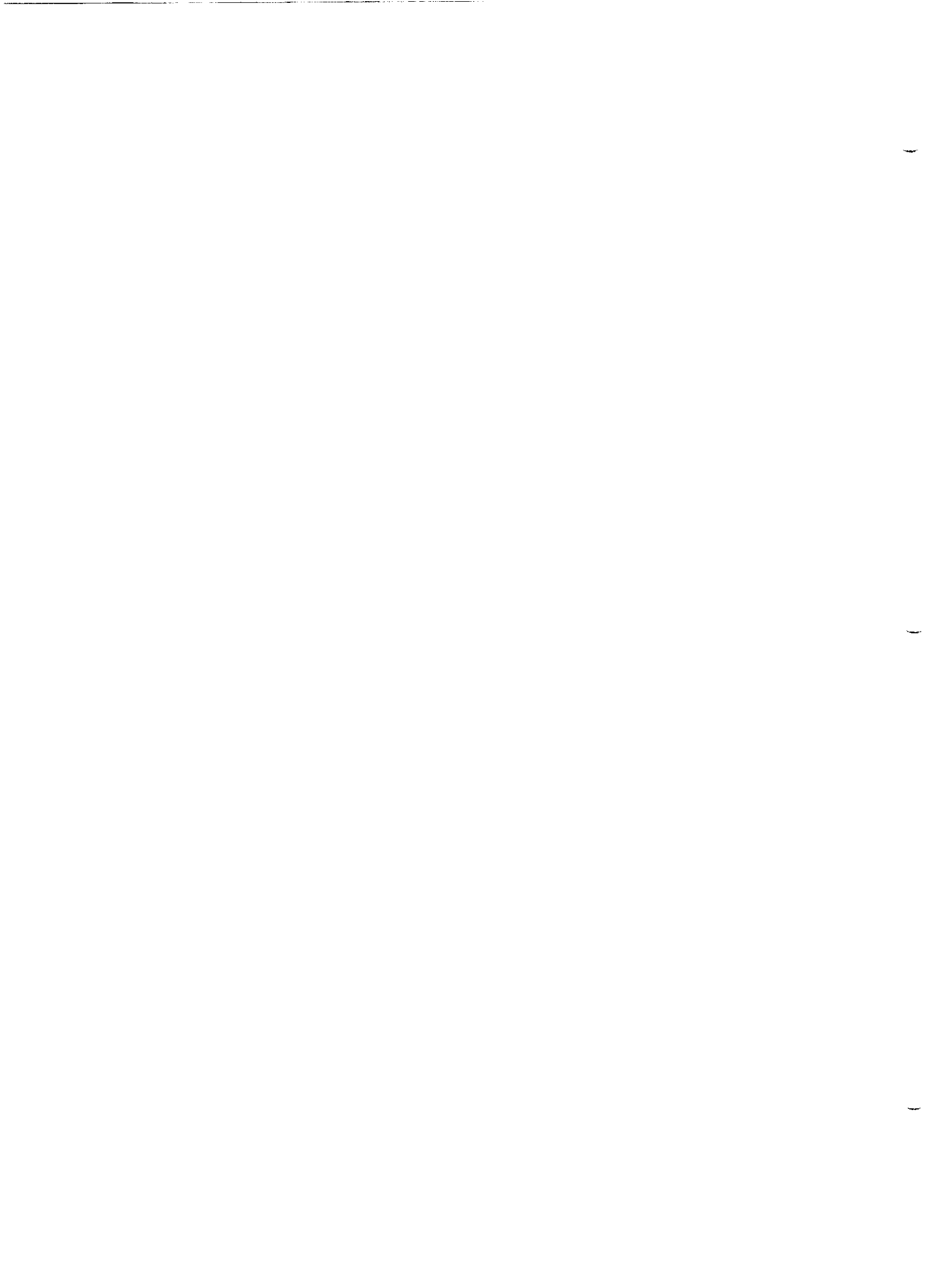


E. Andrew Wilde, Jr., Editor

**The U.S.S. *CORRY* (DD-463) in World War II:
Documents, Recollections and Photographs**

Needham, Massachusetts
Privately published by the editor
First Edition 2003

This publication is printed on acid-free paper.



1210 Greendale Ave., Apt. E3
Needham, MA 02492-4622
July 30, 2003

Survivors of the Corry and the Great Crusade:

As you can see from the "About the Editor" page at the back of my booklet, I have no connection with your ship. I chose to compile a history of the Corry because, having completed booklets for the other two destroyers lost off Normandy (Glennon (DD-620) and Meredith (DD-726)), I wanted to be able to send copies of all three to the National D-Day Museum in New Orleans. I plan to mail these three booklets to them shortly.

I have already delivered copies of this booklet to the:
U.S. Navy Department Library, Washington Navy Yard
U.S. Naval Institute, Annapolis, Md.
Naval War College, Newport, R.I.
Naval Historical Center, Washington Navy Yard
National Archives (Archives II), College Park, Md.
U.S. Naval Academy, Nimitz Library, Annapolis, Md.
U.S. Navy Memorial, Washington, D.C.
Tin Can Sailor Research Library, Somerset, Mass.

Also, a friend of mine, a Glennon survivor, has mailed copies to the Utah Beach Museum and to the library at the Normandy American Cemetery, Colleville-sur-Mer, France.

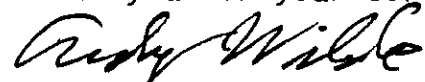
Connie Phelps, "Captain" Hoffman's daughter, enjoyed reading the early edition I sent her, and she plans to deliver a copy to a museum in a castle on one of the St. Marcouf Islands where, she told me, they already have a large painting depicting the Corry!

I wish to thank "Gully" Gullickson for sharing his address list with me - and particularly, for sending me the great firsthand accounts which I've included. As I've told him, my Corry booklet would seem sterile without them. My thanks also - with congratulations - to the writers.

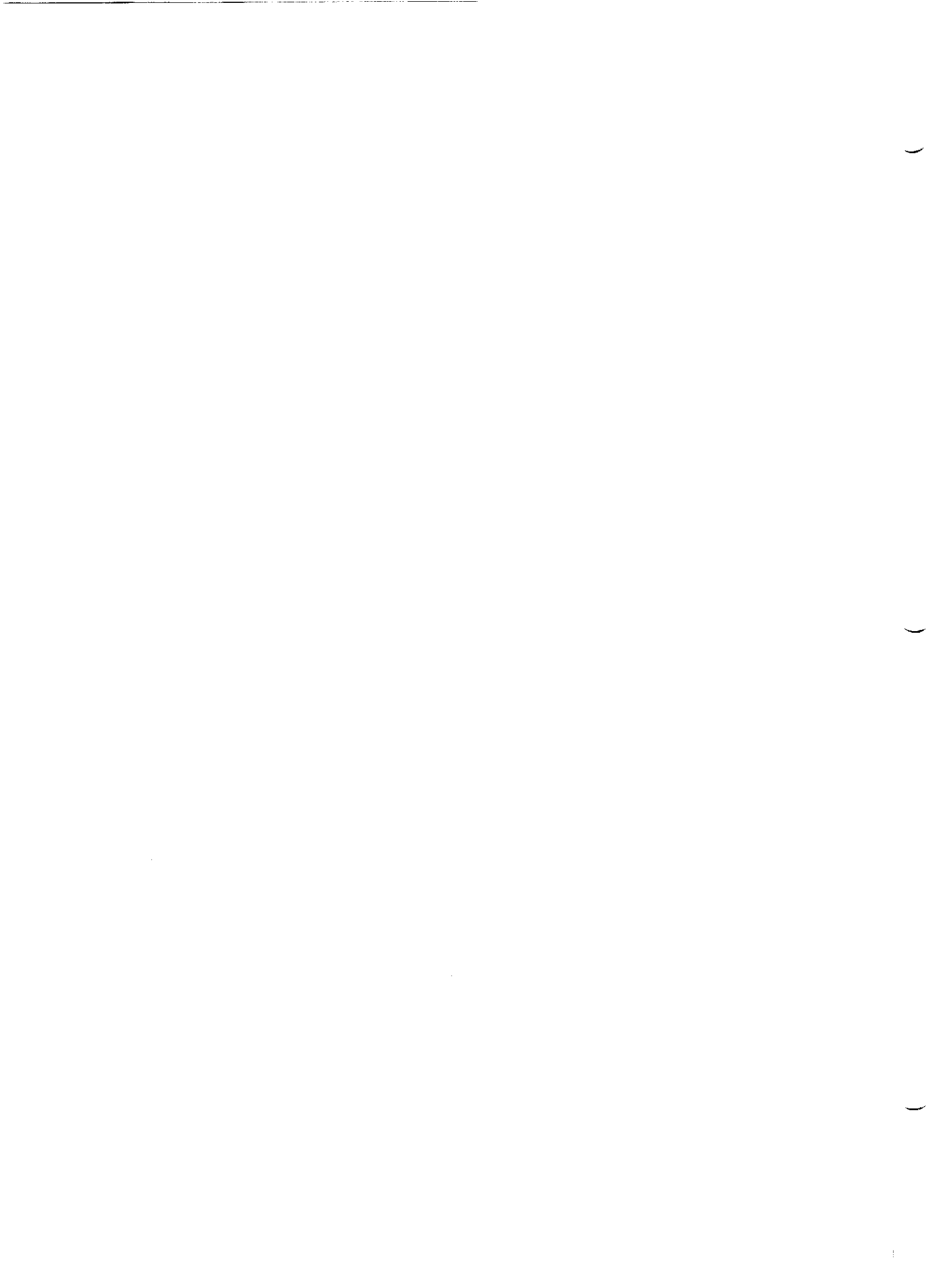
I'm sending booklets to all of your shipmates as well as to your family members included in Gully's address list (Total: 81). Unfortunately, I don't have any extras, but if you want additional copies I hope you'll have them made at a copying store.

I never charge for my booklets, but modest contributions will be appreciated to help cover my costs.

Thank you for your service,



E. Andrew Wilde, Jr.

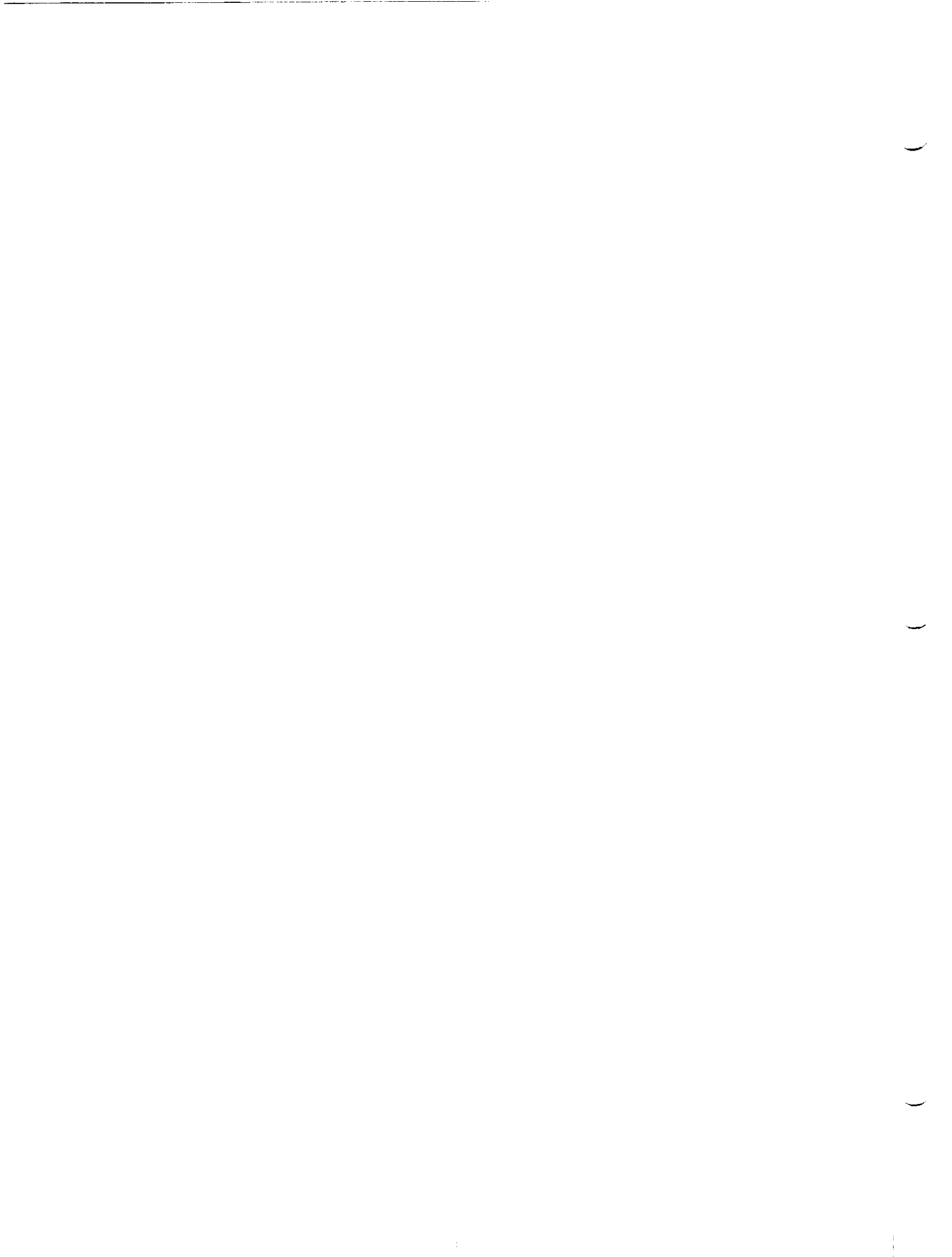


U.S.S. CORRY
DESTROYER

NAVED FOR

LT. COMMANDER WILLIAM HERRILL CORRY
BUILT AT THE NAVY YARD CHARLESTON, S.C.

AUTHORIZED	JUNE 18, 1940
KEEL LAID	SEPTEMBER 4, 1940
LAUNCHED	JULY 26, 1941
FIRST COMMISSIONED	DEC 10, 1941



The U.S.S. Corry (DD-463) in World War II

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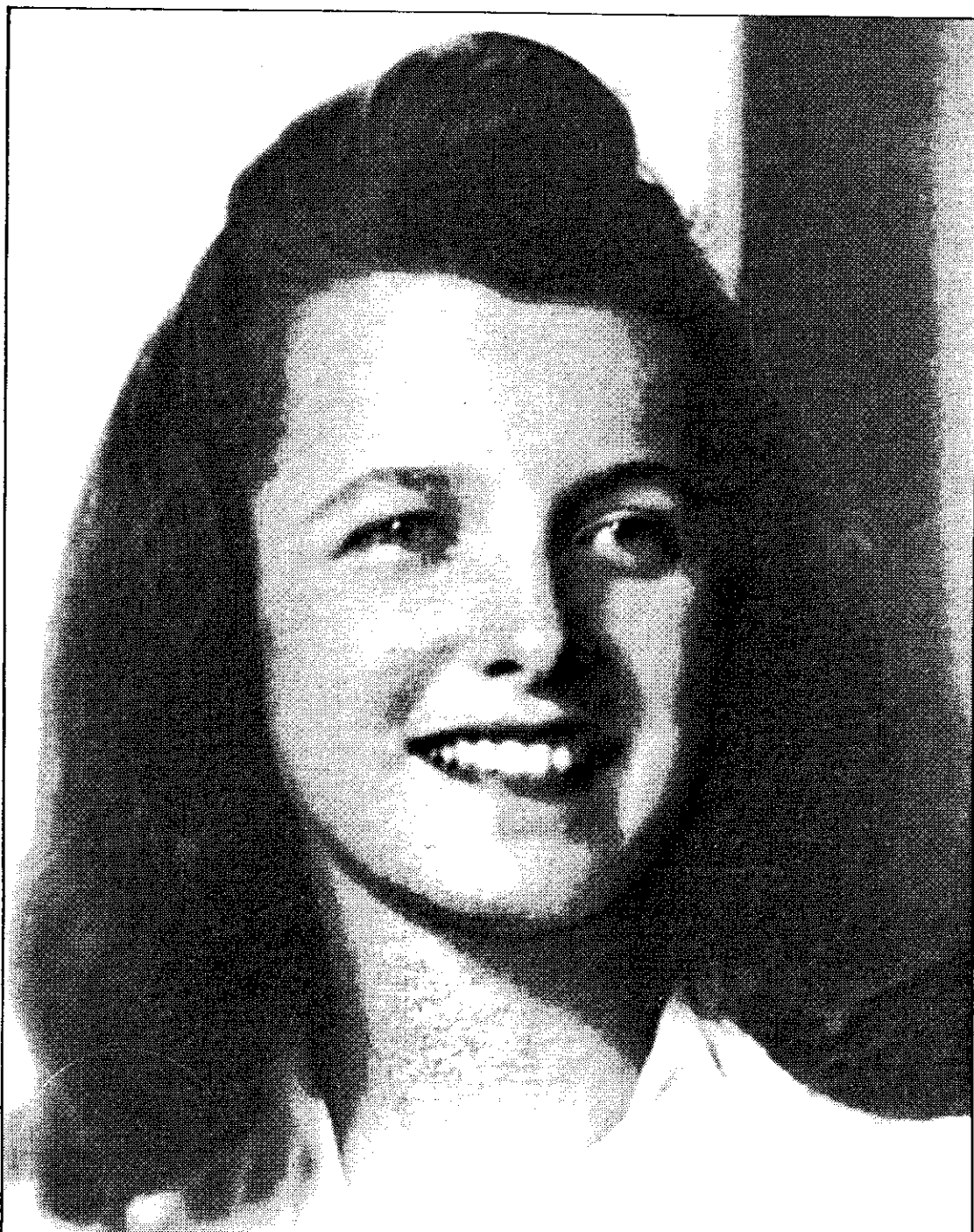
E. A. Wilde, Jr.
May, 2003



Any man who may be asked what he did to make his life worthwhile can respond with a good deal of pride and satisfaction, "I served in the United States Navy."

- President John F. Kennedy, addressing the new class of midshipmen at the United States Naval Academy on August 1, 1963.





*Miss Jean Constance Corry was selected by the Navy Department to sponsor the destroyer USS Corry (DD-463) named after her late uncle, Lieutenant Commander William Merrill Corry, USN (1889-1920). Lt. Commander Corry was posthumously awarded the Congressional Medal of Honor for his heroic attempt to rescue a fellow officer following a plane crash.
(U.S. Naval Historical Center Photograph.)*

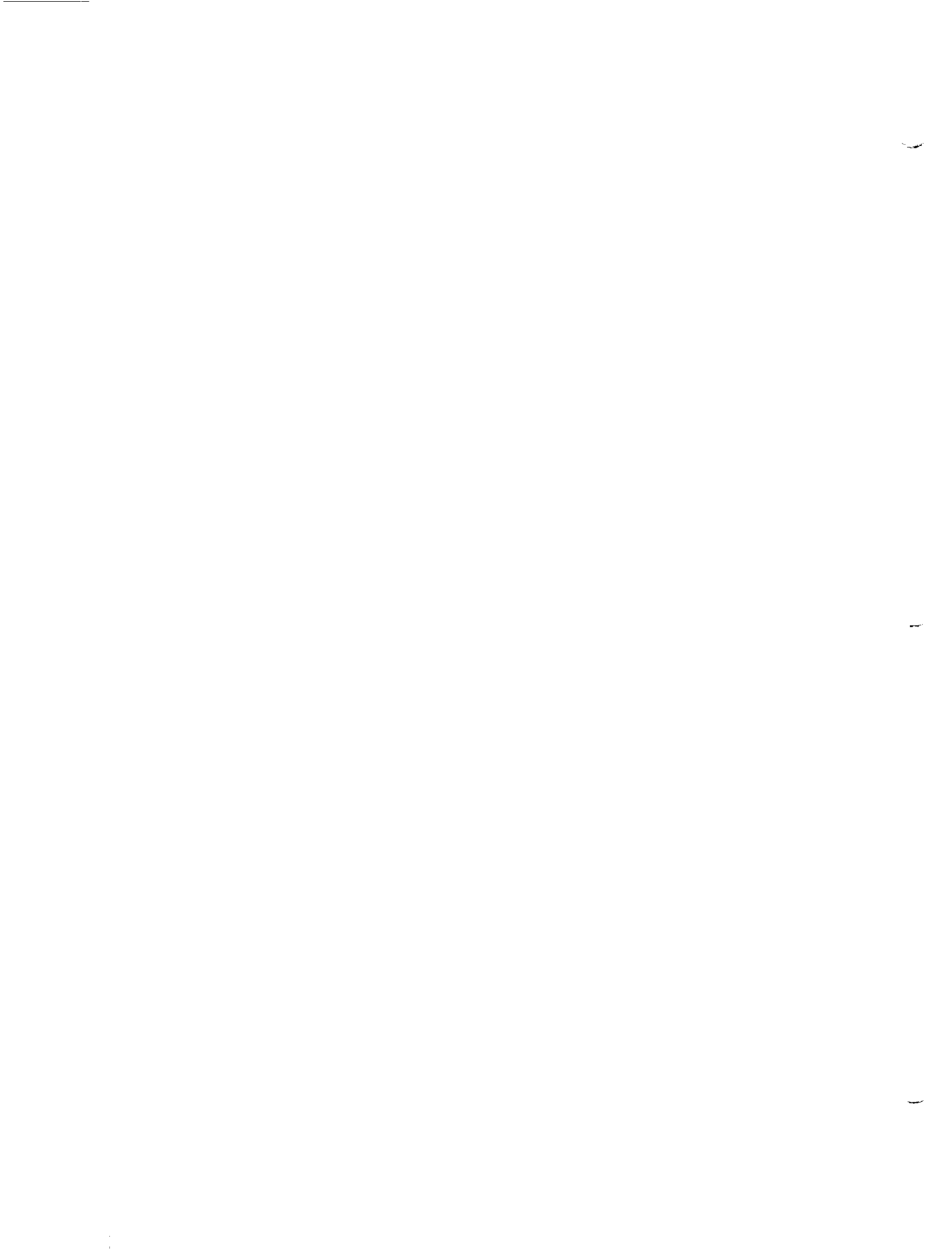
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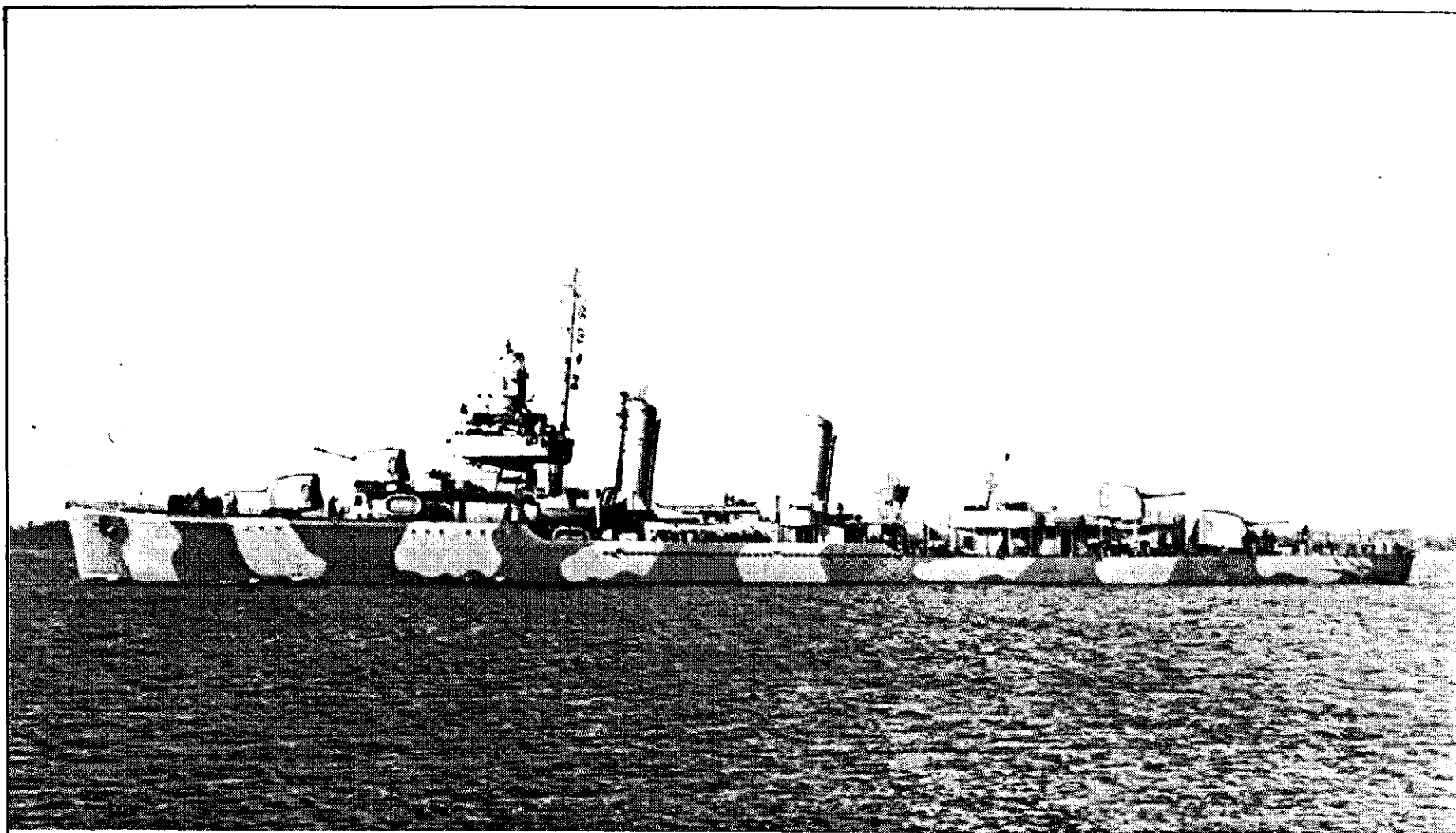
William Merrill Corry was born 5 October 1889 in Quincy, Fla., graduated from the Naval Academy 3 June 1910, and was designated naval aviator 6 March 1916. He served with distinction in command of the air station at Le Croisic, France, during World War I, and after the war remained in Europe working with the aviation aspects of demobilization. While serving on the staff of Commander-in-Chief, Atlantic Fleet, Lieutenant Commander Corry was injured in an airplane crash 3 October 1920. Thrown clear, he plunged into the flaming wreckage to save the plane's pilot. This heroism was recognized with the Congressional Medal of Honor. Corry died of his burns 7 October 1920.

* Dictionary of American Naval Fighting Ships, Volume 2.
Washington: Naval Historical Center, 1963.

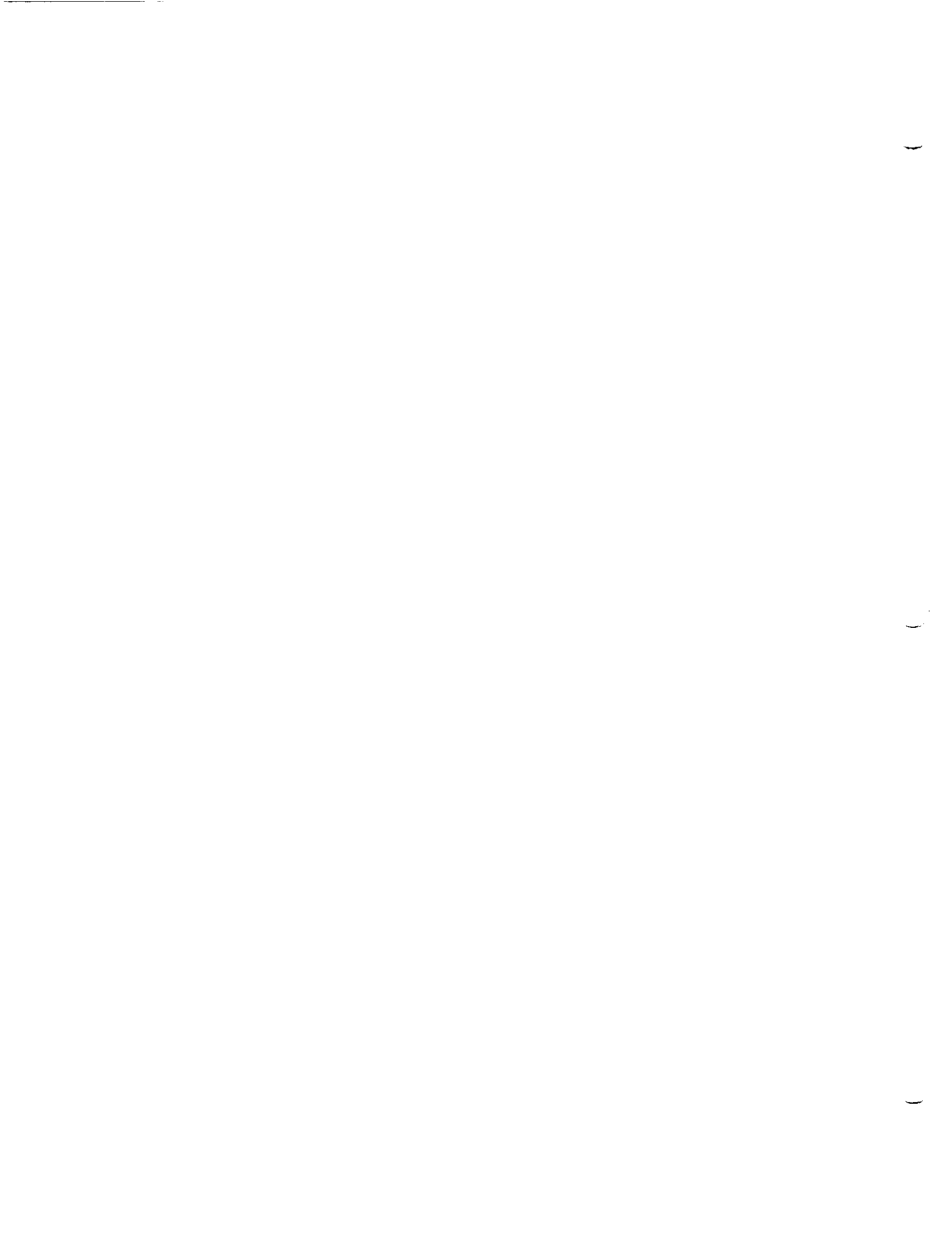


Miss Jean Constance Carry christening the 1,630-ton destroyer U.S.S. Carry (DD-469) at the Charleston Navy Yard, S.C., on July 28, 1941. With her is her cousin, Miss Sara Carry, Hold of Honor. (Naval Historical Center.)





The 1,630-ton destroyer USS Corry (DD-463) (Cdr. Eugene C. Burchett, USN) at Charleston, S.C., in early 1942, shortly after she was commissioned there on December 18, 1941. During World War II the Corry was listed as Bristol-class, but today she is also called a Gleaves-class destroyer. Her camouflage scheme in this port-beam view is Measure 12, a system entailing patterned surfaces intended to deceive the observer by breaking up outlines and shapes. Later in the war the Corry was painted in Measure 22 with a Haze Gray superstructure and upper hull over a Navy Blue lower hull. (Official U.S. Navy Photograph)



Office of Naval Records and History
Ships' Histories Branch
Navy Department

HISTORY OF USS CORRY (DD 463)

The second U. S. Navy ship to bear the name of Lieutenant Commander William Merrill Corry, Jr., USN, was launched July 28, 1941 at the Navy Yard, Charleston, South Carolina, and was christened by Miss Jean Constance Corry, niece of the late Lieutenant Commander Corry.

The first USS CORRY (DD 334) was built by the Bethlehem Shipbuilding Corporation, San Francisco, California, and was stricken from the Navy list in July 1930. She was disposed of by scrapping in accordance with the terms of the London Treaty for the limitation and reduction of naval armament.

Both destroyers were named in memory of Lieutenant Commander William Merrill Corry, Jr., USN, who was born October 5, 1889, in Quincy, Florida. He was appointed to the U. S. Naval Academy from his native state in 1906, commissioned Ensign in June 1910, and progressed in rank until his promotion to Lieutenant Commander July 1, 1918.

Lieutenant Commander Corry was designated Naval aviator on March 6, 1916 and was posthumously awarded the Congressional Medal of Honor "For heroic service in attempting to rescue a brother officer from a flame-enveloped airplane. On October 2, 1920, an airplane in which Lieutenant Commander Corry was a passenger crashed and burst into flames. He was thrown 30 feet clear of the plane and though injured rushed back to the burning machine and endeavored to remove the pilot from the inferno. In so doing he sustained serious burns from which he died four days later."

The USS CORRY (DD 463) was placed in commission December 18, 1941 at which time Lieutenant Commander E. C. Burchett, USN, assumed command of the vessel.

The CORRY underwent intensive shakedown exercises in the northern Atlantic in waters off Casco Bay, Maine, until early May when she returned to the Navy Yard, Charleston, South Carolina, for post-shakedown repairs and alterations. On May 15, 1942, the ship was inspected by the Board of Inspection and Survey at the Navy Yard and two days later got underway for Annapolis, Maryland. She moored to the dock at the U. S. Naval Academy on May 18th and for the next three days conducted special operations in the Severn River in conjunction with Radio Washington.

On May 21st she got underway for Brooklyn, New York, with her mission to fuel at Brooklyn on the 22nd and then to rendezvous with the British vessel QUEEN ELIZABETH at dawn on May 23rd and escort her into New York Harbor. With this escort duty accomplished, the CORRY got underway the same day (May 23rd) for Bermuda, British West Indies, to join Task Force TWENTY-SIX which was operating in

that area. The destroyer anchored in Port Royal Harbor, Bermuda, on May 24th and two days later joined the Task Force south of the British island where she was assigned duty as anti-submarine screen for the heavy cruiser USS AUGUSTA. The ships were enroute to Norfolk, Virginia, and on May 28th arrived at the Naval Operating Base after an uneventful voyage. May 31st found the CORRY underway with the USS AUGUSTA and USS FORREST enroute to Newport, Rhode Island, operating under Commander Task Force TWENTY-TWO.

The CORRY next weighed anchor for Argentia, Newfoundland, with Task Force 22 acting as a screening vessel for the USS AUGUSTA and aircraft carrier USS RANGER. She operated with this group in Newfoundland waters until June 23, 1942 when she reported to the Navy Yard, Boston, Massachusetts, for minor repairs. She rejoined Task Force 22 at Newport, Rhode Island, on June 30th and on July 1st the group got underway for Trinidad, British West Indies.

On July 4, 1942, the CORRY sighted four men on a life raft and immediately picked them up. They were found to be American citizens and the only survivors from the S.S. RUBY, a vessel of 3,538 tons, which had been carrying a cargo of magnesium ore. She had been enroute from Rio de Janeiro, Brazil, to Baltimore, Maryland, when she had been torpedoed by a German U-boat. The torpedo had struck astern, exploding the magazine. The entire after half of the vessel was blown up and the forward portion sank in approximately two minutes.

The survivors said that immediately after sinking the ship, the enemy submarine surfaced nearby. The submarine Captain hailed the raft upon which three of the survivors had climbed and told them that another survivor was nearby in the water. When the raft could make no headway due to the wind and sea, the submarine made a lode for them and held the man up by a boat hook until the raft could come alongside. The personnel of the U-boat then questioned the survivors regarding the tonnage of the sunken ship, nature of the cargo, whether any of the survivors were officers, etc. After about 15 minutes alongside, the submarine submerged leaving word with the raft's crew that nearest land was 270 miles away and that they should keep calm as they were in a frequented steamer lane and would be picked up. The survivors said the submarine was definitely German, of a large type, and the crew spoke good English though with an accent. The officers and crew all appeared to be extremely young, no small arms were in evidence, and the survivors were treated kindly and courteously. The four rescued men were in good physical condition despite having been afloat for six days as the raft was large and seaworthy, and had been well stocked with water, chocolate, and hardtack.

On July 6th the formation arrived at Port of Spain, Trinidad, and remained there until the 8th when they got underway once more to patrol nearby areas. They returned to Port of Spain on July 30th without incident and after fueling, got underway for Hampton Roads, Virginia, the following day. They arrived at their destination on August 5th and the CORRY moored at the Norfolk Navy

Yard the same day for an availability period. With her yard period completed, the vessel participated in exercises in the Chesapeake Bay until August 23, 1942, when, as a unit of Destroyer Division 20 and in company with Task Force 22, she sailed for Boston, Massachusetts, arriving on the 25th. She next accompanied the AUGUSTA to Norfolk and on August 30th was underway, steaming singly, enroute to Colon, Panama.

She arrived at Colon on September 3, 1942, and on the following day weighed anchor with the ROWAN and MAYRANT escorting Transport Division 6 to Norfolk. On September 10th the CORY made a sound contact with a possible submarine and immediately attacked with depth charges. The results of the attack were undetermined and the voyage was otherwise uneventful.

The DD 463 remained in the Norfolk area from September 11th until October 3rd when, with Destroyer Division 20 and in company with Task Group 22.1; she got underway. They arrived at Port Royal Bay, Bermuda, B.W.I., on the 6th of October and remained in the area until the 12th participating in training exercises and patrols. She was back at Norfolk again October 14th and then made another run to Bermuda, arriving on the 19th. Underway again on October 25th with Destroyer Squadron 10 and Task Group 34.2, the DD 463 headed for the actual war zone — French Morocco.

On November 7, 1942, in company with Destroyer Squadron 10, the CORY acted as anti-submarine screening vessel for the USS RANGER and USS CLEVELAND. During the late afternoon and night they proceeded toward the dawn aircraft launching position, approximately 35 miles to the north of Casablanca, French Morocco, and in the early morning of the 8th, the RANGER commenced scheduled plane operations. At 11:00 a.m. a RANGER plane crashed in the water nearby and the CORY rescued its crew a few minutes later. The "643" continued performing the same duties throughout the 9th, 10th, and 11th, as plane guard for the RANGER group and, while several probable submarine contacts were made by various ships of the squadron, none proved conclusive after depth charge attacks were made.

November 16th found the CORY steaming with the USS TEXAS (Commander Task Group 34.8) enroute to Norfolk, Virginia, on a routine patrolling station with a convoy. She arrived at her destination on November 26th and the following day was underway for New York on convoy duty with USS MERRIMAC, HOBSON, and TRIPPE. On the 28th the CORY and HOBSON were detached from convoy duty and proceeded on to Boston, Massachusetts, mooring at the Charlestown Navy Yard the same day. At the Navy Yard the destroyer had all her guns overhauled and repaired as well as having three additional 20 millimeter machine guns installed.

While in the Navy Yard, on December 2, 1942, Lieutenant Commander Lot Ensey, USN, relieved Lieutenant Commander Burchett as Commanding Officer.

With the yard period ended, the CORRY got underway for the Casco Bay area on December 11th with the HOBSON and MADDOX screening the USS MASSACHUSETTS. After anti-submarine operations and firing practice off Portland, Maine, the vessel anchored at Norfolk, Virginia, on December 16th. The following day the DD 643 weighed anchor for Panama in company with Transport Division #5, plus USS MONTPELIER, USS PATUXENT, and Destroyer Division 42 consisting of LA VALETTE, CHEVALIER, STRONG, and TAYLOR. On December 21st the MONTPELIER sighted a submarine as it was submerging but none of the escort vessels could gain contact with it for an attack. They made port on the 24th and the following day the CORRY was underway again, this time escorting the USS BOGUE to Norfolk, Virginia. They arrived in that port on December 31st. On January 8, 1943, the destroyer was underway with Task Force 22 for exercises and patrol in the Atlantic, returning to Norfolk on January 30th where she went into drydock.

On February 13th, 1943 as a part of Task Force 22, the CORRY acted as an anti-submarine screening vessel for an operational voyage which took her to the waters off North Africa. The ships returned to the United States in early March, arriving at Norfolk, Virginia, on the 6th. The CORRY operated until early August in waters off the East coast, participating in operations, maneuvers, and exercises in the vicinities of Newport, Rhode Island; Casco Bay, Maine; Boston, Massachusetts; Argentia, Newfoundland; New York; and Halifax, Nova Scotia. In May 1943 she participated in operations and exercises with the British submarine HMS P-554 off Argentia, Newfoundland.

August 11, 1943 found the DD 463 enroute to Scapa Flow, Scotland, in company with Task Force 22. She anchored at Long Hope, Orkney Islands, Scotland, on the 19th and with other U. S. Navy units operated with the British Home Fleet until the end of November. During this time she participated in patrol cruises and operational exercises in the vicinity of Scapa Flow, Scotland, as well as one cruise off the coast of Norway during the early part of October and two voyages to Akureyri Harbor, Iceland — one in mid-October and the other in mid-November. The destroyer was in Hvalfjordur Harbor, Iceland, on November 25, 1943, from which port she sailed for Boston, Massachusetts, arriving on December 3rd.

On the 24th of December the USS CORRY got underway, with other escort vessels, for New Orleans, Louisiana. They arrived at the mouth of the Mississippi River on the 29th and at New Orleans on the 31st. On the same day as arrival she was underway once more, attached to Escort Division 59, escorting New Orleans Convoy 19 composed of merchant ships to Colon, Panama. Upon reaching Colon on January 5, 1944, the CORRY made a quick turn-around and the following day was underway, this time escorting HMS BEGUM to Norfolk. They arrived on the 11th and four day later the DD 463 weighed anchor to escort the USS HORNET (CV 12) on her shakedown cruise in the waters off Bermuda, British West Indies.

