Sq. Resc. B. 15. Hi
Aug. 45

CLASSIFIED
DOD DIR 5200.9

MICRO

7426-12

1948

SECRET

HEADQUARTERS
15TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 719-2

31 August 1945

SUBJECT: Organization History, 1 Aug 45 to 31 Aug 45.

TO : Commanding General, Thirteenth Air Force, APO 719
Attention: Historical Section.
THRU: Commanding Officer, 13th Emergency Rescue Group.

1. Outline facts.

a. Organization of unit.

(1) Original designation of unit.

(a) Same as previous report.

(2) Mission.

(a) Same as previous report.

(3) Date and place of activation of unit.

(a) Same as previous report.

(4) Sources from which personnel are drawn, original cadre and fillers.

(a) Same as previous report.

(5) Activation, assignment, attachment, transfer, reorganization, redesignation of units, changes caused by T/O & E, etc.: None.

(6) Strength, Personnel.

	Boat Personnel		Shore Personnel	
	EM	O	EM	O
(a) At beginning of period.	154	48	37	10
(b) Net increase or decrease	0	1	2	2
(c) At end of period	154	47	39	8
(d) Total (EM & O)	201		47	

SECRET

15th AAF Emergency Rescue Boat Squadron, 1 Aug 45 to 31 Aug 45.

(7) Strength, Boats.

(a) Number at beginning of period, by types.

1. 3 - Type IV.
2. 12 - Type III
3. 7 - Type II
4. 3 - Type I.

(b) Net increase during period by types, including number lost.

1. Through combat: None.

2. Through accident, wear, age or transfer: None.

(c) Number at end of period by types:

1. 3 Type IV
2. 12 Type III
3. 7 Type II
4. 3 Type I

(8) Names of key personnel and changes during period: None.

b. Command relationship, including changes with:

(1) Next higher headquarters: None.

(2) Subordinate units: None.

c. Resume of movements.

(1) See attached boat movement forms.

(2) Changes of station and purpose therefore: None.

d. Names of campaigns participated in, with dates: The 13th Emergency Rescue Group was cited for the following campaigns:

(1) Western-Pacific Campaign per GO 138, AFPAC, 28 Aug 45, for the period of 11 Jan 45.

(2) Luzon Campaign per GO 118, AFPAC, 19 Aug 45 for the period 10 Jan 45 to 21 Jan 45.

e. Chief military missions, sorties, engagements, with dates, places and name of commander participating: None.

15th AAF Emergency Rescue Boat Squadron, 1 Aug 45 to 31 Aug 45.

f. Losses in action, (killed, wounded, missing, prisoner) giving names of personnel, with identification of place (or mission), circumstances and dates: None.

g. Awards to and decoration of members of reporting unit: None.

2. Narrative report.

This was the month the whole world was waiting for. Peace at last!

The cessation of hostilities brought joy throughout the world. The news of the war's end overshadows all else and it is hard to write about or think about anything else.

The evening of 11 Aug was just like any other evening and the men were either at the movies, or playing cards, or reading, or writing, or anything else. Then the news spread like wildfire, guns started going off, people started shouting and bedlam broke loose. The MPs had quite a job running around in the dark trying to stop all firing. Japan had accepted our peace terms with the stipulation that they be allowed to keep their Emperor!

The rest is all history and well known by everyone. The President refused the Jap terms and then followed a tense waiting for a few days until Japan finally surrendered unconditionally. Our Special Service radios were worked overtime during that period of waiting. Everyone knew that Japan had no other choice other than to surrender, but each one was waiting to hear the news that the war was finally and officially over. Some felt that it was just too good to be true.

After the first shock, or surprise, were off, the big question arose as to when were the troops going home. Rumors were rampant and the men were impatient. News broadcasts carried stories of draft boards refusing to draft more men and of pressure being put on congress to stop the draft. The morale of the men was dropping because they figured if the draft stopped then they would be stuck with no replacements and would have the job of occupation troops. Higher headquarters meanwhile were working frantically on some system of returning the troops to the U. S.

Although the war was over, the men still had a job to do. There wasn't much flying during the month of Aug, but the following is a resume of what the boats accomplished:

No. of regular patrols and searches	301
No. of special patrols and searches	2
Total hours on patrols and searches	6477
No. of personnel reported missing	0
No. of personnel rescued	45
No. of personnel evacuated	2
No. of corpses evacuated	1

Irving Karr
IRVING KARR,
1st Lt., Air Corps
Historical Officer

Clyde E. Lorton
CLYDE E. LORTON,
1st Lt., Air Corps
Commanding.

15th AAF Emergency Rescue Boat Sqdn., 1 to 31 August 1945

DAILY MISSION REPORT

(Please type or print plainly)

Boat No: P 404 Date: 14 Aug 45

Type of Patrol: Routine

Area Patrolled or searched: Canon Island

No. of Survivors Received: One

(Survivors' names to be: 1, Name; 2, Rank; 3, ASN; 4, Orgn.; 5, Physical condition; 6, Treatment given; 7, whether parachuted or ditched; 8, Type and number of plane; 9, Cause of Snafu. If it is impossible to get this information state so below.)

Sgt Frank J. Weiss 15382106

S/Sgt Robt. L. Presson 17045885

These men were found aboard a disabled motorboat. They had been afloat for 30 hours without food. Suffered from exposure. The men were given dry clothing and food. Motor boat taken in tow and proceeded to base where men were released.

Time of departure: 1245 Time of Rescue: 1400 Time of Return: 1550

Personnel Missing: (Give all information which might lead to their discovery.)

None

Personnel Evacuated: (Give full information)

None

C. T. Jones WOJG
(Master) P404

(If additional space is required, use reverse side.)

(OVER)

15th AAF Emergency Rescue Boat Sqdn. 1 to 31 August 1945

DAILY MISSION REPORT

(Please type or print plainly).

Boat No: P-513 Date: 14 Aug 45

Type of Patrol: Radio Watch

Area Patrolled or Searched: Point Able

No. of Survivors Received: One

(Give the following: 1, Name; 2, Rank; 3, AAF; 4, Organ.; 5, Physical condition; 6, Treatment given; 7, whether parachuted or ditched; 8, Type and type of plane; 9, Cause of Snafu. If it is impossible to get this information state so below.)

Marine pilot, James L. Glessner, Jr.

Condition: Good. Scratch on forehead.

Plane went down off Point Baker. Pilot taken to dock where transportation was waiting for him.

Time of departure: 1755 Time of Rescue: 1827 Time of Return: 1923

Personnel Missing: (Give all information which might lead to their discovery.)

None

Personnel Evacuated: (Give full information)

None

WOJG Thomas B. Williams
(Master)

(If additional space is required, use reverse side.)
(OVER)

15th AAF Emergency Rescue Boat Sqdn., 1 to 31 August 1945

DAILY MISSION REPORT

(Please type or print plainly)

Boat No: P-~~A~~ 562 Date: 18 Aug 45

Type of Patrol: Radio Watch

Area Patrolled or searched: Point Able

No. of Snafu Reports Received: One

Personnel Rescued: (Give: 1, Name; 2, Rank; 3, ASN; 4, Orgn.; 5, Physical condition; 6, treatment given; 7, whether parachuted or ditched; 8, Type and # of plane; 9, Cause of Snafu. If it is impossible to get this information state so below.)

2nd Lt A. O. Hinderaker VMF 218

Good condition . No treatment given.

F4U Corsair that was dithhed.

Time of Departure: 1040 Time of Rescue: 1112 Time of Return: 1128

Personnel Missing: (Give all information which might lead to their discovery.)

None

Personnel Evacuated: (Give full information)

None

WOJG John K. Bolin
(Master) p562

(If additional space is required, use reverse side.)

(OVER)

15th AAF Emergency Rescue Boat Sqdn., 1 to 31 August 1945

DAILY MISSION REPORT

(Please type or print plainly)

Boat No: P 562 Date: 19 Aug 45

Type of Patrol: Radio Watch

Area Patrolled or Searched: Point Able

No. of Snafu Reports Received: One

Personnel Rescued: (Give: 1, Name; 2, Rank; 3, (AS); 4, Orgn.; 5, Physical condition; 6, treatment given; 7, whether parachuted or ditched; 8, Type and # of plane; 9, Cause of Snafu. If it is impossible to get this information state no below.)

1st Lt Jack M. Williams O-770501 12th Ftr Sqdn., 18th Ftr. Gp

Condition of pilot Okay. No treatment given.

Returned pilot to Point Douglas where he was released. We were called out on this snafu while working the first reported one. Pilot was picked up 35 miles from the first snafu.

Time of Departure: 0855 Time of Rescue: 1208 Time of Return: 1400

Personnel Missing: (Give all information which might lead to their discovery.)

Personnel Evacuated: (Give full information)

1 corpse picked up at first reported snafu at 0910.

John K. Bolin WOJG
(Master) P562

(If additional space is required, use reverse side.)
(OVER)



TO BE RETURNED
TO THE ARCHIVES
OF THE AAF
HISTORICAL OFFICE

File No.

Sg- Resc- B. 15- HI
Sept- 45

R

CLASSIFIED
DOD DIR 5200.9

MICROFILMED

7523-21



SECRET

HEADQUARTERS
15TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 719-2

30 SEPTEMBER 1945

SUBJECT: Organization History 1 Sept 45 to 30 Sept 45.

TO : Commanding General, Thirteenth Air Force, APO 719
Attention: Historical Section.

1. Outline Facts.
a. Organization of unit.

(1) Original designation of unit.

(a) Same as previous report.

(2) Mission

(b) Same as previous report.

(3) Date and place of activation of unit.

(a) Same as previous report.

(4) Sources from which personnel are drawn, original cadre and fillers.

(a) Same as previous report.

(5) Activation, assignment, attachment, transfer, reorganization, redesignation of units, changes caused by T/O & E, etc: NONE

(6) Strength, Personnel.

	Boat Personnel		Shore Personnel	
	O	EM	O	EM
(a) At beginning of period.	48	154	8	39
(b) Net increase or decrease	16	76	6	32
(c) At end of period	31	78	2	7

1432-9

1959

15th AAF Emergency Rescue Boat Squadron, 1 Sept 45 to 30 Seppt 45

(7) Strength Boats

(a) Number at beginning of period, by types.

1. 3 Type 1V
2. 12 " 111
3. 7 " II
4. 3 " I

(b) Net increase during period by types, including number lost.

1. Through combat: None.
2. Through accident, wear, age or transfer:

(c) Number at end of period by types:

1. 0 Type IV Transferred to FEASC
2. 0 " III " " "
3. 7 " II
4. 2 " I " " "

(8) Names of key personnel and changes during period: Patrick A. O'Connor appointed Adjutant vice 1st Lieut. Irving Karr.

b. Command relationship, including changes with:
(1) Next higher headquarters: None.
(2) Subordinate units: None

c. Resume of movements.
(1) See attached boat movement form.
(2) Changes of stations and purpose therefore: None

d. Names of campaigns participated in, with dates: None.

e. Chief military missions, sorties, engagements with dates places and names of commander participating. NONE.

f. Losses in action, (killed, missing, wounded, prisoner) giving names of personnel, with identification of place (or mission), circumstances and dates: NONE

g. Awards to and decoration of members of reporting unit: NONE.

SECRET

15th AAF Emergency Rescue Boat Squadron, 1 Sept 45 to 30 Sept 45.

REMARKS:

This month saw a radical change in the boat company. All the Type 3 boats, 63 feet, were transferred to FEASC, along with one Type I, 104 feet. This craft has seen most of the action in the southern Pacific and later served as a repair boat along with its class 5 activities.

All the veteran small boa t skippers and their crews were eligible for redeployment to the United States, about this time. So, as the boat company stands today, all that remains are those Class II boats, 85 feet, and their crews. These boa ts left the United States in December 1944, and arrived at Tacloban around the first of February, and in this short time have rescued many a hopeless flyer. Also the Squadron has a new Commander, James D. O'Connell, 1st Lt, himself a former skipper, and a man blessed with diplomacy and the other person's view-point.

FOR THE COMMANDING OFFICER

Patrick A. O'Connell

PATRICK A. O'CONNOR
WOJG, USA
Adjutant

1961

CONFIDENTIAL 12/hr

DON'T DUNK THAT SUB!

Despite the splendid rescue work now being done by life-guard subs, the submariners have troubles of their own in doing the job and aviators are the cause of part of this trouble. ComSubPac, in a memorandum especially prepared for AirOpMemo, tells pilots how things are and what they will have to do if they want to preserve an effective target rescue system. Excerpts from ComSubPac's memorandum follow.

Against any form of attack a submarine has only one defense - to dive. In order to dive, he must have a completely watertight hull capable of withstanding the sea pressure far below the surface. Put a fair-size hole in the pressure hull and he has the choice of sinking or surfacing. Which is no choice at all, because on the surface he is meat for any stray Jap. So you can understand he's not going to take any chances with that hull. You may be closing with the most honorable intentions, but unless he knows, beyond any doubt, that you will do no harm he can't afford the risk. He has a submarine and 90 men to think of plus a job to do. He must dive.

OK. Now he's under water. A plane is down, and you want to tell him so he can make a rescue. But you can't raise him. What's more, he doesn't dare surface until the sky is completely free of planes, or until he can definitely identify every plane as friendly. In other words, he's deaf, dumb, and hogtied, as far as aircraft are concerned. So --- DON'T DUNK THAT SUB!

MUSTS FOR PILOTS!

Here are some tips on how to make friends and influence submarines'.

1. Never knowingly approach within 10,000 yards without definitely identifying yourself. Be sure that your IFF is on, and open up on your VHF. Tell him who you are, and if you want a closer look ask his permission.

2. Don't ever come in on a constant bearing - keep him abeam and circle in. Never head directly toward him.

3. If he calls you, answer. If you have a good reason to call him, do so. Some pilots have feared that he wouldn't talk back for fear of DF'ing. That fear is unfounded. Speak up.

4. If you have any information, give it to him. He wants to know whats going on, how the raid is progressing, and especially, whether there is any work for him. He is there for just one job - life guard. To do that job he must get the word, quickly and accurately.

1962

5. When giving him a position, give it as bearing and distance from some reference point, using code name, or bearing and distance from him, if possible. Remember that his navigation and yours may not agree, and a position given in Lat-Long, may mean a different place to each of you.

6. When you talk to him, remember that fighter director words are Greek to him. Be sure that he understands what you tell him.

7. When talking to him or about him, don't give his position in plain English or mention him as a sub or surface ship. You're going back to base - he isn't! He has to be on the job tomorrow. And it will be a hot job if someone sends a special invitation to the Japs to come out and get him!

8. He does his job most effectively when he has fighter cover or dumbo to help him. With help upstairs he doesn't have to dive as frequently for unidentified aircraft; when he has dived, he can poke up an antenna and ask if the coast is clear; and most important, a cooperating plane increases his search rate 25 times! A plane can search a big area quickly and home the sub to the raft. If there is no air cover and there is a job to do, help if you can, by identifying yourself, searching the area, and guiding the sub to the raft. DON'T FORGET TO IDENTIFY!

9. Tell him about any shipping that you've seen coming his way. He has sacrificed his chance to hunt down and sink ships in order to stand lifeguard stints.

10. DON'T CROWD THE LIFE-GUARD FREQUENCIES!

Read this excerpt from a submarine's war patrol report.

"26 Feb. 0335. Received SubPac dispatch stating that a pilot was down near yesterday's station. Feel badly about this - if we had had any word that the fellow was down during the strike we might have been able to rescue him. The lack of circuit discipline and amount of traffic on the lifeguard frequency could easily have caused us to miss the distress signal if one was sent."

