[[edit](#)]}
- U.S. Navy submarine chasers were designed specifically to destroy [German](#) submarines in [World War I](#), and [Japanese](#) and German submarines in [World War II](#). The

small 110-foot (34 m) [SC-1-class submarine chasers](#) of the design used in World War I carried the hull designator **SC** (for Submarine Chaser).^[1] Their main weapon was the [depth charge](#). They also carried [machine guns](#) and [anti-aircraft guns](#). The similar-sized [SC-497-class](#) was built for World War II. Also in World War II, larger 173-foot (53 m) [PC-461-class submarine chasers](#) used the [PC hull classification symbol](#) (for **P**atrol, **C**oastal).^[2]

- In early 1915, the British [Admiralty](#) selected the US [Elco](#) company for the production of 50 [Motor Launches](#) for anti-submarine work, British industry being at maximum capacity. This order was eventually increased by a further 530. The whole order was completed by November 1916, and the vessels entered [Royal Navy](#) service. The vessels were 80 feet (24 m) in length and capable of 20 knots (37 km/h). They were armed with a [3-pounder gun](#), towed [paravanes](#) to attack submarines and, later, [depth charges](#).^[3] Additional [motor launches](#) of the Fairmile A and B and other classes were built for World War II.^[4]
- **War service**^{[[edit](#)]}
- The British sub chasers were operated around the coast in defence. However, they were uncomfortable, wet and not suited to British sea conditions.^{[[citation needed](#)]} Although used during the First World War, they were sold off when the war ended.
- Submarine chasers were used mostly by the [United States Coast Guard](#) in World War II for destroying German [U-boats](#) that were stationed off the coast of the United States that were trying to sink merchant convoys as

they departed American ports. By the end of World War II, submarine chasers had sunk around 67 German U-boats. In the [Pacific Theatre](#), submarine chasers were used for [amphibious landings](#), courier and escort duty.^{[5][6][7]}

- Eight British [Fairmile B](#) Motor Launches were transferred from Canada to the US in World War II, and included the [SC-1466 class](#) of sub-chasers.^{[8][9]}
- The [Imperial Japanese Navy](#) had around 250 submarine chasers in World War II, principally about 200 of the [No.1-class auxiliary submarine chasers](#). Some of these survived to serve in the [Japan Maritime Self Defense Force](#) (JMSDF) after the war.^[10]
- During [Project Hula](#), the United States secretly transferred 32 U.S. Navy submarine chasers to the [Soviet Union](#) between 26 May and 2 September 1945, and some of these saw action in the [Soviet Navy](#) during [Soviet military operations against the Japanese](#) between 9 August and 2 September 1945. The transfer of 24 more was canceled when transfers halted on 5 September 1945, three days after the [Japanese surrender](#). Between 1954 and 1960 all 32 transferred submarine chasers were scrapped by the Soviet Union or destroyed off its coast by mutual agreement between the two countries.^[11]
- **Post-war**[\[edit\]](#)
- They were mostly withdrawn after World War II and replaced with

[corvettes](#), [frigates](#), and [destroyers](#). A few are still in service with [Third World](#) navies.

