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UNITED STATES ATLANTIC FLEET
CRUISER DIVISION EIGHT

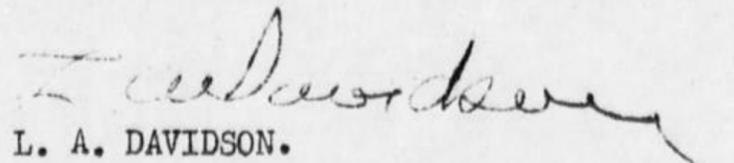
CONFIDENTIAL

Care of Fleet Post Office,
New York, N.Y.,
12 September 1944.

From: Commander Task Force EIGHTY SIX.
(Commander Cruiser Division EIGHT).
To : Commander Western Naval Task Force.
Subject: Reports of Preliminary Interrogation of Six German POWs
after Human Torpedo Attack in Ventinifia Area 10 Sept. 1944.

Enclosure: (A) Report of Lieut. C.G. LAVIN, USNR, CTF86 Staff
Intelligence Officer dated 12 Sept. -p.2
(B) Report of Captain Walter ANSEL, USN, Commanding Officer
USS PHILADELPHIA, dated 11 Sept. 1944. -p.4
(C) Report of Commander D.A. STUART, USN, Commanding Officer
USS MADISON, dated 11 Sept. 1944. -p.11
(D) Report of Ensign J.T. LYONS, USNR, N.G.L.O. 1st ABTF,
dated 10 Sept. 1944. -p.15
(E) Report of Captain Walter ANSEL, USN, Commanding Officer
USS PHILADELPHIA, dated 10 Sept. 1944. -p.17

1. Subject enclosures are forwarded herewith.
2. The six German POWs were transferred to CinCMed Naples for further questioning.
3. Three human torpedo mechanisms are ashore at 761836, 776861 and 777862. I have requested the Army and MAINSTAY to effect recovery of mothers and to destroy torpedoes.


L. A. DAVIDSON.

Copy to:
CTF 85
TF 86
CinCMed
1stABTF

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ENCLOSURE (A)

UNITED STATES ATLANTIC FLEET
CRUISER DIVISION EIGHT

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

12 September 1944.

Memorandum to: Rear Admiral L. A. DAVIDSON.

Subject: Report of Preliminary Interrogation of Six German
POWS after Human Torpedo Attack in Ventimiglia Area,
10 September 1944.

1. During the action of 10 September 1944 off Ventimiglia, France ten probable and one possible human torpedos were sunk by the combined actions of the DETROIT, MAINSTAY, PT 206, PT 214, MADISON, WOOLSEY, cruisers planes from the PHILADELPHIA and BROOKLYN and by a Ventura on A/B patrol.

2. Six German POWS were captured including the following:

<u>NAMES</u>	<u>SERVICE NO.</u>	<u>CAPTURED BY</u>
Theofel Richter		PT 214
George Dresel	N. 339/405	PT 206
Stanislas Adamowski	OC. 8741 KT	PT 206
Benjamin Will	O. 13066/41S	1st ABTF
Xaver Bauer	N. 15420/40S	1st ABTF
Fritz Horstman	N. 931/40T	1st ABTF

3. Theofel Richter was captured by the PT 214 off Cape Mortola and transferred to the Flagship 10 September 1944 for preliminary interrogation. This POW according to enclosure (E) is a typical heel-clicking Nazi schooled in the Hitler Youth Movement not to talk and no information of material value was secured from him. He was transferred to the LST 495 for transportation to Naples for further questioning.

4. George Dresel and Stanislas Adamowski were picked up by the PT 206, transferred to the MADISON thence to CTF 85 for transportation to Naples for questioning. They were not interrogated aboard the flagship since they had been questioned aboard the MADISON.

5. A rough outline map found on George Dresel (see enclosure (C)) indicates areas of operations at Monaco Monte Carlo, St. Martin, Menton, Cap Mortola and Ventemiglia since these places are especially noted on this map. According to enclosure (B) the POWS were enroute to Northern France and somewhere N.W. of Paris. They received orders to report to the Mediterranean. It is possible that the six areas encircled on the map were picked as likely places for amphibious landings but were reassigned since the first four are in Allied hands.

6. A list of eleven names was found on Dresel (see enclosure (C)). Six of these eleven men are prisoners indicating that only eleven human torpedos were used in the action of September 10th. This list substantiates claims made in previous reports that eleven human torpedos were destroyed. Since they operate in groups of six, and two groups were used, it can be definitely assumed that not more than twelve were in action at any one time. Since only eleven names were found it is reasonable to assume that only eleven were in operation. However, one of the POWS said a Lt. Jerish was their Group Commander and it is possible that he manned the twelfth torpedo and escaped.

UNITED STATES ATLANTIC FLEET
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12 September 1944.

Subject: Report of Preliminary Interrogation of Six German
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10 September 1944.