1963

11. If you yourself become a candidate for a brief tour of liferaft duty, try to ditch close to the lifeguard sub. One plane was right over the sub when he started to ditch, 40 miles away when he hit the water. That's a two hour run for the sub, with a search on the other end of it! Land close and get picked up quickly - and, incidentally, keep the submarine on station for the next man.

12. If you are on a raft, remember that you can see the sub farther than he can see you. Watch for him and act promptly to attract his attention. At night when you see his flares don't be afraid to answer them! One sub passed 500 yards from a raft at night without seeing it; but fortunately the occupants saw the sub and fired a Very pistol. Don't miss any chance to attract the submarine's attention.

PERTINENT NOTES ON AIR-SEA RESCUE

Here are some interesting excerpts from submarine patrol reports. Not all the comments apply to all types of air activity, but all are informative.

----- 3rd War Patrol.

"It was obvious, during the lifeguard operations on this patrol, that radically improved recognition methods and procedures are an urgent necessity. In an area near to the enemy coast, the time just before rendezvous with plane cover for a lifeguard assignment is a period of uncertainty, to say the least.

"This is especially true in the hazy visibility conditions present in the Tokyo area, or at night. Recognition procedures can often not be started until a plane has closed to three miles or less. IFF appears to be the only answer for this particular problem.

"Without knowing the aviators' side of the problem, the Commanding Officer still ventures to suggest that the matter of getting information on crashes to the lifeguard submarine should be greatly improved. From the submarine's viewpoint, it would be best for the life guard cover plane to act as an efficient communication center for this purpose; possibly contact could be made by him (or by the submarine, if preferred) with the various aviation group commanders in the strike, for the purpose of gathering data on crashes seen by other planes, and attempting to account for all planes on the way back from the raid.

1964

"These obvious remarks are made only because this vessel received only one crash report during all the raids for which she guarded; many more crashes must have occurred, and it is felt that the sub could have done a much better job with a little more timely help in this regard. Delay in the receipt of information until after the planes get back to base results in the necessity for search of a vast area, due to the variable weather and heavy currents existing."

----- 4th War Patrol.

"Our experience with lifeguard B-29's has shown that in order to insure the rescue of survivors, one of the planes in the formation must drop out and circle the position until the Dumbo arrives, sacrificing a bomb load if necessary. Once the life raft is located, rescue operations are easily coordinated. The difficulty lies in relocating a raft from a reported position which may be in error..

"Survivors stated that search planes were hesitant about contacting submarines by radio since they were under the impression that we would not answer for fear of being DF'd.

"Also, survivors reported that they would not have answered our flares at night nor would they operate the 'Gibson Girl' for fear of being captured by the Japanese. However, these pilots had only been adrift for three hours when recovered."

----- 4th War Patrol.

"Although we are not familiar with the operational requirements or difficulties which interfere with the carrier groups in their attempts to provide us with continuous air cover during strikes, I would like to reiterate my previous comments that continuous air cover adds a tremendous amount to the ability of a submarine to perform its lifeguard functions efficiently. I feel that the value of air cover is great enough to warrant considerable effort being expended to provide it. We either did without a CAP or it was so far away as to be of no value the greater percentage of the time."

----- 1st War Patrol.

"More positive information should be given the boats on time and duration of the strike. This has been done for B-29 strikes but not the carriers.

1965

"Definite time for rendezvous with air cover. It is recommended that submarines remain submerged until time of rendezvous (which should be after strike is underway) so that enemy will not be alerted by sighting several subs running on the surface close in.

"Use 4475 for initial contact with air cover. Use this frequency only for air strikes. There was interference on this circuit by several stations sending administrative traffic.

"A means of homing air cover should be developed.

"More detailed list of voice calls should be furnished. During Kyushu strike, we carried on conversation with a stranger on the circuit whom we discovered afterwards to be ComTaskForce 58.

"We were able to retain communication on VHF with vertical antenna while submerged and running at 52 feet."

----- 8th War Patrol.

"The three aviators picked up were a welcome addition to the roster of officers. During our lifeguard duty, Lieut. Comdr. Buchan handled communications with the planes. On one occasion he ordered some planes which reported no targets near the north end of Amami down to support action by other planes against an airfield on Tokuno. On the trip from area to Pearl Harbor they served as our coding board."

----- 3rd War Patrol.

"Although it is fully realized that the necessity for radio silence renders exchange of information difficult, it would make it a lot easier if we could get more information on time of strikes, cancellations, etc. We wasted several days, which might have been spent in offensive patrolling, waiting for strikes which never materialized.

"Most of the carrier pilots are well indoctrinated in the code of etiquette to be used with lifeguard submarines. There are still a few playful fellows, however who make life a bit harrowing for us. One fellow fired his rocket projectiles over us. Another one jettisoned his bombs about 1,500 yards away - I don't think he even realized we were there when he released. A third mis-took us for a destroyer-at a range of about 6000 yards and started a bombing run before being shooed away by our cover.

1966

"The Four-plane fighter cover is eminently desirable whenever possible. It enables you to send two to search for downed pilots and still keep two to cover.

"We would like to have glossary of zoomy expressions. Some of their lingo is out of this world"

----- 6th War Patrol.

"A submarine on a life guard assignment reaches top officiency when fighter cover planes have been provided, the planes have contacted the submarines, and satisfactory communications have been established. When this condition is attained a submarine feels that she is really a part of the show and is in a most favorable position to do what is intended of her. We had no difficulty during the carrier strikes, during which, all things considered, rescue operations were well organized.

"Search for aviators that have been in the water some length of time is most difficult even when a submarine is assisted by planes. Search by a submarine without the assistance of a coordinated plane search of reported positions of liferafts, etc., is almost futile.

"Smoke flares in daytime seem to be the most reliable means of attracting a submarine. Experience on this patrol has proven how extremely difficult, even under ideal conditions, it is to see a rubber liferaft from a submarine. Even knowing where they were, we were nearly on top of the two liferafts during our rescue operations before we could see them."

----- 11th War Patrol.

"It was a distinct pleasure to have been able to pick up the four British aviators and to have had them aboard. They were all excellent shipmates and their ability to adapt themselves to a submarine and a different Navy is most commendable. Within a few days after coming aboard, each was standing watches as J.O.O.W. While on lifeguard stations each was invaluable for communications with British planes. While on submerged patrol, each soon qualified as helms-man, planesman, periscope watch officers, and eventually as cruising diving officers. The British Chief Petty Officer, having a radioman's rating, sat right in with our radioman on all the circuits, besides standing a lookout watch. We consider it an honor that we were fortunate to bring these British Naval Officers back and were most disappointed to see them leave us on our arrival at base."

----- 2nd War Patrol.

(Comment after diving several times for night-flying planes which did not identify themselves until the dive had started)

"As the novelty is wearing off this business of being kicked around by 'friendly' planes, we begin to wish that they had either not-such-good radar or much better manners. We are well clear (50 miles) of the blind bombing zone. In each case we are tracking the aircraft, tuning on ABK, and challenging with BN; and we do not submerge until the situation is such that it would be dangerous for us if they were going to drop - and unfortunately we have no way of divining their thoughts or intention. There is a crying need for a clear-cut and rigidly adhered-to operating doctrine in areas which are shared by friendly subs and aircraft."

(Comment at the end of the patrol). "The difficulties experienced in working with - and keeping clear of - our aviators in the early part of this patrol are believed due solely to the fact that such operations are new to us, and even newer to the aviation personnel involved. A rapid - and very encouraging - improvement in the situation was noted even during this patrol, and we are confident that the caliber of the cooperation will continue toward perfection as we gain in mutual understanding of each other's problems and limitations."

Fewer Japs, But...

The submarine is glad, it says, to be rid of Jap planes, but with U. S. planes of uncertain intentions around, the question arises as to how much better is it?

"The experience of 3 April, when we were forced down five times at night by planes, most of which were undoubtedly friendly, is indicative of a problem which must be solved immediately if submarine operations are to be maintained with continuous U. S. air operations over the Empire. Positive sub-aircraft mutual identification by day and night must be obtained without revelation of sub's presence to the enemy."

USS --- says, "More than 50 plane contacts were made. Most of these were contacted at night and the majority of them came in as if they had positive contact. On one occasion we received three close surface bombs after diving. It is suspected that this latter contact as well as the majority of the others were 'friendly' planes. ...It is felt certain that the SJ radar was used as a beam by these planes."

1968

A Case of Army, VPB, Sub Joint Rescue

A good case in point of the protection by a sub, and the help in finding survivors, is afforded by the case described in VPB-104's action report for 31 March.

On that day Lieut. Noon and Lt.(jg) Bittenbender were flying their two PB4Y-1s of VPB-104 on a joint mission assigned to search for a Jap convoy in Yulin Bay, Hainan, when they spotted two life rafts some miles southeast of the bay. A lifeguard submarine was on the way from a distant of about 20 miles and the two planes proceeded to aid in the rescue directing the submarine to the position of the rafts. After the sub had made visual contact with the rafts, Bittenbender left for a search west of Hainan coast, returning in about 25 minutes at 4000 feet to find four B-25s over the sub at 1000 feet and Noon circling at 2000 feet.

Just then Bittenbender heard someone report enemy planes and spotted two fighters approaching from 280° high. The bow gunner saw another fighter, identified as an Oscar, making a beam run on the submarine. Meanwhile the PB4Y-1 climbed after the first two Japs seen and closed the range to 600 feet as they came in from ahead. The bow and top turrets fired at both planes, damaging one of them, a Frank, as it dropped a phosphorous bomb well ahead of the Liberator. The Frank was hit in the fuselage, wings and engine. As the Jap pulled out of range, a stream of smoke with intermittent heavier puffs was observed coming from its engine.

The other enemy plane of the pair was also hit by both the bow and top turret gunners. At the range closed to 400 yards the hits were streaking into the fuselage and were particularly well concentrated at the cockpit. The plane, which was an Oscar, did a violent wing-over to starboard and dove steeply towards Yulin Bay. It appeared to level off close to the water with smoke coming from the engine.

Phosphorous Bombs Dropped

Bittenbender resumed circling the submarine, but in five minutes four enemy fighters showed up from the northwest, with a fifth coming in high from the east. The PB4Y turned up to meet the latter, a Frank, just as he dropped a phosphorous bomb which exploded a mile ahead and about 500 feet below. The Frank then pulled up into the sun and started an overhead vertical run on the Liberator. Bow and top turrets each opened with one burst at 2000-foot range and the Jap broke off to port, giving the tail gunner a shot as he pulled away. The Frank circled and made another run from 4 o'clock high. Again, as the range closed to 2000 feet, the tail and top turrets opened up with bursts which seemed to discourage the Frank as it again broke off its run and disappeared for good.

1969

The pause in action proved to be brief, however, as another Oscar was about 600 yards ahead of Bittenbender on the same course and 500 feet above. Bow and top turrets began to fire in intermittent bursts as the PB4Y climbed towards the Oscar, and the latter's engine began to smoke. As a further indication of engine damage the Jap was unable to outclimb its pursuer. He levelled off as a fourth Oscar came in on a high ahead run at 12 o'clock. This Jap crossed ahead and then the two planes turned towards each other. The gunners swung around to this new target putting concentrated bursts into its engine. The Oscar crossed 50 feet above the bomber's starboard wing, being hit in its fuselage and tail as it came, and began smoking heavily with the smoke increasing as the Jap headed seaward losing altitude.

The PB4Y did not come out of this last encounter unscathed. A large piece of the starboard vertical stabilizer was torn out by one or more 20mm shells and the starboard side of the fuselage and the tail turret were holed. Also 12.7 mm shells hit the starboard wing on the outboard panel and at the leading edge of the wing between engine no. 3 and the fuselage.

Bright Spots

In conclusion, two submarine comments to prove that submarines have both versatility and humor.

Tilefish reports an interesting assist in fighter direction on 19 March. She says "Sighted Jap Helen heading for home at an altitude of about 50 feet, range three miles. Vectored out fighters on to him as he passed 4000 yards abeam. The fighters spotted him immediately and we had the satisfaction of seeing the Helen burst into flames and crash into the sea. The plane exploded on hitting the water. There could not possibly have been any survivors."

In the communications department, Tench reports a condition they consider they could do well without. She says of an incident on 7 April "Exchanged recognition signals with another PBM or PBY on starboard beam. Heard plane call us on VHF and an 'epic' voice communication took place. This is recorded here because the Commanding Officer of the Tench is a 'red' on voice procedure after days of 'how do you hear me', 'I have a msg. over', 'Hello so-and-so' ad infinitum without any real information being sent.

"In this case the plane said, 'I'm plane on your starboard beam, do you receive?'. Tench answered 'I receive'. Plane - (May I cross your bow?' Tench: 'Permission granted' End of all transmissions and everybody happy.

SQ-RESC-3-15-HI
Oct - Nov 1945

RETURN TO:
Air University Institute
Archives Records Branch
Maxwell A.F.B, Alabama

15th AAF Emergency Boat ~~Crew~~ Squadron

Histories

From 1 October 1945 to 30 November 1945

MICROFILMED
9609-15
9609-23

SECRET

HEADQUARTERS
15th AAF EMERGENCY RESCUE BOAT SQUADRON
APO 719-2

31 October 1945

SUBJECT: Organization History 1 Oct to 31 Oct 45.

TO : Commanding General, Thirteenth Air Force, APO 719
ATTN: Historical Section.

1. Outline Facts.
a. Organization of Unit.

1. Original designation of unit.
(a) Same as previous report.

2. Mission
(b) Same as previous report.

3. Date and place of activation of unit.
(a) Same as previous report.

4. Sources from which personnel are drawn, original cadre and fillers.
(a) Same as previous report.

5. Activation, assignment, attachment, transfer, reorganization, redesignation of units, changes caused by T/O, etc: NONE

6. Strength, Personnel.

	Boat personnel		Shore personnel	
	O	EM	O	EM
(a) At beginning of period.	31	78	2	7
(b) Net increase or decrease	2	6	0	7
(c) At end of period	29	72	2	24

7. Strength Boats
(a) Number at beginning of period by types.
1. 1 Type IV Trfd from XIII Fit Com
2. 0 " III
3. 7 " II
4. 1 " I

(b) Net increase during period by types, including number lost.
1. Through combat: None
2. Through accident, wear, age or transfer:

(c) Number at end of period by types.

7. (c) continued
1. 1 Type IV Trfd from XIII Fit Com
2. 0 " III
3. 7 " II
4. [illegible] " I

8. Names of key personnel and changes during period:
1st Lt James D. O'Connell appointed Commanding Officer
SO Thirteenth Air Force #283 Par 5 dtd 10 Oct 45

b. Command relationship, including changes with:
(1) Next higher headquarters: 13th Emergency Rescue Group disbanded GO FEAF 2050 Par 3 dtd 2 Oct 45

(2) Subordinate units: none

c. Resume of movements.
(1) See attached boat movement form.
(2) Changes of stations and purpose therefore: None

d. Names of campaigns participated in, with dates: none

e. Chief military missions, sorties, engagements with dates, places and names of commander participating. None.

f. Losses in action, (killed, missing, wounded, prisoner) giving names of personnel, with identification of place (or mission), circumstances and dates: None.

g. Awards to and decoration of members of reporting unit: none

1975

SECRET

15TH AAF Emergency Rescue Boat Squadron, 1 Oct to 31 Oct 45

Another month has gone by with little or no change in boat status or personnell. With four boats doing strip duty and rescues nil, the glamour side of this squadron remains in the background. Air accidents, since the cessation of hostilities, have a clear record giving the maintenance department an opportunity to catch up on some long needed engine work. These boats are being overhauled and their engines replaced. The work is being done by a fine group of technicians on the air corps floating machine shop the FS 221.

All the men with a ASRS score of 60 points or more have been processed and all awaiting orders placing them in a Class IV unit.

