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ORGANIZATION AND OPERATION

10TH AAF EMERGENCY RESCUE BOAT SQUADRON

ELEVENTH AIR FORCE

APO 980, U. S. ARMY

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CONTENTS

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Section I Accomplishment Report ... Page 2

Section II Activation Authority .... Page 3

Section III Table of Organization ... Page 4

Section IV Statistical Data ..... Page 5, 6, 7, 8

Section V Vessel Status ..... Page 9

Section VI Area of Operation ..... Page 10

Section VII Personnel ..... Page 11

Section VIII Training ..... Page 12

Section IX Supply ..... Page 13

Section X Maintenance ..... Page 14

Section XI Reports ..... Page 15

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Section I

Accomplishment Report

The following is a recapitulation of accomplishments of this organization from 1 July 1942 to 31 December 1944:

Missions performed	205
Lives saved	21
Individual assists	194
Aircraft recovered	8
Boats assisted (other agencies)	4

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Section II

Activation Authority

General Orders No. 62, Field Headquarters Eleventh Air Force, 17 July 1944 (attached hereto)

0008

SECRET

FIELD HEADQUARTERS ELEVENTH AIR FORCE
APO #980, c/o Postmaster
Seattle, Washington

:SECRET :
:AUTH: CG 11TH AF:
:JRT(Ltr CG for JRT)AG:
:17 July 1944 :

17 July 1944.

GENERAL ORDERS)
:
NO.....62)

SECTION

REDESIGNATION AND REORGANIZATION OF THE 924TH QUARTERMASTER COMPANY, BOAT (AVIATION) - I

REORGANIZATION OF THE 54TH TROOP CARRIER SQUADRON - - - - - - - - - - - - - II

I--REDESIGNATION AND REORGANIZATION OF THE 924TH QUARTERMASTER COMPANY, BOAT (AVIATION)--1. The 924th Quartermaster Company, Boat (Aviation) is redesignated as the 10th AAF Emergency Rescue Boat Squadron and is reorganized effective this date in accordance with T/O and E 1-989 dated 18 December 1943, with sections as indicated, resulting in a total authorized strength of fifty (50) officers, thirty-six (36) warrant officers, and two hundred thirty-three (233) enlisted men as indicated below:

		OFF	WO	EM
1	Administration Section (1 Maj in lieu of 1 Capt authorized)	2	0	2
12	Type I Sections #(Footnote a authorized)	36	24	144
4	Type II Sections #(Footnote a authorized)	12	8	52
4	Type IV Sections (Footnote c authorized)	0	4	20
5	Type V Sections	0	0	15
	Total authorized strength	50	36	233

- 1 Navigation Officer authorized in Footnote a will be a 2d Lt.

2. Personnel and equipment will be obtained as far as practicable from sources available to the Commanding General, XI Air Force Service Command, with requisitions for shortages submitted in the usual manner.

3. Provisions of AR 345-900, 22 May 1942, as amended and AR 345-400, 7 May 1943 will be complied with where applicable in furnishing rosters and morning reports to the 99th Machine Records Unit; Fort Richardson, Alaska.

4. Appropriate allotments published in Section II, Circular No. 245, WD, 16 June 1944, will be obligated to the extent necessary.

5. Authority: 1st Ind fr Als Dept to CG, Eleventh AF, file 322 dated 12 July 44 to Ltr TAG, 3 July 1944, file AG 322(19 June 44)OB-I-AFRPG-M, subject: Redesignation and Reorganization of the 924th Quartermaster Company, Boat (Aviation).

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(GENERAL ORDERS No. 62, 17 July 1944 Cont'd)

II--REORGANIZATION OF THE 54TH TROOP CARRIER SQUADRON--1. The 54th Troop Carrier Squadron is reorganized effective this date in accordance with T/O & E. 1-317 dated 12 May 1944 (Less Glider Flights), and is augmented by one (1) column 30 in reference T/O & E, resulting in a total authorized strength of eighty-six (86) officers, one (1) warrant officer, and two hundred fifty-eight (258) enlisted men, including thirty-two (32) combat crews.

2. Officer and enlisted grades for this squadron are authorized as follows:

	Lt. Col.	Major	Captain	1st Lt.	2d Lt.	TOTAL	W/O
Air Corps	1	2	15	43	24	85	1
Medical Corps			1			1	
	1	2	16	43	24	86	1

	M Sgt	1st Sgt	T Sgt	S Sgt	Sgt	Cpl	Pfc	Pvt	TOTAL
Air Corps	6	1	34	54	51	57	27	25	255
Medical Dept				1		1		1	3
	6	1	34	55	51	58	27	26	258

Additional combat crew grades authorized herein will be used solely for combat crews, and grade vacancies will be filled only in proportion of crews on hand to total crews authorized.

3. No enlisted man will be reduced as a result of this action. Surplus personnel will be absorbed in units under the control of the Commanding General, XI Air Force Service Command if possible, otherwise reported to this Headquarters for reassignment. Aditional personnel required will be requisitioned in the usual manner.

4. Appropriate allotments as published in Section II, Circular No. 245, WD, 16 June 1944, will be obligated to the extent necessary.

5. Provisions of AR 345-900, 22 May 1942, as amended and AR 345-400, 7 May 1943 will be complied with where applicable in furnishing rosters and morning reports to the 99th Machine Records Unit, Fort Richardson, Alaska.

6. Authority: For reorganization - Rad FE 149, CG, WDC to CG, ADC, 11 February 1943; for augmentation - Ltr TAG, 28 April 1944, file AG 322 (4 Apr 44) OB-I-AFRPG-M, subject: Reorganization and Authorization of Combat Crews for Certain AAF Units.

By command of Major General JOHNSON:

ISAIAH DAVIES
Brigadier General, General Staff Corps
Chief of Staff

OFFICIAL:

Everett M. Fogwell, Capt, A.C.
for JAMES R. THORN
Lieutenant Colonel, Adjutant General's Department
Adjutant General

DISTRIBUTION: Special
CG (Air Adj Gen--20
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Section III

Table of Organization

Table of Organization and Equipment No. 1-989, 18 December 1943 (attached hereto)

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TABLE OF ORGANIZATION AND EQUIPMENT
No. 1-989

WAR DEPARTMENT,
WASHINGTON 25, D. C., 18 December 1943.

ARMY AIR FORCES

EMERGENCY RESCUE BOAT SQUADRON

	Page
SECTION I. Organization	2
II. Equipment.	
General	5
Army Air Forces	6
Chemical	6
Engineer	6
Medical	7
Ordnance:	
Weapons and miscellaneous	7
Motor transport equipment	7
Quartermaster:	
Organizational clothing	7
Individual equipment	7
Organizational equipment	8
Signal	8

*This table supersedes T/O 10-497, 11 February ... and advance copy of T/O 10-497, 20 June 1943.

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ARMY AIR FORCES EMERGENCY RESCUE BOAT SQUADRON

SECTION I
ORGANIZATION

Designation: † ..... Emergency Rescue Boat Squadron

1	2	3	4	5	6	7	8	9	10	11
			Administrative		Type I rescue boat section (104' seagoing) *					
					Administrative			Technical		
Unit	Specification serial number	Grade	Headquarters squadron	Total	Command	Medical *	Mess	Communications	Engineering	Total
STRENGTH SECTION										
2 Captain †	.....	Capt	1	1	.....	.....	.....	.....	.....	.....
3 First lieutenant	.....	1st lt	1	1	1	.....	.....	.....	.....	1
4 Second lieutenant	.....	2d lt	.....	.....	.....	.....	.....	.....	1	1
5 Total commissioned	.....	.....	2	2	1	.....	.....	.....	1	2
6 Warrant officer	.....	WO	.....	.....	1	.....	.....	.....	1	2
7 Master sergeant	.....	M sgt	.....	.....	.....	.....	.....	.....	.....	.....
8 Technical sergeant	.....	T sgt	.....	.....	1	.....	.....	.....	1	2
9 Staff sergeant	.....	S sgt	1	1	.....	1	.....	.....	.....	1
10 Sergeant	.....	Sgt	.....	.....	.....	.....	1	1	1	3
11 Corporal	.....	Cpl	1	1	2	.....	.....	.....	.....	2
12 Total enlisted	.....	.....	2	2	3	1	1	1	2	8
13 Aggregate	.....	.....	4	4	5	1	1	1	4	12
QUALIFICATION SECTION										
Officers and warrant officers										
14	.....	Capt	1	1	.....	.....	.....	.....	.....	.....
15 Administrative	.....	1st lt	1	1	.....	.....	.....	.....	.....	.....
16 Engineering	.....	2d lt	.....	.....	.....	.....	.....	.....	1	1
17 Master, boat	.....	Total	.....	.....	1	.....	.....	.....	.....	1
18	.....	1st lt	.....	.....	(1)	.....	.....	.....	.....	(1)
19	.....	2d lt	.....	.....	.....	.....	.....	.....	.....	.....
20 Chief engineer, maritime	.....	WO	.....	.....	.....	.....	.....	.....	.....	.....
21 First assistant, maritime	.....	WO	.....	.....	.....	.....	.....	.....	[illegible]	1
22 First mate, maritime	.....	WO	.....	.....	[illegible]	.....	.....	.....	.....	1
23 Master, maritime	.....	WO	.....	.....	.....	.....	.....	.....	.....	.....
Enlisted men										
24 Administrative and clerical	.....	Total	2	2	.....	.....	.....	.....	.....	.....
General group:										
25 Administrative	502	S sgt	(1)	(1)	.....	.....	.....	.....	.....	.....
26	.....	Cpl	(1)	(1)	.....	.....	.....	.....	.....	.....
27 Communication	.....	Total	.....	.....	.....	.....	.....	1	.....	1
28 Radio operator, high speed	756	Sgt	.....	.....	.....	.....	.....	(1)	.....	(1)
29 Marine	.....	Total	.....	.....	3	.....	.....	.....	2	5
30 Able seaman	065	T sgt	.....	.....	(1)	.....	.....	.....	.....	(1)
31	.....	Cpl	.....	.....	(2)	.....	.....	.....	.....	(2)
32 Engineer, chief, marine	080	T sgt	.....	.....	.....	.....	.....	.....	.....	.....
33	080	Cpl	.....	.....	.....	.....	.....	.....	.....	.....
34 Marine oiler	141	Sgt	.....	.....	.....	.....	.....	.....	(1)	(1)
35 Master, ship	118	S sgt	.....	.....	.....	.....	.....	.....	.....	.....
36 Mate	119	M sgt	.....	.....	.....	.....	.....	.....	.....	.....
37 Mechanic, marine engine	477	T sgt	.....	.....	.....	.....	.....	.....	(1)	(1)
38 Medical	.....	Total	.....	.....	.....	1	.....	.....	.....	1
39 Surgical technician	601	S sgt	.....	.....	.....	(1)	.....	.....	.....	(1)
40 Mess	.....	Total	.....	.....	.....	.....	1	.....	.....	1
41 Cook	060	Sgt	.....	.....	.....	.....	(1)	.....	.....	(1)
EQUIPMENT SECTION										
42 O Carbine, cal. .30	.....	.....	.....	8	.....	.....	.....	.....	.....	8
43 O Gun, submachine, cal. .45	.....	.....	.....	1	.....	.....	.....	.....	.....	1
44 O Pistol, automatic, cal. .45	.....	.....	.....	3	.....	.....	.....	.....	.....	3

See footnotes on page 4.

0013

ARMY AIR FORCES EMERGENCY RESCUE BOAT SQUADRON

12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type II rescue boat section (85' sengoling) a						Type III rescue boat section (63'-72'-83' sengoling) b						Type IV rescue boat section (42'-45' inshore) c					Type V d			
Administrative			Technical			Administrative			Technical			Administrative		Technical			Administrative		Technical	
Command	Medical e	Mess	Communications	Engineering	Total	Command	Medical e	Mess	Communications	Engineering	Total	Command	Medical e	Communications	Engineering	Total	Command	Medical e	Engineering	Total
1				1	1	1					1									
1				1	1	1				1	1	1				1				
1				1	2		1				1				1	1				
2	1	1	1	2	4		1	1	1	1	3		1	1		1	1	1		2
3	1	1	1	3	5	1	1	1	1	1	5	1	1	1	1	3	1	1	1	3
5	1	1	1	5	13	2	1	1	1	2	7	1	1	1	1	4	1	1	1	3
				1	1	1				1	1									
1				(1)	(1)	(1)				(1)	1									
1				1	1					1	1									
																1				
			1		1				1		1			1		1				
3			(1)	3	(1)	1			(1)	1	(1)			(1)	1	(1)	1		1	2
(1)					(1)															
(2)					(2)										(1)	(1)				
				(2)	(2)					(1)	(1)								(1)	(1)
						(1)					(1)						(1)			(1)
	1		(1)	(1)	(1)		1				1		1			1		1		1
	(1)				(1)		(1)				(1)		(1)			(1)		(1)		(1)
		1			1			(1)			1									
		(1)			(1)						(1)									
					9						4					2				1
					1						1					1				1
					2						1									

0014

ARMY AIR FORCES EMERGENCY RESCUE BOAT SQUADRON

COLUMN 23—REMARKS

[1] Insert number of squadron.
This is a cellular table and represents typical emergency rescue boat squadron.
Units are designed to search for and rescue personnel of aircraft which have crashed, or have been obliged to abandon their aircraft over water.
[a] When the 104' and 85' seagoing rescue boat operates on special missions or when additional personnel is required the following increase will be authorized: 2 marine oilers (141), 1 navigating officer, 1 able seaman (065), and 1 radio operator, high speed (760).
[b] When the 63', 72', and 83' seagoing rescue boats operate on special missions or when additional personnel is required, the following will be authorized: 2 marine oilers (141) and 1 able seaman (065).
[c] When the 42'-45' inshore rescue boats operate on special missions or when additional personnel is required, the following will be authorized: 2 able seamen (065).
[d] Type V rescue boat section (22'-27'-36' shallow draft).
[e] Medical Department.
[f] May be major when CG AAF determines the size and mission of the unit justifies such rank.
[g] Junior grade warrant officer.
[h] Master sergeant may be substituted in lieu of master, warrant officer.
[i] Also ship's clerk.
[j] Boatswain.
[k] Second assistant.
[l] Able seaman.
NOTE.—Swamp gliders will be manned from qualified available personnel from the base or installation at which it is assigned.
Crews will be assigned to boats, as required and will be controlled by the number and type of boat assigned. If and when boat and/or boats are reassigned, subject crews will accompany same.
Crews will be attached to an Air Corps unit at the base or installation for administration, housing, and messing.
Boat sections.—When 2 or more units are based at the same location, its command will be vested in the senior unit commander.
Warrant officers may be substituted in lieu of commissioned officers, on boats only, in which case they are to be issued side arms.
For specification serial numbers shown in parentheses, see AR 615-26.

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ARMY AIR FORCES EMERGENCY RESCUE BOAT SQUADRON

SECTION II
EQUIPMENT

GENERAL

1. This table is in accordance with AR 310-60, and it will be the authority for requisition in accordance with AR 35-6540, and for the issue of all items of equipment listed herein unless otherwise indicated. This table rescinds all Tables of Basic Allowances and Tables of Equipment heretofore published except T/E 21, Clothing and Individual Equipment, so far as they pertain to the allowances of equipment for the organization and individuals covered by this table.

2. When there appears a discrepancy between the allowances shown in column 2, "Allowances," and column 4, "Basis of distribution and remarks," the amount shown in column 2 will govern.

3. Items of clothing and individual equipment, components of sets and kits, spare parts, accessories, special equipment, special tools, and allowances of expendable items are contained in the following publications:

Chemical Warfare Service

Standard Nomenclature and Price List.
Allowances of Expendable Supplies, Circular No. 1, OC of CWS.

Corps of Engineers.

Supply Catalog, Parts, 1, 2, and 3.
Allowances of Expendable Supplies, Series A.

Medical Department.

Medical Department Supply Catalog.
Allowances of Expendable Supplies, Circular No. 26, SGO, WD.

Ordnance Department.

Standard Nomenclature Lists SNL, index to which is the Ordnance Publications for Supply Index (OPSI).
T/A for Cleaning, Preserving and Lubricating Materials, Recoil Fluids, Special Oils and Similar Items of Issue.
T/A 23, Targets and Target Equipment.

Quartermaster Corps.

Table of Clothing and Individual Equipment, T/E 21.
Allowances of Expendable Supplies, Circular No. 1-18, OQMG.
Components, Spare Parts, Accessories and Contents of Chests, Kits and Sets and Other Items of Quartermaster Property; Circular No. 4, OQMG.
AR 30-3010, Items and Price Lists of Regular Supplies Controlled by Budget Credits and Price List of Other Miscellaneous Supplies.

Signal Corps.

Signal Corps Catalog (T/BA items).
Circular No. 10-1, OCSigO, Allowances of Spare Parts, Accessories, and Expendable Supplies.

AR 310-260, Military Publications, Allowance and Distribution.
AR 775-10, Qualification in Arms and Ammunition Training Allowances.

0016

ARMY AIR FORCES EMERGENCY RESCUE BOAT SQUADRON

ARMY AIR FORCES

1	2							3	4
	Allowances								
Item	Hq squadron	104' seagoing rescue boat	83' seagoing rescue boat	63'-72'-83' seagoing rescue boat	42' inshore rescue boat	Shallow draft boats	For computation	Basis of distribution and remarks
Kit:								
Crash Tools & Equipment ground (T. O. 00-30-44).	---	1	1	1	1	1	---	Per boat.
Barber (T. O. 00-30-141).	---	1	1	1	---	---	---	Per types I, II, and III, boat crs.
Navigation, Celestial (Class 25B Items only) (T. O. 00-30-61).	---	1	1	1	---	---	---	Do.
Lamp Assy, Type A-7	---	12	13	7	4	3	---	1 Per Indiv in boat cr.
Watch-Navigation, Stop Type A-8. ea	---	1	1	1	---	---	---	Per seagoing boat.
Navigation Book and Texts:								
American Air Almanac Current Issue. ea	---	1	1	1	---	---	---	
Rudes Star Identifier H. O. 2102-C. ea	---	1	1	1	---	---	---	
American Practical Navigation, Part II, Useful Tables, H. O. No. 9. (Bowditch Tables.) ea	---	1	1	1	---	---	---	
CHEMICAL								
Apparatus, decontaminating:								
1½ qt capacity M2. ea	---	2	2	3	3	2	---	Per boat as indicated in T/of-Opns.
3 gallon M1 ea	---	1	1	---	---	---	---	Do.
Kit, chemical, chemical agent detector, M9. ea	---	1	1	1	1	1	---	Do.
Mask, gas, service ea	4	12	13	7	4	3	---	1 per indiv.
ENGINEER								
Axe, fire, with pick-head, handled, 6 lb. ea	---	1	1	1	1	---	---	
Compass:								
Wrist liquid filled or								
Watch ea	---	2	2	1	---	---	---	1 per off as indicated.
Suit, asbestos ea	---	1	1	1	1	1	---	

0017

ARMY AIR FORCES EMERGENCY RESCUE BOAT SQUADRON

1	2						3	4
Item	Allowances						For computation	Basis of distribution and remarks
	Hq squadron	104' seagoing rescue boat	83' seagoing rescue boat	63'-72'-83' seagoing rescue boat	42' inshore rescue boat	Shallow draft boats		
MEDICAL								
Brassard, Geneva Convention. ea	---	1	1	1	1	1	---	Per indiv (med sv asgd to T of Opns).
Kit: Medical Non-commissioned O. ea	---	1	1	1	1	1	---	Per s sgt; MD on med sv.
Rescue Boat:								
9N267 ea	---	---	---	1	1	1	---	Per rescue boat, 40 to 85 ft.
9N268 ea	---	1	1	---	---	---	---	Per rescue boat, 85 to 125 ft.
ORDNANCE								
Weapons and miscellaneous								
Binoculars M3	---	1	1	1	1	---	---	
Carbine, cal. .30 M1, A2. ea	2	8	9	4	2	1	---	
Gun, submachine, cal. .45 M3. ea	---	1	1	1	1	1	---	
Knife, Trench, M5 w/ Scabbard M6.	4	12	13	7	4	3	---	
Pistol, auto. cal. .45 M1911A1. ea	2	2	2	1	---	---	---	1 per off.
Motor transport equipment								
Tool set, complete w/ tools:								
Battery expert	---	1	1	1	1	---	---	
Elec. & carburetor, mechanic.	---	1	1	1	1	---	---	
Machinists'	---	1	1	1	1	---	---	
Painters'	---	1	1	1	1	---	---	
Unit Equipment, second echelon Set No. 4.	---	1	1	1	1	---	---	
QUARTERMASTER								
Organizational clothing								
Brassard, arm, gas ea	1	1	1	1	1	1	---	Per gas sentry.
Mittens, Asbestos M-1942. pr	---	3	2	2	---	---	---	2 per MG cal. .50.
Individual equipment								
Bag, canvas, field, O. D. M1936. ea	4	12	13	7	4	3	---	1 per off; EM in AC and atchd med.
Belt, Pistol or revolver M1936. ea	4	12	13	7	4	3	---	1 per indiv.
Cover, canvas, muzzle, rifle or carbine. ea	2	8	9	4	2	1	---	1 per carbine cal. .30 when atzd by CG army or T of Opns.

