

The USS Ariel (AF22) sailed from Hampton Roads, Norfolk, VA on 10/10/1942 and was bound for FFT NAS, San Juan, P.R. with Roy S. Hacker, Seaman 2nd Class (SN 634-17-61) aboard. Roy was in Service Branch V-6 (General Service and Specialists).



U.S.S. Ariel (AF22)

USS *Ariel* (AF-22), a [Mizar-class store ship](#), was in the service of the [United States Navy](#). She was named after the "airy and playful spirit" [Ariel](#) in [William Shakespeare's](#) play, [The Tempest](#).

Ariel was originally a civilian vessel named *Jamaica*. She was built in 1933 by the [Newport News Shipbuilding & Dry Dock Company](#) at [Newport News, Virginia](#). She was owned by the [United Fruit Company](#) and operated in that company's "Great White Fleet" as a [passenger ship](#) until [leased](#) by the Navy on 24 March 1942.

Jamaica was converted for naval services as a store ship by [Todd Pacific Shipyards](#) at their [Galveston, Texas](#), shipyard. She was renamed *Ariel*, designated **AF-22**, and placed in [commission](#) at Galveston on 14 May 1942 with [Captain](#) E.P. Hylant in command.

On 25 May, the new store ship got underway for [Norfolk, Virginia](#). Upon arriving there, she assumed duty with [Service Squadron 7](#), Service Force, [Atlantic Fleet](#). During the next one and one-half years, *Ariel* operated along the east coast and made numerous voyages to ports in the [Caribbean](#). Among her stops were [Bermuda](#); [Trinidad](#); [San Juan, Puerto Rico](#); and [Havana](#) and [Guantanamo Bay, Cuba](#). This routine was interrupted by a cruise to [Iceland](#) in August 1943. The ship left [New York City](#) on the 15th and sailed to [NS Argentina](#), [Newfoundland](#), before continuing on to Iceland and reaching [Reykjavík](#) on 24 August. After unloading her holds, the ship retraced her course back to the east coast, arrived back at New York City on 7 September, and resumed her schedule of supply runs to the Caribbean.

On 4 January 1944, the store ship left Norfolk, with a [convoy](#) bound for the [Mediterranean Sea](#). She touched at [Algiers, Algeria](#), on 24 January, and soon sailed for [Naples, Italy](#). The ship reached that Italian port later the same month and discharged supplies. She then sailed eastward and paused at [Oran, Algeria](#), in early February before sailing back to the [United States](#). The ship arrived at New York City on 13 February.

Ariel set sail for the Caribbean on 20 February and made port calls at [St. Thomas, Virgin Islands](#), and San Juan, Puerto Rico, to unload supplies. The ship then returned to New York. In late March, she commenced another voyage to Iceland and arrived back at New York on 10 April. After a few weeks of upkeep, *Ariel* sailed for the [United Kingdom](#). Upon her arrival there, the vessel provided [food](#) and supplies to ships preparing for the cross-channel invasion of [Normandy](#). She operated from the ports of [Clyde, Scotland](#); [Belfast, Northern Ireland](#); and [Plymouth](#) and [Portland, England](#). The store ship left England on [D-Day](#), 6 June, and sailed back to the United States.

Ariel reached New York on 16 June. After a fortnight of leave and upkeep, the vessel cleared that port and sailed to Norfolk. On 1 July, she set out across the [Atlantic Ocean](#) on another resupply trip to Mediterranean ports. The vessel unloaded stores and equipment at Oran and Naples before reversing her course and steaming back to the United States. She made a stop in the [Azores](#) before finally putting in at New York on 3 August.

After one week in port, *Ariel* shaped a course to the Caribbean and discharged her cargo at Guantanamo Bay and Trinidad before returning home. Another round-trip from New York to Bermuda came in September. The ship sailed from Norfolk on 20 September bound for the Mediterranean. She once again moored at Oran and Naples to re-provision [Allied forces](#) operating ashore. The ship completed her unloading, sailed back to New York, and arrived there on 23 October. She remained long enough to replenish her supplies before getting underway for San Juan and Guantanamo Bay. In early November, the vessel returned to Norfolk for much needed upkeep. She resumed operations on 10 December when she set a course for the now familiar ports of Oran and Naples. After discharging her cargo, *Ariel* sailed back to the east coast and reached Norfolk on 6 February 1945. Later that month, she made another round-trip voyage to Oran.

