

DECLASSIFIED

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U.S.S. RESCUE (AH-18)
c/o Fleet Post Office
San Francisco, Calif.

AH 18/A12-1
Ser 422
Oct 2

SO10 15 80
BACKGROUND MATERIAL ON THE U.S.S. RESCUE (AH18)

Oct 15-50

Proudest duty of World War II for the U.S.S. Rescue, a Navy hospital ship, was between 4 Sept. and 9 Oct. 1945 when she became more than a ship and became the rescue, in fact, of more than six thousand allied prisoners of war while participating with the Third Fleet in the occupation of Japan.

During the occupation of Japan, the U.S.S. Rescue took aboard 6,212 prisoners of war from various camps on the Island of Honshu and processed them which consisted of giving them a thorough physical examination, issuing them clean clothing, giving them their first good meal and ridding them of the filth of the prison camp. Seven out of every eight brought aboard were transferred to other ships for transportation home. The more critical cases were kept on board for later transfer to base hospitals or for transportation to the United States aboard the Rescue herself.

When the U.S.S. Rescue arrived in San Francisco, on the 9th of October, she had aboard 498 former prisoners of war, some of whom had been in the hands of the enemy from the first few hours of the war, and enough other casualties of the fleet, many of them injured in the last few hours of the war, to make a total of 777 patients.

The U.S.S. Rescue has had four lives. She launched as the S.S. Saint John, a passenger ship, built for the Eastern Steamship Lines and employed in coastwise passenger service on the Atlantic seaboard. On 7 May 1941, she went to war and for 18 months was a submarine tender named the Antaeus. Her duty was fighting the grim German submarine menace in the Caribbean.

147069

U.S.S. RESCUE (AH-18)
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Following the 18 months service as a sub tender, the ship retained the name of U.S.S. Antaeus but received a new type designation as the AG-67 (auxiliary general) and was assigned to transport duties. She could carry 2106 passengers and she shuttled troops to the Caribbean islands and Panama.

From 28 December 44 to 23 February 1945--eight weeks--the ship underwent a swift change and taking on a coat of thick white paint and huge red crosses became the AH-18 or the U.S.S. Rescue. She was converted at the New York Navy Yard. She was outfitted with a bed capacity for 792 patients and a medical staff of 17 officers, 25 nurses, eight chief pharmacists and 156 corpsmen in addition to the seasoned crew of the vessel itself.

The ship had been constructed in 1932 at Newport News, Virginia. She was 403 feet long and displaced 6,500 tons. The ship a floating hospital, completely equipped for her medical duties, also was converted for the purpose of being an ambulance ship to carry patients from the scene of battle or fleet action to base hospitals. During the progress of the war the speed of operations steadily increased until the older and slower ships of the U.S. Navy were unable to keep up. A faster hospital ship was needed and the Rescue with her normal cruising speed of approximately 17 knots became one of the answers.

The ship, during her recent proud duty of liberating prisoners, was Captained by Leo C. Keating, Comdr., USNR, of Woburn, Mass. The ship was formerly under the command of Capt. Robert B. Twining, USN (ret.), of Fall Church, Virginia.

The Executive Officer is Lt. Comdr. Robert S. Burch, USNR, of New York and Philadelphia. He replaced Lt. Francis Hoague, USNR.

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The Senior Medical Officer is Capt. Hubert H. Carroll, (MC), USN, whose home is in Berkeley, California. He replaced Capt. Guy E. Stahr, (MC), USN.

The 13th of June this year found the U.S.S. Rescue loading battle casualties at Okinawa and taking her chances with the Japanese Kamikazi planes a short time after another hospital ship, the U.S.S. Comfort, suffered damage and casualties when hit by a Jap suicide dive bomber. The Okinawa patients were delivered to a hospital on Guam and on 5 July, after an overhaul, the ship accompanied the Third Fleet for its carrier strikes and bombardment of the home islands of Japan.

The Rescue met each task force after its strike at Japan and took off patients by rigging breeches buoys. On 10 August, the Rescue put in an active night transferring 39 patients from the U.S.S. Borie after it had been struck by a Kamikazi plane in the closing days of the war. The transfer of patients at sea calls for the most skillful kind of seamanship. The ships must steam side by side keeping close enough together to man the lines stretching between the ships, far enough apart to avoid danger and both ships must proceed at a constant speed. The maneuver is usually only attempted in the day time and the best conditions are hoped for. The transfer from the U.S.S. Borie was made at night under battle conditions. At times the U.S.S. Rescue has taken patients aboard on both sides with a carrier discharging patients on the port side and a cruiser on the starboard.

The larger ships--the carriers and battleships--make a ceremony of the transfer of patients at sea. The ship's band is broken out

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and lively tunes are played as the wounded are whisked from one ship to the other across the rushing waves between the vessels. Every man on the ship that can reach the rail usually gets there. It isn't an official part of the maneuver but often it affords men on board the fighting ships their first chance in months and years to catch sight of a white woman and every eye is alerted for the appearance on the deck of the hospital ship of a pretty nurse.

When the fighting stopped, the U.S.S. Rescue sailed with the Third Fleet into Tokyo Bay. At Maisaka the ship processed 2,558 POWs. She shuttled from the prison camp areas taking on patients and discharging them at Yokohama. At Shiogama she picked up 3,654 from the Sendai area. There were British, American, Australian, Indian, and Chinese nationals among those rescued.

On Sept. 23, the Rescue arrived back in Guam and after discharging a few prisoners whose home had been on Guam she proceeded on her triumphal voyage to San Francisco where her repatriates saw the United States again for the first time in years and realized that the dream which kept them alive many grim months had at last come true.

