[redacted]

Sg. Desc- B-13-HI
Dec - 44

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5932-36

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SQ-RESC-B-13-HI

DEC 1944

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UNIT HISTORY

RESCUE SERVICE CONTROL

APO 953

SECURITY INFORMATION
~~CONFIDENTIAL~~

Historical Division AAFPOA

1 December 1944 to 1 January 1945

Organization changes: NEGATIVE

Strength:	Officers	Enlisted
	5	11

Arrival - departure: NEGATIVE

Losses in action: NEGATIVE

Awards and decorations: NEGATIVE

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SECURITY INFORMATION
CONFIDENTIAL

RSI Cont No
C00171

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UNIT HISTORY

RESCUE SERVICE CONTROL

APO 953

1 December 1944 to 1 January 1945

ORGANIZATION

None of the organizational changes (fully discussed in the October and November Unit Histories), i. e., turning over all air-sea rescue and rescue control activities to Hawaiian Sea Frontier, have been accomplished this month.

At this date, Army's crash boats, liaison planes, and rescue control, continue to be the responsible air-sea rescue organization in the Oahu T. H. area; pending activation of the proposed Navy Rescue Task Unit. HawSeaFron now expects to take-over air-sea rescue on or about 15 February 1945.

TRAINING

Sea rescue training drills were suspended this month, as in November, in view of the fact that personnel and equipment were tested under actual emergency conditions (25) times during the period December 1 to January 1. No deficiencies of technique nor training were disclosed in (17) rescue operations or in (8) false, crash investigation operations.

OPERATIONS

Rescue service control handled (6) major land crashes, (11) major sea crashes, and (8) sea crash investigations (false reports) during December 1944:

Army	Navy	Land	Sea	Crew	Saved	Lost	Type
	1		1	1		1	F6F
	1		1	2		2	SB2C
1		1		1		1	P38
	1		1	2		2	SB2C
	1	1		1	1		FM2
	1		1	1	1		F4U
1			1	1		1	P38
	1		1	2		2	J2F6
	1		1	1		1	SBD
	1		1	1		1	F6F

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Operations - continued -

Army	Navy	Land	Sea	Crew	Saved	Lost	Type	
	1		1	3		3	TBF	
1		1		1	1		P51	
1		1		1	1		P51	
	1		1	12	6	6	PBM	
	1		1	1	1		TBM	
	1	1		1	1		SM2	
1		1		1	1		P47	
5	12	6	11	33	13	20	17	Totals

Emergency message center activities of this office, in connection with the above operations, and for the conduct of official business, required (1631) logged telephone calls during the month.

W. J. MURRAY
Capt., A. C.
RSC Officer.

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13TH ARMY AIR FORCE EMERGENCY RESCUE BOAT SQUADRON
APO # 953

11 January 1945

Historical Division AAFPOA

SUBJECT: Organization History.

TO : Commanding Officer, VI Air Service Area Command, APO #959.

1. Pursuant to instructions contained in Army Regulation 345-105, dated 18 November 1929, as amended by Change 3, dated 9 March 1943, and Army Air Force Regulation Number 20-1, dated 24 August 1944 as amended by VI Air Service Area Command Regulation Number 20-1a, dated 1 October 1944, the following squadron history for the month of December 1944 is submitted:

2. There was very little activity during the month of December. In addition to the usual number of false alarms and dry runs, the following missions were completed:

a. On 9 December 1944 the J-2028, Private Tutt in charge salvaged a civilian boat off Diamond Head. It was a fishing boat No. 32B56.

b. On 24 December 1944 the P-156 Technical Sergeant Croff in charge picked up the body of Billy Smoot, a civilian employee at Hickam Field. He had drowned while swimming off Waimea.

c. On 26 December 1944 the P-40 Technical Sergeant Nelson in charge salvaged the MTL 1232. The boat was on the reef off Haleiwa Bay. It belongs to the 331st Harbor Craft Company, Transportation Corps. There were three men aboard.

3. Now that the Navy has their fast AVR's and PT boats doing rescue work, our slow boats make a poor showing. We are still waiting for the new fast boats we were promised nearly two years ago. Until they arrive it looks like the Navy boats will beat us to the scene of every crash.

4. The Engineers have finally finished plans for the base at Haleiwa. When this work is accomplished that will be a very fine Crash boat station.

5. Waikane is also to be enlarged to berth the new boats.

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6. The men at the base have nearly finished their new theater built entirely of salvaged lumber at no expense to the Government. The building will be used not only as a movie show house, but also as a center for E & I meetings and posters.

7. We have recently transferred a young man into the organization who was with the 773rd Amphibious Tractor Battalion at the invasion of Saipan. This is the outfit that put the Marines ashore there on "D" day. Private Roy E. Selin, Perth Amboy, N.J. is the man. He wears the "Presidential Unit Citation" badge, a Navy award that is rare on an Army uniform. The General Orders have not as yet been published, but Private Selin is authorized to wear this citation per orders from Colonel Wilson of the 19th Armored Group, APO #956, who in turn must have been informed that orders would be published in the near future. Enclosed herewith is a certificate confirming the above.

8. The Good Conduct Medal was awarded to 195 enlisted men of this organization per Order Number 41, 13th AAF Emergency Rescue Boat Squadron, APO #953 dated 13 December 1944, for demonstrated fidelity through faithful and exact performance of duty, efficiency through capacity to produce results and whose behavior has been such as to deserve emulation.

Walter E. Kahler

WALTER E. KAHLER,
Captain, Air Corps,
Commanding.

5 Incls.
Incl 1. Unit History of Rescue Sv Control.
Incl 2. Sq Order No. 41.
Incl 3. Cert for Presidential Unit Citation.
Incl 4. Ltr of commendation from Utility Wing, Sv Force, Facific Fleet.
Incl 5. List of Rescues.

13TH ARMY AIR FORCE EMERGENCY RESCUE BOAT SQUADRON
APO # 953

13 December 1944

ORDER)
NUMBER 41)

AWARD OF GOOD CONDUCT MEDAL

Under the provisions of paragraph 2, AR 600-68, dated 4 May 1944, the Good Conduct Medal is awarded to the following named enlisted persons of this organization, who have demonstrated fidelity through faithful and exact performance of duty, efficiency through capacity to produce results and whose behavior has been such as to deserve emulation:

M Sgt	Joseph M. Bannan	6667835	S Sgt	Lee O. Duncan	34202480
M Sgt	Carl Pobihun	6047270	S Sgt	Homer E. Fortin	11049605
T Sgt	Archie G. Briggs	39305309	S Sgt	Leo Kristianson	32159414
T Sgt	Jack A. Dailey	39836778	S Sgt	Max J. Litwa	32252728
T Sgt	Stephan T. Dela George	32010390	S Sgt	Lyndol T. Nichols	35716750
T Sgt	George M. Dover	39187758	S Sgt	Albert L. Ovgard	39306596
T Sgt	Selestino R. Escalante	39836763	S Sgt	Dudley B. Packard	38057778
T Sgt	Benjamin R. Fleming	6948020	S Sgt	Willie W. Reischling	39306876
T Sgt	Robert E. Gottesburen	6548322	S Sgt	Malcolm R. Sanders	13016459
T Sgt	Clarence S. Graether	36127538	S Sgt	Justin B. Smith	7022954
T Sgt	Jay C. Groff Jr.	13002097	S Sgt	Harry Soreca	20126953
T Sgt	Wiley M. Ingram	39306943	S Sgt	Ellis M. Strong	39306880
T Sgt	Hjalmar H. Jensen	39306948	S Sgt	Harold H. Todd	14175772
T Sgt	Oliver N. Nelson	32069977	S Sgt	Joe H. Ward	39836895
T Sgt	George C. Pantazis	32015322	S Sgt	Hermann H. Weiss	32319719
T Sgt	Samuel P. Parteko	39378292	S Sgt	Robert M. Williams	20739162
T Sgt	Fredrick M. Rees	37190582	S Sgt	John S. Wilson	6948859
T Sgt	Ernest Santos	39836703	Sgt	Edward V. Adamowicz	36659180
T Sgt	Robert J. Stewart	31036586	Sgt	Russell D. Ahorns	36250556
T Sgt	Joseph P. Wislie	33171998	Sgt	George E. Arnold	34055401
S Sgt	Dale L. Bartos	7061508	Sgt	Ralph E. Birdsell	39088203
S Sgt	Roy K. Bozewsky	10100485	Sgt	Hermann A. Bode	32361997
S Sgt	Ben V. Bradford	18209000	Sgt	John R. Cash	35680705
S Sgt	Edward L. Chavey	37239708	Sgt	Elmer J. Chrisman	37520100
S Sgt	Amos P. Colcord	31145722	Sgt	Charles H. Creamer	36129672
S Sgt	Christie E. Cole	33399683	Sgt	Maurice M. D'Eufemia	32218599
S Sgt	Robert L. D'Arcy	39025361	Sgt	Frank F. De Vico	32010996
S Sgt	Alfred J. Dotillieu	14080112	Sgt	Leslie L. Durkin	33171237
S Sgt	Renato N. Domenicone	31070899	Sgt	Carl L. Eurto	32252783

Incl #2

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ORDER NO. 41, 13 Dec 44 (Cont'd)

Sgt Andrew W. Everett	38100177	Cpl Wayne C. Conley	33679263
Sgt John H. Folk	16038921	Cpl Robert E. Copeland	15322750
Sgt John J. Frank	12008005	Cpl James E. Corder	35701039
Sgt Lloyd J. Gerrish	31303818	Cpl Harold F. Daveler	33242631
Sgt Jack L. Gribble	10100826	Cpl Kenneth L. Davis	39922004
Sgt Harold J. Grierson	35451110	Cpl E. J. Dean	34463398
Sgt John S. Gutowski	32252723	Cpl Harold L. Devins	37527397
Sgt Dorsett A. Harris	34313734	Cpl Richard W. Dotson	19209676
Sgt Vergil G. Hawkins Jr.	35671171	Cpl Earl E. Dryden	15354620
Sgt William M. Hayden	13066973	Cpl James E. Findlay	37528458
Sgt Charlie E. Horton	35726782	Cpl Gordon F. Garrison	33058826
Sgt Harry B. Kane	39836745	Cpl Fredrick C. Gimeson	39836754
Sgt George C. Kaus	39043569	Cpl Donald M. Ginley	35923306
Sgt Forrest R. Kelley	17164996	Cpl Raymond J. Goulet	31150019
Sgt Lawrence J. Kemp	6141473	Cpl Vernon H. Hamby	39256019
Sgt George S. Kincaid	39307499	Cpl Lewis J. Handwork	35317018
Sgt Michael Konick Jr.	20270720	Cpl Herman C. Hansley	13043264
Sgt Samuel C. La Bate	32252690	Cpl Oscar F. Hoffman Jr.	33624091
Sgt Michael S. Lachut	20270721	Cpl Leo J. Holt	19186576
Sgt John C. Leese	13094978	Cpl Woodrow W. Hudson	34248612
Sgt Joseph Leto	11089421	Cpl Henry H. Jock	7070208
Sgt Ralph Longbottom	16013432	Cpl Benjamin T. Johnson	31231117
Sgt Joseph F. Marchand	31149603	Cpl Thomas A. Keen	32952156
Sgt Kenneth B. McCord	39306905	Cpl Hollis F. Kolsey	32015555
Sgt John A. McConagil	39382083	Cpl Edward Krutiak	31287261
Sgt Charles A. McWayne Jr.	30107096	Cpl William F. Lacy Jr.	35098994
Sgt Benjamin D. Miller	34608272	Cpl Charles S. Libby	33631145
Sgt Harold L. Mooneyhan	14161222	Cpl John Lisiewicz	31285805
Sgt Richard J. Murray	39383724	Cpl Lloyd B. Lynch	35218011
Sgt Fernando Navarro	39032966	Cpl Edward S. Maziarz	31286844
Sgt John E. Parsons	15073375	Cpl Patrick J. McCabe	39294502
Sgt Nelson J. Ray	19203299	Cpl Willie E. McCune	39565039
Sgt Sherman L. Schillinger	31099170	Cpl Robert E. McSwain	15300631
Sgt Edward F. Shuman	36462996	Cpl Clifton Melonzon	38059078
Sgt Ernest R. Smith	7001798	Cpl Albert J. Michel	38261317
Sgt Loring W. Stedman	36384007	Cpl Frank R. Mills	32489305
Sgt George E. Sylvain	6154316	Cpl Peter J. Mistretta	33373664
Sgt Leercy Thayer	38090412	Cpl James C. Murphy	33669944
Sgt Ewing K. Thomas	37257285	Cpl Grady W. Muse	18137122
Sgt Emery L. Tietze	12056468	Cpl George N. Nicolaides	19028166
Sgt William J. Viele	33173183	Cpl Walter H. Payne	36481141
Sgt Robert C. Wallace	32420535	Cpl Thomas S. Piccione	20262692
Cpl Vernon L. Brooke	37479435	Cpl Jack S. Poteet	38181436
Cpl James A. Burgess	35653571	Cpl Harold B. Rains	37007051
Cpl Donald D. Carson	30107393	Cpl Edward A. Rector	35566252
Cpl Frank O. Chmelar	35058390	Cpl Thomas R. Romano	6694342
Cpl Cameron O. Clendenin	35770780	Cpl Edward Sebastian	35798256

