

Help Us Save the Last of it's Kind!

A Complete WWII & Korean War US Army / Air Force 85' Patrol Boat known as a Crash Boat Credited as the Origins of our Modern Maritime Special Forces!



1944 WWII P-520



1944 WWII P-520 off California



1944 WWII P-564 in Burma under Walter Mess (OSS Special Warfare)



1952 Korean War 85' USAF R-1-684 – White Tigers S. Korea



1952 Korean War 85' USAF R-1-684 – White Tigers operating in N. Korean Waters

WWII and the creation of Crash Rescue Boat Units & the OSS

Prior to the US entry into WWII the US Army learned how the British were rescuing their downed pilots in the sea and were utilizing high speed vessels known as **Air Sea Rescue Floats, ASR**. The US Army created several rescue boat units they nicknamed Crash Rescue Boat Units, with various size and speed of boats. The last designed during WWII was the 85' Crashboat. The 85' Crashboats were the fastest and had the longest range of any of their predecessors. Their two 1,500 HP Packard main motors enabled some vessels obtain a top speed of 53 knots. Their two M-10 Chrysler cruising engines enabled a six-knot cruising range of over 6,000 miles. The Office of Strategic Services (OSS) required a high-speed and long-range vessel. They selected the US Army's 85' Crashboat to create one of the very first Special Forces **Maritime Units** to operate in the China-Burma-India theater to sabotage and disrupt the Japanese supply lines. These units were made up of specially trained US Army, Navy, and Coast Guard men. They operated in theater with very little support. Leading this **MU** was 1st LT Walter Mess. Walter Mess was given 3 85' Crashboats and they were transported to Australia for his missions. General MacArthur, commanding the Southwest Pacific Theater, learned of these three 85' Crashboats and attempted to take these vessels for his needs in the Pacific Theater. 1st LT Mess contacted his OSS leadership in Washington DC and General Marshall informed General MacArthur "This mission and these boats were as important as anything in MacArthur's command." 1st LT Mess left Australia and operated these vessels in the China, Burma, Thailand and India where divers, mini-submersibles, and demolition teams successfully disrupted the Japanese supply lines, especially oil production, keeping the Japanese from taking India. After WWII the OSS was disbanded and most of these 85 foot Crashboats continued service as high-speed rescue vessels. The remaining Crash Rescue Boat Units continued operating all around the world. The outbreak of the Korean War created an immediate need for the Crashboats once more.



The crew of P-564.



(l to r) Warrant Officer James H. Flynn and 1st LT Walter L. Mess.

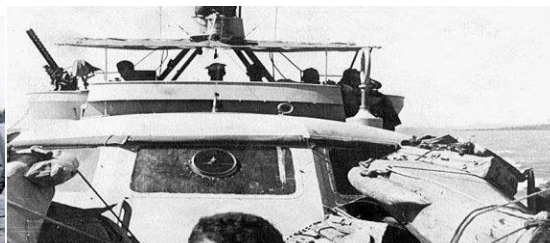


Figure 21. A view of the Burma Yenagong Oil Refinery being taken out by NGOS (SECRET) joint British-US operations in 1945.

The Korean War: 85' Crashboats used again for Special Warfare



Korean War – Air Sea Rescue & Special Warfare working with N. Korean Partisans and the CIA