In March, *Ariel* left New York en route to San Juan. She sailed back to the east coast and put into [Boston, Massachusetts](#), on 12 April. From that port, the vessel made a run to Argentia and arrived back at Boston in late April to take on more cargo, then set sail for Bermuda.

The ship continued her supply runs to Caribbean ports from New York, Norfolk, and Boston through May 1946. On the 12th of that month, *Ariel* got underway from New York for a final voyage to Iceland. After a pause at Argentia, Newfoundland, the vessel sailed on for Reykjavík. She reached Icelandic waters on 29 May and proceeded to unload her [cargo](#). On 1 June, she set a course for New York, arrived there one week later, and entered the [New York Naval Shipyard](#) to prepare for inactivation.

Ariel was decommissioned at New York on 21 June 1946 and was transferred to the [War Shipping Administration](#) that same day. She was ultimately returned to the United Fruit Company. The ship's name was struck from the [Navy list](#) on 3 July 1946. She was converted for merchant service that same year.

More about the [Mizar Class Stores Ship](#) SS Jamaica (USS Ariel):

- Built in 1933 as SS *Jamaica* at Newport News Shipbuilding & Drydock Co., Newport News, VA., for United Fruit Co.
- Acquired by the US Navy, 24 March 1942
- Converted for Naval service at Todd's Galveston, TX., Shipyard
- Commissioned, USS *Ariel* (AF-22), 14 May 1942, at Galveston, TX., Capt. Emory Paul Hylant, in command
- Decommissioned, 21 June 1946, at New York, N.Y. and Transferred to the Maritime Commission the same day for disposal
- Struck from the Naval Register, 3 July 1946
- Final Disposition, returned to United Fruit Co. in 1946
- Resold and renamed SS *Peten*
- Resold and renamed SS *Blumenthal*, reflagged German
- Final Disposition, scrapped at Kaohsiung, Taiwan, December 1969

Specifications:

Displacement 7,068 t.(lt) 11,875 t.(fl)

Length 446' 10"

Beam 60' 3"

Draft 26'

Speed 18.5 kts. (max)

Cargo Capacity 1,990 DWT

non-refrigerated 10,000 Cu ft

refrigerated 170,275 Cu ft

Complement

Officers 18

Enlisted 220

Largest Boom Capacity 30 t.

Armament

one single 5"/51 cal gun mount

three single 3"/50 cal dual purpose gun mounts

twelve single 20mm AA gun mounts

Fuel Capacity 9,325 Bbls

Propulsion

two General Electric turbo-electric engines

four Babcock and Wilcox header-type boilers, 350psi 636°

three turbo-drive 500Kw 240V D.C.

twin propellers, 11,000shp

Seaman 2nd Class Hacker was transferred from the USS Ariel to NAS, San Juan, PR on 10/14/1942.

On 01/28/1944 then Radioman 2nd Class Hacker boarded the USS Antaeus and was transferred to Headquarters CARSEAFRON San Juan.



USS Antaeus (AS-21/AG-67) – later renamed **USS Rescue (AH-18)** – was a commercial [passenger liner](#) acquired by the [U.S. Navy](#) during World War II and named *USS Antaeus*. She was initially intended to be employed as a [submarine tender](#); however she was modified and used as a transport for troops from 1942 to 1944. In 1945 she was commissioned as a hospital ship, renamed *USS Rescue*, and played an important part in 1945 supporting Pacific Ocean attack and then liberation operations.

St. John was built in 1932 by the [Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia](#); operated as a passenger liner by the Eastern Steam Ship Company; acquired by the Navy on 24 April 1941; renamed *Antaeus* (AS-21); and placed in commission on 17 May 1941, Comdr. R. S. Morse in command.