0018

ARMY AIR FORCES EMERGENCY RESCUE BOAT SQUADRON

1	2							3	4
	Allowances								
Item	Hq squadron	104' seagoing rescue boat	83' seagoing rescue boat	63'-72'-83' seagoing rescue boat	42' inshore rescue boat	Shallow draft boats		For computation	Basis of distribution and remarks
Pocket, magazine: EM, M-1923 ea	2	2	2	1	----	----		---	1 per indiv. armed w/pistol.
For carbine, cal. .30 M2 ea	2	8	9	4	2	1		---	1 per indiv. armed w/carbine.
Strap, carrying OD, bag canvas field ea	4	12	13	7	4	3		---	1 per bag canvas, fld od M 1936.
Suspenders, belt M-1936 ea	4	12	13	7	4	3		---	1 per indiv.
Organizational equipment									
Bag, carrying, ammunition ea	---	1	1	1	1	1		---	Per SMG cal. .45.
Chair, folding, wooden ea	2	----	----	----	----	----		---	
Glasses, sun, w/case ea	4	12	13	7	4	3		---	1 per indiv. in AC. (Not issued AF glasses, sun flying, stationed in Arctic, sub-Arctic, etc.) (Clip-on-type issued to men with glasses in lieu of spectacles type.)
Goggles, M-1943, with red lens ea	---	3	2	2	----	----		---	1 per MG (glasses, amber, M2 or red, M1, issued in lieu of goggles, M1943, w/red lens until exhausted).
Keg, water, wooden, 5-gal ea	---	2	2	2	----	----		---	
Pouch, human remains ea	---	5	4	4	2	2		---	
Table, camp, folding ea	1	----	----	----	----	----		---	
Typewriter, Nonportable, 11-in. carriage ea	1	1	1	1	1	---		---	
SIGNAL									
Flashlight TL-122 ( ) ea	4	12	13	7	4	3		---	1 per off; WO; NCO.

[A. G. 320.3 (22 Nov 43).]

BY ORDER OF THE SECRETARY OF WAR:

OFFICIAL:

J. A. ULIO,
Major General,
The Adjutant General.

G. C. MARSHALL,
Chief of Staff.

AGO 174

U. S. GOVERNMENT PRINTING OFFICE: 1944

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Section IV

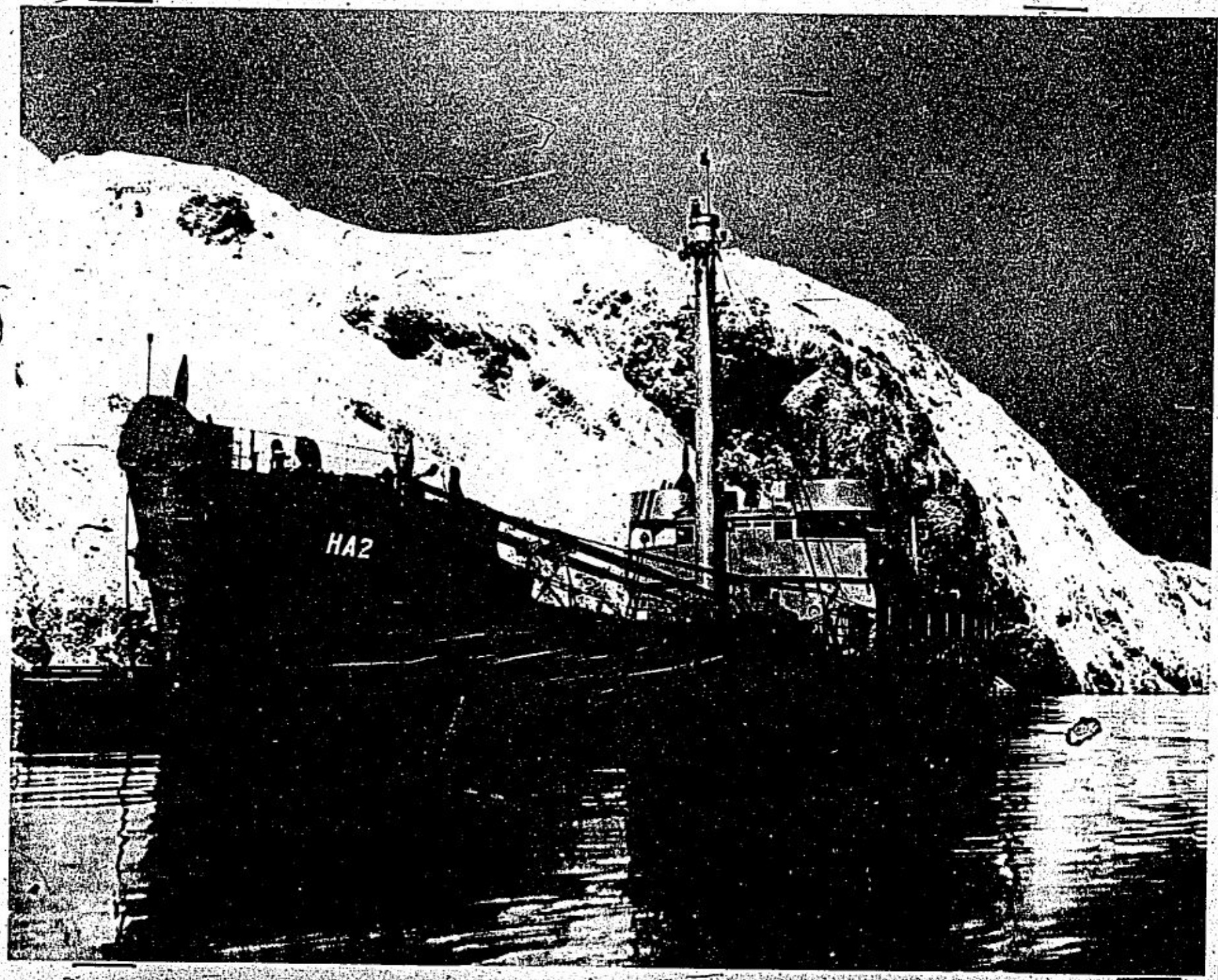
Statistical Data

Description

Aircraft Retriever

Length:	158 ft.
Beam:	32' 5"
Depth:	11' 8"
Loaded Draft	9' 6"
Gross Tonnage:	492
Net Tonnage:	237
Horse Power:	600 (two 300 HP Diesels)
Fuel Capacity:	16,238 gallons
Fuel Consumption:	800 gallons per day (24 hours)
Average Speed:	10 knots
Range:	Approximately 5,000 miles
Fuel Consumption:	1 hour - 33 gallons 1 mile - 3 gallons
Fresh Water Capacity:	67 tons
Bale Cubic Cargo Capacity:	No. 1 hold - 8,700 cu. ft. No. 2 hold - 11,625 cu. ft. Total 20,325 cu. ft. or 508 measured tons
Crew:	4 Warrant Officers & 19 Enlisted Men
Control	A-4, Eleventh Air Force
Operation:	10th AAF Emergency Rescue Boat Squadron

0020


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Section IV - cont'd

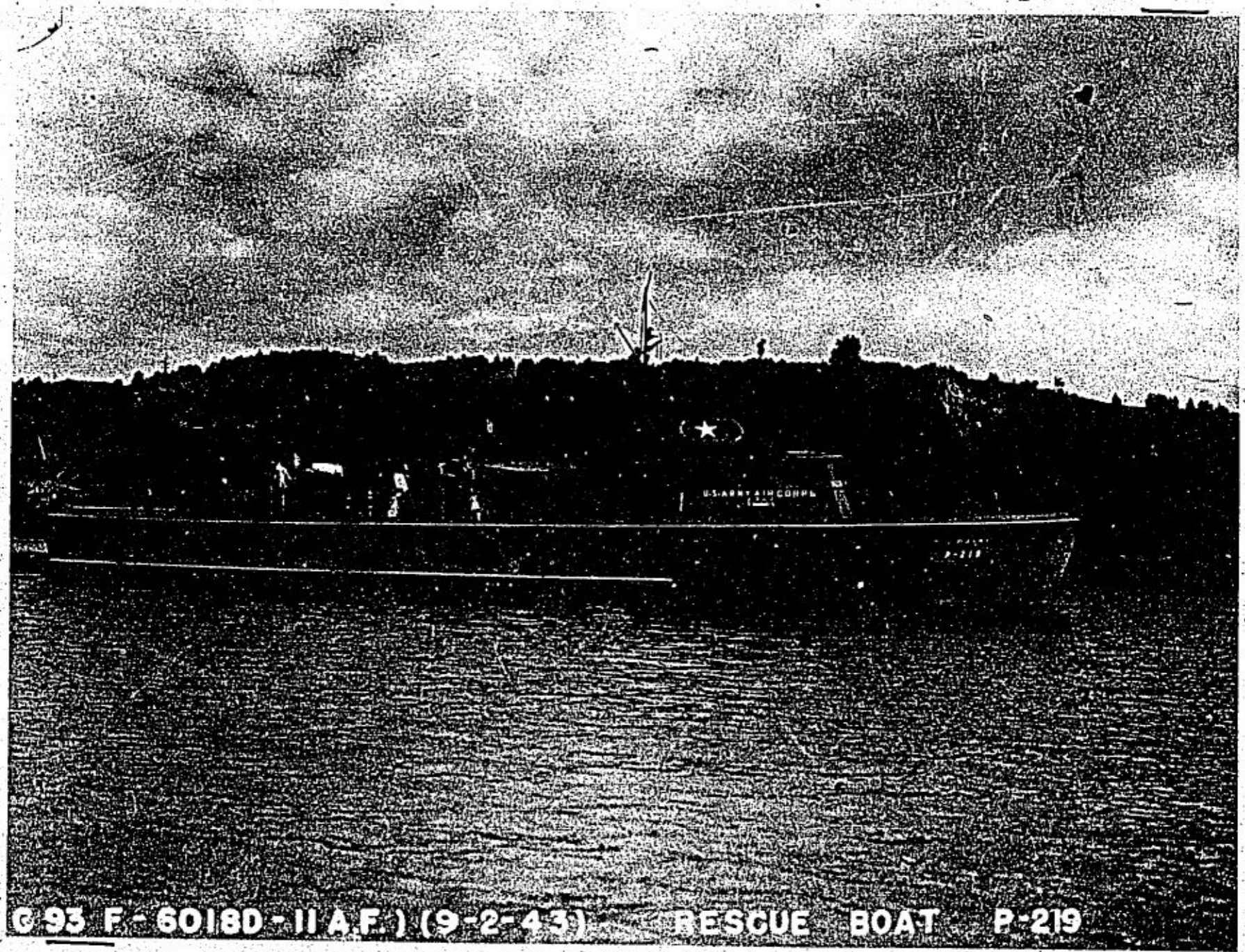
Statistical Data

Description

104 foot Hall Scott Powered Offshore Rescue Vessel

No. Assigned:	5 each
Length:	104 ft.
Beam	19' 8"
Draft:	6 ft.
Gross Tonnage:	97
Horse Power:	1950 (three 650 HP Hall Scott Engines)
Fuel Capacity:	4000 gal. Aviation Gasoline
Fuel Consumption:	30 gal. per hour per engine
Cruising Speed:	17 knots on 3 engines 10 knots on 1 engine
Range:	1000 nautical miles
Top Speed:	21 knots
Crew:	3 Warrant Officers & 13 Enlisted Men
Seaworthiness:	Very seaworthy but of weaker construction as compared to Packard powered 104 foot vessels.
Control:	Overall by 10th AAF Emergency Rescue Boat Squadron Assigned to Air Bases for Operations and Administration

0022



(93 F-6018D-11 A.F.) (9-2-43) RESCUE BOAT P-219

Section IV - cont'd

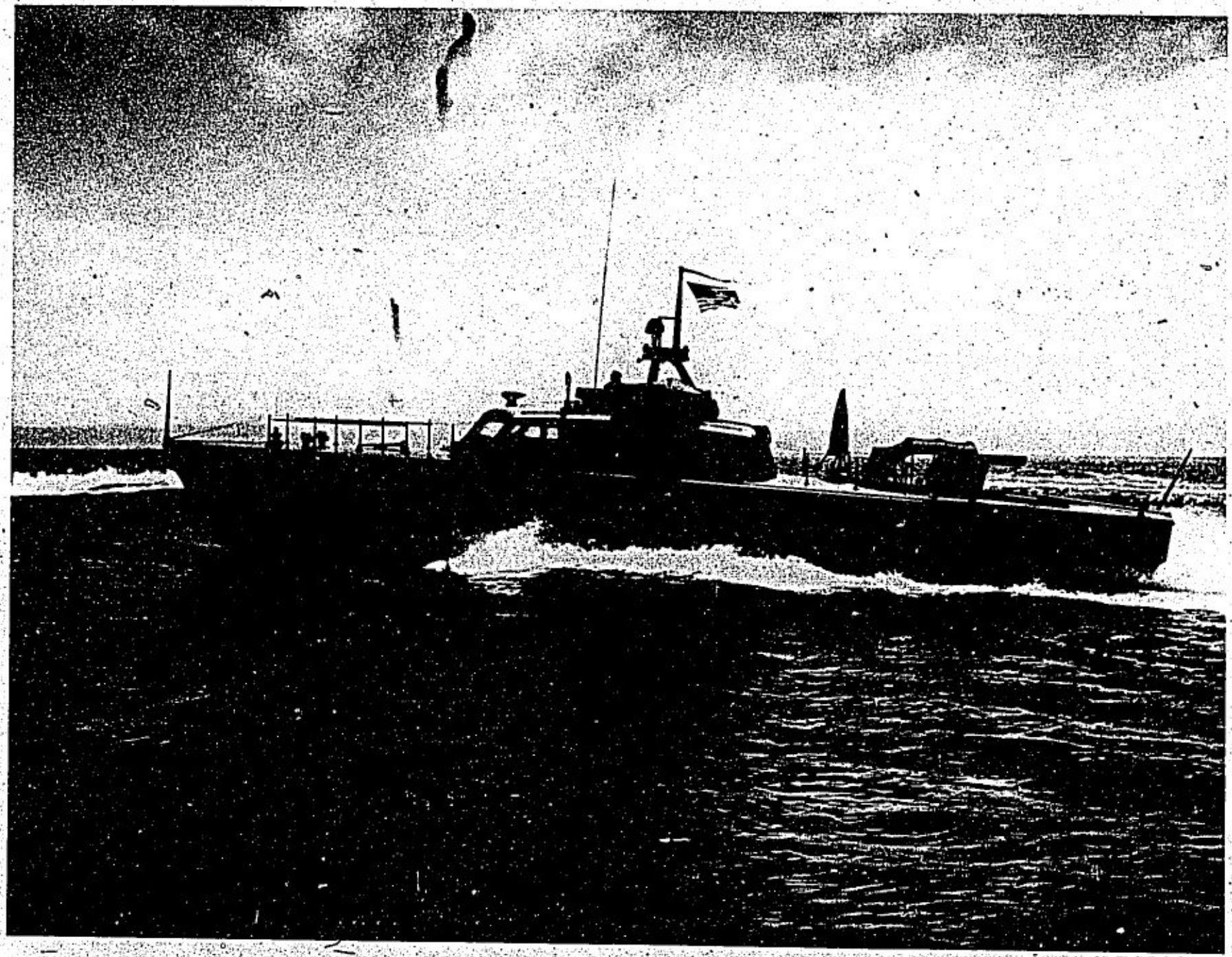
Statistical Data

Description

85' foot Patrol Rescue Vessel

No. Assigned:	5 each
Length:	85 ft.
Beam:	20' 3"
Draft:	3 ft.
Gross Tonnage:	50
Horse Power:	2700 (2 Main Packard Engines 1350 HP Supercharged - 2 Cruising Engines - Chrysler 117 HP)
Fuel Capacity:	3500 gallons
Fuel Consumption:	100 gallons - 1 hour cruising
Cruising Speed:	23 to 25 knots
Range:	30 hours or 750 nautical miles On cruising engines at 7 knots - approximately 300 miles
Top Speed:	40 knots
Crew:	3 Warrant Officers & 13 Enlisted Men
Seaworthiness:	Very seaworthy at reduced speed
Control:	Same as 104 foot vessels

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Section IV - cont'd

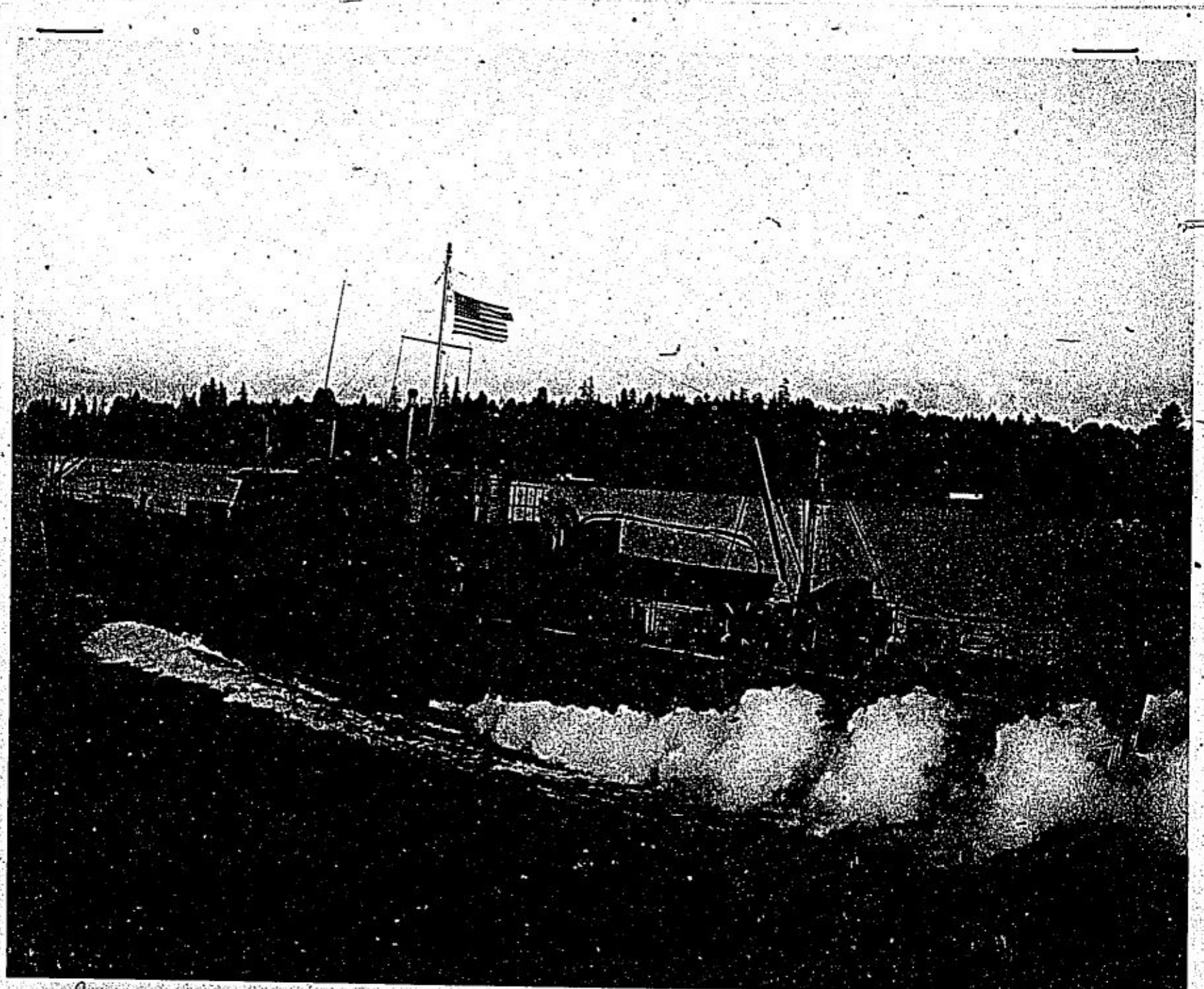
Statistical Data

Description

104 foot Packard Powered Offshore Rescue Vessel

No. Assigned:	9 each
Length:	104 ft.
Beam:	19' 8"
Draft:	6 ft.
Gross Tonnage:	120
Horse Power:	2700 (two 1350 Supercharged Packard engines)
Fuel Capacity:	4000 gal. Aviation Gasoline
Fuel Consumption:	75 to 100 gallons per hour cruising
Cruising Speed:	20 knots
Range:	35 hours or approximately 700 nautical miles
Top Speed:	25 to 27 knots
Seaworthiness:	Very seaworthy
Crew:	3 Warrant Officers & 13 Enlisted Men
Control:	Same as 104 foot vessels

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Section V

Vessel Status

Aircraft Retriever HA-2: At Seattle, Washington, undergoing overhaul - will return with Squadron and Air Corps cargo.

104 ft. Vessels:

Packard Powered:	One at Amchitka One at Adak Two at Prince Rupert undergoing repairs. Five at Seattle being conditioned for duty.
Hall Scott Powered:	Four at Seattle being repaired. One at Cook Inlet on duty.
Remarks:	In addition to the foregoing vessels there are nine old 104 foot boats that are either turned in or will be turned in. Four are still in the Theater and five have been turned in at Seattle, Washington.