Cpl Willi[illegible] C. Sherman	35281030	Pfc Norman E. Votava	36816406
Cpl Anthony Skubinsky	32554896	Pvt C. W. Campbell	34880448
Cpl Jack [illegible]. Sorenson	37487728	Pvt Arvil T. Crotts	34890542
Cpl Ernest Steiner	30107149	Pvt Vincent L. Di Domenico	32972648
Cpl John F. Sullivan Jr.	11052134	Pvt William F. Dill	32953626
Cpl Edward Szuleski	6871763	Pvt Forest B. Greer	34635338
Cpl Clevin W. Thomas	19203243	Pvt Harry M. Horn	35223715
Cpl Sebastian Thome	39322888	Pvt Charles O. Howard Jr.	39460645
Cpl Geo[illegible]e F. Van Dyke	37524961	Pvt Harry H. Johnston	33275993
Cpl Everett V. Wall	33221561	Pvt Bernard J. McDermott	32998366
Cpl David F. Wilson	36769580	Pvt Loon W. Morris	33728512
Cpl Theodore F. Ziegler	33603473	Pvt Joseph B. Nabors Jr.	34828235
Pfc Frank De Franco	32889148	Pvt Jay H. Owen	14083099
Pfc Charles E. Gebhardt	32079360	Pvt Warren H. Randall	32991037
Pfc Vernon R. Green	6936362	Pvt Roy E. Selin	32262350
Pfc Earl W. Gullock	32756912	Pvt Richard C. Sheley	35872171
Pfc Anthony Markarian	31080834	Pvt William Shuchat	33599659
Pfc Richard W. McCarry	16110820	Pvt John M. Spainhour	34891446
Pfc John A. Moshinski	3617734[illegible]	Pvt Eric C. Tudor	36167197
Pfc Edward C. Ode	32931028	Pvt Lawrence G. Ware Jr.	34779994
Pfc Harold W. Ruddick	12193563	Pvt Paul F. Watts	39143373
Pfc Eugene McK. Terry	33521225		

Walter E. Kahler

WALTER E. KAHLER,
Capt., Air Corps,
Commanding.

CERTIFICATE

I certify that Roy E Selin Pvt.
(Name) (Rank)

ASN 32262350 is authorized to wear the

PRESIDENTIAL UNIT CITATION.

Walter T. Boulér

Walter T. Boulér
Capt. Infantry

INCL #3

330.13 2nd Ind. AEDCA/RSG/vgs/576
HEADQUARTERS VI AIR SERVICE AREA COMMAND, APO #959, 9 January 1945

TO: Commanding Officer, 13th AAF Emergency Rescue Boat Squadron, APO 953.

I have noted with pleasure the commendation expressed for your organization's prompt and efficient response to emergency calls. I desire to add my appreciation for your efficient conduct of rescue operations.

/s/ Leonard D. Weddington,
/t/ LEONARD D. WEDDINGTON,
Colonel, Air Corps,
Commanding.

A TRUE COPY:

Walter E. Kahler
WALTER E. KAHLER,
Captain, Air Corps

Incl 4c/

In Reply Refer to UTILITY WING, SERVICE FORCE
FLEET POST OFFICE
FU/FF12/P15(7) SAN FRANCISCO, CALIFORNIA 10/igm

Serial 23

5 Jan 1945

FIRST ENDORSEMENT TO
ComUtRon 7 file VJ7/
P15 serial 569 dated
3 January 1945.

From: The Commander Utility Wing, Service Force, Pacific Fleet.
To : The Commanding Officer, Emergency Rescue Boat Squadron,
APO # 953, c/o Postmaster, San Francisco, California.

Via : (1) Commanding General, Sixth Area Service Command,
APO #959.
(2) Thirteenth AAF Emergency Rescue Boat Squadron, APO #953.

Subjects: Appreciation of Services Rendered.

1. The Commander Utility Wing, Service Force, Pacific Fleet, wishes to add his expression of well done for the prompt and efficient response to this and previous emergency calls.

P. B. TUZO, Jr.

A TRUE COPY:

Walter E. Kahler
WALTER E. KAHLER,
Captain, Air Corps

P15 /fk

3 Jan 1945

From: The Commander, Utility Squadron SEVEN.
To : The Commanding Officer, Emergency Rescue Boat Squadron, APO #953, c/o Fleet Post Office, San Francisco, Calif.

Via: The Commander Utility Wing, Service Force, PACIFIC FLEET.

Subject: Appreciation of Services Rendered.

1. On 21 December 1944, one of this squadron's aircraft made a forced landing at sea. The pilot and crew were rescued and returned to duty.

2. This command wishes to express its appreciation for the cooperation extended to these personnel by a boat under your command.

H.B. SOMERVILLE.

A TRUE COPY:
Walter E. Kahler
WALTER E. KAHLER,
Captain, Air Corps

13TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 953

4 January 1945

SUBJECT: Report of Rescues and Missions of Air Force Rescue Boats.

TO : Commanding Officer, VI Air Service Area Command, APO 959.

1. The following report of rescues and missions of Air Force Rescue Boats, for the period of 1 December 1944 to 31 December 1944 inclusive, is submitted for the information of those concerned.

a. Number of missions..... 19

b. Number of aircraft personnel rescued..... 2

c. Number of swimmers rescued..... 0

d. Number of target planes recovered..... 1

2. The remaining (16) missions involved searches for wreckage and swimmers in distress.

Walter E. Kahler
WALTER E. KAHLER,
Captain, Air Corps,
Commanding.

Incl: 1
#1 - List of Rescues (Month of December 1944)

13TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 953

4 January 1945

COMPLETE LIST OF RESCUES - DECEMBER 1, 1944 TO DECEMBER 31, 1944 INCLUSIVE.

Date	Boat	Base	Rescued	Type of Aircraft
12-1-44	P-305	Hickam	None involved.	Large Navy Target.
12-6-44	P-309	Kaunalua	None involved	Picked up Small oil tank.
12-9-44	J-2028	Ala Moana	Two (2) civilians	Cabin Cruiser No. 32 B 56.
12-14-44	P-40	Haleiwa	One (1) Army pilot DECEASED	P-38.
12-22-44	J-70	Haleiwa	None involved	Radio Target Plane.
12-24-44	P-156	Haleiwa	Billy Smoot (Civilian) DECEASED	Swimmer.
12-26-44	P-40	Haleiwa	Unknown	MTL.
12-30-44	P-157	Waikane	None involved	Picked up life raft.

INCL #1

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UNIT HISTORY

13TH ARMY AIR FORCE EMERGENCY RESCUE BOAT SQUADRON
VI AIR SERVICE AREA COMMAND
ARMY AIR FORCES, PACIFIC OCEAN AREAS
APO 953

— 1 December 1944

TO: 31 December 1944

Date of arrival at and departure from each station occupied in this theater: Negative.

Losses in action (killed, wounded, missing or prisoner) by name, with identification of place of mission, circumstances, and date: Negative.

Awards to and decorations of members of the immediate unit involved: Good Conduct Medal awarded to 195 members of this organization per Order Number 41, 13th AAF Emergency Rescue Boat Squadron, APO #953, dated 13 December 1944.

Organization (e.g., changes effected by the transfer of units, or by new T/O's): Negative.

Strength, personnel on the first day of the month: 262
Strength, personnel on the last day of the month: 247

Strength, airplanes by types on the first and last day of the month: Negative.

Losses, airplanes by types (operational and combat): Negative.

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SQ-RESC-B-13-HI
1945

13th AAF Emergency Rescue Boat Sqdn
1945

9485-57

13TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 953

MAC/hkl/APO 950/7184
4 February 1946

SUBJECT: Unit History for 1945

TO : Commanding General, 7th Fighter Wing AAF, APO 958.

Transmitted herewith is Unit History for the year 1945.

Edward E. Johnston

EDWARD E. JOHNSTON,
1st Lt., Air Corps,
Commanding.

Incl 4

UNIT HISTORY
13TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 953

WAC/hkl/APO 950/7184
4 February 1946.

The calendar year 1945 saw the 13th AAF Emergency Rescue Boat Squadron, APO 953, rise to a peak of 395 enlisted men and 54 officers, then with the happy arrival of peace descend to a low of 151 enlisted men and 46 officers. This same year was naturally the happiest one in the entire history of the organization bringing as it did a finish to World War II. Many changes took place in the organization and many more are in store for the coming year. The 13th AAF Emergency Rescue Boat Squadron, during 1945, was to see its destiny placed in the hands of four different commanding officers. At the outset, Captain Walter E. Kahler was in charge. The line of officers in command after him was Captain William W. Murrey, Captain David E. Sherman, and 1st Lt. Edward E. Johnston who now holds the reins.

BASES:

The 13th AAF Emergency Rescue Boat Squadron with Headquarters at Ala Moana, had outlying bases at Hickam Field, Haleiwa, Waikane, Coconut Island, Maunalua on Oahu; Waimea on Kauai, and at the beginning of the year, the farthest base of all at Canton Island. The arrival of peace and the subsequent losses of personnel due to readjustment was to necessitate the shutting down of the Maunalua, Waikane, and Coconut Island Bases while, at the same time, due to Air Force reorganization, the 13th AAF Emergency Rescue Boat Squadron was to extend its territory to a base at Christmas Island.

RESCUE SERVICE CONTROL:

Another vital section of the 13th AAF Emergency Rescue Boat Squadron was the Rescue Service Control Section, located at Hickam Field under the direction of 1st Lt. Albert V. Bush,* The duty of this section involving as it did prompt and intelligent coordination of Air-Sea Rescue facilities, played an important part in all missions successfully completed by the organization. The war having ended and reorganization taking place in both Army and Navy, it was decided that effective 27 December 1945, Rescue Service Control would be moved to Ft. Shafter and there jointly handled by Army and Navy Officer personnel under the title "Air-Sea Rescue Task Group 97.7."

EQUIPMENT: Boats.

At the peak of its operational strength, this organization had 32 boats varying in size from an overall length of 104' to 22' on hand for rescue missions. This figure was to drop to a December low of 20 boats.

* Captain W.W. Murray, 1st Lt. Wallace Howell, and 1st Lt. Halbert G. St. Clair.

1536

EQUIPMENT: Planes.

The peak of air operational strength in this organization was four (4) L-5 Observation Planes for rescue missions. This figure is currently true and the outlook for the future in this portion of the organication is bright inasmuch as the over-abundance of rated personnel will eliminate shortages caused by readjustment. The Flight Section of this organization grew steadily throughout 1945, rising as it did from two planes and four pilots to its current equipment peak and a total of six pilots. New equipment in the form of two helicopters is expected to add to its efficiency with the outset of the new year.

MISSION:

Out of a total of over 90 emergency rescue calls, this organization carried out 70 successful rescues in which not only lives but also valuable equipment were saved. The busiest base during this period was Haleiwa, where due to the treacherous undertow, coral reefs, and continually high surge calls for assistance were continually being received. During the month of September, for example, in one day, the Haleiwa Base rescued 18 swimmers who were being washed out to sea by the undertow. During the year, the government was saved tremendous loss by the salvaging of five radio controlled target planes. The overall figures for this year were as follows: 11 Army pilots, 12 Navy pilots, 1 Marine pilot, and 51 swimmers. In equipment, the figures reached totals of 16 boats towed to safety, and seven planes saved in like manner.

PERSONNEL:

The year 1945 must of necessity be divided into different sections due to the changes of Commanding officers, the end of the war, loss of personnel due to readjustment and the constant changing of the remaining personnel due to this situation. The outstanding events during the period of time Captain Kahler commanded the organization terminating as it did in the middle of March were as follows: WOJG Vernon A. Lindblade, Adjutant and Operations Officer of the organization, was discharged to accept appointment as a 2nd Lt.; 2nd Lt. Herbert C. Covington was transferred from the 19th Troop Carrier and put in charge of the Flight Section of this organization. On 23 March 1945, Captain William W. Murray assumed command of the organization upon departure of Captain Kahler for another station. Captain Murray was to be in command of the organization from March until the middle of August. The outstanding events as regards to personnel during this period was the promotion to 1st Lt. of 2nd Lt. Robert R. Rex, Transportation and Engineering Officer of the organization and the arrival on the 11th of April of 56 enlisted men and 18 officers which was later increased by the addition of 10 more officers. Increasing numbers of personnel were received during Captain Murray's time as commanding officer and the organization in spite of last minute transfers was not far under its peak when on the 18th of August, Captain David E. Sherman took over as Commanding Officer. The only other event of interest during the month of August was the promotion of 2nd Lts. Oscar B. Lubow, Stuart M. Bowerman, and Theodore T. Gruczka to 1st Lts. Shortly thereafter, seven warrant officers (JG) were raised to

Chief Warrant Officers. Among the more outstanding of these men were CWO Thomas J. Cavagan, Officer-In-Charge of Haleiwa Crash Base; CWO Richard W. Lyman, Officer-In-Charge of Waikane Crash Base; CWO Oscar K. Williams, Officer-In-Charge of Kauai Crash Base; and CWO Kenneth T. Smock, who in later months was to add to his duties as master of a 63' crash boat, the added worries of an Adjutant. In October, a reorganization of all units under the control of VI Air Service Area Command, APO 959 opened the way to new promotions for this squadron. Within a period of two months, over seventy enlisted men received promotions. It was at this time with individual morale high that the organization first began to feel the terrific problems imposed by readjustment. All phases were affected. The Flight Section lost M/Sgt Whaley, probably the most experienced and reliable pilot in the organization. The various bases lost the following Officers-In-Charge: Lt. Gruczka and CWO Lyman. Rescue Service charged as it was with the coordinating of all emergency calls, lost not one but both of its experienced Officers-In-Charge: Lts. Bush and Howell. The boats of the organization were also to suffer with the loss of WOJG Thomas J. Geoly, WOJG David J. Bennett, and WOJG Ben Adkison. Enlisted personnel naturally were the biggest loss with such key men as M/Sgt John A. McGonagil, M/Sgt Haig S. Makasian, M/Sgt George Pappas, and S/Sgt Owen V. Cash, being lost from the boats while the Orderly Room, Maintenance, Operations Section, and Supply lost key personnel in the figures of 1st Sgt. Vernon L. Lumley, T/Sgt Edward V. Adamowicz, T/Sgt Herman Weiss, S/Sgt Donald F. Carson, S/Sgt Benjamin D. Miller, T/Sgt Charles A. McWayne Jr., T/Sgt Benjamin Bradford, and others too numerous to mention.