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

W A R D A I R Y

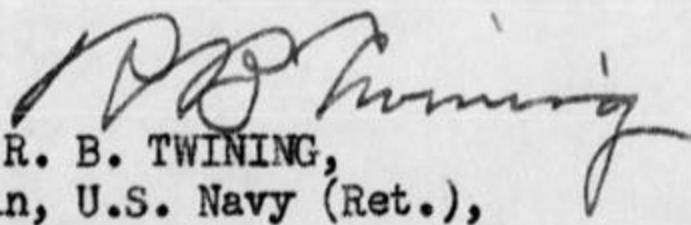
U S S R E S C U E (A H 1 8)

Ex

(U S S A N T A E U S (A G 6 7))

From: 1 January 1945

To: 31 January 1945


R. B. TWINING,
Captain, U.S. Navy (Ret.),
Commanding.

105246

1 January 1945

USS ANTAEUS (AG67) acting under orders of ComServForLant, moored port side to Pier "K", Berth #19, NYNYd, Brooklyn, New York. Yard workmen aboard, undergoing conversion to Hospital Ship.

EAH

2 January 1945

Moored as before.

EAH

3 January 1945

Moored as before.

EAH

4 January 1945

Moored as before.

EAH

5 January 1945

Moored as before.

EAH

6 January 1945

Moored as before.

EAH

7 January 1945

Moored as before.

EAH

8 January 1945

Moored as before.

EAH

9 January 1945

Moored as before.

EAH

10 January 1945

Moored as before.

EAH

11 January 1945

Moored as before.

EAH

12 January 1945

Moored as before.

EAH

12 January 1945 (Continued)

By CominCh dispatch, detached from ServForLant, attached to NTS.

ZHN

13 January 1945

Moored as before.

ZHN

14 January 1945

Moored as before.

ZHN

15 January 1945

Moored as before.

ZHN

16 January 1945

Moored as before.

ZHN

17 January 1945

Moored as before.

ZHN

18 January 1945

Moored as before.

ZHN

19 January 1945

Moored as before.

ZHN

20 January 1945

Moored as before.

ZHN

21 January 1945

Moored as before.

ZHN

22 January 1945

Moored as before.

In accordance with BuPers ltr Pers-182-HC of 3 January 1945 and OpNav recommendation OP-23-SWIA Serial 6523 S01541 of 8 January 1945 and Sec Nav approval Op-23-SWIA Serial 6623 of 10 January 1945, the name and classification of this vessel was changed from U.S.S. ANTAEUS (AG67) to the U.S.S. RESCUE (AH18), effective as of 18 January 1945.

ZHN

23 January 1945

Moored as before.

ZHN
3

24 January 1945

Moored as before.

ZHN

25 January 1945

Moored as before.

ZHN

26 January 1945

Moored as before.

ZHN

27 January 1945

Moored as before.

ZHN

28 January 1945

Moored as before.

ZHN

29 January 1945

Moored as before.

ZHN

30 January 1945

Moored as before.

ZHN

31 January 1945

Moored as before.

ZHN

REG. NO 2903

R. S. NO

REG. SHEET NO 202

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

WAR DIARY

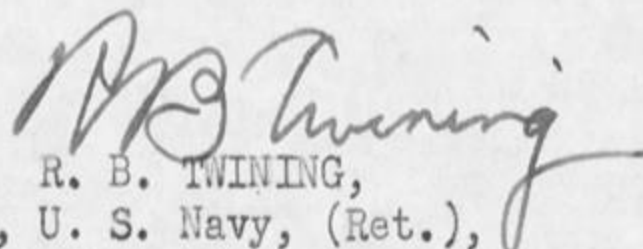
OF
THE

U.S.S. RESCUE (AH18)

1 August 1945

to

31 August 1945



R. B. TWINING,
Captain, U. S. Navy, (Ret.),
Commanding.

1812 SEP 50 Jit 02

RECEIVED
OFFICE
COMMANDER IN CHIEF

143595

CONFIDENTIAL

1 August 1945

U.S.S. Rescue, AH18, assigned to Naval Transport Service under temporary operational control of CinCPac, attached to CTG 30.8. Steaming with the Third Fleet on course 295° T, speed 10 knots maintaining station 17 miles from guide, U.S.S. Detroit, CL8 as assigned by CTG 30.8. Time zone - minus 9 (Item).

0007: a/c to 180° T.

0413: Commenced steaming various courses and speeds to close TG 38.1 as ordered by CTG 30.8.

0510: Took station 2000 yards bearing 060° T from U.S.S. BENNINGTON, CV20. Commenced steering fleet course 150° T, speed 8 knots.

0605: a/c to 180° T.

0759: Commenced steaming various courses and speeds to close CTG 30.8.

1112: Took station 2000 yards bearing 090° T from U.S.S. DETROIT, CL8 as assigned by CTG 30.8. Steaming fleet course 180° T, speed 8 knots.

1134: Station distance on U.S.S. DETROIT, CL8 reduced to 1200 yards.

1729: Commenced steaming various courses and speeds to take station 15 miles bearing 270° T from U.S.S. DETROIT, CL8 as assigned by CTG 30.8.

1917: Arrived on station.

1956: a/c to 135° T, speed 12 knots.

Received 5 patients from CV 20, DD 728, DD 658.

Positions: 0800: 27° 20' N., 137° 32' E.
1200: 26° 42' N., 137° 38' E.
2000: 25° 36' N., 138° 09' E.

2 August 1945

Steaming as before.

0445: Commenced steaming various courses and speeds to take station assigned by CTG 30.8 inside screen.