0928

Section VI

Area of Operation and Disposition

Area of Operation

Reference Army and Navy Joint Agreement on Air-Sea Rescue - North Pacific Area dated 21 December 1944. In effect, this agreement delegates the responsibility of local Air-Sea Rescue to the Air Force at installations located west of the 141st Meridian. The following vessel assignments are in keeping with this agreement.

Note - 100 Nautical miles are considered as maximum effective radius of operation.

Local Control	Standby Position	Vessel Class		Remarks
		85 ft.	104 ft.	
Elmendorf Air Boase	Prince William Sd		2	One a reserve vessel
	Cook Inlet		2	One a reserve vessel
Cold Bay	Cold Bay		1	Alternates with Bristol Bay
	Bristol Bay		1	During ice free season May-Oct.
Umnak	Cherinofski		1	
Adak	Adak	1	1	
	Bay of Islands		1	Alternates
	Atka		1	Alternates
Amchitka	Amchitka		1	Alternates
	Kiska		1	Alternates
Attu-Shemya	Attu	4	2	Standby Patrol
TOTAL		5	14	

0929

Section VII

Personnel Distribution and Status

Inspection of T/O & E 1-989 will disclose that it is a cellular table designed to provide for sufficient strength to man vessels assigned. Activation order does not provide for all vessels on hand or for necessary overhead for administration and technical supply, the necessity of which is dictated by the size and distribution of the organization as well as the highly specialized nature of the equipment operated. As to the latter, there is no other Army agency in this Theater that has equipment in common. Therefore, this organization is dependent upon its own technical assistance, initiative for follow-up and control of technical supplies. Proper requests have been initiated through channels to correct overstrength. The following table presents present strength authorized:

	Authorized	Actual	Overage	Shortage
Officers	50	5		45
Warrant Officers	36	30		6
Enlisted Men	233	357	124	

Remarks - Overage due to:

a. Insufficient authorization for necessary overhead — 25 EM

b. Vessels on hand but not authorized:
   (1) 2 each 104' vessels — 29 EM
   (2) 1 each 85' vessel — 13 EM
   (3) 1 each Crane Retriever - HA-2 — 20 EM — 62 EM

c. Miscellaneous — 37 EM
   (1) Physical deficiencies
   (2) Unsuited

Total — 124 EM

Organization is overstrength on paper but not overstrength as to requirements of the mission.

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Section VIII

Training

Each Master is responsible that his crew receives the following minimum training each month, report of which is contained in the vessel's Monthly Deck and Engine Report. Proficiency is subject to inspection by Squadron Commander.

Navigation..... 10 hours
First Aid..... 10 hours
Blinker..... 5 hours
Team Rescue..... 10 hours
Dory & Life Boat Training..... 16 hours
(4 hours per week)

General Quarters Drills:
Attack.....4
Fire.....4
Abandon Ship.....2
Collision.....2

Note - See attached AAF Training Manual which is used as a guide where practical.

093

AAF TRAINING STANDARD)
NO. 130-1A —)

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON, 23 MAY 1944

EMERGENCY RESCUE UNITS AND CREWS (MARINE)

AAF Training Standard 130-1, 16 February 1944 is amended as follows:

* * * * * * * *

3. Crews or Basic Elements. Requirements for Types I, II, and III crews are as listed below: Requirements for Types IV, and V crews are the same except that hese crews do not require items c(3), c(4), c(9), c(11), c(15), c(16), and c(17)..

* * * * * * * *

4. Individual Crew or Team Members:

a. Masters - Mates (officers and wqrrant officers).

* * * * * * * *

b. Chief Engineer, Assistant Engineer (officers and warrant officers) will have a practical knowledge of the following:

* * * * * * * *

(4) Will be proficient in the following subjects:

(a) First and second echelon maintenance of gasoline marine engines up to 1500 horsepower.

* * * * * * * *

d. Radio Operator (ship's clerk) will be proficient in the following:

* * * * * * * *

(3) Will be qualified in accordance with AAF Training Standard 80-71.

* * * * * * * *

e. Engineer will be proficient in the following:

* * * * * * * *

f. Medical Technician will be qualified in accordance with AAF Training Standard 80-409.

* * * * * * * *

g. Seaman will be proficient in advanced seamanship as outlined under paragraph 4a(5).

4-85-42, AF

h. Cook will be qualified in accordance with AAF Training Standard 80-104.

* * * * * * * *

By command of General ARNOLD:

BARNEY M. GILES
Lieutenant General, United States Army
Chief of Air Staff.

DISTRIBUTION:
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AAF TRAINING STANDARD)
NO. 130-1)

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON, 16 FEBRUARY 1944

EMERGENCY RESCUE UNITS AND CREWS (MARINE)

1. Purpose. The purpose of this Training Standard is to establish the qualification requirements and proficiencies considered necessary for active duty, to be attained in the training period before commitment to active duty, for Marine Emergency Rescue crews so that they are capable of carrying out their mission of rescuing personnel and equipment on or near the water.

2. Units. Emergency Rescue Crews (Marine) are not formed into administrative or operational units and so require no unit training other than as crews.

3. Crews or Basic Elements. Requirements are:

a. An established procedure for inspecting and servicing of assigned boat prior to departure to insure that it is in condition to permit all rescue functions to be performed.

b. An established system of inspection and stowage of emergency rescue equipment within assigned boat.

c. Proficiency in all the techniques of sea search and rescue operations and combined air-sea search and rescue to include:

(1) Coming alongside and/or casting off from, under varying conditions of light, sea, wind, and current, all objects encountered.

(2) Anchoring and/or getting under way under vaying conditions of sea-room, sea, wind, and current.

(3) Towing under varying conditions.

(4) Fueling at sea and in port.

(5) Transfer of personnel and equipment from wrecked vessels to the shore.

(6) Transfer of injured personnel from a wrecked vessel to the boat.

(7) Landing and launching a small boat.

(8) Man overboard procedure.

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(9) Collision drill.

(10) Fire drill including approach to and rescue from a burning wreck.

(11) Battle station drill including gunnery.

(12) Rescuing injured men from the sea, life rafts, life boats, and wrecked planes.

(13) Recovery of instruments from a wrecked plane.

(14) Defense against gas attacks both ashore and afloat.

(15) Sea search and rendezvous at sea.

(16) Abandon ship procedure.

(17) Cruising with a jury-rigged rudder.

(18) Ship routine-muster, inspections, colors, etc.

(19) Swimming and life saving.

(20) Ship recognition.

(21) Aircraft recognition.

(22) Elementary seamanship to include a practical knowledge of:

(a) The use of fenders, ropes, purchases, and tackles.

(b) Stowage and care of ships gear.

(c) Simple knots and splices.

(d) Use of the hand lead.

(e) Small boat handling, hoisting, lowering, and pulling.

4. Individual Crew or Team Members:

a. Masters - Mates:

(1) A practical knowledge of the established administrative procedures and routine, including maintenance of ships log, AAF supply system, duty rosters (watch, quarters, and station bill), and normal administrative forms and reports.

(2) Aircraft construction (elementary):

(a) A fundamental knowledge of the internal construction

of airplanes; nomenclature of sections; location of tanks, compatments and escape hatches, and floatability.

(3) Naval architecture (elementary):

(a) A fundamental knowledge of hull construction and ships fittings (rudders, struts, superstructure, propellers, etc.) and nomenclature of sections.

(b) A practical knowledge of the method of maintenance and preservation of the ships hull and fittings.

(4) A practical knowledge of recognition signals and procedures, and of routine signalling by means of international code flags, semaphore, wig-wag, blinker, aldis lamp, and pyrotechnics.

(5) A practical knowledge of advanced seamanship to include:

(a) Wind, tides, currents, wave action, and surf.

(b) The use of ground tackle, compass, and patent log.

(c) Rules of the road.

(d) Buoyage, lighthouses, beacons, etc.

(e) Weather and storm signals.

(f) Steering and ship handling.

(g) Towing.

(h) Sailing.

(i) Use of oil and the sea anchor in heavy weather.

(6) Navigation:

(a) Piloting:

(1) A practical knowledge of the various methods of obtaining a fix by use of:

(a) Radio bearings.

(b) Visual bearings.

(c) Sound bearings.

(d) Soundings.

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(2) Proficiency in reading nautical charts.

(3) A thorough understanding of the employment of tide tables.

(b) Dead Reckoning:

(1) A practical knowledge of:

(a) The magnetic compass.

(b) Deviation.

(c) Variation.

(d) Compensation of the compass.

(e) Use of the azimuth tables, and the pelorus.

(f) Use of the Traverse Tables.

(2) An understanding of terrestrial latitude and longitude.

(3) Ability to calculate a dead-reckoning position by means of each plane sailing, parallel sailing, and middle latitude sailing.

(c) Celestial Navigation:

(1) A practical knowledge of the care and use of:

(a) The chronometer.

(b) The sextant.

(2) A thorough understanding of time and the use of the nautical almanac.

(3) An understanding of the solar system.

(4) Sufficient familiarity with the stars to be able to identify at least six of those which are most useful in navigation, including Polaris.

(5) Familiarity with navigational terms and a knowledge of the elements of the celestial sphere.

(6) A practical knowledge of at least one standard method for determining a line of position.

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(7) Meteorology:

(a) A practical knowledge of:

(1) Cloud types and their significance.

(2) Use and care of the barometer, and the significance of changes in barometric pressure.

(3) The use of the wet and dry bulb thermometer and significance of its readings.

(4) The characteristics of cyclonic storms.

(5) The significance of differences in temperature between sea and air.

(6) The interpretation of weather reports and synoptic maps.

(8) Submarine nets, mines, and depth charges:

(a) A general knowledge of:

(1) The customary uses of submarine nets.

(2) Submarine mines and mine fields.

(3) The characteristics of mines, bombs, and depth charges exploding in water - concussion, etc.

b. Chief Engineer, Assistant Engineer, Engineer will have a practical knowledge of the following:

(1) Administrative routine as outlined in paragraph 4a(1).

(2) Aircraft construction (elementary) as outlined in paragraph 4a(2).

(3) Naval architecture (elementary) as outlined in paragraph 4a(3).

(4) Will be proficient in the following engineering subjects:

(a) First, second, third, and fourth echelon maintenance of gasoline marine engines up to 1500 horsepower.

(b) Constructional features, disassembly, cleaning, inspection, repair, assembly, and adjustment of the principle types of gasoline marine engines, marine conversions, auxiliaries, and accessories.

(c) Operating specifications and characteristics of the principle types of gasoline marine engines and marine conversions, their operating troubles and remedies.

(d) Electrical fundamentals, wiring principles, constructional features of generators, motors, and lighting systems; adjustment, inspections, and maintenance of electrical systems in rescue boats.

c. Boatswain will be proficient in the following:

(1) Aircraft construction (elementary) as outlined in paragraph 4a(2).

(2) Naval architecture (elementary) as outlined in paragraph 4a(3).

(3) Signals (visual as outlined in paragraph 4a(4)).

(4) Advanced seamanship as outlined in paragraph 4a(5).

(5) Meteorology as outlined in paragraph 4a(7).

d. Radio Operator - (Ships Clerk) will be proficient in the following:

(1) Signals (visual) as outlined in paragraph 4a(4).

(2) Administrative routine as outlined in paragraph 4a(1).

(3) Will be qualified in accordance with AAF Training Standard 80-73.

(4) Will have a practical knowledge of the operation of IFF equipment, Navy Type BK (AAF Equivalent SCR-595 or SCR-695).

e. Oiler will be proficient in the following:

(1) Engineering as outlined in paragraph 4b(4) (c) and 4b(4) (d).

f. Surgical Technician will be proficient in medical matters as outline in AAF Training Standard 110-1-1.

g. Able Seaman will be proficient in advanced seamanship as outlined under paragraph 4a(5).

h. Cook-Able Seaman will be qualified in accordance with AAF Training Standard 80-104.

5. References:

a. Commercial Publications:

(1) Piloting, Seamanship and Small Boat Handling. Chapman, 1943 Motor Boating, New York City, New York.

0 0 3 9

(2) Maintenance and Repair of Hall-Scott Marine Engines. The Invader (Model 168) American Car and Foundry Co., Berkeley, California.

(3) American Red Cross First Aid Manual. Blakiston Co., Phila, Pa.

(4) Standard Seamanship for the Merchant Service. D. Van Nostrand Co., Inc., N.Y., N.Y.

(5) Caliber .50 M2 Browning Machine Gun. F.G.A. A.C. Spark Plug Div., G.M.C., Flint, Mich.

(6) Maintenance Manual Packard Marine Engine 1942. Packard Marine Engine Div., Detroit, Michigan.

(7) Reiner Marine Auxiliary Units Generator Sets. #10466-1, John Reiner & Co, Inc., Long Island, New York.

(8) Delco-Remy Service Bulletin IG & 150, IM - 150 IR - 115. John Reiner & Co., Ing., Long Island, New York.

(9) American Bosch Manual, 1942. American Bosch Corp., Springfield, Massachusetts.

(10) Modern Seamanship. Austin M. Knight. Tenth Edition. D. Van Nostrand Co., Inc., New York, New York.

(11) Standard Seamanship for the Merchant Service. Riesenberg. D. Van Nostrand Co., Inc., New York, New York.

(12) Hallicrafter Maintenance Manual S-22R. Hallicrafter Co., Chicago, Illinois.

(13) Instructions "Collins" Radio Transmitter Model 8. Collins Radio Co., Cedar Rapids, Iowa.

(14) Operating, Alignment and Servicing Instructions for Skyrider Marine. Hallicrafter Co., Chicago, Illinois.

(15) Company Administration "Lt. Colonel Virtue" 1942. Military Service Publishing Co., Harrisburg, Pa.

(16) Collins Type 32 Radio Transmitter Manual. Collins Radio Co., Cedar Rapids, Iowa.

(17) Bludworth Direction Finder Model D.F. 1024. Bludworth Marine, New York, New York.

(18) Radio Receiving Equipment Model SIR-F. Scott Radio Laboratories, Inc., Chicago, Illinois.

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b. Navy and H.O. Publications:

(1) Navigation and Nautical Astronomy. B. Dutton. 1942. United States Naval Institute, Annapolis, Maryland.

(2) American Practical Navigator. Bowditch. 1938. U.S. Navy Dept., Washington, D.C.

(3) Blue Jacket's Manual, U.S. Naval Institute, Annapolis, Maryland.

(4) International Code of Signals H.O. 87, Vol. 1. U.S. Hydrographic Office, Washington, D.C.

(5) Watch Officers' Guide. U.S. Naval Institute, Annapolis, Maryland.

(6) Naval Customs, Traditions and Usage. L.P. Lovett, U.S. Naval Institute, Annapolis, Maryland.

c. Training Films:

(1) Identification of Aircraft, TF 1-258, War Dept., Wash., D.C.

(2) Identification of Aircraft, TF 1-259, War Dept., Wash., D.C.

(3) Identification of Aircraft, TF 1-294, War Dept., Wash., D.C.

(4) Identification of Aircraft, TF 1-428, War Dept., Wash, D.C.

(5) Identification of Aircraft, TF 1-431, War Dept., Wash., D.C.

(6) Identification of Aircraft, TF 1-434, War Dept., Wash., D.C.

(7) Identification of Aircraft, TF 1-435, War Dept., Wash., D.C.

(8) Identification of Aircraft, TF 1-437, War Dept., Wash., D.C.

(9) Identification of Aircraft, TF 1-439, War Dept., Wash., D.C.

(10) Identification of Aircraft, TF 1-440, War Dept., Wash., D.C.

(11) W.E.F.T. System of Aircraft Identification, TF 1-672, War Dept., Washington, D.C.

(12) W.E.F.T. System of Aircraft Identification, TF 1-673, War Dept., Washington, D.C.

(13) Identification of U.S. Army Aircraft A-28, TF 1-902, War Dept., Washington, D.C.

(14) Identification of U.S. Army Aircraft, TF 1-903, War Dept., Washington, D.C.

(15) Identification of U.S. Army Air-craft, TF 1-904, War Dept., Washington, D.C.

(16) Identification of U.S. Army Aircraft, TF 1-905, War Dept., Washington, D.C.

(17) Identification of U.S. Army Aircraft, TF 1-906, War Dept., Washington, D.C.

(18) Identification of U.S. Army Aircraft, TF 1-910, War Dept., Washington, D. C.

(19) Identification of U.S. Army Aircraft, TF 1-912, War Dept., Washington, D.C.

(20) Browning Machine Gun, Cal. 150 all types, TF 9-1225, Chief of Ordnance, War Dept., Washington, D.C.

(21) Diesel Engines, TF 10-158, War Dept., Washington, D.C.

(22) Gasoline Motors, TF 10-166, War Dept., Washington, D.C.

(23) Trouble Shooting Motor Maintenance, TF 10-291, War Dept., Washington, D.C.

(24) Cranking System, TF 10-376, War Dept., Washington, D.C.

(25) Fuel Systems, TF 10-377, War Dept., Washington, D.C.

d. Field Manuals:

(1) Medical Field Manual, FM 8-220, U.S. Army, Washington, D.C.

(2) Browning Machine Gun Caliber .50 M2, FM 9-226, War Dept., Washington, D.C.

(3) Soldier's Handbook, FM 21-10, War Dept., Washington, D.C.

(4) Defense Against Chemical Attack, FM 21-40, War Dept., Wash., D.C.

(5) Protective Measures, Individuals Small Units, FM 21-45, War Dept., Washington, D.C.

(6) U.S. Carbine Caliber .30 M1, FM 23-7, War Dept., Wash., D.C.

(7) Browning Machine Gun Caliber .50 HB M2 Ground, FM 23-60, War Dept., Washington, D.C.

0942

(8) Basic Field Manual - Signal Communication, FM 24-5, U.S. Government Printing Office, Washington, D.C.

(9) Combined Radio Telegraphy W/T Procedure, FM 24-10, 1943, War Dept., Washington, D.C.

(10) Identification of U.S. Government Aircraft, FM 30-30, U.S. Government Printing Office, Washington, D.C.

(11) Identification of British Aircraft, FM 30-31, U.S. Government Printing Office, Washington, D.C.

(12) Identification of Soviet Russian Aircraft, FM 30-34, U.S. Government Printing Office, Washington, D.C.

(13) Identification of German Aircraft, FM 30-35, U.S. Government Printing Office, Washington, D.C.

(14) Identification of United States Naval Vessels, FM 30-50, U.S. Government Printing Office, Washington, D. C.

(15) Identification of British Naval Vessels, FM 30-51, U.S. Government Printing Office, Washington, D.C.

(16) Identification of French Naval Vessels, FM 30-53, U.S. Government Printing Office, Washington, D.C.

(17) Identification of German Naval Vessels, FM 30-55, U.S. Government Printing Office, Washington, D.C.

(18) Identification of Japanese Naval Vessels, FM 30-58, U.S. Government Printing Office, Washington, D.C.

e. Technical Manuals:

(1) Electrical Fundamentals, TM 1-455, U.S. Government Printing Office, Washington, D.C.

(2) Radiotelephone Procedure, TM 1-460, 1943, War Dept., Washington, D.C.

(3) Browning Machine Gun, Cal. .50 All Types, TM 9-1225, War Dept., Washington, D.C.

(4) Fuels and Carburetion, TM 10-550, U.S. Government Printing Office, Washington, D.C.

(5) The Internal Combustion Engine, TM 10-570, U.S. Government Printing Office, Washington, D.C.

(6) Automotive Electricity, TM 10-580, War Dept., Washington, D.C.

0043

(4) Safety Seamanship for the Merchant Marine, U.S. Department of Commerce, Washington, D.C.

By command of General ARNOLD:

BARNEY M. GILES
Major General, United States Army
Chief of Air Staff

OFFICIAL:

THOMAS A. FITZPATRICK
Colonel, AGD,
Air Adjutant General

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(7) Radio Operator, TM 11-453, War Department, Washington, D.C.

(8) Instructions of Learning International Morse Characters, TM 11-459, War Dept., Washington, D.C.

f. Other Army Publications:

(1) Manual for Boat Crews, Engineer's Amphibian Command. Tentative Training Guide, No. 2, U. S. Army.

(2) Marine Maintenance Manual, Engineer's Amphibian Command. Tentative Training Guide, No. 3, U.S. Army.

(3) Internal Combustion Engine, FS 10-42, War Dept., Washington, D.C.

(4) Fuel and Carburetion, FS 10-44, War Dept., Washington, D.C.

(5) Automotive Electricity, FS 10-33, War Dept., Washington, D.C.

(6) The Storage Battery, FS 10-61, War Dept., Washington, D.C.

(7) Engine Tune-up I, II, III, & IV, FS 10-63, War Dept., Washington, D.C.

(8) Identification of Aircraft General Characteristics and Types, U.S. Military Airplanes, War Dept., Washington, D.C.

(9) Identification of Aircraft Distinguishing Features, U.S. Military Airplanes, War Dept., Washington, D.C.

(10) Safeguarding Military Information, AR 380-5, War Dept., Washington, D.C.

(11) Operating, Testing and Maintenance, SCR-595, 1943 January, Technical Training School, AAFTTC, Boca Raton, Florida.