The Transportation Section, under the supervision of 1st Lt. Robert R. Rex, lost key men such as T/Sgt Earl E. Whitaker, who was Motor Sergeant for two years doing a splendid job which enabled the Squadron Transportation Section to hold second place for preventative maintenance and cleanliness of vehicles on the island of Oahu. The transportation section had at its peak 22 enlisted men and at the end of December, dropped to 5 enlisted men. The Engineering Section was under the supervision of 1st Lt. Robert R. Rex, CWO Walter R. Pierce, and later WO(JG) John S. Becker, Assistant Engineering Officer. The Maintenance Section is comprised of the Wood Working Shop, Marine Engine Repair Shop, Electric Shop, Machine Shop, Paint Shop, Sheet Metal and Welding Shop. These shops suffered a great loss of many key men namely; CWO Walter R. Pierce, Assistant Engineering Officer; M/Sgt George C. Pantazis, General Shop Foreman; T/Sgt Raymond H. Zimpel, Carpenter Shop Foreman; T/Sgt Milton G. Olsen, Marine Engine Shop Foreman; T/Sgt Harold H. Todd, Electric Shop Foreman; and T/Sgt Fredrick M. Rees, Machine Shop Foreman; and Sgt. Leslie L. Durkin, Paint Shop Foreman. On the other hand, the organization benefited considerably when Lt. Robert R. Rex, who under the current readjustment program, was eligible for discharge the latter part of September agreed to remain in the service for an additional six months or longer.

At the same time, it was very gratifying to find so much interest in reenlistment among the enlisted men. The extent of this activity is covered in another section of this report. Up to the month of December, the readjustment problem was serious enough only to be increased by the loss of Captain

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Sherman as Commanding Officer. 1st Lt. Edward E. Johnston, the new Commanding Officer, was stepping in as head of an organization which had lost so many key personnel that great confusion could not help but result. Lt. Johnston's problem was not aided by the fact that at this time, Lt. Clarke, the Adjutant of the organization was placed on DS to participate in the Army Olympic games. A replacement was not available and CWO Kenneth T. Smock took over this added responsibility. It is to the credit of Lt. Johnston, CWO Smock, as well as the remainder of the organization, that the outlook for 1946 is so bright. Enlisted men worked overtime at night and weekends to clarify the many administrative problems while at the same time the few enlisted boat personnel remaining worked side by side with the various officer crew members to keep the Squadron on an operational basis. Many more men will be lost but with reenlistment and replacements, the organization cannot help but look forward to the coming year. The example of the aforementioned individuals cannot help but be a goal to be aimed at in the future.

REENLISTMENT:

Soon after the cessation of hostilities, 2nd Lt. Gilbert Varao was appointed Recruiting Officer for the organization. Lt. Varao succeeded even in those upset early post war times in interesting several key personnel in reenlistment. At the present time, twelve men have been reenlisted. Among them are M/Sgt Robert E. Gottesburen, Master of Army Crash Boat P-113, as well as M/Sgt James E. Carter, one of two of the more experienced pilots in this organization. Sgt. Carter, having seen considerable action as a liaison pilot cannot help but be of aid to the smooth functioning of the Flight Section.

T/Sgt Harry H. Johnston, Foreman of the Sheet Metal and Welding Shop, reenlisted for three years in the Regular Army and turning down his well-earned furlough, is still with the organization doing a splendid job.

At the present time, several remaining members of the organization have evidenced interest in reenlistment.

Several key men have been picked up from outside sources through reenlistment. Among them are T/Sgt Wendell G. Armour, Acting 1st Sgt. of the organization; and M/Sgt Milo R. Chamberlain, whose duty will be supervision of the various planes in the Flight Section. Both men are combat veterans.

A.E.P:

In late November, the Unit A.E.P. was initiated under the direction of CWO Oscar K. Williams. At the start, the enrollment consisted of 27 enlisted men and 2 officers with other officers in the organization acting as instructors in such courses as Mathematics, Navigation, English, and Boat Handling. A library was established and is kept open at all times. As a result in the Unit A.E.P., there were six applications made for entrance into the Army University at Schofield Barracks. Subsequently, the University courses were made available to two of the applicants; the other four left the unit under current readjustment regulations.

RECREATION:

At all times, recreation has been an important morale factor in this organization. In the early part of 1945, Special Service was under the direction of 2nd Lt. Vern Lindblade and WOJG James D. B. Hebb while at the present time CWO Oscar K. Williams is handling the same job.

In the summer months, a basketball team was organized under the guidance of Lt. Johnston and participated in the Hickam Summer Basketball League. With the arrival of Fall, the team continued its activities and in spite of losses due to readjustment compiled a favorable record of 10 wins and 7 losses. Among the outstanding players, CWO Richard C. Sorlien, Cpl Antonio Jordan, and S/Sgt Richard W. Dotson. CWO Sorlien and 1st Lt. Oscar Lubow were also very active in tennis. They finished second in the CPBC doubles tournament and CWO Sorlien reached the finals in the singles of the same event. Early in December, CWO Sorlien departed for Guam as a member of the Hawaiian Army Olympic Tennis Team. 1st Lt. William A. Clarke Jr. left at the same time for Japan to play football with the Hawaiian Area Football team. The aforementioned men were outstanding in the organization athletically but during the entire year, the overall interest shown in group participation in such games as softball, touch football, basketball, volleyball, and interest in such recreational activities as USO shows, dances, sporting events, has been very very great. At present with men leaving the organization daily, recreational programs of necessity have been cut down but with the arrival of replacements and the continued interest of the men remaining, recreational activities will continue to hold a high place in the organization.

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JAN 1945

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UNIT HISTORY

13TH ARMY AIR FORCE EMERGENCY RESCUE BOAT SQUADRON
VI AIR SERVICE AREA COMMAND
ARMY AIR FORCES, PACIFIC OCEAN AREAS
APO 953

SECURITY INFORMATION
CONFIDENTIAL

1 January 1945

To: 31 January 1945

Date of arrival at and departure from each station occupied in this theater: Negative.

Losses in action (killed, wounded, missing or prisoner) by name, with identification of place of mission, circumstances, and date: Negative.

Awards to and decorations of members of the immediate unit involved: Negative.

Organization (e.g., changes effected by the transfer of units, or by new T/O's): Negative.

Strength, personnel on the first day of the month: 262
Strength, personnel on the last day of the month: 265

Strength, airplanes by types on the first and last day of the month: Negative.

Losses, airplanes by types (operational and combat): Negative.

CONFIDENTIAL

13TH ARMY AIR FORCE EMERGENCY RESCUE BOAT SQUADRON
APO # 953

WEK/vlb/APO 964/59.
9 February 1945.

SUBJECT: Organization History.

TO : Commanding Officer, VI Air Service Area Command,
APO #959.

1. Pursuant to instructions contained in Army Regulation 345-105, dated 18 November 1929, as amended by Change 3, dated 9 March 1943, and Army Air Force Regulation Number 20-1, dated 24 August 1944 as amended by VI Air Service Area Command Regulation number 20-1a, dated 1 October 1944, the following Squadron history for the month of January 1945 is submitted:

2. On 3 January 1945 the P-157, Technical Sergeant Ingram in charge, answered a "Crash Call" from Rescue Service Control. The plane a P-51 sank at once and carried the pilot down also.

3. On 8 January 1945 the P-11, Warrant Officer Varao in charge picked up the remains of 2d Lt. Bernard L. Olsen and 2d Lt. William H. Bonham, 45th Fighter Squadron. They had been flying P-51's and had collided in mid-air. Both planes exploded and both Pilots killed instantly.

4. On 20 January 1945 the P-11, Warrant Officer Varao in charge was sent out to the North West to locate a lost 104' rescue boat belonging to the Army Transport Command, the boat had been towed out here by a Navy Transport from the west coast, it was turned loose approximately 700 miles from Honolulu and was to come in under its own power. The Master of the vessel had no charts, had never been in these waters and at the time Mr. Varao found him he was headed in the general direction of Mid-way, looking for Honolulu Harbor, the boat was escorted to Honolulu by the P-11 and P-305. It was the CS-34.

5. On 21 January 1945 the J-1244, Staff Sergeant Fortin in charge rescued two young women from an overturned sail boat off the Ala Moana base. This was the CP-145 a civilian craft.

6. On 22 January 1945 the P-305, Technical Sergeant Briggs in charge rescued two Marine Corps enlisted flyers, these men were adrift on a life raft and driven off shore by a change in the weather.

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7. On 23 January 1945 the P-157, Technical Sergeant Ingram in charge rescued five Navy flyers who had crashed in a PVM patrol plane. The men were all saved although the area was covered with burning gasoline from the wrecked plane. There were two others in the plane that our boat could have picked up except for interference by a Navy PC boat. When the Navy boat tried to make the rescue, they approached the men in the water from the weather side and though they managed to pick up one, the boat rolled over on the other and killed him.

Walter E. Kahler
WALTER E. KAHLER,
Captain, Air Corps,
Commanding.

2 Incls.
Incl 1. Unit History of Rescue Service Control of this organization.
Incl 2. Report of Rescues & Missions.

CONFIDENTIAL

13TH AIR EMERGENCY RESCUE BOAT SQUADRON
APO 958

6 February 1945

SUBJECT: Report of Rescues and Missions of Air Force Rescue Boats.

TO : Commanding Officer, VI Air Service Area Command, APO 958.

1. The following report of rescues and missions of Air Force Rescue Boats, for the period of 1 January 1945 to 31 January 1945 inclusive, is submitted for the information of those concerned.

a. Number of missions..... 26

b. Number of aircraft personnel rescued..... 5

c. Number of swimmers rescued..... 2

d. Number of boats towed..... 3

2. The remaining twelve (12) missions involved searches for wreckage and fishing parties in distress.

Walter E. Kahler

WALTER E. KAHLER,
Captain, Air Corps,
Commanding.

Incl: 1
#1 - List of Rescues (Month of January 1945)

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13TH AIR EMERGENCY RESCUE BOAT SQUADRON
APO 953

6 February 1945

COMPLETE LIST OF RESCUES - JANUARY 1, 1945 TO JANUARY 31, 1945 INCLUSIVE.

Date	Boat	Base	Rescued	Type of Aircraft
1-8-45	P-11	Haleiwa	2nd Lt. Bernard L. Olson & 2nd Lt. Wm. H. Bonham, 45th Fgtr Sq, Bellows Fld.	Two P-51's.
1-12-45	P-300	Haleiwa	None involved	Towed P-156 to base
1-16-45	P-157	Waikane	Army pilot (Name unknown)	Type unknown. Plane belonged to 15th Fgtr Sq, 47th Sq.
1-20-45	P-11	Haleiwa	None involved	Towed QS-34 to Honolulu
1-21-45	J-1244	Ala Moana	None involved	Towed sailboat 50 ft to shore.
1-22-45	P-305	Hickam	Pfc W. T. Stevens and CPL H. Fleming, 3rd Marine Air Wing Hq Sq.	Picked up two men and three life rafts. No plane involved.
1-23-45	P-157	Waikane	5 Navy men belonging to V-P-N-27. Names Unknown.	PBY
1-24-45	P-156	Haleiwa	2nd Lt. Orrin W. Thorson, 468th Fgtr Sq.	P-47

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UNIT HISTORY
Rescue Service Control
13TH AAF EMERGENCY RESCUE BOAT SQ.
APO 953

1 January to 1 February 1945

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Organization changes: NEGATIVE

Strength:	Officers	Enlisted
	5	13

Arrival - departure: NEGATIVE

Losses in action: NEGATIVE

Awards and decorations: NEGATIVE

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UNIT HISTORY
Rescue Service Control
13TH AAF EMERGENCY RESCUE BOAT SQ.
APO 953

1 January to 1 February 1945

ORGANIZATION:

No changes affecting the organization of this unit have been accomplished this month.

The tentative activation date of HawSeaFron's proposed Rescue Task Unit remains 15 February 1945. In the meantime, this unit continues to operate as the responsible rescue control for the Oahu T.H. area under the command of 13th AAF Emergency Rescue Boat Sq.

At this date the Navy Rescue Task Unit has practically completed its communication facilities, but has not completed the Joint Operations Center; received sufficient rescue boats; nor arranged for adequate rescue liaison aircraft. It does not appear likely that Navy can commence rescue operations on a fully self sufficient basis by 15 February. Most probably, Army crash boats and liaison planes will be called upon to cooperate with Navy-directed sea-rescue operations for several months to come.