FOR THE COMMANDING OFFICER
Patrick A O'Connor
PATRICK A O'CONNOR
WOJG, USA
Adj.

HEADQUARTERS, 15th EMERGENCY
RESCUE BOAT SQ.
BREAKDOWN OF SQUADRON

SQUADRON: 15th AAF Emergency Rescue Boat Sq.

UNIT:	STRENGTH		COMMANDING OFFICER	STATION	ARR
Sq. Hq.	EM 0 24 2		1st Lt James D. O'Connell	Ft. McKinley	14 Sept 45
P-112	8	2	WOJG JAMES P. Pretlow	Leyte	9 Jun 45
P-440	9	3	WOJG Robert A. Cremins	Manila	25 June 45
P-[illegible]1	8	4	WOJG Robert E. MacLeod	Palawan	27 Sept 45
P-428	8	4	1st Lt Harold A. Daubenspeck	Leyte	14 Sept 45
P-562	7	4	WOJG John K. Bolin	Palawan	4 Oct 45
P-513	9	2	WOJG Thomas E. Williams	Manila	1 Oct 45
P-570	8	4	WOJG Richard C. Metcalf	Laloag	25 Oct 45
P-482	11	2	WOJG Charles S. Wilson Jr.	Zamboanga	3 Oct 45

1977

SECRET

HEADQUARTERS
15TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 719-2

30 November 1945

SUBJECT: Organization History 1 Nov to 30 Nov 45.

TO : Commanding General, Thirteenth Air Force, APO 719.
ATTN: Historical Section.

1. Outline Facts.
a. Organization of Unit.

1. Original designation of unit.
(a) Same as previous report.

2. Mission
(a) Same as previous report.

3. Date and place of activation of unit.
(a) Same as previous report.

4. Sources from which personnel are drawn; original cadre and fillers.
(a) Same as previous report.

5. Activation, assignment, attachment, transfer, reorganization, redesignation of units, changes caused by T/O, etc: NONE

6. Strength, Personnel.

	Boat Personnel		Shore Personnel	
	O	EM	O	EM
(a) At beginning of period.	28	72	9	23
(b) Net increase or decrease	1	5	6	21
(c) At end of period.	27	67	3	2

7. Strength Boats
(a) Number at beginning of period by types.
1. 1 Type IV Trfd from XIII Fit Com
2. 0 " III
3. 7 " II
4. 2 " I

(b) Net increase during period by types, including number lost.
1. Through combat: None
2. Through accident, wear, age or transfer: One

(c) Number at end of period by types
1. 1 Type IV Trfd from XIII Fit Com
2. 0 " III
3. 7 " II
4. 1 " I

a. Name's of key personnel and changes during period: NONE

b. Command relationship, including changes with:
(1) Next higher headquarters: NONE

(2) Subordinate units: NONE

c. Names of campaigns participated in, with dates:
(1) Borneo Battle Star APPAC CO 320 17 November 1945

d. Chief military missions, sorties, engagements with dates, places and names of commander participating. NONE

e. Losses in action, (Killed, missing, wounded, prisoner) giving names of personnel, with identification of place (or mission), circumstances and dates: NONE

f. Awards to and decoration of members of reporting unit: NONE

g. Narrative:

This month has seen further reduction in personnel due to the November reduction in points. Rescue missions have been kept to a minimum affording the crews to give some badly needed maintenance to the boats. A few repla cements have arrived from the states and a new low in points has been reached, two points, the proud possessor, Pvt. Clifford Jones a seaman.

The headquarters staff has done a fine job in maintaining the records and constantly keeping abreast of the ever changing status of points. The Borneo Campaign Battle Star was awarded to the Squadron this month thus affording the border line point men a sure security of points for redeployment. All personnel is now looking foward to the lowering of points for the comming month and great plans are being laid for those who will benefit.

FOR THE COMMANDING OFFICER

PATRICK A. O'CONNOR
WOJG USA
ADJUTANT

[redacted]

SQ-RR-2-HI
Nov 1943 - Nov 1945

2nd Mobile R+R Sqdn

Nov 1943 — Nov 1945

DECLASSIFIED
DOD DIR 5200.9

MICROFILMED

[redacted]

[redacted]

30 November 1945

SUBJECT: Unit History.

TO : Adjutant General, Washington, D. C.

Unit relieved from assignment to 8th Air Force and assigned to European Air Transport Service per Changeo WDX 81346 HQ US Air Forces in Europe dated 2 October 1945, for return to the US for demobilization as a Category IV unit.

The squadron moved on 16 October 1945 from AAF Station 595, Mannington, Creeton Suffolk, England to Grove, England, AAF Station 519, with strength of one (1) officer and one (1) enlisted man.

Upon the authority of the Commanding General, European Air Transport Service, the USAAF Station London/Grove, (AAF Station 519) assigned personnel to the unit, to a strength of T/O plus fifty (50) percent.

Lt Colonel ROBERT E COCHRAN was assigned, and he assumed command on 2 Nov 45, and immediately inaugurated processing procedures to prepare the unit for readiness on 30 Nov 1945. The unit was designated Priority 3, and assigned enlisted personnels' adjusted Service Rating scores ranged from 75 to 79 points. Officers scores were in the first priority group.

On 28 November 1945 the unit left Grove, England at the direction of the Commanding General, US Forces in Europe, arrived at Southampton, England 2110 hours, and boarded the battleship, USS Washington for return to the United States, with a strength of 12 officers and 560 enlisted men.

At 1400 hrs 24 November 1945, the unit embarked aboard the naval vessel, and arrived at the port of debarkation, New York, N.Y. early in the morning of 30 November 1945. Personnel disembarked at approximately 1140 hours, and departed for the disposition center, Camp Kilmer, for ultimate demobilization.

[redacted]
Lt Colonel, AC,
Commanding.

[redacted]

2159

2D MOBILE R & R SQUADRON

30 November 1945

SUBJECT: Unit History

TO : Adjutant General, Washington, D. C.

Unit releived from assignment to 8th Air Force and assigned to European Air Transport Service perMessage UAX 81346 Hq US Air Forces in Europe dated 9 October 1945, for return to the ZI for demobilization as a Category IV unit.

The squadron moved on 16 October 1945 from AAF Station 595, Honington, Troston Suffolk, England to Grove, England, AAF Station 519, with strength of one (1) officer and one (1) enlisted man.

Upon the authority of the Commanding General, European Air Transport Service, Hq USAF Station London/Grove, (AAF Station 519) assigned personnel to the unit, to a strength of T/O plus fifty (50) percent.

Lt Colonel ROBERT E COCHRAN was assigned, and assumed command on 9 Nov 45, and immediately inaugurated processing procedures to prepare the unit for readiness on 20 Nov 1945. The unit was designated Priority 2, and assigned enlisted personnels' Adjusted Service Rating scores ranged from 75 to 79 points. Officers scores were in the first priority group.

On 23 November 1945 the unit left Grove, England at the direction of the Commanding General, US Forces in Europe, arrived at Southampton, England at 2110 hours, and boarded the battleship, USS Washington for return to the United States, with a strength of 12 officers and 260 Enlisted men.

At 1400 hrs 24 November 1945, the unit embarked aboard the naval vessel, and arrived at the port of debarkation, New York, N.Y. early in the morning of 30 November 1945. Personnel disembarked at approximately 1100 hours, and departed for the disposition center, Camp Kilmer, for ultimate demobilization.

Robert E Cochran

ROBERT E COCHRAN
Lt Colonel, AC,
Commanding.

2D MOBILE R & R SQUADRON

30 November 1945

SUBJECT: Unit History.

TO : Adjutant General, Washington, D. C.

Unit relieved from assignment to 8th Air Force and assigned to European Air Transport Service per Message UAX 81346 Hq US Air Forces in Europe dated 9 October 1945, for return to the ZI for demobilization as a Category IV unit.

The squadron moved on 16 October 1945 from AAF Station 595, Honington, Troston Suffolk, England to Grove, England, AAF Station 519, with strength of one (1) officer and one (1) enlisted man.

Upon the authority of the Commanding General, European Air Transport Service, Hq USAF Station London/Grove, (AAF Station 519) assigned personnel to the unit, to a strength of T/O plus fifty (50) percent.

Lt Colonel ROBERT E COCHRAN was assigned, and assumed command on 9 Nov 45, and immediately inaugurated processing procedures to prepare the unit for readiness on 20 Nov 1945. The unit was designated Priority 2, and assigned enlisted personnels' Adjusted Service Rating scores ranged from 75 to 79 points. Officers scores were in the first priority group.

On 23 November 1945 the unit left Grove, England at the direction of the Commanding General, US Forces in Europe, arrived at Southampton, England at 2110 hours, and boarded the battleship, USS Washington for return to the United States, with a strength of 12 officers and 260 Enlisted men.

At 1400 hrs 24 November 1945, the unit embarked aboard the naval vessel, and arrived at the port of debarkation, New York, N.Y. early in the morning of 30 November 1945. Personnel disembarked at approximately 1100 hours, and departed for the disposition center, Camp Kilmer, for ultimate demobilization.

Robert E Cochran

ROBERT E COCHRAN
Lt Colonel, AC,
Commanding.

RESTRICTED

2D MOBILE R & R SQUADRON.

30 November 1945

SUBJECT: Unit History.

TO : Adjutant General, Washington, D. C.

Unit relieved from assignment to 8th Air Force and assigned to European Air Transport Service perlessage UAX 81346 Hq US Air Forces in Europe dated 9 October 1945, for return to the ZI for demobilization as a Category IV unit.

The squadron moved on 16 October 1945 from AAF Station 595, Honington, Troston Suffolk, England to Grove, England, AAF Station 519, with strength of one (1) officer and one (1) enlisted man.

Upon the authority of the Commanding General, European Air Transport Service, Hq USAF Station London/Grove, (AAF Station 519) assigned personnel to the unit, to a strength of T/O plus fifty (50) percent.

Lt Colonel ROBERT E COCHRAN was assigned, and assumed command on 9 Nov 45, and immediately inaugurated processing procedures to prepare the unit for readiness on 20 Nov 1945. The unit was designated Priority 2, and assigned enlisted personnels' Adjusted Service Rating scores ranged from 75 to 79 points. Officers scores were in the first priority group.

On 23 November 1945 the unit left Grove, England at the direction of the Commanding General, US Forces in Europe, arrived at Southampton, England at 2110 hours, and boarded the battleship, USS Washington for return to the United States, with a strength of 12 officers and 260 Enlisted men.

At 1400 hrs 24 November 1945, the unit embarked aboard the naval vessel, and arrived at the port of debarkation, New York, N.Y. early in the morning of 30 November 1945. Personnel disembarked at approximately 1100 hours, and departed for the disposition center, Camp Kilmer, for ultimate demobilization.

Robert E Cochran

ROBERT E COCHRAN?
Lt Colonel, AC,
Commanding.

RESTRICTED

2162

2D MOBILE R & R SQUADRON

30 November 1945

SUBJECT: Unit History.

TO : Adjutant General, Washington, D. C.

Unit relieved from assignment to 8th Air Force and assigned to European Air Transport Service perMessage UAX 81346 Hq US Air Forces in Europe dated 9 October 1945, for return to the ZI for demobilization as a Category IV unit.

The squadron moved on 16 October 1945 from AAF Station 595,-Honington, Troston Suffolk, England to Grove, England, AAF Station 519, with strength of one (1) officer and one (1) enlisted man.

Upon the authority of the Commanding General, European Air Transport Service, Hq USAF Station London/Grove, (AAF Station 519) assigned personnel to the unit, to a strength of T/O plus fifty (50) percent.

Lt Colonel ROBERT E COCHRAN was assigned, and assumed command on 9 Nov 45, and immediately inaugurated processing procedures to prepare the unit for readiness on 20 Nov 1945. The unit was designated Priority 2, and assigned enlisted personnels' Adjusted Service Rating scores ranged from 75 to 79 points. Officers scores were in the first priority group.

On 23 November 1945 the unit left Grove, England at the direction of the Commanding General, US Forces in Europe, arrived at Southampton, England at 2110 hours, and boarded the battleship, USS Washington for return to the United States, with a strength of 12 officers and 260 Enlisted men.

At 1400 hrs 24 November 1945, the unit embarked aboard the naval vessel, and arrived at the port of debarkation, New York, N.Y. early in the morning of 30 November 1945. Personnel disembarked at approximately 1100 hours, and departed for the disposition center, Camp Kilmer, for ultimate demobilization.

Robert E Cochran

ROBERT E COCHRAN
Lt Colonel, AC,
Commanding.

2D MOBILE R & R SQUADRON

30 November 1945

SUBJECT: Unit History.

TO : Adjutant General, Washington, D. C.

Unit relieved from assignment to 8th Air Force and assigned to European Air Transport Service per Message WAX 81346 Hq US Air Forces in Europe dated 9 October 1945, for return to the ZI for demobilization as a Category IV unit.

The squadron moved on 16 October 1945 from AAF Station 595, Honington, Troston Suffolk, England to Grove, England, AAF Station 519, with strength of one (1) officer and one (1) enlisted man.

Upon the authority of the Commanding General, European Air Transport Service, Hq USAF Station London/Grove, (AAF Station 519) assigned personnel to the unit, to a strength of T/O plus fifty (50) percent.

Lt Colonel ROBERT E COCHRAN was assigned, and assumed command on 9 Nov 45, and immediately inaugurated processing procedures to prepare the unit for readiness on 20 Nov 1945. The unit was designated Priority 2, and assigned enlisted personnels' Adjusted Service Rating scores ranged from 75 to 79 points. Officers scores were in the first priority group.

On 23 November 1945 the unit left Grove, England at the direction of the Commanding General, US Forces in Europe, arrived at Southampton, England at 2110 hours, and boarded the battleship, USS Washington for return to the United States, with a strength of 12 officers and 260 enlisted men.

At 1400 hrs 24 November 1945, the unit embarked aboard the naval vessel, and arrived at the port of debarkation, New York, N.Y. early in the morning of 30 November 1945. Personnel disembarked at approximately 1100 hours, and departed for the disposition center, Camp Kilmer, for ultimate demobilization.

Robert E Cochran

ROBERT E COCHRAN
Lt Colonel, AC,
Commanding.

HISTORY OF 2D MOBILE R & R S
1ST STRATEGIC AIR DEPOT
September 1945

1 October 1945

SUBJECT: Unit History.

TO : Commanding Officer, 1st Strategic Air Depot, AAF-595, APO 559, U.S. Army.

In accordance with AR 345-105 and Eighth Air Force Memorandum 80-5, dated 4 July 1944, Unit History for the month of September is submitted:

ORIGINAL UNIT: No change.

CHANGES IN ORGANIZATION: No change.

STRENGTH, COMMISSIONED AND ENLISTED:
At beginning of period.....103
Net decrease during period... 37
At end of period..... 66

STATIONS (PERMANENT OR TEMPORARY): No change.

MARCHES: No change.

CAMPAIGNS: No change.

BATTLES: No change.

COMMANDING OFFICER IN IMPORTANT ENGAGEMENTS:
No change.

LOSSES IN ACTION: No change.

FORMER & PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No change.

REMARKS: A more completed history of the duties by this organization is included in the history of the 2nd Strategic Air Depot. The pages on which this information will be found are indicated on the unit title page.

CLEMENT J. COUGHLIN,
Major, Air Corps,
Commanding.

HISTORY OF 2D MOBILE R & R SQ
1ST STRATEGIC AIR DEPOT
August 1945

1 September 1945

SUBJECT: Unit History

TO : Commanding Officer, 1st Strategic Air Depot, APO-595, APO 559, U.S. Army.

In accordance with AR 345-105 and Eighth Air Force Memorandum 80-5, dated 4 July 1944, Unit History for the month of August is submitted:

ORIGINAL UNIT: No change.