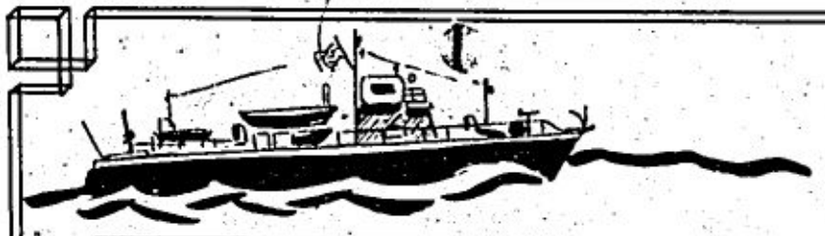
g. Miscellaneous:

(1) Wartime Safety Measures for Merchant Marine, 1943, U.S. Government Printing Office, Washington, D.C.

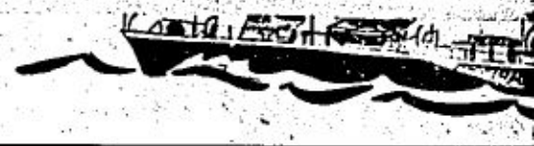
(2) General Rules and Regulations, Ocean and Coastwise, 1931, U.S. Department of Commerce, Washington, D.C.

(3) Combined Radiotelegraph (W/T) Procedure, TL 159, Department of Communications, Washington, D.C.

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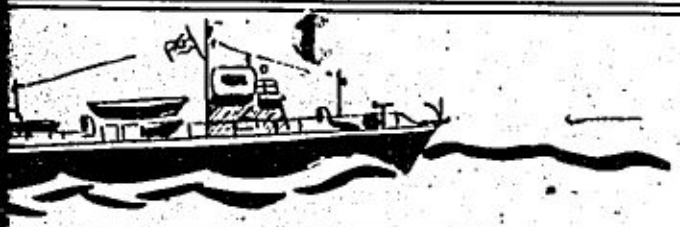


STATION ★ BILL



SITUATION		GENERAL QUARTERS	ABANDON SHIP	FIRE	MAN OVERBOARD	FLOOD CRASH RESCUE	COLLISION
SIGNALS		Continuous sounding of Alarm Bell	Seven short blasts and one long on whistle	Four dits on whistle and four sounds on alarm	Pass alarm by word of mouth	Pass alarm by word of mouth	Pass word of condition and section
NAME	SHIP'S COMPLEMENT	All hands report with helmets & life jackets	All hands report with helmets, life jackets and life suits	Primary fight fire, second prepare to abandon ship	All hands on deck. Report with life suits Prepare two boats.	Prepare for casuals, life boats, "A" frame rubber suits, C.tools	Condition determined to be result in sinking
	Captain	On bridge in charge. Maneuver to minimize attack by planes.	On bridge in charge. Stop engines to avoid injury by propellers	On bridge in charge Maneuver ship to keep flames to leeward	On bridge in charge Circle person in water person inside of turn	On bridge, approach plane from windward Personnel first!	On bridge in charge Head ship for beach or shallow water
	Executive Officer	On Flying Bridge, cause salvo to be fired in range as signal	In charge of Boat #2. Save log, sextant and strong box.	In charge at scene ; attempt to extinguish fire	Have second Boat ready to assist first boat over	On after deck cause all aids to be ready medical, salvage, fire	At area of impact Determine damage Inform Captain
	Mate	To stern Direct and assist	In charge of Boat #3. Save chronometer, chart and signal gun.	Assist Captain, cause all compartments to be closed, enforce orders	In charge first boat overside to pick up person in water	Deck Supervision * Keep Captain Informed	In charge of repair
	Boatswain	First Gunner In charge of Gun #1	In charge of rubber life boat. Save sub-machine gun. Assemble	Nozzelman, saltwater or foamite hose nearest to fire	In first boat over Stroke oarsman	Check crash equipment* in boat away to crash	Assists mate in preparation of damage control
	Boatswain's Mate	First Gunner In charge of Gun #5	In boat #2. Save semaphore flags, very pistol and cartridges	Nozzelman, second saltwater or foamite hose nearest to fire	In first boat over Second oarsman	Assists Boatswain * Prepares deck gear by direction	Take twomen to supply hold. Obtain canvas, lumber, nails, lead
	Quartermaster	At Wheel	In boat #2. Save flashlight and one blanket	On bridge at wheel steer by direction of Captain	On bridge at wheel steer by direction of Captain	On bridge at wheel steer by direction of Captain	On bridge at wheel Acts as messenger by direction of Captain
	Seaman	Assistant Gunner Gun #3	In boat #3, save flashlights and blankets.	On hose, assisting boatswain	In first boat over Relief oarsman, take boathooks, two blankets	As directed *	Assists Boatswain's Mate to obtain repair gear
	Seaman	First Gunner Gun #4	In boat #1, save blankets or heavy coats.	On hose, assisting boatswain's Mate	On deck, assists Executive Officer to prepare second boat	As directed	Assists Boatswain's Mate to obtain repair gear
	Chief Engineer	In engine room	In boat #1, save log, sub-machine gun, secure	In engine room in charge, direct fire pumps to be started	In charge of engine room	In charge of engine room. Send acetylene man to deck	Start pumps. Direct electrical circuit to damaged compartment
	First assistant Engineer	In engine room	In boat #3. Assist Chief Engineer to secure.	In engine room, start fire pumps, cut in foamite, stop blowers	In engine room. Stand by engines	In engine room. Stand by engines	In engine room. Start all bilge pumps. Concentrate later
	Second asst. Engineer	First Gunner Gun #3	In rubber life boat. Let go starboard life raft.	In engine room, assist with pumps, provide CO_2 extinguisher	In engine room. Stand by engines	As directed *	Examine impact section for damaged wiring, pipe lines & machine
	Chief Radioman	First Gunner Gun #2	In boat #1. Destroy codes, logs & radio. Stow emergency radio.	Log condition Stand by radio Prepair to transmit	Stand by radio	Stand by radio	Stand by radio
	Assistant Radioman	Assistant Gunner Gun #2	In rubber life boat. Let go port life raft on superstructure	Stand by CO_2 lever in pilot house. Provide hand extinguisher	Go to flying bridge. Keep persons located. Inform Captain.	Signalman. Examine * plane for bombsight and secure	Assist Mate in disposition of acts control damage
	First Cook	Assistant Gunner, Gun #1. Secure bulkheads & ports in crews' quarter	In boat #1. Assists in launching boats	Close ports, hatches, watertight doors and stop blowers admidship	Prepare hot stimulants Heat clean water on range	Prepare for same as man oberboard reception	Check hull inboard. from amidship forward at place of impact
	Second Cook	Assistant Gunner, Gun #4. Secure ports in galley & Officers Qtrs.	In boat #2. Assists in launching boats	Assists First Cook to close ports, hatches, doors & stop blowers	Assists medico. Fill hot packs, have litters ready	Assists medico by direction. Help on litters	Assists First Cook
	Medical Technician	Assistant Gunner Gun #5	In boat #3. Take medical kit and blankets.	Stand by to render first aid. Prepare for casualties	Warm dispensary Prepare for casualties	Prepare for casualties	Check hull inboard, dispensary
Personnel not listed should know your station during any emergency	Extra Personnel	Report at once to bridge with helmet & life preserver	Report at once to bridge	Report at once to bridge	Report at once to bridge	Report at once to bridge	Report at once to bridge
				WARNING Do not trip CO_2 system while engine room is occupied		* Trained squad of six men for crash duty. Put on life suits.	

(C374)



STATION ★ BILL



STATION		GENERAL QUARTERS	ABANDON SHIP	FIRE	MAN OVERBOARD	CRASH RESCUE	COLLISION
SIGNALS		Continuous sounding of Alarm Bell	Seven short blasts and one long on whistle	Four blasts on whistle and Four sounds on alarm.	Pass alarm by word of mouth	Pass alarm by word of mouth	Pass word of condition and section
NAME	SHIP'S COMPLEMENT	All hands report with helmets & life jackets	All hands report with helmets, life jackets and life suits	Primary fight fire, second prepare to abandon ship	All hands on deck. Report with life suits Prepare two boats	Prepare for casuals, life boats, "A" frame rubber suits, C.tools	Condition determined to be result in sinking
	Captain	On bridge in charge. Maneuver to minimize attack by planes.	On bridge in charge. Stop engines to avoid injury by propellers	On bridge in charge Maneuver ship to keep flames to leeward	On bridge in charge Circle person in water person inside of turn	On bridge, approach plane from windward Personnel first!	On bridge in charge Head ship for beach or shallow water
	Executive Officer	On Flying Bridge, cause salvo to be fired in range as signal	In charge of Boat #2. Save log, sextant and strong box.	In charge at scene attempt to extinguish fire	Have second boat ready to assist first boat over	On after deck cause all aids to be ready medical, salvage, fire	At area of impact Determine damage Inform Captain
	Mate	To stern Direct and assist	In charge of Boat #3. Save chronometer, chart and signal gun.	Assist Captain, cause all compartments to be closed, enforce orders	In charge first boat overside to pick up person in water	Deck Supervision * Keep Captain Informed	In charge of repair
	Boatswain	First Gunner In charge of Gun #1	In charge of rubber life boat. Save sub-machine gun. Assemble	Nozzelman, saltwater or foamite hose nearest to fire	In first boat over Stroke oarsmen	Check crash equipment * in boat away to crash	Assists mate in preparation of damage control
	Boatswain's Mate	First Gunner In charge of Gun #5	In boat #2. Save semaphore flags, very pistol and cartridges	Nozzelman, second saltwater or foamite hose nearest to fire	In first boat over Second oarsman	Assists Boatswain * Prepares deck gear by direction	Take twomen to supply hold. Obtain canvas, lumber, nails, lead
	Quartermaster	At Wheel	In boat #2. Save flashlight and one blanket	On bridge at wheel steer by direction of Captain	On bridge at wheel steer by direction of Captain	On bridge at wheel steer by direction of Captain	On bridge at wheel Acts as messenger by direction of Captain
	Seaman	Assistant Gunner Gun #3	In boat #3, save flashlights and blankets.	On hose, assisting boatswain	In first boat over Relief oarsman, take boathooks, two blankets	As directed *	Assists Boatswain's Mate to obtain repair gear
	Seaman	First Gunner Gun #4	In boat #1, save blankets or heavy coats.	On hose, assisting boatswain's Mate	On deck, assists Executive Officer to prepare second boat	As directed	Assists Boatswain's Mate to obtain repair gear
	Chief Engineer	In engine room	In boat #1, save log, sub-machine gun, secure	In engine room in charge, direct fire pumps to be started	In charge of engine room	In charge of engine room. Send acetylene man to deck	Start pumps. Direct electrical circuit to damaged compartment
	First assistant Engineer	In engine room	In boat #3. Assist Chief Engineer to secure.	In engine room, start fire pumps, cut in foamite, stop blowers	In engine room. Stand by engines	In engine room. Stand by engines	In engine room. Start all bilge pumps. Concentrate later
	Second asst. Engineer	First Gunner Gun #3	In rubber life boat. Let go starboard life raft.	In engine room, assist with pumps, provide CO_2 extinguisher	In engine room. Stand by engines	As directed *	Examine impact section for damaged wiring, pipe lines & machinery
	Chief Radioman	First Gunner Gun #2	In boat #1. Destroy codes, logs & radio. Stow emergency radio.	Log condition Stand by radio Prepair to transmit	Stand by radio	Stand by radio	Stand by radio
	Assistant Radioman	Assistant Gunner Gun #2	In rubber life boat. Let go port life raft on superstructure	Stand by CO_2 lever in pilot house. Provide hand extinguisher	Go to flying bridge. Keep persons located. Inform Captain.	Signalman. Examine * plane for bombsight and secure	Assist Mate in disposition of acts to control damage
	First Cook	Assistant Gunner, Gun #1. Secure bulkheads & ports in crews' quarter	In boat #1. Assists in launching boats	Close ports, hatches, watertight doors and stop blowers admidship	Prepare hot stimulants Heat clean water on range	Prepare for same as man oberboard reception	Check hull inboard from amidship forward at place of impact
	Second Cook	Assistant Gunner, Gun #4. Secure ports in galley & Officers Qtrs.	In boat #2. Assists in launching boats	Assists First Cook to close ports, hatches, doors & stop blowers	Assists medico. Fill hot packs, have litters ready.	Assists medico by direction. Help on litters	Assists First Cook
	Medical Technician	Assistant Gunner Gun #5	In boat #3. Take medical kit and blankets.	Stand by to render first aid. Prepare for casualties	Warm dispensary Prepare for casualties	Prepare for casualties	Check hull inboard, dispensary
nnel not listed should your station during mergency.	Extra Personnel	Report at once to bridge with helmet & life preserver	Report at once to bridge	Report at once to bridge	Report at once to bridge	Report at once to bridge	Report at once to bridge
				WARNING Do not trip CO_2 system while engine room is occupied		* Trained squad of six men for crash duty. Put on life suits.	

Section IX

Supply

The Army Transportation Corps is the normal supply agency for all Army floating equipment. However, due to the technical nature of equipment, especially mechanical equipment, operated by this organization, it is necessary to maintain technical personnel and storage and shipping facilities in cooperation with the Transportation Corps. If this were not done, there would be no control which would in turn materially handicap efficient operation. The Transportation Corps does not operate high speed aircraft type engines, therefore, they do not maintain personnel familiar with the equipment. All requisitions initiated by this organization are subject to Transportation Corps approval. The diagram shown below is self explanatory. Items not available locally are referred to the next higher echelon. Matters of appropriations or policy are referred to the Eleventh Air Force.

Channels of Supply for 10th Boat Squadron for Items Not Available Locally

OVERSEAS SUPPLY DIVISION - S E P E

↑

Water Branch, T.C., A.D.,A.P.O.942

↑

Detachment 10th Boat Sq.,A.P.O.942
(liaison)

↑

10th Boat Sq. Hq. & Supply Detachment, A.P.O.980

↑

Air Base APO 726	Air Base APO 986	Air Base APO 980	Air Base APO 948	Air Base APO 944	Air Base APO 942	Air Base --------

0048

Section X

Maintenance

Maintenance within the Theater is accomplished by the Transportation Corps, Marine Repair Branch. Navy facilities are utilized when available.

Trained technical personnel are maintained by this organization to assist maintenance and repairs. Crews assist as far as possible.

Conditioning and repair of vessels prior to their departure for this Theater is accomplished at Seattle, Washington. Transportation Corps overhead facilities are used but the actual supervision and planning is accomplished by organizational personnel. Army Air Force funds are appropriated upon request for allotments by the Eleventh Air Force. The Fourth Air Force controls the funds and accounts for expenditure. Transportation Corps auditors and marine supervisors see that the funds are not misappropriated. This organization does not in any way handle funds. They initiate and supervise work accomplished. Private ship yards do the work on basis of specifications prepared by the Boat Squadron which in turn is approved or disapproved by Army Air Force.

0049

Section XI

Reports

Each vessel and shore detachment is required to submit a monthly report. See sample attached. This report contains all pertinent information necessary. Report is in two sections, i.e., Deck Report and Engine Report, containing daily activities, crew rosters and efficiency ratings, recapitulation, training accomplished, recommendations for promotion and a remark section.

0050

HEADQUARTERS, 10TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 942, U. S. Army

20 July 1944

MEMORANDUM)
:
NUMBER 12)

1. This memorandum supersedes all previous instruction regarding the submission of deck and engine reports.

2. In order to standardize reports submitted from the different detachments, the inclosed forms have been prepared for your guidance.

3. Monthly reports will include recommendations for promotion of enlisted men to fill existing vacancies at your detachment.

4. Delinquencies and reprimands will be included in the monthly reports.

5. Period covered by these reports will be for a calendar month.

6. Efficiency and character rating of each man under your command will be shown opposite their respective names.

G. R. DONLEY
Major, AC
Commanding

3 Incls:
Incl 1 - Sample Deck Report
Incl 2 - Sample Engine Room Report
Incl 3 - Sample Training Schedule

DISTRIBUTION: 1 Ea. Vessel

0051

10TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO #000, U. S. Army

MONTHLY DECK REPORT OF P-000

1 July 1944 to 31 July 1944.

July 1

Deck washed down. Wheelhouse cleaned and windows washed. Guns No. 5, 3 and 1 cleaned and checked. General Quarters at 1500, time 30 seconds.

July 2

Departed for Umnak at 1020. 1145 returned to Chernofski as sea too rough to remain at Umnak. 1415 Life Boat Drill, time 65 seconds.

July 3

Life saving rubber suits tested for leaks. Chief Radio Operator started blinker class.

July 4

Weather bad, S.S.W. blow with wind about 40 miles per hour. Watch reported phone out of order. Tuned in on 4495 and 4220 kc while phone was being repaired. General Quarters at 1130, time 30 seconds.

July 5

Blinker practice with Navy ashore. 1014 life boat drill.

July 6

1100 rush call from operations to go to Nikolski. Soldier with acute appendicitis. Under way 1102. Arrived there at 2345 after going through heavy fog with an added heavy sea and wind. (Note: A complete report covering all missions will be submitted to this headquarters immediately after mission accomplished). Include names, serial numbers and organization of rescued personnel.

* *

July 31

All guns cleaned and checked. Half of crew on hike in afternoon.

REPORT OF AVAILABILITY

July 1st to July 31st - - - - - - - - -	31 days
Total days unavailable - - - - - - - -	1 day
Total days available - - - - - - - - - -	30 days

BREAKDOWN OF UNAVAILABILITY

Date	Reason
July 3rd	On beach straightening port screw damaged by submerged log.

10TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO #000, U. S. Army

MONTHLY ENGINE ROOM REPORT OF P-000

1 July 1944 to 31 July 1944

July 1
Checked and adjusted valves on all main engines. Cleaned oil filter.

July 2
Adjusted clutch, main engines and checked timing chains.

July 3 to July 9
Routine

July 10
Repaired fuel pump - removed head and scraped carbon on Port generator - valves OK - Two cylinders pumping oil.

July 11 to July 14
Routine

July 15
Contact brush on starboard distributor, port engine burned off, made another for replacement. Greased and checked distributors all main engines.

July 16 to July 20
Routine

July 21
Exhaust manifold port side port engine cracked in water jacket. Removed it and took it to Base Ordnance welding shop for brazing. Lack of facilities makes it difficult, will take approximately three days to repair, then not sure of results.

July 22 to July 31
Routine

RECAPITULATION

Engine	Hours this month	Total Hours
Port Engine	40	310
Starboard Engine	40	310
Center Engine	10	400
Port Generator	320	980
Starboard Generator	300	760
Kohler Generator	100	100

Fuel	Consumption this month	Total Consumption to date
Gasoline	2000	20000
Diesel	100	600
Lub. Oil	40	600

10TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO #000, U. S. Army

TRAINING PROGRAM

Ships Complement

*Master - - - - - - - - - - - - - - - -MOJG Owen M. Pratt * * *
*Executive Officer - - - - - - - - - - - -MOJG Leon A. Thomas M E C
*Chief Engineer - - - - - - - - - - - - - -MOJG Carl F. Brookey
Mate - - - - - - - - - - - - - - - - - -Sgt Steve P. Bobich
First Engineer - - - - - - - - - - - - - -Sgt James P. Dunne
Second Engineer - - - - - - - - - - - - - -Cpl Claire E. Wright
Boatswain - - - - - - - - - - - - - - - -Sgt Charles E. Hanson
Boatswain's Mate - - - - - - - - - - - - -Cpl Miles A. Kaho
Quartermaster - - - - - - - - - - - - - - Cpl Hester H. Smithback
Medical Technician - - - - - - - - - - - -Pvt George L. Denu (on furlough since 7-12-44)
Radio Operator - - - - - - - - - - - - - -Tec 4 Erling W. Nicholson
Assistant Radio Operator - - - - - - - - -Tec 5 Robert L. McFaddin
First Cook - - - - - - - - - - - - - - - -Tec 4 Robert R. Oakes (In hosp since 6-20-44)
Second Cook - - - - - - - - - - - - - - - Tec 5 Arthur A. Alvarez (Transferred to F-300 7-22-44)
Seaman - - - - - - - - - - - - - - - - - -Pvt. Raymond Keating (reported 7-21-44)

Training Accomplished

First Aid - - - - - - - - - - - - -10 Hours
Team Rescue - - - - - - - - - - - -10 Hours
Navigation - - - - - - - - - - - - - 8 Hours
Blinker - - - - - - - - - - - - - -16 Hours
Engineering - - - - - - - - - - - -12 Hours

Drills

	Time
General Quarters - - - - - - 4	____
Gunnery - - - - - - - - - - -5	____
Fire - - - - - - - - - - - - 4	____
Abandon Ship - - - - - - - - 4	____
Rescue - - - - - - - - - - - 1	____

[redacted]

Sq. Rescue Boats 10 AF
July - 44.

