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RCS: APG-HIS-U1

SEMI-ANNUAL HISTORY

1 July 1949 to 31 December 1949

3201ST BOAT SQUADRON

3201ST AIR BASE GROUP

Eglin Air Force Base, Florida

SQ-RESC-B-3201-HI
1Jul-31 Dec 1949

MICROFILMED
4922-12C

RESTRICTED

2041

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REPORTS CONTROL SYMBOL

APG-HIS-UI

3201ST BOAT SQUADRON

3201ST AIR BASE GROUP

Eglin Air Force Base, Florida

Semi-Annual History

1 July 1949 to 31 December 1949

James T Beene

JAMES T BEENE
First Lieutenant, USAF
Historical Officer

In Reference To:

JAAFAR No. 1-11-1, 31 December 1947

AF REG. No. 210-3, 14 December 1948

APG REG. No. 210-5, 22 June 1948
as ammended by 5A, 30 March 1949

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CHRONOLOGICAL LIST OF IMPORTANT DATES

1 July 1949	Strength of personnel in Boat Section.
1 July 1949 thru 31 December 1949	Average work hours performed by first three graders per week written on a basis of each month for this inclusive reputed period.
24 August 1949	Squadron puts Hurricane Plan in effect.
1 October 1949	Three tug boats put in inactive status.
	Ferry service to Santa Rosa Island ceases.
	Higgins boat, J-3411, placed in wet storage after being in service since 1 July 1949.
1 November 1949	Ferry returned and placed in wet storage.
2 November 1949	Surplus marine equipment declared and available for transfer.
30 November 1949	Two pieces of marine equipment withdrawn from surplus list.
8 December 1949	First Lieutenant Nelson J Vaughan assumes command during three day absence of Captain Robert Miller.
22 December 1949	Normal life saving equipment aboard 24 foot crash boat.
	Lost fishing skiff last seen on this date.
23 December 1949	24 foot crash boat dispatched to search for fishing skiff.
	20 knot wind hampers search.
	Fishing skiff found with personnel safe.
	Search conducted for 24 foot crash boat.
24 December 1949	Part of 24 foot crash boat found on beach.
27 December 1949	Diver discovers R-4-738 tied to partly submerged buoy.
30 December 1949	Deceased Airman, Cpl Lionel W Miller, recovered from waters of Choctawhatchee Bay.
31 December 1949	Deceased Airman, S/Sgt Charles S Miller, found near Piney Point on the beach.
31 December 1949	Personnel of Boat Section dropped to 94.

GLOSSARY OF ABBREVIATIONS

B - Barge

J - Jolly Boat

P - Patrol Boat

R - RescueBoat

T - Tow Boat

YSD - Yard Salvage Derrick

NARRATIVE HISTORY

During the period from 1 July to 31 December 1949, this small Squadron continued to carry out it's assigned mission of Sea Rescue, transportation of various supplies by water for Eglin Air Force Base, maintaining absolute clearance of water bombing and gunnery ranges throughout actual bombardment and firing, and the proof-testing of marine equipment in a customarily vigilant and efficient manner. The Squadron is housed in temporary barracks in a small area, compactly around the docks on Weekly Bayou, Eglin Air Force Base, Florida.

Captain Robert Miller was in command of the Squadron throughout this period except for three days from 8 through 10 December 1949 when First Lieutenant Nelson J. Vaughan assumed temporary command.

There weren't any emergency aircraft crash rescue operations in the last six months of 1949, but the Squadron continued to maintain an ever watchful twenty-four hour daily alert, and to stand by water ranges when they were being employed. The Crash Boat Section had six 63 foot Air Force Crash Boats, two 24 foot Crash Boats, the T-29 and YSD-73 actively in operation to carry out its assigned mission, however the two 24 foot boats were used only for shallow water rescue work. These crafts were used on 869 missions for a total of 7,381 hours of boat operation. The greatest part of the missions were for the purpose of clearing the bombing ranges of fishing and other water craft during bombing tests, then standing

by the range for possible crashes or other difficulties that may arise, and serving as observation platforms for test observers.

On 1 October 1949 it was decided that the work load for the Water Transportation Section was insufficient to sustain a need for the personnel and equipment then assigned, so this section was consolidated with Boat Operations Section in order to promote a more efficient utilization of personnel. At this time three steel tugs were laid up with one Airman assigned to each tug for up-keep. In addition to furnishing waterway transportation for Eglin Air Force Base, these 45 foot tugs were used to tow various types of equipment to dry dock, tow targets and aid the Range Construction Section. Of the numerous waterway trips successfully completed, one was made to Birmingham, Alabama with a barge load of scrap metal and another to Tampa, Florida with heavy equipment as a cargo for the 812 Engineers, MacDill Field, Tampa, Florida.

The Boat Operations Section continued to operate five 45 foot steel tugs and barges in order to furnish waterway transportation for this Base. The tugs completed commendably 34 one-way trips hauling 2,013 tons at a cost of $12.50 per ton.

On 2 November 1949, 19 pieces of marine equipment were declared excess to the needs of Eglin Air Force Base and reported as available for transfer. At the time this declaration was made it was assumed that one 45 foot steel tug and one steel barge were sufficient to handle the waterway transportation needs of Eglin Air Force Base, but due to the necessity of periodic dry docking and maintenance, it was discovered that two steel tugs and two steel barges

would be necessary to furnish continuous and commensurable service. Therefore on 30 November 1949, one steel tug and one steel barge was withdrawn from the surplus list constituting a total of 17 pieces of marine equipment excess to the needs of the Base.

The Squadron continued to furnish water transportation to and from Santa Rosa Island until 1 October 1949. The ferry, "William B. Loughborough" was returned to Weekly Bayou about 1 September 1949, and was placed in wet storage with a crew to maintain its up-keep. For the two months of its active operation the ferry made a total of 138 trips; carried 533 passengers and transported 3,404 tons of freight.

The Higgins Boat, J-3411, which had been used as a personnel carrier for the Florosa Guided Missile Site on Santa Rosa Island made a total of 612 one way trips and carried a total of 688 passengers between 1 July and 1 October 1949 previous to its being placed in an inactive status at the Squadron.

Of the 119 Airmen assigned to the Boat Section as operating personnel in July 1949, there were thirty-six working on the tug boats and 8 to operate the Ferry at the Florosa Guided Missile Site. There were also 75 men assigned to the Crash Boat Section to operate six 63 foot Rescue Boats, two 24 foot Rescue Boats, one 63 foot Utility Boat, one self propelled derrick barge and one 45 foot Utility Boat. Records have been initiated by the Boat Operations Section to verify the fact that this section operated these boats for a total of 1,123 boat hours on 156 missions and carried 938 passengers, so that if these facts become questionable they may be minutely presentable.

In addition to operating the boats on missions, the crews were required to perform the numerous necessary services and maintenance while tied to the docks. In order to accomplish this work, the first three grades of enlisted men assigned to the boats worked an average of 66 hours and 20 minutes per week for each week they were present for duty for the month of July 1949. In August 1949, 139 missions were completed with 1,213 boat hours, and the average weekly working hours were 62 hours and 12 minutes for first three graders. In September 1949 the number of missions dropped to 132, and the average hours worked per man dropped to 10 hours and 12 minutes for each day available for duty on a basis of a 51 hour week. In October 1949 the number of missions increased to 162 with a total of 1,400 hours of boat time, however the Tug Section had been consolidated with the Crash Boat Section and three tugs, the ferry and the J-3411 were put in inactive service. This enabled the personnel of the Squadron to be utilized to an extent that the average work day was held to 10 hours for each day available for duty even with the increased work load as an additional burden. The missions totaled 141 and the boat time was 1,264 hours in November 1949 with the average work day per man being 10 hours. In December 1949 missions decreased slightly to 139, boat hours were 1,116, and the work day for crews was a fraction over 10 hours.

The above work hours were computed only for the first three grades assigned to boats, but it is evident that all Airmen assigned this duty worked a comparatively similar work day. It should be noted that the number of personnel assigned to boats dropped from

a strength of 119 July 1949 to 94 on 31 December 1949, and that the average missions per month for this period were 145 within 1,230 boat hours. The condition of overall equipment was slightly under normal standards during the latter part of this period due to the continuous decline of assigned personnel to this Squadron. The personnel of the Squadron have been informed of the non-availability of additional personnel at the present time and of the proposed TO & E which is to be put in effect sometime early in 1950. The morale and efficiency of all boat crews has remained at high level throughout this period.