Returning from this mission on February 1, 1944, the CORRY was attached to Task Group 21.16 and, in company with THOMAS, BREEMAN, BRONSTEIN, and BOSTWICK with Commander Task Group 21.16 in the USS BLOCK ISLAND, entered upon anti-submarine operations in the Atlantic on February 16th. On the 26th, the CORRY fueled independently at Horta Harbor, Fayal Islands, Azores, and then rejoined the task group on the 27th. On February 29th a submarine was reported by patrolling aircraft but, while contact was gained and a depth charge attack made, there was no evidence of the sub being damaged. Another contact was made the 1st of March but after a depth charge attack it was not regained until several hours later. The search was turned over to the BRONSTEIN and the CORRY rejoined the formation. After several uneventful days, the task group made port at Casablanca, French Morocco on March 8, 1944.

Task Group 21.16 weighed anchor from Casablanca on the 11th enroute to the Central Atlantic for further operations against enemy submarines. On March 17th, while steaming independently searching for a probable submarine sighted by a carrier plane, the CORRY made radar contacts with what turned out later to be radar decoy balloons. These were destroyed by machine gun fire and at 3:35 a.m. she proceeded to an area 18 miles west to assist a plane in submarine attack. At 7:05 a.m. the BRONSTEIN joined the search and at 9:25 a.m. the ships were maneuvering on various courses and speeds to investigate an oil slick marked by smoke floats dropped from carrier aircraft. Upon gaining contact, the BRONSTEIN immediately attacked with depth charges after which the CORRY made her attack. A few minutes past noon after continuous attacks by the two destroyers, the submarine surfaced about 1250 yards away. The CORRY commenced fire with her main battery and all automatic weapons that could bear. The ship immediately began to close the range with the enemy craft, firing continuously and scoring numerous direct hits on the conning tower and hull. While it was the DD 463's intent to ram the U-boat, before this could be accomplished the conning tower disappeared below the surface, the bow rose and the enemy raider sank stern first. It was later identified as the U-801. The BRONSTEIN stood by to aid in picking up survivors and when these were transferred to the CORRY, she had aboard a total of 47, four of them officers. At 4:00 p.m. the CORRY came alongside the BLOCK ISLAND to which the prisoners were transferred.

On March 19th the CORRY proceeded independently to assist aircraft, if necessary, in attacking another German U-boat. The planes destroyed the sub and shortly after 9:00 a.m. survivors were sighted by the CORRY in the water off the port bow and a little later two floating torpedoes were reported. The German survivors were picked up as well as survivors from an American plane which had crashed nearby. Noon found the destroyer circling the area in which the BOSTWICK and THOMAS were attacking another sound contact. Several depth charge attacks were made by the CORRY but without any positive results. A body was recovered near the scene of the previous sub sinking and, after being identified as that of a German submarine crewman, burial services were held late in the afternoon.

The task group gained several contacts and made a number of depth charge attacks through the next few days with no positive results and on March 25th was enroute for Hampton Roads, Virginia. They arrived off Hampton Roads on the 29th and the CORRY was ordered to proceed independently to Boston, Massachusetts. She arrived at that port on the following day.

The CORRY underwent Navy Yard availability from April 1 to 8, 1944 and from the 10th to the 14th was operating under Commander Destroyers Atlantic Fleet, carrying out intensified training in the Casco Bay, Maine, area. She proceeded independently to Boston on April 15th and two days later steamed for Norfolk, Virginia, arriving on the 18th. On the 20th, in company with Task Group 27.9, the CORRY got underway for the United Kingdom.

After arrival in Great Britain in May, the USS CORRY participated in the Normandy Operation, acting initially as escort for several heavy ships and transports crossing the Channel. Thereafter she was ordered to give fire support to the troops landing on the coast but on June 6, 1944, at about 6:35 a.m., while laying down a heavy barrage on both designated targets and targets of opportunity off St. Marcouf Islands, coast of France, the CORRY hit a mine under her engineering spaces. The explosion caused the immediate flooding of the forward engine room, the forward fire room, and the flooding of the after fire room very shortly thereafter. This was accompanied, at the same time, by the loss of all electric power and lighting. When the CORRY struck the mine, she was just starting a right turn at increasing speed and the explosion jammed the rudder hard right and a high speed circling movement commenced. Hand steering got the ship headed towards the sea but shortly afterwards all steam was lost and she became dead in the water. Boats were lowered for purposes of towing the destroyer through shoal water to the fire support area of the larger ships and the signal, "This ship needs help," was hoisted since all communications were out of commission.

At about 6:39 a.m. word was passed to prepare to abandon ship since the water had reached the main deck and even though the ship was on an even keel she was sagging badly. Two minutes later abandon ship was ordered, for at this time the main deck was under two feet of water and the ship was broken amidships. The order was carried out without confusion and the Commanding Officer, Lieutenant Commander George D. Hoffman, USN, was the last to leave the ship. At this time the stacks had leaned together, the fantail and the bow had risen, and the entire main deck and most of the midships superstructure were under water.

The survivors were in the water some two hours and this immersion was perhaps the worst of all since, during the entire time, shells were falling causing further dead and wounded. The currents in the area were of such nature that swimming away from the stricken ship was rendered very difficult. About an hour after the ship sank, one raft was carried in a complete circle and upon passing the shoreward side, received a near miss that caused more casualties. As a result of the 54° temperature of the water, several men died of exposure.

At approximately 8:30 a.m. the FITCH and HOBSON entered the survivor area with all guns firing at the shore batteries on one side of their respective ships, while lowering boats and cargo nets on their other sides. The BUTLER and PT-199 also aided in the rescue and later the bulk of the survivors were transferred to the USS BARNETT. They were subsequently transferred to the U. S. Naval Advanced Base, Falmouth, England.

Out of a complement of 19 officers and 265 men, six men were known dead; one officer and 15 men were missing; one officer and 32 men had been injured; and 17 officers and 212 men remained uninjured.

The USS CORRY (DD 463) earned four (4) battle stars on the European-African-Middle Eastern Area Service Ribbon for participating in the following operations:

- One Star--North African Occupation: 8 November 1942 -
9 July 1943
- One Star--Norway Raid: 2-6 October 1943
- One Star--Anti-Submarine Assessment: 16 March 1944
- One Star--Invasion of Normandy (including
bombardment of Cherbourg): 6-25 June 1944

Lieutenant Commander George D. Hoffman, USN, Commanding Officer of the USS CORRY who survived the action in which his ship was sunk, was awarded the Legion of Merit for the CORRY's role in the sinking of the German submarine on March 17, 1944. The citation reads as follows:

"For exceptionally meritorious conduct in the performance of outstanding service as Commanding Officer of the U.S.S. CORRY during a successful action against an enemy submarine.

"The U.S.S. CORRY was on an anti-submarine search when contact was made with the enemy. Lieutenant Commander George D. Hoffman immediately developed the contact and furnished vital information which assisted his more favorably situated companion ship in making damaging attacks. Later, acting in conjunction with the other attacking unit, Lieutenant Commander Hoffman delivered an extremely effective depth charge which forced the damaged submarine to the surface. The surfaced submarine was then taken under fire by both surface ships present, with many hits from the U.S.S. CORRY contributing to the U-boat's final destruction.

"The aggressive and accurate gun fire and depth charge attacks delivered by Lieutenant Commander Hoffman in close cooperation with similar attacks by a companion ship were in keeping with the highest traditions of the United States Naval Service.:

* * * * *

SUCCESSIVE LIST OF COMMANDING OFFICERS

- Lieutenant Commander E. C. Burchett, USN — Commissioning to January 1943.
- Lieutenant Commander L. Ensey, USN — January 1943 to November 1943.
- Lieutenant Commander George D. Hoffman, USN — November 1943 until sinking June 6, 1944 (survivor)

* * * * *

STATISTICS

- OVERALL LENGTH: 348 feet
- BEAM: 36 feet
- DISPLACEMENT: 1,630 tons
- SPEED: 35 knots plus

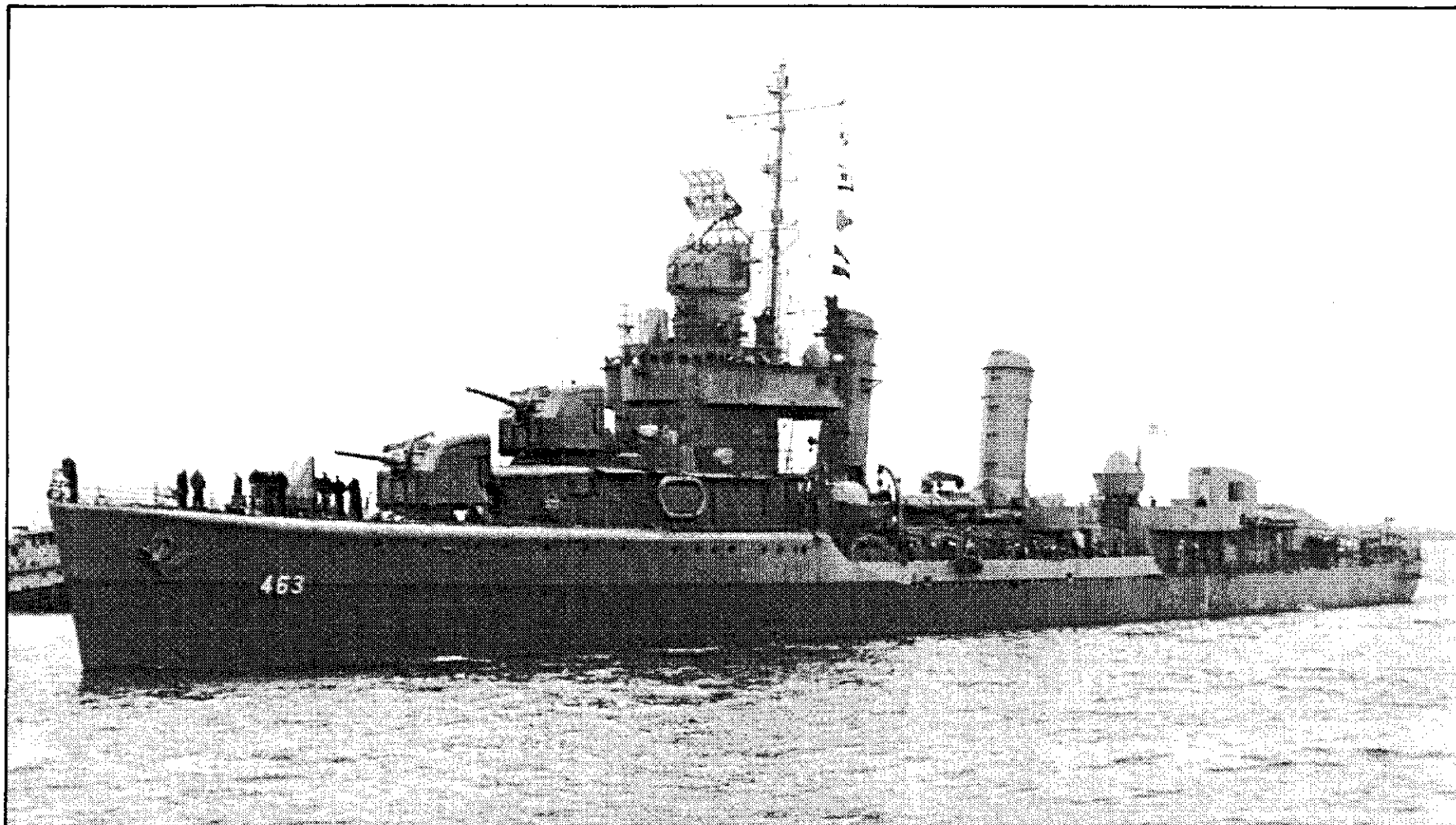
* * * * *

Restencilled: March 6, 1950

USS CORRY (DD-463) SERVICE

SOURCE	DATE	DEPARTED	ARRIVED	DATE	REMARKS
CO history					Commissioned 18 Dec 41 at Charleston, S. C. Shake-down off Casco Bay.
	21 May 42	Annapolis	New York	22 May 42	13-21 May: at Annapolis for special ops. with Radio Washington.
	23 May 42	New York	Bermuda	24 May 42	Escorted QUEEN ELIZABETH into harbor.
	31 May 42	Norfolk	Norfolk Argentia	28 May 42 ?	Joined TF 26. on 26 May and screened AUGUSTA to
			Boston	23 Jun 42	With TF 22; operating in Newfoundland waters until
	1 Jul 42	Newport	Port of Spain, Trinidad	6 Jul 42	Repairs; joined TF 22 at Newport 30 Jun.
	31 Jul 42	Trinidad	Norfolk	5 Aug 42	Picked up 4 men off life raft 4 Jul 42; survivors from torpedoed SS RUTY.
	23 Aug 42	Norfolk	Boston	25 Aug 42	On patrol out of Trinidad. Availability.
	30 Aug 42	Norfolk	Colon, Panama	3 Sep 42	In DesDiv 30, TF 22; escorted AUGUSTA back to Norfolk.
	4 Sep 42	Colon	Norfolk	11 Sep 42	Escorting TransDiv 6.
	3 Oct 42	Norfolk	Bermuda	6 Oct 42	In TG 22.1; exercises and patrol.
	12 Oct 42	Bermuda	Norfolk	14 Oct 42	Returned to
	25 Oct 42	Bermuda	Bermuda Casablanca	19 Oct 42 7 Nov 42	In TG 24.2 acting as screen for RANGER and CLEVELAND in air attacks in support of Moroccan landings.
	16 Nov 42	Casablanca	Norfolk	26 Nov 42	To Boston 28 Nov for overhaul
	17 Dec 42	Norfolk	Panama	24 Dec 42	Escorting TransDiv 5; sighted submerging sub 21 Dec but couldn't gain contact.
	25 Dec 42	Panama	Norfolk	31 Dec 42	Escorting BOGUE.

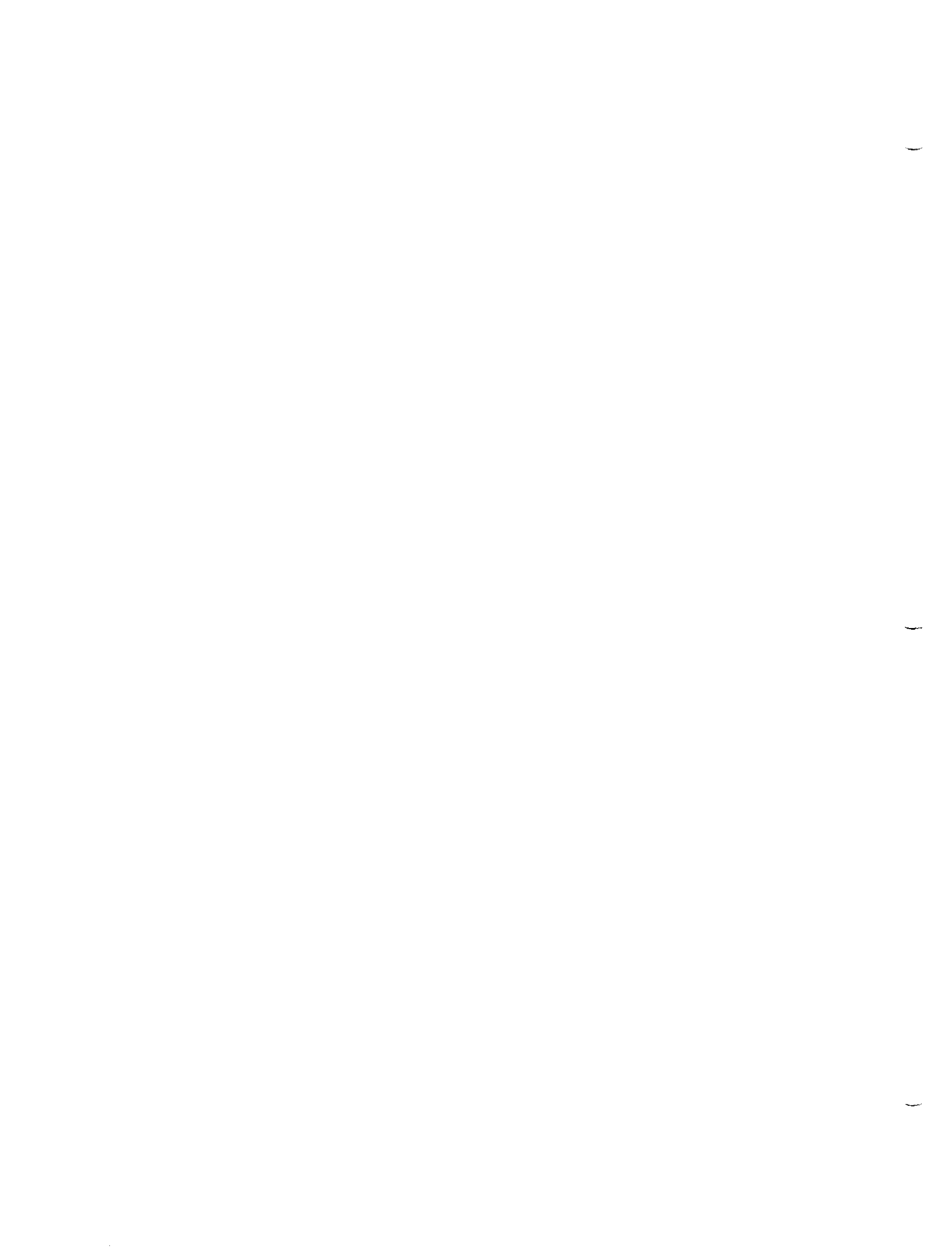


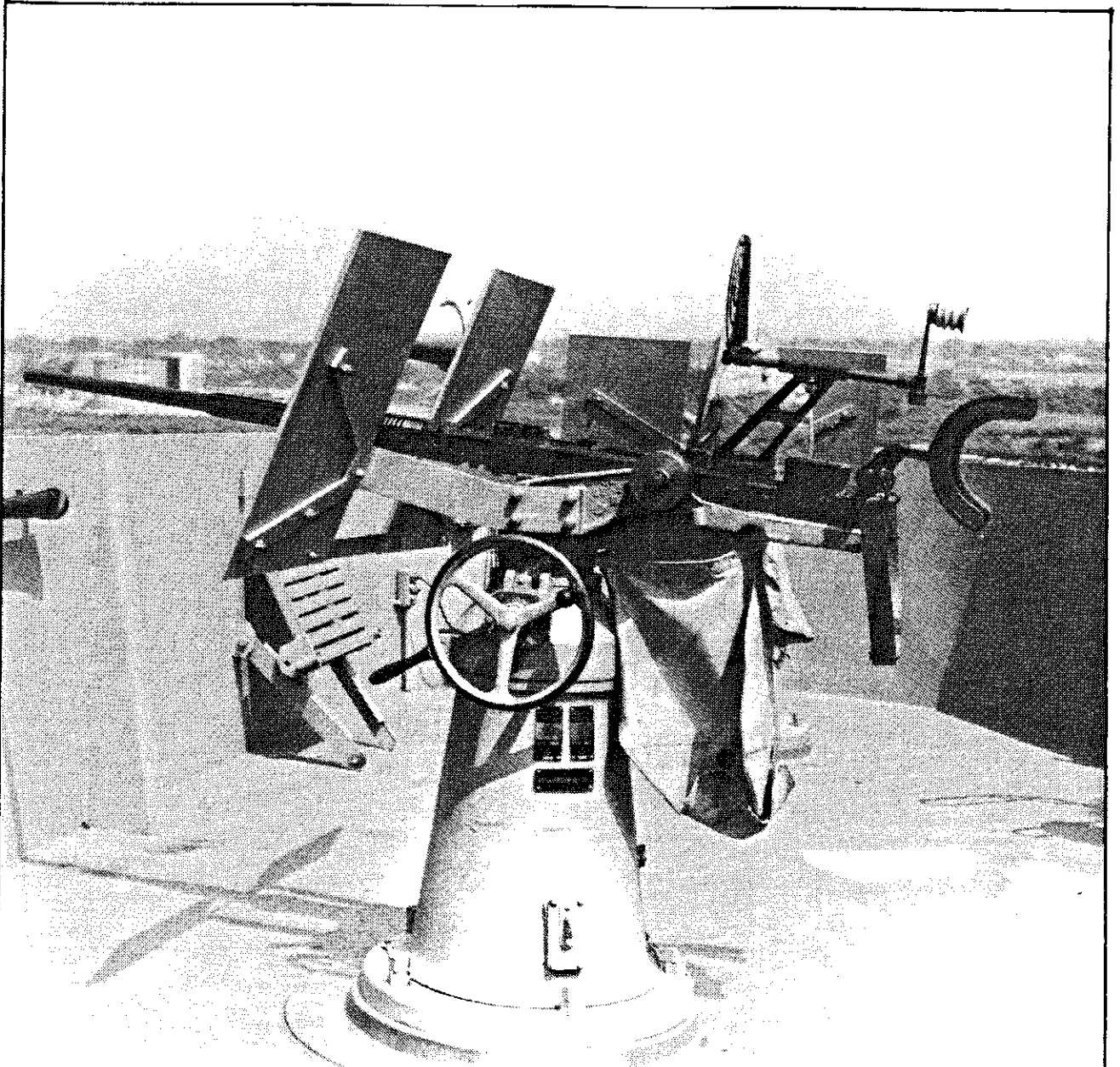


This port-bow view of the Bristol-class destroyer USS Corry (DD-463) was taken in 1942 prior to her yard availability in December, 1942, when three additional 20-mm machine guns were installed in the area of her bridge (1 centerlined, forward, and 2 on the wings). She had a main battery of four 5-in./38 guns which fired a 55-lb. projectile with a maximum range of about nine miles. With a well-trained crew, each of these guns could fire 15-20 rounds/minute. The Corry's characteristics were:

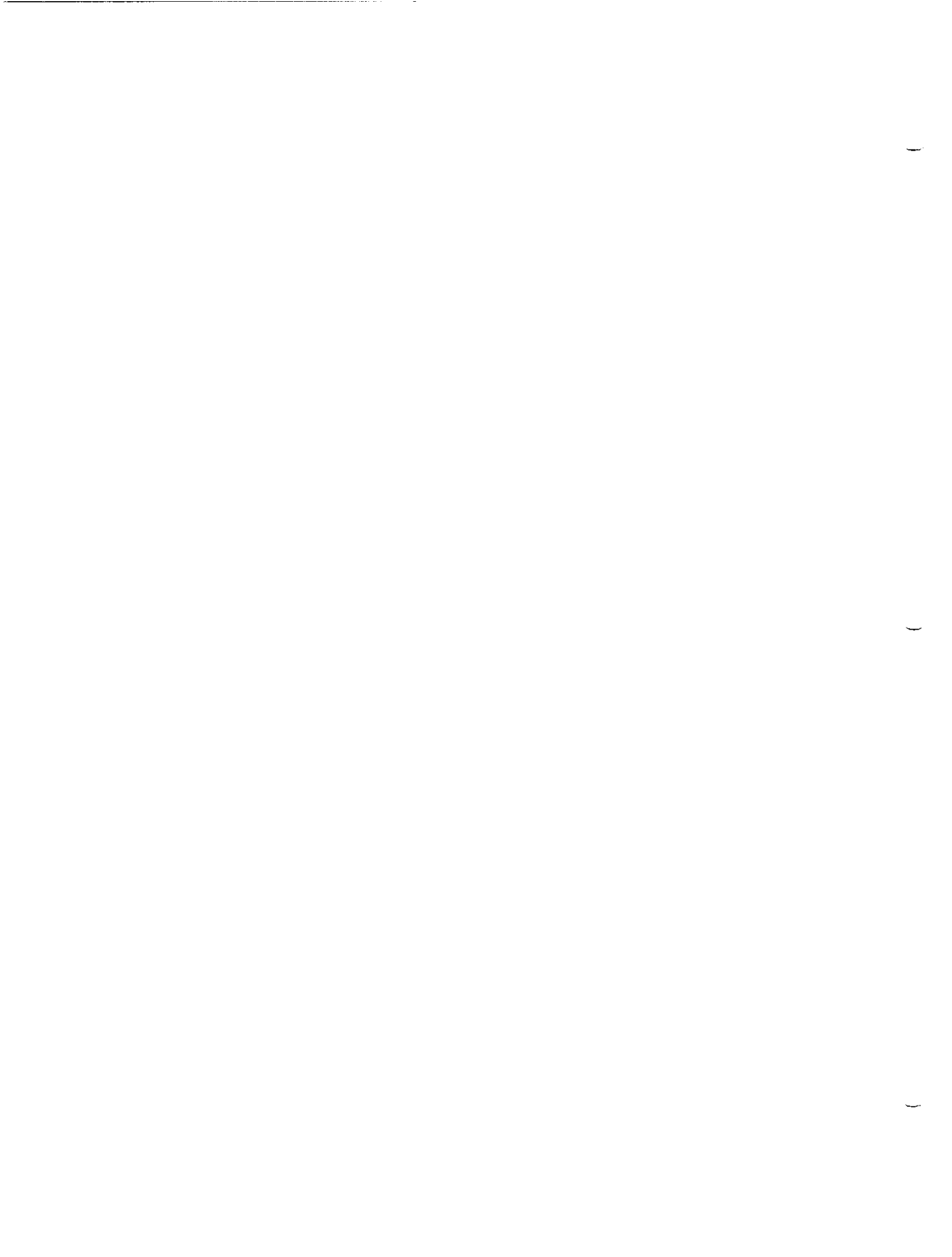
Standard displacement	1,630 tons	Draft	15'8"
Length overall	348'2"	Shaft horsepower	50,000 H.P.
Beam	36'11"	Rated speed	35 knots

(U.S. Naval Institute Collection.)





In 1941 the 20-mm Oerlikon air-cooled machine gun began to replace the .50-cal. water-cooled machine gun as the Navy's standard light antiaircraft weapon. (It was also called a machine cannon because it fired explosive shells.) This early Mark 4 version with an open-ring sight required a four-man crew: the gunner, a trunnion operator (to adjust the height of the gun carriage) and two loaders. When fitted with the Mark 14 gyroscopic sight, introduced in 1943, a range setter was also required to enter range data. The Oerlikon had an effective range of 1,600 yards and fired at a rate of 450 rounds/minute. (Official USN Photo.)



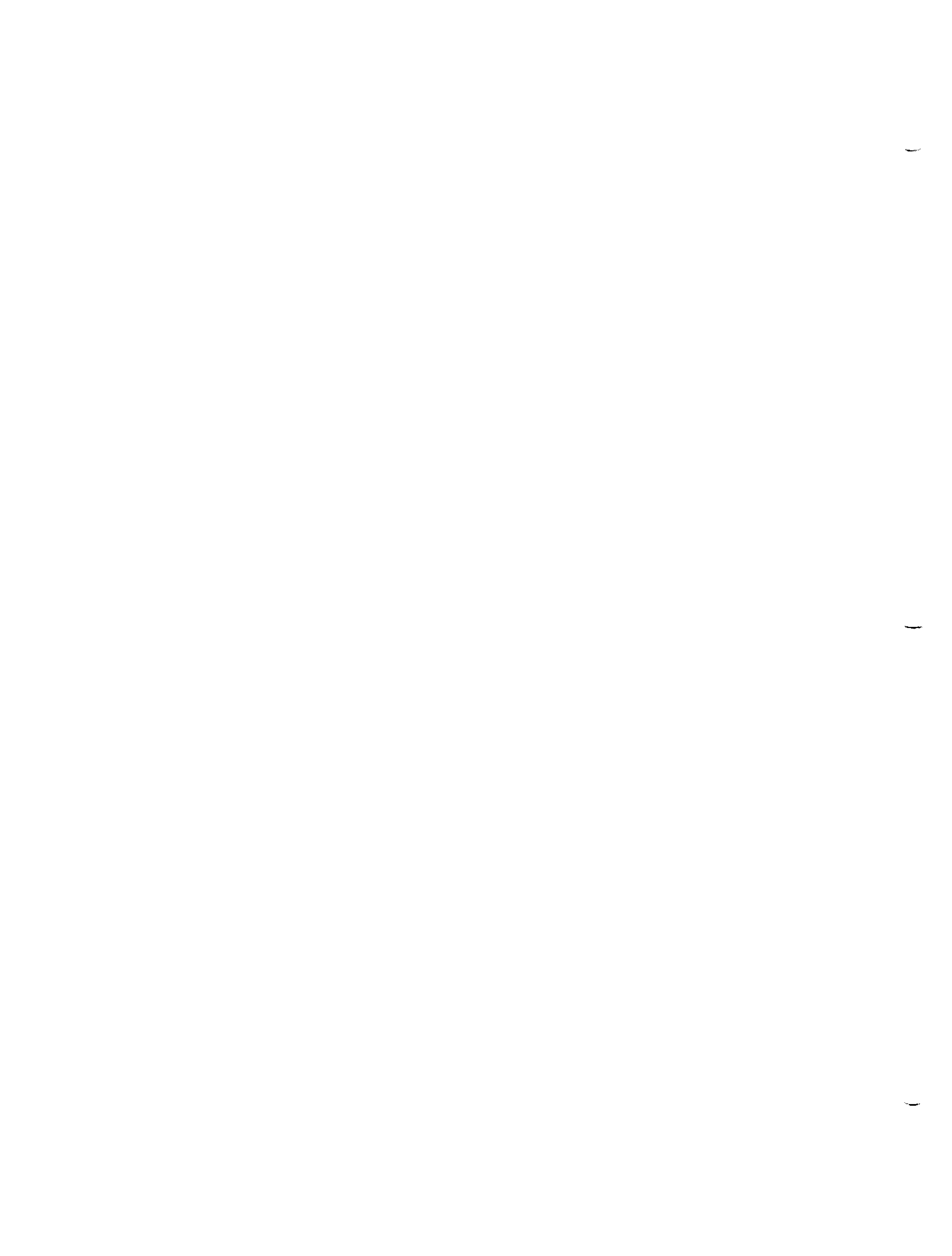
U.S.S. Corry (DD-463)
Summary of Commanding Officers¹

	<u>Dates</u>	<u>Retired Rank</u>
LCDR Eugene Carroll <u>Burchett</u> , USN (1903-1973)	12/18/41-12/02/42	Captain
LCDR Lot <u>Ensey</u> , USN (1908-1970)	12/02/42-12/07/43	V. Adm.
LCDR George Dewey <u>Hoffman</u> , USN (1911-1991)	12/07/43-06/06/44	Captain

* * * * *

¹ Sources: The ship's deck logs at the National Archives and the U.S. Naval Academy's Register of Alumni, 1996 Edition.

E. A. Wilde, Jr.
October, 1999



U.S.S. Corry (DD-463)

*Obituary for Captain George Dewey Hoffman, USN (Ret.)¹
(1911-1991)*

Commanding Officer, 7 December 1943 to 6 June 1944

GEORGE DEWEY HOFFMAN '34

Capt. George D. Hoffman USN (Ret.) died of pneumonia on 27 December 1991 in Fairfax Hospital, Va. Services were held in the Fort Meyer Chapel on 4 January followed by interment in Arlington National Cemetery.

A third generation Navy junior and a godson of Admiral George Dewey, Captain Hoffman was graduated from the Naval Academy in 1934 and, after a year in IDAHO, began a career in destroyers. In 1935-41 he served in three destroyers and one DD conversion. On 7 December 1941 he was commissioning gunnery officer of CORRY (DD-463), later fleeting up to Exec and to command, engaged in ASW in the Eastern Atlantic, sometimes as a unit of the British Home Fleet. CORRY was credited with sinking one submarine, assisting with a second kill, and rescuing survivors of a third. At Normandy, assigned to shore bombardment, she was sunk by mines and shore battery fire. Following survivors's leave George was ordered to the Naval Academy as Assistant Commandant where he spent the next two years. His wartime services earned the Legion of Merit, Silver Star, Commendation Ribbon and the French Croix-de-Guerre.

In 1946-47, Captain Hoffman commanded PUTNAM (DD-757) and had the pleasure of pulling DVL WRIGHT off the beach at Pensacola, for which he was commended. A student tour at the Armed Forces Staff College was followed by a year on ComServLant staff. In 19488 he went to OpNav (International Security Affairs). In 1952 he took command on PhibRon ONE in Korea, returned to OpNav (Fleet Readiness) in 1954, and commanded the Sixth Fleet destroyer tender during the Suez crisis. He retired in 1960 and settled in Falls Church, Va.

His wife Lois, then a WAVE ensign, whom he had married in 1943, joined him in new careers as teachers in the Northern Virginia area, which they followed for about twenty years. On retiring from that profession they moved into Vinson Hall, from where they travelled, were active in all Class affairs, and just enjoyed life.

Capt. Hoffman is survived by his wife Lois at 6251 Old Dominion Drive, #228, McLean, Va. 22101; daughters Blair Simmons of Burke, Gretchen Sue of Arlington and Constance Phelps of Falls Church; and four grandchildren.

¹ *Shipmate magazine (U.S. Naval Academy), March 1992.*



Heroes of the Washington Area



Comdr. George D. Hoffman

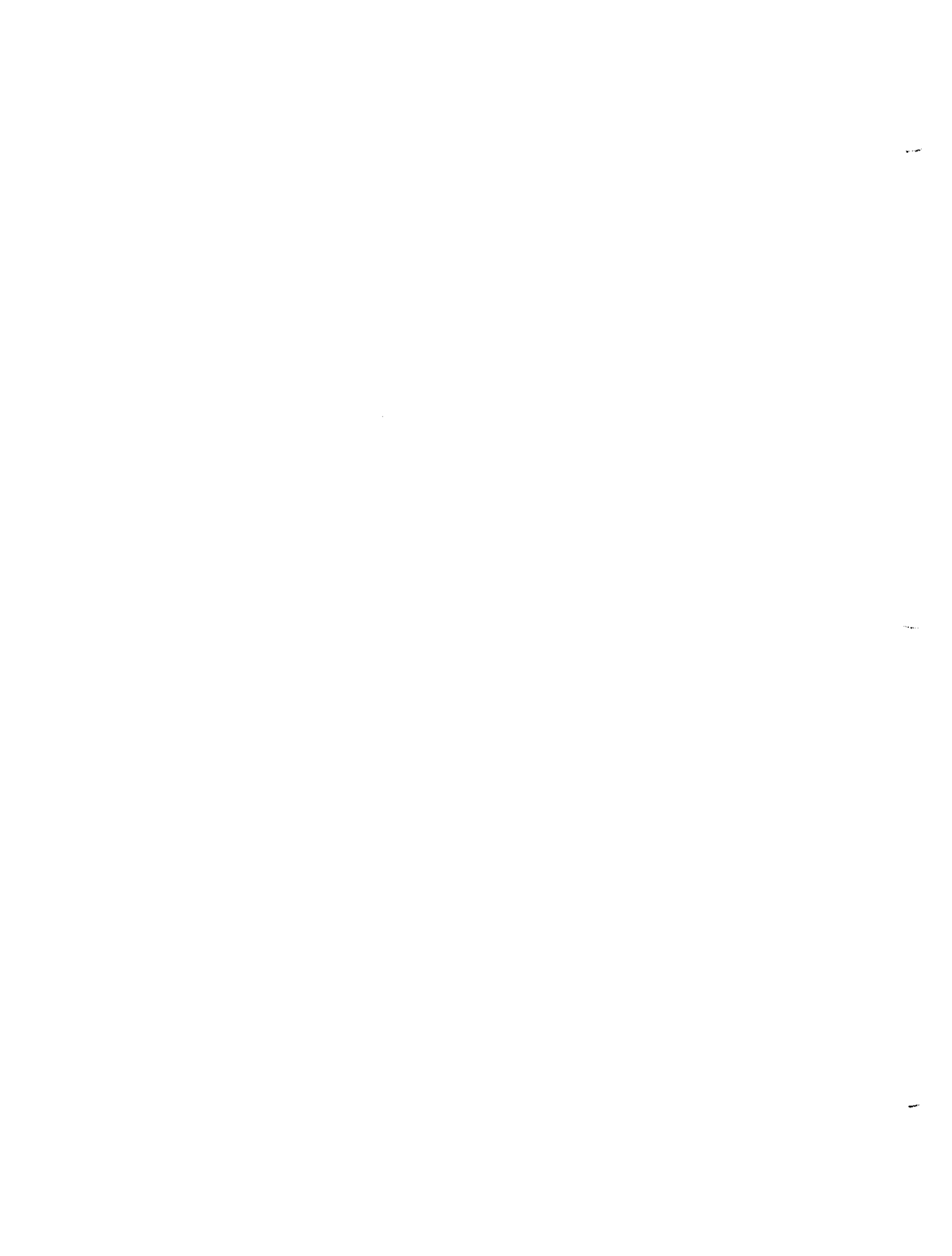
One of the many heroes of D-day in France, Comdr. Hoffman, 34, skippered the destroyer Corry, part of the giant invasion fleet off the coast of Normandy. During the early landings, however, the destroyer was mortally hit by enemy fire. The young officer stayed with his ship until all aboard were evacuated, jumping just as the doomed vessel broke in two. He swam for two and a half hours in the English Channel before being rescued. It was for this gallantry in action that Comdr. Hoffman was awarded the Silver Star.

The commander also holds the Legion of Merit for successful action against an enemy submarine while commanding the Corry. At this time, his ship and another vessel engaged the submarine in combat, and the Corry was reported to have made many hits, which contributed to the submarine's final destruction and the capture of 50 prisoners.

Godson of the late Admiral George D. Dewey, hero of the Battle of Manila Bay, Comdr. Hoffman, whose mother, Mrs. Helen Draper Hoffman, lives at 2349 Ashmead place N.W., is a native Washingtonian. He attended Western High School and Columbia Preparatory School and was graduated from the Naval Academy in 1934.

Prior to his assignment to the Corry, he served on the battleship Idaho and the destroyers Williams and McKean. He is now stationed at Annapolis as assistant to the commandant of the Naval Academy. His brother, Capt. Harry Hoffman, Navy, commands the Carrier Montpelier now in the Pacific.

This is one of a series of portraits of our decorated fighting men by Newman Sudduth of The Star's art staff.



Near Tragedy

Captain George D. Hoffman USN (Ret.)

In March 1943, while on night Hunter-Killer patrol, USS CORRY (DD-463) came within an inch of being heavily damaged by the gunfire of a British escort vessel, which had suffered near misses from our guns. CORRY had been assigned night patrol operations in a large rectangular area believed to be a favorite of the German submarines. They felt safe; they could cruise on the surface, recharging their batteries, and generally relax from the daytime harassment by our task group. Our H-K group consisted of a jeep carrier, four DE's and CORRY. The German submarines, the erstwhile "hunters," had now become "the hunted."

The doctrine by which CORRY was governed was to commence firing immediately on any target detected at night by radar. That tactic was obviously designed to catch a sub before he had a chance to dive. CORRY had been chosen for such night operations by reason of having four 5"/38's and special preparations before leaving Casco Bay, Maine. An ordnance team had come aboard to "toe in" the battery to produce a small pattern at a range they deemed to be optimum. CORRY tested the procedure on some buoys deliberately set afloat. In fact, the day of the night "incident" CORRY had encountered a large buoy in mid-ocean and quickly sank it.

On the night of the near-tragedy CORRY was steaming along, all was quiet and uneventful until suddenly at about 0200 a target was picked up and our firing commenced almost immediately. Our gun crews had been sleeping at their stations except the ready-gun where the crew was fully alert. Of course the Mark 37 director and the plotting room were ready. However, there was a "fly in the ointment." The surface search radar (SG) was still feeding ranges and bearings into the Mark I computer instead of the fire control radar (FD) which was integral with the director. The SG radar had an inherent bearing error of at least 4 degrees. The duty officer in the director had forgotten to energize the FD radar immediately, simply by flipping a switch. So, ranges to the target were excellent but target bearing was skewed to the left and dead ahead of the target.

Lot Ensey '30, later a vice admiral, had turned over to me a splendid well-trained crew.

In fact his innovations to prevent boredom at sea could well have become Navy policy. During non-hazardous periods at sea he would have officers and men of one department do the jobs of a different department. It didn't hurt the quartermasters to stand an engine room or a fire room watch. It increased interest in what the other fellow did and showed that all hands had jobs that could have them ready for the bunk at night (unless you had the "mid").

However, on this night, I was to have *my* problems. Shortly after "commence firing" I noted that no hits were registering despite that nice tight pattern. The target "was still there," apparently not hit and not submerging. Suddenly from the target there rose a "Christmas tree" of recognition lights, red, green, blue, and white. The personnel on our bridge were frozen in their tracks awaiting a retaliatory blast. We immediately illuminated our steaming colors and the funnels with 12" bridge signal searchlights and, of course, turned on our recognition lights. We awaited a salvo that never came. Instead, the RN ship started drawing off but casually queried by TBS "What ship."

Frankly, for a split-second I thought how simple it would be to give the name of a fictitious ship but, instead, I humbly replied "USS CORRY (DD-463); I deeply regret firing on you; please accept my apologies." The RN ship did not reply, which spelled deep trouble ahead for me. After awhile, from considerable distance, I heard a different TBS transmission, "I say there 'OTHELLO' was that you shooting?" Apparently there were two British escort vessels in our H-K patrol area.