HISTORY

OF THE

10TH AAF EMERGENCY RESCUE BOAT SQUADRON

(FORMERLY 924TH QM CO BOAT (AVN))

EIMENDORF FIELD, ALASKA

1 JULY 1944 TO 31 JULY 1944

[redacted]

DECLASSIFIED
DOD. DIR 5200.9

[redacted]

MICROFILMED

SECRET

HISTORY

OF THE

10TH AAF EMERGENCY RESCUE BOAT SQUADRON

ELMENDORF FIELD, ALASKA

1 July 1944 to 31 July 1944

Prepared for the CO by:

Wilson G. Crompton

WILSON G. CROMPTON
First Sergeant
Historian

Approved by:

for G. R. DONLEY
Major AC
Commanding

Classification Changed To
RESTRICTED
By Authority of CG, AAC
Date: 5 Feb 46

A. C. Clark

A.C. CLARK, Lt Col, USAF
Director of Intelligence, AAC

TABLE OF CONTENTS

SECTION		PAGE
I.	Personnel	2
II.	Equipment and Supply.	4
III.	Missions and Accomplishments.	5
IV.	List of Documents	7

SECTION I

Personnel

The 924th QM Co Boat (Avn) was redesignated and reorganized as the 10th AAF Emergency Rescue Boat Squadron 17 July 1944 with an authorized strength of fifty Officers, thirty-six Warrant Officers, and two hundred thirty-three enlisted men.[1] One Administrative Section, twelve Type I Sections, four Type II Sections, four Type IV Sections, and five Type V Sections were authorized.

At the present time there are ten Type I Sections, ten Type II Sections, five Type III Sections, one Type IV Sections, and eleven Type V Sections assigned to this organization.

Although the present authorized strength provides ample personnel to crew the boats now on hand, the receipt of additional assigned boats will demand an increase in personnel.

WOJG Wilbur D. Tatman, T Sgt Hubert W. Ballard, T Sgt Joseph P. Kerwin, T Sgt James W. Van Skike, Jr Chief Engineers and Cpl Joseph Rowan, assistant Engineer on 104 foot boats returned to the continental United States on reassignment. S Sgt James R. Sparks and S Sgt David N. Coe, Chief Radio Operators on 104 foot rescue boats also returned to the Continental United States on reassignment.

T Sgt Leo J. Rockwell, T Sgt J. L. Wilson and S Sgt Harry Reiter received 15 day furloughs to be spent in continental United States. Sgt James G. Bowman was granted a 15 day emergency furlough to visit his home. Pfc Peter Esquiro was granted a 15 day furlough and F Sgt Wilson G. Crompton

(1) 1 GO#62, Field HQ, 11th AF, APO 980, c/o PM Seattle, Wn, 17 July 1944.

0960

and Sgt Edward E. Bach were granted 7 day furloughs to be spent in Alaska.

FLT Harold A. Hunter was promoted to the grade of Captain 1 July 1944.[1]

Cpl Jack R. Snider succumbed 15 July 1944 from injuries received in a motorcycle accident.

Major Gordon R. Donley departed for Seattle, Washington, 26 July 1944 on detached service. His mission in the states is to expedite the exchange of old boats for new boats and to coordinate supply procedure.

(2) 1 SO #156, HQ Als Dept, APO 942, c/o PM Seattle, Wn, 1 July 1944.

0961

SECTION II

Equipment and Supply

The exchange of 42 foot boats for 63 foot boats has been officially approved. The 42 foot boats P-30, P-31, J-679, J-680 and J-681 have been relieved from duty and listed for shipment to the States and exchanged for 63 foot boats.

Request to exchange the 104 foot boats for new 104 foot boats has been approved. The first of the boats to be exchanged, the P-215 and P-220, departed Kodiak, Alaska 14 July 1944 enroute to Seattle, Washington.

The new 104 foot boats to be received are powered with twin 1350 HP Packard motors. As the 85 foot boats assigned to their organization are also powered with this motor, it is believed that the supply problem will not be as great as experienced in the past.

Three of seven 36 foot boats assigned to the organization over a year ago have finally been shipped. Two of these boats, the J-969 and J-971, have been received at Adak, Alaska, and are now being used as tenders for the larger boats. The J-972 when received at Attu, Alaska, was slightly damaged but has been repaired and put to use as a tender.

0962

SECTION III

Missions and Accomplishments

During the month of July the boats were called upon eighteen times to perform missions. Of these, four resulted in successful missions[1]; the remainder of the calls was either to stand by for incoming planes, search for downed aircraft or search for missing personnel.

One letter of commendation was received for services rendered to the Coast Artillery at Kodiak, Alaska[2].

The present station assignment of the boats are as follows. (See next page).

(3 to 6) 1 Rescue Mission

(7) 2 Letter of Commendation

BOAT NO.	SIZE	DESCRIPTION	LOCATION	STATUS
J-126	22'	Speed Boat	Naknek	Duty
J-127	22'	Speed Boat	Bethel	Enroute to Anchorage
J-180	22'	Speed Boat	Anchorage	Duty
J-181	22'	Speed Boat	Fairbanks	Duty
J-669	36'	Landing Craft	Adak	Duty
J-671	36'	Landing Craft	Adak	Duty
J-672	36'	Landing Craft	Attu	Duty
J-228	39'	Inshore Rescue Boat	Kodiak	Undergoing repair at Kodiak
P-510	85'	Offshore Rescue Boat	Seattle	Enroute
P-511	85'	Offshore Rescue Boat	Seattle	Enroute
P-512	85'	Offshore Rescue Boat	Seattle	Enroute
P-518	85'	Offshore Rescue Boat	Seattle	Enroute
P-519	85'	Offshore Rescue Boat	Seattle	Enroute
P-114	104'	Offshore Rescue Boat	Adak	Duty
P-115	104'	Offshore Rescue Boat	Cordova	Duty
P-141	104'	Offshore Rescue Boat	Umnak	Duty
P-142	104'	Offshore Rescue Boat	Amchitka	Duty
P-143	104'	Offshore Rescue Boat	Amchitka	Duty
P-144	104'	Offshore Rescue Boat	Atka	Duty
P-145	104'	Offshore Rescue Boat	Attu	Duty
P-146	104'	Offshore Rescue Boat	Anchorage	Duty
P-214	104'	Offshore Rescue Boat	Attu	Duty
P-215	104'	Offshore Rescue Boat	Seattle	Enroute
P-216	104'	Offshore Rescue Boat	Adak	Duty
P-217	104'	Offshore Rescue Boat	Anchorage	Duty
P-219	104'	Offshore Rescue Boat	Cold Bay	Duty
P-220	104'	Offshore Rescue Boat	Seattle	Enroute
HA-2	150'	Aircraft Retriever	Adak	Enroute

SECTION IV

List of Documents

1. GO #62, Field Hq, Eleventh Air Force, APO 980, c/o Postmaster, Seattle, Washington, 17 July 1944.

2. SO #156, Hq, Als Dept, APO 942, c/o Postmaster, Seattle, Washington, 1 July 1944.

3. Rescue Report of P-219, Cold Bay, Alaska, 8 July 1944.

4. Rescue Mission, P-114, Adak, Alaska, 12 July 1944.

5. Mission to Little Kiska Island, P-143, Kiska, Alaska, 23 July 1944.

6. Mission from Kiska to Amchitka, P-143, Amchitka, Alaska, 25 July 1944.

7. Rescue Mission of P-215, Kodiak, Alaska, 25 May 1944.

SECRET

FIELD HEADQUARTERS ELEVENTH AIR FORCE
APO #980, c/o Postmaster
Seattle, Washington

17 July 1944

GENERAL ORDERS)
:
NO..........62)

EXTRACT

I--REDESIGNATION AND REORGANIZATION OF THE 924TH QUARTERMASTER COMPANY, BOAT (AVIATION)--1. The 924th Quartermaster Company, Boat (Aviation) is redesignated as the 10th AAF Emergency Rescue Boat Squadron and is reorganized effective this date in accordance with T/O and E 1-989 dated 18 December 1943, with sections as indicated, resulting in a total authorized strength of fifty (50) officers, thirty-six (36) warrant officers, and two hundred thirty-three (233) enlisted men as indicated below:

		OFF	WO	EM
1	Administration Section (1Maj in lieu of 1 Capt authorized)	2	0	2
12	Type I Sections #(Footnote a authorized)	36	24	144
4	Type II Sections #(Footnote a authorized)	12	8	52
4	Type IV Sections (Footnote c authorized)	0	4	20
5	Type V Sections	0	0	15
	Total authorized strength	50	36	233

- 1 Navigation Officer authorized in Footnote a will be a 2d Lt.

2. Personnel and equipment will be obtained as far as practicable from sources available to the Commanding General, XI Air Force Service Command, with requisitions for shortages submitted in the usual manner.

3. Provisions of AR 345-900, 22 May 1942, as amended and AR 345-400, 7 May 1943 will be complied with where applicable in furnishing rosters and morning reports to the 99th Machine Records Unit, Fort Richardson, Alaska.

4. Appropriate allotments published in Section II, Circular No. 245, WD, 16 June 1944, will be obligated to the extent necessary.

5. Authority: 1st Ind fr Als Dept to CG, Eleventh AF, file 322 dated 12 July 44 to Ltr TAG, 3 July 1944, file AG 322(19 June 44)OB-I-AFRPG-M, subject: Redesignation and Reorganization of the 924th Quartermaster Company, Boat (Avn).

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

(1)

SECRET

0066

By command of Major General JOHNSON:

ISAIAH DAVIES
Brigadier General, General Staff Corps
Chief of Staff

OFFICIAL:

JAMES R. THORN
Lieutenant Coloenl, Adjutant General's Department

A TRUE EXTRACT:

Francis P. Eustace

FRANCIS P. EUSTACE
1st Lieutenant, AC
Actg Adjutant

0067

~~SECRET~~

RESTRICTED

SPECIAL ORDERS)
NUMBER 156)

HEADQUARTERS ALASKAN DEPARTMENT
APO 942, c/o PM, Seattle, Wash., 1 July 1944

EXTRACT

x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x

13. Announcement is made of the temporary promotion in the AUS of the following named officers to grades indicated, with rank from 1 July 1944, under the provisions of Section 127a NDA, as amended:

From First Lieutenant to Captain

HAROLD A HUNTER 0297974, AC

Auth: Par 6 b, Ltr, WD, file AG 323.361(23 Oct 43) OB-S-E-M, Subj: "Letter of Instructions to the Commanding General, Alaskan Department", dated 27 October 1943.

X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X

By command of Lieutenant General EMMONS:

ROBERT M. BATHURST
Brigadier General, General Staff Corps
Chief of Staff

OFFICIAL:

s/ E. C. Gault
E. C. GAULT
Colonel, A.G.D. /s/ R.L.R.
Adjutant Gneral

A TRUE EXTRACT COPY

MELVIN A. HOWE
Captain, AC

(2)

~~SECRET~~

SECRET

924TH QM CO BOAT (AVN)
APO 944
UNITED STATES ARMY

8 July 1944

SUBJECT: Rescue Report of P-219.

TO : Commanding Officer, 924th QM Co Boat (Avn), APO 942, United States Army. (Thru: Commanding Officer, Air Base, APO 944, United States Army).

1. An Enlisted Man of the Army Transport Service at King Cove was reported seriously ill and suffering from abdominal pains.

2. A Medical Officer and his assistant boarded this vessel at 2255 to proceed to the aid of the sick soldier at King Cove.

3. Departed Base Dock 2258. Foggy weather; visibility three quarters of a mile. Arrived King Cove Dock 0025. The patient was able to walk and arrived aboard at 0237. Departed King Cove 0240. Sent a message for an ambulance to be at the dock upon our arrival. Arrived Base Dock 0416.

/s/ Charles F. McCallum
/t/ Charles F. McCallum
T/Sgt 19045502
Master P-219.

A TRUE COPY:

Francis P. Eustace
FRANCIS P. EUSTACE
1st Lieutenant, AC

(3)

SECRET

SECRET

924th QM Co., Boat (Avn)
APO 980, U. S. Army

12 July 1944

SUBJECT: Rescue Mission.

TO : COMMANDING OFFICER, 924th QM Co., Boat (Avn),
APO 942, U. S. Army.

1. During the morning of 12 July 1944, Base Operations instructed this vessel to proceed to Cape Yakak to pick up an appendicitis patient. Away dock #7, 0940; standing by at Yakak, 1245. Litter patient aboard and away Yakak 1255; moored to dock #7, 1610. Patient ashore and in ambulance bound for hospital.

2. Traveling conditions: Visibility poor...overcast at 100 to 1000 feet. Sea light with three foot southeasterly waves. Winds light southerly.

3. Mission successfully completed.

/s/ Arthur W. Tessmer
/t/ ARTHUR W. TESSMER
CWO, USA,
Master, P-114

A TRUE COPY:

Francis P. Eustace
FRANCIS P. EUSTACE
1st Lieutenant, AC

0870

SECRET

ARMY RESCUE BOAT P-143.
924TH QM CO BOAT (AVN).
APO 730, U.S. ARMY.

23 JULY 1944.

SUBJECT: MISSION TO LITTLE KISKA ISLAND.

TO : COMMANDING OFFICER, 924TH QM CO BOAT (AVN), APO 942, U. S. ARMY.

1. At 1555 this date, a request was submitted through the Commanding Officer, Air Base, this station, to the Master of this Vessel to proceed to the vicinity of North East Little Kiska Island, for the purpose of picking up two seriously injured men in urgent need of hospitalization.

2. After a ten minute delay, awaiting the arrival aboard of the surgeon, Captain Mastroanni and his assistant Lt Subber, the P-143 proceeded upon this destination with full complement.

3. A heavy sea was encountered enroute as a result of a forty mile per hour gale, and swells ranged from eight to twelve feet in height. Visibility was poor due to rain and fog.

4. Upon arrival at our destination (time 1630), the dory was immediately launched and the surgeon, Capt Mastroanni, in company with our Chief Radio Operator, Cpl Raney were taken ashore by Sgts Bayou and Wakefield.

5. Contact was established from shore to ship by SCR-536 (Portable Talkie). Pursuant to advice from shore, all necessary arrangements were made by our Medical Technician, Sgt Loewy for giving proper attention to the injured upon their arrival aboard.

6. Sgts Bayou and Wakefield exhibited excellent seamanship in returning the surgeon and Cpl Raney with both injured men to the ship under most difficult sea conditions.

7. Anticipating every detail to be met with, the deck crew had all gear in readiness for receiving their cargo and through perfect cooperation no time was lost in bringing the injured aboard.

8. At 1710 the P-143 was proceeding at full speed to this base.

9. Upon arrival at the dock, (time 1727), the injured were immediately taken by ambulance to the Station Hospital for treatment.

A TRUE COPY:

Melvin A. Howe

MELVIN A. HOWE
Captain, AC

/s/ Milton W. Cronk
/t/ MILTON W. CRONK, W O USA
MASTER RESCUE BOAT P-143.

(5)

SECRET

SECRET

ARMY RESCUE BOAT P-143.
924TH QM CO BOAT (AVN).
APO 986, U.S. ARMY.

25 July 1944.

SUBJECT: Mission from APO 730 to APO 986.

TO : COMMANDING OFFICER, 924TH QM CO BOAT (AVN), APO 942, U.S. ARMY.

1. In compliance with request from COAB, APO 730, the Army Rescue Boat P-143 departed from APO 730, at 0900 this date, enroute to APO 986.

2. The main purpose of this mission was to transport excess gear and heavy equipment of a B-24 which had made a forced landing on the fighter strip at APO 730. By relieving the plane of all possible excess weight, the CO believed the hazard of takeoff would be greatly decreased.

3. In addition to the above cargo, Army and Navy mail and Military personnel were also transported from APO 730 to APO 986. Passengers included the following: FLT Erickson, SLT Bertoia, SSgt Housewright, TSgt Lee, SSgt Christianson, SSgt Trianan, SSgt Getgood and Sgt Ociz all being members of the crew of the encumbered B-24.

4. A moderate sea was encountered. Due to heavy overcast visibility was approximately 100 yards.

5. The P-143 arrived at this destination at 1430, completing delivery of cargo to this station.

/s/ Milton W. Cronk
/t/ MILTON W. CRONK, WO USA
MASTER RESCUE BOAT P-143.

A TRUE COPY:

Francis P Eustace

FRANCIS P. EUSTACE
1st Lieutenant, AC

0972

SECRET

HEADQUARTERS, BATTERY "G", 265TH COAST ARTILLERY (HD)
APO 937, c/o Postmaster
Seattle, Washington

26 May 1944

SUBJECT: Rescue Mission of Air Corps Reserve Vessel P-215

TO : Commanding Officer, 924th Boat Co (Avn),
APO 942, U. S. Army.

1. I wish to express my appreciation for the outstanding manner in which the commanding officer and crew of the Air Corps Reserve Vessel P-215 responded to a request to take medical aid to an enlisted man of this organization who had been severely injured on an island outpost in this vicinity.

2. Report of the injury was received at about 1800 on the night of 28 April 1944. It was raining, visibility was limited and the sea rough. The island on which the injured man was located had no dock or other facilities for landing and the beach was very rocky. The crew of the P-215 took a medical officer and the First Sergeant of this organization as near shore as possible and then took them ashore by skiff through very rough sea and evacuated the injured man to the station hospital, this station.

3. The Commanding Officer and crew of the P-215 deserve high commendation for the excellent performance of a difficult mission.

/s/ Frank L. Matson
/t/ FRANK L. MATSON,
Captain, 265th CA (HD),
Commanding.

CERTIFIED TRUE COPY:

MELVIN A. HOWE
Captain, AC

(7)

SECRET

SECRET

1st Ind PLW/etn

HEADQUARTERS, APO 937, U. S. Army, 14 June 1944.

TO: Commanding Officer, 924th Boat Co (Avn), APO 942, U. S. Army; thru channels.

1. As the patient's Regimental and Post Commander, I wish to add my commendation and appreciation to that of Captain Matson for the excellent service rendered by the Commanding Officer and crew of the P-215, in the face of hazardous conditions.

2. The entire eipisode is more than a demonstration of good seamanship, or a test of proficiency in discharging an assigned task. It is an example of courage and cooperation, of a zeal to do more than asked to sublimate thoughts of personal safety and think only of the common cause.

3. It is heartening to observe that this bold, selfless spirit is evinced not only in the face of the enemy, but wherever Americans are stationed, and that a high state of training to do the job quickly and well is maintained even in the quiet sectors, to be drawn upon instantly when needed.

/s/ P. L. Wall
/t/ P. L. WALL
Colonel, 265th CA (HD)
Commanding

CERTIFIED TRUE COPY:

MELVIN A. HOWE
Captain, AC

SECRET

0074

SECRET

BASIC: Ltr fr H[illegible]try "G", 265th CA (HD), APO 937, [illegible]td 25 May 44, subj: "Rescue M[illegible]ssions of Air Corps Reserve Vessel P-215. To: CO, 924th Boat Co (Avn).

201.2 2nd Ind.
HEADQUARTERS ALASKAN DEPARTMENT, APO 942, c/o PM, Seattle, Wn, 23 June 1944.

TO: Commanding General, Eleventh Air Force, APO 980, U. S. Army.

1. It is with great pleasure that I read of another successful mission performed by the officers and men of the 924th QM Co, Boat, (Avn), and wish to add my commendation.

2. A copy of this communication will be filed in the historical records of this unit.

/s/ Delos C. Emmons
/t/ DELOS C. EMMONS
Lieutenant General, U. S. Army
Commanding

201.2 3rd Ind. A-1
FIELD HEADQUARTERS ELEVENTH AIR FORCE, APO #980, U. S. Army, 16 July 1944.

TO: Commanding Officer, 924th QM Boat Company, APO 942, U. S. Army. Thru: Commanding General, XI Air Force Service Command, APO #942, U. S. Army.

1. Successful performance of duty under dangerous circumstances reflect the high standards set by the Army Air Forces.

2. This action by members of the 924 QM Boat Company (Avn) has contributed much to the morale and welfare of military personnel, particularly those at lonely outposts, and I commend the crew which performed this mission.

/s/ Davenport Johnson
/t/ DAVENPORT JOHNSON
Major General, U. S. Army
Commanding

CERTIFIED TRUE COPY:

Melvin A. Howe

MELVIN A. HOWE
Captain, AC

SECRET

SECRET

BASIC: Ltr, Hq Btry "G", 265th CA (HD), APO 937, 25 May 1944, subj: Rescue Mission of AC Reserve Vessel P-215, to CO, 924th Boat Co (Avn).

201.22 4th Ind. /jrw
HQ XI AIR FORCE SERVICE COMMAND, APO 942, U. S. Army, 24 July 1944.

TO: Commanding Officer, 10th AAF Emergency Rescue Boat Squadron, APO 942, U. S. Army.

1. It is with much pleasure that I note this outstanding performance of duty by members of your organization.

2. I wish to add my personal commendation to the officer and crew of the P-215 for the skill and courage exhibited by them in the accomplishment of this mission.

/s/ R. V. Ignico
/t/ R. V. IGNICO
Brigadier General, U S Army
Commanding

CERTIFIED TRUE COPY:
MELVIN A. HOWE
Captain, AC

SECRET

SECRET



HISTORY

OF THE

10TH AAF EMERGENCY RESCUE BOAT SQUADRON

ELMENDORF FIELD, ALASKA

—

1 August 1944 to 31 August 1944

DECLASSIFIED
DOD DIR 5200.9

SECRET



MICROFILMED

Sq-Resc-B-10-HI
Hug-44

5617-15

SECRET

SECRET

Classification Changed To:
RESTRICTED
By Authority of CG, AAC
DATE: 5 Feb 46
/s/ A. R. Clark
A.R. CLARK, Lt Col, USAF
Director of Intelligence, AAC

SECRET

HISTORY

OF THE

10TH AAF EMERGENCY RESCUE BOAT SQUADRON

ELMENDORF FIELD, ALASKA

1 August 1944 to 31 August 1944

Prepared for the CO by:

W. G. CROMPTON
WOJG, U. S. A.
Historian

Approved by:

for. G. R. DONLEY
Major, AC
Commanding

SECRET

TABLE OF CONTENTS

SECTION		PAGE
I.	Personnel	2
II.	Equipment and Supply	3
III.	Missions and Accomplishments	4
IV.	List of Documents	6

SECTION I

Personnel

Promotions for enlisted men are temporarily held up until Warrant Officer applications can be processed and enlisted grades vacated. Although this does not impair the operating efficiency of the boats, it is impolitic discrimination placing men with low ratings in responsible positions.