0554: a/c to 270° T, speed 10 knots, assumed assigned station.

1426: a/c to 090° T.

1600: Took station 1500 yards bearing 180° T from U.S.S. DETROIT, CL8 as assigned by CTG 30.8.

1753: Took station 2000 yards bearing 110° T from U.S.S. DETROIT, CL8 as assigned by CTG 30.8. Fleet course 285° T, speed 10 knots.

2132: Fleet speed increased to 11 knots.

Received 3 patients from DE 42 and DD 441.

Positions: 0800: 24° 31' N., 138° 52' E.
1200: 24° 31' N., 138° 20' E.
2000: 24° 35' N., 138° 22' E.

CONFIDENTIAL

3 August 1945

Steaming as before.

0320: a/c to 270° T.

0330: Fleet speed reduced to 5 knots.

0514: a/c to 090° T, speed 8 knots, took station 2000 yards bearing 290° T from U.S.S. DETROIT, CL8 as assigned by CTG 30.8.

1103: Took station in northeast sector of fleet as ordered by CTG 30.8.

1314: Fleet speed increased to 10 knots.

1333: a/c to 270° T.

1613: Commenced steaming various courses and speeds to take station 1500 yards bearing 000° T from U.S.S. DETROIT, CL8 as assigned by CTG 30.8.

1633: Assumed assigned station. Steering fleet course 270° T, speed 10 knots.

2132: Fleet course altered to 090° T.

Positions: 0800: 24° 51' N., 137° 28' E.
1200: 24° 49' N., 138° 03' E.
2000: 24° 48' N., 137° 30' E.

4 August 1945

Steaming as before.

0552: a/c to 110° T.

1009: In compliance with CTG 30.8 visual orders 032345 set course 108° T, speed 11 knots to proceed to position 28° 30' N., 147° 00' E. to arrive 0000 Item 7 August. Ordered to operate within 40 miles of this position and pass through it at noon each day. Use full hospital ship procedure.

1629: Sighted Minami Iwo Jima bearing 085° T, distance 30 miles. Received 1 patient from DD 442.

Positions: 0800: 24° 40' N., 139° 09' E.
1200: 24° 23' N., 139° 50' E.
2000: 24° 04' N., 141° 16' E.

5 August 1945

Steaming as before.

1750: a/c to 019° T, increased speed to 11.8 knots.

2000: Increased speed to 12.4 knots.

Positions: 0800: 23° 26' N., 143° 20' E.
1200: 23° 15' N., 143° 59' E.
2000: 23° 19' N., 145° 07' E.

CONFIDENTIAL

6 August 1945

Steaming as before.

0920: a/c into the wind to receive message drop from plane.

0931: a/c to 035° T, increased speed to 15 knots to comply with despatch orders 050832 received by message drop from CTG 30.8 to proceed to $31^{\circ} 10'$ N., 150° E, and operate within 40 miles of this position passing through it at noon daily.

2000: a/c to 040° T.

Positions: 0800: $25^{\circ} 37'$ N., $145^{\circ} 49'$ E.
1200: $26^{\circ} 26'$ N., $146^{\circ} 20'$ E.
2000: $28^{\circ} 00'$ N., $147^{\circ} 24'$ E.

7 August 1945

Steaming as before.

1200: Reduced speed to 10 knots.

1705: a/c to 255° T.

Positions: 0800: $30^{\circ} 22'$ N., $149^{\circ} 22'$ E.
1200: $31^{\circ} 04'$ N., $149^{\circ} 58'$ E.
2000: $31^{\circ} 30'$ N., $150^{\circ} 02'$ E.

8 August 1945

Steaming as before.

0025: a/c to 122° T.

0753: a/c to 351° T.

1615: a/c to 163° T.

2000: a/c to 177° T.

Positions: 0800: $30^{\circ} 32'$ N., $150^{\circ} 07'$ E.
1200: $31^{\circ} 08'$ N., $150^{\circ} 00'$ E.
2000: $31^{\circ} 16'$ N., $149^{\circ} 35'$ E.

9 August 1945

Steaming as before.

0010: a/c to 055° T.

0745: a/c to 255° T.

1153: Increased speed to 15 knots, steaming various courses to join TG 30.8.

1240: Took station 1500 yards bearing 090° T from U.S.S. DETROIT, CL 8 as assigned by CTG 30.8. Commenced steering fleet course 170° T, speed 10 knots.

1600: a/c to 000° T, to comply with orders from CTG 30.8 to change to northerly course and rendezvous with CTG 30.8 at 0600 Item 10 August, in 32° N., 150° E.

CONFIDENTIAL

9 August 1945 (Continued)

1612: a/c to 030° T.
2247: Set course 346° T, speed 15.5 knots to comply with despatch orders 091012 from CTG 30.8 to proceed immediately to 38° 30' N., 148° E and rendezvous and report to CTU 30.8.1 in STEVENSON, DD645 at 0500 Item 11 August. Use full hospital ship procedure.

Positions: 0800: 31° 20' N., 150° 43' E.
1200: 31° 12' N., 150° 00' E.
2000: 31° 06' N., 150° 10' E.

10 August 1945

Steaming as before.
1200: Reduced speed to 15 knots.
2000: a/c to 341° T.
2122: Reduced speed to 10 knots preparing to receive patients.
Received 34 patients from U.S.S. BORIE, DD704.

Positions: 0800: 33° 37' N., 149° 32' E.
1200: 34° 39' N., 149° 11' E.
2000: 36° 33' N., 148° 46' E.