CHANGES IN ORGANIZATION: No change.

STRENGTH, COMMISSIONED AND ENLISTED:
At beginning of period.....116
Net decrease during period.....13
At end of period.....103

STATIONS (PERMANENT OR TEMPORARY):
Permanent change of Station, left AAF-Station 547 at 0930 hours, 11 August and arrived at AAF Station 595 at 1140 hours, 11 August 1945, and assigned to 1st Strategic Air Depot, General Order #15, Hq VIII ATSvC (Prov), dated 9 Aug 1945.

CAMPAIGNS: No change.

BATTLES: No change.

COMMANDING OFFICER IN IMPORTANT ENGAGEMENTS:
No change.

LOSSES IN ACTION: No change.

FORMER & PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No change.

REMARKS: A more completed history of the duties performed by this organization is included in the history of the 2nd Strategic Air Depot. The pages on which this information will be found are indicated on the unit title page.

B.D. CLASSCOCK,
Capt., Air Corps,
Commanding.

HISTORY OF 2d [illegible] R & R
2d STRATEGIC AIR DEPOT
July 1945

1 August 1945

SUBJECT: Unit History.

TO : Commanding Officer, Hq. 2d S.A.D., APO-547, APO 636, U.S. Army.

In accordance with AR 345-105 and Eighth Air Force Memorandum 80-5, dated 4 July 1944, Unit History for the month of July is submitted:

ORIGINAL UNIT: No change.

CHANGES IN ORGANIZATION: No change.

STRENGTH, OFFICERS AND MEN ASSIGNED:
At beginning of period.....250
Net decrease during period.....134
At end of period.....116

STATIONS (PERMANENT OR TEMPORARY): No change.

AIRCRAFT: No change.

CASUALTIES: No change.

BATTLES: No change.

COMMANDING OFFICERS AND IMPORTANT ENGAGEMENTS: No change.

DECORATIONS AND CITATIONS: No change.

FOREIGN & PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No change.

REMARKS: A more completed history of the duties performed by this organization is included in the history of the 2d Strategic Air Depot. The pages on which this information will be found are indicated on the unit title page.

BENTON D. GLASSCOCK,
Captain, Air Corps,
Commanding.

HISTORY OF 2D MOBILE [illegible]
2d Strategic Air Depot
June 1945

1 July 1945

Subject: Unit History

To : Commanding Officer, Hq. 2d [illegible], APO Station 547, APO 636, U.S. ARMY.

In accordance with AR 345-105 and Eighth Air Force Memorandum 30-5, 4 July 1944, Unit History for the month of June is submitted:

ORIGINAL UNIT: No change.

CHANGES IN ORGANIZATION: No change.

STRENGTH, OFFICERS AND ENLISTED:
At the beginning of period.....255
Net decrease during period.....003
At end of period.....252

STATION: (LOCATION OF HEADQUARTERS) No change.

BASES: No change.

CAMPAIGNS: No change

BATTLES: No change.

COMMANDING OFFICERS IN [illegible] : No change.

HONORS IN ACTION: No change.

FORMER ENLISTED MEMBERS WHO HAVE BEEN COMMISSIONED THEMSELVES IN ACTION: No change.

REMARKS: A more completed history of the duties normally performed by this organization is included in the history of the 2d Strategic Air Depot. The pages on which this information will be found are indicated on the unit title page. With the dissolving of the Bradley Plan, the unit now functions as a whole.

MILTON D. GLASCOCK
Captain, Air Corps,
Commanding.

1 June 1945

Subject: Unit History

To : Commanding Officer, Hq. 2d SAD, AAF Station 547, APO 630, US Army.

In accordance with AR 345-105 and Eighth Air Force Memorandum 80-5, 4 July 1944, Unit History for the month of May 1945 is submitted:

ORIGINAL UNIT: No change.

CHANGES IN ORGANIZATION: No change.

STRENGTH, COMMISSIONED AND ENLISTED:
At beginning of period.....215
Net increase during period..... 46
At end of period.....261

STATIONS (PERMANENT OR TEMPORARY) No change.

MARCHES: No change.

CAMPAIGNS: No change.

BATTLES: No change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No change.

LOSSES IN ACTION: No change.

FORMER & PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No change.

REMARKS: A more complete history of the duties normally performed by this organization is included in the history of the 2d Strategic Air Depot. The pages on which this information will be found are indicated on the unit title page.

HERBERT D. GLASSCOCK
Capt., Air Corps,
Commanding Officer.

HISTORY OF 2D MOBILE R & R SQ.
2d Strategic Air Depot
April 1945

H-G-1

10 May 1945

Subject: Unit History

To : Commanding Officer, Hq. 2d SAD, AAF Station 547, APO 638, US Army.

In accordance with AR 345-105and Eighth Air Force Memorandum 20-5, 4 July 1944, unit history for the month of April, 1945 is submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH, COMMISSIONED AND ENLISTED:

At beginning of period	213
Net increase during period	2
At end of period	215

STATIONS (PERMANENT OR TEMPORARY) OF UNIT OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.

LOSSES IN ACTION: No Change.

FORMER & PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No Change.

REMARKS: A more complete history of the duties normally performed by this organization is included in the history of the 2d Strategic Air Depot. The pages on which this information will be found are indicated on the unit title page.

CELIL C. LEE
Major, Air Corps,
Commanding.

[illegible] Air Depot
[illegible] 1945

[illegible] April 194[illegible]

[illegible] Unit History.

[illegible] Commanding Officer, [illegible] [illegible] 1947.
[illegible], [illegible] Army.

In accordance with [illegible] and Eighth Air Force [illegible] dated 27 July 1944, unit history for the month of [illegible] 1945 is submitted as follows:

[illegible]: No change.

[illegible]: No change

[illegible]:
At beginning of period..... 170
Net increase during period... 2
At end of period..... 13

[illegible]: No change.

[illegible]: No change.

[illegible]: No change.

[illegible]: No change.

[illegible]: No change:

[illegible]: [illegible]: No change.

[illegible]: No change.

[illegible]: A more complete history of the duties normally performed by this organization is included in the history of the [illegible] Strategic Air Depot. The pages on which this information will be found are indicated on the unit title page.

[illegible] C. [illegible]
Major, Air Corps
Commanding.

Subject: Unit History. 10 March, 1945

To : Commanding Officer, Hq. 2d [illegible], Assignment 547, APO 636, U. S. Army.

In accordance with AR 345-105 and Eighth Air Force Memorandum 80-5 4 July, 1944, unit history for the month of February, 1945 is submitted:

ORIGINAL UNIT: No change.

CHANGES IN ORGANIZATION: No change.

PERSONNEL, ASSIGNED AND ENLISTED:
At beginning of period . . . 193
Net decrease during period . 23
At end of period 170

STATI NO (PERMANENT OR TEMPORARY) OF UNIT OR UNITS THEREOF: No change.

MARCHES: No change.

CAMPAIGNS: No change.

BATTLES: No change.

COMMANDING OFFICERS IN [illegible]: No change.

[illegible] OF MARCH: OFFICERS AND ENLISTED MEN: No change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No change.

REMARKS: A more complete history of the duties normally performed by this organization is included in the history of the 2d Strategic Air Depot. The pages on which this information will be found are indicated on the unit title page.

JOSEPH C. GORSKI
Major, Air Corps
Commanding.

HISTORY OF 2D MOBILE R & R SQUADRON,
2D STRATEGIC AIR DEPOT
JANUARY 1945

4 February 1945

Subject: Unit History.

To: Commanding Officer, Hq 2d SAD, AAF Sta 547, APO 636, U. S. Army.

In accordance with AR 345-105 and Eighth Air Force Memorandum 80-5, 4 July 1944; unit history for the month of January 1945 is submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH, COMMISSIONED AND ENLISTED: At beginning of period. . . .206
Net decrease during period. . 12
At end of period. 194

STATIONS (PERMANENT OR TEMPORARY) OF UNIT OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.

LOSSES IN ACTION;;OFFICERS AND ENLISTED MEN: N o Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No Change.

REMARKS: A more complete history of the duties normally performed by this organization is included in the history of the 2d Strategic Air Depot. The pages on which this information will be found are indicated on the unit title page.

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

2173

HISTORY OF 2D MOBILE R & R SQUADRON
2D STRATEGIC AIR DEPOT
DECEMBER 1944

3 January 1944

Subject: Unit History.

To: Commanding Officer, Hq 2d SAD, AAF Sta 647, APO 636, U. S. Army.

In accordance with AR 345-105 and Eighth Air Force Memorandum 80-5, 4 July 1944; unit history for the month of December 1944 is submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH, COMMISSIONED AND ENLISTED: At beginning of period. . . . 213
Net decrease during period. . 11
At end of period. 202

STATIONS (PERMANENT OR TEMPORARY) OF UNIT OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.

LOSSES IN ACTION; OFFICERS AND ENLISTED MEN: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No Change.

REMARKS: A more complete history of the duties normally performed by this organization is included in the history of the 2d Strategic Air Depot. The pages on which this information will be found are indicated on the unit title page.

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

2174

~~RESTRICTED~~
~~CONFIDENTIAL~~

HEADQUARTERS
2D MOBILE R & R SQUADRON
APO 636 US ARMY

AAF STA 547
10 December 1944

Subject: Unit History.

To: Commanding Officer, Hq 2d SAD, AAF Sta 547, APO 636, U. S. Army.

In compliance with AR 345-105, unit history for the month of November 1944 is hereby submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change

STRENGTH: COMMISSIONED AND ENLISTED:

AT BEGINNING OF PERIOD	227
NET DECREASE DURING PERIOD	12
AT END OF PERIOD	215

STATIONS (TEMP) OF UNIT, OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES: No Change.

REMARKS: The following named Enlisted Man received the Good Conduct Medal during this period.

Pvt George W. Froehlich 37175190

Usual Field Duties performed for the month.

Joseph C. Gorski

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

~~RESTRICTED~~
~~CONFIDENTIAL~~

~~RESTRICTED~~
~~CONFIDENTIAL~~

HEADQUARTERS
2D MOBILE R & R SQUADRON
APO 636 US ARMY

AAF STA 547
10 November 1944

Subject: Unit History.

To: Commanding Officer, Hq 2d SAD, AAF Sta 547, APO 636, U. S. Army.

In compliance with AR 345-105, unit history for the month of October 1944 is hereby submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH: COMMISSIONED AND ENLISTED:

AT BEGINNING OF PERIOD	254
NET DECREASE DURING PERIOD	26
AT END OF PERIOD	228

STATIONS (TEMP) OF UNIT, OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES: No Change.

REMARKS: The following named Enlisted Men have been awarded the Good Conduct Medal.

Cpl Athanasious Botsolis 32764168
PFc Donald B. Dailey 19082452
Pfc Jay C. Johnsen 39682208
Pfc Fentress W. Stagner 34361802
Pvt Muriel B. Beamon 34036999
Pvt William M. Gillihan 39560154
Pvt. Rufus J. W. Cox 38475981
Pvt William R. Sunkel 37613992
Pvt William E. Timmerman 37603865
Pvt Cleofas Valles 38440050
Cpl Francis E. Karas 33474859
Pfc William H. LaVancha 32449519
Pfc Mike Muse 18226903
Pvt David Aldine 39039025
Pvt Edward A. French 34602654
Pvt Jose V. Gonsalez 38365457
Pvt Charles W. Ritter 37613790
Pvt Arthur P. Zilke 36264285
Pvt Frederick W. Simmons 36868953

JOSEPH C. GORSKI
Major, Air Corps
Commanding.

~~RESTRICTED~~
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

HEADQUARTERS
2ND MOBILE R & R SQUADRON
APO 636 US ARMY

RESTRICTED

AAF STA 547
10 October 1944.

Subject: Unit History.

To: Commanding Officer, Hq 2d SAD, AAF Sta 547, APO 636, U. S. Army.

In compliance with AR 345-105, unit history for the month of September 1944 is hereby submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH: Commissioned and Enlisted:

AT BEGINNING OF PERIOD	232
NET INCREASE DURING PERIOD	33
AT END OF PERIOD	265

STATIONS (TEMPORARY) OF UNIT, OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES: No Change.

REMARKS: Usual field duties performed for the month.

Joseph C. Gorski

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

RESTRICTED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

HEADQUARTERS
2ND MOBILE R & R SQUADRON
APO 636 US ARMY

RESTRICTED

AAF-547
20 September 1944.

Subject: Unit History.

To: Commanding Officer, Hq, 2d SAD, AAF-547, APO 636, U. S. Army.

1. In compliance with AR-345-105, unit history for the month of August is submitted;

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: Re-organized under T/O 1-85PS, dated 6 April 1944, per General Orders No. 13, Hq VIII Air Force Service Command, dated 24 August 1944.

STRENGTH: Commissioned and Enlisted;
AT BEGINNING OF PERIOD. 231

AT END OF PERIOD. 231

STATIONS(TEMPORARY)OF UNIT OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES: No Change.

REMARKS: Usual field duties for the month.

Joseph C. Gorski

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

RESTRICTED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

HEADQUARTERS
2ND MOBILE R & R SQUADRON
APO 636 US ARMY

RESTRICTED

AAF-547
15 August 1944.

Subject: Unit History.

To: Commanding Officer, Hq, 2nd SAD, AAF-547, APO 636, U. S. Army.

1. In compliance with AR-345-105, unit history for the month of July is submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH: Commissioned and Enlisted:
AT BEGINNING OF PERIOD.....232
NET DECREASE DURING PERIOD..... 1
AT END OF PERIOD.....231

STATIONS(TEMPORARY)OF UNIT OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERSIN IMPORTANT ENGAGEMENTS: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES: No Change.

REMARKS: Usual field duties for the month.

Joseph C. Gorski

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

RESTRICTED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

HEADQUARTERS
2ND MOBILE R & R SQUADRON
APO 636 US ARMY

RESTRICTED

AAF-547
20 July 1944

Subject: Unit History.

To: Commanding Officer, Hq, 2nd SAD, AAF-547, APO 636, U. S. Army.

1. In compliance with AR 345-105, unit history for month of June 1944 is submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH; Commissioned and Enlisted:

AT BEGINNING OF PERIOD:	230
NET DECREASE DURING PERIOD:	5
AT END OF PERIOD	225

STATIONS (TEMPERORY) OF UNIT OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES: No Change.

REMARKS: Usual field duties for the month.

Joseph C. Gorski

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

RESTRICTED

~~CONFIDENTIAL~~

2180

~~CONFIDENTIAL~~

HEADQUARTERS
2ND MOBILE R & R SQUADRON
APO 636 US ARMY

RESTRICTED

AAF-547
20 July 1944

Subject: Unit History.

To: Commanding Officer, Hq, 2nd SAD, AAF-547, APO 636, U. S. Army.

1. In compliance with AR 345-105, unit history for month of May 1944 is submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH; Commissioned and Enlisted:

AT BEGINNING OF PERIOD:	127
NET INCREASE DURING PERIOD	103
AT END OF PERIOD:	230

STATIONS(TEMPERORY) OF UNIT OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES: No Change.

REMARKS: Usual Field Duties For The Month.

Joseph C. Gorski

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

RESTRICTED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

HEADQUARTERS
2ND MOBILE R & R SQUADRON
AAF-547

RESTRICTED

16 July 1944

Subject: Unit History.

To: Commanding Officer, Hq, 2nd SAD, AAF-547, APO 636, U. S. Army.

1. In compliance with AR 345-105, unit history for the month of April 1944 is submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH; ENLISTED AND COMMISSIONED:

AT BEGINNING OF PERIOD	178
NET DECREASE DURING PERIOD	51
AT END OF PERIOD	127

STATIONS: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Changes.