TRAINING:

Sea-Rescue training this month has been confined to the testing of signal equipment used in rescue liaison planes, (type L-5). During one rescue this month on a rainy day, it was found that white smoke markers dropped over the target could not be seen by crash boat personnel in the immediate area. The solution was found by test to be the employment of red smoke grenades (type AN-M3) dropped from 2000 feet altitude. In another sea-rescue at night, crash boat personnel could not be directed to an object on the surface of rough sea except by use of aircraft landing light. The difficulty in keeping a fixed landing light on an object, except momentarily, is obvious. Tests indicate that a flexible, powerful, hand-held, light, operated by the aircraft observer may solve the problem.

No deficiencies of training or equipment, except excessively slow crash boats, were noted in any of 15 rescue operations this month.

OPERATIONS:

Rescue Service Control directed and coordinated (15) major sea and land rescue operations involving (18) aircraft carrying (38) personnel during the period of this report. Tabulation follows:

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OPERATIONS - continued

TABULATION OF AIRCRAFT CRASHES FOR JANUARY 1945

PLANE TYPE	ARMY	NAVY	LAND	SEA	CREW	SAVED	LOST
TBF		1		1	3	3	
P51	1			1	1		1
B25	1			1	6	2	4
F6F		1		1	1	1	
F6F		1	1		1	1	
*(2) P51	2			2	2		2
F6F		1		1	1		1
*(3) P51	3			3	3		3
P51	1			1	1		1
P47	1			1	1	1	
PBM		1		1	12	6	6
P47	1			1	1		1
P47	1			1	1	1	
P47	1		1		1		1
TBF		1		1	3		3
18	12	6	2	16	38	15	23

* Flight of 2 or more lost in same accident by collision.

Emergency message center activities of this office, in connection with the above operations, and for the conduct of official business only, required (1581) logged telephone calls for the period.

W. W. MURRAY
Capt., Air Corps
Rescue Officer.

Sg-RESC-B-13-HI
Feb-45

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CLASSIFICATION CHANGED TO
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By authority of the
Commanding General, AAU
1st Ind. Ltr. Subj: Downgrading
By of Military Information
dated 16 Oct 1952
Date OCT 16 1952
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UNIT HISTORY

13TH ARMY AIR FORCE EMERGENCY RESCUE BOAT SQUADRON
VI AIR SERVICE AREA COMMAND
ARMY AIR FORCES, PACIFIC OCEAN AREAS
APO #953

1 February 1945.

To: 28 February 1945

Date of arrival at and departure from each station occupied in this theater: Negative.

Losses in action (killed, wounded, missing or prisoner) by name, with identification of place of mission, circumstances, and date: Negative.

Awards to and decorations of members of the immediate unit involved: Negative.

Organization (e.g., changes effected by the transfer of units, or by new T/O's): Negative.

Strength, personnel on the first day of the month: 265
Strength, personnel on the last day of the month: 277

Strength, airplanes by types on the first and last day of the month: Negative.

Losses, airplanes by types (operational and combat): Negative.

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13TH ARMY AIR FORCE EMERGENCY RESCUE BOAT SQUADRON
APO # 953

WEK/voa/APO 963/59
9 March 1945.

SUBJECT: Unit History.

TO: Commanding Officer, VI Air Service Area Command, APO #959.

1. Pursuant to instructions contained in Army Regulations 345-105, dated 18 November 1929, as amended by Change 3 dated 9 March 1943, and Army Air Forces Pacific Ocean Areas Memorandum Number 20-3 dated 18 September 1944, the following Unit History for the month of February 1945 is herewith submitted:

a. On 1 February 1945, the Army Crash Boat number P-57, Master Sergeant Malcolm R. Sanders in charge, at Waikane, T.H. saw a plane crash into the sea at 1145. Sergeant Sanders and crew departed immediately to the location of the crash which was 157° from Kola Dock, Molokai, T.H. Time of arrival at scene was 1155. Action taken upon arrival was to inflate a life raft and go into the surf to rescue the pilot. The condition of the pilot was good and he was saved. Subject pilot's name was Lt. (jg) J. F. Simpson, USNR. The pilot was taken from the scene of the crash to Homestead Field in a truck. The wreckage of the airplane was left in the surf. The difficulties encountered in effecting the rescue were that they could not get the pilot through the surf after reaching him and therefore had to land on the beach.

b. On 2 February 1945, Technical Sergeant Amos P. Colcord, master of the Army Rescue Boat number P-300 stationed at Haleiwa, received orders from Atlanta C. P. that swimmers were in distress. Take off time was 1705 with weather conditions good. Seven swimmers were in distress, of whom six were taken into shore, one man was lost at sea, and one man died on shore.

c. On 6 February 1945, Warrant Officer (JG) Gilberto Varao and the crew of the Army Crash Boat number P-11 received a call from Rescue Service Control on a crash at sea. Action taken at arrival was to transfer two life rafts from Navy craft to the P-11. The airplane was a total loss. The Navy craft made the rescue of the pilot.

d. On 6 February 1945, Technical Sergeant Amos P. Colcord and crew of Army Rescue Boat number P-300 stationed at Haleiwa, received a call from Rescue Service Control to proceed to 2-H-24, craft in distress. Time of take-off was 1719 with a choppy sea. Time of arrival was 1814. Action taken upon arrival was to take craft in tow. Upon arrival at scene one man was rescued and in good condition.

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BASIC: Unit History report fr CO 13th AAF Emerg Rescue Boat Sq APO 953 to CO VI ASAC APO 959 dtd 9 March 1945 (Continued).

e. On 13 February 1945, Warrant Officer (JG) Gilberto Varao and the crew of Army Crash Boat number P-11 received a call from Rescue Service Control at 1635 on a crash at sea approximately three thousand (3000) yards off Haleiwa Bay. Picked up pilot who was then turned over to the Navy. Time spent on the accident was five minutes.

f. On 23 February 1945, Master Sergeant Jack A. Dailey and the crew of Army Rescue Boat number P-302 received a call from Rescue Service Control to proceed to 3-Q-19 to scene of crash. Upon arrival the pilot was picked up and taken to his organization. Just the one pilot was involved. The airplane was a total loss.

g. On 25 February 1945, Warrant Officer (JG) Gilberto Varao and the crew of Army Crash Boat number P-11 received a call from Rescue Service Control to proceed to 2-Love-11 that a pilot was in the water. The pilot was rescued, taken aboard, wet clothing removed, and was dressed in dry clothing. The airplane was a total loss.

Walter Kahler

WALTER E. KAHLER,
Captain, Air Corps,
Commanding.

2 Incls.
Incl 1. Unit History of Rescue Sv Control of this orgn.
Incl 2. List of rescues.

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UNIT HISTORY
Rescue Service Control
13TH AAF EMERGENCY RESCUE BOAT SQ.
APO 953

~~RESTRICTED~~

1 February to 1 March 1945

Organization changes: NEGATIVE

Strength:	Officers	Flight Officers	Enlisted
	6	1	13

Arrival - departure: NEGATIVE

Losses in action: NEGATIVE

Awards and decorations: NEGATIVE

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UNIT HISTORY
Rescue Service Control
13TH AAF EMERGENCY RESCUE BOAT SQ.
APO 953

~~RESTRICTED~~

1 February to 1 March 1945

ORGANIZATION:

No changes in the organization of this unit have been made during the month.

TRAINING:

Actual rescue missions have provided adequate training and experience for crash boat, air, and ground personnel, of this rescue organization in the current period. No formal air-sea rescue training program was necessary or undertaken.

OPERATIONS:

Joint Operations Center of Navy Rescue Task Unit, (Hawaiian Sea Frontier) is beginning to function. Three (3) 63' AVR crash boats and one (1) SBD aircraft of Kaneohe NAS have been taken under direct control of JOC. This office has coordinated closely with JOC in (4) air-sea rescue missions on the windward (Kaneohe) side of the island during the month. Army crash boats, liaison aircraft, and ground stations will operate on JOC frequency (4475 KCs) as soon as quartz crystals for transmitters and receivers are made available.

This office coordinated and controlled (14) major sea and land rescue operations in February:

	ARMY	NAVY	LAND	SEA	CREW	SAVED	LOST	MISSING
	P-51		1		1	1		
(two)	P-47		1		2	1	1	
		F6F		1	1	1		
	—	F6F		1	1		1	
	TB-26		1		5	1	4	
		F6F		1	1	1		
	B-24		1		10	8	2	
		SB2C		1	2		2	
		F4U		1	1		1	
	P-47			1	1	1		
	P-47			1	1	1		
		FM		1	1	1		
	LB-30		1		5		5	
	P-47		1		1			*1
*Missing, Search continues	9	6	6	8	33	16	16	1

R. W. Murray
Capt., Air Corps
Rescue Officer

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13TH AAF EMERGENCY RESUUE BOAT SQUADRON
APO 953

5 March 1945

SUBJECT: Report of Rescues and Missions of Air Force Rescue Boats.

TO : Commanding Officer, VI Air Service Area Command, APO #959.

1. The following report of rescues and missions of Air Force Rescue Boats, for the period of 1 February 1945 to 28 February 1945 inclusive, is submitted for the information of those concerned:

a. Number of missions..... 24

b. Number of aircraft personnel rescued..... 4

c. Number of boats towed..... 4

2. The remaining sixteen (16) missions involved searches for wreckage, false alarms and searches for swimmers.

Walter E. Kahler
WALTER E. KAHLER,
Captain, Air Corps,
Commanding.

Incl: 1
#1 - List of Rescues (Month of February 1945)

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Incl #2

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13TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 953

5 March 1945

COMPLETE LIST OF RESCUES - FEBRUARY 1, 1945 TO FEBRUARY 28, 1945 INCLUSIVE

Date	Boat	Base	Rescued	Type of Aircraft
2-1-45	P-57	Waikane	Lt. JG J. F. Simpson, USNR V.F. 100, NAS, Barber's Point.	F6F5
2-1-45	P-300	Haleiwa	None involved	Took MTL 1236 in tow
2-6-45	P-300	Haleiwa	None involved	Took vessel No. 32A861 in tow
2-10-45	P-39	Maunalua	None involved	Picked up outrigger canoe
2-13-45	P-11	Haleiwa	Ens. Alvin G. Cooper, VF 24, USN	F6F
2-15-45	P-300	Haleiwa	None involved	Took Civilian craft No. 32A172 in tow.
2-23-45	P-302	Waikane	2nd Lt. Edgar K. Read, 508th Fgtr Gp, 466th Sq., Kahuku Air Base.	P-47
2-25-45	P-11	Haleiwa	Lt. Wm R. Clary,O-778049, 508th Fgtr Gp, 468th Fgtr Sq., Kahuku	P-47

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SQ-RESC-B-13-HI
MARCH 1945

UNIT HISTORY

SECURITY INFO
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13TH ARMY AIR FORCE EMERGENCY RESCUE BOAT SQUADRON
VI AIR SERVICE AREA COMMAND
ARMY AIR FORCES, PACIFIC OCEAN AREAS
APO #953

1 March 1945

To: 31 March 1945

Date of arrival at and departure from each station occupied in this theatre: Negative.

Losses in action (killed, wounded, missing or prisoner) by name, with identification of place of mission, circumstances, and date: Negative.

AWards to and decorations of members of the immediate unit involved: Negative.

Organization (e.g., changes effected by the transfer of units, or by new T/O's): On 15 March 1945 Captain William W. Murray, O-561746, assumed command from Captain Walter E. Kahler, O-536420.

Strength, personnel on the first day of the month: 277.
Strength, personnel on the last day of the month: 280.

Strength, airplanes by types on the first and last day of the month: Negative.

Losses, airplanes by types (operational and combat): Negative.

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SECURITY INFORMATION
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UNITY HISTORY
RESCUE SERVICE CONTROL
13th AAF EMERGENCY RESCUE BOAT SQ.
APO 953

1 March thru 31 March 1945.

ORGANIZATION:

No changes in the organization of this unit have been made during the month of March.

TRAINING:

Training missions have been conducted to indoctrinate two liason pilots on D.S. with this organization during the absence of one of our pilots on furlough to the mainland.

Actual rescue missions have further provided adequate training and experience for crash boat, aircraft, and ground personnel of this organization in the current period.

OPERATIONS:

This office has coordinated closely with the Joint Operations Center of the Navy Rescue Task Unit on several rescue operations during the month. Quartz crystals for transmitters and receivers will be installed in this organization's rescue equipment on JOC frequency (4475 KCs) to enable us to work more closely in conjunction with the Navy Rescue Task Unit.

This office has coordinated and controlled 14 sea and 3 land rescue operations in the month of March.

There were no personnel lost through faulty conduct of rescue personnel nor through late dispatching of available rescue facilities.