With the near tragedy over, I made my way down to CIC, badly shaken, to find what the problem was and to examine the tracks of CORRY and target. What I found was completely amazing; the RN ship had made a complete circle with my shells detonating just ahead of him in the early part of his turn. I must say, the target ship OOD had his wits about him in prompt evasive action. As to the Britisher's gunnery department, we will never know whether there was intention to "let us have it" or no. As previously mentioned, the Mark I

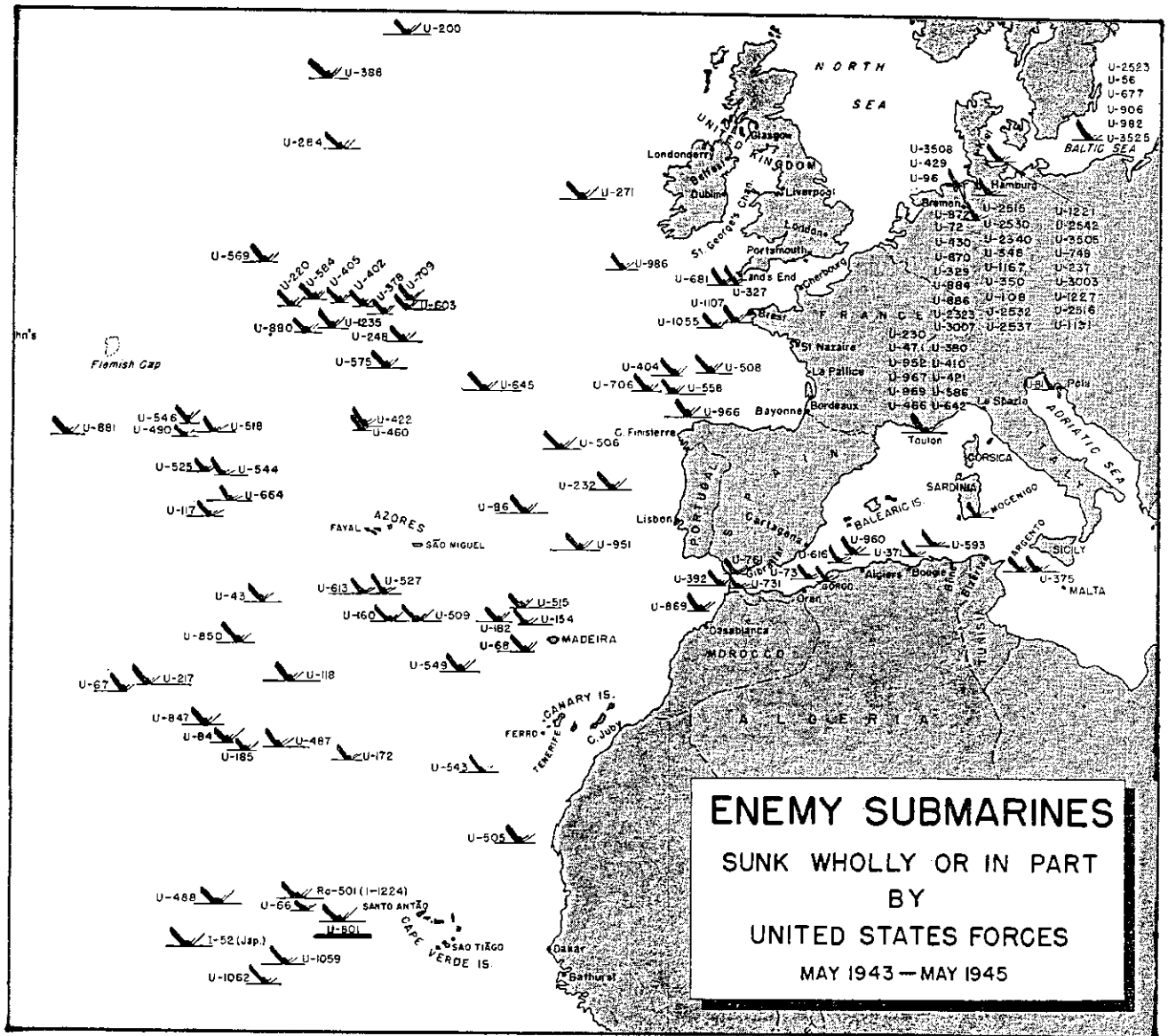
computer had been fed exact ranges by the SG radar but the bearings, thank God, were off, just enough to prevent a mid-ocean catastrophe between allies.

Gradually I realized that I was in for it, particularly with no acknowledgment of my abject apology. I worried all the way back to Boston. However, my concern began to lessen a bit because before our group completed its Hunter-Killer mission, the group had polished off some submarines. CORRY sank by gunfire U-801 after he had had night and day depth charging by USS BRONSTEIN, commanded by LCdr. Sheldon Kinney '41, and CORRY. Forty-seven German sailors were fished out of the water in that incident. After having been fed oranges and a hot lunch they were transferred to the carrier. That night CORRY and BRONSTEIN sank a German submarine by depth charges with no survivors. Two days later CORRY retrieved the crew of a TBF and their target, U-1059. The combatants had done each other in. These Germans we kept on board for our voyage back to Boston. My crew became friendly with the German sailors and I and Kapitan-Leutnant Gunter Leupold, write to each other to this day, exchanging snapshots of our wives and children.

Naturally, these ASW experiences mitigated my fear of the consequences of firing on an allied ship, but I still felt there was bad news to come. When the task group arrived in Boston we turned our Germans over to the U.S. Army for interrogation and imprisonment. Upon inquiry as to my being disciplined I received some information that was completely startling: two British escort vessels had been authorized to short-cut directly across the rectangular target area because they were gravely low on fuel. The Navy Department message had been "filed" in the radio room of the carrier with no dissemination. As bad luck would have it, in that large oceanic area, CORRY and the two Britishers were unknowingly and fatefully rendezvousing with each other. Needless to say, to my great relief, the incident was closed.



U.S.S. Corry (DD-463)

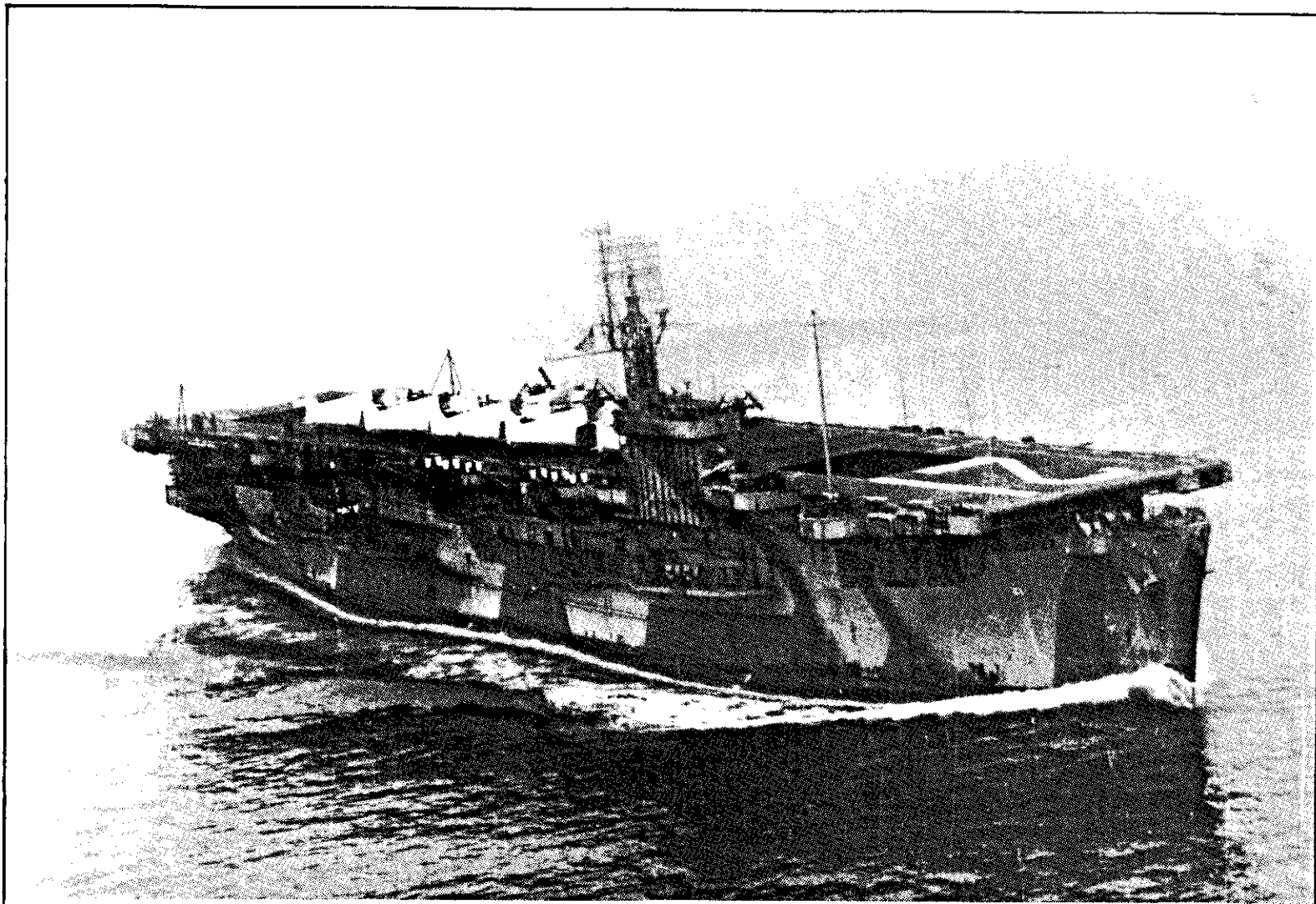


On March 17, 1944, while operating in a hunter-killer group with the escort aircraft carrier USS Block Island (CVE-106), the Corry and the destroyer escort USS Bronstein (DE-189) attacked the German submarine U-801 with depth charges and hedgehogs. When the damaged U-boat was forced to surface she was hit by gunfire from both ships and quickly sank.

As shown by this map the sub went down about 300 miles west of the Cape Verde Islands, not off the Azores as reported by both ships in their action reports. (The reported latitude of the sinking was 16.40 degrees North, while the Azores are at about 37 degrees North.)

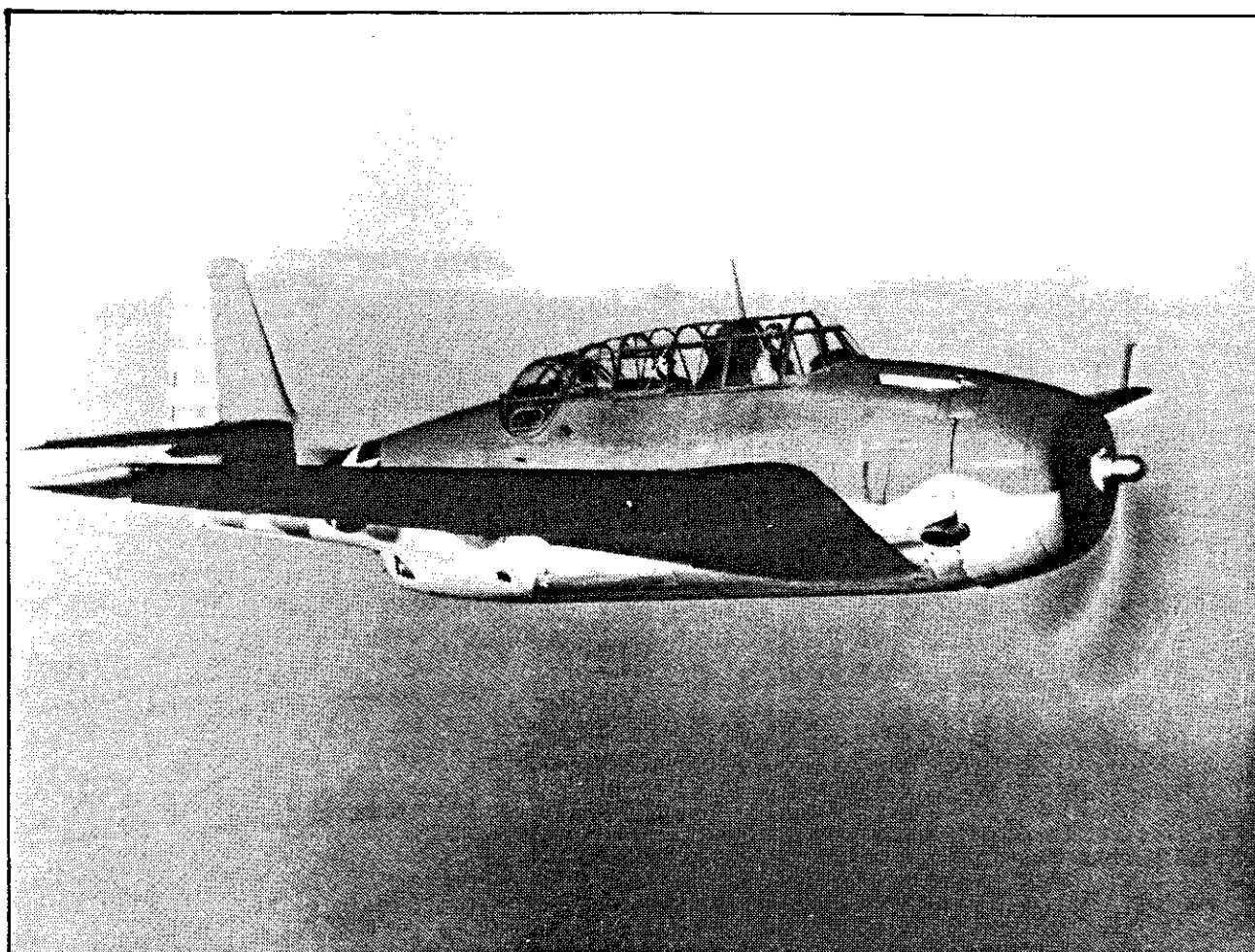
E. A. Wilde, Jr.
October, 1999





When the Corry and the Bronstein sank a U-boat on 17 March 1944 they were operating with the antisubmarine hunter-killer Task Group 21.16 (CTG and C.O. Block Island; Capt. Francis M. Hughes, USN) formed around the aircraft carrier USS Block Island (CVE-21). This Bouge-class escort carrier displaced 7,800 standard tons, and her overall length was 492 feet. Composit squadron VC-6 with 9 FM-2 Wildcat fighters and 12 TBF-1C Avenger torpedo bombers was embarked on the Block Island in March, 1944. (Official U.S. Navy Photograph)

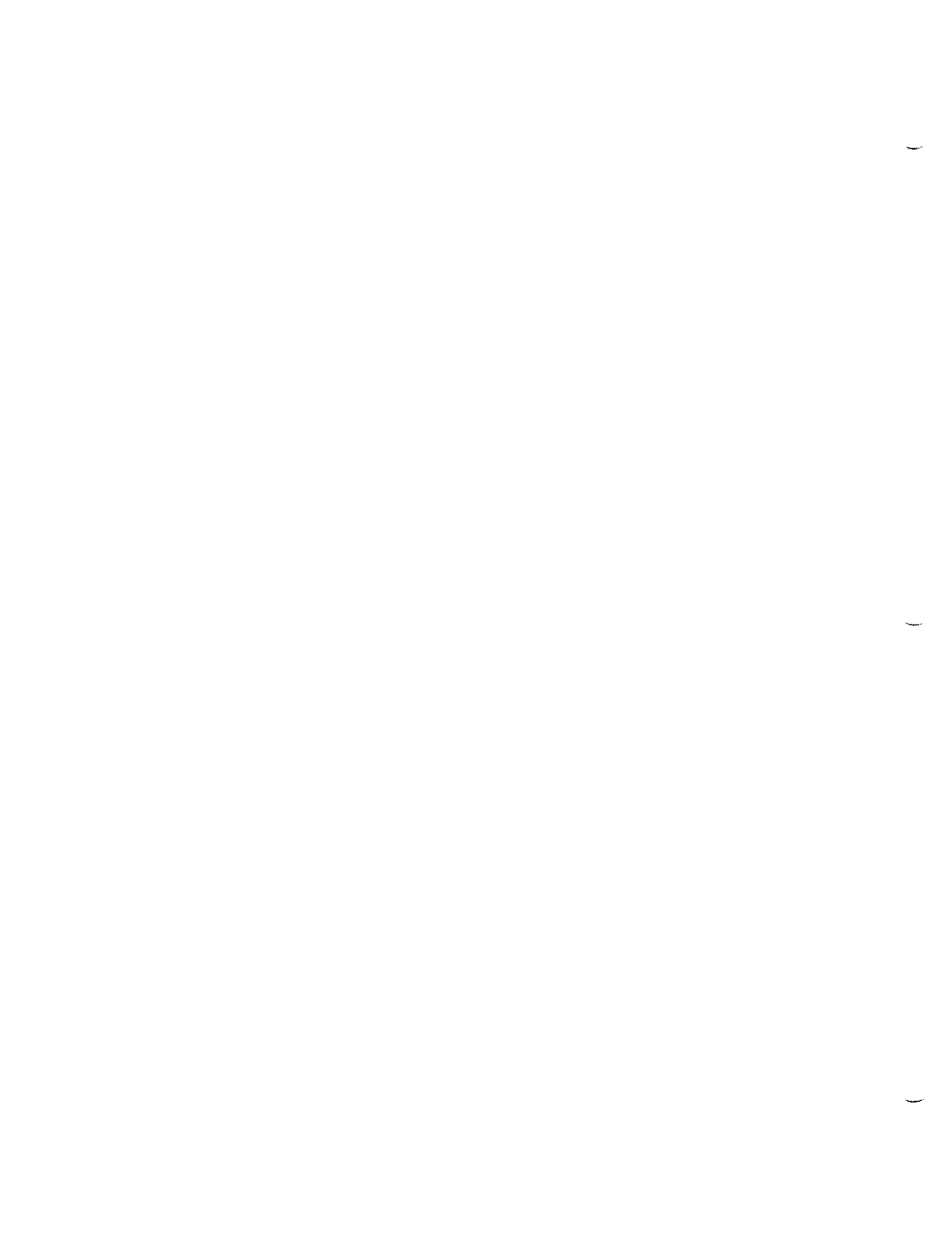




The U-boat sunk by the Corry and the Bronstein on March 17, 1944, was initially sighted by a TBF Avenger from the Block Island. The torpedo bomber reported her visual contact to the escorts and then dropped a depth bomb which seriously damaged the submarine, causing oil leaks which revealed her position to the attacking escorts. The TBF Avenger had a crew of three: pilot, gunner and bombardier. She could carry a torpedo in an internal bay or 2,000 pounds of bombs, and she was armed with a .50-cal. gun in a power-operated turret, a .30-cal. ventral gun behind the bomb bay, and a fixed .30-cal. gun mounted on the cowl's right side. Dimensions and other data:

Wingspan:	54'2"	Engine:	Wright R-2600-8 (1700 hp take-off, 1450 hp at 12,000 ft.)
Length:	40'		
Height:	16'5"	Top Speed:	271 mph at 12,000 ft.

(U.S. Naval Institute Collection)



U-Boats Countered

*Nazis Mass Them Off Western Europe
—Our 'Baby Flat-Tops' Prove an Answer*

By HANSON W. BALDWIN
By Wireless to THE NEW YORK TIMES

LONDON, May, 15—The Germans have lost another round in the Battle of the Atlantic. The enemy's submarines, somewhat fewer in number than a year ago, are still cruising the Atlantic, but the U-boat blockade that once threatened the United Nations has been broken.

Since the turn of the tide in the war at sea a year ago, the Germans have been unable to overcome the tactical, technical and quantitative advantages that the Allies established then.

Sinkings by U-boats continue—and possibly will until the war ends. The operations of the Nazi undersea craft force the Allies to earmark a tremendous naval tonnage and great air fleet that otherwise could be used for offensive purposes, for the defense of vital sea arteries.

The enemy submarine continues to be a menace. But probably never again in this war will the black days of 1942, when shipping was being sunk far faster than we could build it, be repeated.

The Germans still have in commission several hundred submarines and they are building new ones at a rate of perhaps more than ten a month. Many new U-boats undergoing their trial runs and "shaking down" their crews have been observed in the Baltic. But the Germans apparently are finding it increasingly difficult to man the craft. The quality of U-boat commanders and crews has deteriorated; and in some recent months U-boats have been sunk faster than they could be built.

Many others have been damaged and after limping home have had to be laid up for long periods of repair.

Nazi-Japanese Cooperation

The strengthened Allied defenses in the Atlantic shipping lanes have forced the enemy to new oceans.

Some time ago German submarines operated around the Cape of Good Hope and gradually they have extended their depredations northward in the Indian Ocean.

A number of U-boats are now operating in that ocean in cooperation with Japanese submarines. They are probably based on Penang, Malaya. At least one Japanese submarine has operated in the Atlantic—perhaps for instructional or propaganda purposes.

Today the Nazis apparently are counting upon using their submarines and their surface warships in the defense of western Europe. Many observers believe that numbers of U-boats have been withdrawn to the Bay of Biscay area, the North Sea and the waters off the Norwegian coast from their midocean prowling grounds.

There is still a considerable number of Nazi submarines in mid-Atlantic. But their activities have been largely neutralized by the development of radar, the use of the Azores as an Allied base and particularly by the operations of the "baby flat-tops," built by the scores in American yards and manned by Britain and the United States.

The small, auxiliary aircraft carriers, such as the one aboard which this correspondent traveled to Britain, have been instrumental in keeping the U-boats' campaign checked. These vessels, designated as "eves" or escort carriers, are used in several ways. They can steam along with convoys, protecting the merchant ships with their planes against submarine attack. With destroyers they can form hunter or killer groups that patrol the seas and seek out and destroy Nazi submarines, or they can be used to ferry aircraft to Britain.

The "Baby Flat-Top's" Use

Used in the latter capacity the "baby flat-tops" have a larger aircraft capacity than any cargo ship.

or tanker. The one aboard which this correspondent was a passenger carried scores of planes—Mustangs, Hellcats, Avengers, Thunderbolts and Vengeances.

The "baby flat-top" is really a mass-production ship. Before the war is over probably well over 100 of these ships will have been turned out by American yards. They are a modified merchant ship hull with conventional propelling machinery and with hangar and flight decks, the island superstructure and the special equipment of an aircraft carrier superimposed.

Except for the first vessels of the class, such as the Long Island, which were nowhere near as satisfactory as the present ones are, they are not converted from merchant ships but are built from the keel up to a special, standardized design.

They can operate, of course, far fewer planes than a conventional carrier, but they are crammed with guns, with 20 mm. oerlikons and 40 mm. bofors predominating, and they have the latest detection, plotting, fire-fighting and radio equipment.

Their speed is moderate but usually adequate. They do not have the defensive strength in armor, guns or planes of the larger carriers, but what they lack in size and strength they make up in spirit.

Their chief job, at least in the Atlantic, is "sub" hunting and commerce protection, but they demonstrated at Salerno and in the Gilberts and the Marshalls that they have a combat value of increasing importance.

As assault carriers, equipped chiefly with fighters or fighter bombers, they can by numbers provide powerful support for an amphibious operation.

Despite early skepticism the "baby flat-top" has proved its value in action. It is a type that will be heard from in increasing measure as more and more of the ships are commissioned.

~~CONFIDENTIAL~~

ACTION REPORT

USS CORRY

DD 463

SERIAL 012

27 MARCH 1944

ANTI-SUBMARINE ACTION BY SURFACE SHIP . REPORT OF.

FORWARDS ASW-1 FORM REPORT - COVERS ACTION
WHILE ON PATROL - A UNIT OF TASK GROUP 21.16,
WHICH RESULTED IN THE DESTRUCTION OF U-801 -
LAT. 16.40N, LONG. 30-29W

DD463/A16-3
(012)

U. S. S. CORRY (463)
C/O FLEET POST OFFICE
NEW YORK, N. Y.

Reg. No.	510
R.S. No.	1 01651

27 March 1944

DECLASSIFIED
CONFIDENTIAL

From: The Commanding Officer.
 To: The Commander in Chief, U. S. Fleet.
 Via: Commander Task Group TWENTY ONE POINT SIXTEEN.
 Subject: Action Report of 17 March 1944 - Forwarding of.
 Reference: (a) LantFleet Circular Letter 13CL-43 (Revised).
 Enclosure: (A) Prose Narrative.
 (B) A/S attack record.
 (C) C.I.C. attack record.
 (D) DRT plot.
 (E) Recorder traces
 (F) Depth charge pattern.

1. In accordance with reference (a), enclosures (A), (B), (C), (D), (E) and (F) are forwarded herewith.

G. D. Hoffman
G. D. Hoffman.

APR 17 19 26
RECEIVED
OFFICE OF THE COMMANDER IN CHIEF
UNITED STATES FLEET
NAVY DEPARTMENT
WASHINGTON, D. C.

Advance copy to:

Cominch
ASDevLant
LantASWUnit

Copy to:

CinCLant

RECEIVED
OFFICE OF
THE COMMANDER IN CHIEF
UNITED STATES FLEET
APR 1 8 1944
NAVY DEPARTMENT
WASHINGTON, D. C.

FIRST ENDORSEMENT
CVL21/A16-3/A9

U.S.S. BLOCK ISLAND

0310/Bn.

CONFIDENTIAL

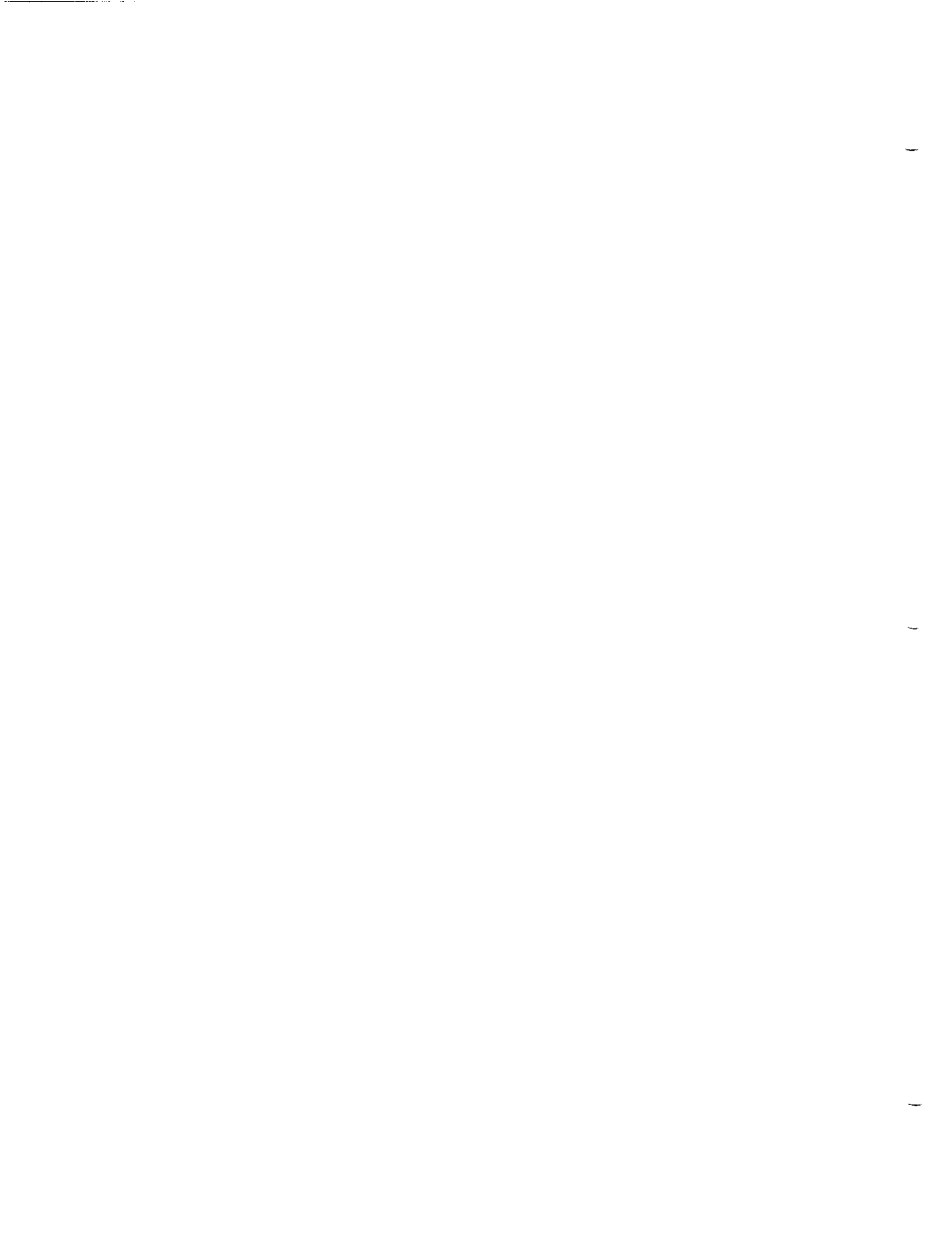
14 April 1944

From: The Commander Task Group 21.16 (CO USS BLOCK ISLAND)
To: The Commander in Chief, United States Fleet.

1. Forwarded.

F. H. Hughes
F. H. HUGHES

Copy to:
CinCLant



(NOTE) All times in this report are G.C.T. and all bearings are true. Times in enclosures C and D, are 5 minutes slow.

Planes from U.S.S. BLOCK ISLAND made contact with the submarine about 1820, 16 March 1944, about 85 miles from the Task Group. The CORRY at once set out at 28 1/2 knots on course 208. At 1923, the Carrier reported the submarine to bear 193 from the CORRY, 66 miles away and the CORRY changed course to 193 at 1924. At 2129, the ship was informed by TBL from CTG 21.16 that the best estimated position of the submarine was five miles south of her original position. On arrival at this point the CORRY attempted by means of her SC radar to rendezvous with the plane, which was still in the vicinity, but she was unable to do so. She therefore headed toward the submarine's last estimated position at 16° 45' N; 30° 03' W. On arriving there, the CORRY slowed to 16 knots, and at 2315, began a regular sound search, using Plan 2, F T P 219, with modifications to account for her slightly higher speed during the search. (It was considered that the last good estimate of the submarine's position was two hours old.) 0025 Radar contact interrupted the search. The pips resembled those of sea return, but they were pronounced, and since the sea, moreover, was almost glassy, they were investigated. Nothing was found, but later tracking of the submarine indicates that possibly she had attempted to surface at this point. Furthermore, survivors remarked that every time they tried to come up they found either a ship or plane almost on top of them.

This search was abandoned as doubtful at 0044 and an attempt was made to continue the FTP 219 plan by lengthening each leg of the plot to counterbalance the loss of time.

At 0305, U.S.S. BLOCK ISLAND reported high frequency radio transmissions, and the CORRY changed course to 205 to investigate. Shortly thereafter she made radar contact bearing 195°T, distance 6800 yards. This was found to be two radar decoy balloons, and on orders from the carrier, the CORRY shot them down. Shortly afterwards, one of the planes reported visual contact with the submarine. The CORRY's SC radar picked up the plane 21 miles distant bearing 295°T. The destroyer turned west, and at 0526 on course 270, reached the spot indicated. The plane had dropped flares and sono buoys, and the CORRY began a box search around this point: At 0805 the CORRY was joined by the U.S.S. BRONSTEIN (DE189), which took position 2500 yards on the CORRY's port beam. At 1013, the CORRY sighted an oil slick and headed for it. A plane came over it and at 1025 stated it had dropped smoke floats for its entire length and requested that the CORRY follow it. The BRONSTEIN was now 2000 yards to port. At 1041 the plane stated that the oil was bubbling near one of the smoke floats. Both ships came left 10°. At 1042 the CORRY and BRONSTEIN made sound contact simultaneously, the CORRY reporting a bearing of 310 and a range of 1600 yards. The first echo was weak, but it led quickly to a solid echo with a closing doppler. At this point the BRONSTEIN went in to attack, and to avoid interference, the CORRY ceased pinging. After several runs, the

BRONSTEIN lost contact, and the COREY began pinging at 1030. At 1145 contact was made at 1700 yards, bearing 065. The echo was high, the range rate of 12 knots was greater than ship's speed (10 knots), and bearing movement was moderately fast to the right. Contact was lost at 650 yards, but twenty seconds later, at 1149 the fathometer showed a reading of 40 fathoms, and a very deep pattern of ten charges was dropped immediately. The ship was somewhat left of target bearing, and, moreover, since it was impossible to change the depth charge settings, the submarine was ~~undamaged~~ ^{POSSIBLY} undamaged on this run.

At 1158 contact was regained bearing 130, range 1150. The echo was low. The COREY came left, but contact was lost at 1050 yards, whereupon the ship backed down on both engines, and for the remainder of the attack proceeded toward the submarine at varying speeds not exceeding 5 knots.

Contact was regained within 30 seconds, however, and the bearings showed movement to the right, the echo remaining low, and the recorder traces giving evidence of a quarter attack. At 1202 contact was lost at ~~650~~ yards. At this time the range rate was 4, but this was undependable, owing to the changes in own speed. A very deep 10-charge pattern was set but not dropped.

At 1215 good echoes came in from ~~1700~~ yards on bearing 040. These were followed in to ~~600~~ yards before contact was lost at 1219. The CORRY's attack speed is uncertain.)

Owing to the relatively low range rate and the range of lost contact, it was necessary to assume a firing range rate and to manipulate the plotter bar of the recorder by adjusting its horizontal and vertical axes in proper proportion to make it extend to the traces. This was done with reasonable accuracy, but irregularities in ship's speed again made the range rate undependable. A deep pattern was dropped at 1222 without discoverable consequences.

Contact was regained at 1224 bearing 215 at ~~900~~ yards. The range was opened to ~~1150~~ yards and at 1226, as the CORRY prepared to come right in the direction of the contact, a periscope was reported on the starboard beam. The bridge at once ordered that charges be dropped. It was shortly afterwards decided that the periscope report was erroneous, and the order to drop was rescinded. Six charges however, were already in the water. Contact was again made at 1231. The CORRY continued to come right, following the bearing movement. This time contact was retained until the echoes, both audible and visual, could no longer be distinguished from the outgoing signal. As it became evident that the target was not deep, successive orders were given to change the charge settings from deep to medium to shallow. The recorder traces, however, which at first showed promise of developing into solid traces, widened and became confused after ~~600~~ yards, and no pattern was dropped. At 1235 the fathometer gave a momentary reading of 15 fathoms. Contact was not immediately regained.

At 1252 a good echo was picked up bearing 015 at ~~2300~~ yards. The BRONSTEIN, which had made sound contact at 1251 and was preparing to take over the attack, was discovered to be on the same bearing, and the bridge ordered that pinging be stopped. At this point, C.I.C. called to the bridge that the BRONSTEIN was farther away than ~~2300~~ yards. Pinging was immediately resumed.

At 1254 as the CORRY headed approximately north, good echoes were obtained on bearing 025, distant 1900 yards. The target passed down the starboard side before the ship headed toward it, the range, in consequence, closing slightly, then opening. At 1303, with the target bearing about 090, range approximately ~~1650~~, the CORRY turned right at varying speeds, generally well under 8 knots.

The submarine about this time apparently executed a 90° turn to the left, to cross ahead of the attacking ship at right angles, and may have fishtailed in doing so. As the range closed the attack developed into a quarter chase, due to the destroyer's low speed. The DRT plot indicates that the submarine was making at least 6 knots during the last stages of the run. Doppler was low, range rate almost non-existent, and the traces were those of a quarter attack. Target angle was estimated to be about 200. A deep pattern was ordered,

The recorder traces faded out at 600 yards, and the sound officer, realizing that the recorder firing time would be in wide error because of his ship's alteration of speed during the run, called on C.I.C. to furnish firing time from the DRT track.

ENCLOSURE (A)~~CONFIDENTIAL~~

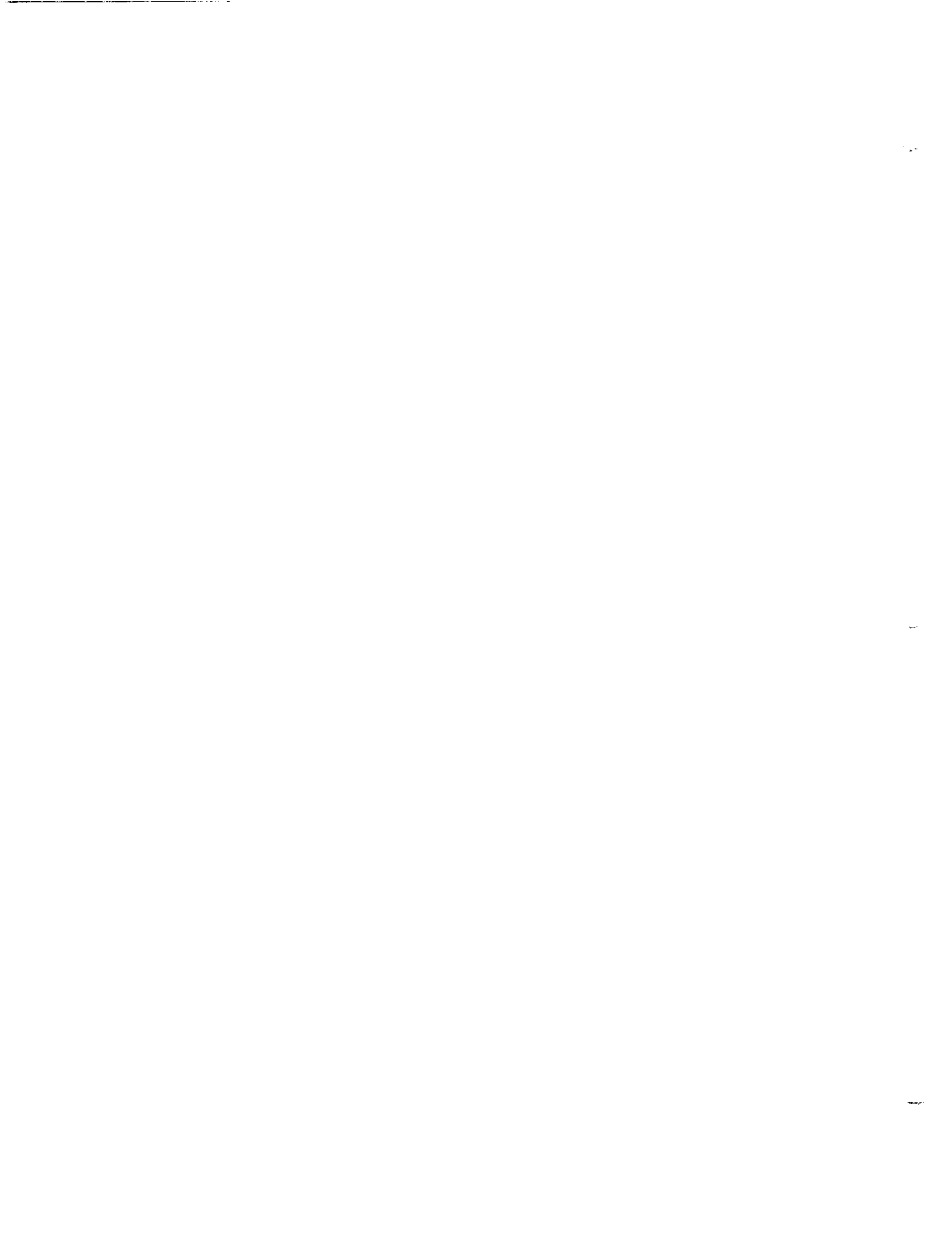
A deep pattern was dropped at 1314. The LAM plot at this instant indicated that the CORRY had overshoot, but, by good fortune, the submarine made an evasive right turn directly into the charges. Contact was regained two minutes later bearing about 150, range 600. As the CORRY came slightly right to bring it on the quarter, the echoes faded out at a range of 1250, bearing 148. A moment later, the lookouts reported the submarine surfacing deep on the starboard quarter.

The U-boat's crew scrambled over the side with no apparent attempt to man the guns, and they were left well astern as the submarine's momentum carried her beyond the point of surfacing. The CORRY's five-inch guns opened fire and achieved a number of direct hits on the conning tower and hull.

The submarine, however, was already slightly down by the stern. When she broke surface, her bow protruded at an unusually steep angle above the water, and was visible some seconds before the conning tower appeared. She never completely leveled off.

The CORRY closed in, firing with all guns. The U-boat's stern began to settle. It was decided to finish her off by ramming, but as the CORRY headed toward her, the submarine's stern disappeared and her prow rose rapidly out of the water. She sank at a sharp angle several seconds later, at 1324, after which the CORRY and the BRONSTEIN proceeded to pick up survivors, of which there were 47.

Circumstances indicated that the submarine had suffered no vital injury prior to the last run, but that the final pattern had produced such serious damage that her captain decided to surface and abandon her. It is thought highly improbable that she could have remained afloat long, even had she escaped damage from surface fire. This conclusion was supported by statements of the survivors.



~~CONFIDENTIAL~~

U.S.S. CORRY (DD-163)

17 March 1944.

ADDENDUM TO ENCLOSURE A

Commanding Officer's and Gunnery Officer's Report of Depth Charge and Gun Attacks on U-801, on 17 March 1944.

I. Narrative.

After conducting an all night long box search for the submarine the CORRY while on the northern perimeter of search was joined by the U.S.S. BRONSTEIN (DE-189). At about 1041, a BLACK ISLAND plane guided both vessels toward fresh oil appearing on the surface. Prior to this time the BRONSTEIN had been placed on port beam of CORRY in order to sweep down the oil slick path.