At approximately 0825 hours, 23 December 1949, a 24 foot Crash Boat and the R-4-738 were dispatched to aid conduct a search for a Corporal William T. Baxley, AF34912493, who was reported as missing this date. He was last seen on 22 December 1949 fishing in a 16 foot skiff under power of an outboard motor in Choctawhatchee Bay with a couple of civilian companions. Staff Sergeant Charles S. Miller, AF14253228 and Corporal Lionel W. Miller, AF12111318 were assigned as crew of the R-4-738 for this mission, and were instructed to proceed to the south shore of Choctawhatchee Bay and search the shallow water areas in and around Indian Bayou, Piney Point and Horseshoe Bayou. At 0900 hours the 63 foot Crash Boat, R-2-704, reported by means of radio, that they were off the mouth of Indian Bayou, and that the R-4-738 had not arrived in this area and had not been seen. At 0925 hours, Corporal Baxley was found safe in Indian Bayou, and then all boats were instructed to commence the remarkably lengthy search for the missing R-4-738 and its crew.

2050

The search continued throughout the daylight hours on 23 December 1949 until 2200 hours, but was temporarily delayed until daylight, 24 December 1949. At 1345 hours, 24 December, an aircraft that assisted in the search reported by radio that he had sighted what appeared to be parts of a boat on the beach approximately one quarter of a mile west of Horseshoe Bayou. The R-2-703 immediatley proceeded to this location and recovered an engine hatch and some floor boards from this area which was later indentified as parts of the R-4-738.

For the following two days the search rallied on with unrelentless surveillance and vigilance from dawn until dusk. At 1200 hours on 27 December 1949, Staff Sergeant John A. Obenchain, a diver assigned to the Squadron, was detailed to make a dive about two thousand yards west of the light off Four Mile Point. The dive was made to investigate a make shift buoy made from a one gallon turpentine can. It had previously been assumed that the can was being employed by some local resident to mark a lost item or a fishing ground. However, upon reaching the bottom, Staff Sergeant Obenchain found the buoy line was tied to the starboard stern cleat of the R-4-738. The boat was raised from a depth of 21 feet and returned to the Squadron Docks. Upon inspection, the R-4-738 was found to have a hole in the bottom on her port side forward of amidships. The hole was approximately ten inches by eighteen inches in size, and apparently had been caused by the boat striking a submerged or floating object. After summarizing the damage sustained, it was assumed that she was traveling at a speed of about 18 or 20 knots when she struck an object compar-

able in size to a piling or log 12 or more inches in diameter.

An inexorable team continued the seemingly fruitless search throughout the following two days until at 1350 hours on the third day, the crew of Rescue Boat number R-2-703 discovered the body of Corporal Lionel W. Miller, AF12111318, from the waters of Choctawhatchee Bay about 3 miles east of Piney Point. It wasn't until at 1105 hours, 31 December 1949, the Air Police found the body of Staff Sergeant Charles S. Miller, AF14253228 washed ashore about 3 miles east of Piney Point. Upon investigation it was found that the normal standard life saving equipment was aboard the R-4-738 on 22 December 1949, and both members of the crew had been well indoctrinated in the use of this equipment and of the water survival procedures.

At the time the R-4-738 was discovered to have been lost on 23 December 1949 and periodically throughout the days spent solely to find the missing Airmen, there was about a 20 knot wind blowing from the North and Northwest causing a considerably choppy surface on Choctawhatchee Bay. This hazardous condition would make it extremely difficult to see a partly submerged object floating on the surface.

All available equipment and personnel in the Squadron were used to conduct the search for the R-4-738 and its crew members, but due to Christmas and reenlistment leaves, the personnel of this organization numbered few though being customarily efficient as they have been trained completed another thoroughly commendable job. Casualty reporting procedures and dispositive records were completed success-

fully and forwarded immediately by the administrative branch of this Squadron.

The organizational Marine Maintenance completed 3092 hours of general maintenance on six 63 foot Rescue Boats, 3638 hours on four 24 foot Rescue Boats, and varied miscellaneous jobs on the J-3411, J-526, J-1258, P-46, and B2 such as dry docking and painting during this reported period. The Maintenance Section in addition undertook the additional burden of performing general repairs on five tug boats, T-29 and YSD. On 24 August 1949, this section was alerted to put the Hurricane Plan into effect. Boats were tied to docks according to plan and all debris was cleared in the surrounding area. All major maintenance items continued to be accomplished by civilian contractors and employees.

In regard to supply, organizational property was accountable on Account M187, and marine technical supplies were accountable on Account M173. However, one Officer served during this period as both organization and as Marine Supply Officer.

Attached as appendices are statistics covering tug and barge trips and freight tonnage hauled, crash boat and ferrying trips and hours of operation and numbers of passengers carried. These statistics show a decline in figures pertaining to Ferry and Tug and Barge trips, but in reference to Crash boats it shows a slight increase for the previous six month period.

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APPENDIX NUMBER I

Guided Missiles Project, Florosa to Santa Rosa

Ferry Boat (Lt. Col. William B. Loughborough)

MONTH	MISSIONS, ONE WAY	HOURS	PASSENGERS	FREIGHT TONS
July	78	68	218	1414
August	60	144	317	1990
TOTALS	138	212	535	3404

J-3411 (Mine Boat)

MONTH	MISSIONS, ONE WAY	HOURS	PASSENGERS
July	300	744	250
August	93	320	344
September	240	730	198
TOTALS	811	1794	892

The above project was closed as far as Boat Operation was concerned on 1 October 1949.

APPENDIX NUMBER II

Crash Boat Section

MONTH	MISSIONS	HOURS	PASSENGERS
July	156	1123	938
August	130	1213	300
September	139	1365	92
October	162	1400	10
November	141	1364	170
December	139	1116	21
TOTALS	867	7581	1545

The above figures represent all types of missions, alert, range, stand-by, salvage, rescue, SB-3 (40-miles off-shore), and search missions for boats and/or personnel.

APPENDIX NUMBER III

Tugs and Barges

MONTH	ONE WAY TRIPS	TONS TOWED
July	6	238.60
August	5	938.60
September	4	198.00
October	6	38.00
November	7	394.25
December	6	281.25
TOTALS	34	2,013.30

The above figures do not include other missions done by tugs such as towing targets in the Gulf, towing equipment to dry dock, towing barges in salvage operations, towing heavy equipment to Birmingham, Alabama, and to Tampa, Florida.

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SEMI-ANNUAL HISTORY

1 January 1950 to 30 June 1950

3201ST BOAT SQUADRON

3201st AIR BASE GROUP

Eglin Air Force Base, Florida

SQ RESC-B-3201-HI
1 JAN-30 JUN 1950
Cop. 1

MICROFILMED
4919-132

Part 1
3201st Boat Squadron Semi-Annual History 1 Jan to 30 Jun50

SECURITY INFORMATION
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REPORTS CONTROL SYMBOL

APG-HIS-UI

3201ST BOAT SQUADRON

3201st AIR BASE GROUP

Eglin Air Force Base, Florida

Semi-Annual History

1 January 1950 to 30 June 1950

JAMES T HEENE
First Lieutenant, USAF
Historical Officer

In Reference to:

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AF REG. No. 210-3, 14 December 1948

APG REG. No. 210-5, 22 June 1948
as ammended by 5A, 30 March 1949

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CHRONOLOGICAL LIST OF IMPORTANT DATES

6 January 1950	B-50 Crashed in Choctowhatchee Bay, rescue Squad arrived 7 minutes after the crash.
10 January 1950	Tug and Barge hauled 353,800 pounds of coal from Pensacola, Florida to Eglin Air Force Base, Florida.
10 January 1950	Body of Aerial Engineer removed from nose section of crashed B-50 in Choctowhatchee Bay
11 January 1950	Body of second airman removed from tail section of crashed B-50 in Choctowhatchee Bay
12 January 1950	Complete Wing Section with number 1, 2, and 3 engine and the tail section of the crashed B-50 was removed from the Choctowhatchee Bay and delivered to Eglin Air Force Base.
28 January 1950	Tug and Barge made a trip to Mobile, Alabama carring 110,000 pounds of miscellaneous cargo for Air Corps Supply
10 February 1950	Received one crash boat R-2-718 from Brookley Air Force Base, Alabama on a loan basis.
17 February 1950	Two fire trucks were brought in by barge and a cargo of Salt Water was secured for use in the Climatic Hanger.
21 February 1950	Two alert boats R-4-772 and R-4-740 were turned into Air Corps Supply as repairable.
7 March 1950	R-2-703 returned from dry dock Runyon's Pensacola (New Engines)
9 March 1950	R-2-698 returned from dry dock Runyon's Pensacola (New Engines)
13 March 1950	Two Tugs and Barges hauled 220,000 pounds of cargo consisting of hangers from Mobile Alabama to Eglin Air Force Base, Florida.
15 March 1950	Ferry Lt. Col Loughborough returned from dry dock Runyon's Pensacola
27 March 1950	R-2-704 received from dry dock Runyon's Pensacola (New Engines)
10 April 1950	R-4-738 turned into salvage as non-repairable
10 April 1950	U-7-816 T-Boat was received as a replacement for T-Boat U-7-814.

