

Stephen Baran

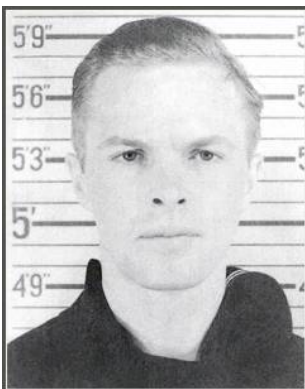
Seaman 1st Class

Mahalas and Anna Boron immigrated to the USA in 1913 from Poland with their two children. Neither were citizens and spoke only Ukrainian. Their son Stephen was born on September 13, 1914. Stephens father, Mahalas, passed away prior to the 1940 Census and his draft card and other records show his next of kin as his widowed mother Anna.



Stephen enlisted in the Navy on December 11, 1940 Reported aboard USS R-2 on February 8, 1941 as a A.S., from Naval Training Station, Newport R.I. While aboard he was Advanced to Seaman 2nd class twice, first on May 2, 1941 and then again on December 1, 1941. He was transferred to USNTS, Norfolk, Virginia for Torpedo School March 28, 1942. After graduation he reported back aboard R-2 from NTS, NOB, Norfolk, Virginia, Torpedo School, June 28, 1942. He was granted a change in rate to TM3 from SM1 on August 31, 1942. He then changed his rating back to Seaman 1st class on March 1, 1943 due to the last of four disciplinary actions. He was then transferred from USS R-2 to Submarine Base, New London, Ct. for assignment to USS Corvina, on June 16, 1943.

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Lloyd Wilson Beaudette



On December 2, 1917 Lloyd was born in Santa Maria, California

to Albert T and Lauretta Beaudette. He spent his early life in southern California in the Santa Maria and Santa Barbara area.

On June 16, 1937, at the age of 19, Lloyd enlisted in the US Navy in Los Angeles, CA. That meant that he would have gone to boot camp and A School in San Diego.

He reported aboard the USS Lexington, CV-2, on September 24, 1937 as a Seaman 3rd class. That reporting date meant that he was aboard the Lexington during the Fleet Problem Exercise which was to test the capability of aircraft carriers as an offensive force and the defensive capabilities of Hawaii and San Francisco. At dawn on March 29, 1938, aircraft for the USS Lexington and her sister ship the USS Saratoga, attacked and successfully completed bombing missions on Pearl Harbor, nearly three years before the Japanese attacked in the same way. October 1939 was important to Lloyd because on the 10th, he changed rate to SM3, Signalman 3rd class, to meet fleet personnel requirements and then extended his enlistment on the 13th. On the 23rd of October he was Transferred on orders to Submarine School in New London, Connecticut.



On these orders he was transported to New London from Mare Island as a passenger aboard the cruiser USS Houston, CA-30 and the USS Chaumont, AP-5. He reported to Submarine School on November 30, 1939.

During his stay in New London, Lloyd met and married Margaret Mary Puopolo, and set up a home on Old Point Road in Milford, Connecticut, just 56 miles west of New London. On March 15, 1940, having completed Sub School, Lloyd left his home and wife to board the USS Nitro, AE-3, for Fleet Transport to Coco Solo, Canal Zone, Panama, where he reported aboard the S-13 on November 4, 1940 as a SM3. While in Panama, He did a short temporary duty assignment aboard the SC-702, a purpose built Subchaser. He served on S-13 in Panama until his transfer, back home, to New London on April 2, 1943. While aboard the S-13 Lloyd had been advanced to SM1. He reported to New London and the new construction-commissioning crew of the USS Corvina on August 6, 1943. Interestingly he had been advanced to Chief Quartermaster before reporting.

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Harold Nathaniel Britt

Harold was born on June 19, 1923, in Tennyson, Indiana. By the time he enlisted his family was in El Dorado, Arkansas. His mother, Roxie Britt, was, twice, widowed and worked at her own business as a washer woman.

Harold enlisted on June 19, 1941 and after completing Training at Naval Training Station, San Diego, he was sent to San Pedro to be transported to Pearl Harbor aboard the USS Tippecanoe,

AO21. The trip went from August 28 and ending September 7, 1941, when he reported aboard USS Boise, CL47 as an A.S. V-6. That meant that he was a Navy Reservist on Active duty. On October 19, 1941, just two months after reporting Harold was advanced to Seaman Second Class. In November, the USS Boise left Pearl Harbor for escort duty taking a convoy to Manila in the Philippines. They arrived in Manila on December 4, 1941, four days before the Japanese attack on Pearl Harbor and the beginning of the war. On December 8th, Boise was off Cebu in the Philippines and because of her location was ordered to join Task Force 5, which was operating out of Java. They were set to participate in the most dangerous and unsuccessful campaign of WW2, the East Indian Campaign, however, on January 21st she ran aground on an uncharted shoal in the Sape Strait. She was damaged enough that she had to return to the United States for repairs.



Boise returned to service in June of 1942, escorting a convoy from the United States to New Zealand. October 1, 1942, advanced to Seaman First Class.

Boise returned to Pearl Harbor where she was ordered to carry out a raid on the Japanese Sampan Picket line off Honshu, east of Tokyo. She was to create as much trouble and destruction as she could and generate radio traffic that would make the Japanese think that she was a task force. This was to draw Japanese attention away from Guadalcanal and it did buy the landing force a couple of days before the reinforcements were sent. She completed the raid on the 8th of August and then went to support the second wave of Marines landing at Guadalcanal. She then was part of the Battle of Cape Esperance just west of Guadalcanal, where she took two hits from a Japanese Heavy Cruiser, one of which exploded in the 6" magazine, rendering gun mounts 1, 2 and 3 out of action. While Harold was still aboard the Boise underwent repairs in the Philadelphia Navy Yard from November 1942 to March 1943. They then transited to the Mediterranean where they were fire and support for the Amphibious Battle of Gela and the invasion of Sicily, and then at Taranto and Salerno, which is where they were when Harold was transferred.