LOSSES IN ACTION: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No Change.

REMARKS: Usual field duties for the month.

Joseph C. Gorski

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

RESTRICTED

~~CONFIDENTIAL~~

2182

~~CONFIDENTIAL~~

HEADQUARTERS
2ND MOBILE R & R SQUADRON
APO 636 US ARMY

RESTRICTED

15 July 1944

Subject: Unit History.

To: Commanding Officer, 2nd SAD, AAF-547, APO 636, U. S. Army.

1. In compliance with AR 345-105, unit history for the month of March 1944 is submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH, COMMISSIONED AND ENLISTED:

AT BEGINNING OF PERIOD	183
NET DECREASE DURING PERIOD	5
AT END OF PERIOD	178

STATIONS (TEMPERORY) OF UNIT OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTATN ENGAGEMENTS: No Change.

LOSSES IN ACTION; OFFICERS AND ENLISTED MEN: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No Change.

REMARKS: Usual field duties for the month. EM attached to either the supply, maintenance, transportation, or administrative divisions.

Joseph C. Gorski

JOZEPH C. GORSKI
Major, Air Corps,
Commanding.

RESTRICTED

~~CONFIDENTIAL~~

HEADQUARTERS
2ND MOBILE R & R SQUADRON
APO 636 US ARMY

RESTRICTED

15 July 1944

Subject: Unit History.

To: Commanding Officer, Hq, 2nd SAD, AAF-547, APO 636, U. S. Army.

1. In compliance with AR 345-105, unit history for the month of February 1944 is submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH, COMMISSIONED AND ENLISTED:

AT BEGINNING OF PERIOD:	191
NET DECREASE DURING PERIOD:	8
AT END OF PERIOD	183

STATIONS (TEMPORARY) OR UNIT OR PARTS THEREOF: Under 'Station Events' during period of 21-29th, organization was changed with the 2nd SAD from AAF-127 to AAF-547.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: NO Change.

LOSSES IN ACTION; OFFICERS AND ENLISTED MEN: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No Change.

REMARKS: Usual field duties for the month. EM attached to 35th Supply(Supply Div.) 35th Repair (Maintenance Div.), 1915th QM Trk Co (Avn) (Transportation Div.), and Hq & Hq Sq 35th ADG (Administrative Div.).

Joseph C. Gorski

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

RESTRICTED

HEADQUARTERS
2ND MOBILE R & R SQUADRON
APO 636 US ARMY

14 July 1944

Subject: Unit History.

To: Commanding Officer, Hq, 2nd SAD, AAF-547, APO 636, U. S. Army.

In compliance with AR 345-105, unit history for the month of January 1944 is submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH, COMMISSIONED AND ENLISTED:

Enlisted men assigned and attached to other organizations for administration, rations and quarters. These organizations consist of the Hq & Hq Sq, 35th ADG (Administrative Division), 35th Depot Supply Sq. (Supply Division), 1915th AM Trk Co (Avn) (Transportation Division), and 35th Depot Repair Sq (Maintenance Division).

AT BEGINNING OF PERIOD:	202
NET DECREASE DURING PERIOD:	11
AT END OF PERIOD:	191

STATIONS (TEMPERORY) OF UNIT OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNES: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.

LOSSES IN ACTION; OFFICERS AND ENLISTED MEN: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINCUISHED THEMSELVES IN ACTION: No Change.

REMARKS: Usual Field Duties For The Month.

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

RESTRICTED

RESTRICTED

RESTRICTED

HEADQUARTERS
2ND MOBILE R & R SQUADRON
APO 636 US ARMY

12 July 1944

Subject: Unit History.

To: Commanding Officer, Hq 2nd BAD, AAF-547, APO 636, U. S. Army.

In compliance with AR 345-105, unit history for the month of December 1943 is submitted:

ORIGINAL UNIT: No Change.

CHANGES IN ORGANIZATION: No Change.

STRENGTH, COMMISSIONED AND ENLISTED: 1 Major, 1 Captain, 5 1st Lts., and 1 2nd Lt., asgd. 202 enlisted men assigned and attached to other organizations for administration, rations and quarters. These organizations consist of Hq & Hq Sq, 35th ADG (Administrative Division), 35th Depot Supply Sq. (Supply Division), 1915th QM Trk Co (Avn) (Transportation Division), or 35th Depot Repair Sq. (Maintenance Division).

AT BEGINNING OF PERIOD	196
NET INCREASE DURING PERIOD	6
AT END OF PERIOD	202

STATIONS (TEMPERORY) OF UNIT OR PARTS THEREOF: No Change.

MARCHES: No Change.

CAMPAIGNS: No Change.

BATTLES: No Change.

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.

LOSSES IN ACTION; OFFICERS AND ENLISTED MEN: No Change.

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No Change.

REMARKS: Usual field duties for the month.

JOSEPH C. GORSKI
Major, Air Corps,
Commanding.

RESTRICTED

HEADQUARTERS
2ND MOBILE R & R SQUADRON
AAF-547

C-1-39

CONFIDENTIAL

4 July 1944.

SUBJECT: Unit History.

TO : Commanding Officer, Hq, 2nd MRS, AAF-547, APO 636, U. S. Army.

1. In compliance with AR 345-105, unit History for month of November'43 is submitted:

ORIGINAL UNIT: 3013th Mobile R & R Squadron (Prov).

CHANGES IN ORGANIZATION: 2nd Mobile R & R Squadron was designated from the 3013th Mobile R & R Squadron (Prov) as of 1 Nov'43, under the authority of GO #52, Par 3, dtd 1 Nov'43, with Tent T/O 1-259, Hq, VIII AFSC APO 633 dtd 1 Nov'43.

STRENGTH, COMMISSIONED AND ENLISTED: The 3013th Mobile R & R Squadron (Prov) as of 1 Nov'43, was assigned the following EM & Officers as indicated, under authority of SO 50, Par 4, dtd 28 Oct'43, in compliance with instructions contained in Sec IV, Par 2, GO #42, Hq VIII AFSC, dtd 21 Oct'43. These EM & Officers were assd as a cadre personel and EM were atchd to 35th Dep Rep SS for Qrs, Rat & Adm.

FROM:
5TH DEP REP SQ.
T/Sgt Harpin, Harman . 6139233.
Col Tillman, Harold J. 3021643.

FROM:
S/Sgt Cortes, Emery . 13028627.
Sgt Jeffers, Paul H. Jr. 32611218.
5TH DEP REP SQ.-(above EM Asgd)

OFFICERS ASGD TO ORGN.: Major JOSEPH C. GORSKI, 0186319 Asgd as CO 1 Nov'43. 1st Lt. FREDERICK G. WOLF, 0433034, Asgd per Par 28, SO 276, Hq 8th AFSC dtd 28 Oct'43.; 1st Lt. JOSEPH P. DOOLEY, 01301452; DONALD H. [illegible], 01165655, Asgd per Par 16, SO 280, Hq 8th AFSC dtd 1 Nov'43. (Listed from Morn/Rep dtd 31 Oct'43. Little Staughton, Bedfordshire AAF-127).

STRENGTH, COMMISSIONED AND ENLISTED: At beginning of period.....79
Net increase during period.....117
At end of period.....196

STATION WAS TEMPORARY OF UNIT OR PART THEREOF: No Change.
MARCHES: No Change.
BATTLES: No Change.
COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS: No Change.
LOSSES IN ACTION: OFFICERS AND ENLISTED MEN: No Change.
FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION: No Change.
REMARKS: Organization was activated as a Cadre with the above (4) Officers and (4) EM and no changes for the month of November'43.

JOSEPH C. GORSKI,
Major, AC.
Commanding.

CONFIDENTIAL

HEADQUARTERS
2D STRATEGIC AIR DEPOT
APO 636

AAF Sta 547
22 December 1944

314.7

Subject: Unit Histories.

To : All units, this station.

1. Letters, file 314.7, Hq 2d SAD, dated 17 May 1944 and 6 June 1944, subj: Unit Histories, are rescinded.

2. In accordance with AR 345-105 and Eighth Air Force Memorandum 80-5, 4 July 1944, all units assigned or attached to the Eighth Air Force will prepare and keep up-to-date a detailed history of the services of the organization. The history will be prepared under the direction of the commanding officer of the organization and will contain information concerning the original formation, recruitment, changes in organization, increase and decrease in strength, stations of the organization or parts thereof, arrival at the stations and departure therefrom, marches, campaigns, battles, etc. It should give the names of all present and former members of the organization who have specifically distinguished themselves, stating the rewards and decorations received. The authority for every statement of fact should be cited and copies of orders or citations attached. When the required data have once been fully and correctly reported they need not be repeated in subsequent reports. In such cases the mere statement "no change" will be made.

3. The form shown below will be used for submitting unit histories to the Station Historical Officer in the future. They will be submitted in quadruplicate before the tenth of the succeeding month. One copy will be retained in the unit. The unused left margin will be 1½ inches.

HISTORY OF (name of unit)
2D STRATEGIC AIR DEPOT
(Month and Year)

ORIGINAL UNIT:

CHANGES IN ORGANIZATION:

STRENGTH, COMMISSIONED AND ENLISTED: At beginning of period ----------
Net increase decrease during period -
At end of period ----------

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

MARCHES: (enter any training marches)

CAMPAIGNS:

BATTLES:

COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS:

2188

LOSSES IN ACTION; OFFICERS AND ENLISTED MEN:

FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION:

REMARKS: A more complete history of the duties normally performed by this organization is included in the history of the 2d Strategic Air Depot. The pages on which this information will be found are indicated on the unit title page.

(enter any other information or explanations in the daily life of the unit, and enclose any photographs of personnel, important scenes events.)

JOHN B. DOE
1st Lt, Air Corps
Commanding

(For information concerning entries under each heading see par. 13, AR 345-105.)

By order of Colonel STITT:

RALPH S. CRAIER
Captain, Air Corps
Adjutant

SQ-RESC-B-3201-HIST.
1 JAN-30 JUN 1948

4364-71

MICROFILMED

9961

1 3r

3201st Boat Squadron

3201st Air Base Group

Eglin Air Force Base, Florida

Semi-Annual History

1 January 1948 to 30 June 1948

This Squadron During This Period
Was Designated As

Squadron R (Boats) 609 Air Force Base Unit (Airdrome Group)

JACK K McDONOUGH
First Lieutenant
Historical Officer

1997

CHRONOLOGICAL LIST OF IMPORTANT DATES

23 January 1948	Received first two 63' Boats of four to be delivered on standardization of equipment program.
17 February 1948	Brookley Air Force Base borrowed Tug ST-567 with crew for moving vehicles from Boca Raton, Florida to Brockley.
25 February 1948	Air Proving Ground Form 1013 initiated.
7 March 1948	P-80 crashed.
8 March 1948	Ferry boat, "Lt Col Loughborough", arrived at Squadron, ferry to Santo Rosa Island.
12 March 1948	Received third of 63' Boats.
21 March 1948	Fort Walton Bridge salvage of civilians and car.
24 March 1948	Practice alert, "Kilroy", in Bay.
29 March 1948	T-29 Trip to test, "Litter Rescue Raft."
10 April 1948	A-26 crashed.
April 1948	Clothing, requisitions obtainable in ten days instead of 3 to 5 months, the time previously required.
31 May 1948	Technical Sergeant Charles G. Ferrel, Communications Chief, retired after over 20 years service.
17 June 1948	85' P-581 Crash boat transferred to McDill Air Force Base, Florida.
30 June 1948	Change to 3201st Boat Squadron began.
9 July 1948	Squadron R (Boats) 609 AFBU discontinued.

1998

TABLE OF CONTENTS

THE SQUADRON IN GENERAL ..... Page 3

CRASH BOAT OPERATIONS ..... Page 4

TUGS AND BARGES ..... Page 5

APPENDIX NO I, FERRY TRIPS TO SANTA ROSA ..... Page 8

APPENDIX NO II, CRASH BOAT MISSIONS ..... Page 8

APPENDIX NO III, TUG AND BARGE TONNAGE ..... Page 9

APPENDIX NO IV, SQUADRON WORKLOAD REPORT ..... Page 10

INDEX TO NARRATIVE HISTORY ..... Page 13

1999

HISTORY

During the six months period January-June 1948, this small squadron housed in temporary barracks in a compact area at the docks of Eglin Air Force Base, Florida, carried out it's assigned mission of Air-Sea Rescue, transportation by water of supplies, clearing water bombing and gunnery ranges, and proof-test of marine equipment in customarily efficient manner, with nothing spectacular happening.

The Squadron strength fluctuated from seven officers and 153 enlisted men 1 January 1948 to five officers and 185 enlisted men 30 June 1948, with a very high percentage of turnover among the enlisted personnel. Lieutenant Colonel Frederick H. Sherwood was the Commanding Officer during the entire period. More than half of the enlisted personnel were former members of the United States Navy.

The varied hours of duty of personnel caused a great many AFC forms 1013 to be issued, resulting in several Record and Routing Slip exchanges explaining why so and so was going in and out the gates of the field during "Normal Duty hours."

The fact that most of the officers assigned were rated and were often absent on flying missions to a great extent bottlenecked administrative paper work, and delayed investigations of AWOL, and other disciplinary problems.

The Commanding Officer detailed an Enlisted Welfare Council to assist in varied problems that arose, especially investigation into delinquency cases, and also as a means of training the senior NCO's in handling squadron problems.

Details of eighteen to twenty-five men for military ceremonies were called for about twice a month for burials of World War II dead upon the

2000

return of the dead from overseas.

In the Boat Operations Section the standardization of equipment was nearly completed with the acquisition of three more sixty-three foot crash boats and two forty-two foot crash boats. This standardization facilitates maintenance and insures that necessary parts can be available in Technical Supply. The acquisition of the Ferryboat, "Lieutenant Colonel Loughborough", greatly facilitated the ferrying of personnel and equipment to and from Florosa docks, to the site of JB-2 landing site on Santa Rosa Island.

The constant daily 24-hour stand-by alert in the Gulf, with a crash boat, which would save fifteen minutes running time to the scene of a crash in the Gulf is maintained at the expense of frequent changes in the auxiliary power equipment because of the fact that one transmitter and two receivers are in constant use. This alert necessitated granting of equivalent time off of personnel and duty-roster troubles. The stand-by alert in the Gulf does not contribute materially to the speed of rescue operations that occur.

In February was begun the policy of assignment of crews to boats on a permanent basis. For a short period a crew-in-reserve was maintained but was found to be of no particular value and the policy of a reserve crew was abandoned.

The squadron ran it's own Mess Hall and there were periods when the Mess was considered the best on the field. The Mess was handicapped in that if furnished meals, supplies, and/or lunches as the occasion required, for boat missions of one kind or another, including the twenty-four hour alert boat standing by in the Gulf. It was estimated that a fifteen percent increase in food supplies would cover the shortage to the regular mess supplies occasioned by the necessity of boat rations.

There were two emergency crash-rescue operations for aircraft. On 7 March a P-80 crashed in the Gulf and neither the pilot nor the plane was recovered. On April 10 an A-26 crashed in the Gulf and the Pilot and one member of the crew, both of whom parachuted, were saved. Part of the wreck of the plane was recovered by salvage diving operations on subsequent days. On 21 March the Squadron salvaged the body of a civilian, and a car from the water of Santa Rosa sound, the car having plunged through the open drawbridge at Fort Walton, Florida. The Mobile crane at Water Transportation and divers were used in this mission.

Two forty-two foot crash boats were acquired especially for use by the Special Service Branch for fishing and recreation purposes, and these and the sixty-five foot utility boat, the T-29, were in constant weekend use and on occasional trips during the week days.