10 April 1950	WOJG James F Walton Jr. signed Consolidated Memorandum Receipt as Squadron Supply Officer.
24 April 1950	Four Tugs, nine barges, one T-Boat and two J-Boats were turned in to Mobile Air Material Area, Brookley Air Force Base, Alabama as Excess.
24 May 1950	One Tug and Barge hauled 10,000 pounds of cargo consisting of Gliders from Mobile, Alabama to Eglin Air Force Base, Florida.
13 June 1950	Fishing Boat "Reveille" from Destin, Florida was found in distress on range 30 and was taken in tow and returned to its home port.
26 June 1950	Alert boat R-2-704 picked up two patients from the USS Olsen and delivered them to the Medical Personnel at Weekly Bayou Docks.

AF - Air Force

B - Bomber

J - Jolly Boat

JAAFAR - Joint Army Air Force Adjustment Regulation

P - Patrol Boat

T - Tow Boat

YSD - Yard Salvage Derrick Boat

NARRATIVE HISTORY

During the period from 1 January 1950 to 30 June 1950 this Squadron continued to carry out its assigned mission of Sea Rescue. Transportation of various supplies by water for Eglin Air Force Base maintaining absolute clearance of water bombing and gunnery ranges throughout actual bombardment and firing, and the prooftesting of marine equipment.

The squadron is housed in temporary barracks and buildings in a small area located compactly around the docks on Weekly Bayou, Eglin Air Force Base, Florida.

Captain Robert Miller was in command of the squadron throughout this period.

At 1400 hours on 6 January 1950 a B-50 bomber crashed in the Choctowhatchee Bay approximatley 2 miles north and slightly west of Destin Bridge. The alert boat R-2-694, M/Sgt James L. Holland Master, proceeded to the crash, rescuing 9 of the planes 11 crew 7 minutes after the plane hit the water. The remaining two crewmen were trapped in the wreckage and drowned. The salvage officer 1st Lt., W. A. Roach immediately commenced salvage operations to recover the bodies of the two drowned airmen and wreckage. The YSD U-19-1008, T/Sgt Melvin A. Baldwin, Master, proceeded to the crash area. Salvage operations were conducted approximately 14 hours a day during the period 6 January 1950 to 12 January 1950. The body of the aerial engineer was recovered by the divers from the nose section of the plane on 10 January 1950. The body of the other airman was recovered from under the tail section of the plane on 11 January 1950. Salvage of the wreckage continued and the complete wing section with number 1, 2, and 3 engine and the tail section was raised 12 January 1950, And Delivered to Eglin AFB.

On 14 May 1950, the alert boat R-2-714, T/Sgt J Rex Watson, Master, received notice of a small boat adrift in Choctawhatchee Bay on Range 54. Two persons in the boat were set ashore at White Point.

On 13 June 1950, alert boat R-2-707, S/Sgt Charles R Ennis, Master on mission on range 36, received call from aircraft that a fishing boat had not cleared the area. The boat was the "Reveille" out of Destin, Florida which had been having engine trouble. This boat had been in the Gulf for approximately 27 hours and was out of food and water. The boat was taken in to and returned to its home port.

On 28 June 1950, alert boat R-2-704, M/Sgt Theo Shaw, Master, was dispatched to pick up two patients from USS Olsen, transfer of the patients was made at sea approximately 7 miles from Choctawhatchee Bay pass and patients delivered to Medical Personnel at the docks in Weekly Bayou.

The squadron continued to maintain a watchful twenty-four hour daily alert, and to stand by water ranges when they are being enploued. The crash boat section had six 63 foot AF Crash boats.

Received one more crash boat from Brookley AF,Base, Alabama on a loan basis on 10 February 1950. These craft were used on a tot l of 703 missionsfor a total of 6,086:15 hours of boat operations. The greatest part of these missions were for clearing bombing ranges of fishing and other water craft during bombing tests, then standing by the ranges for possible crashes or other possible difficulties that may arise, and serving as observation platforms for test observers.

There were also assigned two twenty four foot rescue boats which were not utilized due to maintenance difficulties. These craft were turned in for maintenance and repair 24 April 1950. Boat Operations Section operated with an average of 102 personnel during this period. These personnel operated seven assigned crash boats, one Tug and Barge, one 67 foot Utility Boat, one self propelled derrick barge, and one 45 foot Utility boat, in addition to operating boats on assigned missions the crews were required to perform necessary service and maintenance on all craft tied to the docks. All personnel assigned were also required to perform the routine squadron details as well as special projects assigned.

Special projects assigned included honor guards as military funerals, construction of recreation park at Bens Lake Housing area and construction of safety zone and lifeguard platform at Officers Beach Club.

Overall condition of marine equipment is fair considering its age. Condition has improved considerably during this period due to attentiveness of the crews assigned to service and Maintenance.

On 24 April 1950, four tugs, nine barges, one T boat and two J boats were turned in as excess to Mobile Air Material Area, Brookley Air Force Base, Alabama. There remained assigned to the squadron one steel barge for primary use as waterway transportation A T boat, the U-7-816 was received 10 April 1950 as a replacement for the T boat, the U-7-814, which later was turned in as indicated above on 24 April 1950. All Utility boats were assigned to this Section in June 1950, and the name changed to Utility Section.

The 110 foot Ferry boat, Lt Col William B Loughborough formerly used as a ferry for personnel and equipment at Santa Rosa Island Guided Missile Site, which was placed in wet storage with pickled

engines approximately 1 September 1949, remained in wet storage awaiting disposition.

During the period January to June 1950, this section participated in salvage operations on B-50 aircraft which crashed on 6 January 1950. On 10 January 1950, tug and barge hauled 353,800 pounds of coal from Pensacola, Florida, to Eglin AF Base, Florida. On 16 January 1950 tug and barge completed mission hauling obsolete ammunition into the Gulf. Seven missions were performed in the Gulf assiting in placing targarets on water ranges. On 28 January 1950, tug and barge made a trip to Mobile, Alabama carrying 110,000 pounds of miscellaneous cargo for Air Corps Supply. On 17 February 1950, two fire trucks were hauled by barge, and a cargo of Salt Water from the Gulf was secured for use in the Climatic, Hanger. On 13 March 1950, twotugs and barges hauled 220,000 pounds of cargo consisting of hangers from Mobile, Alabama to Eglin AF Base, Florida. On 24 May 1950, one tug and barge hauled 10,000 pounds of cargo consisting of Gliders from Mobile to Eglin.

Various other missions, towing equipment, targarets and vessels were performed. This haulage by waterway proved to be approximately only one third of the cost. All cost considered of haulage from railhead at Crestview, Florida by truck.

In June the pile driver barge was transfered from range construction to the boat squadron and was assigned as a part of the Utilities Section.

A total of twenty five missions were performed hauling 365.4 tons of various cargoes. All cargo missions were performed by one tug and barge with the exception of one trip in wh'ch two vessels were used. A total of four enlisted personnel only were assigned and available for use in waterways transportation. These men are also utilized in other assignments with the Utilities Section.

During the period covered by this report a new Supply Officer WOJG James F Walter Jr.,AW2125595, was appointed. A physical inventory was taken on all property assigned on memorandum receipt The new supply officer signed the Consolidated Memorandum Receipt on 10 April 1950.

There have been no particular problems encountered and routine and emergency requisitions have been handled by Base Supply in a commendable manner. Technicla Supply has endeavored to turn in all property that is of no value to this organization.

The two previous memorandum receipt accounts, 187 and 173 have been consolidated into one account M-173. This action required paper work mainly that property on the old account had to be given a voucher number showing dropped from one account and then picked up with a voucher number charging property to the new account.

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APPENDIX NUMBER I

January 1950---114 Missions

1 Crash: B-50 crashed in Choctowhatchee Bay 6 January 1950. 9 of the crew of 11 were rescued by alert Boat R-2-694, 7 minutes after the plane hit the water, the other two crew members were drowned and bodies recovered by our divers on 8 January 1950.