7. Typed cruising instructions found on Dresel indicates that human torpedos operate in box formation (see enclosure (C)). At eight knots this would take them sixteen miles to seaward, with a half hour rest period at seaward limit, and return them to their starting point. Their endurance was said to be 8-10 hours and maximum speed 8-10 knots. Interrogation reveals that the human torpedos were launched sometime between midnight and 0300. When discovered at 0718B they were all headed for shore which substantiates the belief that they were sent out on night patrol missions. POWS said they were not given special targets such as battleships or cruisers. It is believed that the Germans anticipated a landing in the Cape Mortola area and that other groups may be encountered in likely assault areas from Ventimiglia eastward.

8. Typed firing data instructions were found on Dresel (see enclosure (C)) indicating that human torpedos approach targets on the bow if possible and close to five to six hundred meters for a ninety-degree track angle. Lead angles for estimated speeds were given. POWS exhibited a healthy respect for PT boats and it is believed that a coordinated plane and PT boat patrol are the best defensive measures to be employed in sweeping destroyers and above from attack.

9. POWS were brought from northern France to San Remo where they were transported by truck to Ventimiglia and Cape Mortola. Special Air observation should be employed along the coastal highway to detect such movements which are most likely made at night. One prisoner said they left the train at 7 o'clock in the evening for the trip westward. Only two helpers are needed to launch the torpedos which are removed from the truck, placed on wheels, and moved to a launching area. It is thought likely that they utilize solid footing as much as possible such as ramps, docks, and surfaced roads. One prisoner said they could be launched across the sand but that he had never tried it.

10. The attitudes of two of the men interrogated aboard the flagship, Bauer and Will, were ones of resignation and relief that they were out of the war. When asked what they thought of Hitler they shrugged their shoulders and said that since they were soldiers they could not say implying a negative reaction to Nazism. The other two, Richter and Horstman, were imbued with respect and admiration for Hitler and were convinced that Germany would eventually win. They said her retreat was a strategic withdrawal and that they would eventually trap the "enemy". Three of them had no technical training or background but Fritz Horstman became a radio-man in the navy and bears a technical (T) designation on his service number. He may be persuaded to be given additional technical information once he is convinced that Germany has lost the war.

CHARLES G. LAVIN,
Staff Intelligence Officer.

11 September 1944.

INTERROGATION OF GERMAN PRISONERS-OF-WAR:

NAME: BENJAMIN WILL.
 SERVICE NUMBER: 0.13066/41S.
 RATE: OBERGEFREITER
 HOME: STENDAL.
 POST OFFICE NUMBER: M11629. (Field Post Office)
 AGE: 22
 DATE OF BIRTH: JANUARY 22, 1922.
 UNIT: NAVY

The operating organization unit is a group of six (6) human torpedoes. These were widely advertised in Germany by radio and otherwise as a new weapon, known to the enemy and therefore could now be revealed. On that basis, WILL volunteered for service in this new type of service in May of this year and underwent a training course on the North sea coast.

In the training course, they were divided into eight (8) or nine (9) operators in each group, who were apparently trained together under an officer and a C.P.O. During training and since, the activity has been surrounded with close secrecy and the members have been made to feel they are a part of a new secret development.

This man, WILL, hopes the war will be over soon. He has heard recent reports of German reverses and he apparently believes them.

By education, he is a musician and on leaving school attended a musical school for four (4) years. He is a trumpeter and for his first three (3) plus years in the Navy was a member of a band that traveled around giving concerts as far east as Greece and the Black Sea and as far west as France.

WILL claims bad handling by the Army while he was their prisoner. While under going questioning, the questioners got the idea that he was withholding information and beat him about the face.

OPERATIONS:

WILL was the last of a group of six (6) to be launched somewhere to the west of San Remo, after several hours in a truck. This group of six had first been sent to France somewhere north of Paris and then, some weeks ago, were diverted and sent by railroad to Italy. This group apparently transhipped from railroad to trucks north of San Remo. There were six (6) or seven (7) trucks for the group. WILL was in the last truck. The truck had a breakdown and fell behind the others. WILL was in the last one to arrive at the beach and launched with the help of the C.P.O. This was his first operation. He got underway at night, probably about 11 o'clock; it was dark. This took place on September 9, 1944. He had never made a night trip before. Not much could be seen.

U.S.S. PHILADELPHIA

11 September 1944.

INTERROGATION OF GERMAN PRISONERS-OF-WAR (Cont'd.)

The orders were very vague (according to him). He was told to see what he could find out there and if he found nothing to wait for his targets. He claims he could wait for a target but it got boring; that his machine could not submerge however. After five (5) hours of operating, he developed trouble. His machine would go only by fits and starts so he headed for the beach and let his torpedo go so that he could ride better with only his carrier.

Endurance depends on the supply of oxygen. The longest trip he had been able to make in training has been seven (7) or eight (8) hours. This was his longest trip. The speed of the unit together is faster than a man can run and without the torpedo, after launching it, it is somewhat faster. Recovery plans are that, after launching the torpedo, the operator shall head for the shore on his own.

MACHINE.