CONFIDENTIAL

Incl 2

Unit History (continued):

TABULATION OF AIRCRAFT CRASHES FOR APRIL 1945

ARMY	NAVY	LAND	SEA	CREW	SAVED	LOST
	F6F		X	1	0	1
P-47		X		1	0	1
	F6F		X	1	0	1
P-47			X	1	0	1
P-47			X	1	1	0
	F4U		X	1	1	0
	F6F		X	1	1	0
	F6F		X	1	1	0
*	(2)F6F	X	X	2	0	2
	PBM		X	11	0	11
	F6F		X	1	1	0
* P-47	F4U	X		2	0	2
	SB2C		X	2	0	2
F5E			X	1	0	1
	FM2	X		1	1	0
	TBM		X	3	0	3
	F6F		X	1	1	0
5	14	3	14	32	7	25

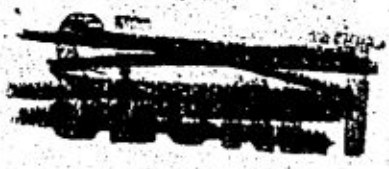
* Flight of two lost in same accident by mid-air collision.

Emergency message center activities of this office, in connection with the above operations, and for the conduct of official business only, required 911 logged telephone calls for the period.

Carl N. Richards
CARL N. RICHARDS,
1st Lt., Air Corps,
RSC Officer.

Incl 2

Sy-Resc-B: 13-HE
Apr-45



DECLASSIFIED
DOD DIR 5200.9



RSI Contl No
S 00962



6513-3

RESTRICTED SECRET

902-RESC-B-13-HI
APRIL 1945

13TH ARMY AIR FORCE EMERGENCY RESCUE BOAT SQUADRON
VI AIR SERVICE AREA COMMAND
ARMY AIR FORCES, PACIFIC OCEAN AREAS
APO #953

SECURITY INFORMATION
SECRET

1 April thru 30 April 1945.

Arrival - Departure: NEGATIVE

Losses in action: NEGATIVE

Awards and decorations: NEGATIVE

Organization changes: Four Type II and four Type III AAF Emergency Rescue Boat Crews assigned to the organization.

Strength:	OFFICERS	ENLISTED MEN
1 April	14	290
30 April	36	343

Strength - airplanes: NEGATIVE

Losses - airplanes: NEGATIVE

SECURITY INFORMATION
SECRET

[redacted]

RDI Cont No
S 00962

SECRET

Incl 1

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SECRET

13TH ARMY AIR FORCE EMERGENCY RESCUE BOAT SQUADRON
VI AIR SERVICE AREA COMMAND
ARMY AIR FORCES, PACIFIC OCEAN AREAS
APO 953

1 April thru 30 April 1945.

ORGANIZATION:

The 260th, 291st, 293rd and 294th AAF Emergency Rescue Rescue Boat Crews, Type II, and the 270th, 304th, 303rd and 422nd AAF Emergency Rescue Boat Crews, Type III, were disbanded 11 April 1945. All of the personnel and equipment were absorbed by this organization. A Type II crew consists of an 85' boat manned by 4 officers and 5 men. A Type III crew consists of a 63' boat manned by 2 officer and 5 men.

TRAINING:

Training missions have been conducted between the planes and the new crash boats to indoctrinate the crews with the present operating procedure of emergency rescue operations, and to familiarize the crews with the land marks and important safety factors about the waters around the Island of Oahu.

Actual rescue missions have further provided adequate training and experience for crash boat, aircraft, and ground personnel of this organization in the current period. The Operations Office has lectured the officers of the new crews and has ordered pilots to assist the new crews in thier operations.

During the past month practically all of the men that have no qualified in arms recently were taken to the range at different times in order to qualify.

Our Information and Education program seems to be going smoothly. The new movie building is used to display all of the material and is used for the lectures. The officers at the outlying bases take care of their programs with the help of the I & E officer from our base.

OPERATIONS:

During the past month the arrival of the new crews has taken up a great deal of the organization's extra time. When the new boats arrived everything had to be supervised by this organization. When the first tanker arrived with four boats no arrangements had been made for unloading it and the tanker was under orders to report back to the mainland after discharging its gas. Ranking officers had to seen in the Navy immediately to cancel its sailing orders and then arrangements were made for the unloading. Although these boats had been coming for almost six months plans for sheltering the new crews at different bases in some cases have not been fully approved. At only on base was a new building erected. Temporary arrangments had to made for the crews. After a great deal of work day and night all of the boats and their cargo were unloaded.

Incl. 2

SECRET

Cont'd. Ltr 13th AAF Emerg Rescue Boat Sq., APO 953, 13 May 1945, Narrative, Unit History.

Just before being unloaded, all of the boats were painted on the bottom. After being unloaded, the crews and men from our organization went to work to put the boats in commission. There was a great amount of work involved in getting the boats in commission and standardizing the equipment. One (1) 85' boat was assigned to Waikane and 1 85' boat was assigned to Haleiwa. Plans were made to dispatch the other boats to bases as soon as they were shipshape.

Before the boats were completely ready for assignment, they went on test runs to check engines, made speed curves and compass deviation cards.

Our Rescue Service Control Section says that a few boats were put into operation on emergency crash calls with excellent results. With larger craft, we are now in a position to extend our operations further, and the speedier boats will make our operation more efficient. Rescue Service Control has coordinated and controls nine (9) sea and four (4) land rescue operations in the month of April. There were no personnel lost through faulty conduct of rescue personnel or through late dispatching of available rescue facilities.

TABULATION OF AIRCRAFT CRASHES FOR APRIL 1945

ARMY	NAVY	LAND	SEA	CREW	SAVED	LOST
*	OS2U		X	2	2	0
	PV2	-	X	6	0	6
	PB4Y1		X	8	6	2
**	(2)FGF		X	2	1	1
P-47			X	1	1	0
	F6F		X	1	0	1
	F4U		X	1	1	0
P-47		X		1	1	0
P-47		X		1	0	1
	TBM	X		1	0	1
	F6F	X		1	1	0
	F6F		X	1	1	0
	F6F		X	1	0	1
3	11	4	9	27	14	13

* Plane made a safe water landing and was towed into base.
** Flight of two lost in same accident by mid-air collision.

Emergency message center activities of this office, in connection with the above operations, and for the conduct of official business only, required 564 logged telephone calls for the period by the Rescue Service Control Section of our organization.

This organization has forty-four (44) Army Air Force boats that it operates, maintains, or repairs. Of the 44, thirty-nine boats are assigned to this organization. We maintain and mann the J-300, an AAFPOA General Staff boat. The KB-13, a utility boat, belonging to the Chris Holmes Estate,

Incl 2

Cont'd. Ltr 13th AAF Emerg Rescue Boat Sq., APO 953, 13 May 1945, Narrative, Unit History.

Coconut Island, is manned by one of our crews for AAFPOA Rest and Recreation Camp. Four enlisted men and one officer from this organization repaired the P-138, a 42' crash boat at X'mas Island. We removed the engines from the "Lahela" for the Custodian of the AAFPOA Welfare Fund. This organization aided in the shipment of the P-685, a sixty-three footer, used as a General Staff boat. There are three ducks and three airplanes that are manned by men of this organization.

Other than for crash calls, two are used for hauling passengers to and from Coconut Island, two are used for ditching practice, three are used to take AAFPOA Rest Crews fishing, three are used for general utility purposes, and two boats have, in addition to regular duties, hauled cargo for the Air Depot to different islands in the Hawaiian Group. The three ducks are used at three different airfields for work inside the reefs.

Our maintenance shops, although having no T/O, are a most important part of the organization. In addition to our shops, we use the facilities of three civilian drydocks. On our own base we have the following shops and sections: Marine Motor Repair Shop, Lathe Shop, Electrical Shop, Welding Shop, Sheet Metal Shop, Carpenter Shop, Battery Shop, Paint Shop, Radio Repair Shop, Motor Supply Shop, Marine Supply Shop and a Drydock Section. Every three months boats are drydocked. In addition, continuous work is done by the boat crews and maintenance men in keeping the boats in operation.

The organization also maintains the following facilities for its men: Tailor shop, Barber shop, Post Exchange, Beer Garden, NCO Club, Officers' Club, Movie Theater and a Day Room.

Incl. 2

SECRET
Auth: CG AAFPOA
Init:
Date: 14 Dec 44

HEADQUARTERS
ARMY AIR FORCES, PACIFIC OCEAN AREAS
APO 953

14 December 1944

ASSIGNMENT ORDER)
:
NUMBER 44)

1. Effective upon arrival at Oahu, the following units are assigned to VI Air Service Area Command.

260th AAF Emergency Rescue Boat Crew, Type II
288th AAF Emergency Rescue Boat Crew, Type II
289th AAF Emergency Rescue Boat Crew, Type II
290th AAF Emergency Rescue Boat Crew, Type II
291st AAF Emergency Rescue Boat Crew, Type II
292d AAF Emergency Rescue Boat Crew, Type II
293d AAF Emergency Rescue Boat Crew, Type II
294th AAF Emergency Rescue Boat Crew, Type II

270th AAF Emergency Rescue Boat Crew, Type III
303d AAF Emergency Rescue Boat Crew, Type III
304th AAF Emergency Rescue Boat Crew, Type III
422d AAF Emergency Rescue Boat Crew, Type III

2. Effective upon date of departure from Oahu, 4th Emergency Rescue Squadron is relieved from present assignment to VI Air Service Area Command and reverts to Army Air Forces, Pacific Ocean Areas. Effective upon date of arrival at Saipan, this unit is attached to Commander Forward Area, Central Pacific for operational control pursuant to the provisions of CinCPOA confidential serial 05201 of 28 September 1944.

By command of Lieutenant General HARMON:

C. F. TAYLOR,
Lt. Colonel, Air Corps,
Acting Adjutant General.

DISTRIBUTION:

2 - TAG Washington
5 - CG, AAF
2 - CG, Twentieth Air Force
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5 - CG, RTC, APO 957
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2 - AAF Library, Washington, DC
1 - Master Locator
2 - MRU, APO 958
2 - 9th SCU
5 - AAFPOA SCU
5 - ComFwdArea
1 - Theater Postal Officer
1 - Postal Officer, APO 958
1 - Postal Officer, APO 953
5 - CG, Seventh Air Force
5 - CO, VI ASAC
5 - CO, Air Depot, APO 953
5 - CO, Air Depot, APO 246
5 - CO, 7th Fighter Wing
5 - CG, XXI Bomber Command
2 - CG, 13th Replacement Depot
2 - Ea Orgn concerned
1 - Ea Staff Section
4 - Stat Control
5 - File

10254

Incl #3

HEADQUARTERS
ARMY AIR FORCES, PACIFIC OCEAN AREAS
APO 953

SECRET
Auth: CG AAFPOA
Init: [illegible]
Date: 14 Dec 44

GENERAL ORDERS)
)
NUMBER 47)

14 December 1944.

DISBANDMENT OF CERTAIN ARMY AIR FORCES EMERGENCY RESCUE BOAT CREWS

1. Pursuant to authority contained in classified War Department letter, The Adjutant General's Office, file AG 322 (28 November 1944) OB-I-AFRPG-M, dated 2 December 1944, subject: "Disbandment of Certain Army Air Forces Emergency Rescue Boat Crews," and classified letter, Headquarters, United States Army Forces, Pacific Ocean Areas, file AG 322/122a, dated 11 December 1944, subject: "Disbandment of Certain Army Air Forces Emergency Rescue Boat Crews," the following Army Air Forces Emergency Rescue Boat Crews will be disbanded effective not later than 10 days after arrival at Oahu:

260th AAF Emergency Rescue Boat Crew, Type II
288th AAF Emergency Rescue Boat Crew, Type II
289th AAF Emergency Rescue Boat Crew, Type II
290th AAF Emergency Rescue Boat Crew, Type II
291st AAF Emergency Rescue Boat Crew, Type II
292d AAF Emergency Rescue Boat Crew, Type II
293d AAF Emergency Rescue Boat Crew, Type II
294th AAF Emergency Rescue Boat Crew, Type II

270th AAF Emergency Rescue Boat Crew, Type III
303d AAF Emergency Rescue Boat Crew, Type III
304th AAF Emergency Rescue Boat Crew, Type III
422d AAF Emergency Rescue Boat Crew, Type III

2. Commanding Officer, VII Air Service Area Command will take the necessary action to effect the disbandment of above units.

3. Personnel:

a. Personnel of the disbanded units will be absorbed by the 13th Army Air Forces Emergency Rescue Boat Squadron.

b. No enlisted man will be reduced in grade as a result of these actions. Excess grades will be absorbed by normal attrition.

4. Equipment:

a. Authorized equipment of those units will be absorbed by the 13th Army Air Forces Emergency Rescue Boat Squadron.

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Incl #4

b. Non-standard equipment of the 13th Army Air Forces Emergency Rescue Boat Squadron rendered surplus by absorbing new equipment of disbanded units will be turned in to appropriate supply agencies.

5. The following procedure will govern in the disposition of records of disbanded units.

a. Final Roster of Officer and Enlisted Personnel of the Unit will be prepared on WD AGO Form No. 309 as of 2400, the date of disbandment, in accordance with paragraph 13, AR 345-900, 22 May 1942, as changed by Change No. 4, 22 June 1944.

(1) The original copy of this roster will be mailed direct to The Adjutant General, War Department, Washington 25, D. C. The first copy will be forwarded to the AAFPOA Statistical Control Unit, APO 953.

(2) A remark will be entered under "Record of Events" in the Morning Report of the disbanded units, showing the date disbandment was effected and the authority therefor which will be these General Orders.

b. Disposition of all Organization Records will be handled in accordance with paragraph 11, AR 345-10, 26 April 1944, as changed by Change No. 1, 28 June 1944.