BOATS OUT OF COMMISSION IN DRY DOCK

R-2-704	10 January 1950
R-2-707	23 January 1950
U-8-825	26 January 1950
U-8-826	26 January 1950

February 1950---109 Missions

BOATS OUT OF COMMISSION IN DRY DOCK

Ferry Lt Col Loughborough	16 February 1950
R-2-703	16 February 1950
R-2-698	27 February 1950

March 1950---214 Missions

April 1950---124 Missions

MARINE EQUIPMENT TURNED IN TO BROOKLEY AF BASE, ALA. AS SURPLUS

BOATS	TUGS	BARGES
U-7-814	U-8-544	U-55-1069
U-54-1068	U-8-567	U-15-1-70
U-50-1075	U-8-905	U-15-978
	U-8-906	U-15-984
		U-56-1071

APPENDIX NUMBER II

1 January 1950 through 30 June 1950

CRASH BOATS

Boat No.	Labor hours Marine Maintenance	Contract dry docking Hours out of service
R-2-694	350	168
R-2-698	257	80
R-2-703	377	128
R-2-707	248	128
R-2-704	229	160
R-2-714	264	64
R-2-724	537	200
Total	2282	Total 928

APPENDIX NUMBER III

UTILITY BOATS

Boat No.	Labor hours Marine Maintenance	Contract dry docking Hours out of service
U-8-822	228	None
U-7-816	346	128
U-19-1008	436	80
U-12-950	276	40
U-59-1073	50	80
U-15-981 (Barge)	None	None
U-55-1072	24	40
U-54-1068	131 (Dry dock Eglin)	None
Total	1491	Total 368
	2282	928
Grand Total	3773 Hours	Grand Total 1296 Hours

APPENDIX NUMBER IV

The following boats were turned in as surplus 25 April 1950.-

TUGS	BARGES	UTILITY BOATS
U-8-820	U-15-978	U-51-1074
U-8-823	U-15-984	U-51-1075
U-8-825	U-55-1069	
U-8-826	U-15-1070	
	U-56-1071	
	U-16-999	
	U-16-1000	
	U-16-1001	
	U-16-1003	

APPENDIX NUMBER V

DATE	BOAT NO.	BARGE	DESTINATION	CARGO	TONAGE
7 Jan 50	U-8-822	B-60	B-50 Wreckage		
8 Jan 50	U-8-822	B-60	B-50 Wreckage		
8 Jan 50	U-8-823	Crane	B-50 Wreckage		
9 Jan 50	U-8-822	Diving	B-50 Wreckage		
9 Jan 50	U-8-823		B-50 Wreckage		
10 Jan 50	U-8-822	U-15-981	Pensacola, Fla.	Coal	353,800lbs
16 Jan 50	U-8-822	U-8-826	Destin, Bridge		
16 Jan 50	U-8-826	Targaret	In Gulf		
17 Jan 50	U-8-822	Targaret	In Gulf		
18 Jan 50	U-8-822	Targaret	In Gulf		
18 Jan 50	U-8-825	Targaret	In Gulf		
19 Jan 50	U-8-825	Targaret	In Gulf		
19 Jan 50	U-8-822	Targaret	In Gulf		
28 Jan 50	U-8-822	U-15-978	Mobile, Ala.	For Air Corp Supply	110,008 lbs
6 Feb 50	U-8-825	Pile Driver	Valpariso		
17 Feb 50	U-8-822	B-60	In Gulf	Salt Water Tanks	8,000lbs
17 Feb 50	U-8-825	Targaret	In Gulf		
20 Feb 50	U-8-822	Tow J-526	Florosa		
21 Feb 50	U-8-822	Targaret	In Gulf		
13 Mar 50	U-8-822	B-7	Mobile, Ala.	Hanger	110,000lbs
13 Mar 50	U-8-825	B-60	Mobile, Ala.	Hanger	110,000lbs
24 Mar 50	U-8-822	188			
		1889			
		T-29	Mobile, Ala.		
6 May 50	U-8-822	U-15-981	Mobile, Ala.	Hanger	25,000lbs
10 May 50	Crash Boat	R-2-703	Pensacola, Fla.		
10 May 50	U-8-822		Pensacola, Fla.		
24 May 50	U-8-822	U-15-981	Mobile, Ala.	Gliders	10,000lbs

Sq-RR-3-HI
Sept-45

7830-25

MICROFILMED

2192

SQ-RR-3-HI
SEPT 1945

THIRD MOBILE R & R SQUADRON
Office of the Commanding Officer
APO 559 U. S. Army

30 September 1945.

SUBJECT: Unit History.

TO : Commanding Officer, AAF Station F-157, APO 559, U. S. Army.

I. In compliance with Eighth Air Force Memorandum 80-5, dated 4 July 1944, as amended by Eighth Air Force Memorandum 80-5a, dated 28 October 1944, the following Unit History is submitted.

II. General Comments.

1. During the month of September this squadron has undergone a complete change of personnel. As of 1 September 1945, the total strength was 51 Enlisted Men and 2 Officers. By 3 September the Squadron was nothing more than a paper organization having a total strength of one Enlisted Man and one Officer.

2. On 3 September 1945, the Squadron was transferred from AAF Station 505 to AAF Station 470, per par 1, GO 1207, Headquarters 3d Air Division, dated 30 August 1945. The organization departed Station 505 at 1300 hours and arrived AAF Station 470 at 1530 hours. The Officer was placed on TDY with the 8th Mobile Reclamation Squadron.

3. The Squadron was once again transferred on 18 September 1945, from Station 470, departing at 1250 hours, to AAF Station F-157, arriving there at 1320 hours, per par 1, Go 1214, Headquarters 3d Air Division, dated 16 September 1945, for the purpose of being the administrative agency for the holding party at AAF Station F-157.

4. Two days later 128 Enlisted Men and 12 Officers, mostly low point men, were assigned from the following organizations: Headquarters and Base Service Squadron, 440th Air Service Group 49 Enlisted Men and 7 Officers; 690th Air Materiel Squadron, 34 Enlisted Men and 2 Officers; 866th Air Engineering Squadron, 18 Enlisted Men and 2 Officers; 350th Fighter Squadron 7 Enlisted Men; 351st Fighter Squadron, 5 Enlisted Men; 352d Fighter Squadron, 8 Enlisted Men; and 352d Fighter Squadron, 6 Enlisted Men and one Officer.

5. On 27 September 1945, 50 Enlisted Men were assigned to this Squadron from the following organizations: 10 from 858th Chemical Company (AO), 10 from 871st Chemical Company (AO), 10 from 874th Chemical Company (AO), 10 from 878th Chemical Company (AO), 5 from 352d Fighter Squadron, 4 from 350th Fighter Squadron, and 1 from Hq Det, 353d Fighter Group.

6. Ten Enlisted Men were assigned the following day making the total strength of this organization, 189 Enlisted Men and 40 Officers as of 28 September 45.

7. Major HAROLD P. LATTIN, AC, assumed command 20 September vice 1st Lt GEORGE W. HUBBARD, AC, relieved. Command once again changed hands on 28 September 1945, when Lt. Col. DAVID N. BOLING, CAC, assumed command vice Major HAROLD P. LATTIN, relieved.

For the Commanding Officer:

GEORGE W. HUBBARD,
1st Lt, Air Corps,
Unit Historian.

730

History 10/45

4-4926-4

SQ-R+R-3-HI
Oct 1945

SUBJECT: Unit History.

1. In accordance with [illegible], the following Unit History is submitted.

2. [illegible]

3. During the month of October 1945, this Squadron was engaged in [illegible]. As of 1 October 1945 the total personnel was 3 Officers and 25 Enlisted Men, and 3 Officers and 25 Enlisted Men at close.

4. Maj. [illegible] relinquished command of the Squadron to Maj. [illegible] A 3 October vice Lt. Col. [illegible], who was transferred to Headquarters VIII Fighter Command.

5. The enlisted [illegible] 1 October 1945, [illegible] total enlisted personnel to 127.

6. During the period 30 Sept.-7 October 1945, personnel of [illegible] were on temporary duty [illegible] were eliminating the [illegible] units. This was completed on short notice [illegible] and [illegible]. During this period all personnel were working in the Officers' Club, which was quite a [illegible], but difficulties were [illegible] changed with the arrival of [illegible] 1945.

7. 12 October 1945 Lt. Col. [illegible] signed the [illegible] Commanding Officer and, Colvin.

8. [illegible] took place on 29 October 1945, when 13 Officers and 119 Enlisted Men were transferred from the squadron, leaving a total of 3 Officers and 107 Enlisted Men. Only minor changes took place after 29 October 1945. Total strength on 31 October 1945 was 26 Officers and 117 Enlisted Men.

For the Commanding Officer:

[illegible]
1st Lt., AUS
Unit Historian.