11 August 1945

Steaming as before.
0059: Increased speed to 17.4 knots.
0452: Decreased speed to 10 knots.
0507: Steaming various courses and speeds to locate CTU 30.8.1.
0545: Took station 1500 yards 050° T, from U.S.S. STEVENSON, DD645.
Reported to CTU 30.8.1.
0625: Commenced steaming various courses and speeds to close TG 38.4.
0745: Commenced steaming fleet course 140° T, speed 8 knots.
0904: Commenced steaming various courses and speeds to close TG 38.1 as directed by CTU 30.8.1.
0939: Took position alongside U.S.S. HANCOCK, CV19 to receive patients. Course 140°, speed 8 knots.
1116: Commenced steering various courses and speeds to close TG 38.3 as directed by CTU 30.8.1.
1404: Took position 1000 yards on port beam of U.S.S. OAKLAND as assigned by CTG 38.3. Fleet course 140° T, speed 8 knots.
1526: Commenced steaming various courses and speeds to rejoin CTU 30.8.1.
1706: Took station 3000 yards bearing 010° T from U.S.S. NANTAHALA, AO60 as assigned by CTU 30.8.1. Steaming on fleet course 140° T, speed 8 knots.

CONFIDENTIAL

11 August 1945 (Continued)

1715: CTG 30.8 relieved CTU 30.8.1 of tactical command.
1810: a/c to 315° T; increased speed to 10 knots.
1812: Took station 1500 yards bearing 270° T, from U.S.S. DETROIT,
CL8 as assigned by CTG 30.8.
1840: a/c to 000° T.
2205: a/c to 290° T.
2238: Increased speed to 12 knots.
Received 19 patients from CL98, CV 19, DD 690, DE 744, DD 729, DD 500
DD 468, CL 103.

Positions: 0800: 38° 35' N., 148° 14' E.
1200: 38° 03' N., 148° 40' E.
2000: 37° 47' N., 149° 30' E.

12 August 1945

Steaming as before.
0402: a/c to 180° T. Reduced speed to 8 knots.
0415: Commenced steering various courses and speeds to close
AO 62 to refuel.
0725: Completed refueling. Steering various courses and speeds
to resume assigned station 1500 yards, bearing 090° T from U.S.S. DE-
TROIIT, CL8.
0800: On station. Commenced steering fleet course 180° T, speed
8 knots.
0852: Increased speed to 15 knots. A/c to 355° T.
0942: a/c to 235° T.
1005: a/c to 175° T.
1015: a/c to 265° T.
1025: a/c to 235° T.
1230: Reduced speed to 14 knots.
1232: In compliance with orders from CTG 30.8, dropped aft of
fleet 5000 yards to remain clear of zig-zag.
1620: Commenced steaming on various courses and speeds to re-
duce roll of vessel during emergency surgical operation.
1714: Commenced closing TG 30.8 at various courses and speeds.
1837: Took station 1500 yards bearing 090° T from U.S.S. DETROIT
CL8 as assigned by CTG 30.8. Steering fleet course 235° T, speed 14
knots.
1842: Reduced speed to 12 knots.
1935: a/c to 060° T.
1945: Reduced speed to 10 knots.
2018: a/c to 025° T.

Positions: 0800: 38° 05' N., 148° 06' E.
1200: 37° 51' N., 147° 36' E.
2000: 36° 56' N., 145° 58' E.

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13 August 1945

Steaming as before.

0254: a/c to 295° T.

0302: a/c to 205° T.

0310: Increased speed to 14 knots.

0959: a/c to 188° T.

1030: Increased speed to 15 knots.

1843: Reduced speed to 12 knots.

1910: a/c to 228° T.

1914: Increased speed to 16 knots.

1926: a/c to 198° T.

Positions: 0800: 36° 54' N., 145° 46' E.
1200: 36° 26' N., 145° 30' E.
2000: 34° 28' N., 145° 03' E.

14 August 1945

Steaming as before.

0335: a/c to 168° T.

0449: a/c to 198° T.

0555: a/c to 228° T.

0612: a/c to 180° T.

0618: a/c to 200° T.

0627: a/c to 240° T.

0630: a/c to 280° T.

0650: a/c to 250° T.

0659: a/c to 045° T.

0730: Decreased speed to 8 knots.

0704: Decreased speed to 5 knots.

0805: Increased speed to 8 knots.

0853: Commenced steaming various courses and speeds to close U.S.S. MASSACHUSETTS, BB59 to receive patients.

1047: In compliance to orders from CTG 30.8 steaming to close TG 38.3.

1302: Returning to TG 30.8.

1432: Took station 2000 yards bearing 045° T from U.S.S. DETROIT CL8 as assigned by CTG 30.8. Steering fleet course 045° T, speed 8 knots.

1540: Increased speed to 12 knots.

1552: a/c to 055° T.

1635: Increased speed to 14 knots.

1709: a/c to 065° T.

1724: In compliance with orders from CTG 30.8 set course 169° T, speed 15.2 knots enroute Guam. Ordered to report to ComMarianas for discharge of patients, replenishment and earliest practicable return to rendezvous with TG 30.8 in 31° N., 143° E. To arrive Guam during daylight 18 August 1945.

CONFIDENTIAL

14 August 1945 (Continued)

Received 17 patients from BB 57, BB 59, DD 683, CL 8.

Positions: 0800: 31° 43' N., 144° 03' E.
1200: 31° 47' N., 144° 29' E.
2000: 31° 44' N., 145° 29' E.

15 August 1945

Steaming as before.

1900: a/c to 214° T.

Positions: 0800: 28° 50' N., 146° 09' E.
1200: 28° 01' N., 146° 20' E.
2000: 26° 05' N., 146° 40' E.