The clearing and stand-by for the water ranges was routine, except that trips past or near Range 22 (Climatic Hangar) occasionally had near misses from gunfire at the boats. This occured when communication between the Range and the boats was not used, or in cases of J-Boats, which are without communication facilities.

At the beginning of the year the bulk of freight hauled to and from Eglin was to and from Pensacola, Florida, with an occasional trip to Mobile, Alabama, and Panama City, Florida. In February steps were taken to eliminate Pensacola as a freight depot for the barge line, because it was necessary to keep a tug and barge there to avoid demurrage accumulating with the L & N Railway. At the same time, efforts were made to consign most of the cargo to Brookley Air Force Base, Alabama. About thirty enlisted men comprised the Water Transportation section, which has two stationary cranes 25 ton and 8 ton capacity, and one Mobile crane of 8 ton capacity. Also there were five steel 45' tugs, with 150 horsepower Buda Diesel Engines, and five steel cargo barges, each

400 ton capacity. There was more than ample dock space to handle the shipping. The weather did not improve the morale of crew members because tugs are not equiped with heating, bathing, nor messing facilities, and the tugs were not a cheerful place in which to live, summer or winter.

This small organization took great pride in knowing that they hauled the freight from Eglin. Many a time, however, a resentful feeling occurred, when commercial trucks were seen hauling cargo which tug boat crews felt could have been hauled more efficiently, cheaper, and in larger quantities by tug and barge, and it was felt that we were not getting our share of the freight being hauled to and from Eglin. It is believed that a tug and a 400 ton capacity barge can make a round trip to Mobile, Alabama, at a lower cost than it takes a two and one-half ton truck to make this trip. During the six months, the tugs hauled over 3000 tons of freight, which is no record to be proud of considering the facilities available and the capacities possible. The motto was, "Efficient Courteous Service". Bring on the freight, the equipment and the named personnel are sure to handle it.

In February Brookley Air Force Base borrowed the tug ST-567 and it's crew of three, and the barge B-60, to help transport vehicles from Boca Raton, Florida, to Mobile, Alabama, via Gulf of Mexico, and upon completion of the haul the crew was cheered by being commended for their good work by the Commanding General of Brookley Air Force Base.

The Mobile crane was useful not only on the docks, but also for helping out many other organizations on the Base who called for assistance on various jobs.

In closing it might be remarked that the morale of the personnel of the Squadron was generally the best on the field, perhaps because of the smallness of the group, the unity of the mission, and the fact that over forty percent of it's personnel lived with their families. Certainly the softball team

was the toughest to whip, despite large turnover of men. There was a great sigh of relief when summer uniforms were used again in April, as optional wear, of the khaki and wool uniforms was preferred, to be changed with the weather.

APPENDIX NUMBER I

Guided Missiles Project
Florosa to Santa Rosa

1948 MONTH	ONE WAY TOTAL MISSIONS	TONS OF FREIGHT	HOURS	PASSENGERS TRANSPORTED
January	1054	1412	179	3687
February	866	1027	145	2442
March	456	980	99	1202
April	1136	1699	383	6217
May	1204	2099	350	6635
June	1384	2938	460	6380
TOTALS	6100	10156	1616	26563

APPENDIX NUMBER II

Crash Boat Section

1948 MONTH	MISSIONS	PASSENGERS	HOURS
January	105	28	1148
February	111	50	1061
March	159	13	1021
April	169	75	1074
May	136	224	1141
June	175	549	1151
TOTALS	855	939	6596

APPENDIX NUMBER III

Tugs & Barges

MONTH	ONE WAY TRIPS	TONNAGE
January	14	235.89
February	11	263.30
March	20	1179.76
April	18	626.19
May	15	507.14
June	10	211.76
TOTALS	88	3024.04

APPENDIX NO IV

SQUADRON R (BOATS) 609 AFBU (AG)
Eglin Air Force Base, Florida

24 March 1948

SUBJECT: Squadron Functions and Workload.

TO : Commanding Officer
609 AFBU (AG)
Eglin Air Force Base, Florida.

This Squadron provides emergency water-rescue facilities, maintenance of water gunnery ranges, barge service via tug boats to and from Eglin to Pensacola, Mobile, Panama City, and occasionally New Orleans, under-water salvage operations, maintains these facilities, provides communications with them on operations and during Proving Ground missions, and services these facilities and the personnel operating them, by the following departments:

BOAT OPERATIONS:

This department is responsible for the operation of five 63' Rescue Boats, one 85' Rescue Boat, one 110' Salvage Derrick, one 65' Utility Boat, one 100' Ferry, and five 45' Tug Boats.

Rescue boats are used for stand-by in the event of emergency on all gunnery and bombing ranges and for Air-Sea Rescue Missions, number of missions depending on the weather and type of missions assigned the AFG.

The 110' Salvage Derrick is used in all salvage work and in handling heavy equipment around the docks.

The 65' Utility Boat is used in all diving missions, stand-by service tests, and for Special Service Recreational Fishing.

The 100' Ferry is used in transporting vehicles, personnel, and equipment to Santa Rosa Island.

The 45' Tug Boats are used in transporting cargo to and from the Eglin AFB Docks from Gulf Coast Cities.

This section clears and aids in maintaining 19 water ranges.

With better weather coming and new units being assigned to Eglin AFB, additional Proof Test Projects, etc., the workload is expected to increase proportionately.

One crew and boat is on alert at all times after duty hours, at night, Saturdays, Sundays, and holidays. Crews that are on these after-duty-hour alerts receive proportionate time-off during the week.

Present strength of personnel in MOS is considered satisfactory.

MARINE MAINTENANCE:

This department is responsible for the maintenance of the above boats, and additional marine railways, docks, barges, and other marine equipment, rendering 1st, 2nd, and 3rd echelon repairs. Performs all repairs and replacement of parts to engines, engine accessories, auxiliary equipment, such as winches, toilets, water systems, stuffing boxes, bearings, shafts, propellers, electrical repairs and replacement of starters, generators, lighting systems, engine telegraph systems and electric winches. Repairs and/or replaces all engine and boat instruments. Repairs and manufactures from wood as required for boat hulls and superstructure. Operates marine railways, drydocking and launching, painting of hulls, superstructure, docks and

interiors of boats. Manufactures lines, nets, and slings from rope and wire cable. Makes repairs as required to marine railways and docks. Maintains engine and boat records, work orders for all repairs and part replacement, prepares cost-accounting reports. Submits requisitions and procures all marine supplies. Operates technical supply and tool crib. Supervises training of marine mechnics and boat engineers.

Present strength of personnel in MOS is considered satisfactory, with the exception that it is a serious need for additional authorization of 3 MOS as follows:

1 Rigger MOS 189;
1 Petroleum Storage Technician MOS 485;
1 Welder, Combination, MOS 256.

COMMUNICATIONS:

This department inspects daily, and performs 1st and 2nd echelon maintenance theron, on the following sets:

6 32RA Collins Transmitters
10 BC348, Receivers
6 SCR522, VHF, Transmitters & Receivers
2 ART13, Transmitters
1 BC224, Receiver
1 3E01, Bendix, Transmitter & Receiver
1 TC12, Transmitter, and Receiver
2 SX-28, Receivers
1 BC610, Transmitter

The department operates sets on boats when on mission, and keeps twenty-four hour alert in Control Station. Removes and installs radios and antennas, and assists on test installations.

This department needs four additional personnel, MOS 756, and also one Communications Supply Technician, MOS 581.

SQUADRON ORDERLY ROOM; SUPPLY, & MESS:

Orderly Room: Handles personnel administration and is responsible for over-all functioning of the Squadron in carrying out assigned mission. Handles Morning Reports, Sick Book, Duty Roster, an average of 250 in and out phone calls per day, and daily average of 85 inquiries from visiting persons, Squadron personnel, etc., keeps file of all correspondence, Army Regulations authorized, AF Reg & Itrs, Circulars, Orders, etc., Maintains Service Records, Payrolls, Penalty Indicia stationery, Unit Fund, applications for Schools, Transfers, etc., Cost Code Accounting Roster, Passes, applications for Leaves, Bond Schedules and Report, Troop Information & Education, Form 20s, Officers 66, Partial Pays, Sep Rats, care of equipment and barracks, maintenance of discipline etc., athletics & recreation, inspections, etc., and various other duties, reports, and functions. It is believed necessary that two additional personnel in MOS 521 be authorized for training in MOS 055.

Mess: Prepares and serves meals in Squadron Mess, and lunches for boat missions, with present strength of 150 for breakfast and supper, and 175-185 for dinner average. Responsible for menus, checking rations, sanitation of Hall, utensils, area, and personnel, management of proper shifts for cooks and personnel. Prepare Cook's work sheet 10-12, Form 3039, 10-13, 10-29, 420 (Mess Count), and semi-monthly inventory of rations. Present strength of personnel considered satisfactory.

Squadron Personnel Supply: Requisitions, procures, stores and issues supplies. Salvage and turn-in of repairable items. Computation of the supply needs of this Squadron. Handles Squadron laundry and dry-cleaning and repair of clothing and equipment. Preparation and up-keep of

the necessary supply records. Responsible for the procurement of all necessary and pertinent Supply Regulations, M & S Directives, catalogs, etc. Responsible for the up-keep of the individuals clothing records, Form 32's, preparation of the clothing and equipment show-down and check list, and the maintenance of files. A weekly average of workload is as follows:

Salvage	75 items of all kinds
Laundry	80 bundles in and out
Repair	35 items
Requisit	6 per week, each averaging 40 items
Dry clean	90 items per week
Process Forms 32	100 per week
Squadron Laundry	475 items per week
Statement of Charges	12 per week
Questions, interviews, phone calls:	150 per day

It is believed essential that an additional man, in MOS 521, be authorized for on the job training in MOS 835.

FOR THE COMMANDING OFFICER:

PHILIP N. REEVES
2nd Lt., USAF
Adjutant

2 0 9 9

INDEX TO NARRATIVE HISTORY

	Page
A-26 Crash	5
Administrative Bottleneck	3
Alert, Stand-by in the Gulf	4
AFC Forms 1013	3
Assignment of Boat crews	4
AWCL	3
Barges	5
Boca Raton, Florida, hauling vehicles from	6
Bridge, Fort Walton	5
Brookley Air Force Base	5
Capacity, Tug and Barge Line	6
Cargo, hauling of	5
Civilian, Recovery of Body at Fort Walton	5
Climatic Hangar, Gunfire from	5
Commanding Officer	3
Commercial Trucks, hauling	6
Communications equipment, depreciation of	4
Crane, stationary and Mobile	5
Crews, Reserve	4
Delinquency	3
Disciplinary Problems	3
Dock Space for Freight	6
Duty Roster	4
Enlisted Welfare Council	3
Ferryboat, to Santa Rosa Island	4
Food supplies for Boat operations	4
Freight hauling	5
Funerals, Military	3
Housing of Squadron	3
"Lt Col Loughborough", Ferryboat	4.
L & N Railway, demurrage at Pensacola	5
Mess Hall	4
Mission of Squadron	3
Mobile Crane	5, 6
Morale of Personnel	6
P-80 Crash	5
Pensacola, Florida, freight Depot	5
Personnel, Turnover of, and strength	3
Range 22	5
Ranges, Bombing and Gunnery	3
Rated Officers	3
Rescue Operations	5
Rescue Operations, speed of	4
Reserve crews	4

INDEX TO NARRATIVE HISTORY Cont'd

	Page
Santa Rosa Island Ferry	4
Sherwood, Frederick H., Lt. Col, Commanding	3
Size of Squadron	3
ST-567, Tug, Boca Raton to Brookley Trip	6
Standardization of equipment, Boats	4
Stand-by alert in the Gulf	4
Strength, Personnel	3
Time-off, for Personnel	4
Tugs	5
Tugs, Efficiency of hauling freight by	6
Water Transportation	5
Wear of uniform, optional	7
Welfare Council, Enlisted	3

GROUP MEMORANDUM:)
NO. 20-4)

HEADQUARTERS 609TH AIR FORCE BASE UNIT
EGLIN AIR FORCE BASE, FLORIDA 9 FEBRUARY 1948

ORGANIZATION

FUNCTIONS AND RESPONSIBILITIES OF SQUADRON "R"
609TH AF BASE UNIT, EGLIN AIR FORCE BASE, FLORIDA

I. PURPOSE: This memorandum establishes and prescribes the functions and responsibilities of Squadron "R" (Boat), 609th AF Base Unit, Eglin Air Force Base, Florida, hereinafter referred to as Squadron "R".

II. MISSION, FUNCTIONS AND RESPONSIBILITIES: It is the responsibility of Sq "R" to provide for twenty-four hour a day crash boat facilities, and all other water-borne equipment; to guard and patrol adjacent Gulf Coast and water ranges. To operate a Tug and Barge Service handling coal, technical equipment, vehicles and other cargo from all points authorized by proper authority.

III. THE COMMANDING OFFICER is charged with:

1. Custody of Squadron Fund.

2. Administering company punishment as is provided under the provisions of the 104th Article of War.

3. Performing or delegating responsibility and follow through by necessary inspection to insure the accomplishment of functions and responsibilities as follows:

a. Rendering full administrative and operational support to the Commanding Officer, 609th AF Base Unit, Eglin Air Force Base, Florida, in the accomplishment of the assigned mission of the 609th AF Base Unit.

b. The equitable distribution of personnel, material, equipment, supplies and services to effect the efficient execution of Sq "R" mission and responsibilities.

c. The operational efficiency of Sq "R" in fulfillment of Sq "R" mission and responsibilities as delegated by higher headquarters.

d. Responsibility for administration, quarters, subsistence, discipline, and training of all personnel assigned or attached from other organizations.

e. The proper continuous policing of all buildings and areas assigned to Sq "R".

f. The performance of such duties as may be assigned to Sq "R" by the Commanding Officer, 609th AF Base Unit, Eglin AFB, Florida.

IV. THE ADJUTANT is charged with:

1. Executing the orders of the Squadron Commander.

2. Assisting and advising the commanding officer in the carrying out of all assigned programs and group policies.

3. Receiving and routing of all incoming mail and correspondence and preparing and authenticating all outcing correspondence.

4. Directing preparation of all reports originating in the organization as required by Group Headquarters.

5. Publishing all orders issued in the name of the Squadron Commander.

V. THE ADMINISTRATION SECTION is charged with:

1. Maintaining service records, soldier's qualification cards (Form #20), Officer's qualification cards (Form #66), preparing pay rolls, all reports concerning personnel accounting, manpower distribution, training, information and education, and allotments.

2. The preparation of all applications for leaves, passes, and other requests for personnel in the organization.

3. Requisitioning of personnel and handling of all matters pertaining to transfers and promotions.

4. Receiving and shipping personnel transferring in and out of the organization.

5. The placement and utilization of all personnel assigned to the squadron.

VI. THE SUPPLY SECTION is charged with:

1. Supervising the receipt and storage, maintenance, inventory, issue and reporting of all supplies.

2. Supervising the editing of requisitions and distribution of all supplies.

3. Supervising and controlling the taking of inventories, maintenance of stock record cards, estimation of requirements and preparation of all reports pertaining to supply.

4. Maintaining stock control level, conducting all surveys, and investigations, and such other additional duties as are delegated by the Squadron Commander.

VII. THE MESS SECTION is charged with:

1. Operating a mess insuring the preparation and serving of food in accordance with the established sanitary principles and directives.

2. Procurement of rations and maintaining adequate supplies as prescribed with current directives.

3. Preparation of all reports and maintaining of records relative to the operation of the messing facilities and the operation of the mess.

4. Requisitioning, preparation and providing rations for boat crew personnel operating in the inland waterways and nearby coastal waters as directed.

5. The collection and accounting for all meal monies received from separate ration personnel or personnel otherwise authorized to eat i government messes as is provided in existing regulations.