At 1042, both vessels made sound contact ahead simultaneously. The BRONSTEIN was directed by Commanding Officer, CORRY to attack first because his contact was announced by TBS before CORRY's. The BRONSTEIN fired two hedgehog patterns with no resulting explosions and then shifted to depth charges, dropping one pattern. During this time CORRY was remaining in vicinity without pinging, waiting to take over the attack:

At about 1125 the BRONSTEIN, having not had contact for awhile, was directed to clear for the CORRY, who commenced searching at 1130. During the next two hours the CORRY attacked the submarine with four depth charge patterns, each containing several 600# charges in addition to the 300#. Very slow speeds were used in order to continually cling to contact. At 1314 the final depth charge attack was made which turned out to be a humdinger according to the submarine crew, particularly those with the broken ear drums. In discussion later they maintained they couldn't stand it any longer.

At about 1319 the submarine surfaced well aft on the starboard quarter. It had been brought on the quarter after the last attack for purposes of regaining sound contact for next depth charge attack. Right full rudder was given and the general alarm sounded. Firing was immediately commenced while in initial part of turn to the right. The starboard wing of the bridge was temporarily untenable until the ship had accomplished part of the turn.

Optical ranges and automatic level were used with initial target range 2200 yards, target speed 8, target angle 250°. Own ship's speed was building up to 28 knots. The after guns did little firing principally for the reasons that the after battery was unmasked while not manned and upon being manned was masked about half the time. Guns #1 and #2, the ready guns, performed sufficient execution to compensate for the whole battery. The submarine was holed innumerable times, each occasion being denoted by a dull red glow as a projectile entered the hull. The climatical hit being one shell which hit the base of the conning tower, blowing the works to bits.

As the range was closed and there was no indication of submergence of submarine preparations were made to ram. Word was passed "stand by to ram". Engines were stopped and back one third was

rung up. However, the above was quite unnecessary because at about range 300 the sub was observed to suddenly go down by the stern and up by the bow, sinking from sight stern first in a nearly vertical position.

The water was covered with survivors who were picked up. The total 47.

II Data.

1. 5"/38 cal. Battery.

Ammunition: 5"/38 A AC Mk. 35, Mod. 6.

(a) Gun #1

Maximum firing time: 3-1/2 minutes.

Rounds fired: 43 rounds.

Casualties: None.

II Data (Cont'd)

- (b) Gun #2
Maximum possible firing time: 3-1/2 minutes.
Rounds fired: 36 rounds.
Casualties: None.
- (c) Gun #3
Maximum possible firing time: * 2 minutes
Rounds fired: 1 round.
Casualties: None.
- (d) Gun #4
Maximum possible firing time: * 2 minutes.
Rounds fired: 9 rounds.
Casualties: None.

* Time from the order to commence firing to the limiting stop bearings.

2. 40mm Battery.

Ammunition: 40mm A.P.

(a) Starboard Mount.

Maximum possible firing time: 2-1/2 minutes.
Rounds fired: 90 rounds.
Casualties: (1) Temporary loss of power in train because of personnel error. (2) Personnel deafened and burned by blast from 5" gun #3, temporarily interrupting fire and requiring replacement of trainer and right first loader.

3. 20mm Battery.

Ammunition: 20mm H.E.T. and H.B.I.

(a) #0, 1, 3, and 5 20mm mounts.

Maximum possible firing time: 2-1/2 minutes.
Rounds fired: 184 rounds.
Casualties: None.

III Effectiveness of Fire.

(a) 5"/38 cal. gun fire was highly effective with from eight to ten direct hits on the submarine being personally observed by the Gunnery Officer. The remainder of the shells fell in an area never observed to exceed 100 yards in length or 15 yards in width; no spots in range or deflection being necessary at any time. The destructive power of the 5"/38 cal. shells was gratifying to all observers, throwing debris high into the air with every hit. The entire after part of the conning tower appeared to have been whittled away, and the after deck gun was reported as sheared off by the bursts. As the submarine began to sink by the stern, and fire was shifted to the bow, a gaping hole in the bow, about three feet long, was clearly seen by all observers.

Whether or not the submarine was sunk by gunfire, or was already sinking from depth charges, is a matter of conjecture, in so far as the crew began abandoning ship as soon as she had surfaced. There is little doubt however, that the 5"/38 cal. firing hastened the submarine's destruction and sinking.

(b) 40mm firing was as a whole ineffective because of the temporary loss of power in train and because of interference by 5"/38 gun #3.

(c) 20mm firing was as a whole effective against any personnel who might have tried to man their guns, particularly when the range had closed into 1200 yards.

NOTE: All times are G.C.T.

THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the LEGION OF MERIT to

LIEUTENANT COMMANDER GEORGE DEWEY HOFFMAN
UNITED STATES NAVY

for service as set forth in the following

CITATION:

"For exceptionally meritorious conduct in the performance of outstanding service as Commanding Officer of the U.S.S. CORY during a successful action against an enemy submarine on 17 March 1944.

"The U.S.S. CORY was on an antisubmarine search when contact was made with the enemy. Lieutenant Commander George D. Hoffman immediately developed the contact and furnished vital information which assisted his more favorably situated companion ship in making damaging attacks. Later, acting in conjunction with the other attacking unit, Lieutenant Commander Hoffman delivered an extremely effective depth charge attack which forced the damaged submarine to surface. The surfaced submarine was then taken under fire by both surface ships present, with many hits from the U.S.S. CORY contributing to the U-boat's final destruction.

"The aggressive and accurate gunfire and depth charge attacks delivered by Lieutenant Commander Hoffman in close cooperation with similar attacks by a companion ship were in keeping with the highest traditions of the United States Naval Service."

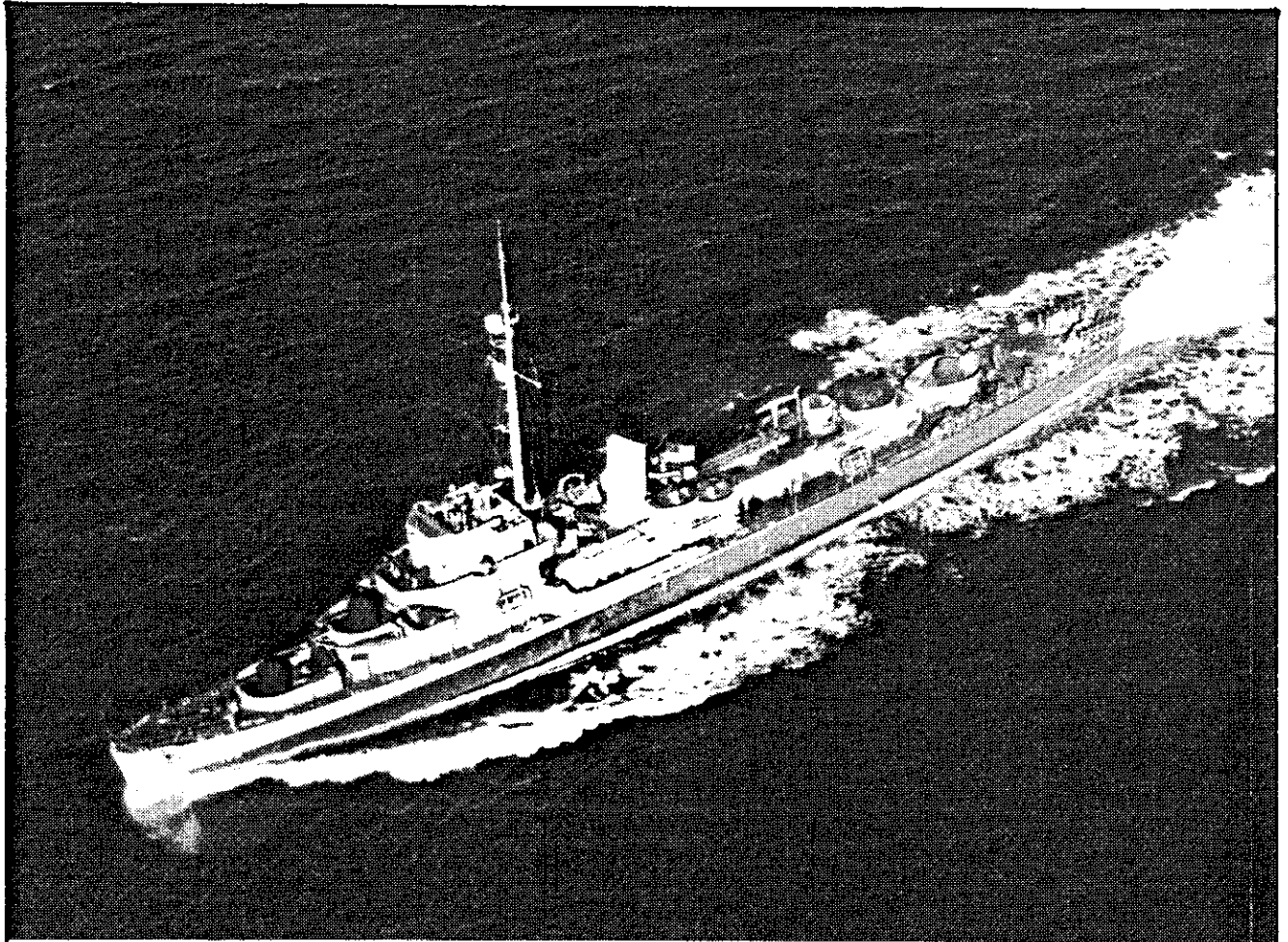
For the President,

Secretary of the Navy.

Typed from a draft citation on an index card filed at the U.S. Naval Historical Center.

E. A. Wilde, Jr.
October, 1999





The Cannon-class destroyer escort USS Bronstein (DE-189) teamed up with the Corry to sink a U-boat off the Cape Verde Islands on 17 March 1944. Depth charge attacks forced the sub to surface, and then gunfire by the U.S. ships sank the German raider. The destroyer escort took aboard 37 survivors who were later transferred to the Corry. The four diesel engines that powered the Bronstein's twin screws, through tandem electric drives, gave the ship a rated speed of 21 knots. Other characteristics:

Standard displacement: 1,240 tons

Length Overall: 306'

Beam: 36'10"

Horsepower: 6,000 H.P.

Armament:

Three 3-in./50 dual-purpose guns

One twin 40-mm Bofors gun mount

Eight 20-mm Oerlikon guns

One triple torpedo tube mount

One Hedgehog forward projector

Two stern depth charge tracks

Eight "K"-gun side projectors

Official U.S. Navy Photograph



DECLASSIFIED

Authority NSD 968133

By 1E NARA Date 10-4

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ACTION REPORT

USS BRONSTEIN

DE 189

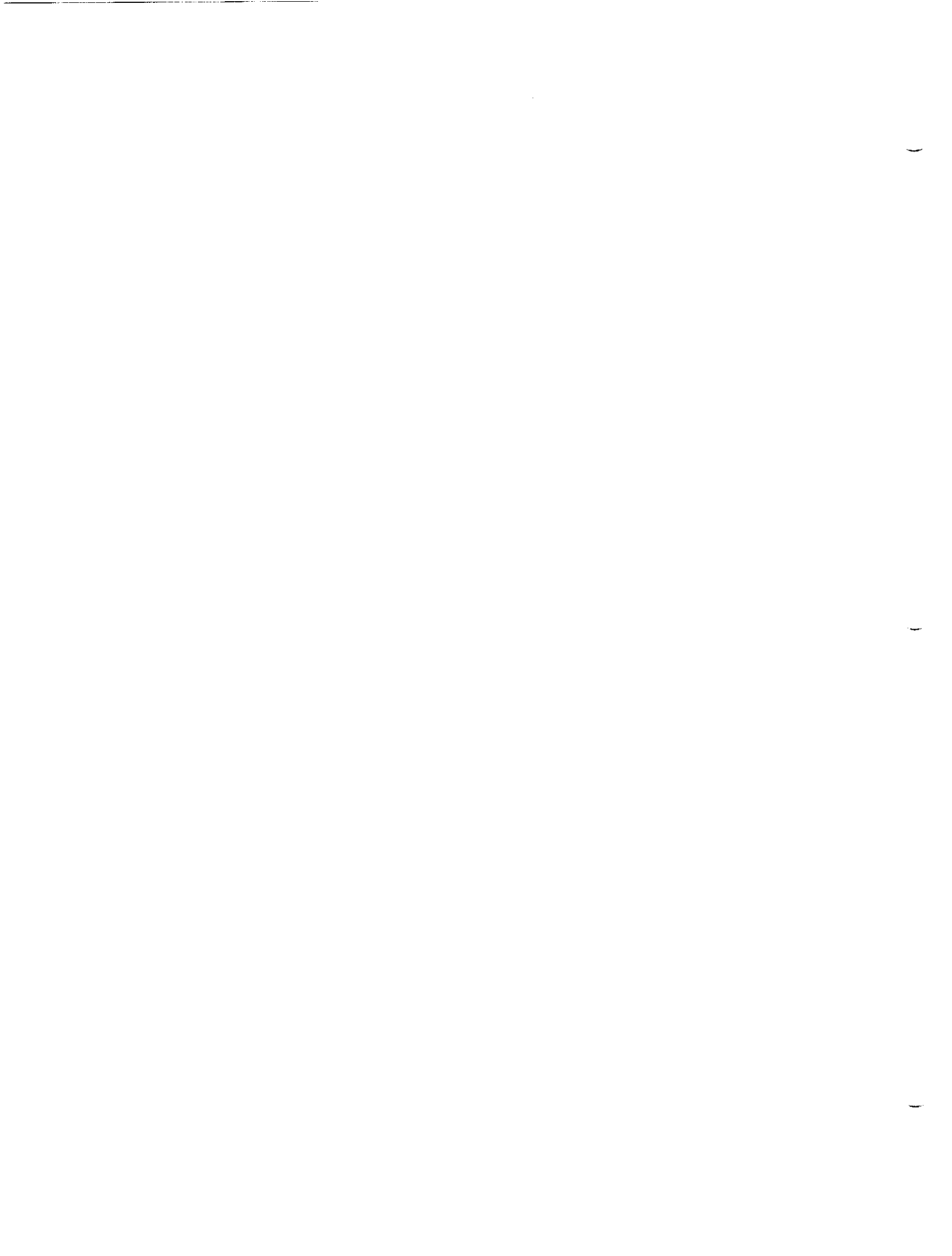
SERIAL 0090

18 MARCH 1944

ACTION REPORT - FORWARDING OF.

COVERS ACTION OF 17 MARCH 1944 BY BRONSTEIN
AND CORRY OPERATING WITH ELOCK ISLAND - RE-
SULTING IN SINKING OF GERMAN SUBMARINE AND
TAKING OF PRISONERS - ACTION IN AZORES-
GIBRALTAR-MOROCCO AREA.

72496



In reply
refer to:

U. S. S. BRONSTEIN (DE-189)

DE189/A16-3
(RCC-wr)

Care of Fleet Post Office
New York, N. Y.

~~CONFIDENTIAL~~

18 March 1944.

EXECUTIVE OFFICER REPORT OF ACTION

Reference: (a) Art. 948, U.S. Navy Regulations.

1. At 1042 Z, when initial contact was established, The Executive Officer was in C.I.C. A plot of the contact was immediately started, and the information received from sonar evaluated. Constant information as to target course and speed, and recommended courses was kept flowing to the Conning Station. When battle stations were manned, the regular plotting officer took over, and this officer, in the capacity of Evaluator, attempted to keep the bridge informed of the tactical aspect of the situation at all times. This included recommend courses to steer for regain contact, and the maneuvering of the vessel to a re-attack position.

2. At 1312 Z the Executive Officer again manned his battle station, as C.I.C. Officer and Evaluator. At the time of arrival on station a radar contact had been picked up, the Plotting Officer had commenced tracking, and the ready guns had opened fire on the surfaced target. Radar contact was verified as a surfaced submarine by the Commanding Officer. Plot indicated that the submarine was moving on course 090°T at about five (5) knots, so attention was concentrated on giving advance ranges and relative bearings to gun control.

3. Upon hearing the word from radar that "Pip" was disappearing, a final plot of his position was made, and the Executive Officer went to the bridge to survey the situation.

4. The reporting officer noted that all guns were firing accurately, and numerous puffs of black smoke, appearing around the conning tower and hull, indicated hits were being obtained. The submarine was in an awash condition, with bow and conning tower only above the surface. At no time did this officer see the full length of the submarine. Due to the fact that CORRY was firing also, it was difficult to determine how many hits were scored by this ship's 3"/50 battery. The fact that the submarine was hit is positively known due to the appearance of black bursts mingled with a column of water which completely hid the conning tower from view on several occasions.



~~CONFIDENTIAL~~

At one point, about 30 seconds before the submarine started down, a particularly large burst was noted. This burst was so much larger than any of the others that it excited a spontaneous cheer from all personnel topside.

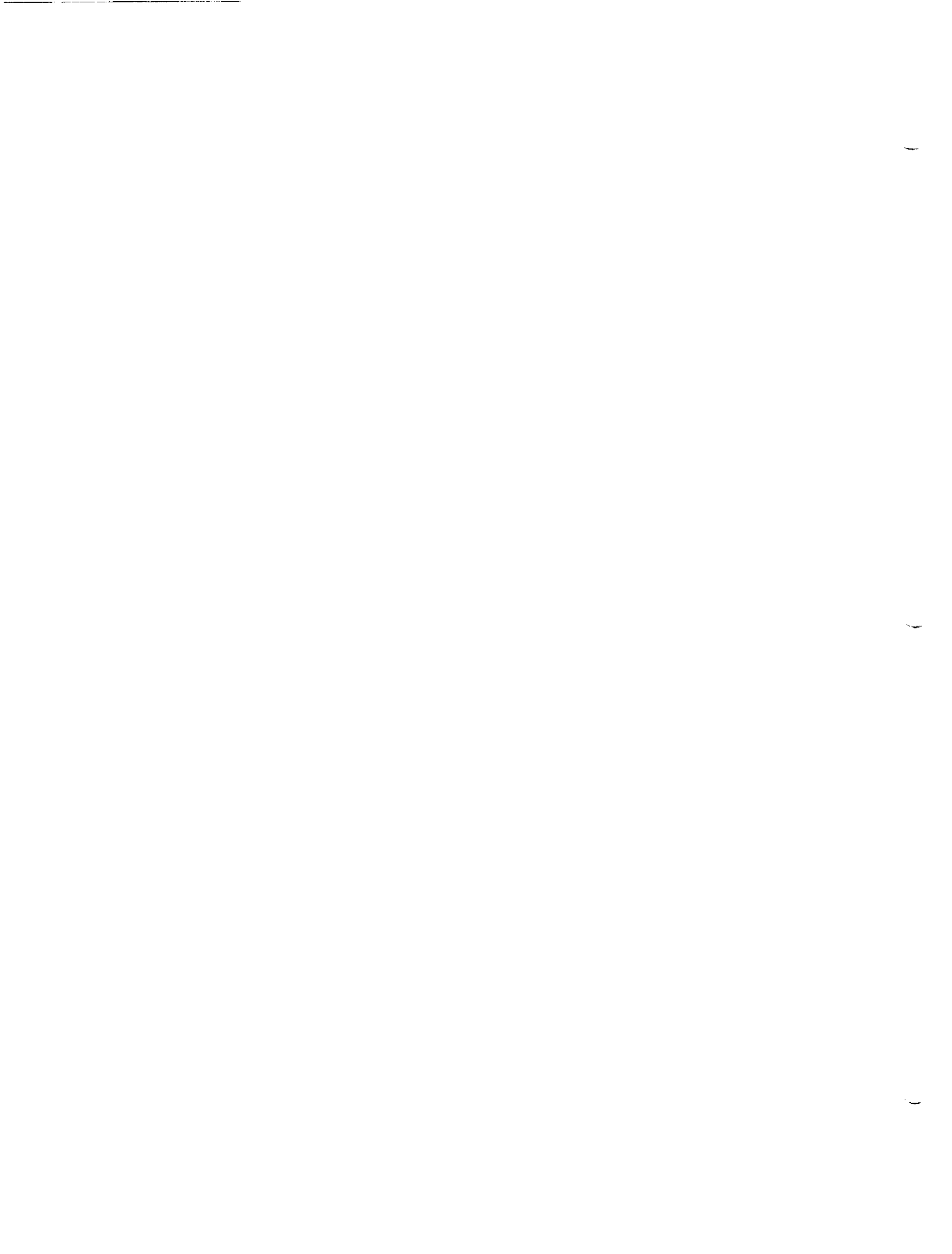
5. The order to cease firing was given when the submarine started to sink slowly, due to the fact that CORRY was entering an area which was dangerous due to this ship's gunfire.

6. CORRY ceased firing when the submarine was definitely going down, and it was clearly seen to sink slowly, stern first, until the conning tower disappeared under the surface. At this point the bow was still well above water and its angle with the surface increasing. Finally when the bow was at an angle of about 60° with the surface, it started to disappear, and slowly sank out of sight.

7. At this point survivors were observed in the water close to the point of sinking, and this officer took charge of the survivor detail, and made ready for receiving prisoners.

8. Two metal rescue ladders and two cargo nets, lashed to the starboard side of the main deck, were lowered, and the ship hove to with the survivors to starboard. Four men, three of them armed, were stationed at the head of each rescue ladder and net. The unarmed man thoroughly searched each man prior to his coming inboard of the lifelines, and the personal belongings were all placed in a box for future inventory. The prisoners were marched, in groups of three, to the foc's'le, where they were kept under guard by ship's personnel stationed behind the gun shield. Medical attention was given those requiring it by the Pharmc LeGORE, who was stationed on the foc's'le for that purpose. Two seriously injured men, one suffering a bad burn and the other badly wounded by shrapnel, were taken to the main battle dressing station in the wardroom. Here they were given emergency first aid treatment by the ship's three Pharmacists Mates, and prepared for their transfer to CORRY. It is to be noted here that all Pharmacist Mates were convinced that the burns suffered by the aforementioned man were recent-within the past eight (8) hours.

It was observed that many of the prisoners suffered longitudinal surface scratches on arms and legs. These, it is assumed, were acquired when leaving the escape hatch, and, since no survivors were observed in the water during gunfire, it is further felt that they left the submarine after it started down, having given it up as lost.



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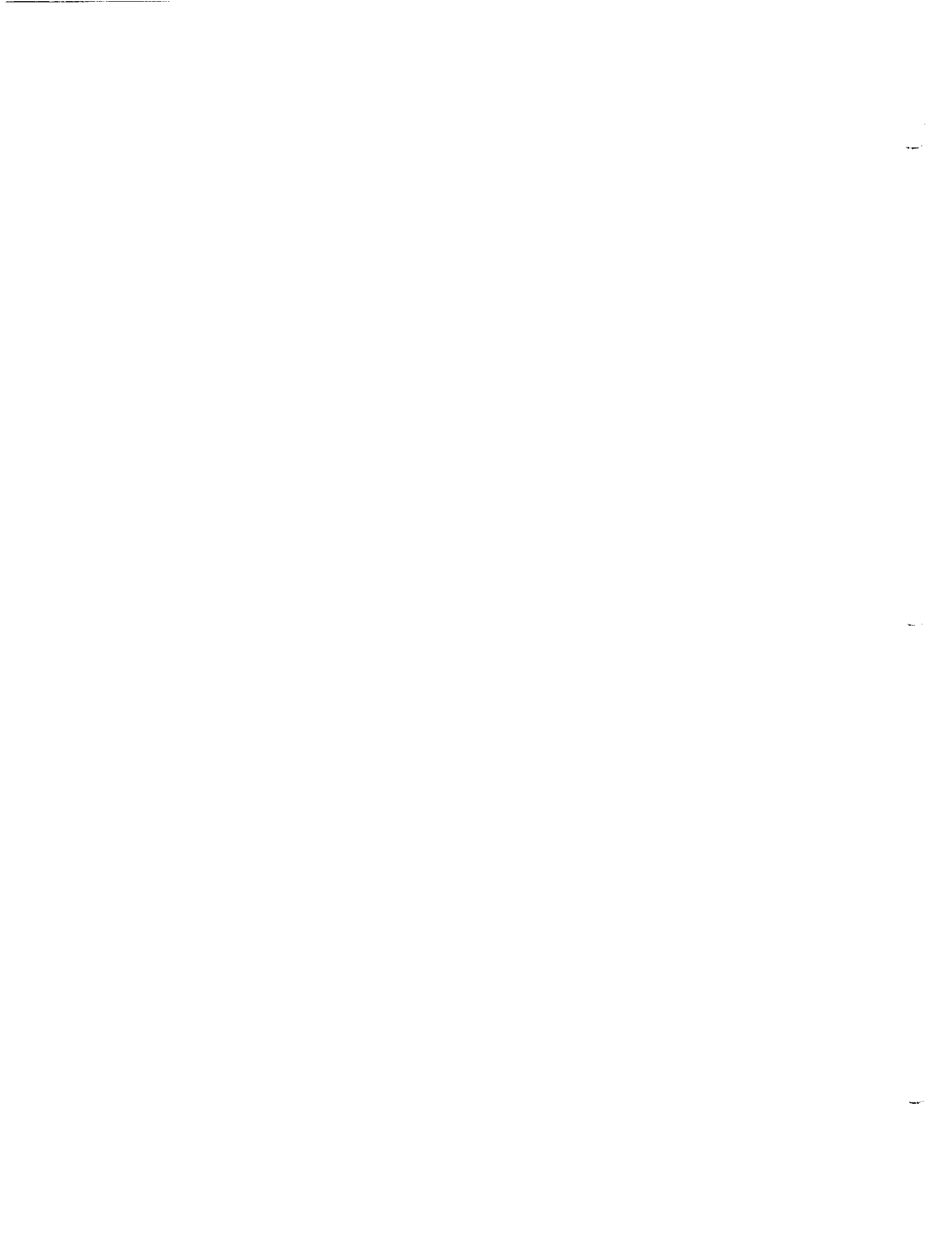
9. It was noted by this officer that an estimated 6 to 8 of the prisoners who came aboard were carefully bandaged for injuries previously received. It was evident that this treatment had not been administered during or after the gunfire. In the opinion of the Executive Officer, these men were injured during previous attacks, and had been treated in the submarine prior to its final surfacing.

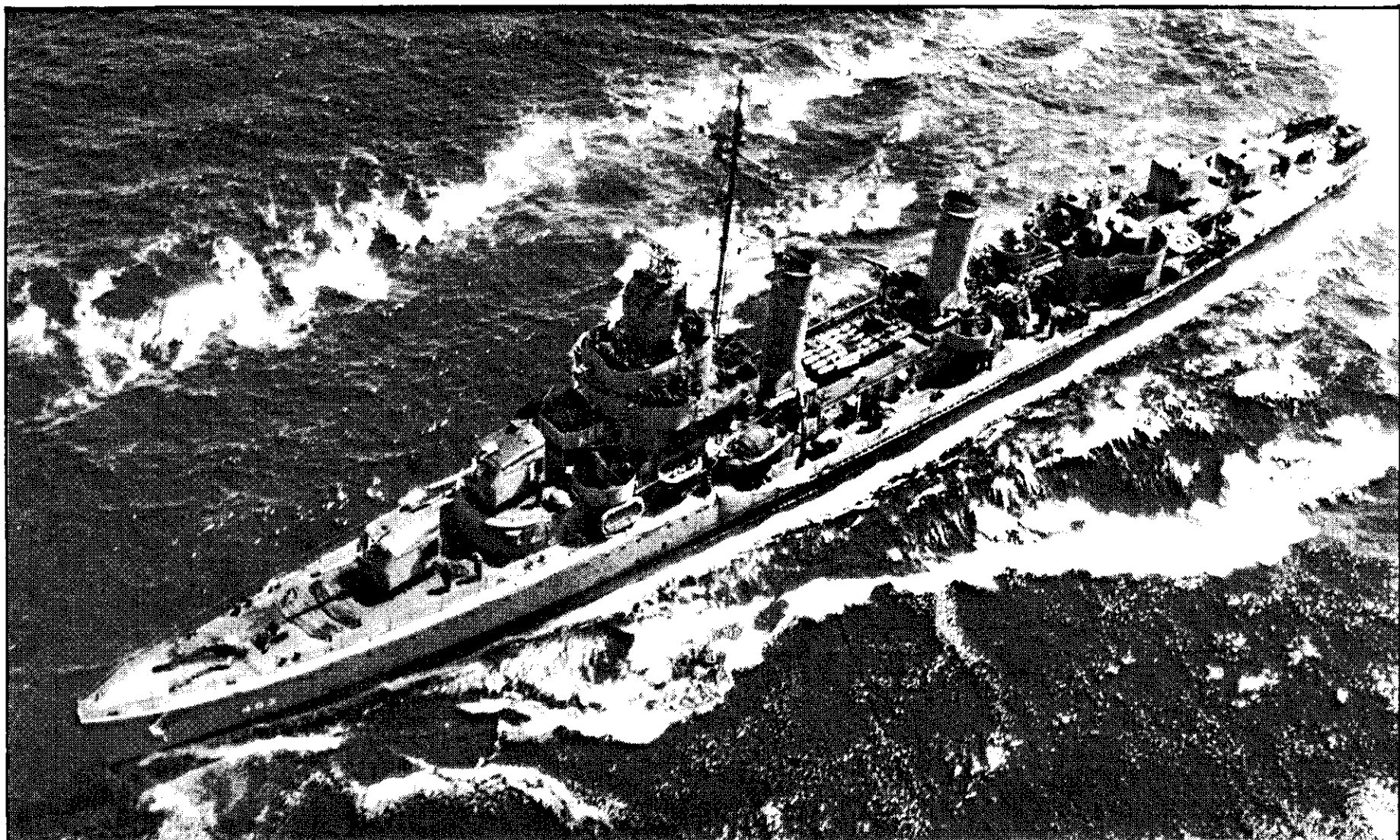
10. A total of 37 prisoners were taken by this vessel, one of whom was an officer. In accordance with previous directives, the officer and two CPO's were immediately segregated from the enlisted personnel. No attempt was made to converse with the prisoners, either in German or English, except to give orders in English. However, one of this ship's force, who understands German, was detailed to stand close by and listen for all he could hear. No conversation was overheard, so it was decided to forbid the prisoners to converse with each other.. After this order was given no word was said, except for occasional requests for cigarettes. The prisoners were given all the water and cigarettes they desired.

11. At 1405 Z the transfer of prisoners to CORRY was commenced, and, by 1440 Z all prisoners, including the two badly injured, had been sent over by small boat to CORRY, without incident. All personal belongings were also delivered to CORRY's boat officer, in order that they might be kept with the prisoners.

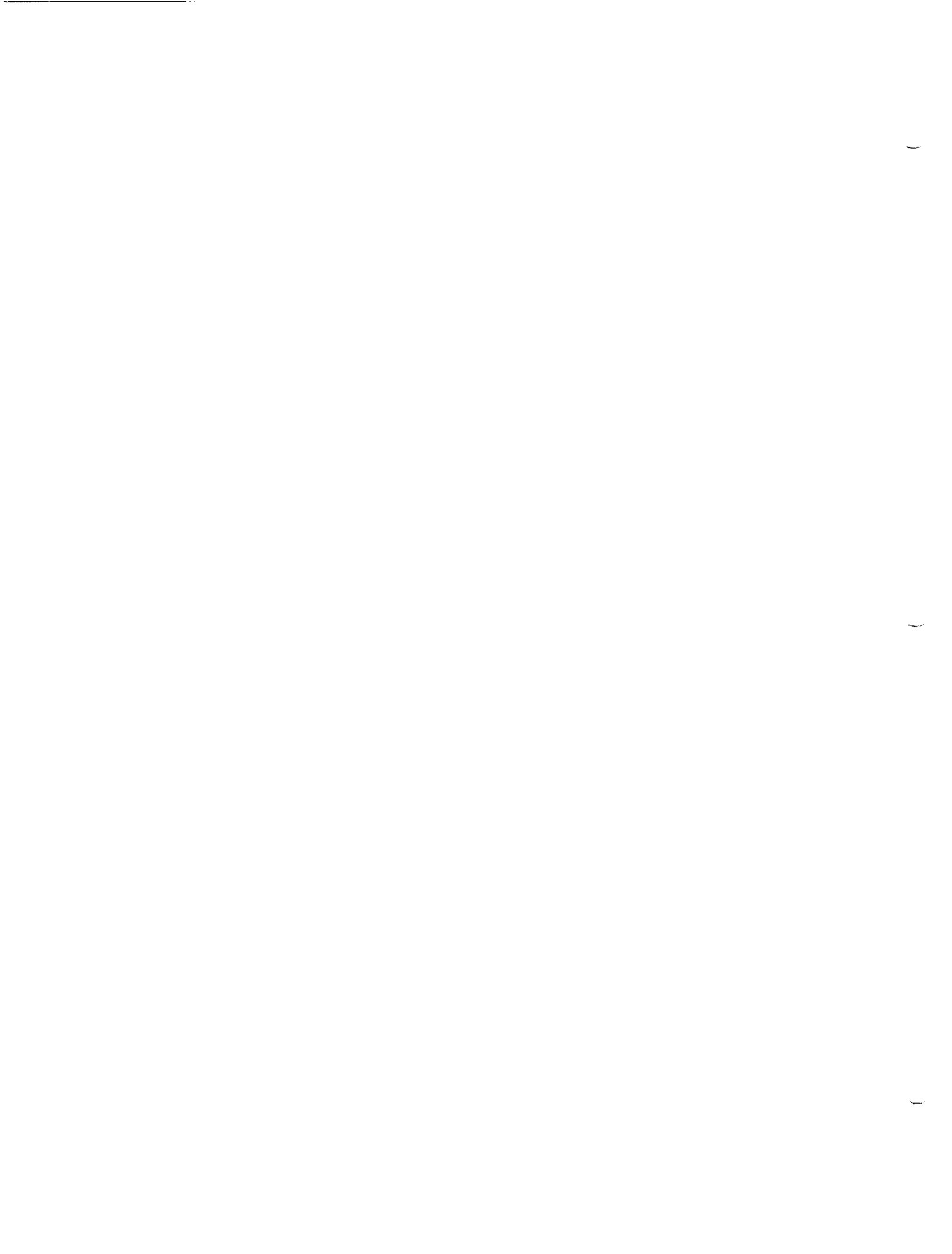
12. The Executive Officer desires, not to commend any individual, but rather to commend, as a team, the whole of C.I.C. personnel. Each officer and man, without a doubt, performed his assigned duty quietly, efficiently, and delivered all that was expected of him throughout the submerged and surface attacks.

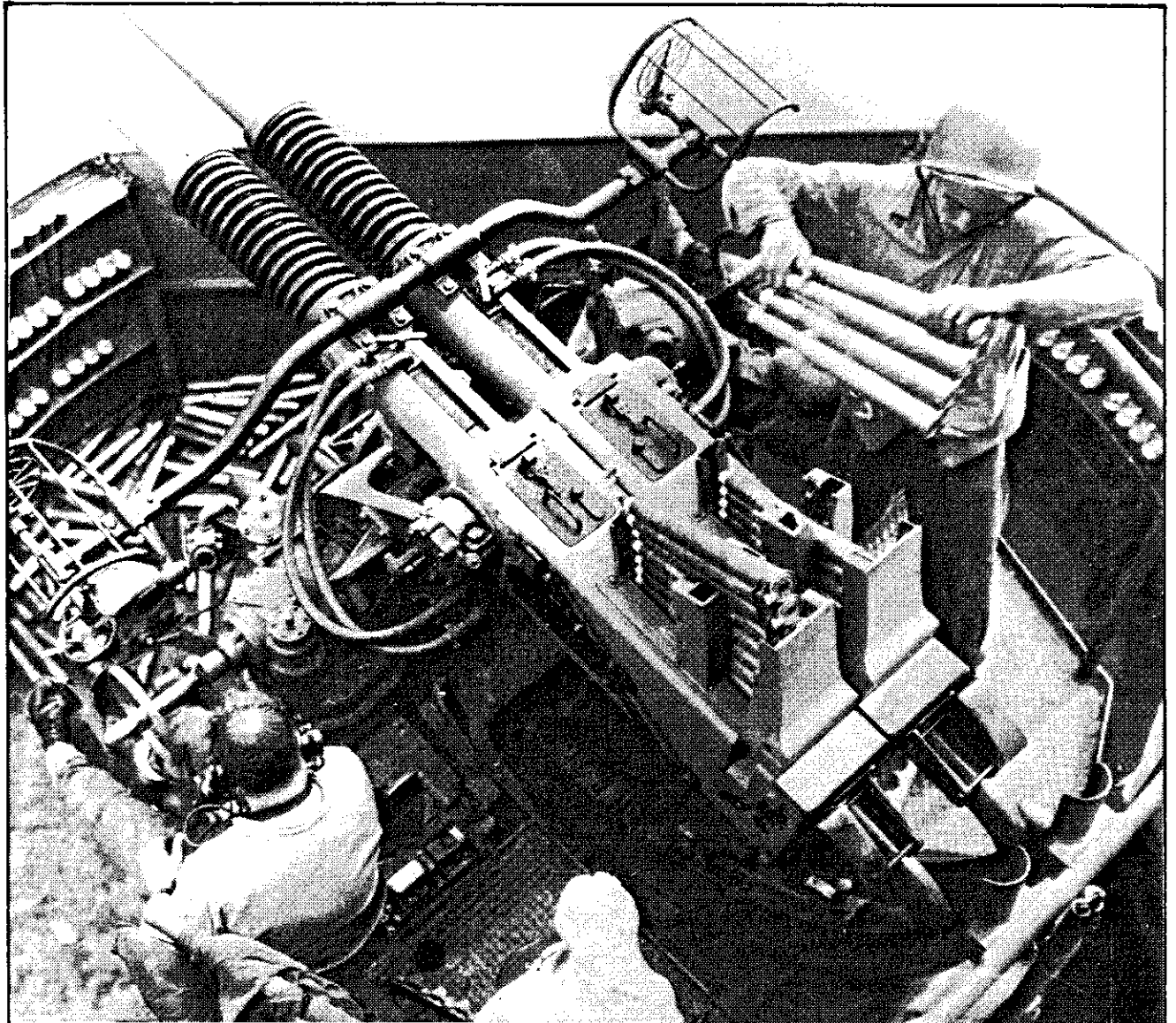

R.C. COE
Lieutenant, USNR.