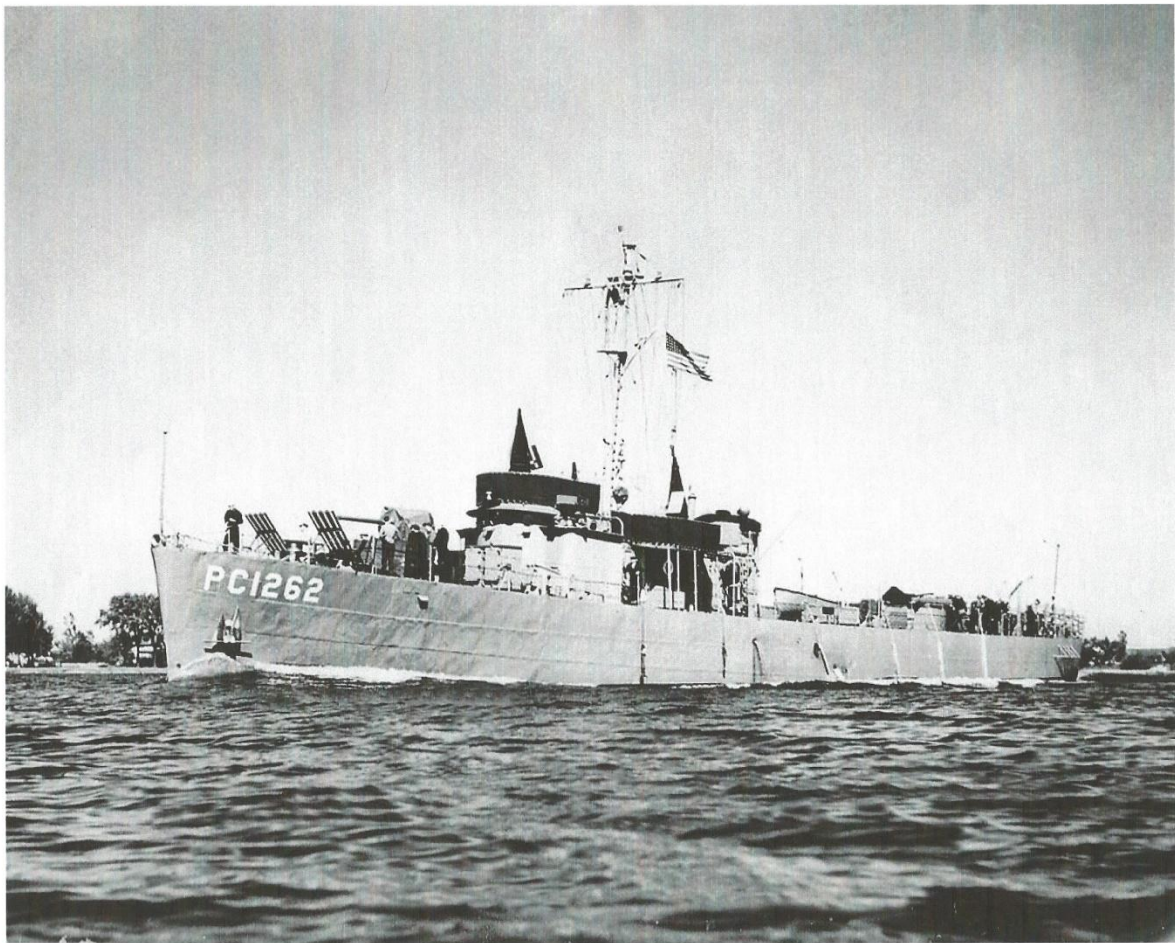
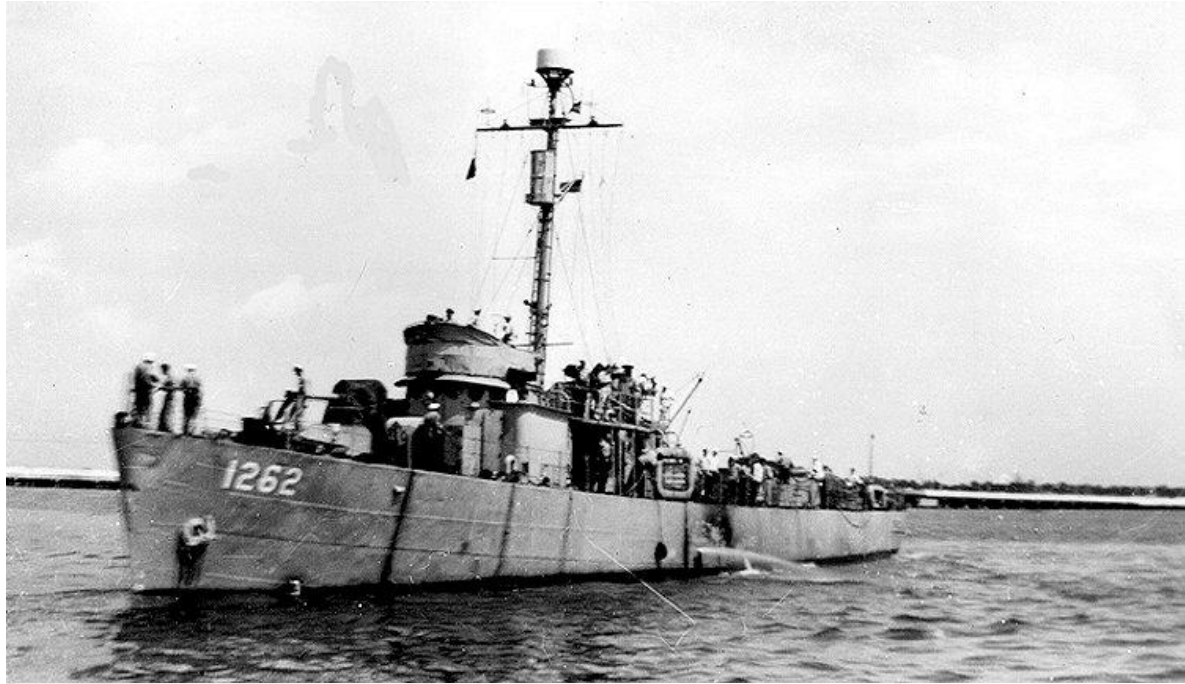
- **Survivors**[\[edit\]](#)
- The only remaining submarine chaser with intact World War II armament is the [Royal Norwegian Navy's HNoMS *Hitra*](#), which is a touring museum today. In the Netherlands, there is still afloat *PC1610* - a post World War II submarine chaser. The *Le Fougueux* was built in 1953 from US World War II drawings.^[12]