5-2129-27

SQ-R+R-4-HI
23 Oct 1943-
Aug 1945

DECLASSIFIED
DOD DIR 5200.9

2200

HISTORY OF

4th MOBILE RECLAMATION & REPAIR SQ

S-2129-27

I N D E X

A. ORIGINAL UNIT

B. CHANGES IN ORGANIZATION _

C. STRENGTH, COMMISSIONED AND ENLISTED

D. STATIONS (PERMANENT OR TEMPORARY) OF UNITS OR PARTS THEREOF

E. MARCHES

F. CAMPAIGNS

G. BATTLES

H. COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS

I. LOSSES IN ACTION: OFFICERS AND MEN

J. FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION

K. PHOTOGRAPHS OF PERSONNEL: IMPORTANT SCENES OR EVENTS

-o-O-o-

A. ORIGINAL UNIT:

(1) Designation.
(2) Date of Organization.
(3) Place of Organization.
(4) Authority for Organization.
(5) Sources from which personnel was obtained.

- o - O - o -

(1) Designation: The unit was originally designated the 3015th Mobile Reclamation and Repair Squadron (Provisional), and was organized under the Bradley Manning Table which authorized 6 officers and 185 enlisted men.

(2) Date of Organization: 23 October, 1943.

(3) Place of Organization: Third Strategic Air Depot, Army Air Forces Station 505, APO 635, c/o Postmaster, New York.

(4) Authority for Organization: Par 1, GO 42, Hq VIII Air Force Service Command, AAF 586, c/o Postmaster, New York, dated 21 October, 1943.

(5) Sources from which Personnel was obtained: Original personnel of two officers and four enlisted men assigned from other units stationed at AAF 505. Two other officers were assigned from units on the station during the month of October. Full strength was obtained through transfer of officers and men from other units on station and from replacement control depots.

B. CHANGES IN ORGANIZATION:

Changes in the designation of units, transfer of unit from one regiment to another as a unit, or changes due to changes in Tables of Organization.

-o-O-o-

(1) Change in Designation and T/O: Par 3, GO 52, Hq. VIII Air Force Service Command, dated 1 November, 1943, inactivated the 3015th Mobile Reclamation and Repair Squadron (Provisional) and personnel and equipment of this unit was transferred to the newly activated 4th Mobile Reclamation and Repair Squadron which was organized under tentative T/O 1-859, authorizing 10 officers, 1 warrant officer, and 184 enlisted men.

(2) Change due to switch to Bradley Plan: On 1 January, 1944, the Bradley Plan of divisional operation was put into effect at the Third Strategic Air Depot. Personnel of the 4th Mob R & R Sq were placed on DS with one of four squadrons--each of which was to serve one of the four divisions.

On 2 January, 1944, the following assignments were thus made:

7 Officers on DS to 305th Dep Rep Sq
67 EM on DS to 305th Dep Rep Sq
43 EM on DS to 46th Hq Sq
31 EM on DS to 93rd Dep Sup Sq
11 EM on DS to 52nd Sta Comp Sq
3 EM carried on M/R as "present."

On 3 January, 1944, two of the three EM carried as "present" were placed on DS to the 305th and the third was transferred on 11 January, 1944.

As of the 11th, January, 1944, all officers and enlisted men were on DS to one of the four "division" squadrons under provisions of the Bradley Plan. Total strength at this time was 7 officers and 154 EM.

(3) Change due to change in T/O: In accordance with Par 1, Section II, GO 13, Hq. VIII Air Force Service Command, dated 24 August, 1944, the 4th Mob R & R Sq was reorganized in accordance with T/O & E 1-3598-(3), dated 5 April, 1944, with an authorized strength of 7 officers, 1 warrant officer, and 175 enlisted men.

B. CHANGES IN ORGANIZATION:

(4) Change in Designation: 4th Mobile Reclamation & Repair Squadron was redesignated to 4th Mobile Reclamation & Repair Squadron, Heavy per secret letter, Hq USSTAF, subject: Redesignation of Certain AAF Units, dtd 14 November 1944, file 322.

(5) Orgn reld fr asgmt to 8th AF, asgd to 8th FTR COMD further asgd further asgd to 8th AFSC eff 16 July 45 pp 2 GO 119 Hq 8th AF dtd 16 July 45.

(6) Orgn reld fr asgmt to 8th AFSC and atchd to 8th ATSC (Prov) 20 July 45 Sec 2 pp 1 GO 13 Hq 8th Ftr Comd.

(7) 12 Aug 45 - 4th Mbl R&R Sq (Hv) AC reld fr atchmt to VIII ATSC (Prov) and asgd to 3d Air Div par 5 GO 17 Hq VIII FC OCG.

(8) 21 Aug 45 - APO change this sta 636 to 559.

C. STRENGTH, COMMISSIONED AND ENLISTED.

(1) At Beginning of each period.
(2) Net increase each month.
(3) Net decrease each month.
(4) At end of period.

- o - O - o -

Note: 3015th Mob R & R Sq (Prov) redesignated 4th Mob R & R Sq effective 1 November 1943.

	Oct '43	Nov '43	Dec '43	Jan '44	Feb '44	Mar '44	Apr '44	May '44	Jun '44	Jul '44	Aug '44	Sep '44
Beginning of Period	4	4	249	155	182	225	237	241	231	228	209	208
Net Increase	0	245	0	27	43	12	4	0	0	0	0	44
Net Decrease	0	0	94	0	0	0	0	10	3	19	1	0
At end of Period	4	249	155	182	225	237	241	231	228	209	208	252

OFFICERS

	Oct '43	Nov '43	Dec '43	Jan '44	Feb '44	Mar '44	Apr '44	May '44	Jun '44	Jul '44	Aug '44	Sep '44
Beginning of Period	2	4	9	7	9	8	10	10	9	8	7	5
Net Increase	2	5	0	2	0	2	0	0	0	0	0	1
Net Decrease	0	0	2	0	1	0	0	1	1	1	2	0
At end of Period	4	9	7	9	8	10	10	9	8	7	5	6

C. STRENGTH, COMMISSIONED AND ENLISTED (cont):

ENLISTED MEN

	Oct '44	Nov	Dec	Jan '45	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Beginning of Period	252	225	228	210	181	157	159	135	177	169	199	
Net Increase	0	3	0	0	0	2		42		30		
Net Decrease	27	0	18	29	24	0	24		8		120	
At end of Period	225	228	210	181	157	159	135	177	169	199	79	

OFFICERS

	Oct '44	Nov	Dec	Jan '45	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Beginning of Period	6	6	7	5	6	7	6	5	6	5	3	
Net Increase	0	1		1	1	0		1				
Net Decrease	0	0	2	0	0	1	1		1	2	1	
At end of Period	6	7	5	6	7	6	5	6	5	3	2	

D. STATIONS (PERMANENT OR TEMPORARY) OF UNIT OR PARTS THEREOF:

(1) Date of arrival at each station.
(2) Date of departure from each station.

- o - O - o -

(1) The 4th Mob R & R Sq (originally the 3015th Mob R & R Sq (Prov)) was activated at AAF Station 505, APO 635, c/o Postmaster, New York. The APO number of AAF Station 505 was changed from APO 635 to APO 636 on 20 March, 1944.

E. MARCHES:

(1) Purpose.
(2) Length of daily march.
(3) Points between which marched with dates.
(4) Condition of roads and weather.
(5) Remarks (other pertinent data).

- o - O - o -

F. CAMPAIGNS:

(1) Name.
(2) Duration.
(3) Purpose.
(4) Authority ordering.

- o - 0 - o -

G. BATTLES:

(1) Name.
(2) Place.
(3) Date.
(4) Campaign of which battle was a part.
(5) Forces Engaged.
(6) Result.

- = o - O - o - -

H. COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS.

(1) Engagement.
(2) Name (if different officers commanded in same engagement, mention each, with the hours of change).

I. LOSSES IN ACTION; OFFICERS AND MEN.

(1) Engagement.
(2) Names.
(3) Killed.
(4) Wounded.
(5) Missing.
(6) Taken Prisoner.

J. FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION.

(1) Engagement.
(2) Names.
(3) Act.
(4) Reward.

K. PHOTOGRAPHS OF PERSONNEL; IMPORTANT SCENES OR EVENTS.

Maj Conaway

SECRET

HEADQUARTERS
VIII AIR FORCE SERVICE COMMAND
APO 633

G-FR

SECRET
Auth: CG VIII AFSC
Initials
Date:
AAF-586

#1

200.2 x 400.161

SUBJECT: Unit Serial Numbers.

TO : Commanding Officer, 4th Mobile [illegible] Sq, AAF-505, APO 635.

1. This is in reference to Administrative Circular #98, Hq, SOS, ETOUSA, dated 19 December 1943.

2. Unit Serial Number 51339 is assigned to your organization.

By command of Brigadier General KNERR:

FRANK ROGERS,
Capt, AGD,
Adjutant General.