The morale of the crews on the boats stationed at isolated posts has greatly increased as a result of the old boats being exchanged for new vessels. Not only will the crews of the boats be given a trip to the States, but will also feel more secure on the new boats because of the weakening hull conditions and mechanical failures on the old boats.

WOJG Lowell J. Thorsness was granted a 15 day leave to be spent in the continental United States. S Sgt Andrew J. Smith, Cpl Burl D. Kirk, and Pfc Matthew W. Dickey, Jr., were granted 15 day furloughs, and Cpl Nedd F. Kidder was granted a 30 day furlough to be spent in the States.

1st Sgt Wilson G. Crompton and T Sgt Walter E. Hameister were appointed Warrant Officers, Junior Grade, 16 August 1944.[1]

(1) 1 SO #187, Hq, Als Dept, APO 942, Seattle, Wn, 7 August 1944.

SECTION II

Equipment and Supplies

The exchange of the old 104 foot rescue boats for new vessels was started none too soon. The operating efficiency of the old boats is depreciating daily due to increased mechanical failure and inability to secure supplies. The P-215, P-220, P-114 and P-115 have arrived in Seattle to be exchanged for new vessels. The P-146 is also enroute to Seattle for exchange.

The five new 85 foot patrol rescue boats departed Seattle 17 August 1944 enroute to Amchitka and Attu. Although these boats were due to arrive at their duty stations some weeks ago, mechanical faults, poor craftsmanship in their construction, and securing of repair parts have impeded the progress of these boats.

A 36 foot boat, the J-968, has arrived at Amchitka and is on duty at that station as a tender for the larger boats.

The P-217 was relieved from duty at Anchorage and assigned to Adak for duty, arriving there 26 August 1944.

SECTION III

Missions and Accomplishments

The boats were called upon twelve times to perform rescue missions during the month of August. Only one of these missions resulted in an actual rescue[1]. The other missions were to deliver supplies to outposts[2], stand by for incoming planes and search for downed aircraft.

The present station assignment of the boats are as follows. (See next page).

(2) 1 Rescue Mission Report, P-219, Cold Bay, Alaska, 14 August 1944.

(3) 2 Report of Mission to Semisopochnoi Island, P-143, Amchitka, Alaska, 26 August 1944.

BOAT NO.	SIZE	DESCRIPTION	LOCATION	STATUS
J-126	22'	Speed Boat	Nalmek	Duty
J-127	22'	Speed Boat	Bethel	Enroute to Anchorage
J-180	22'	Speed Boat	Anchorage	Duty
J-181	22'	Speed Boat	Fairbanks	Duty
J-968	36'	Landing Craft	Amchitka	Duty
J-969	36'	Landing Craft	Adak	Duty
J-971	36'	Landing Craft	Adak	Duty
J-972	36'	Landing Craft	Attu	Duty
J-228	39'	Inshore Rescue Boat	Anchorage	Duty
P-510	85'	Offshore Rescue Boat	Seattle	Enroute
P-511	85'	Offshore Rescue Boat	Seattle	Enroute
P-512	85'	Offshore Rescue Boat	Seattle	Enroute
P-518	85'	Offshore Rescue Boat	Seattle	Enroute
P-519	85'	Offshore Rescue Boat	Seattle	Enroute
P-114	104'	Offshore Rescue Boat	Seattle	For Exchange
P-115	104'	Offshore Rescue Boat	Seattle	For Exchange
P-141	104'	Offshore Rescue Boat	Umnak	Duty
P-142	104'	Offshore Rescue Boat	Amchitka	Duty
P-143	104'	Offshore Rescue Boat	Amchitka	Duty
P-144	104'	Offshore Rescue Boat	Atka	Duty
P-145	104'	Offshore Rescue Boat	Attu	Duty
P-146	104'	Offshore Rescue Boat	Seattle	Enroute
P-214	104'	Offshore Rescue Boat	Attu	Duty
P-215	104'	Offshore Rescue Boat	Seattle	Enroute
P-216	104'	Offshore Rescue Boat	Adak	Duty
P-217	104'	Offshore Rescue Boat	Adak	Duty

BOAT NO.	SIZE	DESCRIPTION	LOCATION	STATUS
P-219	104'	Offshore Rescue Boat	Cold Bay	Duty
P-220	104'	Offshore Rescue Boat	Seattle	Enroute
HA-2	150'	Aircraft Retriever	Adak	Enroute

SECTION IV

List of Documents

1. SO #187, Hq, Als Dept, APO 942, Seattle, Washington, 7 August 1944.
2. Rescue Mission Report, P-219, Cold Bay, Alaska, 14 August 1944.
3. Report of Mission to Semisopochnoi Island, P-143, Amchitka, Alaska, 26 August 1944.

~~SECRET~~

CONFIDENTIAL

SPECIAL ORDERS)
NUMBER 187) E-X-T-R-A-C-T

HEADQUARTERS ALASKAN DEPARTMENT
APO 942, c/o PM, Seattle, Wash, 7 August 1944

14. The following named EM are aptd Warrant Officers Junior Grade (Temporary) AUS, effective 16 August 1944 and are asgd to orgn and sta as indicated. Effective date of discharge as EM is 15 August 1944.

Name, ASN & Assignment	Classification AR 610-15	Warrant Officer Serial Number	Assigned To
1st Sgt Wilson G Crompton 6566153, 10th AAF Emergency Rescue Boat Sq Ft Richardson Als	35	W2135461	10th AAF Emergency Rescue Boat Sq, Ft Richardson Als
T/Sgt Walter E. Hameister 39825624, 10th AAF Emergency Rescue Boat Sq Ft Richardson Als	35	W2135462	10th AAF Emergency Rescue Boat Sq, Ft Richardson Als

By command of Lieutenant General EMMONS:

ROBERT M. BATHURST
Brigadier General, General Staff Corps
Chief of Staff

OFFICIAL:

/s/ E. C. Gault
/t/ E. C. GAULT
Colonel, A.G.D.
Adjutant General

/aw

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T S--2
"AAA"

A TRUE COPY:

(1) W. G. Crompton
W. G. CROMPTON
WOJG, U. S. A.

~~SECRET~~
C-O-N-F-I-D-E-N-T-I-A-L

0 0 8 9

SECRET

RESCUE VESSEL P-219
10TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO #944, U. S. Army

14 August 1944

SUBJECT: Rescue Mission Report.

TO : Commanding Officer, 10th AAF Emergency Rescue Boat Squadron, APO 942, United States Army. (Thru: Commanding Officer, Air Base, APO 944, United States Army).

1. Received a Message from Naval Auxiliary Air Facility as follows: A.T.S. Vessel, "S.T. 413", is on the rocks on Inner Iliasik Island by Belkofsky. On the narrow neck of land on the East side of Inner Iliasik Island. An ill woman is aboard.

2. Departed Base Dock 0152 Aug. 13, immediately after receiving message. This Vessel will rescue personnel, where necessary. Received instructions to notify Captain Neilson on tugboat, "T.P. 98", and direct same to standby the grounded vessel. Arrived King Cove 0340; notified Captain Neilson on T.P. 98. Departed 0348; arrived position of grounded vessel (S.T. 413) at 0504. The ill woman and her husband were taken aboard, from a lifeboat. Departed 0524; arrived Base Dock at 0800.

3. Upon arrival at her position, the S.T. 413 was high on a reef and listed over on about a 45 degree angle. The crew was prepared with the lifeboat ready should the vessel lean further over. The vessel and crew were in no other immediate danger as the wind was only about 10 to 15 miles per hour from a Southerly direction, the sea calm. The T.P. 98 was standing by at 0545, to pull the vessel off at high tide. The S.T. 413 apparently grounded in the early hours of Aug. 13th, while in the dense fog, enroute Cold Bay. During the rescue mission the wind varied from 5 to 15 mph from the South and darkness with a dense fog often closed the visibility to zero. For the radio contacts 2670 m/d 4495 kc were used.

4. The personnel rescued were: Robert Garlow and Catherine Garlow (U.S. Commissioner and wife) from Unga, Unga Island and were enroute this station for medical attention.

5. This Rescue Mission Report is submitted in accordance with instructions from Headquarters, 10th AAF Emergency Rescue Boat Squadron, APO 942, U. S. Army. Enlarged photographs will be forwarded when completed.

/s/ Charles F. McCallum
/t/ CHARLES F. McCALLUM
T/Sgt 19045502
Master P--219.

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.
(2)

SECRET

0980

SECRET

10TH AAF BOAT SQUADRON
ARMY RESCUE BOAT P-143
APO 986, U.S. ARMY.

26 August 1944.

SUBJECT: Report of Mission to Semisopochnoi Island.

TO : COMMANDING OFFICER, 10TH AAF BOAT SQUADRON, APO 942, U. S. Army.

1. As requested by Commanding Officer, Air Base, this station, the Army Rescue Vessel P-143, departed at 1300 this date for the 310th Fighter Outpost on Semisopochnoi Island.

2. The purpose of this mission was to deliver emergency rations and transport troops back to this base from the outpost.

3. Sgts Mulhern and Bunch accompanied the cargo which included about seven hundred pounds of food supplies, to its destination.

4. The condition of the sea was high and visibility was intermittently good and poor due to rain and fog and wind.

5. A one hour delay was encountered enroute to the Island due to the heavy sea which ripped out eight feet of guard rail from the port bow. This condition was temporarily repaired at sea before proceeding further.

6. The P-143 arrived at its destination at 1530, and delivery of supplies to the shore was made by skiff and outboard manned by Mate Bayou and Bos'n Wakefield.

7. Cpl Snavely, Sgt Hoover, and Pvt Hunt were taken aboard for transportation to APO 986.

8. The P-143 departed for its home port at 1600, arriving at the dock at 1810.

/s/ Milton W. Cronk
/t/ MILTON W. CRONK, W O USA
MASTER RESCUE BOAT P-143

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.

(3)

SECRET

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HISTORY

OF THE

10TH AAF EMERGENCY RESCUE BOAT SQUADRON

ELMENDORF FIELD, ALASKA

1 September 1944 to 30 September 1944

DECLASSIFIED
DOD DIR 5200.9





S9-RESC-B-10-HI
Sept-44

MICROFILMED

SSMD-15

0094

SECRET

Classification Changed To
RESTRICTED
By authority of CG, AAC
DATE 5 Feb 48
/s/ A. H. Clark
A.H. CLARK, Lt Col, USAF
Director of Intelligence, AAC

HISTORY

OF THE

10TH AAF EMERGENCY RESCUE BOAT SQUADRON

ELMENDORF FIELD, ALASKA

1 September 1944 to 30 September 1944

Prepared for the CO by:

W. G. CROMPTON
WOJG, USA
Historian

Approved by:

for G. R. DONLEY
Major, AC
Commanding

TABLE OF CONTENTS

SECTION		PAGE
I.	Personnel	2
II.	Equipment and Supply.	3
III.	Missions and Accomplishments.	4
IV.	List of Documents	5

0097

SECTION I

Personnel

The exchange of old rescue vessels for new vessels has given the crews a trip back to the states. This is a great morale booster as some of the vessels have been on duty in the Aleutian area over eighteen months.

S Sgt Adolph F. Preuss, Sgt Benjamin Kerr, and Sgt Antone M. Lechich were granted 15 day furloughs to be spent in the U. S. Pfc George E. Mather was granted a 15 day emergency furlough.

T Sgts Dugan F. Adams, Roy E. Hammond, Carl C. Werner, Elmer V. Nieminen, William K. Leise, Jr and George A. Nicholson were appointed Warrant Officer, Junior Grade, 20 September 1944.[1]

At the present all promotions are frozen both in the enlisted grades and for appointment to Warrant Officer.

(1) 1 SO#220, EC Als Dept, %PM, Seattle, Wn, 14 September 1944.

0098

SECTION II

Equipment and Supplies

Patrol Rescue Boats P-510 and P-512 arrived at Attu, their duty station, on 30 September. P-511 arrived at Amchitka for duty. P-518 is held up at Kodiak with one main engine out of commission. P-519 is undergoing minor repairs at Adak before proceeding to assigned station, Amchitka.

Lack of repair parts is delaying Rescue Vessels that have been relieved from duty for return to the states.

Replacement boats for the old 104 foot boats are being conditioned in Seattle prior to their departure to Alaska. Crew accommodations on the new boats are not adequate for duty in this theatre and have to be improved. It is believed that the new vessels will be a decided improvement over the old boats in hull structure as well as mechanical improvements.

0 0 9 9

SECTION III

Missions and Accomplishments

The approach of the winter season, with its frigid temperatures and violent storms, has brought about an increase in rescue missions. The vessels were called upon 16 times to perform missions and were alerted many more times for possible missions. Three missions were to search for vessels lost or overdue.[2] Victims of airplane crash were transported to station hospital.[2] Salvage crew were transported to scene of P-24 crash and returned to base after completing salvage operation.[3] Most of the missions were to search for downed aircraft, one of which was the initial mission for an 85' boat in the Aleutian Area.[4]

For answering a distress call and standing by for possible disaster of a civilian passenger plane, Rescue Vessel P-146 received a letter of commendation from the Anchorage Airlines.[5]

(2 to 4) 1 Rescue Mission

(5) 2 Mission, P-142, Kiska, Alaska, 13 September 1944

(6) 3 Salvage Mission, P-144, Adak, Alaska, 14 September 1944.

(7) 4 Mission of P-512, Attu, Alaska, 30 September 1944

(8) Letter, Anchorage Airlines, Anchorage, Alaska, 15 August 1944

0190

SECTION IV

List of Documents

1. SO#220, HQ Als. Dept, APO 942, %PM, Seattle, Wn, 14 September 1944.
2. Mission, P-143, Kiska, Alaska, 6 September 1944.
3. Mission, P-143, Kiska, Alaska, 8 September 1944.
4. Mission, P-143, Kiska, Alaska, 16 September 1944.
5. Mission, P-143, Kiska, Alaska, 13 September 1944.
6. Salvage Mission of B-24, P-144, Adak, Alaska, 14 September 1944.
7. Mission of P-812, Attu, Alaska, 30 September 1944.
8. Letter, Alaska Airlines, Anchorage, Alaska, 15 August 1944.

C O N F I D E N T I A L

SPECIAL ORDERS)
NUMBER 220) E-X-T-R-A-C-T

HEADQUARTERS ALASKAN DEPARTMENT
APO 942, c/o PM, Seattle, Wash, 14 September 1944

2. The following named EM are aptd Warrant Officers Junior Grade (Temporary), AUS, effective 20 September 1944, and are asgd to orgn and sta as indicated. Effective date of discharge as EM is 19 September 1944.

Name, ASN & Assignment	Classification AR 610-15	Warrant Officer Serial Number	Assigned to
T/Sgt William K Leise, Jr 39825308, 10th AAF Emerg Rescue Boat Sq (Less Det), Ft Richardson Als	36	W2135446	10th AAF Emerg Rescue Boat Sq (Less Det), Ft Richardson Als
T/Sgt George A Nicholson 19068220, 10th AAF Emerg Rescue Boat Sq (Less Det), Ft Richardson Als	35	W2135447	10th AAF Emerg Rescue Boat Sq (Less Det), Ft Richardson Als
T/Sgt Carl C Werner 19067968, Det 10th AAF Emerg Rescue Boat Sq, U S Trs Amchitka Als	35	W2135448	Det 10th AAF Emerg Rescue Boat Sq, U S Trs Amchitka Als
T/Sgt Elmer V Nieminen 19067970, Det 10th AAF Emerg Rescue Boat Sq, U S Trs Adak Als	35	W2135449	Det 10th AAF Emerg Rescue Boat Sq, U S Trs Adak Als
T/Sgt Dugan F Adams 39846471, Det 10th AAF Emerg Rescue Boat Sq, Camp Earle Als	35	W2135450	Det 10th AAF Emerg Rescue Boat Sq, Camp Earle Als
T/Sgt Roy E Hammond 39846439, Det 10th AAF Emerg Rescue Boat Sq, Camp Earle Als	35	W2135451	Det 10th AAF Emerg Rescue Boat Sq, Camp Earle Als

By command of Lieutenant General EMMONS:

ROBERT M. BATHURST
Brigadier General, General Staff Corps
Chief of Staff

OFFICIAL:
/s/Arthur H. Black
/t/ARTHUR H. BLACK
Lt Colonel, A. G. D.
Asst Adjutant General

/aw

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C O N F I D E N T I A L SO #220

A TRUE COPY:

W. G. CROMPTON
WOJG, USA
(1)

0102

10TH AAF BOAT SQUADRON
ARMY RESCUE BOAT P-143
APO 730, U.S.ARMY

6 September 1944.

SUBJECT: MISSION.

TO : COMMANDING OFFICER, 10TH AAF EMERGENCY RESCUE BOAT SQUADRON, APO 942, U. S. ARMY.

1. At 1325, this date, the Master of this Vessel received a request from the Commanding Officer, ATWD this station, to proceed to sea in search of the BSP 867 which was eight hours overdue at this port.

2. Upon approval of this request by CCAB this station, the P-143 with full complement, immediately proceeded upon this mission.

3. The condition of the sea was high and weather was very bad with zero visibility. A persistent north east wind varied in velocity from thirty to forty five miles per hour.

4. Proceeding at moderate speed and keeping in immediate contact with tower, a thorough search was made in the vicinity of McArthur Reef and Segula Island. After continuing north into the Bering Sea with no results, our course was directed south to Vega Bay and cape St Stephen.

5. At 1740 the BSP reported safely anchored near Pochnoi Point, Semisopochnoi Island.

6. As advised b tower, this vessel immediately departed for Kiska Harbor, arriving in port at 2040.

7. The distance traveled on this mission was approximately one hundred miles. Although the search for the missing vessel was of no direct benefit, much appreciation was expressed by the Captain of the Port for the performance of this mission under most hazardous conditions of weather and sea.

/s/ Milton W. Cronk
MILTON W. CRONK W O USA
MASTER RESCUE BOAT P-143

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.

(2)

0103

SECRET

10TH AAF BOAT SQUADRON
ARMY RESCUE BOAT P-143
APO 730, U.S. ARMY

8 September 1944.

SUBJECT: MISSION.

TO : COMMANDING OFFICER, 10TH AAF EMERGENCY RESCUE BOAT SQUADRON, APO 942, U. S. ARMY.

1. Anticipating another trip to sea in search of missing vessels, the P-143 was standing by, prepared for immediate departure.

2. Bad weather persisted with the wind changing to the south east. Visibility remained zero and swells were running high within the harbor.

3. At 0945 Lt Hiner from ATWD came aboard and reported two more missing vessels, the BSP 790 & BSP 791. Both vessels were many hours overdue at this port.

4. Upon the approval of COAB, this station, the P-143 with full complement, departed upon this mission at 0948.

5. After calculating the approximate location of the BSP 790 from its last given position and the approximate interval and run, the P-143 proceeded to the vicinity of McArthur Reef and Haycock Rocks. At 1030 the BSP 790 was sighted in a position four and one half miles off Haycock Rocks. After giving position and course to the Master of the BSP 790, the P-143 proceeded north into the Bering Sea, in search of the BSP 791. At 1125 the BSP 791 was found two and one half miles north of Sirius Point headed out to sea. After signaling identity, the P-143 offered assistance by convoying the BSP 791 back to Kiska Harbor, arriving in port at 1245.

6. The distance traveled on this mission was approximately fifty miles. Much appreciation was expressed at this Base for the assistance rendered by this Vessel.

/s/ Milton W. Cronk
/t/ MILTON W. CRONK W O USA
MASTER RESCUE BOAT P-143

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.

(3)

SECRET

0104

10TH AAF BOAT SQUADRON
ARMY RESCUE BOAT P-143
APO 730, U.S.ARMY

16 September 1944.

SUBJECT: MISSION.

TO : COMMANDING OFFICER, 10TH AAF EMERGENCY RESCUE BOAT SQUADRON, APO 942, U. S. ARMY.

1. At 1200 this date, the Master of this vessel was informed of the loss of a screw from tow of a tug boat enroute to Kiska Harbor.

2. Upon the approval of COAB, this station, the P-143 with full complement departed from Kiska Harbor in search of this scow. The time of departure was 1205.

3. As requested, the P-143 proceeded on a course south west of Kiska Island, arriving in the vicinity of Bird Cape at 1515, at which time the lost scow was reported found by an ATWD vessel in an entirely different vicinity.

4. As directed by tower, the P-143 immediately proceeded back to port, this station. Upon approaching South Pass, an unidentified vessel was sighted near Gertrude Cove. The same was reported by the Master to the Captain of the Port, this station. The unidentified vessel proved to be the Alencon, which was several days overdue at this port. A ATWD vessel was immediately sent out to convoy the Alencon into the harbor. Much appreciation was expressed on the part this vessel played in reporting the location of the missing ship.