Machines are organized in groups of six (6) to eight (8) as independent units. There are a great many of them.

This one of WILL's was launched as the last one of six (6) and launched alone as the others had already preceded him. He had trouble with his truck and got there too late to see others launched.

WILL claims the greatest number he has seen together at one time is six (6). This is this particular group's first venture.

They are transported by railroad and then by truck. Their food and maintenance is self contained in the unit.

The technique of operating - the individual appears not to know too much about the mechanism; the fit is tight and a small man can get along better than a large man but there are no restrictions as to size of the men in the service. WILL was unable to tell what was wrong with his particular machine. It would run only by fits and starts. They had been taught to direct themselves by the stars for getting off the coast.

ORGANIZATION.

Size:- It is a large organization and a new service, widely advertised. The length of training appears to be between two and three months. Training was in the sea at a northern base. It was a small station, there were probably others. Fresh water training was unknown to him.

After training, groups are organized into units of six (6) which only have a post office address.

This man had no sea experience.

11 September 1944

INTERROGATION OF GERMAN PRISONERS-OF-WAR (Cont'd).

NAME: XAVER BAUER.

SERVICE NUMBER: N 15420/40S.

RATE: Unteroffizier.

HOME: Oberhuttensolden, Bavaria Wal^a.

POST OFFICE NUMBER: M11629 (Field Post Office).

AGE: Twenty-two.

DATE OF BIRTH: December 8, 1921.

UNIT: Navy.

MORALE: One of resignation. It is best to stay cheerful. If you think too much, you make trouble for everyone.

BAUER's unit is the same as the other prisoner's (WILL) as indicated by the Field Post Office number; each group apparently has an individual number.

The war outlook is all the same to him. He does not think about it. He has heard of German reverses.

Education: Farm boy; until he entered military service almost four (4) years ago, he had never been near the sea. He volunteered for the Navy because he thought this would be more interesting. In class of '40. BAUER was a seaman on the TIRPITZ, and up to June of this year was a seaman on deck of a Minesweep. He volunteered for this service in the hopes of promotion and to see some action.

Final word: BAUER's attitude is a combination of cheerfulness and resignation. He claims he was beaten by the Army while a prisoner, to elicit information. His watch, which was his only memento from his dead mother, was taken away from him.

OPERATIONS

BAUER was launched somewhere to the westward of San Remo after a several hour truck ride.

Bases: Craft do not need bases. They came by railroad to Italy after a three or four day trip somewhere in France. Their torpedoes may have come in the same train but they did not see them until they got into them. They arrived at nine o'clock in the morning and at about seven o'clock in the evening they shoved off in trucks. They slept while in the trucks and were launched sometime during the night, estimated to be sometime between nine and twelve o'clock, this took place on 9 September 1944. Only two helpers are needed to launch; another petty officer and a helper. The torpedo is removed from the truck and placed on wheels and this one was launched with a solid footing. It probably could be launched across the sand but he has not done it. This is the first attack trip that he has made. It was of eight (8) to nine (9) hours duration and is the longest one he has made. The endurance depends on the individual as to oxygen.

11 September 1944.

INTERROGATION OF GERMAN PRISONERS-OF-WAR (Cont'd)

Speed: The speed is judged to be about ten (10) knots. It is not submersible. They call them solo or single fighters. Each is out on his own; each is expected to reach land on his own after shooting the torpedo. The torpedo is judged to have a speed of over twenty (20) knots. The target was prescribed in only general terms. That there are ships out there or they should be there in the morning. If they do not find them immediately, wait for them. When asked how long he had waited, he said that for the most time, he kept underway but rested a couple of times. They prefer an approach from the bow and are trained to shoot from 500 to 600 meters. His graduation shot, the only one he has made, when he left the training school, was at a range of 700 meters. He entered the one-man torpedo service, as it is called, in late May or June, took a training course of a little less than two (2) months.

MACHINE

By the wide advertisement which all prisoners up to now have claimed for this new weapon, they must exist in some numbers. This prisoner claimed he had seen no greater number than six (6) or eight (8) together.

They can be launched across the sand of a beach or on a ramp. They can be transported in a truck. They have no particular pride in their machine, nor an identification with a particular group of machines. After the training course, the men were re-assigned and mixed up for security reasons. The propulsion is thought to be electrical. There are two (2) levers on the right which controls the propulsion and one lever on the left which releases the torpedo. The torpedo is dispatched ahead and then the coxswain makes the best of his way, with his carrier, to shore. This one, at about eight or eight thirty in the morning saw shells flying around him and realized that his machine was hit because it did not function properly. He therefore released his torpedo and headed for the shore in his carrier. He came ashore near Menton and was taken prisoner there.

ORGANIZATION:

The training organization: The information this prisoner gave on the training organization agrees with that of others. The men are volunteers who are divided into groups of about eight (8). They undergo a training course of some six (6) to eight (8) weeks at a station on Kiel Bay. It is a small station, surrounded with great secrecy. When the course is finished, the qualified ones are divided into groups of six (6) qualified coxswains, with some maintenance personnel, a P.O. and an officer. The volunteers are all taken from the Navy, they have no technical qualifications whatever, and from answers, one would judge that their technical knowledge of the machine is not great.