16 August 1945

Steaming as before.

0000: Set ship's clocks to King (-10) Time.

0800: a/c to 213° T.

2340: a/c to 168° T.

Positions: 0800: 23° 49' N., 145° 06' E.
1200: 23° 01' N., 144° 35' E.
2000: 21° 23' N., 143° 28' E.

17 August 1945

Steaming as before.

0800: a/c to 165° T. Decreased speed to 15 knots.

2000: a/c to 167° T. Decreased speed to 14.6 knots.

Positions: 0800: 18° 31' N., 143° 17' E.
1200: 17° 35' N., 143° 31' E.
2000: 15° 44' N., 144° 01' E.

18 August 1945

Steaming as before.

0325: Sighted lights on Guam, M. I. bearing 150° T, distance 40 miles.

0555: Decreased speed to 10 knots. a/c to 100° T.

0618: Commenced steaming various courses and speeds awaiting orders to enter Apra Harbor, Guam, M. I.

0735: Moored starboard side to Pier Tare, Guam, M. I.

0800: Commenced discharging patients.

0920: Completed discharging patients.

1411: Underway for anchorage in Apra Harbor.

1502: Anchored in Southwest Easy Anchorage, Apra Harbor, Guam, M.I.

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19 August 1945

Anchored as before.

1303: In compliance with despatch orders 180037 from ComMarianas and in accordance CTG 30.8 140531 to depart Apra Harbor earliest practicable and rendezvous with CTG 30.8 in 31° N., 143° E., underway for rendezvous. Ordered to observe full hospital procedure.

1329: With HECF tower bearing 133° T, distance 2300 yards, took departure from Guam, M. I. Set course 015° T, speed 16.6 knots.

1350: a/c to 020° T.

1440: a/c to 007° T.

1635: a/c to 042° T.

1825: Sighted Tinian Island bearing 065° T, distance about 30 miles.

2040: a/c to 354° T.

2215: a/c to 341° T.

Position: 2000: $14^{\circ} 54'$ N., $145^{\circ} 22'$ E.

20 August 1945

Steaming as before.

0800: a/c to 343° T.

1235: a/c to 342° T.

1645: a/c to 007° T.

Positions: 0800: $17^{\circ} 58'$ N., $144^{\circ} 23'$ E.

1200: $18^{\circ} 57'$ N., $144^{\circ} 02'$ E.

2000: $21^{\circ} 04'$ N., $143^{\circ} 45'$ E.

21 August 1945

Steaming as before.

0800: Increased speed to 17.2 knots.

1735: a/c to 328° T.

1800: Set ships clocks to -9 (Item) time.

2000: Decreased speed to 16.8 knots.

Positions: 0800: $24^{\circ} 07'$ N., $144^{\circ} 10'$ E.

1200: $25^{\circ} 14'$ N., $144^{\circ} 18'$ E.

2000: $27^{\circ} 34'$ N., $144^{\circ} 05'$ E.

22 August 1945

Steaming as before.

0830: Commenced steaming various courses and speeds to locate CTG 30.8.

1140: Ordered by CTG 30.8 to join CTG 35.80. Set course 031° T, speed 18.7 knots.

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22 August 1945 (Continued)

1230: a/c to 044° T. Sighted TG 35.80. Commenced steaming various courses to close CTG 35.80.

1420: Took station, bearing 180° T, 5500 yards from U.S.S. PROTEUS AS19 as ordered by CTG 35.80. Steering fleet course 030° T, speed 12 knots.

1437: Increased speed to 12.5 knots.

1514: a/c to 353° T.

1557: a/c to 342° T.

1625: a/c to 012° T.

1635: a/c to 020° T.

1752: Decreased speed to 8 knots.

1753: a/c to 060° T.

1854: a/c to 090° T.

2140: a/c to 060° T.

2210: a/c to 090° T.

Positions: 0800: 30° 19' N., 142° 07' E.
1200: 30° 46' N., 142° 32' E.
2000: 32° 03' N., 143° 20' E.

23 August 1945

Steaming as before.

0730: a/c to 000° T.

0748: a/c to 270° T.

1700: a/c to 000° T.

1718: a/c to 090° T.

2220: Commenced steaming various courses and speeds to sheer out of column and take station with ships proceeding to rendezvous with CTG 30.8 as ordered by CTG 35.80.

2330: Took station bearing 085° T, 4000 yards from U.S.S. TAMALPAIS, AO 96. Set course 250° T, speed 15 knots.

Positions: 0800: 32° 07' N., 144° 45' E.
1200: 32° 18' N., 144° 10' E.
2000: 32° 16' N., 143° 58' E.

24 August 1945

Steaming as before.

0415: a/c to 270° T.

0505: Sighted CTG 30.8 bearing 236° T.

0529: Commenced steaming various courses and speeds to close AO 66 and refuel.

1009: Completed refueling and transfer of patients. Steaming various courses and speeds to take station with ships returning to TG 35.80.

1059: Took station bearing 220° T, 4000 yards from U.S.S. TAMALPAIS, AO96. Set course 040° T, speed 12 knots to rendezvous with CTG 35.80

CONFIDENTIAL

24 August 1945 (Continued)

1305: a/c to 068° T.
1312: Increased speed to 14 knots.
1824: a/c to 072° T.
1827: Commenced steaming various courses and speeds to close
TG 35.80.
1934: Took position bearing 090° T, range 1200 yards from U.S.S.
BENEVOLENCE As assigned by CTG 35.80. Steaming onfleet course 090° T,
speed 8 knots.
2158: a/c to 000° T.
2220: a/c to 270° T.