5. The condition of the sea during this entire run was high, with visibility varying from fifty yards to five miles. Weather was disagreeable with intermittent rain and fog. Wind was west southwest and varied in velocity from fifteen to fifty miles per hour.

6. The distance traveled on this run was approximately seventy miles. A moderate speed was maintained due to heavy swells and dangerous tide rips.

7. The time of arrival back in port, this station was 1810.

MILTON W. CROHL W O USA
MASTER RESCUE BOAT P-143

A TRUE COPY:

C. G. CROMPTON
WOJG, U. S. A.

(4)

0105

SECRET

10TH AAF BOAT SQUADRON
ARMY RESCUE BOAT P-143
APO 730, U.S.ARMY

13 September 1944

SUBJECT: MISSION.

TO : COMMANDING OFFICER, 10TH AAF EMERGENCY RESCUE BOAT SQUADRON, APO 942, U. S. ARMY.

1. At 1000 this date, pursuant to request by COAB, the P-143 made a short run outside the harbor to determine conditions of weather and sea.

2. At 1100, the P-143 returned to the dock and submitted the following report: calm sea, visibility fifteen miles, and a moderate westerly wind.

3. Upon receiving this report, the Commanding Officer, Station Hospital requested transportation for two seriously injured men to Amchitka, via the P-143.

** 4. At 1445 the patients, Lt Col Bennett and FLT Owens, were brought aboard this vessel accompanied by two Army Nurses, Lts Nelson and Gilhooley.

5. Army and Navy mail was also brought aboard for transportation to Amchitka.

6. At 1450 the P-143 with full complement and cargo departed Kiska Harbor enroute to Amchitka.

7. Conditions of weather and sea remained favorable, and the trip was made at moderate speed.

8. Upon arrival at the dock, Constantine Harbor, 2025, the patients were immediately received by ambulance and taken to the Station Hospital.

9. After delivery of mail, the COAB Amchitka advised the Master of this vessel to remain overnight at APO 986.

MILTON W. CRANK. W O USA.
MASTER RESCUE BOAT P-143

** FLT Len Owens, Adjutant Air Base APO 986, and Lt Col Bennett were seriously injured in the plane crash at Salmon Lagoon August 29, 1944 when Major Williams was killed.

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.
(5)

SECRET

0106

Detachment 10th AAF Emergency Rescue Boat Sq
APO #980, U S Army

14 September 1944

SUBJECT: Salvage Mission of B-24.

TO : Commanding Officer, 10th AAF Emergency Rescue Boat Squadron, APO #942, U. S. Army.

Sept. 6th. Prepared for trip to Ilak Island. Moved to Dock #6. Took gas, and supplies aboard. If weather is favorable will depart from this station tomorrow morning.

Sept. 7th. At 1200 we decided to depart for mission to Ilak Island. Salvage crew under command of WOJG Flaggerty came aboard, for them we had drawn a ten (10) day supply of emergency rations. This party will stay on the Island until job is completed. After filling our water tanks we departed at 1300. In fair weather we arrived at the east side of Cape Chunu at 2000, where we anchored for the night. Distance run: 85 miles.

Sept. 8th. Raised anchors at 0615, and departed for Ilak Island. Arrived Ilak Island at 0811. We immediately started to put salvage crew, equipment, etc. ashore. Ilak Island is located twenty (20) miles due South of Tanaga Island; it is one (1) mile long, and one half ($\frac{1}{2}$) mile wide, and surrounded by uncharted reefs, and shoals, which makes the approach to this island very dangerous. Our lifeboat made eleven (11) trips through the heavy surf, at 1015 party, and supplies were all ashore. Departed for Lash Bay (Not Charted) located 16 miles NNE of Ilak Island, arrived Lash Bay at 1110. Tanaga Navy Airways is located on this island. A short pier for the purpose of taking supplies, and gas is located in this bay. Took gas from Navy truck. During the afternoon wind increased to 35 MPH, and heavy surf begin to come into the bay which is poorly protected from any kind of bad weather. At 2030 wind increased to 50 MPH, and barometer showing 28.8', and still going down. As no safe anchorage or buoy was present in this bay we were forced to hang on to the dock, which at this time was highly dangerous for the ship to be tied up to. 2300 wind, and surf still increasing, will have to move to other side of dock if ship is to be saved. Guard rail already heavily damaged, 5 3in. lines have so far been broken. 2340 moved to other side of dock, and with our bow facing the dock we tied up with all the ropes, and cable we had on hand.

Sept. 9th. 0030 wind increased to 75MPH turning to SW, our lines are still breaking, and it is necessary to have our engines constantly going slow ahead to illiminate the strain on the lines. Double watch on duty. 0400 wind still the same, but changing to westerly direction. At daybreak we attempted to go out to a buoy for better anchorage, it was necessary for us to attach a wire strap to the buoy before we were able to use it, after one hour of hard, and highly dangerous work strap was finally attached and we were moored to buoy. Almost went on rocks twice trying to handle the boat in the wind, and on our second attempt to get up to buoy the starboard, and center wheel did hit the rocks causing slight damage to both. Kept

0107

engines running in case penant did not hold. At 1800 wind slowly decreasing, swells still heavy. 2200 discontinued engines, and double watch. (It might here be added that it was in this harbor that a new Navy Net Tender was totally wrecked on the rocks 3 months ago).

Sept. 10th. Wind is still strong but decreasing. Master went ashore to arrange for a diver to come over and change wheels. No reply expected for at least twenty four hours. Received call from Ilak Island, expect to depart tomorrow morning if weather permits.

Sept. 11th. Departed for Ilak Island at 0645 in fair weather. Arrived Ilak Island at 0830. Swells were too high on the north side of Island for our boat to reach the shore. Went around the Island to the South side, and there succeeded in getting boat into beach. Six men of the crew was sent ashore to assist in taking parts from the crashed plane down to the beach. Big difficulties was encountered in this work due to the heavy weight of most of the parts taken from the plane. During the entire day 18 trips were made by our two lifeboats. At 1800 the job was completed, and salvage crew came aboard. 1830 departed Ilak Island for Tanaga Island. Arrived Tanaga Island 1940. Master went ashore and delivered back the charts, and code we had borrowed from the Navy there. 1955 departed Lash Bay for Adak. The entire run was made on the center engine alone.

Sept. 12th. At daybreak 0645 we were 4 miles SW of Boot Point, proceeded through Kagalaska Straights arriving Adak 0900.

End of Mission -

Master's Remarks

The success of this last mission, and the fact of the limited damage to this vessel in my opinion can mostly be accounted for by the coolness, skill, and courage shown by my crew, their performance was highly commendable.

Engineering Officer Maj. G. Robinson expressed high satisfaction with the results of the mission, and declared that approximately an amount of airplane parts worth $200,000 was saved.

T/Sgt J. H. Ostendorf
Executive Officer
P-144

Emil Petersen
WOJG USA
Master P-144

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.

(6)

0108

Patrol Rescue Boat P-512
10th Emergency Rescue Boat Squadron
APO #726 U.S.Army

APO #726
Sept. 30, 1944

Subject: Mission of P-512.

To : Commanding Officer, 10th Emergency Rescue Boat Sqdn.
APO #942, U. S. Army.

Commanding Officer, Air Base, APO #936, U. S. Army.

Commanding Officer, Air Base, APO #726, U. S. Army.

At 1840, Sept 27, while laying at the dock at Amchitka, the P-142 received a call on radio to proceed to a certain coded name point and await further orders to proceed from there. At 1843, the commander of the Air Base and another officer arrived at the dock with orders for P-510 and P-512 to proceed 15 miles south of East Cape and carry on a search for two dive bombers lost in that vicinity with one half hours fuel left. The two planes were not in communication with the base, but had been heard communicating between each other and had been picked up by radar and a bearing taken on them.

P-512 was away at 1845. The Skipper shoved the throttles all the way forward until the needles on the manifold pressure gauges jumped to 50 inches. The Chief took one look at the gauges and said, "Oh, my God", and rushed below to keep things humming.

P-510 followed shortly behind us. The P-512 was doing a good forty knots as we rounded East Cape on a following sea and sped to our destination. Most of the crew was placed on vigilant lookout and flares were broken out. We passed P-142 just South of East Cape.

Shortly afterward the Skipper, who was at the wheel, yelled, "There they are boys, dead ahead." Eyes strained to pick up the objects in the water dead ahead while the gang scurried to let down nets and get life lines and rafts ready. We cut speed and approached the objects only to be terribly disappointed by the sight of five whales whose dorsal fins had looked like men floating in the water.

Back on course again and full speed to our destination. A short while later, the faint sight of what looked to be a flare was sighted off to starboard. We headed for it at full speed but nothing was sighted. We had shot several flares but with no reply. While proceeding, two PBY's were sighted, also on the search.

At 2035, when almost to destination, we received a message from the Air Base to proceed 20 miles further South and search that area. Speed was cut to 35 inches manifold pressure, about 24 knots, and we reached our destination at 2120. We searched the area thoroughly for an hour and a half and were then ordered back to base. P-142 came up astern of us and we followed them in to harbor. Arrived back at base at 0350.

0109

Orders were waiting for the three boats to leave at 0600 for 50 degrees 30 min. North Lat. 178 degrees 45 min. West Long. and search this vicinity which is about 90 miles Southeast of East Cape. The two planes were last reported to be in that vicinity.

All boats fueled up and took off at 0700. P-510 and P-512 proceeded at 25 knots for destination. The P-510 stopped abeam of Amitigmak Island and was last seen there. Her transmitter was out and no contact could be made with her. We proceeded to our destination and arrived there at 1200, searched the area back and forth for several miles thoroughly and then returned to the original course to see what had become of P-510. No one had sighted her. Received orders from Air Base to return, so came back via original course to look for P-510. She was not sighted at her last position and none of the searching planes had sighted her. Finally received a message from base that P-510 had been sighted and was returning to base at slow speed.

We arrived back at base at 1635. No word was received of the two missing planes and the indefinite area was searched thoroughly by both boats and planes. Wish to state here that the PBB's stood up very well on this run, especially the P-512 although the conditions were ideal. P-510 broke an oil line while traveling at high speed and froze port motor.

S/Sgt H. F. Turner
Exec. Officer P-512

Approved:

C. M. Hatton WOJG U.S.A.
Master P-512

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.

0 1 1 0

ALASKA AIRLINES

ANCHORAGE, ALASKA

August 15, 1944

Commanding General
Alaskan Department
Fort Richardson, Alaska

Dear Sir:

On May 21, 1944, on a return trip from Kodiak, Alaska, to Anchorage, Alaska, I had a complete motor failure of one outboard motor on my ship. Not being able to feather the propellor, the motor windmilled and, eventually, caused it to commence disintegration and set up vibration of such force that there was good cause to believe the motor would break away from the airplane, which would have caused an immediate crash landing at sea.

Since this was apparent, I radioed the CAA Station at Homer, Alaska, which in turn communicated with the crash boat stationed at Seldovia, gave them my position, and within a matter of approximately fifteen minutes, the crash boat was under way and in view by the time I left the mouth of the Seldovia Harbor.

By that time, the motor had seized, the possibility of its flying off the plane was over, and the ship continued to perform on its two motors. The crash boat then stood by while I gained sufficient altitude to cross Katchamak Bay and land at the Homer field safely.

I wish to express deepest appreciation on behalf of Alaska Airlines, Inc., my co-pilot, passengers, and myself for the splendid cooperation given us at that time by the crew of the patrol boat stationed at Seldovia. The presence of the boat gave us a sense of security, and as a result of their outstanding cooperation, I feel that had it been necessary, from the beginning of the emergency to the time it ceased to exist, our chances of surviving, in the event of a landing at sea, would have been excellent, and that loss of life would have been averted.

Yours very truly,

/s/ L. E. Flahart
/t/ L. E. Flahart
Chief Pilot

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.

0 1 1 1

BASIC: Ltr dtd 15 Aug 44 fr Alaska Airlines to CG Als Dept.

1st Ind.

HEADQUARTERS ALASKAN DEPARTMENT, APO 942, c/o Postmaster, Seattle, Washington. 31 August 1944.

TO: Commanding General, Eleventh Air Force, APO 980, U. S. Army.

1. The Commanding General notes with appreciation the alertness of the members of the 10th Emergency Rescue Boat Squadron.

By command of Lieutenant General EMMONS:

/s/ E. C. Gault
/t/ E. C. GAULT
Colonel, A.G.D.
Adjutant General

201.22 2nd Ind. A-1
FIELD HEADQUARTERS ELEVENTH AIR FORCE, APO #980, U.S.Army, 7 September 1944.

TO: Commanding General, XI Air Force Service Command, APO #942, U S Army.

I am pleased to note the prompt action of members of the 10th AAF Emergency Rescue Boat Squadron in the performance of this duty.

/s/ Davenport Johnson
/t/ DAVENPORT JOHNSON
Major General, U. S. Army
Commanding

201.22 (AG-M) 3rd Ind. /jd
HEADQUARTERS XI AF SERVICE COMMAND, APO 942, Seattle, Wn., 16 September 44.

TO: Commanding Officer, 10th AAF Emergency Rescue Boat Squadron, APO 942, U. S. Army.

It is very gratifying to note the expeditious and efficient manner in which personnel of the Detachment, 10th AAF Emergency Rescue Boat Squadron, stationed at Seldovia responded to the call for assistance by an aircraft of the Alaska Airlines.

/s/ Harry A. Johnson
/t/ HARRY A. JOHNSON
Brigadier General, US Army
Commanding

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.



Sg-Rese. E-10. HI
Oct-44

HISTORY

OF THE

10TH AAF EMERGENCY RESCUE BOAT SQUADRON

ELMENDORF FIELD, ALASKA

1 October 1944 to 31 October 1944

DECLASSIFIED
DOD DIR 5200.9



MICROFILMED
56/17-16

HISTORY

OF THE

10TH AAF EMERGENCY RESCUE BOAT SQUADRON

ELMENDORF FIELD, ALASKA

1 October 1944 to 31 October 1944

Prepared for the CO by:

W. G. CROMPTON
WOJG, USA
Historian

Approved by:

G. R. DONLEY
Major, AC
Commanding

Classification Changed To
RESTRICTED
By Authority of CG, AAC
DATE: 5 Feb 46

A.M. CLARK, Lt Col, USAF
Director of Intelligence

TABLE OF CONTENTS

SECTION		PAGE
I.	Personnel	2
II.	Equipment and Supply	3
III.	Missions and Accomplishments	4
IV.	List of Documents	5

SECTION I

Personnel

First Lieutenant Orlando J. Buck departed from Fort Richardson, Alaska, 18 September 1944 enroute to the States on a fifteen day leave. While enroute to Fairbanks, Alaska, on the first leg of the journey, the plane in which he was traveling crashed in the vicinity of Mt. McKinley. Due to the nature of the crash and the rugged terrain in which the accident occurred, it is believed that all occupants of the plane have perished. An attempt is being made to reach the scene of the accident to remove the bodies, but as yet it has been unsuccessful.

Pfc Wilbur M. Newman was granted a fifteen day furlough to be spent in the U. S.

Examination of the boat crews now in the States has disclosed that a number of the men are affected with Tuberculosis. Pfc Charlie A. Roehl, Jr., has been hospitalized for treatment and a number of other men will be further examined to determine if the disease is dormant or active.

0118

SECTION II

Equipment and Supplies

The first of the improved type 104 foot Rescue Vessels departed from Seattle, Washington, 26 October 1944. They are equipped with twin 1350 HP Packard Marine Engines, giving the boat a top speed of 25 knots. They have a cruising range of 700 nautical miles at a speed of 18 knots. Added improvements in hull construction and engineering changes have greatly improved the efficiency and the strength of these vessels. The absence of the center motor has permitted the extension of the keel to full length, thereby strengthening the stern construction. Also the hull is double planked and the deck is so constructed and water-proofed, making it far superior to the old type vessel. The galley features a new type of cook range operated by oil, which permits the installation of additional hot water tanks which gives a constant supply of hot water for all purposes. The flying bridge is complete with engine room controls and inter-communication system. The added automatic direction finder and fathometer installation gives the vessel the best of navigation equipment. Further improvement is the permanent installation of telephone communication system throughout the vessel.

New auxiliary generators, higher rated in D. C. output and increased in engine H. P., is capable of taking care of all power necessary to operate the vessel in a very efficient manner.

Spare parts and supplies for Packard main engines and generators have been shipped to the base supply and are adequate enough to maintain subject engines and accessories for a period of one year.

0119

SECTION III

Missions and Accomplishments

Vessels stationed at the various Air Bases were called upon 9 times to search for downed aircraft, as well as a number of calls to stand by for incoming and outgoing planes. None of the missions resulted in an actual rescue.[1]

To date five 104 foot boats have been returned to the States, three of which are being turned in for new boats and the remaining two are being reconditioned for return to the theatre. Three new vessels received in exchange for old 104' vessels have been conditioned for Alaskan service and are now enroute to duty stations in the Aleutians.

(1 to 3) 1. Rescue Missions

0120

SECTION IV

List of Documents

1. Rescue Mission, P-143, Amchitka, Alaska, 3 October 1944.
2. Rescue Mission, P-511, Amchitka, Alaska, 4 October 1944.
3. Missions October 2nd and 13th, P-512, Attu, Alaska.

COPY

10TH AAF BOAT SQUADRON.
ARMY RESCUE BOAT P-143.
APO 986, U.S.ARMY.

3 October 1944.

SUBJECT: Rescue Mission.

TO : Commanding Officer, 10th AAF Emergency Rescue Boat Squadron, APO 942, U. S. Army.

1. At 2030 this date, a request was submitted through Base Operations, this station, to proceed to the vicinity of Chitka Point and Bird Cape and search the area thoroughly for survivors of a crashed plane.

2. Without delay, the P-143 with full complement immediately departed upon this mission.

3. Weather conditions were fair with the sky partly overcase, and a south westerly wind of approximately fifteen miles per hour. The sea was moderate. Visibility was poor due to approaching darkness.

4. Upon arriving at the area, accompanied by two other Army Rescue Boats, a thorough search was made with no results. At 2315 visibility became very poor due to the darkness of night.

5. At 2330, the P-143 was instructed by tower to proceed back to the base.

6. On proceeding in the P-143 made a thorough search along the shore, arriving back in port at 0215; standing by for further orders. Distance travelled: 83 miles.

/s/ Milton W. Cronk
/t/ MILTON W. CRONK, WO AUS
MASTER RESCUE BOAT P-143.

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.

(1)

0122

10TH AAF EMERGENCY RESCUE BOAT SQUADRON
RESCUE VESSEL P-511
APO #986

October 4, 1944

SUBJECT: Rescue Mission.

TO : Commanding Officer, 10th AAF Emerg Rescue Boat Sq, APO #942, U. S. Army.

1. Received order at 0805 from Amchitka radio to patrol north side of Island proceeding westward for P-40. Departed Amchitka dock 0810.

2. Received information from Amchitka radio to s tand by on Baker channel (VHF) to work mission with B-26. At 0925 received call from B-26 to investigate beach 3.5 miles west of Chitka Pt. for possible life raft. 0940 P-511 sighted rubber life raft on beach 4 miles S.E. of Chitka Pt. Rescue party composed of Sgt. Williams, Cpl. Young, Pfc Thynes and Pfc Ottiger went to beach to investigate life raft.

3. Rescue party arrived at beach only to find rubber life raft in good condition and half full of water. Rations were taken out of pocket by means of tearing rations pocket. Zipper on ration pocket was fouled reason for tearing ration pocket.

4. One paddle hand air pump and spear were found approximately 20 yards from raft and 10 ft. above high water line.

5. Rescue party searched 3½ miles E and W of beach and hillsides. No further clues of pilot was found. All information was reported immediately to Amchitka radio. After searching area around beach, Amchitka radio advised P-511 to proceed back to base with rubber life raft.

6. Pfc Ottiger left his Mae West life preserver on beach as a marker. Taken rubber life raft in tow, rescue party returned to boat.

7. Searching planes over head at all times.

8. P-511 was constantly in contact with B-26. Proceeded back to Base at 1145. Docked Amchitka harbor 1232.

9. After investigation of life raft it was found to be that of Navy plane.

10. Navy was notified. Navy organized land rescue party consisting of 3 Navy officers and 8 enlisted men. At 1540 P-511 with Navy personnel aboard proceeded to beach 4 miles S.E. of Chitka Pt. north side of Island where rubber life raft was found. Arrived at 1645.

(2)

0 1 2 3

11. Navy land Rescue party was taken ashore. Navy officer took walkie talkie to keep in contact with P-511.

12. 2130 Rescue party returned to boat without results. 1645 P-511 returned back to base. 2244 arrived at Amchitka dock.

13. Weather clear, wind V15 MPH. Sea moderate. Wind S-W

14. Total miles covered - 68.5.

For the Master:

/s/ Frederick A. Ottiger
/t/ Frederick A. Ottiger
Pfc, U. S. Army
Ex. Officer, Boat P-511

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.

0124

Patrol Rescue Boat P-512
10th AAF Emergency Rescue Boat Sq
APO #726, U S Army

APO #726
Oct 13, 1944

SUBJECT: Crash calls of October 2nd and 13th, 1944.