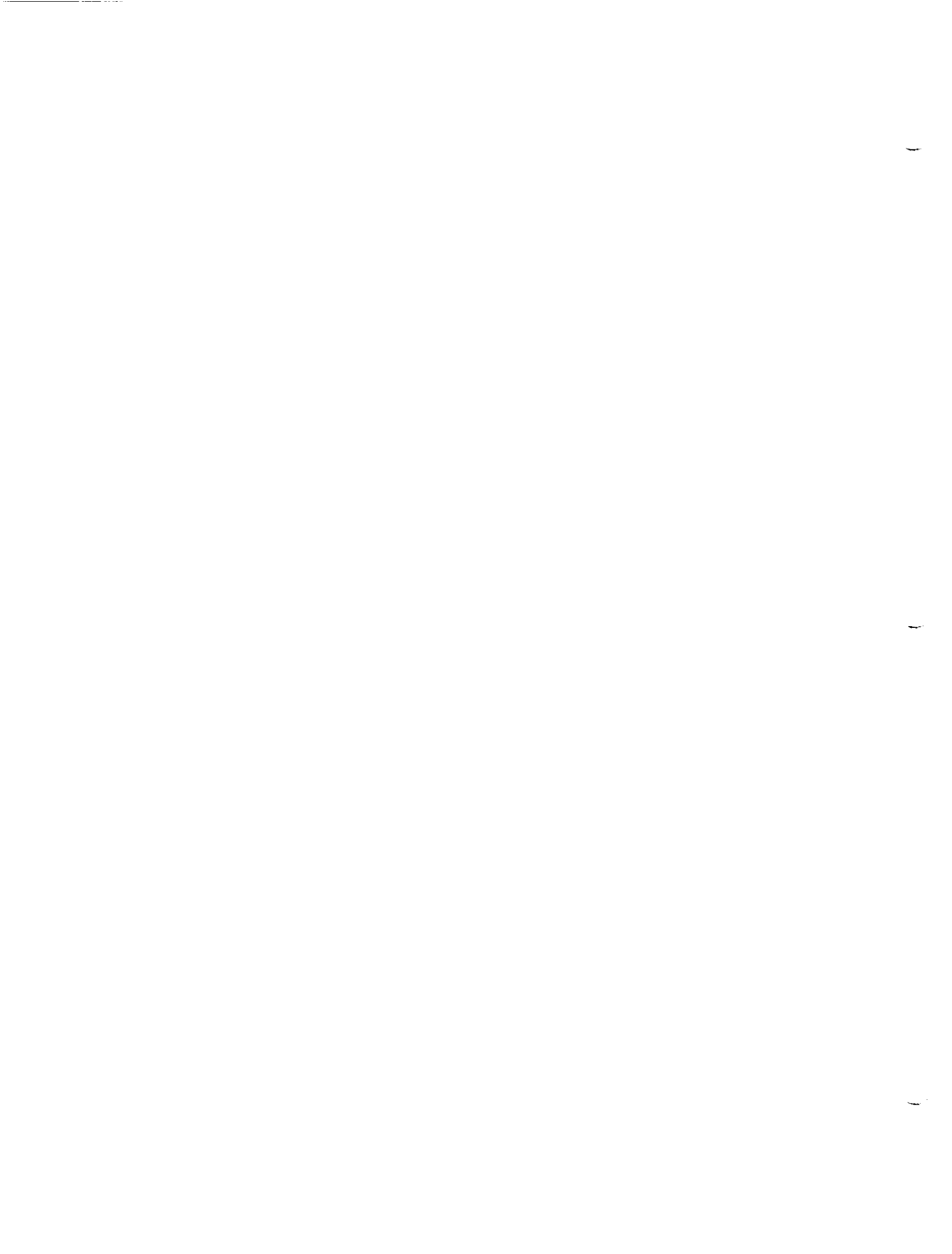


The USS Corry (DD-463) (Lt. Cdr. George D. Hoffman, USN) off Norfolk, Virginia, on April 18, 1944. Less than two months later she was sunk off UTAH Beach, Normandy, on D-Day, June 6th. This aerial view shows that in addition to her main battery of four 5-inch/38 dual-purpose (air/surface targets) guns the Corry was armed with a quintuple torpedo-tube mount located amidships between her stacks. The Navy's standard ship-launched torpedo in WWII was 24 feet long and 21 inches in diameter. It carried an 800-lb. warhead and had a range of 6,000 to 15,000 yards depending on the speed setting used (26½, 33 or 45 knots). Also, the Corry had two twin 40-mm. Bofors gun mounts on the after gun platform, just forward of her No. 3 5-inch gun. Note the 20-mm. gun tub forward of the bridge added in December 1942. (U.S. Navy Photo)

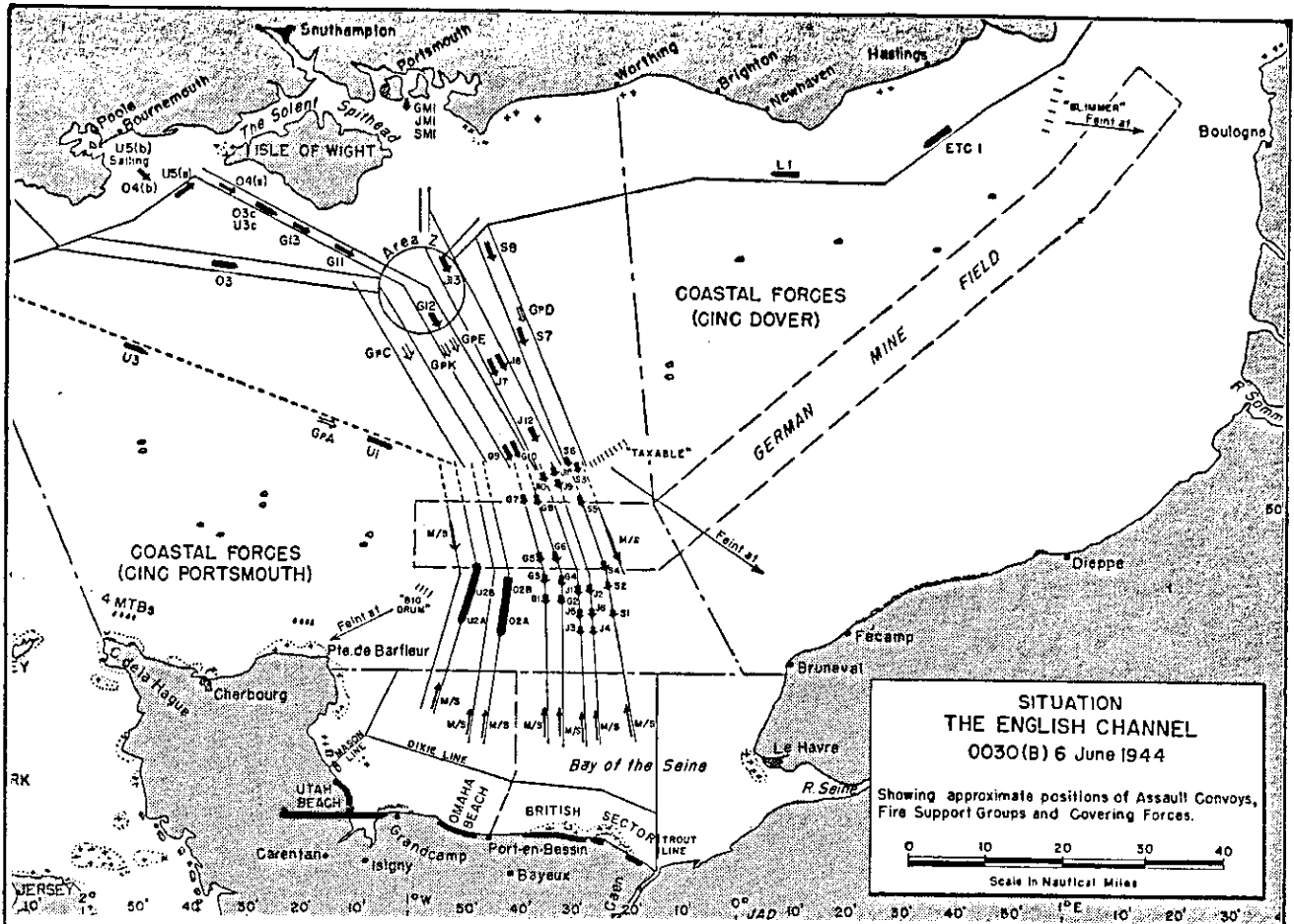




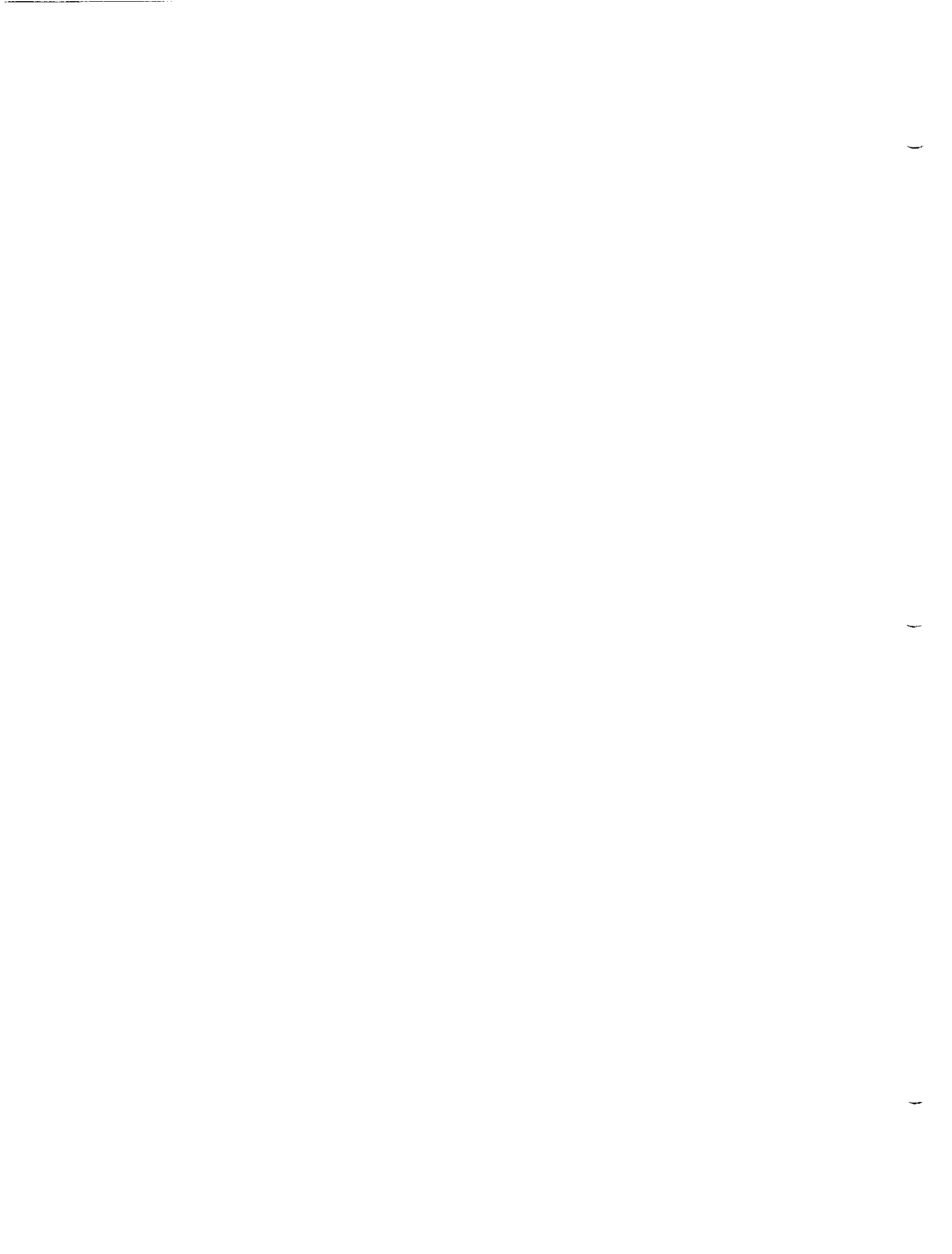
The 40-mm Bofors gun fired a two-pound explosive shell with an effective range of about 2,800 yards. It was primarily an antiaircraft weapon, but destroyers also used their 40-mm's against enemy strongpoints when they provided close-in gunfire support during landings. The gun crew for a twin mount consisted of a pointer, a trainer, a gun captain and four loaders (two for each barrel). The Bofors was capable of firing about 160 rounds/barrel/minute, but the number of rounds actually fired depended on the ability of the loaders to provide an uninterrupted supply of ammunition. (Official U.S. Navy photograph.)



U.S.S. Corry (DD-463)



"Operation Neptune" was the code-name for the amphibious landing phase of "Operation Overlord," the invasion of Europe. On June 6, 1944, an armada of 2,727 Allied ships and small craft crossed the English Channel to land troops on the coast of Normandy, France, about 80 miles south of the English Channel port of Portsmouth. The Corry was in her assigned fire support station off UTAH Beach when she was mined while maneuvering to avoid being hit by enemy shore batteries. Two other destroyers and a destroyer escort were later sunk by mines off Normandy, but the Corry was the first U.S. combatant ship lost. She went down near the St. Marcouf Islands () shortly after H-hour. (Map from S. E. Morison's history, Vol. XI)



SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE

Soldiers, Sailors and Airmen of the Allied Expeditionary Force!

You are about to embark upon the Great Crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you. In company with our brave Allies and brothers-in-arms on other Fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world.

Your task will not be an easy one. Your enemy is well trained, well equipped and battle-hardened. He will fight savagely.

But this is the year 1944! Much has happened since the Nazi triumphs of 1940-41. The United Nations have inflicted upon the Germans great defeats, in open battle, man-to-man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground. Our Home Fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned! The free men of the world are marching together to Victory!

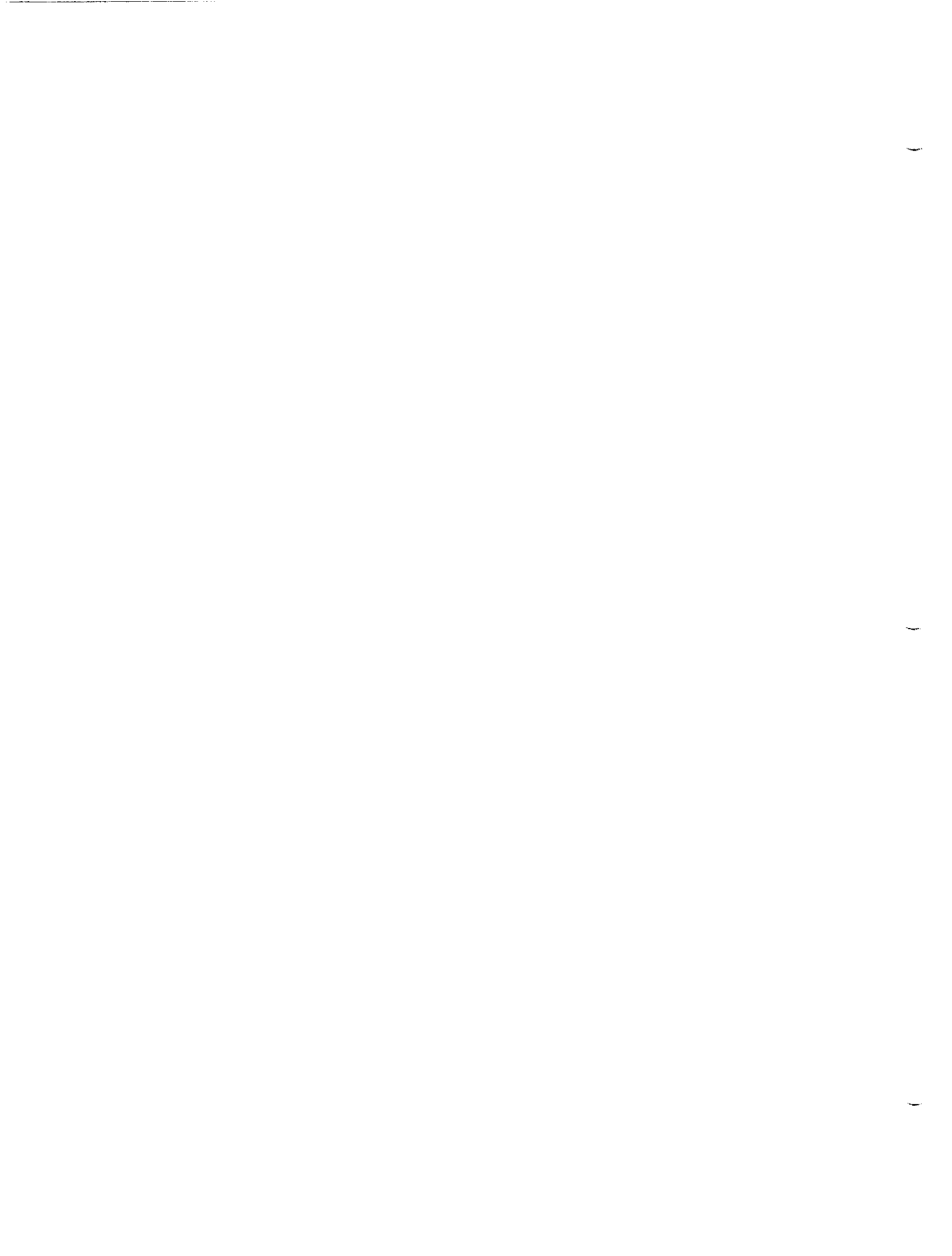
I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full Victory!

Good Luck! And let us all beseech the blessing of Almighty God upon this great and noble undertaking.

Dwight D. Eisenhower

This eve-of-battle message to Allied forces was read over all PA systems once ships cleared port. Retyped from a replica of the original message, held by the Imperial War Museum, included in D-Day, by Richard Collier (New York: Abbeville Publishing Group, 1992).

E. A. Wilde, Jr.
April, 1999



~~SECRET~~
SECRET

ACTION REPORT

ORIGINAL

USS CARRY

DD 463

NO SERIAL

19 JUNE 1944

ACTION REPORT AND REPORT OF LOSS OF SHIP, SUBMISSION
OF.

ASSIGNED TO FIRE SUPPORT UNIT 3, OPERATING
IN UTAH AREA OFF ILES ST, MARCOUE, BAIE DE
LA SEINE DURING INVASION OF NORMANDY WITH
TASK UNIT 125.8.3 ON 6 JUNE 1944. STRUCK
MINE AND SANK.

76338

OFFICE OF NAVAL RECORDS AND LIBRARY

ORIGINAL
T O P S E C R E T
DECLASSIFIED

U. S. S. CORRY (DD463)
C/O FLEET POST OFFICE,
NEW YORK, NEW YORK.

19 June 1944

From: The Commanding Officer.
To: The Secretary of the Navy.
Via: (1) The Commander Destroyer Division TWENTY, (CTU 125.8.3).
(2) The Commander Cruiser Division SEVEN (CTG 125.8).
(3) The Commander Task Force 125 (Commander Force UNIT).
(4) The Commander Task Force 122 (Commander Western Task Force).
(5) The Commander Twelfth Fleet.
(6) The Commander in Chief, United States Fleet.

Subject: Action Report and Report of Loss of ship; Submission of.

Reference: (a) CO CORRY Top Secret desp. 151100B of June 1944.
(b) Art. 841(3), U.S. Navy Regulations.
(c) Art. 712, U.S. Navy Regulations.
(d) CO CORRY Secret Mailgram to ComNavEu listing known dead and missing #102300B of June 1944.
(e) CO CORRY Secret ltr. of 11 June to ComNavEu, copy to BuM&S, listing known dead, missing, and injured.

1. Supplementing reference (a), the following full report on the action and loss of the U.S.S. CORRY (DD463) is submitted as required by references (b) and (c).

(a) For operation [REDACTED] the CORRY was assigned the mission of a fire support ship of Fire Support Unit THREE in station #3, about 4,000 yards off UTAH beach, approximately 2 miles, bearing 280°T from the St. Marcouf Islands, coast of France. H hour, as will be subsequently referred to, was designated as being 0630B, June 6, 1944. The specifically assigned duties of this vessel are chronologically presented as follows:

(1) To arrive transport area, having escorted convoy U-2B across the English Channel, at about H minus 4 hours. Commanding Officer U.S.S. FITCH was escort commander.

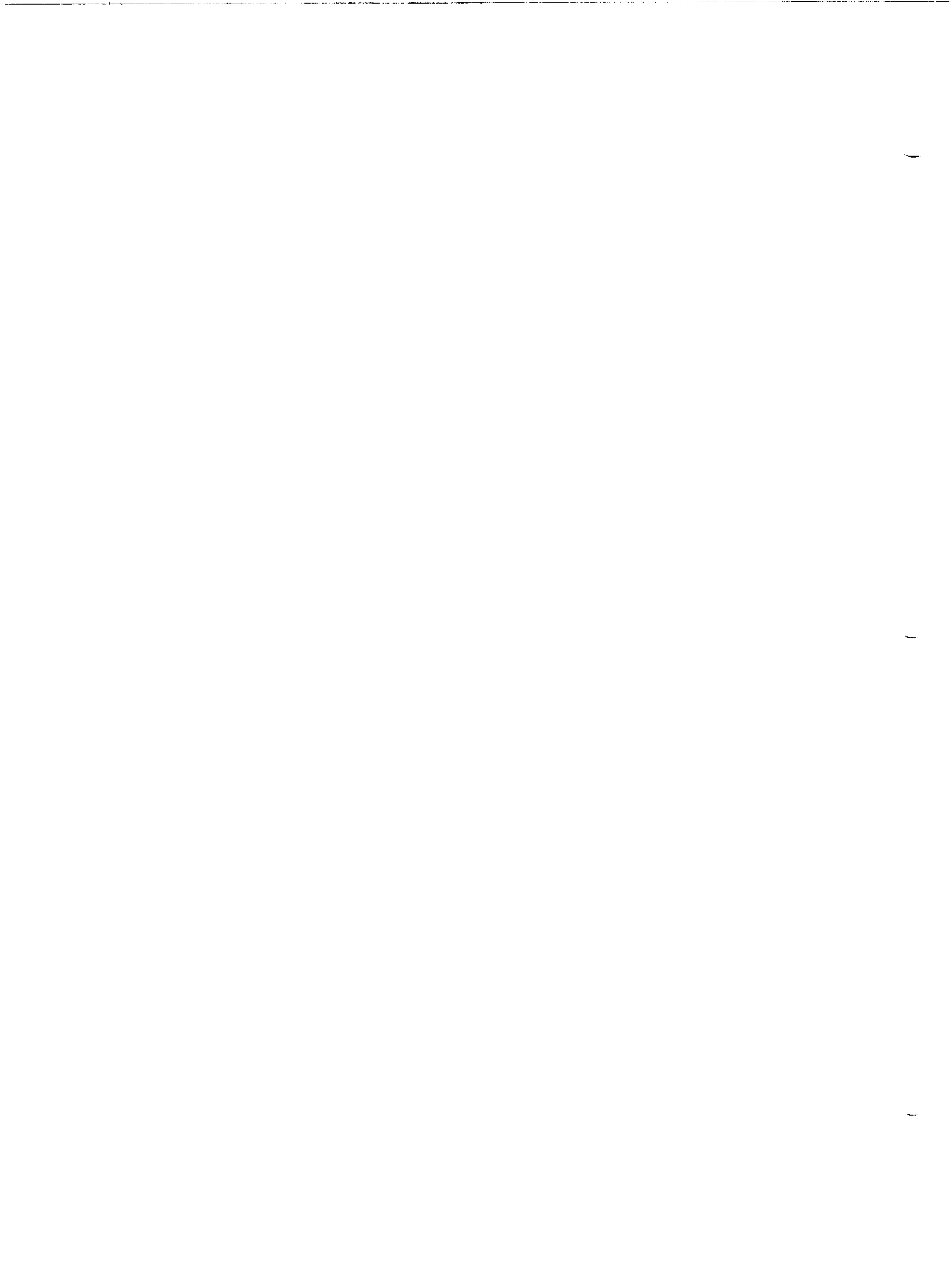
(2) To proceed down boat lane toward Red and Green beaches, in echelon formation, with U.S.S. HOBSON (CDD20) and U.S.S. FITCH at about H minus 2 hours, with view to preceding first boat waves toward landings.

(3) To depart boat lane for fire support station #3 at H minus 80 minutes.

FILMED

- 1 -

DECLASSIFIED - OPNAV INST 5500.30
BY 915 DATE 6-1-69



DECLASSIFIED

T O P S E C R E T

U.S.S. CORRY (DD463)

19 June 1944

Subject: Action Report and Report of Loss of Ship; Submission of.

(4) In case of heavy enemy shore battery opposition, between H minus 2 hours and H minus 40 minutes, signal "Zebra" would be sent to bombardment ships, which would require CORRY firing on targets 13A and 14A approximately located between Montebourg and Fontenay, coast of France.

(5) To arrive station #3 at H minus 50 minutes.

(6) To commence direct fire at beach targets #80, 82, 84, 86, 88, 90, 92, and 94, extending from prospective beachhead, northwestwards toward Quineville, at H minus 40 minutes. Rate of fire to be 8 rounds per minute.

(7) To cease firing at H hour upon receipt of black smoke rocket signal, meaning "troops have landed, lift your fire".

(8) To fire at targets of opportunity after H hour.

(9) To answer call fire after landing of shore fire control party after H plus 210 minutes.

(b) The CORRY carried out all duties as listed in paragraph (d), (1) to (5) inclusive, except signal "Zebra" was not received and consequently targets 13A and 14A were not fired upon. The remainder of the schedule, as presented above, was upset in the following manner:

(1) At H minus 85 minutes the FITCH and this vessel were fired upon by shore batteries, unlocated, just prior to departing boat lane to report to our respective fire support stations.

(2) At H minus 70 minutes, while en route to fire support station #3, at speed of about 3 knots, commenced firing almost simultaneously with FITCH on shore battery flashes on beach bearing about 260°T from ship's position 2 miles due west of St. Marcouf Islands. Fire was for purposes of covering FITCH, which was at this time about 3,000 yards north of this vessel, on course of about 010°T.

(3) At H minus 50 minutes, upon arrival assigned position #3, stopped and anchored at short stay, as current was flooding at 1½ knots at this time.



DECLASSIFIED R E T

U.S.S. CORRY (DD463)

19 June 1944

Subject: Action Report and Report of Loss of Ship; Submission of.

(4) At H minus 40 minutes, silenced shore battery firing on this vessel after having expended about 110 rounds 5"/38. Visibility poor, sea calm, wind force 1. FITCH having been fired upon considerably, had by this time moved to a position that appeared to be about 3 miles due north of St. Marcouf Islands. The U.S.S. QUINCY at this time bore about 070°T, distance about 9,000 yards.

(5) At H minus 30 minutes commenced firing on assigned beach (10 minutes late), target #80, bearing about 218°T, range about 5200 was first target. Fired 12 salvos direct fire using navigational and optical ranges. Then shifted to #82, employing same procedure.

(6) At about H minus 20 minutes, smoke screens were laid so completely by planes that all vessels in force UNIT appeared to be screened very effectively except the CORRY. The screen lay to seaward and appeared to extend from the St. Marcouf Islands northward for several miles.

(7) Immediately after the laying of the smoke screen, at about H minus 15 minutes, fire was concentrated on this vessel. The anchor was lifted from short stay and abrupt maneuvers were commenced to throw off salvos, by giving ahead flank speed, stop, backing, right full rudder, and left full rudder, giving due regards to reefs which extended nearly the entire seaward side.

(8) Rapid continuous fire was commenced on flashes of nearest battery, which was firing in salvo at this vessel, bearing about 252½°T, range about 10,000 yards, behind the town of St. Marcouf. The flashes were very prominent but the battery itself was unseen and there was no outside ship spotting available. Firing was conducted by obtaining true bearing on flashes and residual smoke, introducing same to computer and director, while coaching director on. Optical ranging on flashes was attempted. Rapid continuous fire to seek range. As this vessel drew to the northward, the bearing of the shore battery decreased to 246°T. During this period this vessel was being fired upon by other batteries also.

(9) At 0633 (H plus 3 minutes) this vessel hit a mine under the engineering spaces that caused the immediate flooding of the forward engineroom, the forward fireroom and the flooding of the after fireroom very shortly thereafter. This was accompanied by the loss of all electric power and lighting at the same time.



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(10) Just previous to hitting the mine, right full rudder had been given and 25 knots had been rung up because of the proximity of a near miss on the starboard side (firing was to port). When the ship was mined, as in (9) above, the CORRY was just starting a right turn at increasing speed. As a result of the mining effect, the rudder jammed hard right and a high speed circle movement commenced. Hand steering got the ship headed towards the sea, but at 0637 all steam was lost in the after engine room, the only engineering space not yet flooding.

(11) Boats were lowered for purposes of towing the ship through shoal water towards the open sea, i.e., the fire support area of the larger ships. General signal, "This ship needs help", was hoisted, as all communications were out.

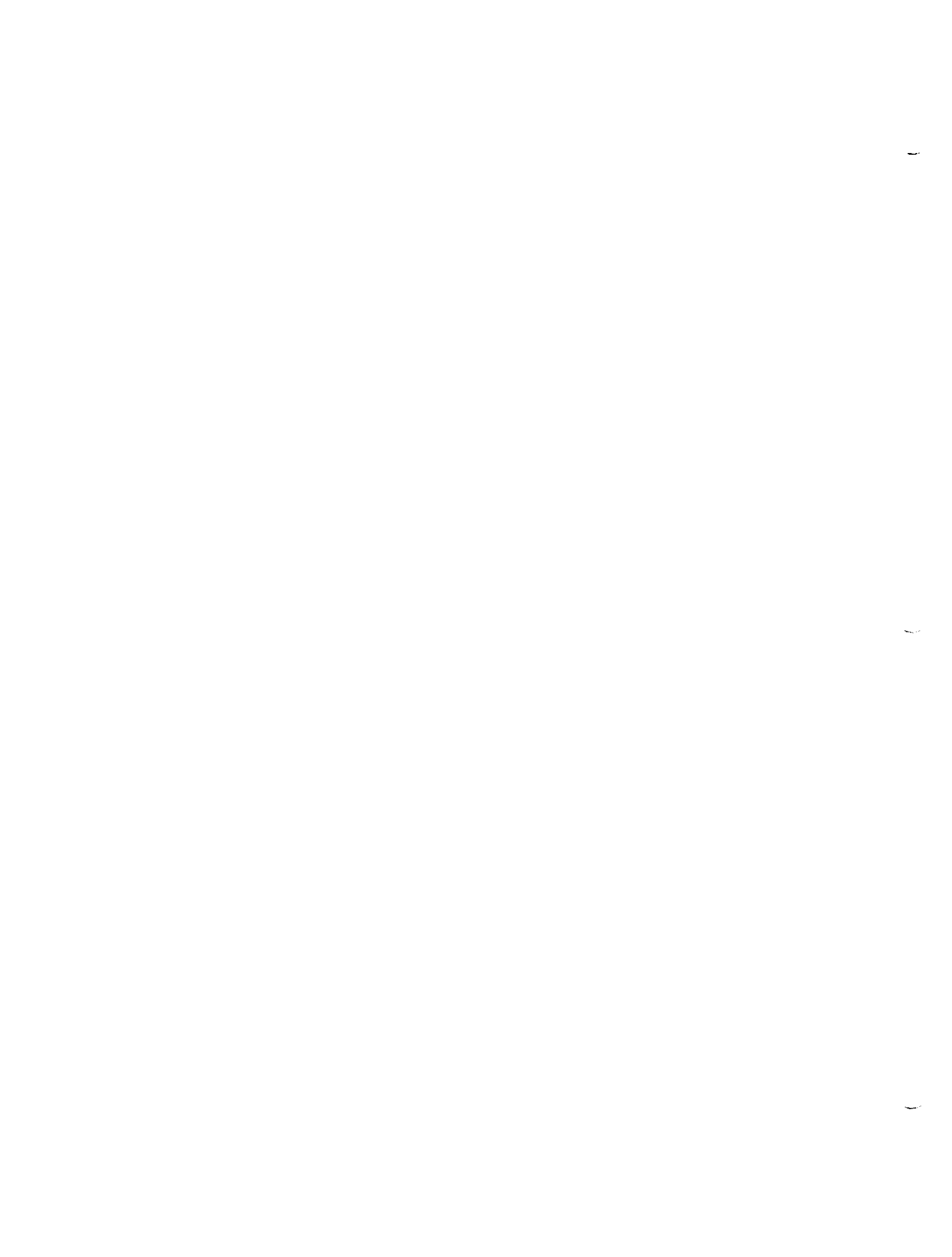
(12) At about 0639 word was passed to prepare to abandon ship, as at this time water had reached the main deck, though the ship was on an even keel but sagging badly.

(13) At about 0641 abandon ship was ordered, for at this time the main deck was under 2 feet of water and the ship was broken amidships. Abandon ship was carried out without confusion and the Commanding Officer was the last to leave the ship. At this time the stacks had leaned together, the fantail and the bow had risen but the entire main deck and most of the midships superstructure were under water.

(c) Subsequent happenings after abandon ship had been completed were of the following nature:

(1) The fantail of the CORRY was hit by a small caliber projectile, rupturing smoke screen generator causing toxic effect on survivors in the water. The port 40mm station was also hit, causing apparent detonation of some 40mm projectiles at ready stowage.

(2) The two hour period of immersion was perhaps the most difficult of all for the survivors, for during this entire time shells were falling causing further dead and wounded. The currents in the area were of such nature as to render swimming away from the ship very difficult. One raft was



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carried in a complete circle about the CORRY and upon passing the shoreward side, received a near miss that caused more casualties an hour after the sinking of that vessel. As a result of the temperature of the water, 54°F, several men died of exposure.

(3) Survivors were rescued in the time interval of 0830 to 0900 by the FITCH, HOBSON; BUTLER and PT199. An hour prior to this the CORRY was observed to be settled in about 6 fathoms of water with only the director, the mast, top of bridge, and tip of bow visible. The shore batteries ceased their intermittent firing with the arrival of the above mentioned vessels. The FITCH and HOBSON entered the survivor area with all guns firing at the shore batteries on one side of their respective ships, while lowering boats and cargo nets on their other sides.

(4) At about H plus 4 hours the bulk of the survivors were transferred to the U.S.S. BARNETT. At this time the Commanding Officer of the CORRY reported the loss of the CORRY to Commander Force UNIT and requested that security measures be instituted as that vessel had sunk in shoal water near the coast of France.

(5) At about H plus 6 hours the BARNETT sailed for Portland, England, arriving there at about 0300B, 7 June 1944.

(6) At about 0600B 7 June 1944 the BARNETT departed for Falmouth, England, arriving there at about 2000B 7 June. Survivors at this time were transferred to the U.S. Naval Advanced Base, Falmouth.

(7) At about 1100B 8 June, the CORRY survivors, excepting those remaining at the U.S. Naval Dispensary, Falmouth, entrained for Plymouth, England, arriving at the U.S. Naval Advanced Base at 1600B 8 June 1944. During this period the CORRY officers were sent to Exeter for outfitting and the commanding officer was ordered to London and returned to Plymouth shortly thereafter.

(8) At about 2300B 12 June 1944 the CORRY survivors were transferred to BASE TWO, Rosneath, Scotland. At this latter base the crew was organized into the status of a vessel afloat, with office space and procedure instituted.



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S E C R E T

U.S.S. CORY (DD463)

19 June 1944

Subject: Action Report and Report of Loss of Ship; Submission of.

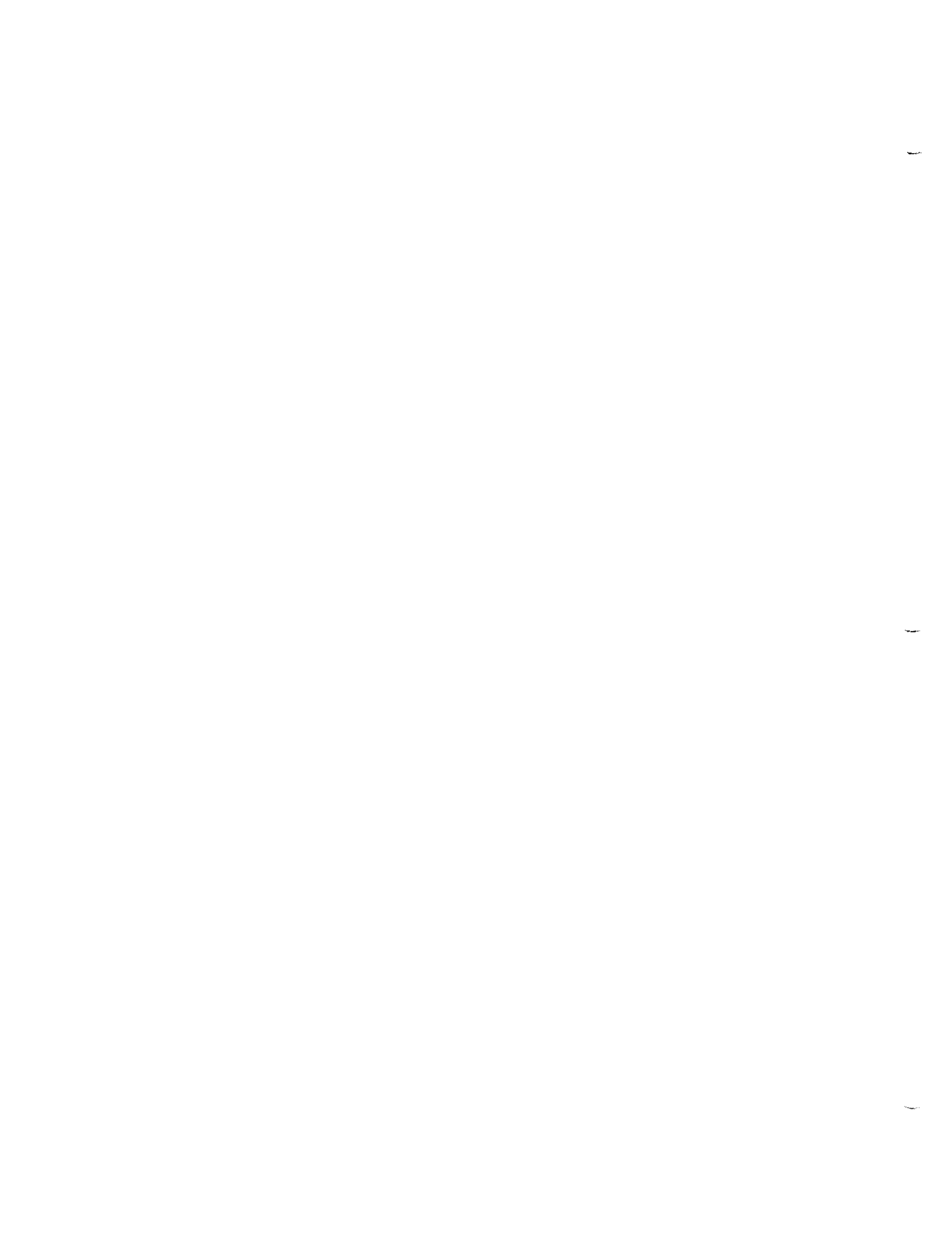
2. Report of performance and damage in the various departments is as follows:

GUNNERY

(a) Over 400 rounds of 5"/38 cal. projectiles fired, employing direct fire and optical ranges on targets at ranges varying from 5 to 10,000 yards. No machine gun or torpedo firing. Guns functioned smoothly. Rate of fire very high when firing rapid continuous fire.

(b) Concussion effects:

- (1) All guns whipped out of train into stops.
- (2) Torpedoes came partly out of tubes, three of them having hot runs in tubes.
- (3) Computer face glasses jumped up into operators faces. Glass did not shatter because of previous preparation. Side plates of computer came off.
- (4) Gun mounts and handling rooms deluged with water.
- (5) Gun crews thrown off feet.
- (6) Machine gunners at midships machine guns and torpedo-men thrown from stations to main deck and overboard.
- (7) Machine gun control officer at director base thrown to deck.
- (8) Control officer in director wounded in back of head by striking range finder optical box.
- (9) 5"/38 mount #1 jumped off roller path, upper hoist badly distorted.
- (10) Director jammed in train.
- (11) Ready service shells in all handling rooms tumbled from strapped position.



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ENGINEERING

(a) Four boilers on the line, using main engine combination. Split plant operation throughout. Varying speeds were employed, from back full to ahead flank, i.e., 25 knots.

(b) Damage effects.

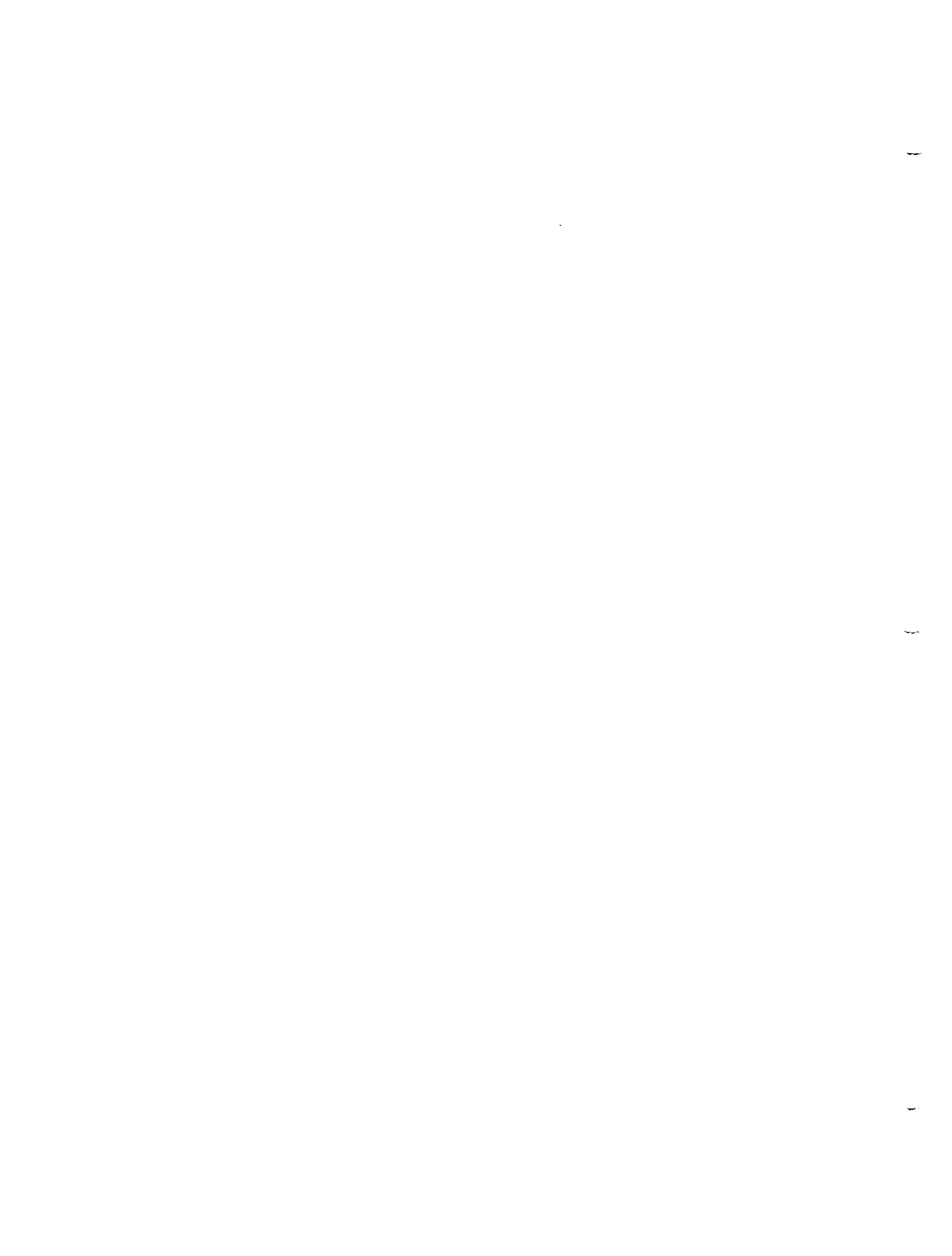
(1) The forward fireroom and forward engine room flooded immediately and simultaneously. For this reason it is believed that the mine was struck in the vicinity of the bulkhead between these spaces on the starboard side in the region of the turn of the bilges. #2 boiler was ruptured and the resultant escape of steam killed or badly burned all personnel in this space. Steam pressure on gages in forward engine room went down immediately. All electric power and lighting lost.