NAME: FRITZ HORSTMANN.
 SERVICE:NUMBER: N 931/40T.
 RATE: RADIOMAN.
 HOME: NETTELSTEDT, WESPHALIA.
 POST OFFICE NUMBER: M11629 (Field Post Office).

11 September 1944.

INTERROGATION OF GERMAN PRISONERS-OF-WAR (Cont'd).

 AGE: 22
 UNIT: Navy.

This prisoner is an expansive young Nazi, convinced of the justice of their cause and anxious to talk about their leader.

By education he was to become an interior decorator and attended a school to fit him for this work for two (2) years before he came in the service about four (4) years ago. He became a Radioman in the Navy and bears that designation, technical (T), on his service number. He was anxious that his mother should be notified of his whereabouts.

OPERATIONS:

This prisoner claims that he was the third one of six to be launched somewhere west of San Remo on 9 September. There was still a little light in the sky when he was launched. He claims he slid into the water on a skidway after the torpedo was lifted out of a truck. The group together, six of them, had been in the truck column for several hours, having disembarked from the railroad some place to the North, not on the coast. The torpedoes had been shipped to the coast by some other means and were already there waiting for them.

The endurance of the craft, is again given as determined by the endurance of the man, is around eight (8) hours.

The speed of the craft with the torpedo attached is about ten (10) knots; it is not submersible.

The targets were to be those that could be found. This prisoner is the only one who referred to landings and getting into a landing area. He professed an ignorance of combatant ships, types of targets, and spoke of where he would aim if he had a transport or a merchantman before him. He would always aim at such a target in order to hit her amidships. His talk gives some credence to the idea that his group may have been intended to get into a landing area.

This operator said he would try to attack from the bow if he could reach that position.

This was his first and only operation.

MACHINE:

Like the others, this prisoner says he has seen only a small number together; about six (6) one man torpedoes; that at the training school there were only about three (3) to train with. The weapon and the technique of its use has not yet been perfected. It is however, handy enough to control and resembles those of an airplane somewhat. There is a stick between the knee by which you steer right or left and up or down within limits. Power is electric. On the right side of the operator are two (2) levers, one for starting and one for regulating the speed. On the left is a lever which releases the torpedo.

11 September 1944.

INTERROGATION OF GERMAN PRISONERS-OF-WAR (Cont'd)ORGANIZATION:

The station at which this group trained was said to be a small station on Kiel Bay at which only fifteen (15) coxswains were under training at any one time. Training took place during June and July. Upon completion of the course, the trainees were organized into groups of six (6). None of them had had much sea experience and this was their first venture in combat.

CONCLUSIONS:

I. THE MEN.

Inexperienced, ignorant young enlisted men; ranging from eighteen to twenty-three years of age, of the Navy, who have volunteered for a widely advertised new service as "Solo Fighters", in which they hope to gain promotion and honor. All rates, up to petty officer first class, are represented; they know little about what they are getting into.

2. LOCAL OPERATIONS.

On the evening of 9 September, it appears that two groups of six (6) each were launched west of San Remo: One (1) from Mortola, one (1) from Ventimiglia. They were launched from the shore after having been brought in by trucks. Their cruising endurance of eight hours left only a short time for daylight operations in the morning. They may have had an idea of getting into a landing area.

Orders on one indicated courses for a thirty-two to forty mile cruise in a diamond shaped area, reaching twenty miles off shore with a half-hour stop at the seaward end.

Targets are to be approached on the bow if possible and closed to five hundred to six hundred meters for a ninety degree track angle.

Lead angles for estimated speeds of enemy vessels are taught.

3. THE MACHINE.

Corroboration to previous information is given:

- (a) Endurance of eight to ten hours. Speed with torpedo, ten (10) knots; not submersible (?). Electric battery power unhandy.
- (b) Torpedo is also electric; its speed is twenty-five to thirty knots.
- (c) Torpedo is launched forward. After torpedo is launched, coxswain can keep on in carrier.

4. ORGANIZATION.

One group consists of 6 coxswains a few maintenance men, a C.P.O. and an officer; six (6) torpedoes. One of these groups was trained near Kiel. The course is from six to eight weeks.

U.S.S. PHILADELPHIA

11 September 1944.

INTERROGATION OF GERMAN PRISONERS-OF-WAR (Cont'd)

The group probably was intended for Normandy operations, for it started into France; two weeks ago it was diverted to Italy by railroad.

The group had not been in combat before.

It is not believed any of the coxswains interrogated had ever been in action.

/s/WALTER ANSEL

- 7 -

ENCLOSURE (B)

U.S.S. MADISON (DD425)
c/o Fleet Post Office
New York, N. Y.
11 September 1944

From: Commanding Officer, U.S.S. MADISON.
To : Commander Task Force EIGHTY SIX.
Subject: Interrogation of German POWS.