By command of Lieutenant General HARMON:

J. R. ANDERSEN,
Colonel, Air Corps,
Chief of Staff.

OFFICIAL:

C. F. TAYLOR,
Lt. Colonel, Air Corps,
Acting Adjutant General.

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15 - CG, USAFPOA
5 - CG, CPBC
2 - CG, SPBC
5 - CG, RTC, ATC, APO 957
2 - CG, Pacific Division, ATC
2 - AAF Library, Washington, DC
1 - Master Locator, APO 958
2 - MRU, APO 958
2 - 9th SCU
5 - AAFPOA SCU
1 - Theater Postal Officer, APO 958
1 - Postal Officer, APO 958
1 - Postal Officer, APO 953
5 - CG, Seventh Air Force
5 - CO, VI ASAC
5 - CO, Air Depot, APO 953
5 - CO, Air Depot, APO 246
5 - CO, 7th Fighter Wing
5 - CG, XXI Bomber Command
2 - CG, 13th Replacement Depot
2 - Each Organization Concerned
1 - Each Staff Section
4 - Stat Control
5 - File

S E C R E T

HEADQUARTERS
VI AIR SERVICE AREA COMMAND
APO 959

Auth: CO VI ASAC
Init: [illegible]
Date: 1-3-45

ASSIGNMENT ORDER)
:
NUMBER 1)

3 January 1945

The following units having been assigned this headquarters per assignment Order No. 44, Headquarters, AAFPOA, 14 December 1944 are attached to the 13th AAF Emergency Rescue Boat Squadron APO 953 effective upon date of arrival.

260th AAF Emergency Rescue Boat Crew, Type II
288th AAF Emergency Rescue Boat Crew, Type II
289th AAF Emergency Rescue Boat Crew, Type II
290th AAF Emergency Rescue Boat Crew, Type II
291st AAF Emergency Rescue Boat Crew, Type II
292nd AAF Emergency Rescue Boat Crew, Type II
293rd AAF Emergency Rescue Boat Crew, Type II
294th AAF Emergency Rescue Boat Crew, Type II
270th AAF Emergency Rescue Boat Crew, Type III
303rd AAF Emergency Rescue Boat Crew, Type III
304th AAF Emergency Rescue Boat Crew, Type III
422nd AAF Emergency Rescue Boat Crew, Type III

By order of Colonel WEDDINGTON:

R. HEBER,
Colonel, Air Corps,
Acting Executive.

OFFICIAL:

R. S. GUNDERSON,
Major, A. G. D.,
Adjutant-General.

DISTRIBUTION:

1 - TAG, Washington
5 - Hq AAFPOA (Attn: Publications)
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2 - Each Orgn concerned
1 - Each Staff Section
5 - File

Incl #3

S E C R E T

RESTRICTED

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PH 8G-20

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SQ-RESC-B-13-HI
Jan 46

13TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 953

KTS/hkl/APO 950/7184
15 February 1946.

SUBJECT: Unit History.

TO : Commanding General, 7th Fighter Wing AAF, APO 958.

1. Twenty-second installment: January 1946, Unit History is submitted herewith.

EDWARD E. JOHNSTON,
1st Lt., Air Corps,
Commanding.

1 Incl:
#1 - Unit History (January 1946)

RESTRICTED

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UNIT HISTORY
13TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 953

KTS/hkl/APO 950/7184
15 February 1946

During the period from 1 January through 31 January 1946, the 13th AAF Emergency Rescue Boat Squadron, under the command of 1st Lt. Edward E. Johnston has been forced to make many changes due to the current readjustment program which saw the organization drop from 122 enlisted men to 64 enlisted men.

BASES:

The 13th AAF Emergency Rescue Boat Squadron with Headquarters at Ala Moana, has been forced due to lack of enlisted personnel to man their boats at Haleiwa, Hickam Field on the island of Oahu, and Waimea on Kauai with an all officer crew.

AIR SEA RESCUE CONTROL:

Air Sea Rescue Control is now located at Fort Shafter and there is jointly handled by Army and Navy officer personnel under the title "Air-Sea Rescue Task Group 97.7", with 1st Lt. Oscar B. Lubow, Officer-In-Charge of the Army Section.

EQUIPMENT: (Boats)

During the month of January, due to lack of sufficient personnel to operate boats, the boats in operation were limited to six distributed as follows: Two 85' rescue boats at Haleiwa, Two 85' rescue boats at Hickam Dock, Two 85' rescue boat at Waimea, Kauai, and one 104' rescue boat at Ala Moana.

EQUIPMENT: (Planes)

The Flight Section of this organization, while also losing enlisted personnel, has gained sufficient officer personnel to be in an efficient operating condition. This section now has, in addition to the four L-5 observation planes, two helicopters which should add materially to its completion of successful rescue missions.

MISSIONS:

For the first time in the history of the 13th AAF Emergency Rescue Boat Squadron, there were no rescue missions performed.

PERSONNEL:

Under current readjustment policies, many key men left this organization namely; 1st Lt. Halbert G. St.Clair, Rescue Service Officer; 1st Lt. John F. Sullivan Jr., Squadron Supply Officer; [illegible]; WOJG Robert B. Ferguson, Mate on Army rescue boat P-557,& WOJG Julian B. Parkman, Chief Engineer on

1583

Army rescue boat P-494. WOJG John J. Price was temporarily lost to this organization on an emergency leave. WOJG Ben Adkison left this organization through Detachment of Patients, 147th General Hospital. The following officers were gained by this organization: F/O John A. Sheehan, Squadron Supply Officer; F/O Sarkis K. Pashaian, Air-Sea Rescue Control Officer, WOJG Omer R. Vincent, Hickam Dock; 2nd Lt. William R. Carylon, Air-Sea Rescue Control Officer; and 1st Lt. Stanley L. Winchester, liaison pilot at the Flight Section, Hangar 5, Hickam Field. Among the enlisted men lost by this organization during the month, many were occupying key positions and their loss is being felt severely by this organization.

REENLISTMENTS:

During the month, we reenlisted T/Sgt Delmar W. West and T/Sgt Harry H. Johnston for a period of three years for duty in this organization, and gained through reenlistment from outside sources: S/Sgt Fernando Navarro, Pvt Joseph D. Campbell, Pvt Ernest C. Gantt, M/Sgt George P. Aikau, and Pvt. Albert J. Avilla.

A.E.P.

The A.E.P., under the direction of CWO Oscar K. Williams, has been forced to be discontinued as far as the courses in Mathematics, Navigation, and English, due to the current readjustment program; however, Courses in Boat Handling have been maintained through training missions aboard the boats. The two students who were enrolled at the Army University at Schofield Barracks, namely, T/Sgt Louis A. Trilsch and Sgt Albert C. Gutta, have successfully completed their courses and have been returned to this organization.

RECREATION:

Recreational activities have been maintained under the direction of CWO Oscar K. Williams and during the month, supervised recreational periods were conducted Tuesday and Thursday afternoons, touch football and softball being the chief sports.

1st Lt. William A. Clarke, who participated in the Hawaiian Area Football game played in Japan, has returned to this organization; CWO Richard C. Sorlien, who competed as a member of the Olympic Tennis Team at Guam, has also returned to the organization.

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1 NOV-43

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CHAIN OF COMMAND
Eighth Air Force
VIII Air Force Service Command
1st Strategic Air Depot

Date 11 December 1944

Unit 13th Mbl R & R Sq Hv T/O [illegible]-859 S AAF Sta 595 APO 636

Authority for activation General Order 352, Hq, VIII Air Force Service Command, 1 Nov 43.

Locality of activation AAF Station 505

If reorganized since initial activation, authority for reorganization Reorganized per GO #13, Hq VIII AF SvC, dtd 24 Aug 44, T/O 1-0598 dated 6 Apr 44. Redesignated 13th Mobile R & R Sq Heavy per Secret Letter, Hq US Strategic Air Forces in Europe, File 322, Subject: Redesignation of Certain Army Air Forces Units, dated 14 Nov 44.

Locations since activation (1) AAF Station 505

(2) AAF Station 595

(3)

(4)

A brief historical summary of the organization from activation through November, 1944. (Additional pages may be added as necessary).

The personnel of what is now the 13th Mbl R & R Sq Hv, at present stationed at AAF Station 595, were activated under General Order #52, Hq, VIII Air Force Service Command, 1 Nov 43. Reorganized per GO #13, Hq VIII AF SvC, dtd 24 Aug 44, Redesignated 13th Mobile R & R Sq Heavy per Secret Letter, Hq US Strategic Air Forces in Europe, File 322, Subject; Redesignation of Certain Army Air Forces Units, dated 14 Nov 44. Locations since activation have been, AAF Station 505 and AAF Station 595.

The function of this organization is to repair battle damaged bombers where they are. Also to return them to the 1st SAD for further repairs and maintenance.

At present the strength of this organization is; 6 officers and 151 EM, with Captain Edward Kottseiper as their commanding officer. Previous CO was Captain Samuel M. Anderson.

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Sig. Resc. 8-14-44
June 44 -

DECLASSIFIED
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DESIGNATION SHEET

AIR FORCE: Fifth Air Force

COMMAND: Fifth Air Force Service Command

WING: _____

GROUP: _____

SQUADRON: 14th Emergency Rescue Boat Squadron

1-15 June 1944

Has security classification of material been checked? Yes

AA-11L-3

CONFIDENTIAL

HEADQUARTERS
14TH EMERGENCY RESCUE BOAT SQUADRON
APO 322 UNIT 1

27 June, 1944

SUBJECT: Unit History, Month of June.

TO : Commanding General, Army Air Forces. (Thru channels)

The period between June first and June fifteenth, which this report covers, was a rather unsettled one for the company. We find ourselves, a unit assigned to the operation of boats, situated away from our natural element, the water, and residing in an area, which although very wet, is not very handy to the loading docks.

The temporary Maintenance Shop, in the 309th area, is not installed, the machines set up, and maintenance to our small boats has been under way.

After a twelve day wait, the F-16 was taken onto the dry dock and given a thorough bottom job, consisting of scraping and painting, checking the shaft, screw pitch, and stern bearing and gland. It was recommended that a new bearing be installed and Milne Bay was contacted for availability of a new bearing or a block of Kasi-Kasi hardwood from which to turn a new one. A block of this wood finally arrived but was found to be too small a piece for the size of the shaft. The old bearing was turned and put back into place. We hope it lasts.

To complicate matters, the FA-1 crept into port with her reduction gear, which was practically new, breaking up into pieces and the grindings being drawn into the oil line scoring the oil pump housing. Since an American built, "Joes" Reduction gear is not available we will have to install another Australian gear which we know will stand up no longer than the last.

On June tenth this organization was re-designated as the "14th Emergency Rescue Boat Squadron" and Lt McDonald was dispatched to ADVON to receive instructions as to the functions of the unit under the new set-up.

Captain Marshall C. Brown, Jr., took command of the Squadron on June thirteenth. Captain Brown was formerely Commanding Officer of the 2039th QM Truck Company at APO 713.

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To date the FA-2 is still down at APO 923 for repairs. Fortunately a set of helical reduction gears was on hand there for installation and this fact should prove to be a very happy event in the months of operation yet to come. The Australian spur gears cannot compare with the American helicals.

Donald W. McDonald

DONALD W. MCDONALD,
1st Lt., A. M. C.
Historical Officer.

CONFIDENTIAL

CONFIDENTIAL

SECRET

Sq. RESC. B-14. HI
15 June - 31 Jul 44

DECLASSIFIED
DD DIR 5200.9

SECRET

CONFIDENTIAL

5492-17

SECRET

SECRET

DESIGNATION SHEET

AIR FORCE: V Air Force

COMMAND: V Service Command

WING:

GROUP: 1055th [illegible] Co.

SQUADRON: 14th Emergency Rescue Boat Squadron

PERIOD: 15 June - 31 July, 1944

Has the security classification of material been checked ? Yes.

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CONFIDENTIAL

HEADQUARTERS
14TH EMERGENCY RESCUE BOAT SQUADRON
APO 322 UNIT 1

Believed to be 15 June - 31 July PRUS

5 August, 1944.

SUBJECT: Unit History.

TO : Commanding General, Allied Air Forces. (Thru channels)

Six weeks ago this Organization was redesignated from the 1001st Quartermaster Boat Company (Avn) to the 14th Emergency Rescue Boat Squadron and in that period things have happened that are strange and interesting to all of us. When a unit suddenly finds itself increased in strength by one hundred percent it is something to talk about. However, talking alone has not been our occupation as with these new things before us there is also the physical to consider, namely work.

For over a year we have operated our ninety-nine foot cargo ships from Australia to points far to the north. Our work was interesting and it kept us busy. There was always the problems of supply and maintenance staring us in the face. With these there was little time for "mattress-backing". Our days were full. Now all this becomes only a half of our job as withing the last few weeks high speed rescue boats and their crews have arrived in New Guinea and are assigned to us wholely and completely. Where once this organization was sitting on the New Guinea beaches without a boat to its name, and with little knowledge where those necessary items were to materialise from, we find ourselves like the old woman who lived in a shoe, except that our super-abundances are boats. We seem to have boats, little ones and big ones, all over the Southwest Pacific. We shudder to think what would happen if they all came streaming into Dreger Harbor at one time. As large as their number is we hear that this is only the beginning.