On September 14, 1943, Harold reported aboard USS Yorktown, CV-10, in San Francisco, for transfer to COMSUBFORPAC for assignment. They arrived in Pearl Harbor on September 19. At the time of transfer, Harold was a Fireman Second Class.

October 16, 1943, after a month assigned to the USS Cero, Flagship of SubDiv-181, Harold reported aboard the USS Corvina.

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Russell Alexander Brooks

There isn't much in the public record regarding Russell. He was born on April 19, 1914 to Alexander and Fannie Brooks, the youngest of four children. By the time of the 1920 census he was living with his family in Cleveland, Ohio, which was still his residence when he enlisted in the Navy on May 14, 1943. He was a Stewards Mate First Class when he reported aboard his only sea command, the USS Corvina on August 6, 1943. His records indicated that he was a V-6, which indicates Navy Reserve, which could be why he was a First Class with only six months of active service.

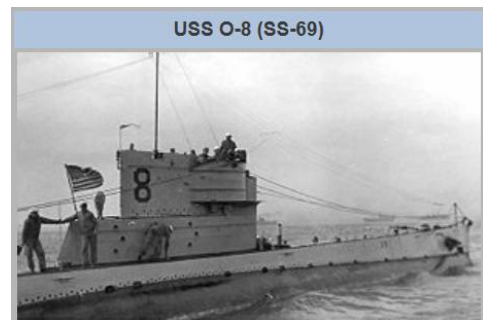
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Marvin Joseph Busby

Marvin Joseph Busby was born on January 1, 1922 to Gregory and Mary Busby in River Falls, Wisconsin. He spent his entire young life in his home town until he was 18 years old. Six months after turning 18, he went to Minneapolis, Minnesota, and enlisted in the Navy, August 7, 1940.

After completing boot camp and training, he reported to Receiving Station, Philadelphia, on February 3, 1941, to await assignment. That assignment came on April 28th, when he reported aboard the O-8 (SS-69) on her recommissioning day as an A.S. SS-69 was put back in service to act as a training submarine commanded by LCDR John McCain II, the father of Senator John McCain, and was stationed at New London. On May 1, 1941, while still on the O-8, Marvin was advanced to Seaman 2nd Class. Then after ten



months on the O-8, Marvin was transferred to his first combat command, the USS Greenling SS-213, which had just been commissioned on January 21, 1942. On March 7, 1942, they left New London for the Pacific, arriving in Pearl Harbor on April 3rd.

The Greenling's first war patrol began when she left Pearl Harbor on April 20th. Greenling attacked the Seia Maru four times off Eniwetok, but her torpedoes failed all four times. Her first kill was on May 4th when she attacked the Kinjosan Maru amidships and broke her in two. While still on patrol on June 1st, Marvin changed rate to QM3 from Seaman 1c. Greenling arrived back in Pearl fifteen days later, ending her first war patrol.



The Greenling's Second war patrol began July 10, 1942. It was quite eventful beginning with damaging several ships at Truk she sank the Brazil Maru and the Palau Maru within the same 24hour period. They took periscope photos of Truk and on her way back to Midway, she destroyed a Japanese trawler. She arrived at Midway September 1st.

On September 21st, Marvin was transferred to the USS Gato, the flagship for CSD81, for further transfer to the submarine tender, USS Fulton (AS-11), that same day, when they were both at Midway. Marvin went with the Fulton to Brisbane, Australia where she set up a forward naval base and tended the submarines there. He made QM2 on the Fulton, January 1, 1943 and was transferred to the USS Phoenix (CL-46) for transport to New London for new construction. He arrived at SubBase New London, on May 12, 1943 and was officially reported aboard the USS Corvina at its commissioning.

Marvin had an older brother, Robert, who had joined the Army National Guard in 1937 as an artilleryman. He was discharged and re-enlisted in the US Army in January 1942 as a Second Lieutenant and assigned to Fighter Squadron 46, a training squadron, to learn to fly P-51 Mustangs. He was killed during training September 19, 1943, two months before Marvin's death.

Because the USS Corvina was listed as Missing In Action until January 9, 1946, Marvin's family was not notified of the confirmation of his death until then. That year, in the yearbook of River Falls High School, the following dedication appeared above the names of both Busby brothers and twelve others:

"We, the class of 1946, humbly dedicate this Kinnick to those men of our school who gave their lives in this past war. It is our goal in life to work, in our own small way, for the betterment of the world, so that the supreme sacrifice of these men will not have been in vain."



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William Robert Busch

William Robert Busch was born on April 22, 1920 to William F. and Edwina Busch, in Redwing, Minnesota. Both of his parents were from Germany and he was a first generation American Citizen. William enlisted in the US Navy on July 25, 1939 through Minneapolis, Minnesota. After Boot Camp and Training, he was transferred, via the USS Vega AK-17 and Navy Yard Mare Island to the USS Brooklyn, CL-40. The Brooklyn did normal training and patrol operations while with the Pacific Fleet until May of 1941, when she transferred back to the Atlantic Squadron. She did convoy duty between the US and Iceland and the United Kingdom and then when the war started did patrols in the Caribbean Sea until April 1942 when she went back to convoy duty. On July 1st, William changed rate to FC3 while at sea. In October, the Brooklyn sailed for North Africa where she bombarded shore installations for Operation Torch. She was damaged but still participated in the Battle of Casablanca before returning to the east coast for repairs. On November 30, 1942, transferred from Brooklyn to Submarine Training School, Sub Base, New London.



He remained at New London until received aboard USS Corvina August 6, 1943.

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