(2) In the after fireroom and engine room unit, flooding was at lesser rate, thus giving time for attempted maintenance of the speed of the ship. However, the source of feed water to boilers #3 and #4 was lost through a combination of the following circumstances:

a. All electric power and lighting lost.

b. Suction line to #4 main feed pump in after engine room ruptured and by the time suction could be shifted to #3 main pump the after fireroom was flooded, as this later space flooded in approximately three minutes.

Some speed was maintained in the after engine room for a few minutes but in the after fireroom the personnel were busy securing the boilers because of low water and the rising level of sea water in this later space. The after fireroom was flooded because of two holes in the hull, one located under the torn loose bed plate of the #2 fire and bilge pump and the other in the vicinity of the feed water tank B-17, both on the starboard side. In addition, the bulkhead between the forward engine room and the after fireroom was shattered in several places causing an entry of water from the rapidly filling forward engine room.



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(c) Concussion effects:

- (1) All gratings and floor plates, although securely screwed in place, flew up.
- (2) Main generators tripped out.
- (3) Fire control switchboard in plot arced badly.
- (4) Main gyro jumped out of gimbals and fell to deck, striking man in plot.
- (5) Cables to fire control switchboard severed and hanging in strands, knife and rotary switches flew off.

HULL AND DAMAGE CONTROL

(a) Condition ABLE was set through the ship and general quarters throughout period covered by this report. All wing fuel oil tanks were full of oil. Approximately 90% of fuel oil capacity on board at time of sinking. Full load displacement of the ship upon hitting the mine estimated to be 2500 tons. This is based upon the following approximations:

- (1) Fuel 90% of capacity.
- (2) Ammunition, 5"/38 - 85%; M.G. - 100%.
- (3) Water tanks filled.
- (4) Well stocked with commissary and ship's service stores.
- (5) Stores and spare parts nearly 100%.

(b) Damage effects:

(1) Main deck split open width of ship at frame 100. Fissure was about one foot. The severed edges of main deck slanted downward, because of rising of bow and stern. One edge lower than other by several inches. The hull at frame 100 on port and starboard side was observed to be also split. It is believed that this split extended down to the keel and that the keel was severed. It is



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further believed that the main deck superstructure was the only strength member keeping ship ends together during sinking.

(2) Fresh water B-15 located in after fireroom ruptured. It is believed that the hull also ruptured at this point.

(3) Port bulkhead of #3 magazine compartment, C-303M, bulged in.

(4) After conning station windscreen ripped up from deck, pushed back against gyro repeater.

(5) Debris and wreckage piled over opening of starboard access hatch to check level in forward fireroom.

(6) Port 40mm gun and ready stowage ammunition destroyed by one shell hit during abandon ship.

(7) Crew's washroom destroyed by one shell hit, entering port side of after superstructure during abandon ship.

(8) Smoke generator on fantail demolished by one shell hit after abandon ship.

(c) Concussion effects:

(1) Starboard wind of bridge near #3 20mm gun buckled.

(2) After wing of bridge bulged up in center.

(3) Both stacks leaning toward one another (sagging effect)

(4) Magnetic compass stand torn loose and navigator's chart desk torn to deck, and flag bags torn loose.

(5) Mast was bent at level of director and both guy wires severed.

(6) Hatch in second platform leading to A-407-M, #2 magazine jammed shut by distortion of plating, requiring men of #2 magazine to go through #1 powder room and exit through #1 magazine.

(7) Lathe in machine shop toppled over.



19 April 1944

~~TOP SECRET~~ R E T

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 (d) After abandon ship the CORRY was observed to be hit several times by projectiles in the forward and after hull sections that yet protruded from the water.

RADIO, SOUND AND RADAR

(a) Sound gear was not in use because of suspected acoustic mines as so stated in the operation order. Radio silence was maintained. After mine casualty, all power was lost. SG radar was in use for navigation purposes; all other radars were not required during action and previous thereto, remained silent during approach phase.

(b) Concussion effects:

(1) Radars in transmitter room leaned toward one another having been torn loose from their holding down plates.

(2) PPI scopes smashed; sound gear recorder smashed and torn loose.

(3) All radio equipment in main radio room remained securely in place, however, all telegraphic typewriters fell to deck.

(c) Security:

(1) Confidential publications dropped overboard in weighted bags.

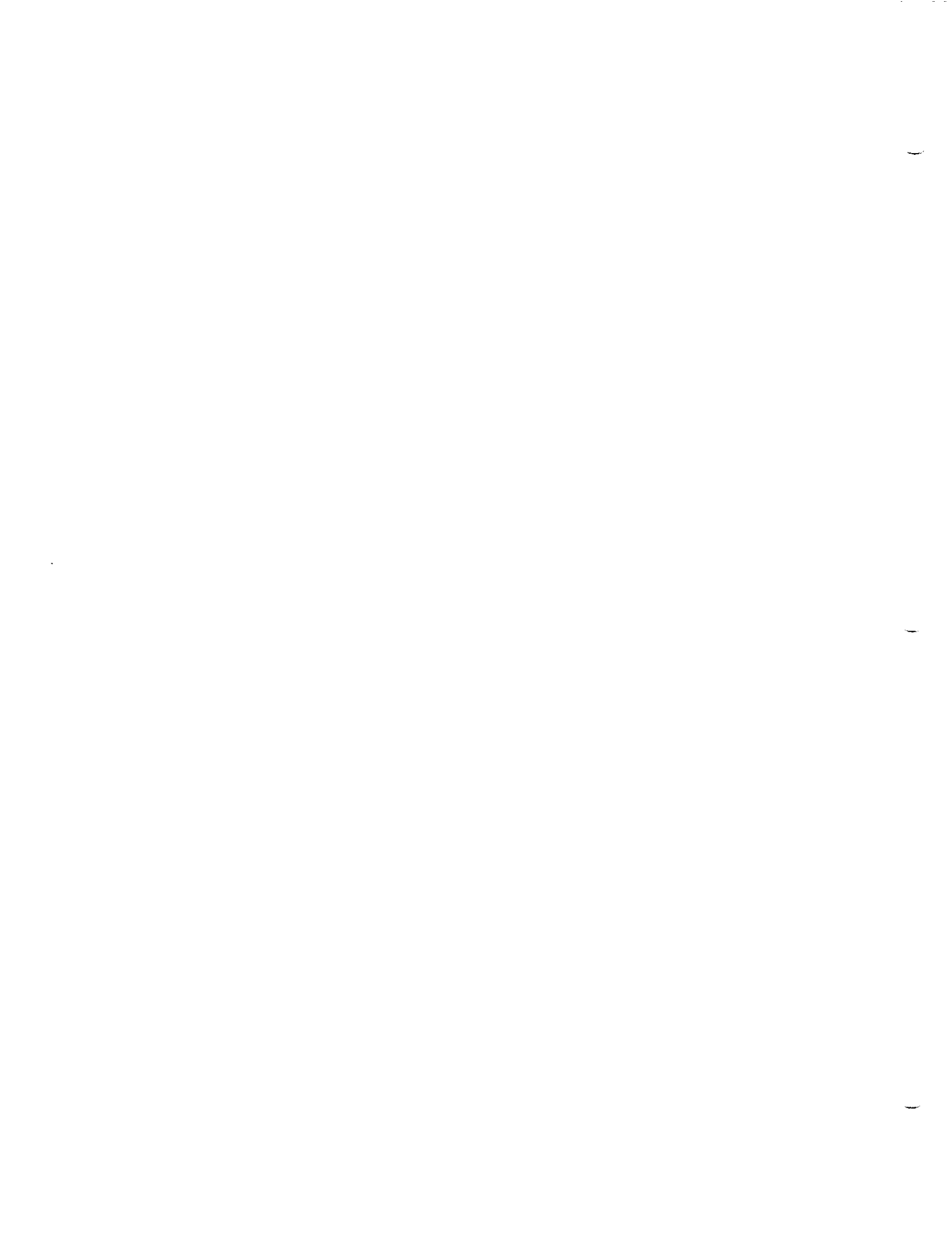
(2) Radars in radar transmitter room destroyed by detonators.

(3) ECM wheels dropped overboard.

SUPPLY DEPARTMENT AND SHIP'S SERVICE

(a) Two days previous to D-Day over 500 loaves of bread had been baked for purposes of making sandwiches during general quarters periods. All preparations were made for the serving of food and coffee by personnel of the three damage control parties.

(b) Losses incurred are of the following nature:



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-
- (1) Disbursing funds in safe in the amount of \$40,732.09.
 - (2) Ship's service funds in safe approximately \$850.
 - (3) Provisions in the amount of approximately \$18,000.
 - (4) Ship's service store stock in the amount of approximately \$1200.
 - (5) All ship's equipage and spares.

(c) Pay accounts were saved.

PERSONNEL

(a) Crew was at general quarters during period covered by this report.

(b) First injury received at about 0630 by man incurring shell fragment wounds in left shoulder from near miss on starboard side amidships.

(c) Out of a complement of 19 officers and 265 men the following statistics are presented to indicate the extent of personnel losses:

- (1) Known dead - 0 Officers; 6 men.
- (2) Missing - 1 Officer; 15 men.
- (3) Injured - 1 Officer; 32 men.
- (4) Uninjured - 17 Officers; 212 men.

(d) Performance of all officers and men was creditable. Meritorious acts have been made a matter of recommendation for award by separate correspondence.

(e) All ship's records were lost.

NAVIGATION

(a) The gun fire support area assigned was somewhat hazardous because of the reefs and shoal water extending to the seaward side in the vicinity of St. Marcouf Islands.



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(b) By means of SG radar during the approach phase and optical bearings after D minus 1 hour there was no particular difficulty in affixing the ship's position for navigational and firecontrol purposes.

3. Because of the fact that just prior to H hour, the ship was being heavily fired upon by shore batteries, emitting large flashes, it was believed for a long time that the cause of the fatal damage of the ship was a salvo of heavy caliber projectiles. However, as the result of the review of the concussion effect throughout the ship and the revelation of the fact that practically every man on the ship was thrown from his feet regardless of the location of his battle station, it is now fully believed that the major damage was due to a mine and that the shelling received simultaneously and shortly thereafter resulted in merely incidental damage.

4. The CORRY sank in about six fathoms of water in latitude $49^{\circ} - 30' - 50''$ N., longitude $01^{\circ} - 11' - 30''$ W., in vicinity of St. Marcouf Islands in the Bay of the Seine, coast of France.

G. D. Hoffman
G. D. Hoffman.

Copy to: CinCLant
ComDesLant
ComDesRon 10

G. D. Hoffman



FIRST ENDORSEMENT to:
CG CORRY Top Secret Inv.
(DD463) of 19 June 1944.

DECLASSIFIED

DESTROYER DIVISION TWENTY
U.S.S. HOBSON, Flagship
Fleet Post Office,
New York, N.Y.
27 June 1944.

From: Commander Destroyer Division TWENTY.
To: The Secretary of the Navy.

Via: (1) The Commander Cruiser Division SEVEN (CTG 125.8).
(2) The Commander Task Force 125 (Commander Force UNIT).
(3) The Commander Task Force 122 (Commander Western Task Force).
(4) The Commander Twelfth Fleet.
(5) The Commander in Chief, United States Fleet.

Subject: Action Report and Report of Loss of ship; Submission of.

1. Forwarded.

2. Until her crippling, the CORRY was fought with outstanding courage and devotion to duty.

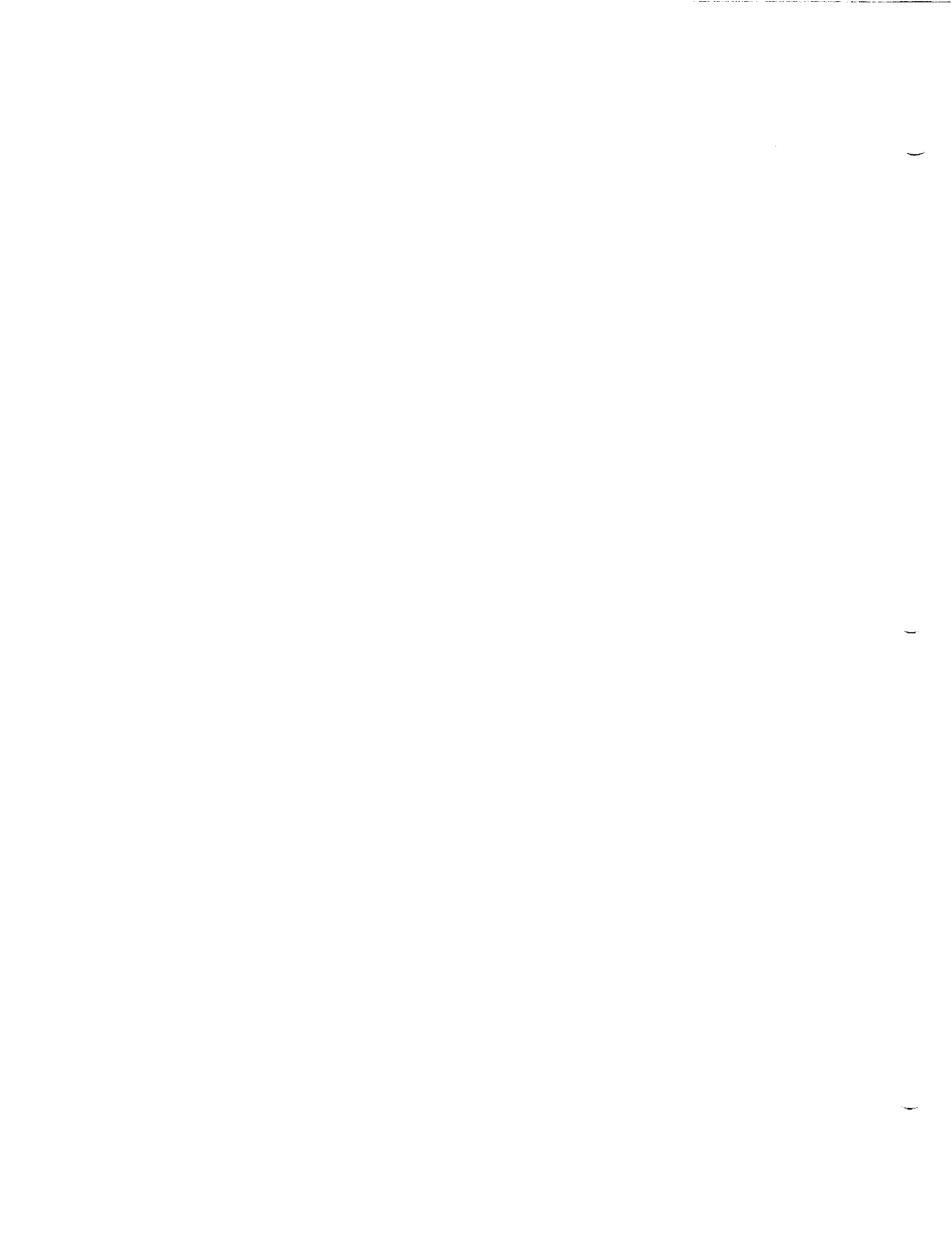
3. The CORRY arrived promptly and in darkness at the division rendezvous in the boat lane at the edge of the transport area, and thereafter proceeded down boat lane immediately preceding and in support of the first wave, and then to assigned fire support station in accordance with plan. Her fire on the beach defenses was well controlled and is believed to have been very accurate. It is noteworthy that no sustained fire was experienced after "H" hour from the long string of beach targets assigned her. Her own damage was caused by any or all targets 86(minor); 3(155mm.), 13A(105mm.), 14A(105mm.).

4. It was unfortunate that, following the rupture of the smoke generator, the CORRY was completely obscured for many minutes from the bridge of HOBSON, and I imagine, from TUSCALOOSA and other large ships to seaward. It was particularly unfortunate since all power for communications was lost almost immediately. However, despite these handicaps, rescue operations proceeded as fast as the tactical situation permitted.

5. At time of initial damage to CORRY, the HOBSON was firing at targets 70 and 72 on the landing beach and was to continue on these targets until "H" hour or when fire was lifted by smoke signal on arrival of troops on beach. The action of the HOBSON incident to damage to the CORRY follows:

0629 Splashes seen near CORRY.
0633 CORRY hit amidships.
0638 Commenced firing on target 86, believed firing on CORRY.
0644 Shifted fire back to targets 70 and 72, as first wave was nearing beach.
0654 CORRY abandoning ship.

(1)



FIRST ENDORSEMENT to:
CG CORRY Top Secret tr.
DD463) of 19 June 1944.

DESTROYER DIVISION TWENTY
U.S.S. HOBSON, Flagship
27 June 1944.

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Subject: Action Report and Report of Loss of ship; sub-
mission of.

0656 Shifted to target 74 flanking landing beach, as beach area was saturated by gunfire and bombing.
0705 Target 74 silent for the moment. Shifted to Target 86.
0709 Shifted to target 13A, menacing CORRY. Multiple firing on this target by FITCH and large ships under ComTaskForce 125.8.
0712 Shifted fire to target 86.
0715 - 0730 During this period ran at 25 knots to within 500 yards of CORRY, backed free, lowered both motor whaleboats.
0719 First wave lands.
0726 Shifted to target 13A.
0729 CORRY broke amidships, sinking.
0734 Shifted to target 86.
0756 - 0854 Shifted to and fired on target 74 (assigned until "H" plus 90 min.), having resumed Fire Support Station ONE by radical manouvering, turning right toward St. Marcouf Islands and out of swept channel into shoal water.
0854 On order took Fire Support Station THREE (ex-CORRY).
0930 Recovered gig and motor whaleboat. All survivors delivered to FITCH.
1400 Quitted Fire Support Area THREE and returned to the Transport Area.

6. The HOBSON and FITCH closed the CORRY to relieve her and assist in picking up survivors. By 0725 Rescue operations were well underway. The FITCH was ordered by Commander Bombardment Group (ComTaskForce 125.8) to cover CORRY by firing white phosphorous projectiles and further ordered by him to move up and relieve the CORRY. I also ordered FITCH to cover CORRY and to rescue survivors if practicable. The FITCH put both boats in water, fired effectively on targets, and picked up most of the survivors.

7. Commander Bombardment Group (ComTaskGroup 125.8) also devoted the fire of QUINCY, TUSCALOOSA, HOBSON and FITCH to the batteries noted in paragraph which were firing on the CORRY. They eventually ceased fire and, from about 0800 on, this fire support position No. 3 was not seriously menaced. From 0854 to 1400 it was occupied by HOBSON, which during that period suffered no heavy fire.

8. The HOBSON and FITCH made a valiant effort to relieve the CORRY and rescue survivors. The FITCH took over a good part of the CORRY's fight, recovered most of the survivors. The HOBSON came to her relief early by firing on target menacing the CORRY. But in so doing the HOBSON was not distracted from her primary bombardment missions. The commanding officers of the HOBSON and FITCH are deserving of special credit for their attempted relief of the CORRY and their rescue of survivors. Their prompt action is responsible in part for the small loss of life.

FIRST ENDORSEMENT to:
CO CORKY Top Secret Ltr.
DD463) of 19 June 1944.

DESTROYER DIVISION TWENTY
U.S.S. HOFFSON, Flagship,
27 June 1944.

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Subject: Action Report and Report of Loss of Ship; sub-
mission of.

9. The abandonment was most orderly. The commanding officer made an inspection of the ship and found that there was no one alive remaining on board. He was the last to leave the ship. The commanding officer by his leadership and efficient action after the initial damage is responsible in a large part for the small total loss of life (6 known dead, 16 missing) and is deserving of special credit.

Leo W. Nilon
LEO W. NILON
Leo W. Nilon

Copy to: CinCLant,
ComDes Lant,
ComDesRon TEN.

THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the NAVY CROSS to

LIEUTENANT (jg) JOHN OLIVER PARROTT
UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

"For extraordinary heroism in combat against the enemy while serving as First Lieutenant in the U.S.S. CORRY near St. Vaast, coast of France, on June 6, 1944.

"After the word had been given to abandon ship, and while the ship was sinking under the gunfire of shore batteries, Lieutenant (junior grade) Parrott went down into the forward fireroom of the ship to rescue a water tender third class trapped under the grating of the upper level who was swimming in fuel oil and water. The atmosphere of the fireroom was filled with live steam. At extreme risk to his own life, Lieutenant (junior grade) Parrott went under the grating and pulled the enlisted man to safety.

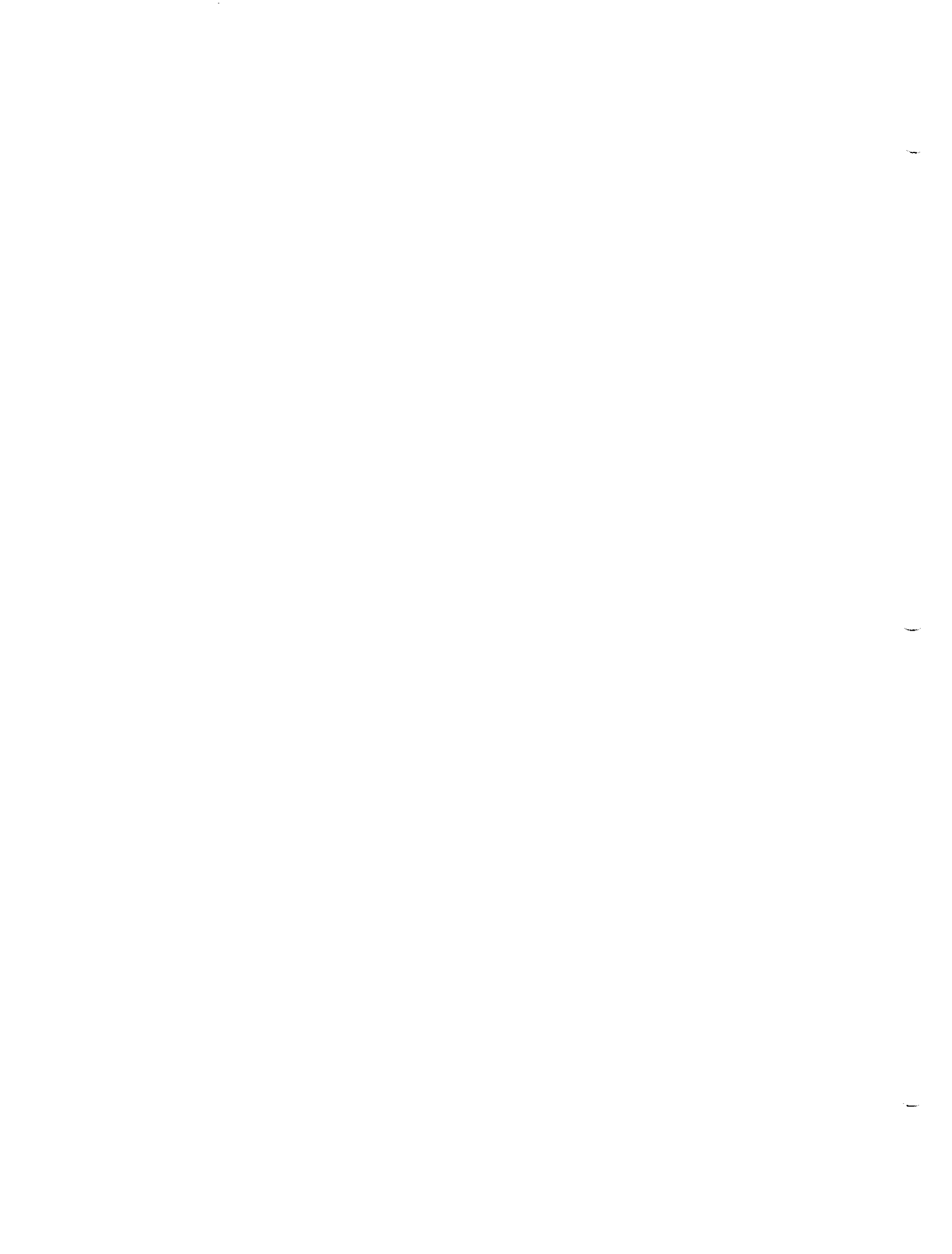
"The courageous and prompt action displayed on this occasion reflects great credit upon the United States naval service."

For the President,

Secretary of the Navy.

Typed from a draft citation on an index card filed at the U.S. Naval Historical Center.

E. A. Wilde, Jr.
October, 1999



THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the BRONZE STAR to

LIEUTENANT (jg) HOWARD ARNE ANDERSEN, MC,
UNITED STATES NAVY

for services as set forth in the following

CITATION:¹

"For heroic service as medical officer attached to the USS CORRY when that vessel sank as a result of a mine explosion and German gunfire during invasion operations in the Bay of the Seine, coast of France, June 6, 1944.

"Courageous and selfless in the performance of duty, Lieutenant (j.g.) Andersen remained to the last aboard the sinking vessel, working desperately to save the wounded even though the word had been given to abandon ship.

"Despite the gruelling strain of continuous shelling from hostile shore batteries during the subsequent prolonged period in the water, and although suffering from exposure, he carried on valiantly for another thirty hours in his steadfast and tireless ministrations to the injured. . ."

For the President,

Secretary of the Navy.

¹ As his citation appeared in Howard Andersen's firsthand account published in the U.S. Navy Memorial Foundation's NEPTUNUS REX: Naval Stories of the Normandy Invasion, June 6, 1944, edited by Edward F. Prados (1998).

E. A. Wilde, Jr.
May, 2003

May, 2003

Editor's Note:

The following firsthand accounts by Corry survivors are courtesy of Commander Grant G. Gullickson, USN (Ret.). For many years "Gully" has urged his shipmates to write their recollections, and a few years ago he published, A Collection of Remembrances of WWII by USS Corry DD-463 Shipmates. The four personal accounts I've included in my booklet were selected from his compilation.

Cdr. E. Andrew Wilde, Jr., USNR (Ret.)

From: Naval Commander Western Task Force.
To: Western Naval Task Force.
Subject: Message from Supreme Commander, Allied Expeditionary Force.

1. The following message from the Supreme Commander Allied Expedition Force is to be published in morning orders and placed on bulletin boards of vessels and units attached to this command.

“TO THE SOLDIERS, AIRMEN, SAILORS AND MERCHANT SEAMEN, AND ALL OTHERS OF THE ALLIED EXPEDITIONARY FORCES:

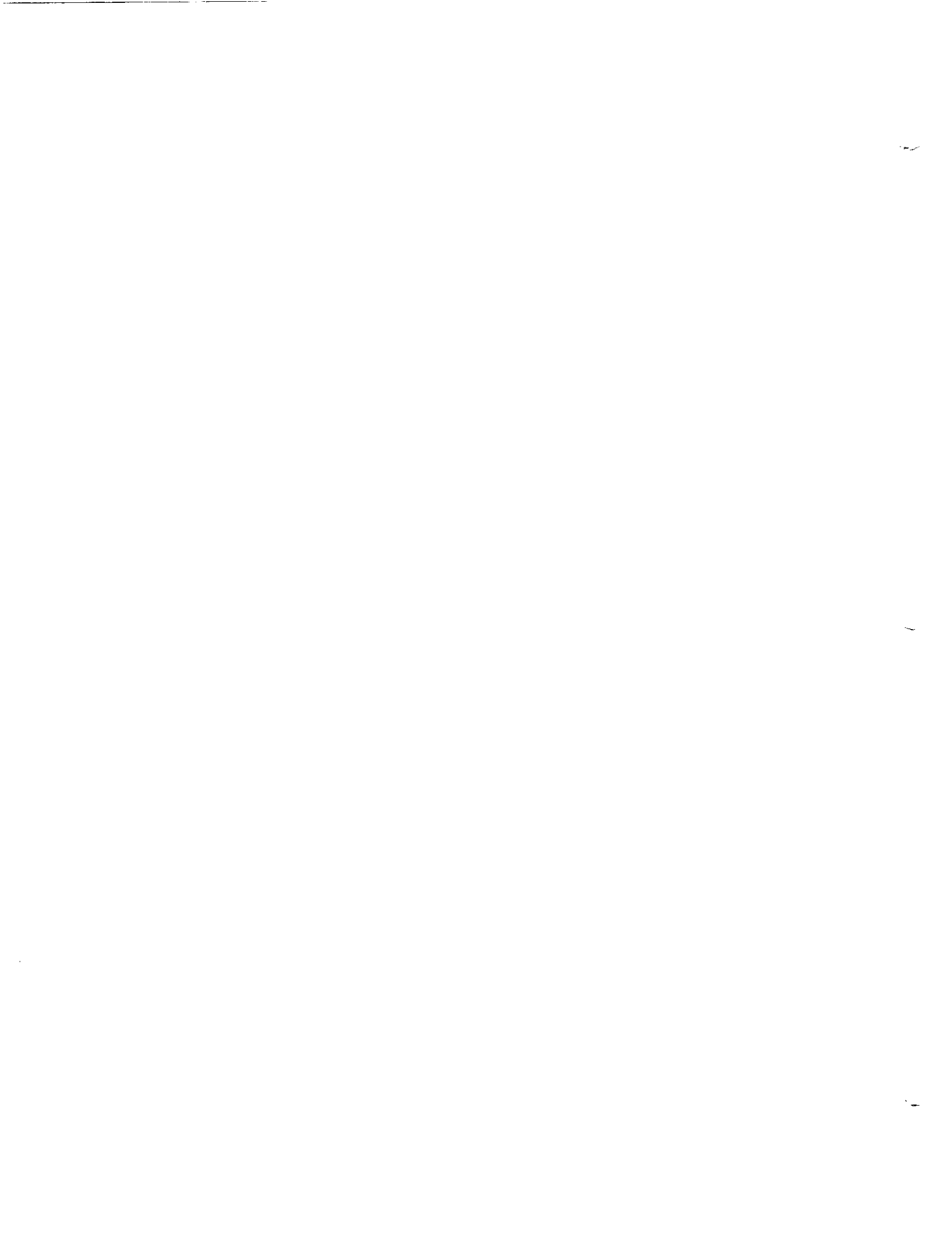
ONE WEEK AGO THIS MORNING THERE WAS ESTABLISHED THROUGH YOUR COORDINATE EFFORTS OUR FIRST FOOT HOLD IN NORTHWESTERN EUROPE. HIGH AS WAS MY PRE-INVASION CONFIDENCE IN YOUR COURAGE, SKILL AND EFFECTIVENESS IN WORKING TOGETHER AS A UNIT, YOUR ACCOMPLISHMENTS ON THE FIRST SEVEN DAYS OF THIS CAMPAIGN HAVE EXCEEDED MY BRIGHTEST HOPES. YOU ARE A TRULY GREAT ALLIED TEAM, A TEAM IN WHICH EACH PART GAINS ITS GREATEST SATISFACTION IN RENDERING MAXIMUM ASSISTANCE TO THE ENTIRE BODY, AND IN WHICH EACH INDIVIDUAL MEMBER BE JUSTIFIABLY CONFIDENT IN ALL OTHERS.

NO MATTER HOW PROLONGED OR BITTER THE STRUGGLE THAT LIES AHEAD, YOU WILL DO YOUR FULL PART TOWARD THE RESTORATION OF ALL FRANCE, THE LIBERATION OF ALL EUROPE AND NATIONS UNDER AXIS DOMINATION, AND THE DESTRUCTION OF THE NAZI MILITARY MACHINE.

I TRULY CONGRATULATE YOU UPON A BRILLIANTLY SUCCESSFUL BEGINNING TO THIS GREAT UNDERTAKING. LIBERTY LOVING PEOPLE EVERYWHERE WOULD TODAY LIKE TO JOIN ME IN SAYING TO YOU: ‘I AM PROUD OF YOU.’

/s/ GENERAL EISENHOWER”

A.G. Kirk.



RESTRICTED
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Narrative by: Lieutenant Commander George D. Hoffman, USN
Sinking of USS CERRY.

Lt. Comdr. Hoffman was skipper of the USS CERRY, one of the first destroyers sunk in the invasion of Normandy. He briefly reviews the earlier activities of the CERRY. The ship hit a mine three minutes after H-hour on 6 June 1944 and so his narrative about the Normandy operation is rather brief.

Film No: 241
Recorded: July 11, 1944

Copy No. 1 of three copies.
Rough Transcript: Beckman, Y 2/c

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FILMED



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Narrative by: Lieutenant Commander George D. Hoffman, USN
Sinking of USS CERRY

This is Lieutenant Commander George D. Hoffman speaking, as commanding officer of the USS CERRY when she was sunk 6 June 1944 in the Invasion of France, in the Bay of the Seine, in the vicinity of St. Marcouf Islands. The CERRY was commissioned on the 18th of December 1941, shortly after our entry into the war. At that time I was Gunnery Officer on board that vessel. For the first year we had the duty of escorting the RANGER in a task force in the Atlantic during which time her mission was that of being on guard against sorties of any of the German Fleet units from Norwegian bases.

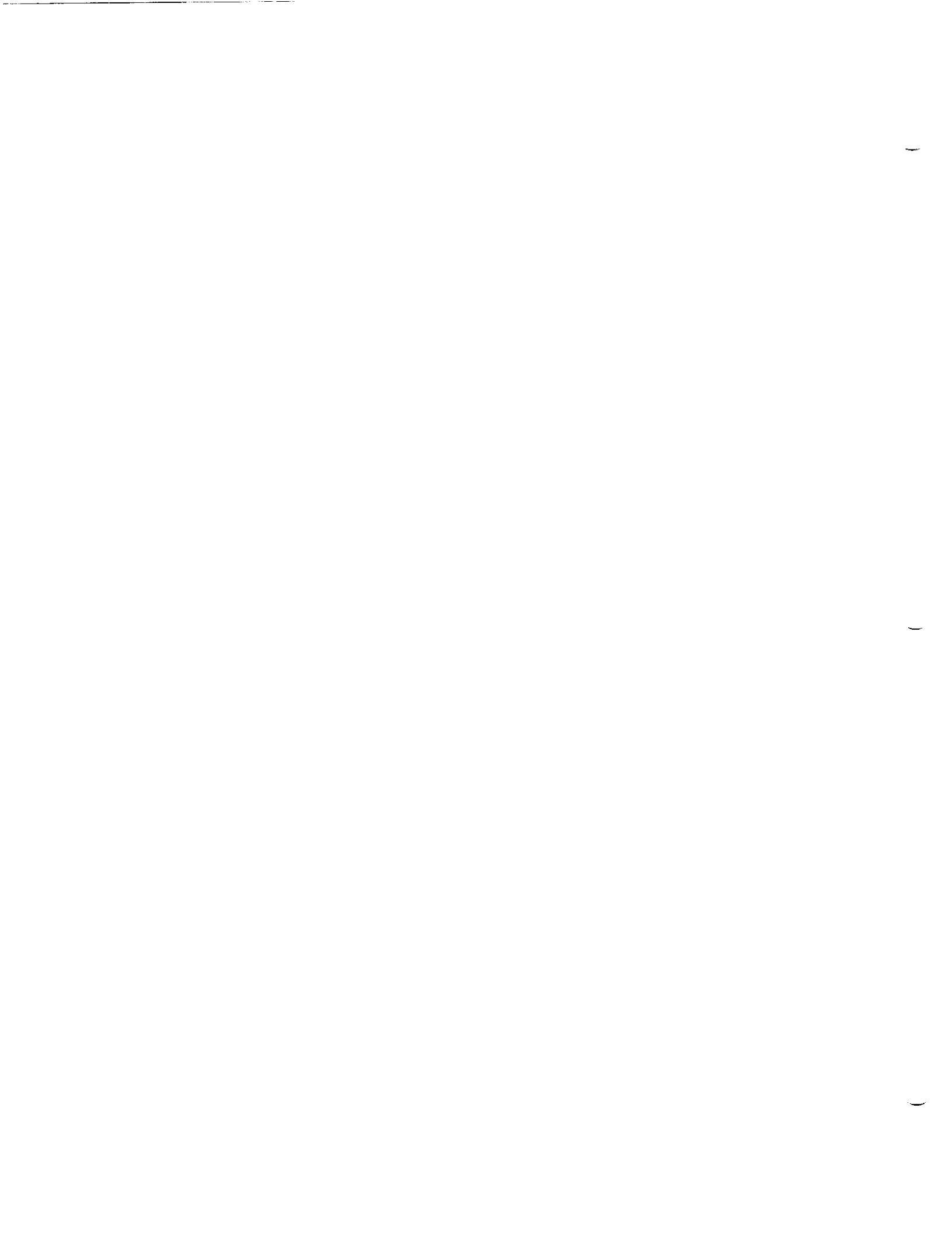
We based in Newfoundland and then in the fall of 1943 we were attached to the Home Fleet, British Home Fleet, during which time we sortied several times with Home Fleet. Once when the German fleet raided Spitzbergen and a later time to effect relief for the remaining garrison at Spitzbergen, at which time the USS TUSCALOOSA brought in more personnel to man the base, took off the wounded. The mission of the CERRY during this time was to escort units of the British Fleet and American Fleet and interpose themselves between Spitzbergen and the German bases.

The mission was successfully completed, the base reopened and we had one more job to do before turning home. It involved escorting with DesDiv 20, the HMS ANSON with Vice Admiral, second in command, British Home Fleet, aboard to lie off the entrance of Alten Fjord while the first Russian convoy went north of Bear Island to Murmansk. Twenty-four hours we remained off the entrance to Alten Fjord but the SCHARNHORST at that time did not come out.

The convoy successfully arrived in Murmansk. Our unit returned back to Scapa Flow where we were based. I understand later that the SCHARNHORST some month or two later did come out and was sunk by the DUKE OF YORK, this time escorted by four British destroyers.

SANK NAZI U-BOAT

On the 17th of March 1944, the CERRY, while in a hunter-killer group



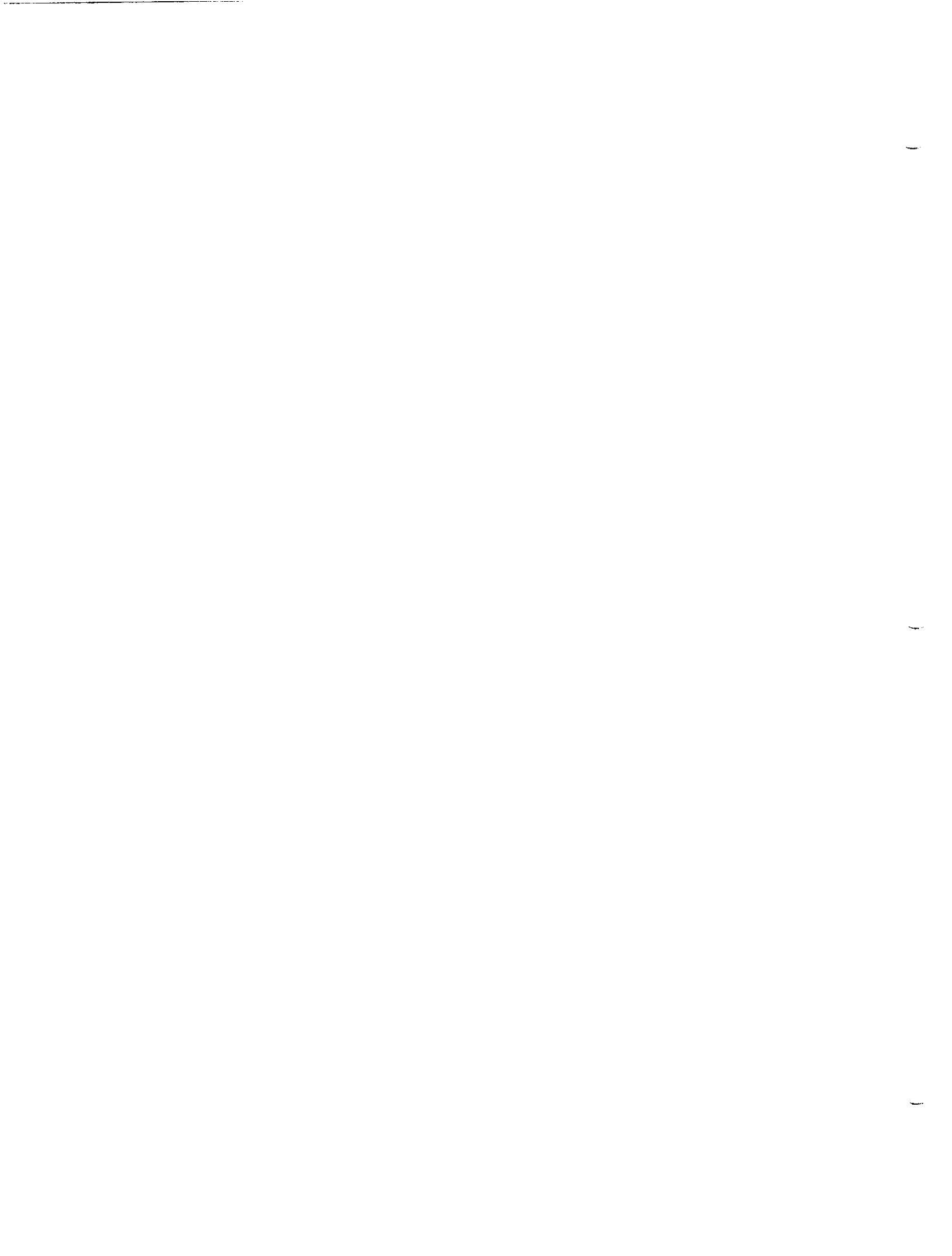
off the Azores, sank the U-801 with the assistance of the DE USS BRUNSTEIN at which time we took 47 prisoners and delivered them later in the day to the USS BLOCK ISLAND. Two days later, the 19th of March, planes from the BLOCK ISLAND sank a German submarine. The CERRY was dispatched at a distance of about 70 miles to go over to pick up survivors of the plane that had sunk the submarine and the sunken submarine. It picked up one surviving officer from the plane and two officers and six German sailors from the submarine. The CERRY had the job to carry the German prisoners back to the States. Had them aboard for 11 days and during the period we had them aboard we got them all fairly well cured of their wounds. Most of them were badly wounded from bomb fragments. We turned them over to the U.S. Army at Boston.