Our "F" boats, like very small infants, must have their bottoms looked after periodically. We now have the F-5, and the F-6 on the drydock at Milne Bay for that very purpose and the F-16 has just completed like attentions. Unfortunately we suffered the usual lack of spare parts and all her troubles could not be rectified. We are keeping our fingers crossed for her until these spares arrive.

The FA-1 is now back in operation after a layup for replacement of new reduction gears. We think we have the problem licked now as we were able to secure a set of helical gears from the States. With the installation of a duplicate set of these American gears in the FA-2, we now have not a single one of our boats operating with the crude, and soft, spur gears. For this we give thanks.

~~August~~ 1944

1595

Unit History (Continued)

Arriving on the FA-2 were two items that we have long awaited in our Maintenance section. They are a power lathe with a seven foot bed, and a sevent-five ton hydraulic press. How many times could we have used this last. We now have the largest capacity press in this entire area. If the barge on which we plan to install our Maintenance Shop were to arrive here now, it would eliminate our final big problem.

We regret deeply to have to close this report with the sad news that one of our new Warrant Officers lost his life in an unfortunate mishap aboard a rescue boat at Milne Bay. Under undetermined circumstances this boat caught fire and when the fierce blaze was extinguished, Mr. Sawyer was missing. He was in his first month in New Guinea.

26 AUG

111

Donald W. McDonald

DONALD W. MCDONALD,
1st Lt. Q. M. C.
Historical Officer.

CONFIDENTIAL

HEADQUARTERS
14TH EMERGENCY RESCUE BOAT SQUADRON
APO 322 UNIT 1

Believed to be June - 31 July 1945

5 August, 1944.

SUBJECT: Unit History

TO : Commanding General, Allied Air Forces. (Thru channels)

Six weeks ago this Organization was redesignated from the 100lst Quartermaster Boat Company (Avn) to the 14th Emergency Rescue Boat Squadron and in that period things have happened that are strange and interesting to all of us. When a unit suddenly finds itself increased in strength by one hundred percent it is something to talk about. However, talking alone has not been our occupation as with those new things before us there is also the physical to consider, namely work.

For over a year we have operated our ninety-nine foot cargo ships from Australia to points far to the north. Our work was interesting and it kept us busy. There was always, the problems of supply and maintenance staring us in the face. With these there was little time for "mattress-backing". Our days were full. Now all this becomes only a half of our job as within the last few weeks high speed rescue boats and their crews have arrived in New Guinea and are assigned to us wholely and completely. Where once this organization was sitting on the New Guinea beaches without a boat to its name, and with little knowledge where those necessary items were to materialise from, we find ourselves like the old woman who lived in a shoe, except that our super-abundances are boats. We seem to have boats, little ones and big ones, all over the Southwest Pacific. We shudder to think what would happen if they all came streaming into Dreger Harbor at one time. As large as their number is we hear that this is only the beginning.

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CONFIDENTIAL

Unit History (Continued)

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DONALD W. MCDONALD,
1st Lt., M. C.
Historical Officer.

Sig. Rese. B. 14- 44
Hyg- 44



DECLASSIFIED
DOD DIR 5200.9



5454-65

REGISTER OF PERSONNEL HANDLING SECRET MATERIAL

DATE: 21 July 1953

DIVISION:

OFFICE: Archives Branch, Bldg. 914
Historical Division
Research Studies Institute
Maxwell AFB, Alabama

SUBJECT & DESCRIPTION OF INCLOSURES:

SQ-RESC-B-14-HI, Aug 44, (5454-65)

14th Emergency Rescue Boat Squadron

NO. OF INCLOSURES:

INSTRUCTIONS: The above described Secret document has been received in this office this date. The circulation of this material will be limited to the minimum number of persons necessary for completion of the required action. The names of all persons handling or having knowledge of the subject document will be recorded below as indicated. The document will be returned to the Top-Secret Control Officer (Room _____) for record prior to dispatch from this office or other disposition. This form will not be removed from the subject document except by him when forwarding.

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Joyce Robinson, Civilian	7/21/53	1500	Procured for Circulation	✓
Ruth P. Brehmer	22 Jul	1310	Research	

MEMORANDUM FOR THE RECORD

AU FORM 1 JUL 53 65A

USAF-GAFB, ALA (540028) 30M

1602

SECRET

DESIGNATION SHEET

SECURITY INFORMATION
SECRET

AIR FORCE	Fifth Air Force
COMMAND	Fifth Air Force Service Command
WING	
GROUP	1055th Q.M. Co., SG (Avn)(Det)
SQUADRON	14th Emergency Rescue Boat Sq.
AREA	APO 322, Unit 1
BATTALION	
CENTER	
COMPANY	14th Emergency Rescue Boat Sq.
DEPOT	
DETACHMENT	
PLATOON	
SECTION	
ETC.	

August 1944

1501

16 SEP 1944

Has security classification of material been checked? Yes

SECRET

SECURITY INFORMATION

SECRET

1693

SECRET

HEADQUARTERS
14TH EMERGENCY RESCUE BOAT SQUADRON
APO 322 UNIT 1

6 September 1944

SUBJECT: Unit History

TO : Commanding General, Allied Air Forces. Thru channels

During the month of August, this organization saw its first four Rescue Boats leave for the forward areas. The boats were conditioned from stem to stern which included complete radio installations.

Paul Theriot, a civilian representative of Hall Scott Marine Engine, arrived here on the 15 August 1944 to help straighten out the "Kinks" in several of the engines.

During this month five more boat crews were disbanded and absorbed into this Squadron, namely, the 49th, 126th, 127th 128th & 129th Emergency Rescue Boat Crews, and have departed for APO 928 to put in commission there the 85' boats.

Lt Donald W. McDonald departed for APO 920 on TD to pick a suitable camp site for this organization.

Sergeant Leonard A. Nelson finally started on the first leg of his home-ward bound journey after spending 30 months overseas.

After fifteen months in grade as Second Lieutenants, John T. Scanlan and John B. White are now waaring Silver Bars.

2nd Lt William N. Mathias joined this organization from 1838 Ordnance S & M Co. where he was Ammunition Officer and was assigned the duties of Squadron Adjutant, Personnel Officer, Public Relations Officer, Intelligence Officer, Chemical Warfare Officer, Unit Censor and Historical Officer.

The F- 5 & 6 are still undergoing repairs and will be back in operation by the second week in September.

For the Commanding Officer

16 SEP 1944
17501

William N. Mathias
WILLIAM N. MATHIAS
2nd Lt. Ordnance
Historical Officer.

SECRET

1694

SECRET

HEADQUARTERS
14TH EMERGENCY RESCUE BOAT SQUADRON
APO 322 UNIT 1

6 September 1944

SUBJECT: Unit History

TO : Commanding General, Allied Air Forces. Thru channels

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For the Commanding Officer

WILLIAM N. MATHIAS
2nd Lt. Ordnance
Historical Officer.

SECRET

[redacted]

~~SECURITY INFORMATION~~

~~SECRET~~

Sg. Rescc - 8 - 14-11
Sept. 44

DECLASSIFIED
DOD DIR 5200.9

~~SECURITY INFORMATION~~

~~SECRET~~

[redacted]

5741-29

REGISTER OF PERSONNEL HANDLING SECRET MATERIAL

DATE: 21 July 1953

DIVISION:

OFFICE: ~~Archives Branch, Bldg. 914~~ Historical Division, Research Studies Institute, Maxwell AFB, Alabama

SUBJECT & DESCRIPTION OF INCLOSURES: SQ-RESC-B-14-HI, Sept. 44, (5741-29) Hqs., 14th Emergency Rescue Boat Squadron

NO. OF INCLOSURES:

INSTRUCTIONS: The above described Secret document has been received in this office this date. The circulation of this material will be limited to the minimum number of persons necessary for completion of the required action. The names of all persons handling or having knowledge of the subject document will be recorded below as indicated. The document will be returned to the Top-Secret Control Officer (Room _____) for record prior to dispatch from this office or other disposition. This form will not be removed from the subject document except by him when forwarding.

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P P Buchanan	22 Jul 53	1340	Research	

MEMORANDUM FOR THE RECORD

AU FORM 1 JUL 53 65A

USAF-GAFB, ALA (540028) 30M

[redacted]

SECURITY INFORMATION

SECRET

HEADQUARTERS
14TH EMERGENCY RESCUE BOAT SQUADRON
APO 322 Unit 1.

5 October 1944

DESIGNATION SHEET

AIR FORCE : Fifth Air Force

COMMAND : Fifth Air Force Service Command

GROUP : 1055th QM Co. Service Group, (Avn)(Det)
Squadron : 14th Emergency Rescue Boat Squadron
PERIOD : 1 September - 30 September 1944.

HAS SECURITY CLASSIFICATION OF MATERIAL BEEN CHECKED? Yes

SECURITY INFORMATION

SECRET

[redacted]

S E C R E T

HEADQUARTERS
14TH EMERGENCY RESCUE BOAT SQUADRON
APO 322 UNIT 1

UNIT HISTORY FOR MONTH OF SEPTEMBER 1944

The close of this month saw three 28' sea sleds, five 63' and two 85' Rescue boats in operation and working out of Biak. Two more of those slick 85's will be headed in that direction just after the first of the month, leaving just one 45 footer to be fitted out and towed north. The range of the latter is so short as to prohibit an attempt to run under their own power.

Yes, it sounds as though we might be ready to close up shop and catch up on some lost "sac time", but those ten 85' on the way from Sydney guarantee another enjoyable session of fitting and repairing. When they are completed everyone will be looking for the shore detachment to be moved a good long ways.

The rescue boats were called out on futile missions four different times. Once we were called out in the direction of New Britain, 24 hrs of rough water, no food, no sleep, a useless mission will fray the best of tempers and our men are no exceptions. One really successful and worthwhile mission will change the entire picture.

A.T.S. men were relieved from duty aboard the H-10 at the close of the month and a crew from this squadron substituted. WOJG William C. Baker, one of the best skippers in the outfit, was given command and seems very well pleased with the new child, a bouncing baby of 150 feet. Most of the crew have considerable salt in their veins and are very happy to be back at sea aboard such a fine ship (compared to the other freight boats) a.l The prospects of a trip to Guadacanal and possibility of a few drinks of American liquor.

Several small tugs and "J" boats were received from Milne and Oro Bays. They should prove very useful in maintaining communication between our sprawling activities, shifting positions, and work of that type.

Lt. Becher and his very capable supply section were continually combing "irate" skippers out of their collective hair (singular) last month. Some of the "hot shots" fresh from the states still can't realize they are not at home or why they are not able to draw an object five minutes after the requisition has been submitted. The whole supply problem in this theater was very carefully explained to one certain skipper and the reasons why certain items are just not available;

after forty-five minutes he came out with this brilliant observation, "I don't see why we can't get it here, they told us before we left the states we would be able to get everything we needed just as soon as we reached New Guinea, and I don't see why we can't ". I don't think the condition is serious or lasting, they will "wise up" after 8-10 months overseas. We hope.

It was obvious to everyone that Lt. Sanders was loaded with everything his crew could possibly handle, but it was not until he submitted this list of completed installations that we realized the real size of his project: In nine boats they installed 18 ea SCR 287 Liasion Sets; 9 ea Radio Compass, SCR 269-G, 9 ea Radio Sets, SCR-522 (VHF), 9 ea Command sets, SCR-274N, 9 ea Radio Sets, SCR-695 (IFF), 9 ea Radio Sets SCR -578 (Emergency 500 KC Transmittar), 5 ea Power Plant, C-10, 1 ea Power Plant PE-143. If the reader knows as much about radio as the writer he will probably look blank and say quietly "Well, Well."

1st Sgt Robert Copher and Sgt Charles Cusano drag down additional honors for their very efficient handling of all administrative matters. Inspectors from higher headquarters gave them a perfect score on all their records and paper procedure.

Our strength on the first of the month was 84 officer and 265 Enlisted Men; we closed with 88 officers and 320 Enlisted Men. Considerable gain bringing us to T/O strength , we could still use several more good men.

Generally speaking the morale is good but there are several fact ors tending to lower it. An enlisted Mess man on the F boats will draw from $60 - $75, while an ATS Mess man on another ship of the same type will collect from $350 - $400 every month. There is no possible way to justify such a discrepency but the men are to be complimented on regarding it as philosophically as they do.

William N. Mathias
WILLIAM N. MATHIAS,
2nd Lt., Air Corps,
Author

For the Commanding Officer:

William N. Mathias
WILLIAM N. MATHIAS
2nd Lt., Air Corps,
Historical Officer.

SG-RESC-B-14-HI
Oct- 44

[redacted]

[redacted]

[redacted]

DECLASSIFIED
E.O. DIR 5200.9

[redacted]

[redacted]

5849-20

REGISTER OF PERSONNEL HANDLING SECRET MATERIAL

DATE: 21 July 1953

DIVISION:

OFFICE: ~~Archives Branch, Bldg. 91~~ Historical Division, Research Studies Institute, Maxwell AFB, Alabama

SUBJECT & DESCRIPTION OF INCLOSURES: SQ-RESC-B-14-HI, Oct 44, (5849-28) Hqs., 14th Emergency Rescue Boat Squadron

NO. OF INCLOSURES:

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K.P. Bachman	22 Jul 53	1340	Research	

MEMORANDUM FOR THE RECORD

AU FORM 65A 1 JUL 53

USAF-GAFB, ALA (540028) 30M

RESTRICTED

SECURITY INFORMATION
SECRET

HEADQUARTERS
14TH EMERGENCY RESCUE BOAT SQUADRON
APO 72

17 November 1944

DESIGNATION SHEET

AIR FORCE : Fifth Air Force

COMMAND : V Air Force Service Command

GROUP : 5276 Composite Group

PERIOD : 1 October - 31 October 1944.