Navy Subchaser school: Miami: "Destroyer Operations WWII" Theodore Roscoe. Begin page

62<http://books.google.com/books?id=mszT93YXPFMC&pg=PA62&lpg=PA62&dq=miami+subchaser+school&source=bl&ots=qPc1fYIO4U&sig=yHEGV-ZgiyobaIDKXvb1K6i07rQ&hl=en&sa=X&ei=qDrFU93kJ4qFogSQpIAG&ved=0CEgQ6AEwAw#v=onepage&q=miami%20subchaser%20school&f=false>

Navy subchaser school: "Battle of the Atlantic" Samuel Elliot Morison begin page 205

http://books.google.com/books?id=nwvs7TDDXyoC&pg=PA205&lpg=PA205&dq=naval+school+for+anti+submarine+warfare+wii+%2B+miami&source=bl&ots=wza6pblAKi&sig=qg82A3kqoV5yp6h5drgGYIzZCgo&hl=en&sa=X&ei=xiTFU7f5EMjaoATo_YK4CQ&ved=0CC4Q6AEwAg#v=onepage&q=naval%20school%20for%20anti%20submarine%20warfare%20wii%20%2B%20miami&f=false



REPORT OF CHANGES

APR 14 1944

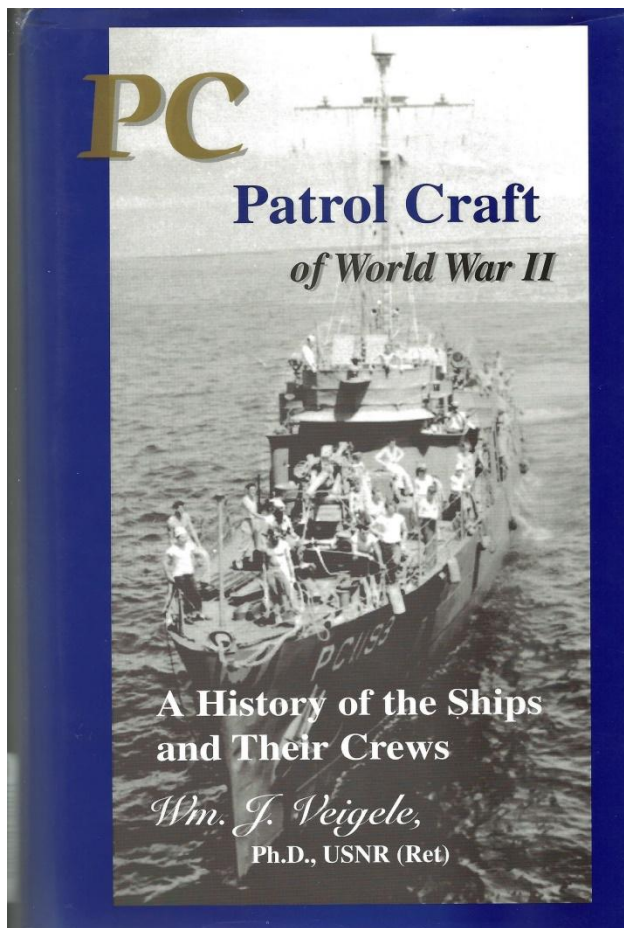
of U. S. S. PC-1262

for the month ending 25 day of March, 1944, date of sailing
from Tompkinsville, N.Y. to Dangerous Waters

1	2	3	4			5
			Date of Release			
NAMES (Alphabetically arranged without regard to rating, with surname in the left and the first name within in full)	SERVICE NUMBER (The service number must appear in position in column)	Rating and Date of Last Report				Place of Release
1 ASSELIN, Adrian R.	822 95 00	S1c	2/	15	43	Portland Me
2 BASSY, George L.R.	407 71 38	Cox.	8	12	41	Palacios To
3 BELL, Albert L.	300 29 27	MoM3c	12	19	40	Chi. Ill.
4 BENSCH, Robert S.	602 33 70	S1c	7	3	42	Balt. Md.
5 BENDTSON, Paul L.	245 51 12	SC3c	2	4	43	Phil. Pa.
6 BRUNNER, Donald C.	225 30 01	MoM3c	12	13	42	N.Y.N.Y.
7 CICHK, Lawrence P.	815 90 19	F3c	10	23	43	Garden N.Y.
8 CICHK, Lawrence P.	815 90 19	F3c	10	23	43	Garden N.Y. Seattle, Wash.
9 CONOYER, Glen Virgil	386 13 28	Cox.	1	27	42	Shreveport, La.