The last job for the CERRY was participation in the invasion of the coast of France, 6 June 1944. Previous to this period, we had escorted a convoy across the channel and upon arrival in the area led the first boat waves down the boat lane in company with the USS FITCH and HOBSON, this being before "H" hour. We turned off from the boat lane at about H minus one, and took our station at about 4,000 yards from the beach to fire at selected beach targets.

However, before we left the boat lane we were being fired upon by shore batteries, so the FITCH and the CERRY were about the first ships to commence firing for the invasion for purposes of self protection. After firing for 15 to 20 minutes we managed to silence the battery firing upon us, and we commenced firing at scheduled beach targets. However, fire was resumed by other batteries and we had to cease firing at the selected beach targets in order to defend ourselves. There ensued rapid continuous fire by us and rapid fire by the shore batteries because at this time our forces had laid a smoke screen which pretty well blanked out the other units of ours further out to sea, the heavier ones, and we were being concentrated upon.

At 0633, about three minutes after the H hour, we hit a mine, probably caused by high speed maneuvers to dodge the shells in going full speed ahead, backing full, giving hard right rudder, hard left rudder. In order to throw off the salvos we probably stirred up an acoustic mine. The ship broke in two. The forward fire room, forward engine room and after fire room flooded immediately, keel was broken, main deck was severed, causing a large fissure that crossed the main deck and around through the hull. We tried to get out by calling for flank speed, but all power was lost and the ship started going in a high speed circle, because just prior to being hit we had given right full rudder, increased speed. However, the ship gradually slowed down to a stop. We put the boats over for the purpose of towing us clear of the area so we wouldn't drift ashore into enemy held territory.

Shortly after the boats were over, why, the water was up over the main deck and gave word to prepare to abandon ship. A couple of minutes later it became obvious that the ship was going down very fast. I gave the word to abandon



ship and then we got all the men over and, then, I stepped off into the water from the main deck and all this time, the ship was being rather heavily shelled, in fact, probably the majority of the casualties occurred in the water for as late as an hour and a half after the ship had been sunk, the batteries continued to shell the men in the water.

We were picked up after sinking about two hours by the USS FITCH and HOBSON and PT 199, plus another destroyer by the name of BUTLER.

We believe this subsequent shelling of the men in the water was due to the fact that the Germans did not believe they had sunk the ship. The water was very shallow and the bow and stern were still sticking up. These batteries were well inland; the best estimate would be behind the town of St. Marcouf, France, and it probably took time for the German spotters to get the word back that the ship had been sunk, and that no possible further offensive moves could be made by the GERRY.

Commander Wright:

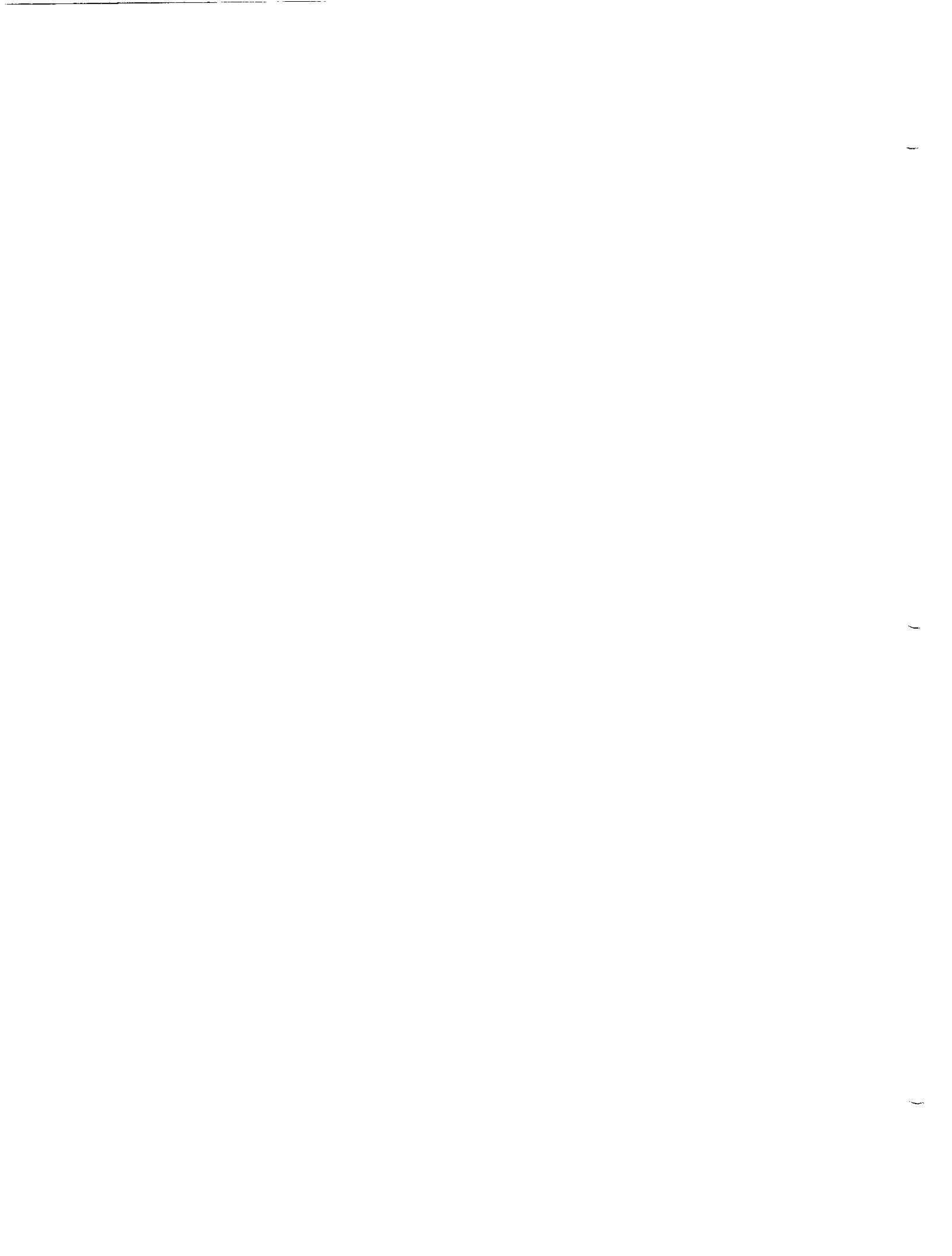
Captain Hoffman, we would like to know more about the submarine incident.

Commander Hoffman:

The U-801, we'd followed the night before under the guidance of one of the BLOCK ISLAND's planes which had strafed it during the afternoon, wounding the bridge watch. The submarine was rather elusive and we were unable to get sound contact. We did pick up radar decoy balloons, destroyed them, but it wasn't until the next morning that the planes again picked her up and we were joined by the BERNSTEIN, went down a slick which was well marked by the plane's smoke bombs.

We got sound contact simultaneously on her, told the BERNSTEIN to make the first attack because she made the first report. She fired three hedge-hog barrages, dropped a pattern and then lost contact and then we took over and we proceeded for the next hour and a half, to two hours to drop on the submarine and toward the end we were becoming a little discouraged because there was no visible effect. Looking back on our starboard quarter, almost dead astern, about 2,000 yards, we saw a sub coming up. It was reported first as a whale, so I stepped out on the wing of the bridge to see it and saw that it was a submarine and gave right full rudder, rang up for 30 knots and came around and commenced firing.

Before the ship had gotten around we had the bow guns manned as ready guns. They fired across the bridge wings and during the approach phase we fired about 47 rounds out of gun one and 40 out of gun two and hit the hull of the submarine several times. Hit once at the base of the conning tower, blew it up. We made an approach for a ram, had already stopped the engines and was backing the third to break the forward motion of the ship, passed the word "stand-by" for a ram" with intention of sliding into it at about possibly 10



~~RESTRICTED~~

or 15 knots but the bow went up and the stern went down and I then had the job of picking up the survivors.

First time I had seen any men, I saw 47 of them all strung out in the water. Before this I had been unable to see anybody on the submarine, had no information as to the intentions of the submarine.

Commander Wright:

Captain Hoffman, what was your reaction as to performance of the submarine crew that you picked up?

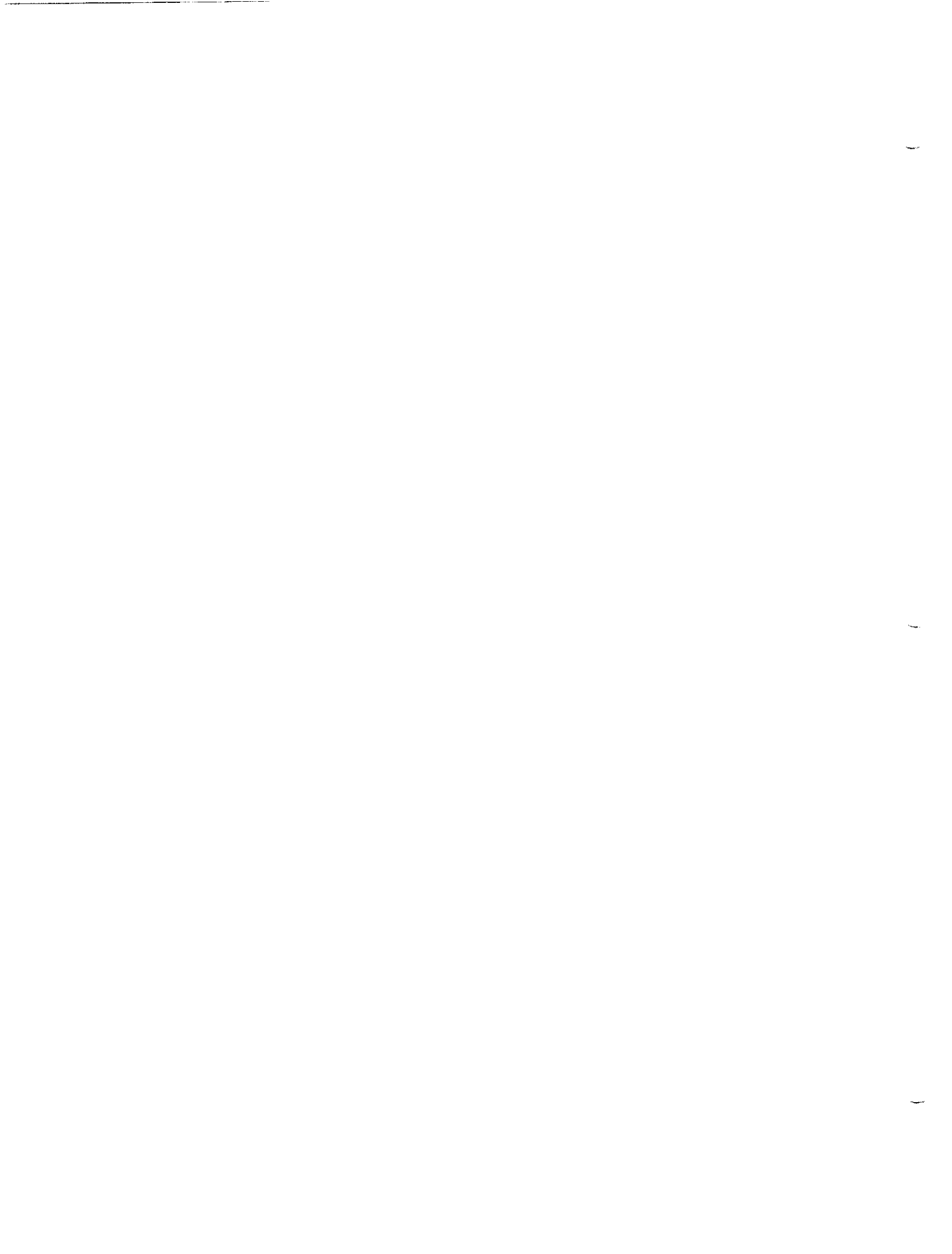
Commander Hoffman:

When we picked them up they seemed rather glad to be picked up and were, for the most part, very docile. We herded them up to the forecastle except one chief petty officer, we had him on the fan tail and had the two officers of the submarine up to the bridge.

They seemed a little stunned at the time. They didn't seem particularly either aggressive or in a particularly appreciative mood either. We only had them aboard for a very few hours so we were unable to further study their reactions. However, two days later when we rescued eight Germans who had lost their submarine through a plane destroying it, in the course of the 11 days we had them aboard, why, I believe, we got them fairly well Americanized and, I think, it was probably done through good treatment that they were just a little surprised to receive.

The Captain of the submarine, was probably not quite of the same type that usual German officers are in that he was not at all objectionable or didn't seem to be a bit of a Nazi and was most appreciative of any kindness shown to him.

END



U.S.S. Gorry (DD-463)

List of Officers, 6/6/44¹

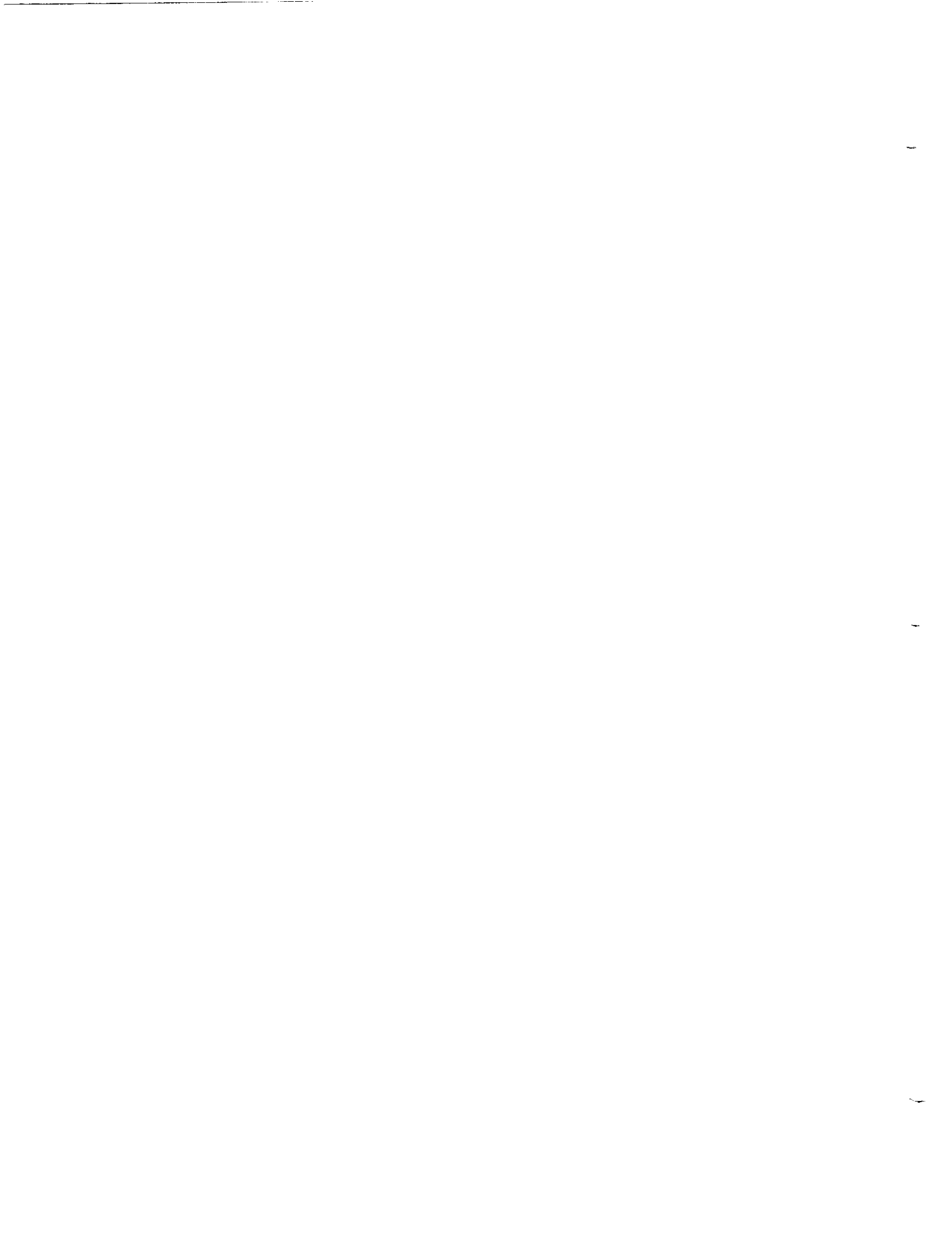
HOFFMAN, George Dewey	LCDR	USN	Commanding Officer
VANELLI, Ronald Edward	LT	USNR	Executive Officer
STUNZI, Jack Ralph	LTjg	USNR	Gunnery Officer
**BENSMAN, Norman Richard	LTjg	USNR	Supply Officer
CHECHAMES, Arthur Harry	LTjg	USNR	Engineering Officer
LINDH, Arthur Lloyd	LTjg	USNR	Communications Officer
NICHOLS, Ralph Arthur	LTjg	USNR	Ass't. Communications
WHEAT, Francis Millspaugh	LTjg	USNR	Ass't. Gunnery Officer
PARROTT, John Oliver	LTjg	USNR	1st Lieutenant
GARAY, Paul Nicholas	LTjg	USNR	Ass't. Engineering Off.
PRATT, John Galbraith	ENS	USNR	Torpedo Officer
*ROBERTS, John Taylor	ENS	USNR	Deck Dept. Officer
*BIDDLE, Edward (n)	ENS	USN	Ass't. 1st Lieutenant
RUBIN, Morton Susser	ENS	USNR	G.I.C. Officer
TOVSON, Orrin Spencer	ENS	USNR	Deck Dept. Officer
BEEMAN, Robert (n)	ENS	USNR	Deck Dept. Officer
HENSON, Jacob Boyd	ENS	USNR	Deck Dept. Officer
ANDERSEN, Howard Arne	LTjg (MC)	USN	Medical Officer
BENNETT, William Sessions	ENS (SC)	USNR	Ass't. Supply Officer

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¹ Source: The list of officers' next of kin in the Deck Log sheets at the National Archives dated 30 April 1944. There may have been changes prior to June 6th, but the total of those listed (19) agrees with the officer complement per the action report of 19 June 1944. The primary duty assignments shown are the best recollections of Capt. Edward Biddle, USN (Ret.), Lt. Cdr. Ronald E. Vanelli, USNR (Ret.) and Lt. Morton S. Rubin USNR (Ret.).

** Killed (* Wounded) on 6/6/44 according to the machine-generated casualty report prepared by BuPers after the war.

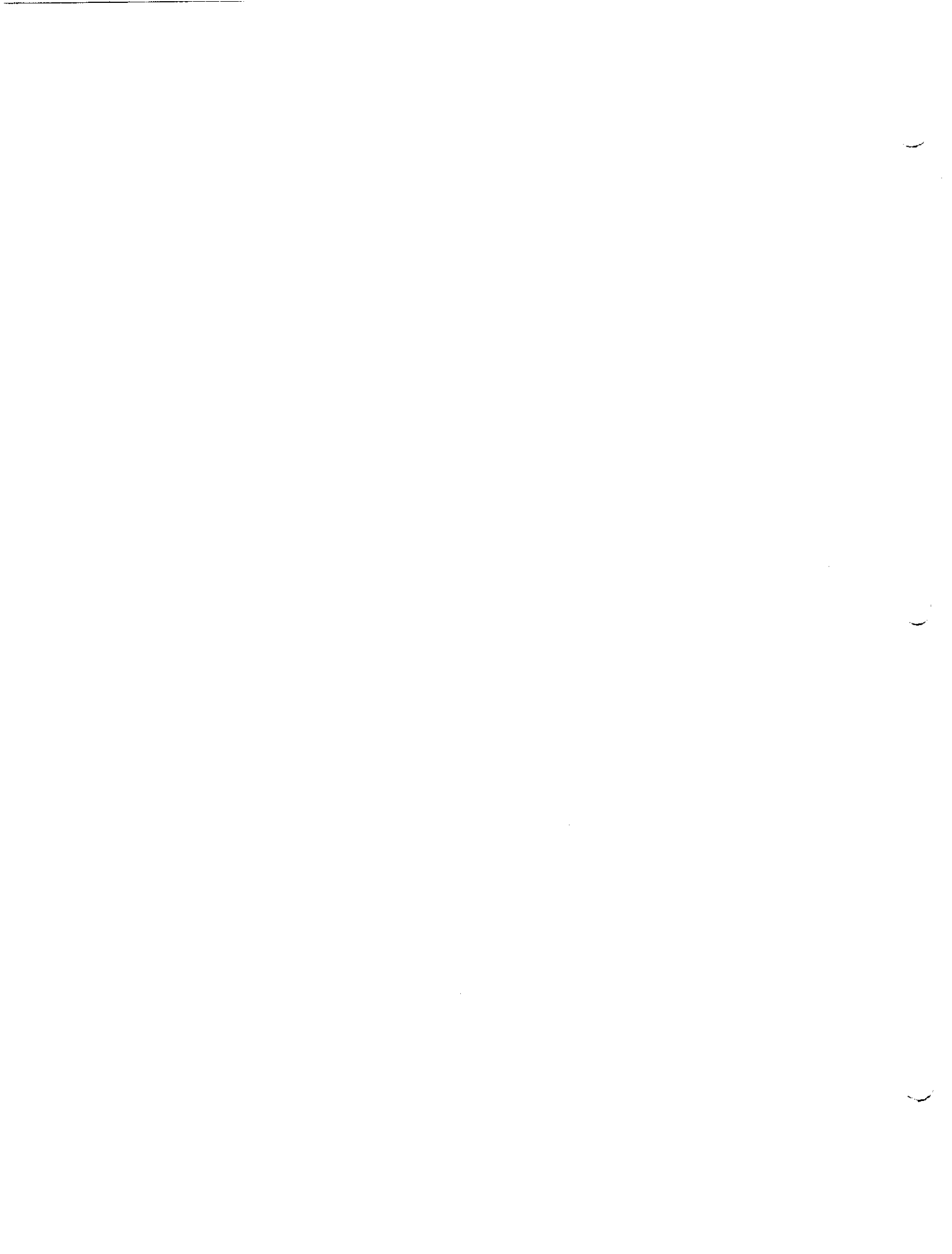
E. A. Wilde, Jr.
May, 2003



U.S.S. Corry (DD-463)

Muster Roll of the Crew, 6/6/44

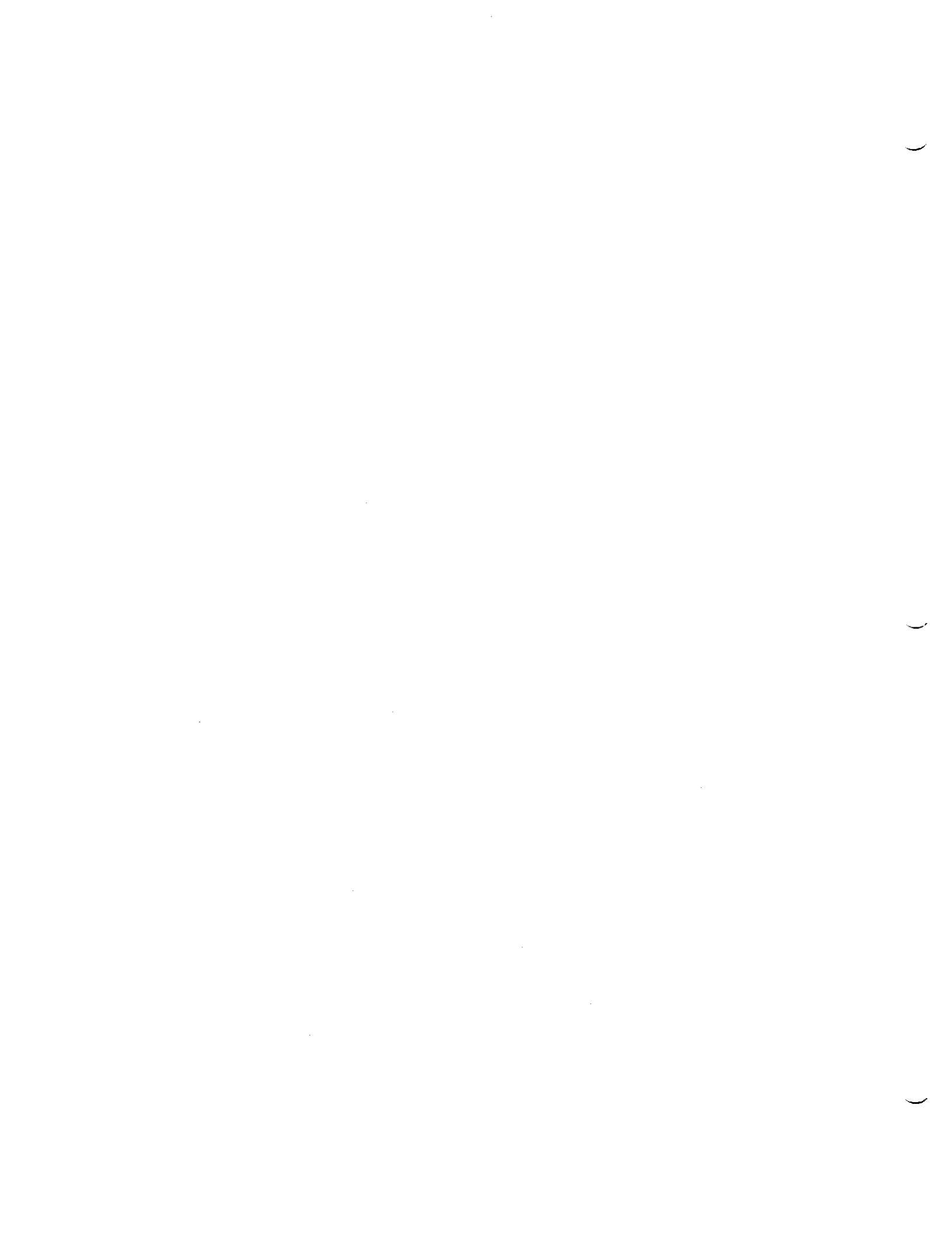
*AMBURGEY, Wallace Edwin	828-44-68	S2c
*AUSTIN, Claude Eugene, Jr.	640-04-16	WT1c
BAGHERT, Walter Arthur	811-09-60	MM3c
**BAKER, Charles Nelson	837-03-41	StM2c
BAKER, Huber Eugene	336-89-87	GM1c
BALL, Frederick Earl	601-65-33	F2c
BANUELOS, Domingo (n)	563-00-57	SM3c
BEADLE, Edward Richard	810-07-40	S1c
BEAT, William Lawrence	723-17-17	RT2c
BEAUDOIN, Oliver James	800-22-47	S2c
**BEAUDRY, Orilien Francis, Jr.	824-94-36	S2c
*BECKER, Chalmer William	800-22-32	S1c
BEECROFT, Robert John	245-60-30	S1c
BENNETT, Arthur Richard	868-21-84	SoM3c
*BICKHARDT, Roger Joseph	810-06-03	WT3c
BIRNBAUM, Samuel (n)	809-99-31	S1c
BISSON, Leo Walter	667-17-28	S2c
**BORDERIEUX, James Andrew	244-48-84	WT3c
BOUKNIGHT, Homer Clyde	575-13-44	SC2c
*BOYCE, George Alexander	812-48-96	F2c
BRANTLEY, Lloyd George	611-27-82	RM3c
**BRAUNWORTH, William Henry	811-35-68	S2c
**BREAUULT, Auvergne Stephen	305-39-97	TM2c
BRESTICKER, Saul (n)	646-51-86	CPhM
**BREWER, Charles Erastus	268-37-13	CMM
BROWN, Ralph Edward	201-89-14	RM3c
BULWALDA, Edward (n)	611-88-66	FC3c
CANAVELLO, Benjamin John	224-21-55	RM1c
CARINO, Albert John	203-20-83	PhM2c
CASHMAN, Raymond Kenneth	808-43-34	F2c
CHASTAIN, James K.	301-00-87	S2c
**CHOMBOR, John (n)	615-65-50	S2c
CHURCH, Luke Edward	579-04-65	F2c
*COOPER, William Clark	377-68-32	S1c
COSTELLO, William Francis	202-48-79	S1c
*CRON, Richard Dwight	800-66-17	S1c
*CURRY, James Albert	575-11-83	SC2c
CURTIS, Banks McNary	262-94-19	SoM2c
CURTRIGHT, Donald Earl	851-71-93	S1c
DAVIS, Harry George	321-08-21	GM2c
DAVIS, Milton Myers	258-37-68	S1c
*DEAL, Rufus Avery, Jr.	262-23-80	CEM
DEROTA, Ralph (n)	203-15-25	CM3c
DOAK, Oral Allen	258-24-97	EM1c
DODDY, John Thomas	710-89-78	RdM3c
*DOEMLING, James Wesley	602-31-50	S2c
DRIGGERS, Ernest Palmer	552-10-11	SoM2c
DUFAUCHARD, Lawrence Morris	645-41-73	Ck3c
DUNN, Lawrence Joseph, Jr.	647-11-47	TM2c



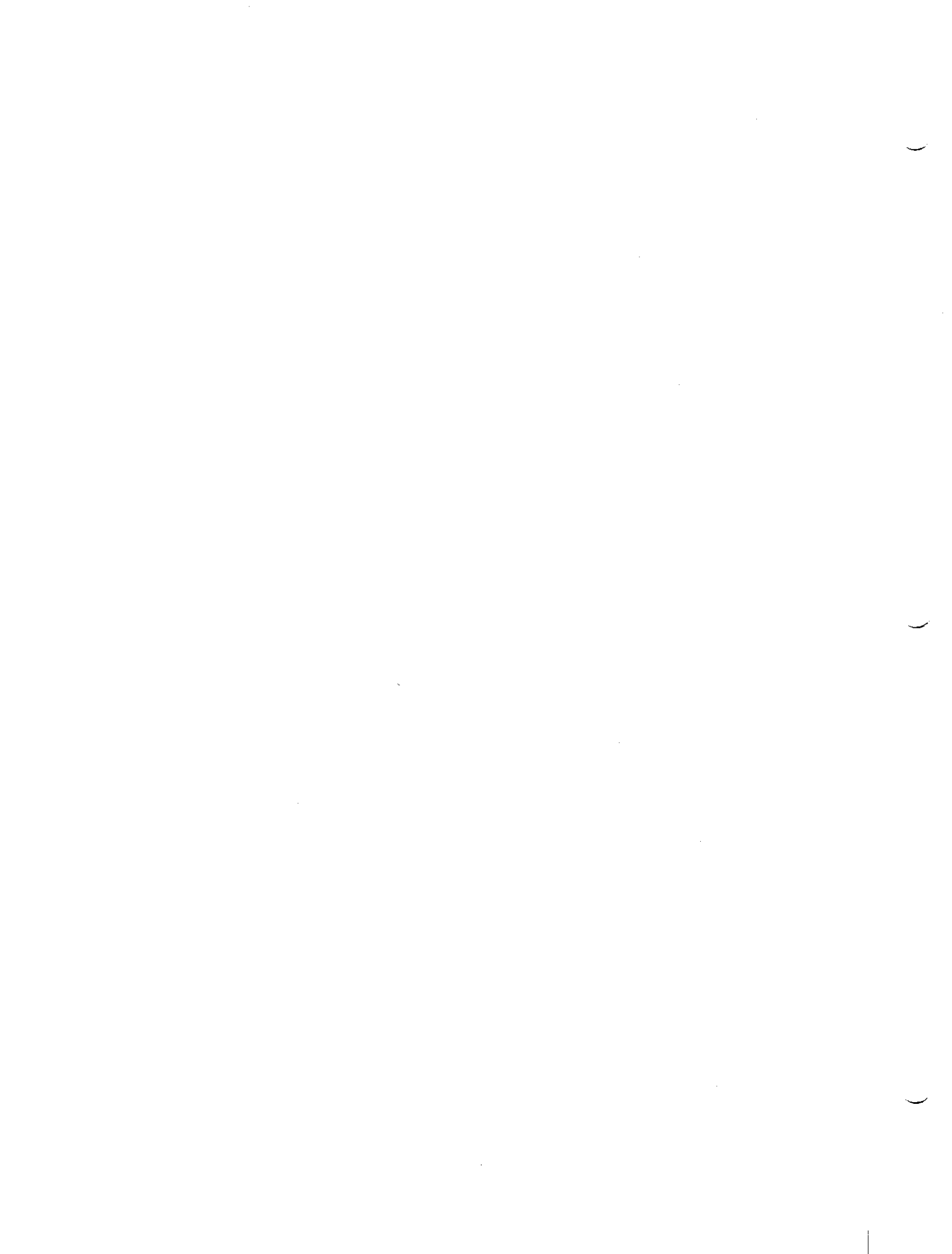
*EPRIGHT, Earl Robert	650-52-10	GM3c
ESHEE, Elwood James	644-03-72	MM2c
EVANS, Charles Dallas	755-52-14	F1c
FARRINGTON, William Patrick	811-01-48	S2c
FEINSILVER, Max (n)	810-87-06	S1c
FELTON, Robert Eugene	822-05-40	S1c
FENGEL, Marvin Vergil	669-88-29	GM3c
FENNIE, Thomas Nelson	805-61-33	F2c
FERGUSON, James Bernard	823-64-55	S1c
FETCHIK, William Edward	822-05-12	S1c
FIERRO, George Nicholas, Jr.	825-12-47	Bkr3c
**FIGURA, Steven Vincent, Jr.	820-84-47	S2c
FINCH, William (n)	643-21-70	S1c
FIORDELISI, Peter Joseph	647-49-46	EM3c
FIORI, Gregory Vincent	811-56-10	S2c
FITZGERALD, Edward (n)	225-41-60	S2c
FLANAGAN, Joseph Peter	820-86-21	F1c
FLYNN, Raymond John	603-57-23	Sp
**FOGG, Dana Earle	805-60-63	B2c
FONARA, Ralph Laverne	300-29-12	SF1c
FORTEK, Chester (n)	245-71-92	S2c
FOX, Harold Edgar	822-10-21	Y3c
FREEMAN, Paul Frederick	820-71-65	S2c
*FRUEHAUF, Lawrence Walter	622-92-15	F2c
*FURRY, Robert Lee	658-60-15	TM3c
**GEARHART, James E.	552-60-04	S2c
GEORGE, Sam Richard	614-51-25	S1c
GLENN, Obion Henry	753-05-06	StM1c
*GLISSON, Bennie Walter	268-87-70	S1c
GOLDA, Alfred Francis	603-63-03	MM2c
GOLDEN, Curtis (n)	268-72-14	WT2c
GROOT, Thomas LaGrande	311-34-68	BM1c
GULLICKSON, Grant Gerhard	328-62-34	CMM
HANSON, Lawrence Carl	724-62-60	F1c
HARDY, Lester Lee	637-69-32	MM2c
HARKER, George Gunson, Jr.	644-04-91	MM1c
*HAYES, Ralph Edward	636-84-20	TM3c
HENRIQUES, Albert Ernest	203-53-15	S2c
HEROLD, Charles (n)	907-20-82	S2c
HESSION, Gerard Michael	706-53-15	S1c
*HEWKO, Ben (n)	651-02-96	S1c
*HEYDEN, Oscar Raymond	311-26-32	RM1c
HIGGINS, Thomas John	706-55-89	GM3c
HILDRETH, Judson David	807-01-49	S2c
HITCHCOCK, Frank Birdsall	706-53-17	Cox
HOFF, Donald Warren	758-73-14	F2c
*HOLLAND, Elbert Earl	604-04-67	GM2c
HOLLORAN, Thomas Edward	579-10-37	S2c
HORROCKS, George Thomas	205-62-32	S2c
HOUSE, Robert Joseph	907-19-11	S2c
HOWARD, Everett Dale	604-06-87	QM1c



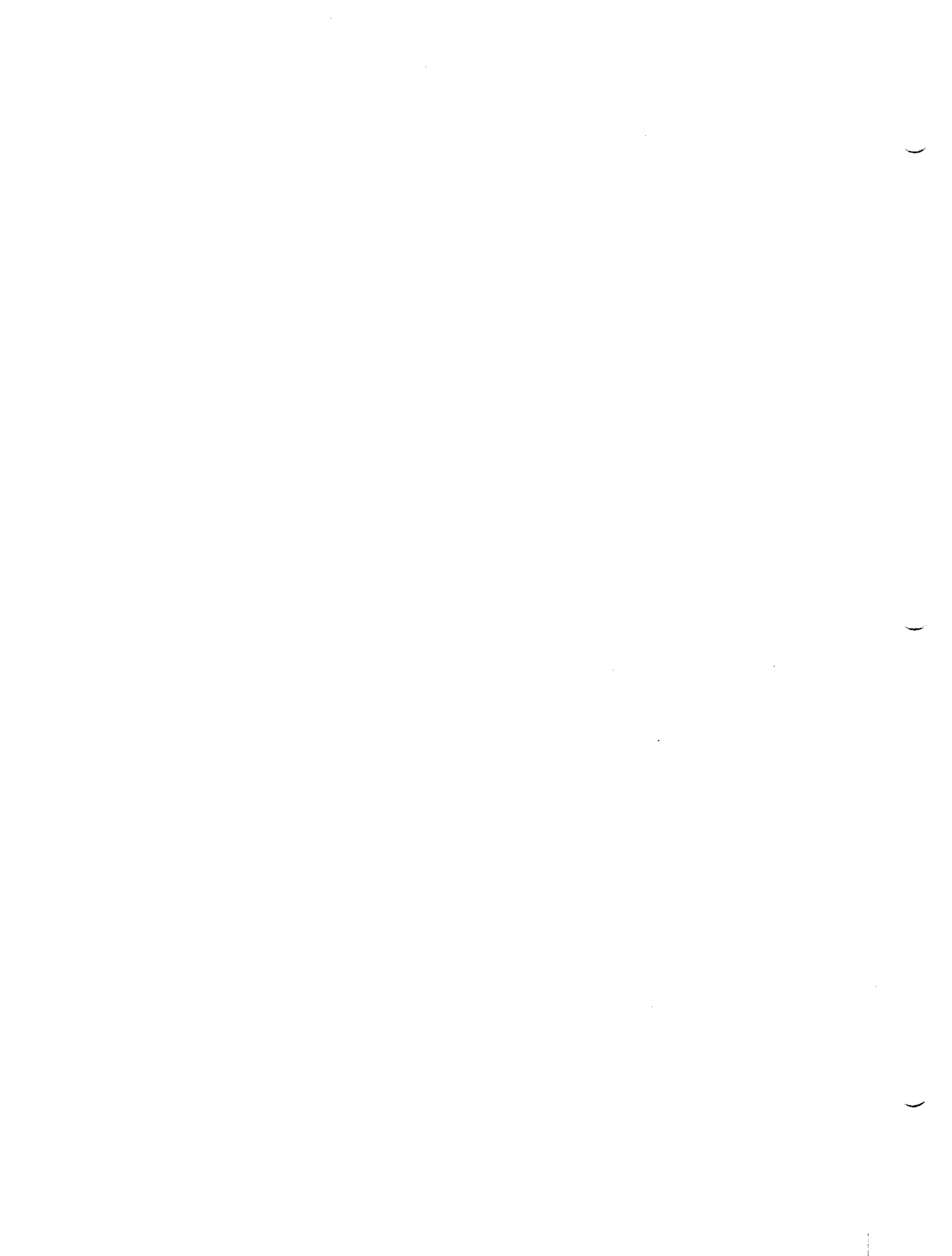
HOYT, Moroni Alfred	342-47-99	Bkr1c
*HUDSON, Charles Weldon	803-68-43	S2c
*HUGAL, Francis John	579-10-38	S2c
HULME, James Francis	579-08-46	S2c
IMPERATO, Anthony John	907-21-84	S2c
*IPPOLITO, Louis William	802-57-85	S2c
JANISH, Joseph John	907-21-86	S2c
JAYICH, Mathew (n)	563-05-81	Cox
*JENSEN, Robert James	579-12-74	S2c
*JONES, Arthur (n)	640-26-81	StM1c
JONES, Francis Raymond	579-10-40	S2c
KEYLON, Owen Anderson	670-38-26	EM3c
KIANOS, Bill Nick	285-33-84	S1c
LACY, Benjamin Pully	265-87-92	RM2c
LANE, Ralph Allen	291-66-70	MM1c
LAYMAN, Harry, Jr.	822-67-15	S1c
LEIGHT, William Jonathan	632-17-44	Y3c
LENHOFF, Lawrence Edward	612-78-35	GM3c
LOGAN, John Patrick	205-43-41	S1c
LOVETT, Harold Lloyd	651-21-18	SG2c
LUKACH, John Jacob	820-66-94	S1c
LUCAS, Charles Edward	575-30-12	F1c
LYNCH, Edward Charles	305-46-15	S1c
*LYNN, Richard Ivan	639-25-15	S1c
*McCALL, Arthur Mahone	270-04-99	MM1c
McCALL, Ray Vernon	657-21-57	F1c
*McCARTHY, Paul Joseph	651-21-49	WT3c
**McCLYMENT, Richard Earl	244-10-50	WT3c
*McCONNELL, Wilfred Ellsworth	653-06-93	MM1c
McCREARY, John Harrison	646-78-94	RdM2c
*McCUNE, Clyde Paulis	650-28-67	FC1c
McGRATH, John Joseph	651-22-36	Y2c
McHUGH, Peter John	646-78-96	RdM2c
*McINTIRE, Robert Ross	258-24-95	TM1c
*McKAY, Ernest Phillip	606-43-59	MM2c
McKERNON, Francis Matthew	650-45-98	CRT
McQUOWN, George Wayne	249-97-64	S1c
McSHAFFREY, Charles Edward	810-81-93	S1c
MANZONE, Paul Samuel	642-69-39	MM2c
MATARAZZO, Sandino Joseph	606-43-83	WT2c
MAURER, Elmer John, Jr.	652-21-95	MM1c
MEEHAN, Terence William	646-77-55	SK1c
MELAND, Arnold (n)	810-87-47	S2c
MERRITT, Ernest Lamont	843-84-71	S1c
MIETLICKI, John Michael	651-22-37	SK2c
MILARD, Warren Calvin	552-82-94	S1c
MILLER, Robert Fred	368-41-69	CWT
MILLER, Walter Aloysius	647-01-72	MM2c
MILLS, Buford Clay	262-94-06	GM2c
*MINNIER, Ellery John	651-22-06	FC3c
MISENHEIMER, Eugene James	657-54-45	S1c