1. Information picked up from the prisoner of war, GEORG DRESEL, rate, BOOTSMAAT, N-339/40 S in the Kriegsmarine. The prisoner was picked up from the water at 0724 by USS PT 206 and placed on board this vessel at 0733.

Papers include:-

(a) Postcard with crude handdrawn map of area from Ventemiglia to Monaco.

(b) List of names (the second prisoner, Adamowski, is on this list).

(c) A small typewritten timetable, listing courses to steer and length of time to steer thereon.

(d) A typewritten instruction sheet, listing depths, relative speeds and target angles.

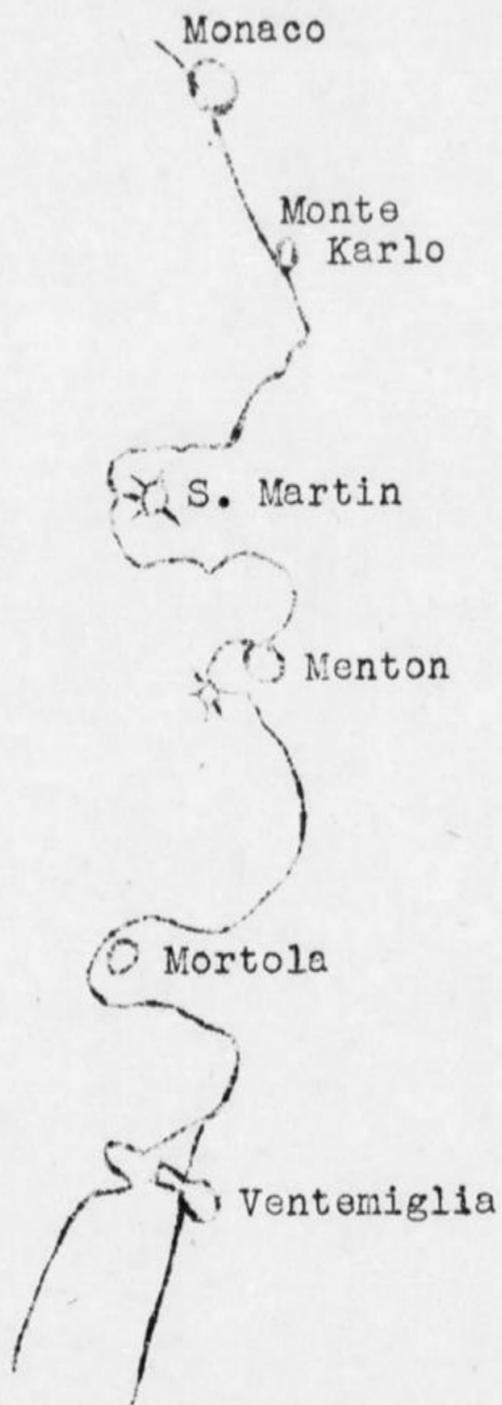
2. DRESEL was first questioned as to how many other boats were in this vicinity. He replied that as far as he knew there was only one other, that manned by a Leutnant Jerisch. When first questioned as to his place of departure he refused to answer although he said that he had left about two thirty or three, in the morning. Later on he twice mentioned VENTHEMIGLIA in connection with a possible place of departure. Even after it became fairly obvious that there were other torpedoes in the vicinity, he insisted that he knew of only one more. The prisoner was unwounded and appeared to be in full possession of senses.

3. The second prisoner was picked up by this vessel at 0930 after his craft had been destroyed. He gave his name as STANISLAS ADAMOWSKI, rate MACHINMAAT also of the Kriegsmarine and his number as OC 8741 KT. He had apparently divested himself of all papers as only a few personal belongings were found on him. He too refused to say from where he came but said it was still dark when he had left. He said that he didn't know how many other human torpedoes might be operating in this area. This prisoner had been cut by broken glass and also claimed to have been rendered unconscious by a blow on the head probably when his craft was destroyed. He appeared to be still somewhat dazed from this injury. When asked if he knew any of the other names on the list obtained from the first prisoner he professed ignorance, although the first prisoner recognized the name of ADAMONSKI.

Enclosure (C)

-: 1 :-

ROUGH MAP CAPTURED ON GEORGE DRESEL, GERMAN POW



Enclosure (C)

ROSTER LIST OF 11 MEN FOUND ON PERSON
OF GEORGE DRESEL, GERMAN POW

NOTES BY CAPTAIN ANSEL

- | | | | |
|-----|------------|-----------|---------------------------|
| 1. | Hofman | - - - - - | (Probably Horstmann, POW) |
| 2. | Dresel | - - - - - | (POW) |
| 3. | Richter | - - - - - | (POW) |
| 4. | Kenzik | - - - - - | |
| 5. | Schuster | - - - - - | |
| 6. | Gotz | - - - - - | |
| 7. | Beiner | - - - - - | (Probably Bauer, POW) |
| 8. | Adamonwski | - - - - - | (POW) |
| 9. | Rost | - - - - - | |
| 10. | Brinds | - - - - - | |
| 11. | Will | - - - - - | (POW) |
| 12. | | - - - - - | (Lt. Jerisch ?) |

(a) Probably 2 groups of 6 each.