VIII. THE MARINE MAINTENANCE SECTION is charged with:

1. Performing first, second and third echelon maintenance, and that part of fourth echelon maintenance as authorized by MOAMA, on all crash boats, tugs, and barges.

2. Supervising and training boat and tug engineers.

3. Repairing and maintaining docks, cranes and marine ways.

4. Servicing all boats assigned to the organization with fuel and oil.

5. Operating squadron technical supply, procuring all necessary items for repairing and maintenance of all boats assigned to Eglin Air Force Base, Florida

6. Responsibility for maintenance of all communication equipment assigned to section.

IX. THE OPERATIONS SECTION is charged with:

1. Responsibility for the overall supervision of the administration, communication and operational function of the crash boat section of the water transportation section.

2. Supervision of crash boat facilities, operation of tugs and barges, patrolling of water ranges, utilization of diving equipment and floating cranes for salvage purposes and furnishing boat crew personnel and equipment when needed by test groups.

3. Operation of radio communication between boats and ground stations and aircraft during test patrols or any other mission that they may be called upon to perform.

4. Monitoring on HF 5467.5 and DHF 149.58, acting as a relay in cases of emergency between boats and water ranges.

5. Providing 24 hour a day alert crew for control station.

X. THE WATER TRANSPORTATION SECTION is charged with:

1. Transporting coal, technical equipment, vehicles, and all other supplies by means of barge and tug line between those points directed by higher authority.

2. Responsibility for all supplies and equipment transported by tug and barge from the time of departure until the point of delivery.

BY ORDER OF COLONEL MOORE:

A. R. BRUDER
CWO, USAF
Asst Adjutant

OFFICIAL:

A. R. BRUDER
CWO, USAF
Asst Adjutant

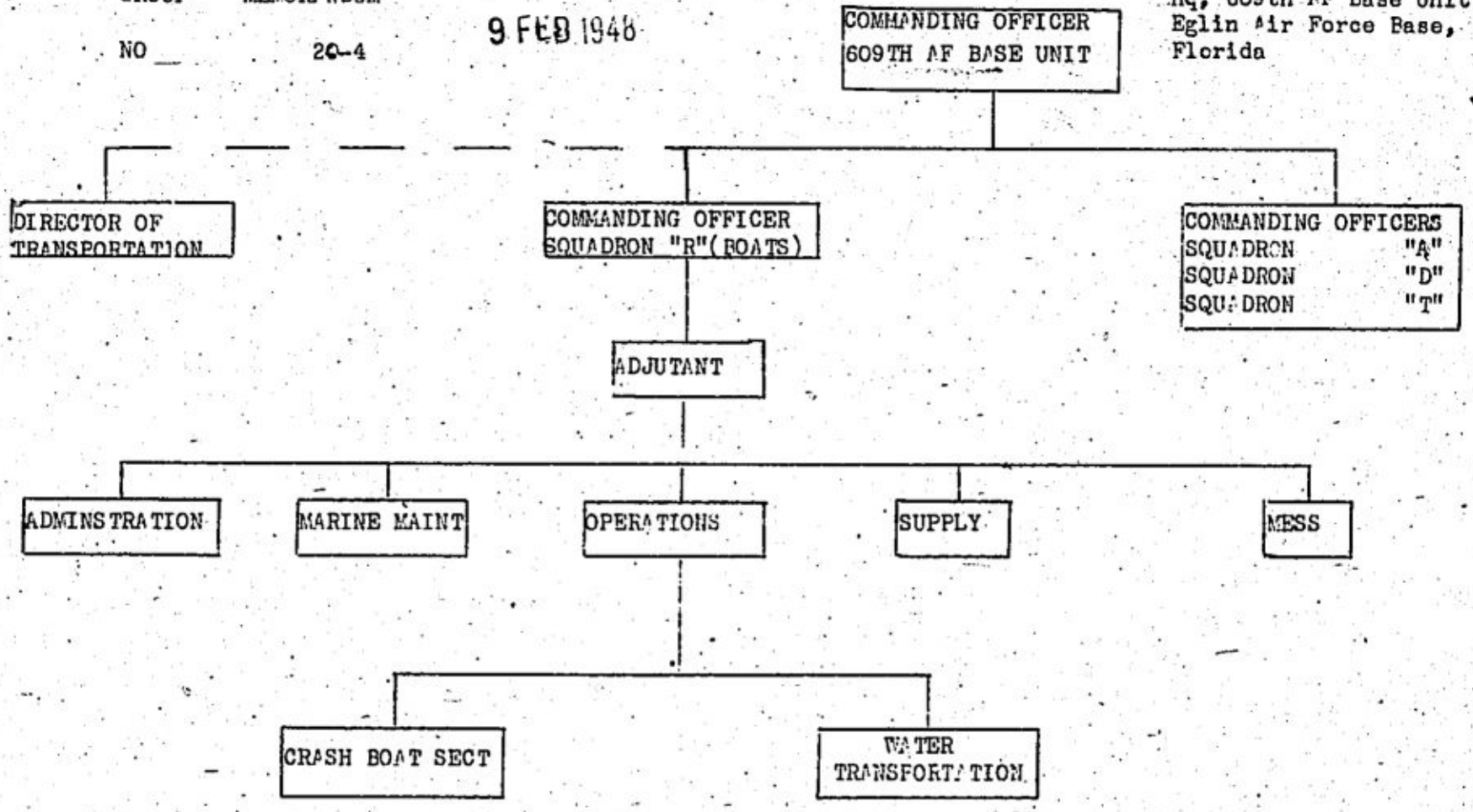
1 Incl - Organizational Chart

GROUP MEMORANDUM

NO 20-4

9 FEB 1948

Hq, 609th AF Base Unit
Eglin Air Force Base,
Florida



Incl No 1
To Group Memo No 20-4

RESTRICTED

SQ-RESC-B-3201 HI
1 JAN- 30 JUN 1949
FOR

SEMI-ANNUAL HISTORY RCS: APG-HIS-U1

1 January 1949 to 30 June 1949

3201ST BOAT SQUADRON

3201ST AIR BASE GROUP

Eglin Air Force Base, Florida

3201 Boat Squadron Semi-Annual History 1 Jan 49-30 Jun 49

MICROFILMED
401-4344

RESTRICTED

2019

RESTRICTED

REPORTS CONTROL SYMBOL

APG-HIS-UI

3201ST BOAT SQUADRON

3201ST AIR BASE GROUP

Eglin Air Force Base, Florida

Semi-Annual History

1 January 1949 to 30 June 1949

James T Beene

JAMES T BEENE
First Lieutenant, USAF
Historical Officer

In Reference To:

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

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

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

RESTRICTED

TABLE OF CONTENTS

Chronological List of Important Dates ..... Page 2

Glossary of Abbreviations ..... Page 3

Narrative History ..... Page 4

Index to Narrative History ..... Page 9

Appendix No. I, Ferry, Florosa ..... Page 10

Appendix No. II, Crash Boats ..... Page 10

Appendix No. III, Tug & Barge ..... Page 11

Appendix No. IV, Special Orders, Captain McQueen .. Page 12

Appendix No. V, Orders, Captain Miller ..... Page 13

Appendix No. VI, Table of Distribution ..... Page 14

CHRONOLOGICAL LIST OF IMPORTANT DATES

11 February 1949	Ditching Test, B-17 Aircraft
3 March 1949	Emergency crash operation, F-80 Aircraft Ditching Test, B-17 Aircraft
19 March 1949	Ditching Test, B-17 Aircraft
26 March 1949	First Sergeant Benjamin B. Moore Jr. was presented Bronze Star Medal, at 3201st Air Base Group Retreat Parade
31 March 1949	Crash Boat P-637 recovered body of drowning victim (Technical Sergeant Paul Lupo)
1 April 1949	Ditching Test, B-17 Aircraft
18 April 1949	Test project from Wright-Patterson Air Force Base, Ohio, 5-Airmen attached for about ten days
19 April 1949	Sergeant Elmer H. Gamble presented Bronze Star Medal at 3201st Air Base Group Retreat Parade
21 April 1949	Divers with Salvage Derrick YSD-73 recovered two civilian victims and automobile in Tom's Bayou after accident at Valparaiso Bridge, Valparaiso, Florida
27 April 1949	Emergency crash operation, Navy AM-1 Aircraft
19 May 1949	Captain Robert Miller assumed command upon reassignment of Captain Raleigh H. McQueen, commander since 19 July 1948
24 May 1949	Ditching Test, B-17 Aircraft
25 May 1949	Squadron Personnel began close order drill, thirty minutes per day
5 June 1949	Crash Boat P-647 recovered body of Sergeant Jackson, drowning victim
7 June 1949	Crash Boat P-637 recovered body of Master Sergeant Allen, drowning victim
25-27 June 1949	Search for Sergeant Craig, drowning victim

2023

GLOSSARY OF ABBREVIATIONS

AF - Air Force
AM - Tactical Bomber, Martin Aircraft (Able Mable)
AN - Army - Navy
APG - Air Proving Ground
ARC - Airborne Radio Communications
ART - Airborne Radio Transmitter
B - Bomber Plane
CW - Constant Wave
J - Jolly Boat
JAAFAR - Joint Army Air Force Adjustment Regulation
KC - Kilocycles
M - Memorandum Receipt Account
P - Patrol Boat
RA - Radio Alternating Current
SCR - Signal Corps Radio
T - Temporary, Buildings
T - Tow, Boats
T - Transmitter, Radios
T/D - Table of Distribution
T/O - Table of Organization
T/O&E - Table of Organization and Equipment
VHF - Very High Frequency
YSD - Yard Salvage Derrick Boat

2023

NARRATIVE HISTORY

During the period January-June 1949, this small Squadron continued to carry out it's assigned mission of Air-Sea Rescue, transportation by water of supplies for Eglin Air Force Base, clearing of water bombing and gunnery ranges, and the proof-testing of marine equipment in a customarily efficient manner. The Squadron is housed in temporary barracks in a small area, compactly around the docks on Weekly Bayou on Eglin Air Force Base, Florida.

Captain Raleigh H. McQueen was in command of the Squadron from the first of the period until 19 May when Captain Robert Miller assumed command for the remainder of the period upon the reassignment to another station of Captain McQueen.

There were two emergency aircraft crash rescue operations. On 3 March 1st Lieutenant Adams was fatally injured in the crash of an F-80 in shallow water at the mouth of Horseshoe Bayou, about 12 miles southeast of the main Base, on Choctawhatchee Bay. On 27 April Captain Stokes flying a Navy AM-1 parachuted into an inshore lake near Destin, Florida, and was returned to the Base on a crash boat.

Range missions averaged about one per day. These missions consisted of clearing the bombing ranges of fishing and other water craft during bombing tests, then standing by the range for possible crashes or other difficulties, and serving as observation platforms for test observers.

2024

Five operations were undertaken in searching for and recovering the bodies of persons drowned. On 31 March the crew of Crash Boat P-637 recovered the body of Technical Sergeant Lupo, drown in Adams Lake near Destin, Florida, while fishing in a small boat which overturned. Row boats with drags, and seine nets were used in the operation. A swamp buggy was taken to the scene, but was not used. On 21 April the Salvage Derrick YSD-73, with divers, was used to recover the bodies of two civilians and an automobile which crashed over the Valparaiso Bridge, Valparaiso, Florida, in Tom's Bayou, Choctawhatchee Bay. On 5 June the crew of Crash Boat P-647 recovered the body of Sgt Jackson, drowning victim near Fort Walton, Florida. On 7 June the crew of Crash Boat P-637 recovered the body of M/Sgt Allen, drowned while fishing from a small boat near Fort Walton, Florida. A trammel net in addition to seineing and dragging was used 25-27 June in searching for the body of Sergeant Craig, drowned in the Gulf off of Tower Beach near Fort Walton, Florida. After two days of searching in heavy sea the body was washed ashore and recovered by the Air Police. Procedures used in these searches consisted mostly of diving and dragging, with nets being used where diving and dragging were unsuccessful, and in snallower water.

In the month of April, five Airmen from Wright-Patterson Air Force Base, Ohio, were attached to the Squadron to begin test on a life boat, for a period of about ten days. Further test by the Squadron continued during the summer.

The communications station, "Jefferson Two", located in building

2025

T-217 in rear of Orderly Room, on frequency of 4185 KC, began monitoring 8280 KC (Emergency Frequency C.W.) during this period. Also, all SCR-522 sets in the crash boats were replaced with AN/ARC-3 VHF sets. A new HF antenna was built. During a period of about four months, January through April, communications operated with too few a number of radio operators. Two of the crash boats are equipped with T-47/ART-13 transmitters, which operate more saisfactorily than the obsolete Collins 32 RA transmitter, with which the rest of the boats are equipped. Recommendation for change in T/O & E to authorize T-47/ART-13 transmitters was made.

In regard to personnel, over half the Airmen of the Squadron were former members of the Navy. About eighty Airmen lived in the temporary wood barracks. To overcome deficiencies in performance of drill and certain problems of discipline, largely due to lack of experience and training in earlier service, daily drill periods of thirty minute duration were begun in May and continued. Furnishing Base details for demonstrations, funeral details, and billeting details handicapped the efficient operation of rescue and range missions in that boats were not fully manned, and T/D did not provide sufficient personnel to man all equipment assigned.

The Squadron continued to maintain its own mess, with additional galleys on the various rescue boats.

A T/O & E for crash boats was proposed by USAF with request for suggestions and criticism. An entire revision was made, and Captain Robert Miller attended a conference in Washington in March relative to T/O & E for crash boats, and the tentative T/O & E adopted contained to a greater extent than proposals by other Squadrons, the

2026

proposals of this Squadron. If the tentative T/O & E is put into effect, a considerable increase in number, and in higher grades, of personnel will result. This Squadron is now operating same equipment provided in tentative T/O, plus five steel tugs, five barges, a ferry, a Yard Salvage Derrick, a diving barge, cranes and docking facilities at transportation docks, and four auxiliary craft with currently assigned table of distribution which authorizes only 148 Airmen and six Officers, whereas tentative T/O would provide three Officers, seven Warrant Officers and 177 Airmen to operate an Air Base Crash Boat Squadron. An average for the six month period indicates that the Squadron operated with about five Officers and 163 Airmen which indicates critical shortage of personnel. Additional personnel over and above the table of distribution from the Command bulk allotment would have to be forthcoming to efficiently operate the additional equipment of tugs, barges, ferry, derrick, and auxiliary craft when the new T/O is put into effect. The tentative T/O would provide only for operation of Crash Boats, the tugs, barges, etc., being a special problem peculiar to Eglin Air Force Base, Florida. Personnel for other than rescue boats, would continue to be furnished on T/D.

During the six-months period, five B-17 planes were ditched for test purposes, and each test involved almost every piece of equipment assigned to the Squadron for laying out landing area, stand-by for crash, clearance of water area, transportation of observers and other test personnel requirements, salvage and return of ditched craft, and

food and communications for project.

In connection with the water transportation of supplies and equipment to and from Eglin Air Force Base, the Squadron in May discontinued operation of three of its tugs for lack of operating personnel. The Squadron tug and barge system operated to and from Mobile, Alabama, Pensacola and Panama City, Florida, hauling general cargo of coal, gasoline, heavy equipment, Air Corps supplies, Engineer equipment, salvage, and repairable equipment, at an estimated cost of approximately one-third the cost of haulage by truck.

A screen porch was built by Squadron personnel as an addition to the Squadron Day Room, building T-843.

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

Attached as appendices are statistics covering tug and barge trips and freight tonnage hauled, crash boat and ferrying trips and hours of operation and numbers of passengers carried. These statistics show a slight decline in all figures over the statistics for the previous six month period.