**MITCHELL, Nick Pete	575-12-11	WT3c
*MIZE, Ralph (n)	864-21-37	StM1c
*MOSKAL, Anthony (n)	611-82-12	S1c
MOULDS, James John	708-41-18	F2c
NEALY, Earl Edison	657-54-54	S1c
NEESE, Charles Paul	560-07-92	EM3c
NELSH, Robert Harvey	600-55-65	GM3c
NELSON, George Edward	836-55-13	StM1c
NETTRO, Robert Aaron	611-94-65	S2c
**NEUMEYER, John Thomas	623-94-14	WT3c
*NEZNIK, Stanley Thomas	639-07-03	CM2c
NOBBS, Frederick Schilling	811-32-27	S1c
OBENOUR, Ralph Lewis	312-05-32	MM3c
O'DONNELL, Albert Bruce	651-22-08	FC3c
OVITT, Morris Edward, Jr.	238-88-66	MM3c
*PADRICK, Oscar Owen	656-78-26	S1c
**PAUL, Gerald Franklin	723-00-90	WT3c
*PALAZZI, Nino John	666-99-16	F2c
*PALMER, Otis Thomas	755-68-86	WT3c
PARKER, Thomas Fredrick	244-06-07	GM3c
*PARKS, Selwyn Philip	652-73-38	WT2c
PARMENTIER, Leonard Francis	608-09-26	GM2c
PASCO, William Alfred	614-79-69	SC3c
PASSANTE, George Robert	652-70-10	RdM3c
PASSEK, Henry (n)	283-32-07	WT1c
*PELLETIER, Florian Roger	806-94-37	S2c
PERRY, David William	346-80-35	Y1c
**PETERSEN, Bernard John	316-78-39	CMM
PETERSON, James (n)	706-41-94	WT3c
*PETERSON, Lawrence Albert	300-40-76	MM1c
PFORR, William John	758-57-60	F1c
PIOTROWSKI, Chester John	611-67-19	RM2c
PIPER, George Eugene	651-22-20	SoM2c
PLATT, Robert Montgomery	857-14-83	S1c
PLOTKIN, Irwin (n)	815-51-69	S1c
PRICE, Cecil Edwin	634-34-87	FC3c
**RADZINSKI, Joseph (n)	224-53-74	WT
REIN, James Ray	570-24-52	RdM3c
REYBURN, Avon Charles	663-11-83	SM2c
*RICE, Robert Hich	611-66-23	EM2c
RICHARDSON, Arvel Anson	268-94-40	SM2c
ROHRBACK, Robert James	245-53-66	S1c
ROSSER, Kirkland Alexander	835-24-20	St3c
**ROVINSKI, Felix Peter	201-59-42	CWT
RUSSOMANO, Louis Joseph	811-41-16	S2c
**SESSIONS, Lewis William	604-05-59	MM1c
SHEPPARD, William Edwin	283-44-09	MM1c
SHUTE, William Leon	274-71-72	EM2c
SIMPSON, William Albert	647-42-20	SF2c
*SIX, Robert William	612-43-16	FC2c
SKIFFINGTON, William Francis	761-58-84	S2c



SMITH, William Vaughn	272-74-13	GM2c
SNYDER, Charles Ernest	862-91-43	S2c
SNYDER, Harry Harold	922-09-24	S2c
SOBRAL, Fernando (n)	579-14-44	S2c
SOKOLOWSKI, John Joseph	712-45-90	S2c
SOLOSKY, Frank Leah	907-34-93	S2c
**STAMBAUGH, Paul Eugene	650-33-39	GM2c
STANFIELD, Harold Francis	611-72-76	MM1c
STOCKTON, Elmer Troy	295-49-40	S1c
STORY, Jack Douglas	279-99-48	FC2c
*STRAPP, John (n)	647-41-76	MM2c
*STREPPER, James Charles	650-28-99	WT2c
STUART, Henry Harman	224-56-88	EM2c
*STUMM, Edward Harry	650-51-67	S1c
SULLIVAN, John Edward	666-29-69	Cox
*SZOLLOS, John George	650-38-22	MM3c
SZYMCZAK, William (n)	647-09-93	EM3c
TANGA, Louis (n)	813-64-17	S1c
THATCHER, Alfred Graham	665-23-05	Y2c
THIRY, Walter Ackerman	864-86-42	S2c
**THOMPSON, Robert Venard	576-12-18	S1c
THORNTON, Charles Zell	630-21-00	S1c
TODISCO, Daniel (n)	805-51-33	F2c
**TOMCHO, Frank George	650-86-14	S1c
*TOUW, Wesley (n)	809-69-50	S1c
*TRENHOLM, James Albert	708-93-80	S2c
*TRYON, Joseph Leslie	822-99-28	F1c
TURBEVILLE, Harold Wylie	560-69-66	WT3c
TURNER, Robert Sutton	801-74-07	S1c
TURNER, William Thomas	801-74-25	S2c
TYLER, LeRoy Andrew	283-28-87	CGM
URIS, Stanley Stephen	761-71-19	S1c
*VAN GORP, Kenneth Merle	321-19-37	SM1c
VAUGHAN, William Hyatt	382-86-17	TM2c
VELLUTI, Bernard	801-21-81	SoM3c
*VENEZIANO, Rocco Michael	808-70-23	WT3c
VENO, Robert Edmond	573-14-18	S1c
VESTUTI, Emil Joseph	807-20-17	FC3c
**WADE, Bernard (n)	636-39-45	MM2c
WAINWRIGHT, Edward Richard	826-20-47	S1c
WALDROP, Durwood Oscar	274-47-52	S2c
WALKER, Walter LeRoy	808-70-24	FC3c
WALL, James Leo, Jr.	650-84-94	S1c
WALSH, John Patrick, Jr.	824-95-40	RdM3c
WALSH, Lawrence Edward	643-05-53	SK2c
WARREN, John Joseph	573-12-43	RdM3c
WARWICK, Paul Patrick	667-08-40	Cox
WAYLAND, Harland Nathan	385-83-08	CGS
WELLS, Robert Edward	817-70-18	S2c
WELSH, Vincent Francis	250-73-10	FC2c
WENNING, Albert Charles	652-83-54	SF3c



*WERNER, Howard John	709-59-85	MM2c
WESTERBROOK, Carl Junious	262-55-43	CRM
WIENBRAUCK, William Albert	862-88-64	SoM3c
*WINCKELMAN, Ted Earl	612-84-72	M2c
WISHNAFSKI, Stanley Paul	642-35-11	TM3c
WOODBY, Keith "L"	862-21-86	S1c
WOODS, Ralph Mark	652-68-23	StM1c
WRIGHT, Charles Ernest	250-86-74	SoM3c
WRIGHT, John James	250-31-49	Cox
**ZEMOLA, Joseph Victor	642-74-01	S1c
ZIMMERMAN, Hiram Richards	623-94-95	WT3c
ZUKOSKY, John (n)	646-78-25	MM2c

* * * * *

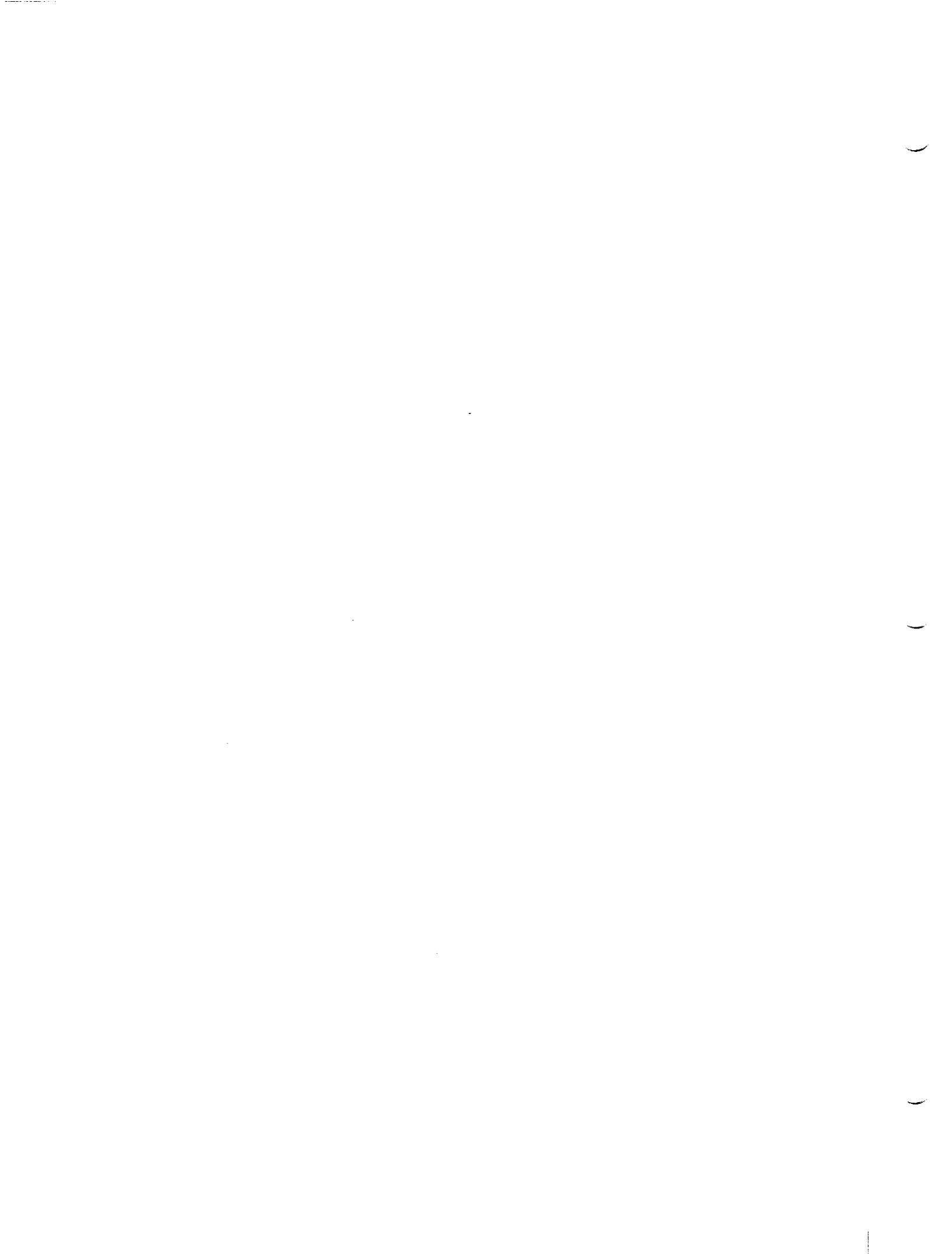
1 Source: The muster roll for 3/31/44 on microfilm at the National Archives updated to reflect transfers, men received and changes in rate reported on Report Of Changes sheets through 6/1/44.

* Wounded (** Killed) when the ship was sunk off the Normandy Beachhead on D-Day, 6/6/44, according to a machine-generated casualty report at the National Archives (RG 24; listed by ship in the "Battle Books," under "Invasion of Normandy") prepared by the Bureau of Naval Personnel after the war. ROVINSKI, Felix Peter, CWT, not included in this report, but is shown as "killed" because according to the U.S. Army Personnel Command (Phone: (703) 325-4053) his body was returned to the States for interment at a private cemetery in New Jersey.

Summary of Casualties:

	<u>Killed</u>	<u>Wounded</u>	<u>Not Wounded</u>	<u>Complement on 6/6/44</u>
Officers	<u>1</u>	<u>2</u>	<u>16</u>	<u>19</u>
Enlisted	<u>23</u>	<u>53</u>	<u>189</u>	<u>265</u>
TOTALS	<u>24</u>	<u>55</u>	<u>205</u>	<u>284</u>

E. A. Wilde, Jr.
April, 2003



U.S.S. Corry (DD-463)

KIA's/MIA's When the Ship Was Mined Off
the Normandy Beachhead on 6/6/44:

KILLED IN ACTION: (10)

				<u>Note</u>
BORDERIEUX, James Andrew	244-48-84	WT3c	USNR	1
BREWER, Charles Erastus	268-37-13	CMM	USN	2
MITCHELL, Nick Pete	575-12-11	WT3c	USNR	2
PETERSEN, Bernard John	316-78-39	CMM	USN	2
ROVINSKI, Felix Peter	201-59-42	CWT	USN	2
SESSIONS, Lewis William	604-05-59	MM1c	USNR	3
THOMPSON, Robert Venard	576-12-18	S1c	USNR	3
TOMCHO, Frank George	650-86-14	S1c	USNR	1
WADE, Bernard (n)	636-39-45	MM2c	USNR	2
ZEMOLA, Joseph Victor	642-74-01	S2c	USNR	3

MISSING IN ACTION: (14) Memorialized at the Normandy Cemetery,
St. Laurent-sur-Mer, France

BAKER, Charles Nelson	837-03-41	StM2c	USNR
BEAUDRY, Orilien Francis, Jr.	824-94-36	S2c	USN
BENSMAN, Norman Richard	160813	Lt.(jg)	USNR
BRAUNWORTH, William Henry	811-35-68	S2c	USNR
BREAULT, Auvergne Stephen	305-39-97	TM2c	USN
CHOMBOR, John (n)	615-65-50	S2c	USNR
FIGURA, Steven Vincent, Jr.	820-84-47	S2c	USNR
FOGG, Dana Earle	805-60-63	B2c	USNR
GEARHART, James E.	552-60-04	S2c	USNR
McGLYMENT, Richard Earl	244-10-50	WT3c	USN
NEUMEYER, John Thomas	623-94-14	WT3c	USNR
PAHL, Gerald Franklin	723-00-90	WT3c	USNR
RADZINSKI, Joseph (n)	224-53-74	WT2c	USN
STAMBAUGH, Paul Eugene	650-33-39	GM2c	USNR

* * * * *

Notes:

- 1 Interred at Cambridge American Cemetery, Cambridge, England:
BORDERIEUX, James Andrew: Plot B, Row 2, Grave 58
TOMCHO, Frank George: Plot D, Row 4, Grave 21
- 2 Interred at a private cemetery in the States.
- 3 Not interred at a military cemetery, so was probably buried
at a private cemetery in the States.

Sources:

- A A machine-generated casualty report at the National Archives (Record Group 24; listed by ship in the "Battle Books" under "Invasion of Normandy") prepared by BuPers after the war.
- B American Battle Monuments Commission's website: www.abmc.gov
- C The records of the American Battle Monuments Commission, Arlington, VA; phone: (703) 696-6900.
- D National Archives, College Park, MD: Casualty Assistance Branch file for 1941-1945, RG 24, Corry folder, Box 19.
- E The U.S. Army Personnel Command; phone: (703) 325-4053.

E. A. Wilde, Jr.
April, 2003

Pers-53511a-LAB
7 July 1944

FROM COMNAVEU
ACTION PD NEW YORK
INFO CERSF
CNO
BUPERS
CINCLANT
COMSERVLANT
DATE 4 JULY 1944

U.S.S. CORY

17 OFFICERS AND 229 ENLISTED MEN, SURVIVORS OF THE ABOVE NAMED SHIP, EMBARKED ON THE QUEEN MARY FOR THE COMMANDANT, NEAREST NAVAL DISTRICT AND THENCE TO NEAREST RECEIVING SHIP.

*QUEEN MARY CORRECTED TO QUEEN ELIZABETH.

LOG #6975-N-0

*LOG #7019-N-0



"They fought together as brothers in arms; they died together and now they sleep side by side. To them we have a solemn obligation - the obligation to insure that their sacrifice will help make this a better and safer world in which to live."

- Fleet Admiral Chester W. Nimitz, USN, at The Surrender on board the U.S.S. Missouri (BB-63) in Tokyo Bay, 2 September 1945.

The U.S.S. Corry (DD-463) in World War II

Photograph Credits

<u>Description</u>	<u>Source Code/Ident. No.</u>	
Historical plate	NA	19-N-28480
Sponsor, Miss Jean Constance Corry	NHC	NH55396
Christening, Charleston, S.C., 7/28/41	NHC	NH55398
Port Beam, Charleston, 3/10/42	NA	19-N-28479
Port bow, under way, 1942	NI	Order with photocopy
20-mm Oerlikon machine gun	NA	19-N-31965
USS <u>Block Island</u> (CVE-21), 2/3/44	NA	80-G-215495
TBF-1 Grumman Avenger torpedo bomber	NI	Order with photocopy
USS <u>Bronstein</u> (DE-189), aerial	NA	19-N-56501
Aerial, port bow, off Norfolk 4/18/44	NA	80-G-229310
Twin 40-mm Bofors gun mount	RWP	N-6569A

* * * * *

Key to Sources:

NA National Archives
8601 Adelphi Road
College Park, MD 20740-6001
Still Picture ref.: (301) 713-6625, Ext. 234
(Request addresses/price lists of private vendors)

NHC Naval Historical Center (CUP)
805 Kidder Breese St., SE
Washington Navy Yard, DC 20374-5060
(202) 433-2765

NI U.S. Naval Institute Photo Service
291 Wood Road
Annapolis, MD 21402
(410) 295-1022; Fax (410) 269-7940

RWP Real War Photos, P.O. Box 728, Hammond, IN 46325

E. A. Wilde, Jr.
March, 2003



The U.S.S. Corry (DD-463) in World War II

Bibliography/Sources

Books:

- Dictionary of American Naval Fighting Ships, Vol. 2. Mooney, J. J. Washington: Naval Historical Center, 1963.
- Gunner's Mate 2c, Vol. 2, training manual (NAVPERS 10011-B) Bureau of Naval Personnel, 1945.
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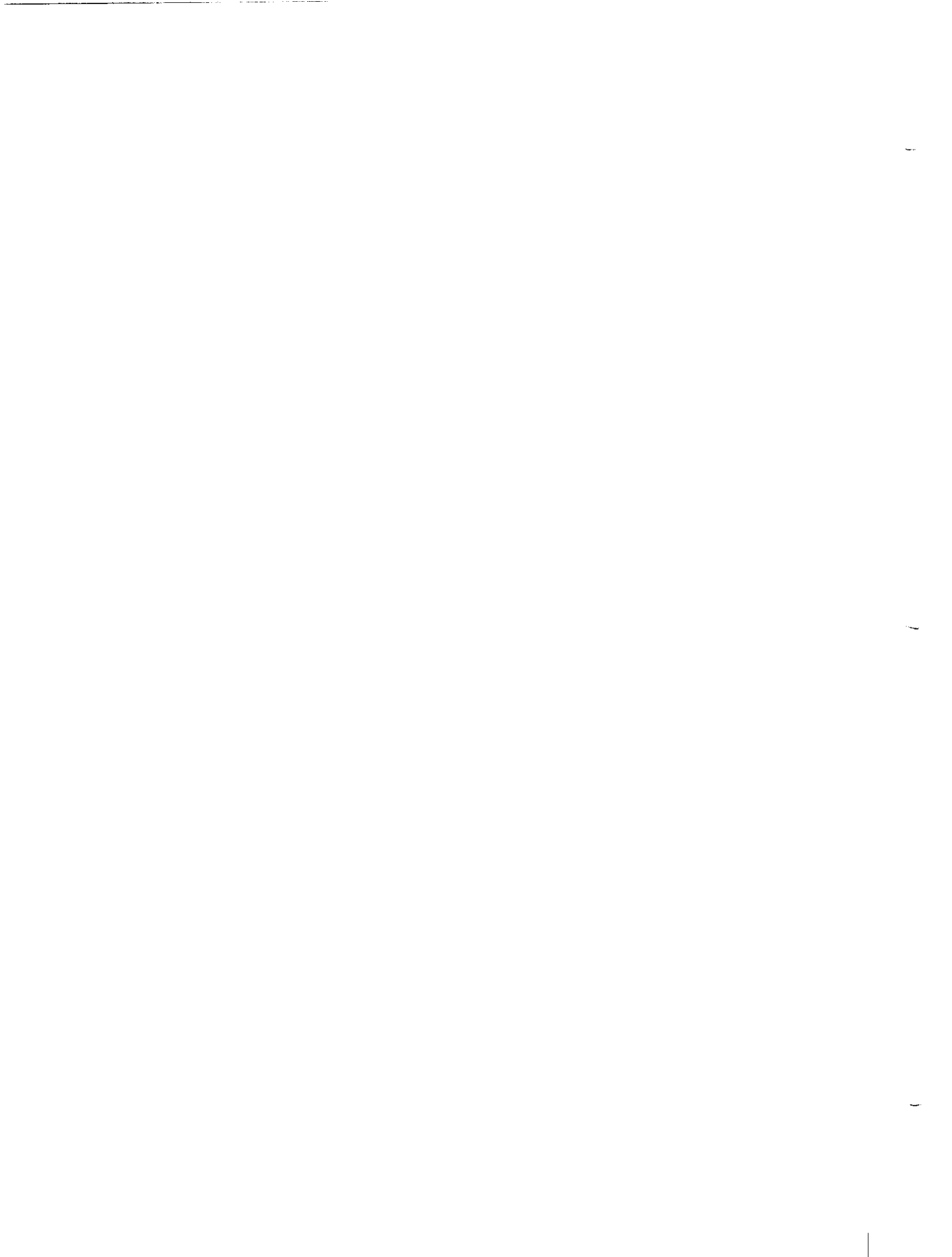
Action Reports:

- USS Bronstein (DE189): 3/18/44 (ASW action)
- USS Corry (DD463): 3/27/44 (ASW action); 6/10/44 (loss of ship)

Miscellaneous:

- Casualty report for Corry in the "Battle Books" at the National Archives (machine-generated by BuPers c. 1946)
- Deck logs, USS Corry (DD-463) (National Archives)
- Muster rolls, USS Corry, on microfilm (National Archives)
- Oral history transcripts, Operational Archives, Naval Historical Center, Washington Navy Yard.
- Phone conversations with survivors: Capt. Edward Biddle, USN (Ret.); Lt. Morton Rubin, USNR (Ret.); Lt. Cdr. Ronald Vannelli, USNR (Ret.).
- Ships' Histories Branch file, Naval Historical Center, Washington Navy Yard.
- WWII Citations file, Operational Archives, Naval Historical Center, Washington Navy Yard.

E. A. Wilde, Jr.
March, 2003



About The Editor

E. Andrew Wilde, Jr., Commander, USNR (Ret.), received his commission through the NROTC Program at Dartmouth College in 1950. Following graduation he saw action off Korea aboard the USS Douglas H. Fox (DD-779) when this destroyer dueled with numerous North Korean shore batteries in the Sea of Japan. Many of the photographs he took during this period have been donated to the Naval Historical Foundation, and two of them appeared in the coffee-table book, The Navy, published by the Foundation in 2000. After completing three years of active duty he began a civilian career in public accounting and later in management positions at Raytheon Company in Waltham, Massachusetts.

In 1993 he developed a strong interest in naval history and began editing a series of illustrated ships' histories primarily of U.S. destroyers sunk in World War II. Primary source documents such as action reports, ships' war diaries, medal citations and muster rolls are included in these histories as well as many firsthand accounts. His booklets are not for sale, but he sends complimentary copies to the survivors and to the families of crewmembers killed on these vessels.

Commander Wilde is a life member of the Naval Historical Foundation and the U.S. Naval Institute.



Historical Compilations by the Editor:

(Destroyer/Destroyer Escort Hulls in World War II)

<u>United States Ship</u>	<u>Date Sunk/ (Damaged)</u>	<u>Area</u>	<u>Killed/ Wounded¹</u>
<u>Aaron Ward</u> (DD-483)	04/07/43	Guadalcanal	42/139*
<u>Barton</u> (DD-599)	11/13/42	Guadalcanal	164/32
<u>Borie</u> (DD-215)	11/01/43	North Atlantic	27/00
<u>Colhoun</u> (APD-2)	08/30/42	Tulagi	51/18
<u>Corry</u> (DD-463)	06/06/44	Normandy	24/55
<u>Cushing</u> (DD-376)	11/13/42	Guadalcanal	72/67
<u>DeHaven</u> (DD-469)	02/01/43	Guadalcanal	168/40
<u>Douglas H. Fox</u> (DD-779)	(05/17/45)	Okinawa	10/36
<u>Drexler</u> (DD-741)	05/28/45	Okinawa	158/54
<u>Duncan</u> (DD-485)	10/12/42	Guadalcanal	48/35
<u>Emmons</u> (DMS-22)	04/06/45	Okinawa	60/78
<u>Fiske</u> (DE-143)	08/02/44	North Atlantic	33/65
<u>Glennon</u> (DD-620)	06/10/44	Normandy	25/49*
<u>Halligan</u> (DD-584)	03/26/45	Okinawa	160/43
<u>Hammann</u> (DD-412)	06/06/42	Midway	84/63
<u>Laffey</u> (DD-459)	11/13/42	Guadalcanal	59/114
<u>Lansdale</u> (DD-426)	04/20/44	Mediterranean	49/76
<u>McFarland</u> (AVD-14)	(10/16/42)	Guadalcanal	12/13
<u>Meredith</u> (DD-726)	06/09/44	Normandy	35/28
<u>Monssen</u> (DD-436)	11/13/42	Guadalcanal	145/37
<u>Perry</u> (DMS-17)	09/13/44	Angaur/Peleliu	8/17
<u>Preston</u> (DD-379)	11/15/42	Guadalcanal	117/26
<u>Spence</u> (DD-512)	12/18/44	Luzon, P.I.	315/24
<u>Strong</u> (DD-467)	07/05/43	Cent. Solomons	45/61
<u>Walke</u> (DD-416)	11/15/42	Guadalcanal	82/48

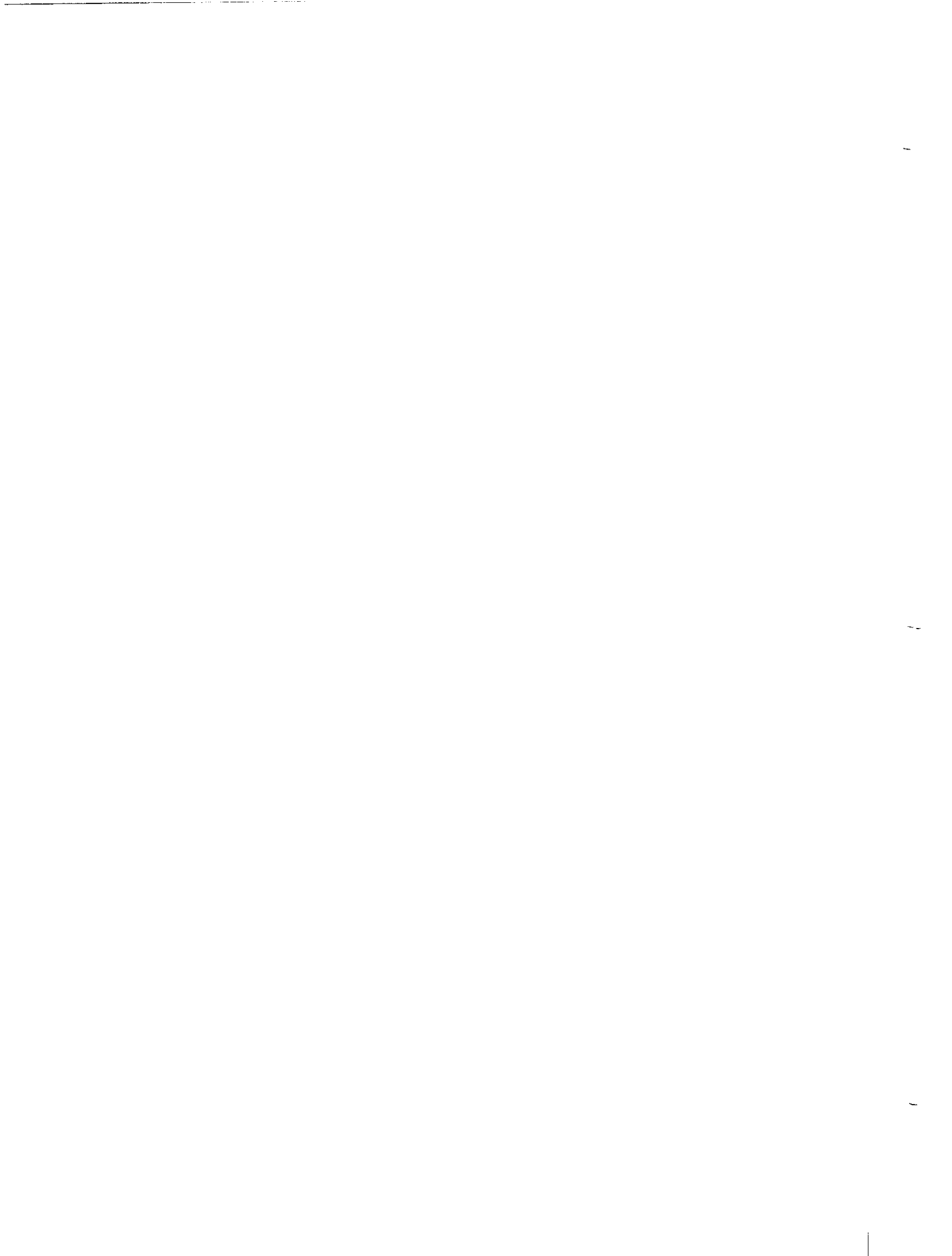
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Notes:

* Total for two engagements with the enemy

1 Including those presumed dead more than a year subsequent to the date they were reported missing either due to enemy action or by drowning.

E. Andrew Wilde, Jr.
Commander, USNR (Ret.)
June, 2005



Locations Where Historical Compilations by the Editor
Are Available For Researchers

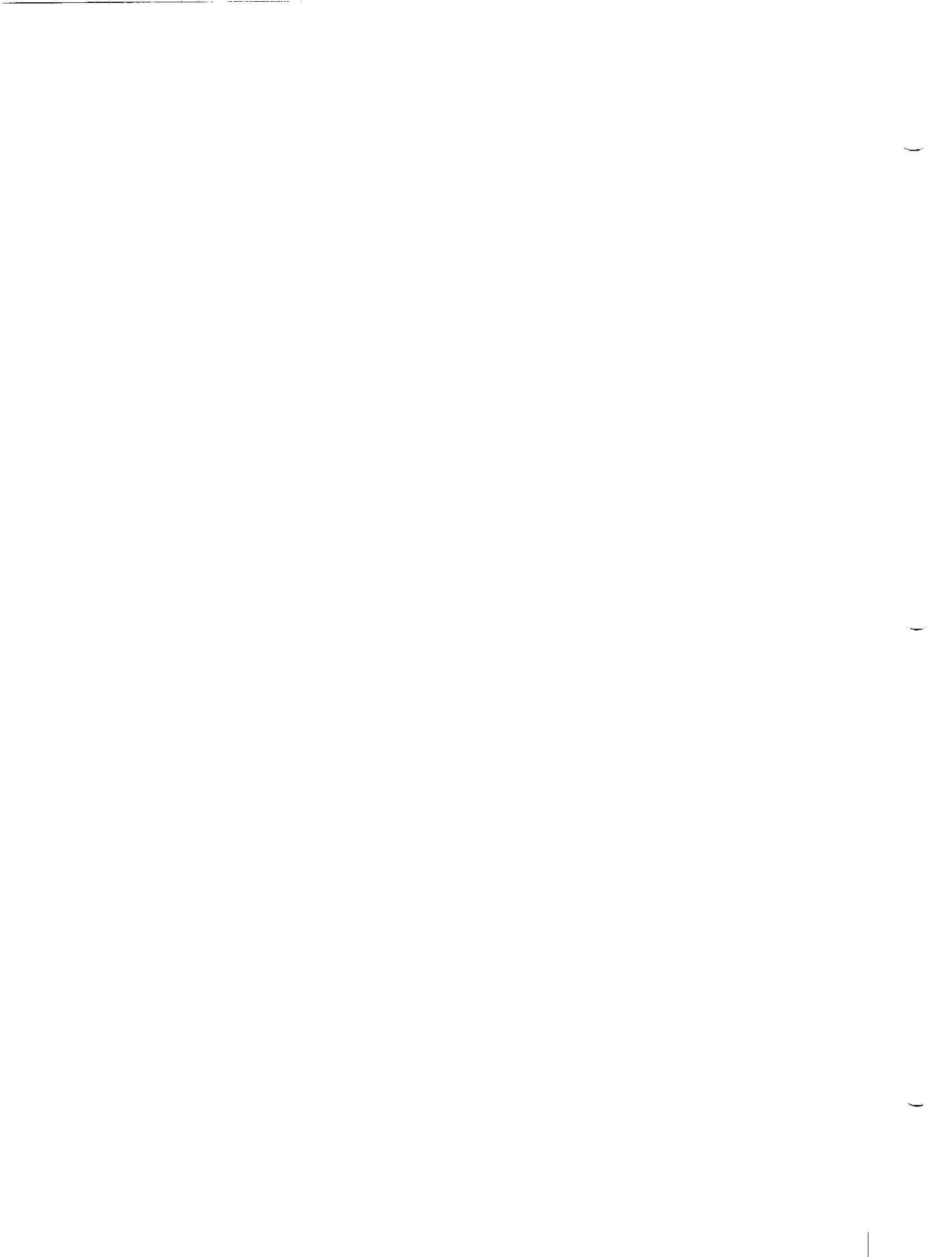
- ¹ Air Zoo, Guadalcanal Campaign Collection, Potage, Michigan
ECU Manuscript Collection, Joyner Library, Greenville, NC
Louisiana Naval War Memorial Library, Baton Rouge, Louisiana
- ² Maine Maritime Museum Library, Bath, Maine
Mariners' Museum Research Library, Newport News, Virginia
Mystic Seaport's G. W. Blunt White Library, Mystic, Connecticut
- National Archives II Library, College Park, Maryland
- ³ National D-Day Museum Library Collection, New Orleans, LA
National Museum of Pacific War, War Studies, Fredericksburg, TX
- Naval Historical Center, Navy Dept. Library, Washington Navy Yard
_____, Operational Archives Branch, Washington Navy Yard
_____, Ships' Histories Branch, Washington Navy Yard
- Naval War College, Naval Historical Collection, Newport, RI
N.Y. Public Library, 42nd & 5th Ave., Room 315, New York, N.Y.
- ² Portland Public Library, Portland Room, Portland, Maine
- ⁴ Tin Can Sailors, Inc., Research Library, Somerset, Massachusetts
US Naval Academy, Nimitz Library Special Collections, Annapolis
U.S. Naval Institute, History Division, Beach Hall, Annapolis, MD
- U.S. Navy Memorial's Research Library, Washington, D.C.
USS Slater (DE-766) Library, Albany, New York

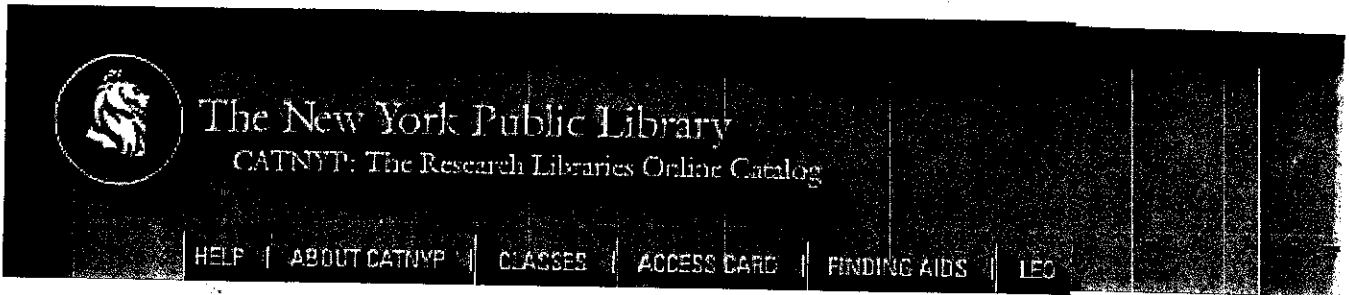
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Notes:

- ¹ Only ships which participated in the Guadalcanal Campaign:
Aaron Ward, Barton, Colhoun, Cushing, DeHaven, Duncan, Laffey,
McFarland, Monssen, Preston, Walke.
- ² Only Bath-built ships: DeHaven, Drexler, Emmons, Meredith,
Soence, Strong
- ³ Only ships sunk off the Normandy Beachhead: Corry, Glennon,
Meredith
- ⁴ By appointment only: (508) 677-0515

E. A. Wilde, Jr.
June, 2006





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Call # JFF 05-2052
Title **The U.S.S. Corry (DD-463) in World War II : documents, recollections and photographs / E. Andrew Wilde, Jr., editor.**
Imprint Needham, Mass. : Privately published by the editor, 2003 (2005 printing)

LOCATION	CALL NO.	STATUS
Humanities- General Research- Rm315	<u>JFF 05-2052</u>	AVAILABLE

Location Humanities- General Research- Rm315
Edition 1st ed.
Descript 1 v. (unpaged) : ill., maps, ports. ; 28 cm.
Subject Corry (Destroyer : DD-463)
World War, 1939-1945 -- Naval operations, American.
World War, 1939-1945 -- Campaigns -- Atlantic Ocean.
World War, 1939-1945 -- Personal narratives, American.
Add'l name Wilde, E. Andrew.
Corry (Destroyer : DD-463)
Alt title USS Corry (DD-463) in World War Two
United States Ship Corry (DD-463)

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1210 Greendale Ave., Apt. E3
Needham, MA 02492-4622
August 16, 2003

Marty Morgan, Historian
The National D-Day Museum
945 Magazine Street
New Orleans, LA 70130

Dear Sir:

I'm sending you four historical compilations on destroyers which participated in OPERATION NEPTUNE. Three of these ships were sunk off the Normandy Beachhead in shallow water: USS Corry (DD-463), USS Glennon (DD-620) and USS Meredith (DD-726).

The USS Emmons (as DD-457, before she was converted to a mine-sweeper and redesignated DMS-22) provided effective gunfire support (841 rounds of 5-inch shells on June 6th) of the landings at OMAHA BEACH. After firing on assigned targets this destroyer closed to within 1500 yards of the shore to engage enemy batteries and fire at targets of opportunity. Although she was bracketed by enemy fire she was not hit and had no personnel casualties.

The three destroyers which were sunk had a total of 84 killed/missing and 125 wounded. My booklets identify these men and list both the grave sites for those interred overseas and the cemeteries where the missing are memorialized.

My Corry booklet contains several very moving personal accounts of the hardships these survivors endured before they were rescued.

I hope your museum makes visitors aware of the important role destroyers played at Normandy on D-Day, June 6th, 1944.

Yours truly,



E. Andrew Wilde, Jr.
Commander, USNR (Ret.)
(781) 449-0392





April 12, 2004

E. Andrew Wilde, Jr.
1210 Greendale Ave., Apt. E3
Needham, MA 02492-4622

RE: Library Donation

Commander Wilde,

The purpose of this letter is to acknowledge receipt of the material you forwarded to this office on August 16, 2003. These booklets are certainly of great interest to this institution and I am confident that future researchers will benefit from their content as well.

As you well know, US Navy destroyers played a very important role during Operation Neptune. Had it not been for the direct fire support of the USS *Emmons* (DD-457), the battle at Omaha beach would definitely have turned out much differently than it did. Also, the loss of USS *Corry* (DD-463), USS *Glennon* (DD-620) and USS *Meredith* (DD-726) proves that naval combat on D-Day was every bit as ferocious as combat on the beaches and drop zones.

Your donation of these pieces of source material has made a meaningful contribution to the collection of historical literature held by The National D-Day Museum. This library collection is open to researchers and consequently available for future historians who wish to continue the development of human understanding of this historic event.

Thank you very much for contributing to this institution's library collection. We are deeply appreciative of your support.

Sincerely,

Martin K.A. Morgan
Research Historian



America's World War II Museum