Positions: 0800: 31° 23' N., 142° 33' E.
1200: 31° 18' N., 143° 12' E.
2000: 31° 57' N., 144° 37' E.

25 August 1945

Steaming as before.
0600: a/c to 000° T.
1023: a/c to 090° T.
1636: a/c to 045° T.
1728: a/c to 000° T.
1748: a/c to 315° T.
1816: a/c to 270° T.
2300: a/c to 000° T.
Positions: 0800: 32° 14' N., 143° 40' E.
1200: 32° 33' N., 143° 57' E.
2000: 32° 34' N., 144° 11' E.

26 August 1945

Steaming as before.
0315: a/c to 090° T.
0524: a/c to 000° T.
0534: a/c to 270° T.
0612: a/c to 180° T.
0622: a/c to 135° T.
1008: a/c to 145° T.
1426: a/c to 180° T.
1431: a/c to 270° T.
2326: a/c to 307° T.
Positions: 0800: 33° 01' N., 144° 10' E.
1200: 32° 37' N., 144° 35' E.
2000: 32° 17' N., 144° 06' E.

CONFIDENTIAL

27 August 1945

Steaming as before.

0928: a/c to 300° T. Decreased speed to 7 knots.

1330: a/c to 285° T.

1755: a/c to 295° T. Increased speed to 8 knots.

1810: Increased speed to 9 knots.

1821: a/c to 285° T.

2000: a/c to 275° T.

Positions: 0800: 33° 02' N., 142° 31' E.
1200: 33° 20' N., 142° 05' E.
2000: 33° 42' N., 141° 44' E.

28 August 1945

Steaming as before.

0210: a/c to 305° T.

0544: a/c to 300° T.

0714: Sighted Fuji San bearing 310° T, distance 85 miles.

0823: a/c to 295° T.

0945: a/c to 280° T.

1134: a/c to 333° T.

1150: Closed interval to 600 yards to avoid minefields. Steaming various courses to conform to fleet movements, and enter Sagami Wan, Honshu, Japan.

1435: Decreased speed to 8 knots. Commenced steaming various courses and speeds to anchorage area.

1831: Anchored in Sagami Wan, Honshu, Japan with E-No-Shima bearing 335° T and Joga Shima Lighthouse bearing 144° T.

Position: 0800: 34° 22' N., 140° 05' E.

29 August 1945

Anchored as before.

30 August 1945

Anchored as before.

1230: In compliance with orders from ComThird Flt, underway for Tokyo Bay. Set course 170° T, speed 16.9 knots.

1244: Reduced speed to 14.7 knots.

1249: a/c to 169° T.

1250: Increased speed to 16.9 knots.

1306: a/c to 168° T.

1325: a/c to 081° T.

1338: a/c to 085° T.

1350: Decreased speed to 10 knots, awaiting pilot.

CONFIDENTIAL

30 August 1945 (Continued)

1359: Japanese Naval Officer pilot boarded to assist in entering Tokyo Bay.

1403: Increased speed to 16.9 knots.

1419: Commenced steaming various courses to conform to Tokyo Bay Entrance Channel and make the anchorage.

1553: Anchored in Berth Fox 74, Tokyo Bay, Honshu, Japan.

31 August 1945

Anchored as before.

1100: Ordered by ComThird Flt visual 310159 to report to CTG 30.6.

1347: In compliance with visual orders from CTG 30.6, shifted to anchorage Berth Baker 48.

1421: Anchored in Berth Baker 48, Tokyo Bay, Honshu, Japan

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

WAR DIARY

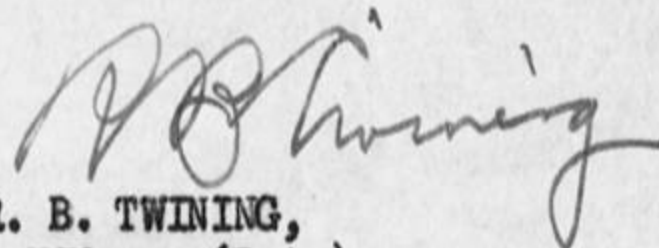
OF

THE

U.S.S. RESCUE (AH18)

1 September 1945

7 September 1945



R. B. TWINING,
Captain, USNavy, (Ret.),
Commanding.

8 September 1945

30 September 1945



L. C. KEATING,
Commander, U. S. Naval Reserve,
Commanding

146605

CONFIDENTIAL

1 September 1945

U.S.S. Rescue, AH18, assigned to Naval Transport Service under temporary operational control of CinCPac, attached to Third Fleet, Task Group 30.6. Anchored in Berth "B" 48, Tokyo Bay, Honshu, Japan. Time zone - minus 9 (Item).

1232: In compliance with visual orders from CTG 30.6 underway to shift berth.

1345: Anchored in Prisoner of War Evacuation Berth 4, Shinagawa Wan, Tokyo Bay, Japan.

2 September 1945

Anchored as before.

3 September 1945

Anchored as before.

1259: In compliance with visual orders from CTG 30.6, underway following U.S.S. San Juan, CL54 down Tokyo Bay.

1420: Lying to awaiting orders to proceed.

1615: In accordance with CTG 30.6 visual orders 030000, Underway for Hammamatsu Bay, Honshu, Japan. Steaming various courses and speeds in company with LSM 101 and LSM 71 to conform to Tokyo Bay Channel. Ordered to arrive Hammamatsu Bay 4 September.

1726: Took departure from Tokyo Bay. Set course 261° T, speed 12 knots.

1855: a/c to 211° T.