10 DAVIS, Glen B.	645 64 14	F2c	11	28	42	Columbia, S.C.
11 FREEMAN, Ralph C.	575 48 28	S2c	1	6	44	Tampa, Fla. Roanoke, Va.
12 FUENTES, Jose Antonio	831 12 52	S2c	1	1	44	Baltimore, Md.
13 FINK, Arthur J.	659 69 90	S2c	1	6	44	Des Moines, Ia.
14 GROSSMAN, Joseph (n)	602 61 44	SE2c	9	30	42	
15 HENRIKSEN, Arthur E.	621 30 93	GM3c	10	15	42	

6	7	8	9
Branch of Service	Received, transferred, promoted, discharged, change of rating, death, or any other change of status	Date of Occurrence in column 7	Vessel or station from which received, to what vessel or station transferred, where discharged and character of discharge where reported, and station due or covered. Where due, date of death and when and where buried. If report not satisfactory for same. If correct, give name of the vessel during time of duty. If passenger, give purpose of travel and final destination.
1 V-6 USNR	Rec.	3/8/44	From U.S.S. PC-565
2 M-2 USNR	C/R	3/4/44	Reduced to S1c: Punishment, Captain's Mast
3 USN	C/R	3/20/44	Reduced to Flg: Punishment, Captain's Mast
4 V-6 USNR	Rec.	3/8/44	From U.S.S. PC-565
5 USN	Tran.	3/14/44	To U.S. Sec. Base, Tompkinsville, N.Y.
6 USN	Tran.	3/2/44	To U.S.S. PC 1233.
7 V-6 USNR	Rec.	3/7/44	From USNS, N.Y.N.Y.
8 V-6 USNR	Tran.	3/9/44	To Sec. Base, Tompkinsville, N.Y.
9 USN	C/R	3/4/44	Reduced to S1c: Punishment Captain's Mast.
10 V-6 USNR	C/R	3/1/44	Adv. to Flg: Auth: Papers C/L 110-43.
11 V-6 USNR	Rec.	3/9/44	From Sec. Base, Tompkinsville, N.Y.
12 V-6 USNR	Rec.	3/9/44	From Sec. Base, Tompkinsville, N.Y.
13 V-6 USNR	Rec.	3/9/44	From Sec. Base, Tompkinsville, N.Y.
14 V-6 USNR	Tran.	3/14/44	To Sec. Base, Tompkinsville, N.Y.
15 V-6 USNR	C/R	3/20/44	Reduced to S1c: Punishment, Captain's Mast.