S-749

SECRET

- 1 -

#1

5863

3216

HEADQUARTERS
3d STRATEGIC AIR DEPOT
AAF 505 APO 636

314.7 Z-WRK/dhk
6 January 1945

SUBJECT: Shortage of Organizational Records.

TO : Commanding Officer, 4th Mobile Reclamation & Repair Squadron Heavy, AAF Station 505, APO 636, US Army.

1. A comprehensive survey and inventory reveal the following shortages of basic organizational records of your unit now on file in this headquarters:

~~Classified files~~ Daily Sick Report

2. It is desired that a thorough search be initiated by you to locate such records and same be turned over to the Station Personnel Section for file.

By order of Colonel GIST:

O. L. HILLSMAN,
MAJOR, AIR CORPS,
ADJUTANT.

1st Ind. MFC/bmw

Commanding Officer, 4th Mobile Reclamation & Repair Squadron Heavy, AAF Station 505, APO 636, US Army, 10 Jan 1945.

TO: Commanding Officer, Headquarters, 3d Strategic Air Depot, AAF Station 505, APO 636.

1. Maj. Conway has been in command of the Squadron since 14 May 1944, when he assumed command vice Capt. Thomas H. Roth, relieved.

2. On 2 January 1944 this Squadron went into operation under the Bradley Plan. All organizational records were turned over to the Base Personnel Officer with the exception of the contents of a small cardboard box which was sealed and stored with the Base QM.

3. Shortly after 14 May 1944, Capt Roth turned over to Maj Conway the receipt for the box at the Quartermaster. Inspection by Maj. Conway of the contents of this box failed to produce the missing Daily Sick Reports.

4. The box was resealed and the receipt turned over to the Chief of Administration for safekeeping.

5. The Chief of Administration has since drawn the box from the Quartermaster and has inventoried and filed the contents in the inactive records section of his office.

M. F. CONWAY,
Major, Air Corps, Cmdg.

SECRET

HEADQUARTERS
SERVICES OF SUPPLY
EUROPEAN THEATER OF OPERATIONS

SECRET
Auth: CG SOS
Initials [illegible]
Date 19 Nov 1943

RHC/hgh

File: AG 200.2x400.161 (Cent MRU)

APO 871
19 Nov. 1943

SUBJECT: Unit Serial Numbers

TO : Commanding Officer, 4 Mobile R R Squadron, APO 564, U.S. Army.

1. Unit serial numbers as listed below are assigned to units of your command in accordance with Headquarters SOS, ETOUSA, Administrative Circular No. 71, dated 22 September 1943.

4 Mobile R R Squadron 51339

2. Advance detachments and detachments will be numbered the same as the parent organization except that the abbreviations "Adv Det" and "Det" will be suffixed.

3. Organizations concerned will be notified by your headquarters.

For the Commanding General:

Robert H. Garretson

ROBERT H. GARRETSON
Major, A. G. D.,
Central Machine Records Unit

#1

SECRET

SQRESC-B-5612-HI
OCT 1948-24SEP1949

2-8007-18B

2076

HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

DESIGNATION SHEET

COMMAND - - - - - - - - - - - - - - - CARIBBEAN AIR COMMAND

SQUADRON - - - - - - - - - - - - - - 5601ST AIR BASE SQUADRON

SQUADRON - - - - - - - - - - - - 5612TH RESCUE BOAT SQUADRON

BASE - - - - - - - - - - - - - - HOWARD AIR FORCE BASE, CZ.

Period: 1-24 September 1949

The Classification of this history has been checked.

CLAUDE H. DRAKE
WCJC, USAF
Commanding

D-7007-184

HISTORICAL DATA

HEADQUARTERS, 5612TH RESCUE BOAT SQUADRON
HOWARD AFB, CANAL ZONE

Period: 1-24 September 1949

CLAUDE R. DRAKE
WOJG, USAF
Commanding

HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

SEPTEMBER 1949

Organisational strength as of 24 September 1949 was one Officer, and 66 Enlisted Men.

This organization was relieved from assignment to 23rd Fighter Wing, Howard AF Base, Canal Zone and attached to 5601st Air Base Squadron, Howard AF Base, Canal Zone for all purposes per section two, General Order 69, Headquarters Caribbean Air Command, Albrook Air Force Base, Canal Zone, dated 7 September 1949, effective 2359, 12 September 1949.

The mission of this organization has as yet not been changed from that of sea search and rescue primarily, however the secondary mission has necessarily been curtailed as to provision for recreational facilities for personnel of this command because of acute personnal and equipment shortages. Such water transportation as may be necessary is still being furnished.

Organizational supply situation was largely routine during the preceeding period, major accomplishment thereof was the total equippage of all personnel in regards to mandatory clothing allowances.

First and second echelon maintenance performed on all engines aboard boats of this squadron was of a routine nature. Major accomplishment in the maintenance category was completion of rewiring on USAF Rescue Boat P-509, which had heretofore presented a formida-

2079

ble problem in complying satisfactorily with safety standards aboard cited boat. Routine dry docking was accomplished by USAF Boats P-507 and P-508.

The follow-up inspection to determine accuracy of answers submitted by this organization in return to "Report of Quarterly Inspection of 5612th Rescue Boat Squadron" which had been conducted by the team from Inspector General on 28 and 29 July this year, cited in last month's History, was accomplished on 2 September, however no return or report of inspection has yet been received by this squadron.

Training was of a routine nature with no exceptional efforts or accomplishments noted in that direction.

Promoted were one Sergeant to Staff Sergeant, three Corporals to Sergeant, and ten Privates First Class to Corporal.

Morale within this organization remains high with little or no trouble along that line anticipated.

Two pass violations were reported during the preceding period, so far the lowest percentage of violations incident to operation of this organization for any one given reporting period.

Activity in relation to accomplishment of mission is as follows: 3-missions of an administrative, evacuation or alert nature; 4 recreational and/or transportation trips.

2080

trainees at said school failed to arrive. No alternate date has been set for commencement of school.

Promotions in this organization effective 1 June 1949, the first since 21 December 1948, were as follows:

9 EM promoted to Staff Sergeant.

7 EM promoted to Sergeant.

1 EM promoted to Corporal.

Promotions recommended during the preceding month to be effective on 1 July 1949 were as follows:

2 EM to be promoted to Staff Sergeant.

4 EM to be promoted to Sergeant.

3 EM to be promoted to Corporal.

Morale has been on a constant level during the past month, appearing to be on a lateral basis with other organizations of similar size and mission.

Violations appeared to be dropping off to a considerable extent; only 2 cases of punishment under AW 104 are recorded for June.

Activity: 14 trips of an emergency, alert, or administrative nature were made by boats of this activity during the month. 16 trips recreation trips were made for personnel of the command.

HISTORICAL DATA

5612TH AIR BASE BOAT SQUADRON

DESIGNATION SHEET

COMMAND: - - - - - - - - - - - CARIBBEAN AIR COMMAND

WING: - - - - - - - - - - - - - 23D FIGHTER WING

UNIT: - - - - - - - - - [illegible]-RESCUE BOAT [illegible]

Period: 1-31 August 1949

HISTORICAL DATA

HEADQUARTERS, 5612TH RESCUE BOAT [illegible]
HOWARD AFB; CANAL ZONE

Period: 1-31- August 1949

CLA[illegible]. DRU[illegible]
MCJG, [illegible]
Commanding

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HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

AUGUST 1949

This organizations strength as of 31 August 1949 was one officer, and 79 Enlisted Men.

The organizational mission remains that of sea search and rescue primarily with secondary mission of providing recreational and transportation facilities for personnel of this command.

Supply within the organizatio has been the scene of numerous difficulties met and overcome, difficulties in procural of clothing were considered paramount. It is expected that closer cooperation between representative of this squadron and those of the Base Consolidated Property Officer will result in greater efficiency in accomplishment of the supply mission.

Wiring aboard the 85 foot USAF Rescue Boat (-500) presented a definite problem, being faulty and inadequate, thereby constituting a hazard to the safety and morale of persons assigned aboard. A solution was effected by calling specialists from Howard AF Base to assist in repair of this condition, and a complete and satisfactory accomplishment is anticipated within approximately 2 weeks. With the one exception noted above, maintenance was of a routine nature.

Preparations have been made to preserve 6 boats assigned to the organization, three (3) surplus 42 foot Inshore Rescue Boats and three (3) 40 foot recreational boats because extreme shortages of personnel have made it impractical to continue to maintain and operate them.