(b) MONTOLA GROUPE - launched from tunnel.
VENTEMIGLIA GROUPE - launched from Ventemiglia.

(c) Horstmann, Dresel, Richter, Bauer, Adamoski and
Will were captured. (Total 6)

- - - - -
CRUISING INSTRUCTIONS FOR GERMAN HUMAN TORPEDOES
FOUND ON GEORGE DRESEL, GERMAN POW

2 GRUPPE

NOTE BY CAPTAIN ANSEL

- 2 Stunden Sudwest
- 2 Stunden Sud
- ½ Studen stoppen
- 2 Stunden Nordost
- 2 Stunden Nord

- (a) 2 hours SW
- 2 hours S
- ½ hour stopped
- 2 hours NE
- 2 hours N

- (b) Ends up where it starts at
10 kts gives a 40 kts cruise,
at 8 kts - 32 miles. 8 hours
endurance.

Enclosure (C)

FIRING DATA FOR HUMAN TORPEDOES (LEAD ANGLES, ETC)

FOUND ON PERSON OF GEORGE DRESEL

VT - 20

Gegnergeschwindigkeit Vg - (Relative speed) (?)

8 9 10 11 12

Verhaltwinkel - (lead angle)

Bei Gegnerbug rechts (with enemy bow to the right
nach rechts vorhalte lead to the right)

Bei Gegnerbug links (with enemy bow etc. to the left,
nach, links vorhalten lead to the left)

Lage		8	9	10	11	12	Geschwi.
60	120	20	23	26	28	31	
65		21	24	27	30	33	
70		22	25	28	31	24	
75		23	26	29	32	36	
80		23	26	29	33	36	
85		24	27	30	33	37	
90		24	27	30	34	37	

Enclosure (C)

-: 4 :-

10 September 1944

This evening I, as a Naval officer, interrogated three (3) survivors from human torpedos. I found them in a PW cage a few hours after their capture. I was able to obtain the following information.

- (1) Two separate sketches of the mechanism. These were obtained from two of the prisoners at different times.
- (2) The men received their training at Kiel, but never had any night practise. Two weeks ago they were sent to Paris and a few days ago they were shipped to St. Remo. They left St. Remo the afternoon of September 9 and arrived at Mortala that evening. About twenty (20) men in all came to Mortala. Only six (6) of these were human torpedo operators. The others were to be used as a repair or launching crew.
- (3) When they arrived at Mortala, they found only six (6) submarines. They took off in them immediately somewhere between 2000-2200 hours. They did not know of any others besides these six (6).
- (4) The human torpedo is operated by one (1) man only.
- (5) I asked them what they were sent out after and they claimed there was no definite objective. They call themselves "Solo Fighters".
- (6) Questioning them as thoroughly as I could on the makeup of the submarine, I found that:
 - (a) It can do between 15 and 20 miles per hour.
 - (b) It is operated by batteries.
 - (c) It cannot submerge completely. Half of the sub itself protrudes above the water.
 - (d) The submarine and torpedo are almost equal in length. They said they were 6 or 7 metres in length.
 - (e) They can operate from 8 to 10 hours at a stretch. The length varies depending on the individual. It is a question of endurance because the oxygen supply is limited.
- (7) They claim that they desire to launch the torpedo from 500 to 600 metres from the ship and usually seek to get a 90° angle.
- (8) A moving target is very difficult for them to hit. They personally figured they could hit but one (1) out of every ten (10) moving targets they fired on. It is advisable then, that bombarding ships be underway continually.
- (9) One very important item is the relatively thin hull the submarine itself possesses. It is not very much thicker than an ordinary piece of plywood. However, they claimed it was metal. They claimed that a relatively small caliber bullet could penetrate it.
- (10) One of these operators claimed his submarine was hit by fire from a PT boat. The damage was so great that he had to launch his torpedo immediately; otherwise the craft would have sunk.
- (11) This same operator claims he beached his craft around "Cap d'ail" and then shoved it back into the water. He knows the location.
- (12) Another was reported beached there and a third at Menton.
- (13) They have no particular rendezvous after an attack. Each member of the group is to attempt to get back to the place where he left from.

- (14) They claimed that it is a new weapon and has not been perfected.
- (15) They went to this school in Kiel in June and July. There were eight (8) men in each class.
- (16) They were never told too much about it because there is so much secrecy about the weapon.

Having obtained this information from them, I requested the Sergeant in charge of them that he hold them there and not send them on to another P.W. cage for questioning. I feared that we might lose them that way and thought it best that we have them at our disposal here for further questioning because of the proximity of the danger to our Naval forces in this particular area. I was assured that we could question these prisoners at any time and that we could take them to the places where they allegedly beached their craft.