Operations as USS Antaeus

Following her commissioning, the submarine tender operated in the Caribbean. She took part in training exercises and made repairs to the American [submarines](#) patrolling in those waters. *Antaeus* finished this task in September

1942, when she was assigned to transport duties and was redesignated *AG-67*. The ship then began shuttling troops to points in the Caribbean, the [Panama Canal Zone](#), and to [Argentina, Newfoundland](#), from bases at New York City and [Davisville, Rhode Island](#).

Antaeus entered the [New York Navy Yard, Brooklyn, New York](#), on 28 December 1944. There, she underwent conversion to a hospital ship. On 18 January 1945, the vessel was renamed *Rescue* and redesignated (AH-18). Following a period of sea trials, the new hospital ship got underway for the Pacific Ocean theater of action.

She arrived off [Okinawa](#) on 13 June, embarked men wounded in the fighting ashore, survived unscathed despite almost constant [Japanese](#) air attack against Allied shipping in the area, and safely delivered her patients to a hospital on [Guam](#).

With a bed capacity of 792 and a complement of 440, *Rescue* provided hospital services, consultation, preventative medicine, and casualty evacuation.

After a short upkeep period, *Rescue* joined the [U.S. 3d Fleet](#) on 5 July. She supported 3d Fleet ships conducting carrier strikes and bombardment of the Japanese home islands. The ship would rendezvous with the combatant vessels and take on casualties by [breeches buoy](#) both at night and under battle conditions. Upon the conclusion of World War II, *Rescue* sailed into [Tokyo Bay](#) with the 3d Fleet and began the medical screening of Allied [prisoners of war](#) and shuttling them from various prison camps to the base at [Yokohama](#).

In late September, the ship arrived at Guam where she discharged a few former prisoners whose home had been on that island. *Rescue* then proceeded to [San Francisco, California](#). She was decommissioned on 29 June 1946 and was transferred to the [U.S. Maritime Administration](#).

Her name was struck from the [Navy List](#) on 15 August 1946. The vessel was subsequently refitted as a merchant ship and saw service as such from 1946 into 1959, in which year she was scrapped.

More about the USS *Antaeus*:

- Laid down, date unknown, as **SS *Saint John***, a passenger liner for the Eastern Steamship Lines at Newport News Shipbuilding and Drydock, Newport News, VA.
- Launched, 9 January 1932
- Delivered to Eastern Steamship Lines, 22 April 1932
- Acquired by the Navy, 24 April 1941
- Converted to a *Submarine Tender*
- Commissioned **USS *Antaeus* (AS-21)**, 17 May 1941, CDR. R. S. Morse in command
- Redesignated to *Miscellaneous Auxiliary* (**AG-67**), 15 September 1943
- Converted to a *Hospital Ship* at New York Navy Yard
- Renamed and Reclassified **USS *Rescue* (AH-18)**, 18 January 1945

- During World War II **USS *Rescue*** was assigned to the Asiatic-Pacific Theater and participated in the following campaigns:

<input type="checkbox"/> Campaign and Dates	Campaign and Dates
Okinawa Gunto operation Assault and occupation of Okinawa Gunto, 13 to 19 June 1945	3d Fleet operations against Japan , 10 July to 13 August 1945

- Following World War II **USS *Rescue*** was assigned to Occupation service in the Far East from 2 to 22 September 1945
- Decommissioned, 29 April 1946
- Struck from the Naval Register, 15 August 1946

- Transferred to the Maritime Commission for disposal, 29 June 1946
- Sold by the Maritime Commission for commercial service (date unknown)
- Final Disposition, scrapped in 1959

- USS *Rescue*** earned two battle stars for her World War II service

AS Specifications:

Displacement 8,350 t.

Length 403'

Beam 61'

Draft 20'

Speed 20 kts.