HAS SECURITY CLASSIFICATION OF MATERIAL BEEN CHECKED? Yes.

SECURITY INFORMATION
SECRET

[redacted]

SECRET

HEADQUARTERS
14TH EMERGENCY RESCUE BOAT SQUADRON
APO 72

UNIT HISTORY FOR THE MONTH OF OCTOBER 1944

The Commanding Officer, Captain Marshall C. Brown Jr, was on TD at APO 920 from the 3 October until 15 October, obtaining clarification on the move proposed for this organization.

The two 85' Rescue boats still at Dreger Harbor on the first of the month finally started for Biak. Luck seemed to be against them for one was forced into Hollandia and the other into Wakde for wheel repairs. Four of the 45' Rescue boats remain at Dregar Harbor undergoing various types of repairs.

The big news for the month was the move to the Philippines by the headquarters section of this organization, consisting of 6 Officers, 3 Warrant Officers and 25 Enlisted Men. It was perhaps as quick a move as the Army has ever made, the Coast Guard vessel FP 142 was assigned to this organization to be used for transportation to these islands and as a Tender in the future; by 0830 hours October 17 we had completed the loading and were headed for Hollandia and a convoy on October 19.

In Hollandia there was some confusion about our destination so we were obliged to anchor until October 23 when we sailed with a good sized convoy. We crossed the Equator 0445 hours, October 24 at 0° Latitude, 139° E. Longitude and after a smooth and uneventful trip arrived at San Pedro Bay, Leyte, P.I. Port of Tacloban.

Although our trip was uneventful the first and several succeeding nights were anything but quiet and peaceful. The first night, with two anchors and 1000 feet of chain we rode out a typical Hollywood version of a tropical Typhoon at its worst. We did not drag our anchors, but it seemed as though every other ship in the harbor did, and after several very narrow escapes, a Liberty Ship blew into us causing minor damage and major scares. The mental picture of only a life belt to keep a man above that raging water were saying what they thought to be their last prayers. The storm abated with no casualties on our ship.

The nights of the 30 and 31 saw heavy raids on shore installations by enemy aircraft. Most of the ships in the harbor supplemented the Anti-aircraft fire of the shore batteries and several Japanese planes were shot down in flames accompanied by exuberant cheers from everyone watching the show. We had another close call when one of the flaming planes crashed on the forward deck of a troop laden Liberty Ship a bare 200 yards from our position.

SECRET

Unit History, 1 October - 31 October 1944. 14th Emergency Rescue Boat Squadron.

This organization commenced the month with a total strength of 27 Officers, 61 Warrant Officers and 320 Enlisted Men; the strength at the close of the month was 27 Officers, 61 Warrant Officers and 332 Enlisted Men. Transfers in and out accounted for the changes. Sgt Leonard A. Short, Radio Operator, P-720, died at APO 920; death by a throat infection.

William N. Mathias
WILLIAM N. MATHIAS
2nd Lt., Air Corps
Author

For the Commanding Officer:

William N. Mathias
WILLIAM N. MATHIAS
2nd Lt., Air Corps
Historical Officer.

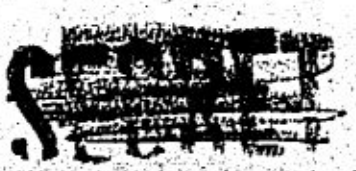
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Sq. Resc. B. 1H-1H
Nov-44

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DOD DIR 5200.9



REGISTER OF PERSONNEL HANDLING SECRET MATERIAL

DATE: 21 July 1953

DIVISION:

OFFICE: Archives Branch, Bldg. 914
Historical Division
Research Studies Institute
Maxwell AFB, Alabama

SUBJECT & DESCRIPTION OF INCLOSURES:

SQ-RESC-B-14-HI, Nov 44, (5849-65)

14th Emergency Rescue Boat Squadron

NO. OF INCLOSURES:

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MEMORANDUM FOR THE RECORD

AU FORM 1 JUL 53 65A

USAF-GAFB, ALA (540028) 30M

[redacted]

SECURITY INFORMATION

SECRET

SECRET

DESIGNATION SHEET

AIR FORCE Fifth Air Force

COMMAND V Air Force Service Command

WING _____

GROUP 59th Service Group

SQUADRON 14th Emergency Rescue Boat Squadron

PERIOD November 1944

The security classification has been checked.

[redacted]

SECURITY INFORMATION

SECRET

[redacted]

5849-65

HEADQUARTERS
14TH EMERGENCY RESCUE BOAT SQUADRON
APO 72

UNIT HISTORY FOR THE MONTH OF NOVEMBER 1944

We spent the first three days of this month on board ship anchored off Tacloban, Leyte, Philippine Islands and enjoyed the show put on by a cast of three- namely our Anti-Aircraft and fighter - opposed by the Japanese Air Force. The audience was like one attending an old-fashioned "Meller-Dramer" in that they cheered heartily for the hero and booed and hissed the villian.

This organization moved ashore on the 4th, tents were raised, fox holes dug and a little brush cleared before the evening raids commenced. Apparently Tojo over extended the operational capacities of his "Special Attack Corps" that night with innumerable individual raids, for they dropped off rapidly from then on. We have enjoyed practically un-interrupted sleep during the past 6 nights.

Several of the men and officers were very nervous during the first raids but quickly became used to the sound of gun fire and quit sleeping in the foxholes.

Every one realizes that we are very fortunate and leading a free and easy life compared to the infantry boys in the front lines, especially since our camp area has proved so far superior to that of most other organizations; fresh food has been coming in quite regularly, so there is every reason for morale remaining on a high level.

Two 63' rescue boats, P-716 and P-717, arrived on the 21st after a rough trip of 113 hours from Moratai Island. One man was very pleased at having more sleep than any one else, it amounted to 10 hours total. Three 85' rescue boats, P-493, P-560 and P-561, arrived on the 28th, they made the 1500 mile trip with one refueling stop in the Palau Group. Their trip was fairly smooth and everyone appeared to be in good condition. More rescue boats are expected daily.

Due to a most unfortunate accident an 85' footer, P-492, was lost to the organization for some months to come. While traveling at 25 knots it was run on a reef and badly damaged; other boats tried in vain to pull it off but that night ground swells completed the job commenced by the reef.

Unit History, 1 November- 30 November 1944. 14th Emergency Rescue Boat Squadron.

Two 85' boats at this base must be considered non-operational for the present, but one of the other three boats is standing off the strip maintaining a constant alert and ready to move on an instants notice. Our other two boats could be out of this harbor and on their way in a very few minutes if the need arose.

All functions of the shore detachment are now in operation so if we can just get the wrinkles ironed out of Tec/Supply there will be no reason, except a major overhaul, for any boat to be non-operational for more than a few hours.

This organization commenced the month with 28 Officers, 61 Warrant Officer, 332 Enlisted Men and closed with the same. There were many transfers both in and out but co-incidence indicated no change.

William N. Mathias
WILLIAM N. MATHIAS,
2nd Lt., Air Corps
Author

For the Commanding Officer:

William N. Mathias
WILLIAM N. MATHIAS
2nd Lt., Air Corps
Adjutant.

SECRET

SG-Resc-B-14-HI-
Dec-44

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DOD DIR 5200.9

SECRET

3935-54

REGISTER OF PERSONNEL HANDLING SECRET MATERIAL

DATE: 21 July 1953

DIVISION:

OFFICE: Archives Branch, Bldg. 914
Historical Division
Research Studies Institute
Maxwell AFB, Alabama

SUBJECT & DESCRIPTION OF INCLOSURES:

SQ-RESC-B-14-HI, Dec 44, (5935-54)

14th Emergency Rescue Boat Squadron

NO. OF INCLOSURES:

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R.P. Brechner	22 Jul 53	1340	Research	

MEMORANDUM FOR THE RECORD

AU FORM 1 JUL 53 65A

USAF-GAFB, ALA (540028) 30M

1630

14TH EMERGENCY RESCUE BOAT SQUADRON
APO 72

7 January 1945

DESIGNATION SHEET

AIR FORCE : Fifth Air Force

COMMAND : V Air Force Service Command

GROUP : 59th Service Group

Squadron : 14th Emergency Rescue Boat Squadron

PERIOD : 1 December - 31 December 1944.

HAS SECURITY CLASSIFICATION OF MATERIAL BEEN CHECKED? Yes

14TH EMERGENCY RESCUE BOAT SQUADRON
APO 72

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I. Historical Report for month of December 1944.

II. Monthly Intelligence Summary for month of December 1944.

III. Designation Sheet.

SECRET

14TH EMERGENCY RESCUE BOAT SQUADRON
APO 72

UNIT HISTORY FOR THE MONTH OF DECEMBER 1944

Our Rescue Boats have been operation as such during the past month standing off Tacloban and Tanuan Strips on the alert each day and in general fulfilling their mission and justifying their existance. Seve eral pilots were rescued from crashed airplanes and in one instance the rescue crews had to dive down under water and free the man from the cockpit. The fact that the other pilots are alive today is due soley to the speady and efficient performance of all crew members.

While not strictly in line with rescue work, W.O. McRee and crew of the P-717 had a very interesting trip taking a group of Intelligence Officers from FEAF around the island to Ormoc just after our landing at that point. These Officers wished to investigate a new type Japanese plane reported to have crashed there; mission was completed successfully but not without a little excitement in the form of a strafing attack. Twin-fifties are now being installed on the bowof each boat as the result of this trip. It was found almost impossible to bring the bridge guns to bear on a low flying airplane approaching from directly over the bow.

In addition to the other routine missions in the near vicinity, a rescur was made by the last of our boats enroute from Australia to New Guinea and The Philippines. The P-363, under Lt. Ogilvie and crew rescued the crew of a B-24 from Hinchinbrook Island near Townsville. A C-47 buzzed them and dropped a message streamer indicating the location. Within 1 hour and 40 minutes the six survivors were aboard and haeded for Townsville and what medical aid that could not be administered by the Surgical Technician aboard.

Difficulties are still being experienced with the "V" drive assemblies on the 85' boats. This is an engineering fault and can only becompletely eliminated by a change in the basic design. We are gradually learning to make them last longer and repair them more quickly when they do go out. Replacement parts are still the most troublesome single item when the picture is viewed as a whole, but with all higher headquarters so very interested in our operations we are conficent that this problem will soon be eliminated.

For the Commanding Officer:

William N. Mathias
WILLIAM N. MATHIAS
2nd Lt., Air Corps
Historical Officer.

SECRET

CONFIDENTIAL

14TH EMERGENCY RESCUE BOAT SQUADRON
APO 72

17 December 1944.

SUBJECT: Monthly Intelligence Summary.

TO :

1. Individual Cases.

a. One individualcase involving a Filipino was investigated during the past month. Filipinos, who are registered with P.C.A.U. and have been working steadily for us since our arrival, reported that a certain man had passed through our area several times (the latest being that morning) and had asked numerous questions concerning guns and ammunition in the immediate vicinity. The same afternoon he was apprehended in the camp area and held for questioning and investigation. This man identified himself as Jose L. Expino, registered P.C.A.U. No. 4628, and generally employed as a ditch digger by the pipeline engineers. All details of his explanation and personal history checked with statements made by his employers, and Filipino foreman, so apparently his trouble was idle curiosity and difficulty with the language. After a serious warning about future questions, he was released and no further action taken.

II. Rumors.

There was considerable excitement caused in camp for several days by a speech supposedly made by President Roosevelt in which he promised all men, who entered the Philippines, prior to A-30, return to the states within 6 - 8 months.

After it was pointed out that (1) the War Department was not sending entire organizations to the States, (2) the large number of men involved, (3) how unfair it would be to other seasoned troops, it was generally accepted as only wishful thinking. If mentioned at all now it is with a smile.

We regularly tune in on the Zero Hour and other Japanese propaganda progarams but they serve only to entertain, no one seems in the least swayed toward acceptance of their lies.

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Monthly Intelligence Summary continued,

III. Morale.

Several of our boats have now arrived and all but one are operating, some of them have successfully completed very interesting missions. Everyone has work, food is excellent for such an advanced base so our morale can be classed as excellent. Confidence that this organization will be included in the "Manila" move, also helps keep morale on a high level.

IV. Unit covered.

11th Emergency Rescue Boat Squadron.

V. Positive Security Measures.

Plans for defense against ground or air borne attack have been made and personnel acquainted with them. These plans include measures for full cooperation with surrounding units and interwoven defense.

Blackout conditions are rigidly enforced during a red alert. The guards, working in units of two, have been instructed instructed to check each tent as soon as an alert is sounded and make certain all personnel are awake.

Personnel have been instructed to detain all suspicious persons and bring them to the Commanding Officer for questioning and investigating.

VII. Remarks and Questions.

a. One Japanese 50 KG bomb was found buried nose up in the roadway near camp. It appeared to have been placed there before A-day but was never fuzed - fortunately for us as our trucks had been driving over it some time before discovery. Ordnance personnel were called to remove this suspected booby trap.

b. No questions.

For the Commanding Officer:

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