I consider the information obtained from these men to be extremely interesting and I wish to add that it was obtained with the able assistance of Sergeant Wells, the interrogator at the P.W. cage.

In closing, I might add that from questioning these men, it seems that they launch these craft from beaches well scattered (similar to the launching of the "flying bombs"), because the captives claim they saw only six (6) and the Navy reported that twice that number were operating in this vicinity this morning. I asked them what they thought of our PT boats, which they call "Security Boats". They said they respect them. This strengthened my opinion; namely that a sizeable PT screen would prove very effective because of the thin structure of these craft known as "Human Torpedos".

This completes the information I received from these prisoners.

/s/ Ensign Joseph F. Lyons, U.S.N.R.
N. G. L. O. 1st A. B. T. F.

U.S.S. PHILADELPHIA

10 September 1944

INTERROGATION OF GERMAN PRISONER OF WAR:

1. The German prisoner stated that his name is Theopel Glenwitz Richter.
2. His home is in Silesia.
3. He is twenty-three years of age, has been in the German military service four years in this particular service (human torpedoes) one year.
4. At first RITCHTER stated that he had been away from home for a period of one year. He later mention however, that he had been at home when the Invasion of Southern France began. He explained that he meant that he had not been living with his parents when he said that he had not been home for a year.
5. RITCHTER stated that he had not received any mail for seven weeks.
6. He was going to get married when he got leave.
7. RITCHTER stated that he took off at 10 o'clock last night and when he came up things started to happen.
8. He had a training course which lasted something under a year. He was very secretive about his organization's name and identification. He is interested in the whereabouts of his comrades, about whom he professes total ignorance.
9. He can abandon ship safely approximately 10 meters below the surface (This is not clear, but indications are that the device can submerge).
10. He calls his particular outfit the "Marine Infantry".
11. He claims that he has never been in any battle.
12. He does not believe in education; he relies on his fists and his head. He had no schooling since he was 14 years of age.
13. He wants the war to end quickly; he does not care how it ends; he feels that it will end soon.
14. He states that his leader (Hitler) knows what he is doing and that they are standing behind him to the end.
15. RITCHTER worked in a factory that made wire from the time he was 15 years of age. There are 8 children in his family who live on a farm.
16. The people of Germany have enough to eat and for the necessities of life; the poor and the rich alike get what they need.
17. RITCHTER was in the "Hitler Youth" for a short time some 7 weeks before he shoved off to go into military service in which he has been for four years.
18. The crops looked good as they came through the countryside.
NOTE: This indicates a recent trip.

(1) Enclosure (E)

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INTERROGATION OF GERMAN PRISONER OF WAR:

19. RITCHTER states that the Germans have American and British prisoners-of-war and now he is a prisoner of the Americans.
20. RITCHTER does not believe the stories that Germany itself is about to be attacked.
21. He states that everyone must fight for his fatherland; he has no fear of any thing; everyone has to die some time.
22. RITCHTER had some white bread in a sandwich while enroute to the PHILADELPHIA in the PT. He knew something of the report that was made by the PT by radio as to the success in sinking one of his comrades in another human torpedo.

NOTE: He professes complete ignorance of the mechanism of his machine, of the organization to which he belongs and of its base (he said that they require no base). He gave the impression that the service they were in was of a secret nature.

In reply to a question about his opinion of Americans, RITCHTER said that he thought they were just fighting the same as he was and that everyone must fight for his country. He stated that the Americans and Germans were both soldiers.

PRILIMINARY CONCLUSIONS:

- (a) This prisoner has been schooled to avoid giving information. He particularly avoided revealing his organization, the size of his organization, the method of its operation or its basis. He is a factory worker of no wide education, schooled to the Nazi doctrines but weary of the war and apathetic to the end which he expects will come soon. His answers give credence to the idea that the attacks of the last two days are a fairly new venture that has moved into this area recently, maybe within the past few days, and may have been as long ago as six weeks.
- (b) That it is a specially trained outfit of young Nazis who do not know a great deal about its use or of what the practical difficulties of their attacks may be. They are not seamen.
- (c) That the machine may be able to operate as long as 24 hours; that it may be launched at night and lurk, waiting for prey; that it can submerge to a limited depth and rise again; that it is a close knit outfit in which the members know each other, are interested in each other, and that others may still be in the area awaiting targets.

Enclosure (E)

WALTER ANSEL.

(2)

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APD51/A16-3
Serial: 063

U.S.S. HOPPING (APD 51)
c/o Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

15 October 1945.

From: Commanding Officer.
To : Commander in Chief, U.S. Fleet.
Via : (1) CTU 56.5.2 Rear Admiral R. S. RIGGS, USN, ComCruDiv12.
(2) CTF 56 Vice Admiral J. B. OLDENDORF, USN, ComBatRonONE.
(3) Admiral R. A. SPRUANCE, ComFIFTHFleet.
(4) Fleet Admiral C. W. NIMITZ, USN, CinCPac and CinCPoa.

Subject: General Action Report 9 September - 26 September 1945.