Complement

(AS) 440

(AH) Officers 60 Enlisted 464

AS Armament

Original configuration

one 4"/50 gun mount aft

two 3"/23 gun mounts forward

Upgraded

one 4"/50 gun mount aft

four 3"/50 gun mounts, two forward, two aft

Fuel Capacities

NSFO 6,760 Bbls

Diesel 50 Bbls

Propulsion

two Newport News geared turbines

four Babcock and Wilcox header-type boilers 375psi 660°

single Newport News Main Reduction Gears

three 250Kw 240V D.C. Ship's Service Generators

twin propellers, 13,000shp

On 07/29/1945 Radioman 1st Class Hacker transferred from the Coasters Harbor (AG74) to the USN Receiving Station, Brooklyn, NY.



USS Coasters Harbor (AG-74)

USS Coasters Harbor (AG-74) was a [Basilan-class miscellaneous auxiliary](#) acquired by the [U.S. Navy](#) during [World War II](#). She was configured as a repair ship and sent to the [Pacific Ocean](#) just as the war ended. She was retained to participate in [atomic testing](#) at [Bikini Atoll](#).

Coasters Harbor was launched 17 November 1944 by [New England Shipbuilding Corporation](#), South [Portland, Maine](#), under a [U.S. Maritime Commission](#) contract; sponsored by Mrs. M. M. Naples; transferred to the Navy 26 November 1944; commissioned the same day, ferried to [Todd Shipbuilding Company, Brooklyn, New York](#); decommissioned 30 November 1944 for conversion to an electronics repair ship; and was recommissioned 29 July 1945, Commander T. H. Moyer, [USNR](#), in command.

Sailing from [Norfolk, Virginia](#), 29 August, *Coasters Harbor* reached [San Diego, California](#), 19 September and [Sasebo, Japan](#), 31 October. She remained there servicing vessels of the occupation force until 5 March 1946.

Coasters Harbor sailed westward to take part in [Operation Crossroads](#). Following the atomic weapons tests *Coasters Harbor* returned to the [U.S. West Coast](#), arriving at [San Pedro, California](#), 14 September.

She was placed out of commission in reserve at [San Diego, California](#), 3 July 1947. She was redesignated *AKS-22*, 18 August 1951 and stricken from the [Navy List](#) on 1 April 1960.

More about the [Basilan Class Miscellaneous Auxiliary Ship](#) USS Coasters Harbor:

- Laid down, 4 October 1944 a Maritime Commission type (EC2S-C1) hull under Maritime Commission contract (MCE 3073) at New England Shipbuilding Corp., South Portland, ME
- Launched, 17 November 1944
- Acquired by the US Navy and placed in temporary commission, 26 November 1944
- Ferried to Todd Shipbuilding Co., Brooklyn, N.Y. and decommissioned, 30 November 1944, for conversion to an electronics repair ship
- Recommissioned **USS Coasters Harbor (AG-74)**, 29 July 1945, CDR. T. H. Moyer, USNR, in command
- Decommissioned, 3 July 1947, at San Diego, CA.
- Laid up in the Pacific Reserve Fleet, San Diego Group
- Redesignated *General Stores Issue Ship (AKS-22)*, 18 August 1951
- Struck from the Naval Register, 1 April 1960
- Returned to the Maritime Administration, 5 December 1960, San Diego, CA.
- Final Disposition, sold for scrapping, 5 December 1960, to Hugh Neu Steel Products Inc.

Specifications:

Displacement 5,766 t.(lt) 14,350 t.(fl)

Length 441' 6"

Beam 56' 11"

Draft 23'

Speed 12.5 kts. (trial)

Complement

Officers 59

Enlisted 833

Largest Boom Capacity 36 t.

Armament

one single 3"/50 cal dual purpose gun mount

four single 40mm AA gun mounts

Fuel Capacities

NSFO 7,400 Bbls

Diesel 1,470 Bbls

Propulsion

One General Machine Corp. vertical triple-expansion reciprocating engine

two Babcock and Wilcox header-type boilers, 220psi 450°

Ship's Service Generators

three Diesel-drive 350Kw 450V A.C,
two turbo-drive 60Kw 120V D.C.
single propeller, 2,500shp