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



See Also: *Time Magazine*, Nov 23, 1987
 "Britian, Finally Remembrance"



Figure 8-6. PC 1261 launched in Sturgeon Bay, Wisconsin on 28 February 1943. She was the first U.S. Navy ship sunk at Normandy on D-day. Photograph courtesy of the Institute for Great Lakes Research.



Figure 8-13. Officers and crew of PC 619 and other PCs join the victory parade in Le Havre, France after V-E Day. Photograph courtesy of Ray Goin.



Figure 8-14. Officers and crew of PC 619 and other PCs join the victory parade in Le Havre, France after V-E Day. Photograph courtesy of Ray Goin.

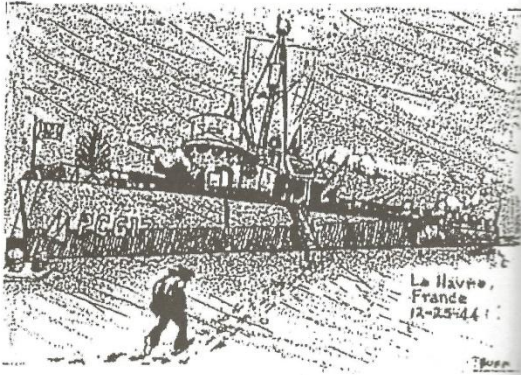


Figure 8-10. Drawing of a lonesome sailor returning to PC 617 in Le Havre, France on Christmas day 1944. Drawing by and courtesy of Bill Buffington.



Figure 4-2. Jim Dickie, Signalman on PC 564 (USS *Chadron*) and His "Fighting Donald Duck Insignia." Drawing and photograph courtesy of Bill Buffington.



Figure 2-17. Crew members serving and eating chow in the mess hall of PC 548, circa 1942. Photograph from Real War Photos.



Figure P-2. Commissioning Ceremony on PC 793 on 10 May 1944 at the Commercial Iron Works, Portland, Oregon. United States Navy photograph.



Figure 4-1. "I'm Nasty Naturally . . . I'm a Sub-chaser !!!"
Drawing courtesy of Bill Buffington.



Figure 4-4. U. S. Navy Submarine Chaser Training Center, Miami, Florida. Photograph courtesy of the Bay County Historical Society.



Figure 4-12. Class room at SCTC, Miami, Florida. Photograph courtesy of the Bay County Historical Society.



Figure 4-11. Exclusive restaurant used as a mess hall for enlisted men at SCTC in Miami, Florida. Photograph courtesy of the Bay County Historical Society.



Figure 4-14. Gun drill on the 3"-50 on Coast Guard PC 556, on 8 October 1942. The photograph shows the gun, flying bridge, mast, and crow's nest. Trainer is Seaman 2/C Andrew J. McAnally, Pointer is SM3/C Theodore Cholewinski, Sightsetter is Jack Friedman. Photograph 80-G-K-864, National Archives.