1900 Decreased speed to 11 knots.

2040: In compliance with orders from CTG 30.6, who is joining, took station astern of U.S.S. San Juan, CL54, distance 1000 yards. Course 210° T, speed 12.5 knots.

2150: a/c to 232° T.

Position: 2000: $34^{\circ} 50'$ N., $139^{\circ} 17'$ E.

4 September 1945

Steaming as before.

0010: a/c to 270° T.

0300: a/c to 333° T.

0415: a/c to 000° T.

0435: Reduced speed to 8 knots.

0445: Reduced speed to 5 knots.

0621: Anchored off Maisaka, Japan in 23 fathoms of water.

1153: Commenced embarking prisoners of war for screening.

5 September 1945 to 7 September 1945

Anchored as before. Screening prisoners of war. CTU 30.6.1 relieved CTG 30.6 as unit commander.

CONFIDENTIAL

8 September 1945

Anchored as before.

0815: In compliance with BuPers Restricted Despatch of July 1945 Commander Leo C. Keating, DE, USNR, 71272, relieved Captain Robert B. Twining, USN (Ret.), 9562, as Commanding Officer of this vessel.

0838: Underway for Tokyo Bay in compliance with visual orders 072150 from CTU 30.6.1. Ordered to arrive this date and report to CTU 30.6.9 for further orders. In company with USS Runels, APD 85. Set course 143° T, speed 18.7 knots.

1035: a/c to 090° T.

1140: a/c to 067° T.

1335: a/c to 030° T.

1415: a/c to 024° T.

1538: a/c to 081° T.

1600: Reduced speed to 15 knots.

1655: Commenced steaming various courses and speeds to conform to swept channel into Tokyo Bay.

1926: Anchored between berths 23 and 24, off Yokohama, Honshu, Japan.

9 September 1945

Anchored as before.

0926: Underway to go alongside USS Benevolence (AHL3), in Yokohama Harbor.

1052: Moored alongside USS Benevolence, AHL3, at Pier Easy, First District, Yokohama, Japan.

1200: Commenced debarking patients to USS Benevolence, AHL3.

1651: Underway to proceed to Berth Easy 7 to go alongside A072 to refuel as directed by CTU 30.6.2.

1818: Moored alongside A0 72 in Berth Easy 7, Tokyo Bay.

10 September 1945

Moored as before.

0655: Underway to anchor in Berth Easy 21.

0716: Anchored in Berth Easy 21, Tokyo Bay.

0911: Underway for Shiogama Anchorage in compliance to CTU 30.6.2 orders 090230 Modified by CTU 30.6.2 visual 090705 to pass through point $35^{\circ} 11' N.$, $139^{\circ} 45' E.$, at 1000. Steaming various courses and speeds to conform with Tokyo Bay Swept Channel.

1035: Took station, 1000 yards astern USS Garrard, APA84.

1105: Took departure from Tokyo Bay with Tsurigi Sali Light bearing 330° T, distance $5\frac{1}{2}$ miles. Set course 215° T, speed 15 knots.

1209: a/c to 140° T.

1245: a/c to 080° T.

1444: a/c to 065° T.

1737: a/c to 030° T.

2015: a/c to 004° T.

Position: 2000: $35^{\circ} 41' N.$, $141^{\circ} 20' E.$

CONFIDENTIAL

11 September 1945

Steaming as before.
0345: a/c to 300° T.
0435: a/c to 000° T.
0653: a/c to 295° T.
0656: a/c to 290° T.
0720: Steaming various courses and speeds to Matsushima Wan Anchorage.
0746: Anchored in Temporary Berth C, Shiogama Bay.
0803: Underway to Proceed into Shiogama Outer Harbor.
0816: Anchored in Temporary Berth Baker, Shiogama Outer Harbor, Honshu, Japan.
1900: Commenced screening Repatriated Allied Military Personnel.

12 and 13 September 1945

Anchored as before.
Screening Repatriated Allied Military Personnel.

14 September 1945

Anchored as before.
1648: Underway to shift to Berth in Outer Shiogama Bay, Honshu, Japan.
1716: Anchored in Outer Shiogama Bay, Temporary Berth Two.
1803: In compliance with visual orders 140722 from CTU 30.6 underway for Kamaishi, Honshu, Japan. Conforming to movements of USS San Juan, CL54.
1927: a/c to 090° T.
2204: a/c to 010° T. Set standard speed at 15 knots.
2238: Reduced speed to 10.5 knots. Took station, 1000 yards astern of USS San Juan, CL54.

15 September 1945

Steaming as before.
0418: a/c to 320° T.
0535: Commenced steaming various courses and speeds to proceed to anchorage.
0626: Anchored in Kamaishi Bay, Honshu, Japan.
0800: Commenced screening Repatriated Allied Military Personnel.

16 September 1945

Anchored as before.
1036: Underway for Tokyo Bay in compliance with orders from CTG 30.6. Steaming various courses and speeds to clear harbor and take station assigned, 1000 yards astern USS San Juan, CL54.
1107: With O Saki, bearing 137° T, distance 1 mile, took departure from Kamaishi Ko. Set course 090° T, speed 17.5 knots.
1130: a/c to 190° T.

Position: 2000: 36° 39' N., 141° 27' E.

CONFIDENTIAL

17 September 1945

Steaming as before.

0030: a/c to 230° T.

0203: a/c to 250° T.

0231: a/c to 230° T.

0300: a/c to 245° T.

0455: a/c to 295° T.

0558: a/c to 034° T.

0632: Commenced steaming various courses and speeds to conform to swept channel into Tokyo Bay.