Notification was received that a follow-up inspection was to be conducted by a team from Inspector General on the 30th of this month to determine accuracy of answers submitted by this organization in return to "Report

2085

of Quarterly Inspection of 5612th Rescue Boat Squadron which had been conducted by the team from Inspector General on 28 and 29 July this year. Team failed to inspect on 30th as anticipated due to absence of squadron Commander at that time.

On-the-job training has been stepped up; charts on progress are being maintained. Ground training and Troop Information Program is being accomplished in accordance with directives pertinent thereto. Articles of War were read to all personnel who were present on 18 August 1949.

Promoted effective 1 August 1949 were Sgt Howard R. Johnson to Staff Sergeant, and Corporal Whitehorn to Sgt. Recommended for promotion to Staff Sergeant was Sgt James C. Striddo; to Sergeant were Corporals Marvin E. Davis, Denis J. Galvin, and John D. Watts; to Corporal were Privates First Class Edward D. Bethel, Jack L. Brady, William . Carter, Wilbur C. Dolezal, Gene E. House, Gerald S. Maxey, Reginal R. Nash, John T. Neeley, Clifford R. Sigler, and Edward T. Skinner.

The Squadron Commander was absent for the latter part of the last week of the month, having flown to the Zone of Interior to purchase Marine equipment.

The upward trend of morale noted last month has levelled off somewhat, however it is definitely high, personnel seem pleased with the present state of affairs.

Violations remained low last month, one uniform violation and two pass violations were brought to the attention of the squadron Commander. Those habitual offenders who are detrimental to the morale of personnel and to the effective accomplishment of mission are anticipated to be relieved of assignment to this unit within the very near future, having been declared surplus and due for return to the Zone of Interior.

2086

Activity: There were 12 Missions of Administrative, Evacuation, and Rescue nature during the month, and 22 Recreational trips were made, for the personnel of this Command.

2087

HISTORICAL DATA

5612TH RESCUE BOMB SQUADRON

DESIGNATION SHEET

COMMAND: - - - - - - - - - - CARIBBEAN AIR COMMAND

WING: - - - - - - - - - - - - - - 23D FIGHTER WING

UNIT: - - - - - - - 5612TH RESCUE BOMB SQUADRON

Period: 1-31 July 1949

AF-DS-02

HISTORICAL DATA

HEADQUARTERS, 5612TH RESCUE BOAT SQUADRON
HOWARD AFB, CANAL ZONE

Period: 1-31 Jul, 1949

CLAUDE H. DAVIS
MAJ, USAF
Commanding

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HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

JULY 1949

This organizations strength as of 31 July 1949 was one Officer, and 79 Enlisted Men.

The organizational mission remains that of sea search and rescue primarily, with secondary mission of providing recreational and transportation facilities for personnel of this command.

Supply within this organization was of a routine nature with slight and steady improvements in techniques and procedures noted.

Average maintenance was performed within the squadron with unavailability of parts presenting the greatest difficulty in accomplishment thereof.

The Rescue Boat Crew Training School has again been postponed because Antilles Air Division Personnel have not yet arrived. Squadron training during the month was primarily of an On-the-Job nature with emphasis placed on attainment of skilled ratings within proper MOS.

Promotions within this organization effective on 1 July 1949 were as follows:

1 EM promoted to Staff Sergeant.

4 EM promoted to Sergeant.

1 EM promoted to Corporal.

Recommendations for promotion to be effective on 1 August 1949:

1 EM to Staff Sergeant.

1 EM to Corporal.

2091

Morale in this organization is definitely on an upward trend due to increased intra-squadron activities in the form of softball, basketball, and similar forms of recreation.

The squadron commander made an inspection tour of floating facilities within the Caribbean Air Command and was absent for approximately one week. Findings and recommendations of inspection were forwarded to the Commanding General, this command. The Inspector General team made the quarterly inspection of this organization on the 28th and 29th of the month.

Violations remained low last month with only three cases of punishment under AW 104.

Activity: 37 trips of an emergency, alert, or administrative nature were made by boats of this activity during the month. 20 recreational trips were made for personnel of the command.

2092

HISTORICAL DATA

5612TH AIR[illegible] BOAT [illegible]

[illegible]

COMMAND: - - - - - - - - - - CARIBBEAN AIR COMMAND

WING: - - - - - - - - - - - - - - 23D FIGHTER WING

UNIT: - - - - - - - - 5612TH RESCUE BOAT [illegible]

Period: 1-30 June 1949

AF-[illegible]-32

HISTORICAL DATA

HEADQUARTERS, 5612TH RESCUE BOAT SQUADRON
HOWARD AFB, CANAL ZONE

Period: 1-30 June 1949

CRAIG C. [illegible]
1st Lt., [illegible]
Commanding

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HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

JULY 1949

This organizations strength as of 30 June 1949 was one Officer, and 23 Enlisted Men.

The mission of this organization remains unchanged, primarily that of sea search and rescue with secondary mission of providing water transportation and recreation services for personnel of this command.

Supply situation in this organization is still on an upward trend, results of increased efficiency of personnel assigned. Staff Sergeant Edward M. Dion, this organization first assigned duty as Technical Supply NCO on approximately 1 December 1948 has been undergoing extensive On-The-Job-Training in that field and is at the present time producing fine results in terms of supply efficiency and system. SS was recommended for promotion to the grade of Technical Sergeant last month.

Level of maintenance is also moving surely toward peak efficiency due in a large part to efforts by S/Sgt Alexander Lee Jr, who was assigned this organization in February 1949 and was immediately utilized as Chief of Maintenance. S/Sgt Lee is an excellent NCO who is thoroughly capable in his specialty. He was recommended for promotion to the grade of Technical Sergeant during the preceeding month.

Squadron level training has undergone a stepping up of tempo toward proper indoctrination of all personnel in all aspects of military conduct as set forth in pertinent directives, during this last month. The second course of the "Rescue Boat Crew Training School" which was to be conducted within this organization, to commence on or about 1 June 1949 has reached an impasse because Antilles Air Division Personnel who were to comprise the bulk of

HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

DESIGNATION SHEET

COMMAND: - - - - - - - - - - CARIBBEAN AIR COMMAND

WING: - - - - - - - - - - - - - - 23D FIGHTER WING

UNIT: - - - - - - - - 5612TH RESCUE BOAT SQUADRON

Period: 1-31 May 1949

AF-DS-U2

HISTORICAL DATA

HEADQUARTERS, 5612TH RESCUE BOAT SQUADRON
HOWARD AFB, CANAL ZONE

Period: 1-31 May 1949

CLAUDE H. DRAKE
WOJG, USAF
Commanding

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HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

MAY 1949

Assigned this organization as of 31 May 1949 were 2 warrant Officers, and 96 Enlisted Personnel, having been assigned an additional 21 personnel in mass exchange of personnel caused by the arrival of the 23rd Fighter Wing, and subsequent elimination of surplus of MOS's and undesirable or questionable personnel.

No changes have occurred in relation to the mission of this organization.

Supply, this organization, is undergoing a pleasantly surprising change for the better. Ten (10) months efforts to procure a qualified and competent Supply Technician, MOS 821, finally resulted in the actual assignment of same, S/Sgt Cletus T. Gaffney who is at this time efficiently and conscientiously accomplishing the clearing up of the poor supply situation which had existed since inception of this organization.

Commencement of the second course of the Caribbean Air Command Rescue Boat Crew Training School has been and is being delayed until the arrival of those Antilles Air Division personnel who are expected to be the main body of students, 20 slots having been assigned for their training in rescue procedures.

Table of Distribution 5612, effective for this squadron was approved on 3 May 1949, authorising 111 EM, 3 Officers, and 1 Civilian. Under this authorization, promotions were recommended as follows:

Sgt Austin Arnaud recommended for Staff Sergeant

Sgt James Fitton recommended for Staff Sergeant

Sgt Lionel M. Wood recommended for Staff Sergeant

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Cpl John H. Adams recommended for Sergeant

Cpl Richard J. Best recommended for Sergeant

Cpl William E. Bolling recommended for Sergeant

Cpl George H. Bollman recommended for Sergeant

Cpl Joseph W. Gould recommended for Sergeant

Cpl Walter B. Rickman recommended for Sergeant

Cpl Robert L. Tingle recommended for Sergeant

Pfc Jack H. Brady recommended for Corporal

Pfc Donald C. Dugan recommended for Corporal

Pfc Daniel J. O'Hara recommended for Corporal

Pfc John T. Seeley recommended for Corporal

Pfc Edward T. Skinner recommended for Corporal

Pfc William E. Taylor recommended for Corporal

Morale appears to be on an upward trend, probably due in a large part to long awaited approval of Table of Distribution 5612.

