

MARIE COMMEMORATION, JUNE 4-6, 2010

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 were 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 because he had fourteen years of experience as a ships carpenter gained in service to the U.S. Coast Guard and U.S. Navy.

Biographies of those lost at sea:

Dr. Niel F. Beardsley, 68, Raytheon staff scientist, was an infrared technology pioneer. During World War II, he forged new ground with optical shop techniques for the Manhattan Project and in 1946 continued the work at the Air Technical Intelligence Center (ATIC) at Wright-Patterson Air Force Base, Ohio, until he moved to CA in 1959. 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 Raytheon researchers and the crew on the *Marie*.

Harold (Hal) H. Mackie, Jr., 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, 30, 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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