0925: Moored alongside USS Benevolence, AH13, at Berth Easy, North Pier, Yokohama Bay. Commenced receiving patients.

18 September 1945

Moored as before.

19 September 1945

Moored as before.

0541: In compliance with ComThirdFlt orders 170245 September, underway for Guam, M. I. Steering various courses and speeds to clear harbor and proceed out of Tokyo Bay Swept Channel. Ordered to report to CinCPac on arrival for duty.

0725: With Sund Saki Light bearing 168° T, distance 5½ miles, took departure from Tokyo Bay. Set course 215° T, speed 16.9 knots.

0817: a/c to 162° T.

1200: a/c to 163° T.

2019: a/c to 143° T. Decreased speed to 15.2 knots.

Positions: 1200: 33° 58' N., 140° 00' E.

2000: 32° 00' N., 140° 44' E.

20 September 1945

Steaming as before.

0800 Increased speed to 15.8 knots.

1742: a/c to 180° T.

Positions: 0800: 29° 53' N., 142° 31' E.

1200: 29° 07' N., 143° 11' E.

2000: 27° 23' N., 144° 05' E.

21 September 1945

Steaming as before.

0000: Set ship's clocks to minus 9½ time.

1900: a/c to 177° T.

2000: Decreased speed to 14.6 knots.

Positions: 0800: 24° 18' N., 144° 04' E.

1200: 23° 15' N., 144° 05' E.

2000: 21° 07' N., 143° 56' E.

CONFIDENTIAL

22 September 1945

Steaming as before.

0000: Set ship's clocks to -10 (King) time.

0800: a/c to 179° T.

1222: a/c to 172° T.

2000: a/c to 175° T. Decreased speed to 14.2 knots.

Positions: 0800: 18° 27' N., 144° 04' E.

1200: 17° 30' N., 144° 05' E.

2000: 15° 40' N., 144° 21' E.

23 September 1945

Steaming as before.

0425: a/c to 188° T.

0440: Decreased speed to 10 knots. a/c to 182° T.

0602: a/c to 099° T. Decreased speed to 5 knots.

0625: Commenced steaming various courses and speeds to enter Apra Harbor, Guam, M. I.

0714: Moored to Dock Peter, Apra Harbor, Guam, M. I.

0827: Commenced disembarking and embarking patients.

0912: Completed disembarking and embarking patients.

1424: Underway for anchorage.

1455: Anchored off Pier Easy, Apra Harbor, Guam, M.I.

24 September 1945

Anchored as before.

1107: In accordance with orders 180003 from CinCPac, Adv. HQ and routing instructions of ComMariannas and Port Director, Guam, underway for Pearl Harbor, T. H. to refuel and proceed to West Coast. Ordered to report to ComWesSea From and CinCPac Pearl for further orders.

1136: With HECF Tower bearing 123° T, distance 1 mile, took departure from Apra Harbor, Guam, M. I. Set course 282° T.

1145: a/c to 180° T.

1255: a/c to 087° T.

2125: a/c to 097° T.

Position: 2000: 13° 14' N., 146° 35' E.

25 September 1945

Steaming as before.

0848: a/c to 071° T.

1700: Reduced speed to 14 knots to avoid TG 58.2. a/c to 065° T.

1738: Increased speed to 17.4 knots.

1800: a/c to 071° T.

2000: a/c to 072° T.

Positions: 0800: 12° 55' N., 150° 01' E.

1200: 13° 12' N., 151° 10' E.

2000: 13° 58' N., 153° 09' E.

CONFIDENTIAL

26 September 1945

Steaming as before.

Positions: 0800: 15° 01' N., 156° 26' E.
1200: 15° 24' N., 157° 33' E.
2000: 16° 04' N., 159° 45' E.

27 September 1945

Steaming as before.

0000: Set ship's clocks to minus 11 (Love) time.

0800: a/c to 073° T.

2235: a/c to 082° T.

Positions: 0800: 17° 02' N., 162° 28' E.
1200: 17° 21' N., 163° 34' E.
2000: 18° 03' N., 165° 47' E.

28 September 1945

Steaming as before.

0800: a/c to 080° T. Increased speed to 17.8 knots. Ordered by ComFifthFlt despatch 280031 to report to ComServPac for Magic Carpet Duty.

Positions: 0800: 18° 35' N., 169° 06' E.
1200: 18° 46' N., 170° 16' E.
2000: 19° 10' N., 172° 42' E.

29 September 1945

Steaming as before.

0451: a/c to 086° T.

2142: Crossed International Date Line, entered time zone plus 12 (Yoke).

Positions: 0800: 17° 33' N., 175° 48' E.
1200: 19° 38' N., 177° 06' E.
2000: 19° 49' N., 179° 29' E.

29 September 1945

Steaming as before.

1200: a/c to 088° T.

2000: a/c to 087° T.

Positions: 0800: 19° 59' N., 176° 34' W.
1200: 20° 09' N., 175° 39' W.
2000: 20° 13' N., 173° 15' W.

30 September 1945

Steaming as before.

0000: Set ship's clocks to plus 11 (Xray) time.

0755: a/c to 090° T.

2000: a/c to 089° T. Reduced speed to 16.6 knots.

CONFIDENTIAL

30 September 1945 (Continued)

2115: Sighted what appeared to be distress flare.
a/c to 040° T; increased speed to 17.8 knots to investigate.

2128: Investigated area, found nothing. a/c to 089° T;
decreased speed to 16.6 knots.

Positions: 0800: 20° 25' N., 169° 58' W.
1200: 20° 26' N., 168° 56' W.
2000: 20° 22' N., 166° 13' W.