One case of Venereal Disease was reported for this squadron which was contracted by Pfc John B. Holt, AF 14235562, who turned in to the Naval Dispensary here on the U.S. Naval Station on 25 May 1949. EM has been severely reprimanded orally by the squadron commander, and is the recipient of admonishing correspondence originating from Lt Col Barney, Executive Officer, 23rd Fighter Wing.

Violations continued to be higher than normal and the cause is believed to lie in the large influx of personnel just recently from Guam where night life is reported to be nil. Panama, therefore, would hold a great attraction for these men and would tend to make them forget their ground training and lapse

2101

into short periods of irresponsibility. A rigid training program has been instituted however, and will be strictly enforced, with each man under 21 years of age under strict guidance of a ranking NCO, who will council and guide them and be held responsible to the organization commander for their actions while on pass, and in their free time.

15 trips of an emergency, alert, or administrative nature were made by rescue boats of this organization during the month. 11 recreational trips were made for personnel of the command.

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HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

DESIGNATION SHEET

COMMAND: - - - - - - - - - - CARIBBEAN AIR COMMAND

WING: - - - - - - - - - - - - - 23D FIGHTER WING

UNIT: - - - - - - 5612TH RESCUE BOAT SQUADRON

Period: 1-30 April 1949

AF-DS-U2

HISTORICAL DATA

HEADQUARTERS, 5612TH RESCUE BOAT SQUADRON
HOWARD AFB, CANAL ZONE

Period: 1-31 April 1949

CLAUDE H. DRAKE
WOJG, USAF
Commanding

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HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

APRIL 1949

Strength for this organization as of 30 April 1949 was: 2 Warrant Officers, and 74 Enlisted Men.

The mission of this organization has remained primarily that of sea search and rescue, with no change in its secondary mission of providing water transportation and recreational facilities for the personnel of this command.

Supply still presents a major problem due to unavailability of marine items needed from the Zone of Interior.

Technical training has been held to a minimum in this squadron for the preceding month in anticipation of the commencement of the second course of the Caribbean Air Command Marine Deck and Navigation School. Notification has been received that the proposed spacing of 20 slots for Antilles Air Division personnel to attend this school has been approved and the second course is due to start on or in the immediate vicinity of of 16 May 1949.

Although the Table of Distribution for this organization underwent upward revision on 20 March 1949, and it is anticipated that the proposed Table of Distribution submitted by this organization for authorization for 111 Enlisted Personnel, 3 Officers, and 1 Civilian, will be approved in the very near future, no promotions were made within this organization

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for the preceding month.

Morale appears on a lateral basis with other squadrons of comparable size and mission.

Violations for this squadron remain above the average rate for the command, due largely to the excessive number of motorcycles in ownership by people of this squadron. This condition is being relieved because those persons responsible for the high arrest rate have sold their motorcycles in the interests of their welfare and that of the squadron.

15 trips of an emergency, alert, or administrative nature were made by rescue boats of this organization during the month. 26 recreational trips were made for personnel of the command.

2107

HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

<u>DESIGNATION SHEET</u>

COMMAND: - - - - - - - - - - CARIBBEAN AIR COMMAND

WING: - - - - - - - - - - - - 5600TH COMPOSITE WING

UNIT: - - - - - - - - - - 5612TH RESCUE BOAT SQUADRON

Period: 3-31 March 1949

AF-DS-[illegible]

HISTORICAL DATA

HEADQUARTERS, 5612TH RESCUE BOAT SQUADRON
HOWARD AFB, CANAL ZONE

Period: 1-31 March 1949

[redacted]
[redacted], USAF
Commanding

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[illegible] HISTORICAL DATA

[illegible] SUBMARINE SQUADRON [illegible]

[illegible] 1945

Strength for this organization as of [illegible] March 1945 was 3 Warrant Officers, and 81 Enlisted Men.

During the month of March this organization's mission, activities, and personnel, remained unchanged.

2 Enlisted Men returned from Training Cruise aboard the U. S. S. Sittiwake, as cited in previous Historical Data Report of February 1945. Cruise was reported very successfully accomplished.

7 Enlisted Men having completed course of training, conducted by this organization, were included in Training Cruise aboard U.S.S. the YTB 938 for a period of 2 days, from 1200, 9 March 1945, to 1200, 11 March 1945 for the purpose of converting their freshly learned theoretical knowledge into practical use. These Enlisted Men returned from this Cruise highly enthused over their knowledge and their ability to accurately navigate.

3 Enlisted Men were also included in this Cruise as engineers to absorb procedures currently employed by the Navy in Boats of the YTB type. These men also reported a very satisfactory Cruise.

Maintenance has improved to a considerable extent over that of the previous month. Those boats requiring Depot Maintenance, dry-docking, and/or miscellaneous repairs have either been already to the depot and returned with repairs and Maintenance completed or have been scheduled

2118

to go in the immediate future. This is gratifying, however, the quartermaster and Technical Supply situations have remained almost unchanged, with very slight improvements noted.

Table of Distribution for this organization underwent an upward revision of enlisted grades as of 20 March 1949, although no promotions have been made as of this date.

Results of Courts-Martial referred to in last month's Historical Data Report, in relation to Private Neimiraw, are as follows: Findings: Guilty. Sentence: 6 months confinement with forfeiture of $40.00 per month for a like period of time. So much of sentence as is in excess of 4 months confinement and forfeiture of $40.00 pay per month was remitted.

Private Harold E. Monnemacher, AF 13164139, of this organization was tried for offenses committed during the month of February 1949, before a General Courts-Martial at Albrook Air Force Base, on 24 March 1949, however, no official findings and sentence have been received as of this date. Mi was tried for Burglary and Larceny.

17 trips of an emergency, alert, or administrative nature were made by rescue boats of this organization during the month. 23 recreational trips were made for personnel of the command.

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HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

DESIGNATION SHEET

COMMAND: - - - - - - - - - - - - CAMBRIDGE AIR CENTER

AIR: - - - - - - - - - - - - 9600TH CONTACTS AIR

UNIT: - - - - - - - - 5612TH RESCUE BOAT SQUADRON

Period: 2-28 February 1949

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HISTORICAL DATA

HEADQUARTERS, 5612TH RESCUE BOAT SQUADRON
HOWARD AFB, CANAL ZONE

Period: 2-28 February 1949

CLAUDE H. DRAKE
WCJG, USAF
Commanding

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HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

FEBRUARY 1949

Strength for this organization as of 28 February 1949 was: 2 Warrant Officers, and 84 Enlisted Men.

During the month of February this organization's mission, activities, and personnel remained unchanged.

Considerable difficulty was encountered in accomplishment of necessary maintenance, and procurement of essential supplies and equipment. This was due, in part, to the negative response of responsible organizations to cooperate to the extent necessary for the proper conditioning of rescue boats.

Two members of this organization, T/Sgt Byron McKee, and Sgt Lionel M. Wood, who had successfully completed the Caribbean Air Command Marine Navigation School conducted by this organization, and achieved high scores on the final examination, were attached to the U.S.S. Kittiwake for Temporary Duty and acted as student navigators thereon. Members of this organization have information from these men that indicate their training in navigation was so complete as to render them qualified to navigate in place of the assigned navigator, thereby relieving him of a great deal of his duties. It is expected that these men will return to this organization on approximately 18 March 1949.

No personnel of this organization were promoted during the month of February, 1949.

Private Harold E. Monnemacher, AF 13164129, this organization, was apprehended by the Naval Station Officer of the Day, after having stolen valuable jewelry from Nurses Quarters, this station, on 18 February, 1949. EM is confined in the Howard Air Force Base Guard House, awaiting trial by General Courts-Martial. He is being charged with Burglary and Larceny.

Privates First Class Gerald D. Monette, and Gerald K. McAndrews were apprehended by Canal Zone Police, in the squadron Jeep on Thatcher Highway without authority. Pfc Monette was drunk and disorderly, given a Summary Courts-Martial and found guilty. Sentence: To be confined at hard labor for 15 days and fined $50.00. EM is serving his time in the Howard Air Force Base Guard House. Pfc McAndrews' trial is being accomplished this date, no information as to findings have been received. EM was charged with misappropriation of Government vehicle.

Morale was satisfactory.

15 trips of an emergency, alert, or administrative nature were made by rescue boats of this organization during the month. 39 recreational trips were made for personnel of the command.

HISTORICAL DATA

5612TH RESCUE BOAT SQUADRON

DESIGNATION SHEET

COMMAND: - - - - - - - - - - - CARIBBEAN AIR COMMAND

WING: - - - - - - - - - - - - 5600TH COMPOSITE WING

UNIT: - - - - - - - - - 5612TH RESCUE BOAT SQUADRON

Period: 1-31 January 1949

AF-DS-U2