In 1947 the US Army transferred the Crash Rescue Boat Units over to the newly created US Air Force. The remarkable war record of the Air Force's 22d Crash Rescue Boat Squadron (CRBS) in North Korea's frigid ocean waters would become another legend in the secret world of special operations. The 22d CRBS had the most humble beginning possible in 1950. Just three months before the war, the last of the USAF boats had been put in dry storage for shipment back to the US. Airmen and officers with marine-career specialties were scattered to other career fields and one of the first cries to come from Far East Air Forces headquarters when the war broke was "Get our boats and people back together!" Our leaders recognized the need to get a maritime special forces units operating again as they did in WWII. Several 85' Crashboats were used to deliver N. Korean partisan fighters on one way suicide missions to disrupt the N. Koreans and Chinese forces. These guerilla fighters would take out railways, kidnap high ranking officers, and smuggle lots of counterfeit money into N. Korea and China. These 85' Crashboats would operate in enemy waters and sneak into rivers to deliver these teams deep behind enemy lines. The N. Koreans had several WWII US made, but due to lend lease, PT Boats. These were former Soviet Navy vessels that were given to the N. Koreans. Fortunately for the USAF Crashboat crews these N. Korean PT Boats were poorly maintained and were operating on only one or two engines and could not keep up with the 85' Crashboats. Some of the 85' Crashboats were upgraded with a M45 quad 50 Cal. weapon system on the bow. This weapon gave these special operators more protection and firepower to deal with the N. Korean PT Boats, Mig fighter jets and enemy threats from shore. Considering that the 85' Crashboats ran on high octane aviation fuel were made of wood and practically floating bombs, none of the 85's were lost to enemy fire. When the Korean War came to a truce this was the end for the 85' Crashboats. The helicopter was considered its replacement. Many 85' were sold or donated to Sea Scout organizations after the war. Most converted to fishing vessels or yachts. The heroics of the men that served on these vessels were consider Top Secret so many have never heard of these vessels or this service unit. Roughly 140 85' Crashboats were built during WWII and today only 4 85' Crashboats exists but the P-520 is the last complete 85' Crashboat. But the P-520 is special. P-520 was painstakingly restored by former Crashboat Veterans and their families. They recognized the importance of retaining one complete 85' Crashboats so it could tell the stories of their service.

The Restoration of P-520 by Crashboat Veterans and Special Warfare & Rescue Vessel Foundation and how you can help preserve the P-520



CRBA- Crash Rescue Boat Association and Bud Tretter / SWRVF

P-520 was donated to the CRBA in 1997 with the hope the organization made up of crashboat veterans would restore the P-520 to her WWII historically accurate configuration. This had its challenges and fortunately one of the members, Bud Tretter owned a marina in Long Beach, California. In 2005 the P520 was completed and the group attempted to find a proper museum to own and care for the vessel. Many of these veterans were beginning to pass away and in 2012 Bud Tretter passed away. The P-520 was inherited by Jerry Tretter, his son, who also worked on the restoration. Jerry Tretter passed away in 2020. He was not successful in finding a good home for the P-520. Jerry's wife inherited the marina and the P-520. A group called the Louisville Naval Museum approached her and said they were looking for a museum ship for Louisville Kentucky. Unfortunately, LNM was not as what they appeared – they were con-artists who used their 501c3 designation to raise money and pocket it. Most were not veterans as claimed. The museum group misled and stole from other organizations. One organization was the Maritime Pastoral Training Foundation LTD who own and operate the PTF-26. The last PT Boat from the Vietnam War. Ted Yadowsky, Tim Besmer, Kathi Tretter and the MPTF worked together to legally file a lien and using the Federal Courts and US Marshal's office saved the P-520. Ted Yadowsky reimbursed the MPTF and became the owner of the P-520. Ted Yadowsky with Tim Besmer have created the new non-profit **Special Warfare & Rescue Vessel Foundation**. It is both of their hopes to preserve the P-520 and repair the damage LNM has done to the vessel. With donations this will become a reality and this historically important vessel, P-520 will be preserved and be able to tell the history of the brave men who have served and were rescued on the 85' Crashboats.



Ted Yadowsky - Director of SWRVF
Former Deputy Director to
United States Naval Fire Support
Association
Profession: IT Consultant / Movie
Rental for Military Vehicles
NSA, DOD, FBI, Navy, Army,
Northrop Grumman and more.



Tim Besmer - Deputy Director of SWRVF
Honorably Discharged Veteran US Army
1980-1981, Vice President / Historian
USS Sequoia Presidential Yacht, and
President, The Council On American
Government / United States Foreign and
Domestic Policy Study Center.

**To Donate and Help Save the P-520: Tedy@SWRVF.org - 410-207-4744
or TimothyBesmer@gmail.com – 704-975-2668 www.P520.org**