

# MARIE TRAGEDY REMEMBERED ON 50TH YEAR

## FACT SHEET

On Tuesday, June 7, 1960, the private vessel *Marie* set out from Santa Barbara Harbor toward Santa Cruz Island with seven men aboard. Their mission: to conduct top secret experiments for a U.S. Defense contract using leading edge underwater infrared communication technology.

Four of the men are understood to be Raytheon engineers, one a nationally recognized scientist. Also on board were the boat's captain, a crew member, and a guest. Four of these men (Howell, McCaffrey, Russell, Terres) were expert scuba divers required by the mission.

The *Marie* never returned. On Thursday, June 9, 1960, an air and sea search began and continued through Sunday, June 12, 1960. The Coast Guard's search encompassed 2075 square miles and included Navy and Air Force vessels, planes, helicopters and other volunteer craft. Between Thursday, June 9 and Tuesday, June 21, 1960, four victims' bodies were recovered.

Built in 1943 by Chris Craft, the *Marie* was designed for military service in WWII as a Landing Craft Vehicle Personnel (LCVP) and powered by a Gray Marine diesel to carry troupes to shore. When Richard W. Dowse purchased the *Marie* in 1958, the LCVP had already been converted to a more sporting boat. In 1958, Mr. Dowse thoroughly overhauled the vessel and hull. The *Marie* was used by McCaffrey Sporting Goods Store whom Dowse co-owned and contracted by the Raytheon-related project team along with equipment for four scuba divers.

The DOD program that the *Marie* team served remains a mystery. "It was a black project then, and it's a black project still," one authority at Wright Patterson Air Force Base, Ohio, said was true of the 1960 project. Requests for information continue to be deflected by Raytheon Company officials. However, details continue to be pieced together by leveraging the National and Military Archives, original sources, as well as first-person accounts of family, friends, colleagues, and other officials in the Coast Guard and military. And the families are hopeful that within time they will gain a better sense of what the men gave the ultimate sacrifice too... serving national security interests.

The first-ever *Marie* Commemoration was held in Santa Barbara, CA, June 4 - 21, 2010 and included public and private events. Friday, June 4, seventy families and close friends of the men lost at sea met for the first time at a private social. Saturday, June 5, over eighty gathered during the evening memorial ceremony and reception co-hosted by the Santa Barbara Maritime Museum. Sunday, June 6, forty people ventured across the Santa Barbara Channel early to a pre-determined destination in the waters off Santa Cruz Island for a sunrise wreath laying ceremony. Plans changed when "dolphins as far as the eye could see," as one person described the pod of hundreds of dolphins that circled the boat a short distance from the destination. "Wow...these friends of the sea are trying to tell us something," was heard echoing from those on deck of the Condor Express. The Captain was given the command, "stop the engine!" by Teresa Newton-Terres, and the ceremony commenced. After a prayer, a moment of silence, the playing of Taps by Albert Terres (brother of Jim Terres)... followed by a wreath of reeds and white roses being tossed upon the waves. Three humped back whales swam with the boat for 30min and some believed they were symbolic of the three men who's bodies were never recovered from the sea. Monday, June 7 - Monday, June 21 the community was invited to a multi-media exhibit, MARIE REMEMBERED: Seven Men Lost at Sea Expanding the Frontiers of Infrared, displayed at the Santa Barbara Maritime Museum.

The commemoration and exhibit were co-hosted by the Santa Barbara Maritime Museum and spearheaded by Teresa Newton-Terres, Project Management Professional (PMP) and daughter of Jim Terres, one of the engineers lost at sea. Newton-Terres' extensive archival research brings to light a story buried for fifty years in recently declassified documents scattered throughout archives across the U.S. According to Newton-Terres, "This is a story that begs for acknowledgement and an honorable and honest telling of events for loved ones to come full circle to finally learn what happened on June 7, 1960." And the heart warming part, "is the story behind the story where a community of people connected," says Teresa of those who helped to ensure a successful 2010 Commemoration.

### Biographies of those lost at sea:

**Dr. Niel F. Beardsley**, 68, Raytheon staff scientist, was an infrared technology pioneer. He spent nine years as an instructor at Georgia Tech and 17 years at the University of Chicago and during World War II, he forged new ground with optical shop techniques for the Manhattan Project before continuing his research in infrared in 1946 at Wright-Patterson Air Force Base, Ohio, Laboratory until he retired and moved to CA in 1959. Beardsley gained a bachelor's in physics at Hiram College, Ohio, in 1913, and his master's at Northwestern, 1920, and his doctor's degree, 1932, at the University of Chicago. Dr. Beardsley was one of the three victims never recovered.

**L. Dale Howell**, 32, crew member, was an accomplished scuba diver who served in the Army at Point Barrow, Alaska, with the Seventh Armed Cavalry Division in Korea and at the Army's Arctic Fighting and survival school in Japan. He was a Santa Barbara High School graduate class 1946. Dale's father, the late Loren (Butch) Howell, was the 1958 man of the year in Goleta. Dale left behind a wife and four children.

**Paul T. Lovette**, 37, guest, moved to Santa Barbara four months prior to joining the crew on the *Marie*.

**Harold (Hal) H. Mackie, Jr.**, 32, Raytheon electronics engineer, served in the Navy as aviation electronics technician from 1946 to 1948. He was a native of Santa Barbara and graduated from Santa Barbara High School 1944 and UCSB in 1953 with a BS in physics. Active in the community in the American Radio Relay League (ARRL) and a SB Chamber of Commerce member as Sound Products co-owner. While both serving as Alhecama Theatre volunteers, Hal and the former Betty Lou Curtis met and later married.

**H. James (Jim) McCaffrey**, 29, crew member, was the captain of the *Marie* and project scuba diver. McCaffrey, with Richard W. Dowse, owned the McCaffrey Sporting Goods store that his father and uncle founded in 1899. An accomplished sportsman, he graduated from Dolores School, Santa Barbara High School in 1949, and UCSB. He served in the Army and was a Korean War Veteran. He left behind his wife who was expecting their fourth child. Jim was one of the three victims never recovered.

**James (Jim) Russell**, 32, Raytheon engineering section manager and project manager for Dr. Beardsley's infrared tests that ended up on the *Marie*. A native of New York who relocated to Los Angeles as a youth, he attended UC Berkeley. He was an avid scuba diver. He left behind a wife and daughter.

**Diego (Jim) S. Terres, Jr.**, 29, Raytheon mechanical engineer, served in the Navy during the Korean War as a jet engine mechanic aboard the aircraft carrier USS Yorktown. A graduate of Santa Barbara High School class of 1948 and Cal Poly, San Luis Obispo 1959 with a BS in mechanical engineering, he was an accomplished scuba diver and pilot. Jim's father, Diego S. Terres, Sr., immigrated to Santa Barbara from Spain as a young boy and later developed several commercial properties in Old Town Goleta. Jim left behind his wife and four children, including Teresa Newton-Terres. Jim was one of the three victims never recovered.

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