Reference: (a) Pac Flt. Conf. ltr. 1CL-45.

Enclosure: (A) General Action Report 9 September - 26 September 1945.

1. Enclosure (A) is submitted herewith in compliance with reference (a).

W. J. MC NULTY.

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ENCLOSURE (A)

Part I - Brief Summary.

The USS HOPPING (APD 51) assisted in the evacuation of RAMP's from Wakayama, Japan during the period between 9 September through 26 September 1945.

Part II - Preliminaries.

The HOPPING was part of TU 56.5.2. CTU 56.5.2 was Rear Admiral R. S. RIGGS, USN, ComCruDiv 12 in the USS MONTPELIER (CL 57). CTF 56 vice Admiral OLDENDORF was in over all command of the operation.

Part III - Chronological Account.

1. USS HOPPING departed Buckner Bay, Okinawa for Wakanoura Wan, Honshu, Japan, at 1648(I) 9 September 1945 in accordance with ComBatRonONE Op-Plans 6-45, 7-45, 8-45, and CTF 56 dispatch 070625 of 7 September 1945. This ship proceeded independently, four hours after TU 56.5.2, having been detained in order to pick up six U.S. Navy Medical Officers.
2. Contact with TU 56.5.2 was made early in the morning of 10 September, and USS HOPPING assumed screening station at 1046(I), in open circular screen of this force, as ordered by screen commander ComCortDiv 86 in USS MC GINTY (DE 365).
3. Several floating horned mines were spotted by screening ships and destroyed during 10 - 11 September. None were observed by this ship.
4. On the morning of 11 September 1945, visual contact was made by our force with the Wakayama Sweep Group TG 52.6 operating under Captain TOWNSEND, ComMineRon 3 in USS GWIN (DM 33). TU 56.5.2 proceeded up Kii Suido in the swept channel, cleared and buoyed by the Sweep Group.
5. Late in the afternoon of 11 September, ships of the Evacuation Unit reached the Wakanoura Wan Baker Anchorage (CAC-15). U.S.S. HOPPING anchored in berth B-17 at 1823(I).
6. During 12, 13, and 14 September, ships of the Evacuation Unit, under Admiral R. S. RIGGS, established shore facilities in order to administer the task of caring for the RAMP's. A Sanitation Unit was set up in the Mampa Ro Hotel, immediately west of the Dejima public dock, a visual communication station and temporary radio stations were set up on the beach. All preparations and administrative organizations were set up by the personnel of TU 56.5.2. A Port Director was established in USS TANEY (CGC-37).
7. On 15 September, one hundred and thirty nine RAMP's were embarked on USS HOPPING. These consisted of two U.S. Marine Corps Warrant Officers and seventy two enlisted personnel; four U.S. Navy Officers and sixty one enlisted personnel.

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ENCLOSURE (A)(Cont)

8. At 1600(I), 15 September, U.S.S. HOPPING departed Wakanoura Wan for Guam in company with USS FRENCH (DE 367), in accordance with ComCruDiv 12 dispatch 150602 of 15 September 1945. This force was designated as TU 56.5.42, CTU 56.5.42 Commanding Officer USS FRENCH (DE 367).

9. During passage to Guam, rough seas and winds as high as twenty five knots were encountered on 17 September, as the ships passed within two hundred miles of a typhoon on a north westerly course. No personnel casualties or material damage was sustained.

10. TU 56.5.42 arrived Guam in the early afternoon of 19 September. U.S.S. HOPPING docked in inner Apra Harbor at 1331(I), whereupon the one hundred thirty nine RAMP's were debarked and transferred to U.S. Navy Base Hospital Number 18.

11. Having fueled and provisioned, TU 56.5.42 departed Guam for Wakayama, Honshu, Japan at 1800(K) 21 September, in accordance with CTF 51 dispatch 201246 of 20 September 1945.

12. TU 56.5.42 arrived Wakanoura Wan anchorage at 1320(I) and was thereupon dissolved, USS HOPPING reported to Commodore J. T. BOTTOM, jr, USN, ComTaskFlotONE, in USS COWELL (DD 547) for duty.

13. On 28 September 1945, USS HOPPING reported for duty, by dispatch, to the Commander, Third Amphibious Force, Vice Admiral T. S. WILKINSON, USN, in accordance with CTF 51 visual dispatch of 28 September 1945.

Part IV - Ordnance.

No firing.

Part V - Damage.

No damage.

Part VI - Special comments and information.

This is the second time that the USS HOPPING has been used as an APD since her conversion 1 December 1944.

Part VII - Performance of Personnel.

Performance of personnel was good. Everyone wanted to See Japan and to get away from Okinawa, so spirits were high. The RAMP's taken aboard were even happier, since they were leaving Japan after a 45 month stay.

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ENCLOSURE (A) (Cont)

Part VIII - Lessons, conclusions, and recommendations.

The USS FRENCH (DE 367) was assigned to the HOPPING as an escort to Guam. As the HOPPING has been doing escort work for the whole war, this was believed unnecessary.