INDEX TO NARRATIVE HISTORY

	Page
Aircraft rescue operations.....	4
Allen, M/Sgt, drowning 7 Jun....	5
Appendices, explanation of.....	8
Commanding Officer.....	4
Communications Station.....	5
Craig, Sgt drowning 25-27 Jun...	5
Crash Boat Missions.....	8
Details, Squadron handicapped...	6
Ditching, B-17, five operations.	7
Drill, close order.....	6
Drowning searching SOP.....	5
Drowning, civilians at Valparaiso Bridge, auto accident...	5
Emergency radio, 8280 KC.....	6
F-80, rescue operation 3 Mar....	4
Florosa Ferry trips.....	8
Funeral details.....	6
Housing, Squadron barracks.....	4
Jackson, Sgt, drowning, 5 Jun...	5
Life Boat Test.....	5
Lupo, T/Sgt, drowning 31 Mar....	5
McQueen, Cpatain, Commanding....	4
Mess Hall.....	6
Monitoring 8280 KC frequency....	6
Miller, Captain, Commanding.....	4
Mission of Boat Squadron.....	4
Navy AM-1, rescue, 27 Apr.....	4
Personnel, residing off-post....	6
Personnel, Squadron.....	6
Porch, screened, Dayroom.....	8
Range, clearing of.....	4
Supply account numbers.....	8
T/O & E recommendations.....	7
Tug & Barge trips.....	8
Tug & Barge system.....	7
VHF AN/ARC-3 radio sets.....	6
Water transportation.....	7

2029

APPENDIX NUMBER I

Guided Missiles Project, Florosa to Santa Rosa - Ferry Boat and J-3411

MONTH	MISSIONS, ONE WAY	HOURS	PASSENGERS
January	384	744	310
February	360	815	530
March	444	920	730
April	274	888	362
May	455	932	937
June	424	752	502
TOTALS	2341	4951	3371

APPENDIX NUMBER II

Crash Boat Section

MONTH	MISSIONS	HOURS	PASSENGERS
January	96	1033.00	141
February	114	976.50	306
March	94	1048.50	128
April	121	1037.75	76
May	143	1139.25	140
June	125	1178.75	134
TOTALS	693	6413.75	925

APPENDIX NUMBER III

Tugs & Barges

MONTH	ONE WAY TRIPS	TONNAGE
January	13	621.44
February	7	738.40
March	11	722.83
April	5	181.40
May	16	359.76
June	6	449.72

**********TOTAL TRIPS -58*******TOTAL TONNAGE -3073.55********

RESTRICTED

SYMBOLS: For other abbreviations see AR 510-50; AR 320-50; TM 12-256A.

ABAB Gp: Air Base Group — SK: Skilled
SHOP: So much of paragraph — SSK: Semi-Skilled

HEADQUARTERS
3201ST AIR BASE GROUP
EGLIN AIR FORCE BASE, FLORIDA

SPECIAL ORDERS)
NO 72) 19 Apr 49

* * * * * *

10. The fol named Officers, orgns indicated, are reasgd to 3201st Hq & Hq Sq (Cas), Eglin AFB, Fla, for further reasgnt to 2d Bomb Wing, Chatham AFB, Ga, w/reporting dates as shown. EDCMR as indicated. Auth: Ltr fr Hq AFC, Eglin AFB, Fla, dtd 6 Apr 49, Subj: Reassignment of Officer Personnel, to CO, 3201st AB Gp, Eglin AFB, Fla.

NAME	ORGN	RPTG DATE
CAPT RALEIGH H McQUEEN AO753231 USAF EDCMR 19 May 49	3201st Boat Sq	27 Jun 49

* * * * * *

BY ORDER OF COLONEL FOSTER:

THOMAS G KRONBERG
Major, USAF
Adjutant

OFFICIAL:

THOMAS G KRONBERG /s
THOMAS G KRONBERG
Major, USAF
Adjutant

DISTRIBUTION "B"

A True Extract Copy

GEORGE D HEALY
2nd Lt, USAF

2032

APPENDIX V

3201ST BOAT SQUADRON
Eglin Air Force Base, Florida

19 May 1949

ORDER)
NUMBER 10)

Pursuant to authority contained in Army Regulations 600-20, the undersigned assumes Command of the 3201st Boat Squadron, Eglin Air Force Base, Florida, vice Captain Ralcigh H McQueen, reassigned.

ROBERT MILLER /s
ROBERT MILLER
Captain, USAF
Commanding

DISTRIBUTION:
1 cy to Bulletin Board
1 cy to file
1 cy to each 201 file
2 cy to Stat Control: ATTN M/R Sec
2 cy to Hq 3201 AB Gp: ATTN C&A Sec
2 cy to Hq APG: ATTN C&A Sec

A TRUE COPY:

George D. Healy

GEORGE D HEALY
2d Lt., USAF

APPENDIX VI

HEADQUARTERS
AIR PROVING GROUND
Eglin Air Force Base, Florida

30 June 1949

*TABLE OF DISTRIBUTION

for

3201ST BOAT SQUADRON

3201ST AIR BASE GROUP

(APG)

BY COMMAND OF MAJOR GENERAL KEPNER:

OFFICIAL:

L. O. Zimmerman

L. O. ZIMMERMAN
Lt Colonel, USAF
Adjutant General

HARRY E. WILSON
Colonel, USAF
Deputy Commander

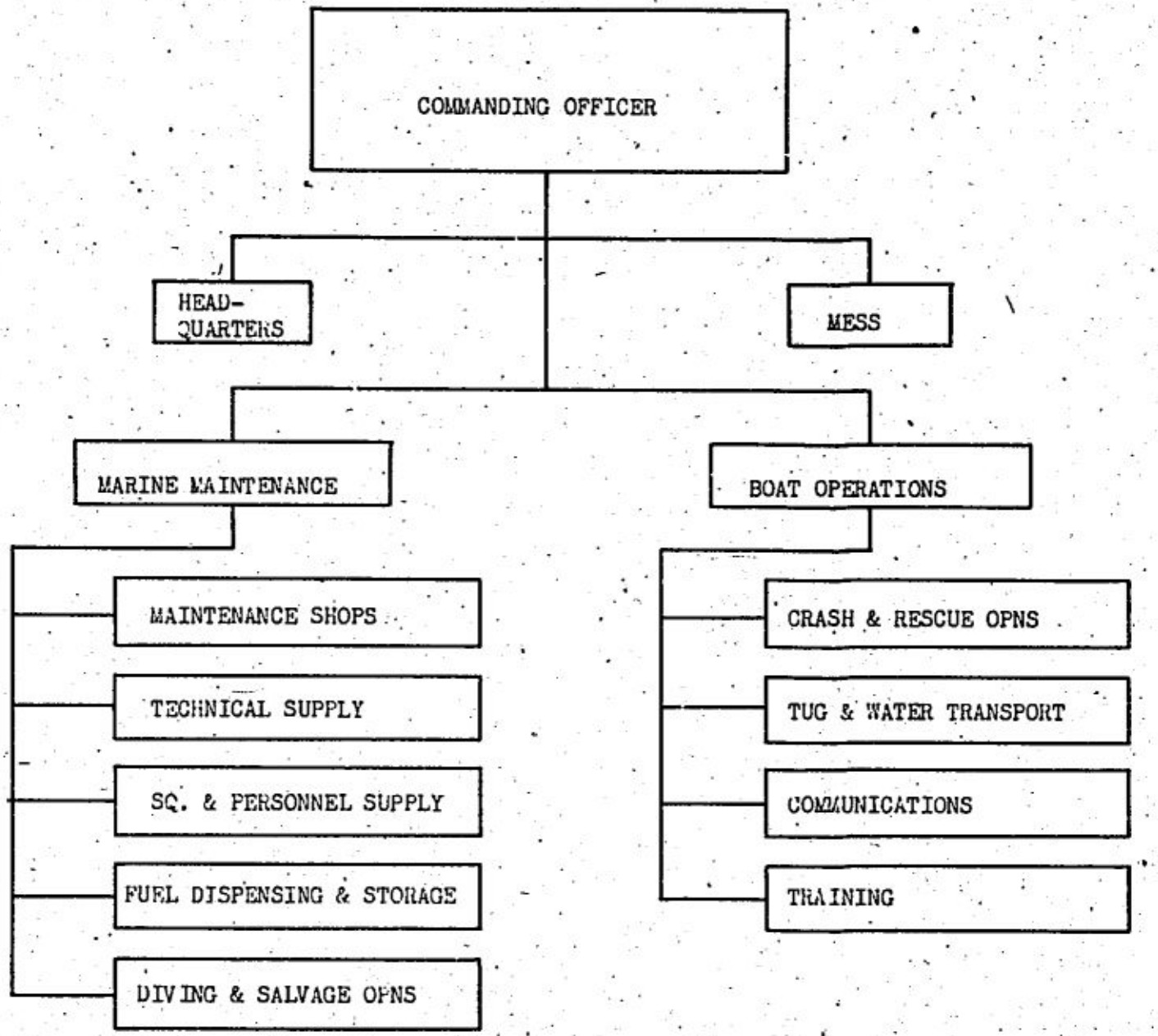
*This table constitutes a tentative allocation of personnel pending final determination of requirements.

THIS TABLE SUPERSEDES TABLE OF DISTRIBUTION FOR 3201ST BOAT SQUADRON DATED 31 MAY 1949, WHICH WILL BE REMOVED FROM FILES AND DESTROYED.

2034

RESTRICTED

RESTRICTED



FUNCTION: Provide water-borne equipment; provide crash boat facilities; guard and patrol water ranges; operate and maintain tug and barge services.

TABLE OF DISTRIBUTION

3201st Boat Squadron, 3201st Air Base Group
(Squadron) (Group)

Page 4 of 5 pages.

DATE: 30 June 1949

	1	2	3	4	5	6	7	8	9	10	11	12			
	JOB TITLE	PRIMARY SSN	SECONDARY SSN	GRADE	TOTAL	Squadron HQS									
						Orderly Room	Supply	Mess	Communications	Water Transportation	Marine Maint	Crash Boats			
1	STRENGTH SECTION														
2	Major			Maj	1	1									
3	Capt			Capt	2						1	1			
4	Lieutenant			Lt	3	1				1		1			
5	TOTAL COMMISSIONED				6	2				1	1	2			
6															
7	Master Sergeant			M/Sgt	1							1			
8	First Sergeant			F/Sgt	1	1									
9	Technical Sergeant			T/Sgt	20			1		3		16			
10	Staff Sergeant			S/Sgt	43	2	2	4	3	13	1	18			
11	Sergeant			Sgt	30	2	1	5	3	6	3	10			
12	Corporal			Cpl	30	3	1	2	4	3	6	11			
13	Private or Private F/Class			Pvt	23					6	1	16			
14	TOTAL AIRMEN				148	8	4	12	10	31	11	72			
15															
16	Graded			CAF	1						1				
17	Ungraded			Ung	10						10				
18	TOTAL CIVILIAN				11						11				
19															
20	AGGREGATE				165	10	4	12	10	32	23	74			
21															
22	QUALIFICATION SECTION														
23	OFFICERS														
24	Commanding Officer	0820		Maj	1	1									
25	Master or Mate	0820		Capt	1							1			
26				Lt	1					1					
27	Marine Engineer Officer	0823		Capt	1						1				
28				Lt	1							1			
29	Adjutant	2110		Lt	1	1									
30															
31	AIRMEN														
32	Butcher	037		Sgt	1			1							
33	Carpenter	050		Sgt	1						1				
34				Cpl	1						1				
35	Training NCO	055		Sgt	1	1									
36	Clerk Non-Typist	055		Cpl	1	1									
37				Pvt	1							1			
38	Cook	060		S/Sgt	4			4							
39				Sgt	4			4							
40	Mess Attendant	062		Cpl	1			1							
41	Crane Operator	063		S/Sgt	2					1		1			
42				Sgt	2					2					
43	Seaman	065		Sgt	4					1		3			
44				Cpl	4					1		3			
45				Pvt	20					5		15			
46	Electrician	078		Sgt	1						1				
47				Cpl	1						1				
48	Marine Engineer	080		T/Sgt	1							1			
49				S/Sgt	11					4		7			
50				Sgt	7					3		4			
51				Cpl	9					2		7			
52	Master	118		M/Sgt	1							1			
53				T/Sgt	17					3		14			
54				S/Sgt	16					7		9			
55	Painter	144		Cpl	1						1				
56				Pvt	1						1				
57	Tech Aide (Diver)	170		T/Sgt	1							1			
58				S/Sgt	1							1			
59				Sgt	1							1			
60	Tech Aide (Diver Tender)	170		Sgt	1							1			
61				Cpl	1							1			
62	Rigger	189		Cpl	1						1				
63	Classification Specialist	275		Sgt	1	1									
64	Clerk-Typist	405		S/Sgt	1	1									
65				Sgt	1							1			
66				Cpl	2	2									
67	Marine Engine Mechanic	477		S/Sgt	1						1				
68				Cpl	1						1				
69	Petroleum Storage Tech	485		Sgt	1						1				
70				Cpl	1						1				
71	First Sergeant	502		F/Sgt	1	1									
72	Chief Clerk	502		S/Sgt	1					1					
73	Personnel Sergeant	502		S/Sgt	1	1									
74	Duty Soldier	590		Pvt	1					1					
75	Radio Repairman	648		S/Sgt	1				1						
76				Sgt	1				1						
77															
78															

APG FORM 2011 (REVISED 1 JULY '48)

TABLE OF DISTRIBUTION

Page 5 of 5 pages.

3201st Boat Squadron, 3201st Air Base Group
(Squadron) (Group)

DATE: 30 June 1949

	1	2	3	4	5	6	7	8	9	10	11	12			
	JOB TITLE	PRIMARY SSN	SECONDARY SSN	GRADE	TOTAL	Squadron HQS									
						Orderly Room	Supply	Mess	Communications	Water Transportation	Marine Maint	Crash Boats			
1	AIRMEN (Cont'd)														
2	Radio Operator, AF	756		S/Sgt	2				2						
3				Sgt	2				2						
4				Cpl	4				4						
5	Sq Supply Sergeant	821		S/Sgt	1		1								
6	Supply Sgt (Marine Maint)	826		S/Sgt	1		1								
7	Mess Steward	824		T/Sgt	1			1							
8	Supply Clerk	835		Sgt	1		1								
9				Cpl	1		1								
10	Subsistance Clerk	835		Cpl	1			1							
11	CIVILIAN														
12	Woodworker	050		Ung	1						1				
13	Machinist	114		Ung	1						1				
14	Painter	144		Ung	1						1				
15	Marine Engine Mech	477		Ung	7						7				
16	Marine Superintendent	0620		CAF	1						1				
17															
18															
19															
20	I CERTIFY THAT I HAVE EXAMINED THE GRADES HEREON AND THAT THEY ARE CORRECT AND APPROPRIATE IN SO FAR														
21	AS AVAILABLE GRADES PERMIT:														
22															
23															
24	RAYMOND D. ROBISON														
25	Lt Colonel, USAF														
26	Chief, Plans, Organization & Manpower														
27															
28	I CERTIFY THAT I HAVE EXAMINED THE SSN'S HEREON AND THAT THEY ARE CORRECT AND APPROPRIATE:														
29															
30															
31	THOMAS B. WOOD														
32	Major, USAF														
33	Classification & Assignment Officer														
34															
35															
36															
37															
38															
39															
40															
41															
42															
43															
44															
45															
46															
47															
48															
49															
50															
51															
52															
53															
54															
55															
56															
57															
58															
59															
60															
61															
62															
63															
64															
65															
66															
67															
68															
69															
70															
71															
72															
73															
74															
75															
76															
77															
78															

APG FORM 2011 (REVISED 1 JULY '48)