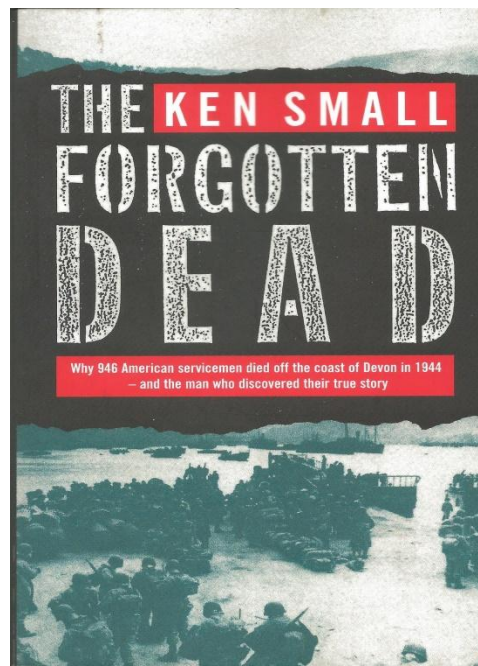




Figure 6-8. Sailors manning 3"-50 gun on a PC. Photograph courtesy of the Bay County Historical Society.



Figure 6-1. PC 477 fueling at sea from USS Long Island, CVE-1 on 22 May 1942. Photograph from Real War Photos.



Figure 6-6. Shallow set depth charge exploding behind a PC. Official U. S. Navy Photograph.





In Loving Memory Of

Arthur Emil Henriksen

Born
Saturday, July 17, 1920

Dike, Iowa

Died

Friday, May 9, 2003

Clarksville, Iowa



Celebration of Life Services

Wednesday, May 14, 2003 at 1:00 P.M.
at Kaiser-Corson Funeral Home - Waverly, Iowa

Clergy

Pastor Sue Mutchler

Musician

Sue Pooch

Congregational Hymn

" Amazing Grace " - (Handout)

Instrumental Only

" How Great Thou Art "

Special Readings

Trish Avery - Josh and Meg Ledoux

Palbearers

Tim Henriksen

Josh Ledoux

Dan Stroschein

Military Rites Conducted By

American Legion Post #176 - Waverly, Iowa

Burial of Cremains

Washington Chapel Cemetery in Cedar Falls, Iowa

+++++

Arthur's family appreciates the love, concern and support shown to them during this time. They would like to invite everyone to the American Legion Post #176, 208 8th Ave. S.W., Waverly, immediately following the services for a time of fellowship and lunch with the family.

Arthur Emil Henriksen, 82, of the Community Nursing Home in Clarksville and formerly of Janesville, Iowa, died Friday evening, May 9, 2003, at the Community Nursing Home in Clarksville, Iowa, from complications of cancer.

Art was born on July 17, 1920, in Dike, Iowa, the son of Ludwig "Erni" and Elvine Sophia (Holm) Henriksen. Art attended country school near his home in Grundy County. He then worked for area farmers in and around the Grundy County area. On October 15, 1942, he entered the US Navy during WWII, where he served as a Gunner's Mate during the Normandy invasion. Following his discharge on December 3, 1945, he returned to Iowa and eventually went to work for the Rath Packing Company in Waterloo. On March 21, 1959, her was united in marriage to Donna Beth Howrey in Preston, Minnesota. In 1966 the couple moved to California where Art worked as a machinist for Cost Industrial Supplies, retiring in 1982. That same year the family returned to Iowa and made their home in Janesville. Art and Donna became residents of Community Nursing Home on November 12, 2001.

Art was a member of Washington Chapel United Methodist Church in rural Cedar Falls. Art loved to spend time outdoors, especially going fishing.

Art is survived by his wife, Donna of Community Nursing Home in Clarksville, Iowa; his three children by his first marriage: Judy Cheesman and her husband, John of Marion, Iowa, Jim Henriksen and his wife, Vickie of Pequot Lakes, Minnesota, and Janet Evans and her husband, Hale of Alma, Wisconsin; also survived by children: Pam Ledoux and her husband, Ray of Waverly, Iowa, Larry Henriksen of Cedar Falls, Iowa, Patricia Avery of San Clemente, California, Reatha Pangburn and her husband, Michael of Eugene, Oregon, Joyce Henehan of Rosemond, California, Iowa; 21 grandchildren; and 6 great grandchildren. He was preceded in death by his parents; one son, Michael Avery; one grandson, Dan Henehan; one brother, Harry Henriksen; and one sister, Verma Runkle.