TO: Commanding Officer
10th AAF Emergency Rescue Boat Sq
APO #942, U. S. Army

Operations Officer, Air Base Operations
APO #726 U. S. Army

Received call from Navy at 1536, Oct. 2nd, of crash of P-40 down. Received message from Alexai Tower, P-40 crash bearing 154 degrees five miles off Alexai Point.

Because of fouled spark-plugs, (unable to get new ones or old ones cleaned since leaving Seattle), when crash came we were able to proceed at only forty inches manifold pressure at thirty two knots.

Departed Casco Base dock at 1540. Reached oil slick on our course at 1601. Found debris floating, but could not pick it up as it sank as we tried to retreive smoke bombs, etc.

Visibility was unlimited and a small sea running. Considering time on sparkplugs, motors performed very well, although the starboard fuel pump shaft broke enroute to scene of crash. Obtained new one upon arriving at Casco at 1630.

October 13th at 1300, Navy crash boat departed mooring at Casco. Immediately inquired from Casco Tower if they had a call for us. Received a negative answer. At 1303 received a call from Casco Tower to proceed out and look for a small float somewhere between Alexai Point and Captain of the Port lookout. Immediately departed at forty inches manifold pressure at thirty two knots for scene of emergency.

At 1310 received call to return to base that everything was secure. Returned to base at 1320 after another dry run.

Weather was exceptionally good with calm sea and unlimited visability. Motors coughed a little at fast take off. Have been warming them up several times a day to keep them ready and warm.

C. M. Hatton WOJG U.S.A.
Master P-512

A TRUE COPY:

W. G. CROMPTON
WOJG, U. S. A.

(3)

Sq- Resc- B- 10. HI
Nov- 44

CLASSIFIED
DOD DIR 5200.9

MICROFILMED

0128

SECRET

HISTORY

OF THE

10TH AAF EMERGENCY RESCUE BOAT SQUADRON

ADAK, ALASKA

1 November 1944 to 30 November 1944

Prepared for the CO by:

Arthur Hammer
Technical Sergeant
Historian

Approved by:

for G. R. DONLEY
Major, AC
Commanding

Classification Changed To
RESTRICTED
By Authority of CG, AAC
Date: 5 Feb 48

L.M. CLARK, Lt Col, USAF
Director of Intelligence

TABLE OF CONTENTS

SECTION		PAGE
I.	Personnel	2
II.	Equipment and Supply	5
III.	Missions and Accomplishments	7
IV.	List of Documents	10

SECTION I

Personnel

Headquarters 10th AAF Emergency Rescue Boat Squadron formerly at Fort Richardson, Alaska was transferred to Adak, Alaska per authority Section I, GO 100, Field Headquarters, Eleventh Air Force, Adak, Alaska, 20 November 1944.[1] Transfer involved the movement of ten EM and one officer from Fort Richardson to Adak, Alaska.

Detachment 10th AAF Emergency Rescue Boat Squadron, Adak, Alaska was disbanded by Section II, GO 100, Field Headquarter, Eleventh Air Force, 20 November 1944.[1] Personnel in the Detachment were absorbed by Headquarters 10th AAF Emergency Rescue Boat Squadron, Adak, Alaska.

Detachment 10th AAF Emergency Rescue Boat Squadron, Fort Richardson, Alaska was organized by Section III, GO 100, Field Headquarters, Eleventh Air Force, 20 November 1944,[1] with authorized strength of eight officers and twenty enlisted men. The transfer of Headquarters to Adak and the activation of the Detachment at Fort Richardson, Alaska will bring more coordination within the Squadron, as many squadron vessels are at this port year in and year out. This was not so at Fort Richardson due to the freeze in Cook's Inlet each winter. This movement also brought the Supply Detachment and Headquarters together, and at the same time the administrative end was assisted as Field Headquarters, Eleventh Air Force is at this station.

Rescue Party that journeyed to Mt McKinley in search of personnel and plane that crashed on 18 September 1944 was reached. No sign of life was found. Everything was covered with approximately ten feet

(1) 1 GO 100, Fld Hq 11th AF, Adak, Alaska 20 November 1944.

of fresh snow that had fallen since date of crash. Rescue was abandoned and party returned to Fort Richardson, Alaska 19 November 1944. With information brought by returning rescue party, First Lieutenant Orlando J. Buck of this Squadron is believed to be deceased.

Rotation of personnel has been going very slow. Sgts Clarence R. Sandberg and Marshall C. Sands were the only two men in the Squadron that were returned to the United States this month under current rotation policy. The policy of rotation within the Alaskan Department has continuously been changing, which has caused most of the delay, as experienced by this Squadron.

Five Warrant Officers Junior Grade were recommended for promotion to Chief Warrant Officer in July 1944. Recommendations were submitted to the Eleventh Air Force. To this day, these men have not received their well earned and authorized promotion. Higher headquarters have withheld these promotions for reasons unknown. It is hoped that these promotions are released in the near future, for the purpose of moral and more efficient operation.

The AAF TP-92, a 85 foot converted purse seine boat, which has been operated by the Air Transport Command, Edmonton, B.C., Canada was placed on Detached Service with this squadron by paragraph 1, SO 41, Hq 1469th AAF Base Unit, ATC, APO 947-1, c/o Postmaster, Minneapolis, Minnesota, 15 November 1944.[1] This boat and personnel assigned to the boat will be controlled by this squadron until the ice free season in the Bering Sea, at which time said vessel will proceed on its original assigned mission in that area.

(2) 1 Paragraph 1, SO 41, Hq 1469th AAF Base Unit, ATC, APO 947-1, c/o PM, Minneapolis, Minn, 15 November 1944.

Major Gordon R. Donley was presented the Legion of Merit on 1 November 1944 at Fort Richardson, Alaska, authorized by Section IV, GO 152, Hq Alaskan Department, 19 August 1944,[1] as amended by Section II, GO 173, Hq Alaskan Department, 23 September 1944,[2] for exceptionally meritorious conduct in the performance of outstanding service from 6 August 1941 to 2 July 1944.

(3) 1 Section IV, GO 152, Hq Als Dept, 19 August 1944.
(4) 2 Section II, GO 173, Hq Als Dept, 23 September 1944.

0133

SECTION II

Equipment and Supplies

P-749 and P-750, two of the new 104 foot Packard powered rescue vessels reached Adak, Alaska 22 November 1944. These were two boats out of the four that left Seattle, Washington at approximately the same time. The P-754 had engine difficulties at Annette Island, Alaska and was dispatched to Prince Rupert B.C., Canada to have a new engine installed. The P-757 which left Seattle about one week after the P-749, P-750 and P-754, could not continue its journey to the Aleutians due to engine breakdown at Ketchikan, Alaska. Consequently this boat was also sent to Prince Rupert for new engine installation. This unavoidable breakdown of Packard Marine Engines has slowed down our exchange of rescue vessels, as old boats cannot be relieved from duty in Alaska until the new boats arrive and are placed on duty. The P-141, P-143, P-216, P-217 and P-219 are still waiting to be relieved by the new boats so they can proceed to SPOE, Seattle, Washington for reconditioning or to be exchanged for a new vessel, which ever the case may be, according to the condition of the boat.

The Five 85 foot PT type rescue vessels are operating efficiently in these waters, but have a tendency to "sweat" which causes dampness throughout the entire vessel. This dampness has caused many sicknesses aboard ship and the men have colds almost continuously. This condition is being remiedied by insullating the inside of the ships with Celotex or other insullating material.

0134

The Squadron at Adak has a warehouse sixty feet by two hundred feet that is utilized mainly for technical and marine supplies. Also the headquarters office, carpenter shop, machine shop and four storage rooms, one for each boat stationed at Adak, are in this warehouse. None of the above sections are completed as of this date, but completion is expected within the next month, barring difficulties.

SECTION III

Missions and Accomplishments

Vessels of the Squadron were called upon several times during the month of November to perform various rescue missions; however, no one mission resulted in an actual rescue of personnel or equipment. One mission was performed at Attu, Alaska on 16 November by the P-510 when that vessel was shorthanded by seven (7) crew members.[1]

The present stations assignment of Squadron Vessels are as follows. (See next page).

(5) 1 Mission of P-510, Attu, Alaska, 16 November 1944.

0136

STATION ASSIGNMENT

BOAT NO.	SIZE	DESCRIPTION	LOCATION	STATUS
J-126	22'	Speed Boat	Naknek	Off duty
J-127	22'	Speed Boat	Anchorage	Off duty
J-180	22'	Speed Boat	Anchorage	Off duty
J-181	22'	Speed Boat	Fairbanks	Off duty
J-968	36'	Landing Craft	Amchitka	Duty
J-969	36'	Landing Craft	Adak	For repair
J-971	36'	Landing Craft	Adak	For repair
J-972	36'	Landing Craft	Attu	Duty
J-973	36'	Landing Craft	Umnak	Duty
J-974	36'	Landing Craft	Anchorage	Off duty
J-228	39'	Inshore Rescue Boat	Anchorage	Off duty
P-510	85'	Patrol Rescue Boat	Attu	Duty
P-511	85'	Patrol Rescue Boat	Amchitka	Duty
P-512	85'	Patrol Rescue Boat	Attu	Duty
P-518	85'	Patrol Rescue Boat	Kodiak	For repair
P-519	85'	Patrol Rescue Boat	Amchitka	Duty
P-114	104'	Offshore Rescue Boat	Seattle	For Repair or Exchange
P-141	104'	Offshore Rescue Boat	Umnak	Duty
P-142	104'	Offshore Rescue Boat	Seattle	Enroute
P-143	104'	Offshore Rescue Boat	Seldovia	Duty
P-144	104'	Offshore Rescue Boat	Seattle	Enroute
P-145	104'	Offshore Rescue Boat	Seattle	Enroute
P-146	104'	Offshore Rescue Boat	Seattle	For Repair or Exchange
P-214	104'	Offshore Rescue Boat	Seattle	Enroute
P-215	104'	Offshore Rescue Boat	Seattle	For Repair or Exchange
P-216	104'	Offshore Rescue Boat	Adak	Duty

BOAT NO.	SIZE	DESCRIPTION	LOCATION	STATUS
P-217	104'	Offshore Rescue Boat	Adak	Duty
P-219	104'	Offshore Rescue Boat	Cold Bay	Duty
P-220	104'	Offshore Rescue Boat	Seattle	For Repair or Exchange
P-749	104'	Offshore Rescue Boat	Adak	Duty
P-750	104'	Offshore Rescue Boat	Adak	Duty
P-754	104'	Offshore Rescue Boat	Prince Rupert B.C.	Being Repaired
P-756	104'	Offshore Rescue Boat	Seattle	Enroute
P-757	104'	Offshore Rescue Boat	Prince Rupert B.C.	Being Repaired
HA-2	150'	Aircraft Retriever	Seattle	Enroute
		Attached for Duty -		
TP-92	85'	Offshore Rescue Boat	Adak	Duty

SECTION IV

List of Documents

1. GO 100, Fld Hq, Eleventh AF, Adak, Alaska, 20 November 1944.
2. Paragraph 1, SO 41; Hq 1469th AAF Base Unit, ATC, APO 947-1, c/o PM, Minneapolis, Minn, 15 November 1944.
3. Section IV, GO 152, Hq Als Dept, 19 August 1944.
4. Section II, GO 173, Hq Als Dept, 23 September 1944.
5. Mission of P-510, Attu, Alaska, 16 November 1944.

SECRET

FIELD HEADQUARTERS ELEVENTH AIR FORCE
Adak, Alaska

: SECRET :
:AUTH: CG 11TH AF:
:INIT: [illegible] :
: 20 November 1944:

20 November 1944

GENERAL ORDERS)
:
NUMBER 100)

SECTION

TRANSFER OF HEADQUARTERS 10TH AAF EMERGENCY RESCUE BOAT SQUADRON - - - - - - I
DISBANDMENT OF DETACHMENT 10TH AAF EMERGENCY RESCUE BOAT SQUADRON,
ADAK, ALASKA - II
ORGANIZATION OF DETACHMENT 10TH AAF EMERGENCY RESCUE BOAT SQUADRON,
FORT RICHARDSON, ALASKA- -III

I—TRANSFER OF HEADQUARTERS 10TH AAF EMERGENCY RESCUE BOAT SQUADRON—1. Headquarters 10th AAF Emergency Rescue Boat Squadron, Fort Richardson, Alaska, is transferred to Adak, Alaska, effective 20 November 1944. Authority: Radio 150014 (DP11230) November 1944, Headquarters, Alaskan Department.

2. Transfer of personnel, records and equipment will be made in accordance with Movement Order issued by this Headquarters dated 16 November 1944.

3. Provisions of AR 345-900, 22 May 1942, as amended and AR 345-400, 1 May 1944 will be complied with where applicable in furnishing rosters and morning reports to the 99th Machine Records Unit, Fort Richardson, Alaska.

II—DISBANDMENT OF DETACHMENT 10TH AAF EMERGENCY RESCUE BOAT SQUADRON, ADAK, ALASKA—1. Detachment 10th AAF Emergency Rescue Boat Squadron, Adak, Alaska, organized by General Orders Number 30, Headquarters XI Air Force Service Command, Fort Richardson, Alaska, dated 17 July 1944, is disbanded effective 2400, 20 November 1944.

2. Personnel, records and equipment will be absorbed within units under the control of the Commanding Officer, 10th AAF Emergency Rescue Boat Squadron, Adak, Alaska.

3. Provisions of AR 345-900, 22 May 1942, as amended and AR 345-400, 1 May 1944 will be complied with where applicable in furnishing rosters and morning reports to the 99th Machine Records Unit, Fort Richardson, Alaska.

III—ORGANIZATION OF DETACHMENT 10TH AAF EMERGENCY RESCUE BOAT SQUADRON, FORT RICHARDSON, ALASKA—1. Concurrent with the disbandment in Section II, above, Detachment 10th AAF Emergency Rescue Boat Squadron, Fort Richardson, Alaska, is hereby organized, and is attached to the 24th Base Headquarters and Air Base Squadron for administration.

2. The authorized grades and strength of this Detachment will be provided from the present authorized grades and strength of the 10th AAF Emergency Rescue Boat Squadron as follows:

SECRET

(GENERAL ORDERS NUMBER 100, dated 20 November 1944 contd)

	1st Lt	2d Lt	CWO	WOJG	TOTAL OFFICERS
Air Corps Officers	1	4	1	2	8

	T Sgt	S Sgt	Sgt	Cpl	TOTAL ENLISTED MEN
Air Corps Enlisted Men	3	3	8	6	20

3. Provisions of AR 345-900, 22 May 1942, as amended and AR 345-400, 1 May 1944 will be complied with where applicable in furnishing rosters and morning reports to the 99th Machine Records Unit, Fort Richardson, Alaska.

By command of Major General JOHNSON:

ISAIAH DAVIES,
Brigadier General, General Staff Corps,
Chief of Staff.

OFFICIAL:

James R. Thorn

JAMES R. THORN,
Lieutenant Colonel, Adjutant General's Department,
Adjutant General.

DISTRIBUTION: Special.

0141

R E S SECRET E D

HEADQUARTERS
1469th AAF BASE UNIT
ATC, APO 947-1, c/o PM
MINNEAPOLIS, MINNESOTA

15 November 1944

SPECIAL ORDERS)
:
NO. . . . . 41)

* * * * E-X-T-R-A-C-T * * * *

1. Following named Warrant Officers and EM asgd to this Base Unit for PCS per par 25, SO 48, Hq, Als Div, ATC, cs, are placed on DS Tenth Boat Squadron, Adak, Alaska.

WOJG BRUNO A ARVESEN	W2121427 AUS
WOJG WILLIAM T HOUSER	W2133354 AUS
WOJG WILLIAM C SELF	W2133358 AUS
WOJG WILLIAM H YOUNG	W2133355 AUS
Sgt Roy R Carney	36345635 AC
Sgt Courtney E. Doherty	20914473 AC
Sgt Thorleif L Johansen	32436701 AC
Sgt William A Kirst	39012216 AC
Sgt Henry Pederson	39236315 AC
Sgt James A Petine	12050836 AC
Cpl George L Walkup	35431344 AC
Pfc Robert D Anderson	36172892 AC
Pfc Howard L Smith	13043845 AC
Pfc George W. Thompson	14152618 AC
Pvt George J Brash	32954997 AC
Pvt Edward R Maunton	6687208 AC

No tvl involved.
AUTH: Ltr Hq AAFATC 27 May 44 Sub: "Auth to Issue TD Travel Orders", and Radiogram EDM 117 dated 14 Nov 44.

* * * * * * * *

By order of Major BAREFOOT:

SAMUEL R. GLADNEY,
2nd Lt., Air Corps,
Adjutant.

OFFICIAL:

/s/ Samuel R. Gladney,
/t/ SAMUEL R. GLADNEY,
2nd Lt., Air Corps,
Adjutant.

CERTIFIED A TRUE EXTRACT COPY:

MELVIN A. HOWE,
Captain, AC,
Commanding.

(2)

R E S SECRET E D

CORRECTED COPY
DESTROY ALL OTHERS

~~SECRET~~ RESTRICTED

GENERAL ORDERS)
NUMBER 152)

HEADQUARTERS ALASKAN DEPARTMENT
APO 942, c/o PM, Seattle, Wash, 19 Aug 1944

Section

AWARD OF THE LEGION OF MERIT ---------- IV

IV AWARD OF THE LEGION OF MERIT.- -Under the provisions of the Act of Congress, approved 20 July 1942 (Section III, Bulletin 40, WD, 1942) and Executive Order Number 9260, 29 October 1942 (Section I, Bulletin 54, WD, 1942), the Legion of Merit is awarded to the following Officer:

GORDON R DONLEY 0323342, Major, Quartermaster Corps, United States Army. For exceptionally meritorious conduct in the performance of outstanding service from 6 August 1941 to 2 July 1944.

By command of Major General JOHNSON:

ROBERT M. BATHURST
Brigadier General, General Staff Corps
Chief of Staff

OFFICIAL:

/s/ E C Gault
/t/ E. C. GAULT
Colonel, A.G.D.
Adjutant General

/fjp

CERTIFIED A TRUE EXTRACT COPY:

MELVIN A. HOME,
Captain, Air Corps.

(3)

GENERAL ORDERS)
NUMBER 173)

HEADQUARTERS ALASKAN DEPARTMENT
APO 942, c/o PM, Seattle, Wash, 23 Sept 1944

	Section
AWARD OF THE LEGION OF MERIT	II

II AWARD OF THE LEGION OF MERIT.- So much of Section IV, General Orders Number 152, this Headquarters, as, pertaining to award of the Legion of Merit, as reads, "GORDON R DOWLEY 0323342, Major, Quartermaster Corps, United States Army" is amended to read "GORDON R DOWLEY 0323342, Major, Air Corps, United States Army."

By command of Lieutenant General WILLOUGHBY:

ROBERT M. BATHURST
Brigadier General, General Staff Corps
Chief of Staff

OFFICIAL:

/s/ L E Burger
/t/ L. E. BURGER
Colonel, A.G.D.
Adjutant General

/fjp

CERTIFIED A TRUE EXTRACT COPY:

MELVIN A. HOME,
Captain, Air Corps.

SECRET

U.S. Army P-510
10th A.A.F. Rescue Boat Sqd.
A.P.O. 726 U.S. Army

16th November '44

Subject: Mission Report

To : Commanding Officer, 10th A.A.F. Emerg, Rescue Boat Sqd., A.P.O. 960, U.S. Army. (Thru: Commanding Officer, Air Base, A.P.O. 726, U.S. Army).

1. Rescue vessel P-510 dispatched from Alexai Point mooring at 2045 15th November by Alexai Tower for position 7 miles, bearing 230 degrees, from Murder Point. Reached position at 2141 and notified tower. Received instructions at 2142 to search area in vicinity of position 8 miles, bearing 240 degrees from check point 5. Arrived at position at 2145, searched specified area until instructed to return to base at 2255. Altered course at 2300 for Murder Point. Instructed to search area 5 miles S of Murder Point on E and W directions by Alexai Tower at 2305. Searched all of area in this vicinity to point 14 miles S of check point 5, with 2 search planes assisting. Also sighted two Navy Crash boats and P-512 searching area to E and S.W.

2. Established radio communication with search planes engaged. It was requested that search planes drop flares in our vicinity, enabling us to see clearly for several miles. Search planes co-operated very efficiently with us in dropping flares and maintaining radio contact at all times. Instructed to return to base at 0043 after sighting nothing. Returned Casco at 0135, reported negative results. Departed Casco for Alexai at 0215, arrived Alexai at 0255. Secured radio watch at 0335, secured for the night on instructions from Base Operations.

3. Although this vessel was short-handed by 7 members of deck and engine room, promptness and efficiency in carrying out orders along with sound seamanship displayed by those aboard, served to make the entire operation smooth and satisfactory. In the event that anything had been sighted necessitating rescue operations, there is no doubt that the results would have been highly successful with no loss of time.

FOR THE MASTER

s/ James B. Buck
t/ JAMES B. BUCK
Lt. Colonel, AC
Commanding Air Base.

/s/ James N. Hartley
/t/ Sgt James N. Hartley
Executive Officer
U. S. Army P-510

CERTIFIED A TRUE COPY:

MELVIN A. HOWE,
Captain, Air Corps.

(5)

SECRET