

JAPAN

P A C I F I C

MANILA

MINDORO

LEYTE

BORNEO

MOROTAI

BIAK WOENDI

EQUATOR

BATAK PAPAN

NEW GUINEA

HOLLANDIA

FINSCH HAFEN

CORAL SEA

NEW CALEDONIA

A U S T R A L I A

177.820

820

SAN FRANCISCO

SAN PEDRO

I C O C E A N

PEARL HARBOR



CROSSED EQUATOR ON FEB. 28, 1944 AT
162° WEST LONGITUDE.

16.

LEMAY

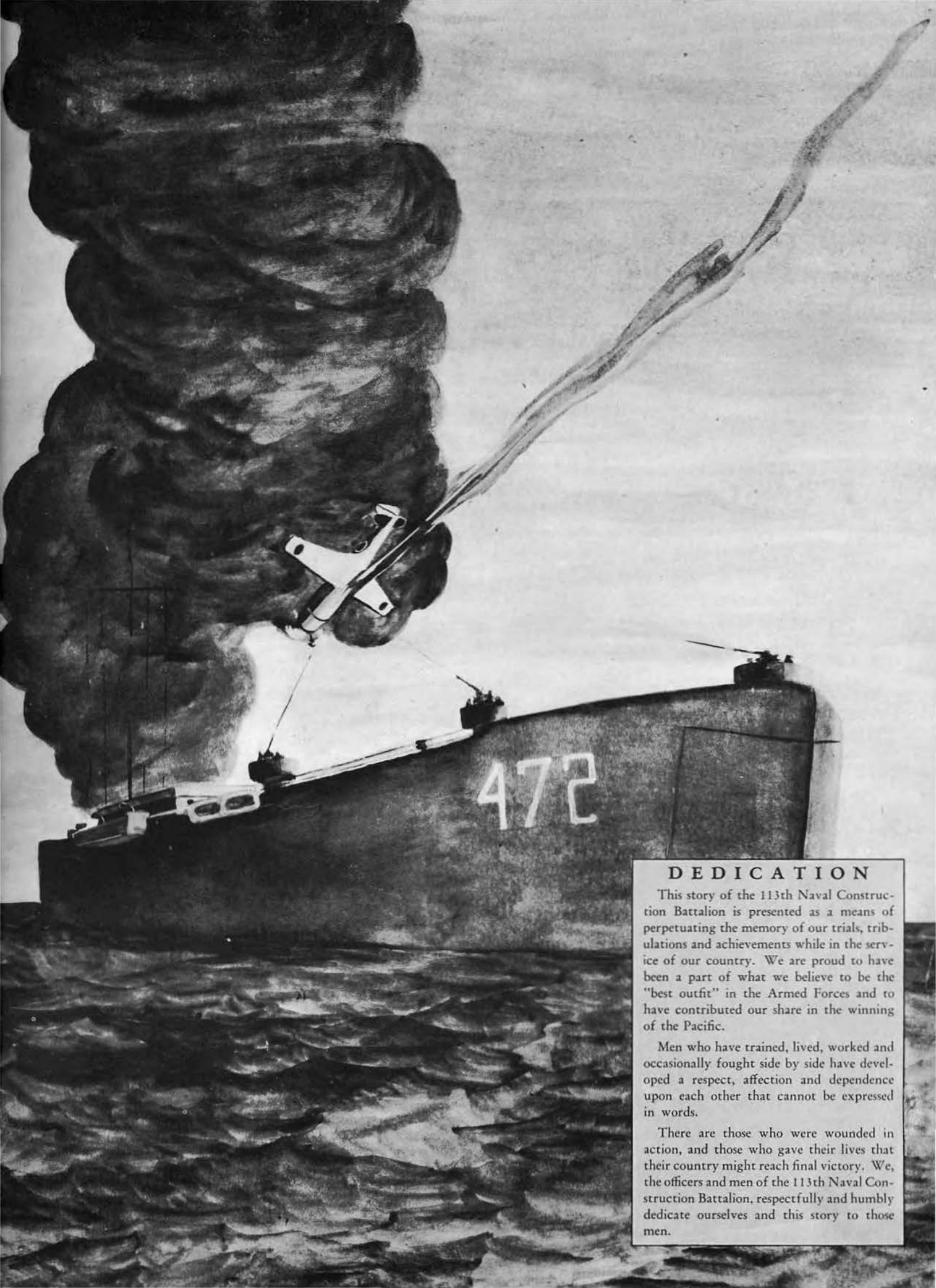
- 7/9/70 Harwin D. Ball Jackson, Tenn
- 8/3/70 Capt. H.P. Liberty Ventura
- 1/25/71 Harwood C. Phillips SAN DIEGO
- 4/21/75 Steve Korman
- 11-14-76 James M. Lume Phoenix Ariz
- 7-12-78 Chas. L. Alling Redding CA
- 3-1-79 Julian W. Heim - Aurora, Illinois
- 6-21-82 Alexander - a Peppo Xenia Ohio
- 7-2-82 Fred Bendler 316 Hazelwood Ave. Middlesex, N.J. 08846
- 8-8-82 LELAND S. RUARDE, LOS ALIMITOS, CA.
- 1-23-83 Ray E. Vutchell 4300 Holt #126 Montclair, Ca 91763 1-23-83
- 5-21-83 Morris Schmidt 2050 St Rd Mosier Oregon 97040
- 11-20-83 Emery R. Lenson 8630 Mill Stet. Rd Sebastopol, CA 95472
- 1-29-84 Stanley M. Hutfler 1945 So 19 Omaha, Ne 68108
- 7-9-84 Gene R. Duprey HC1 B of 1116H Juera Valley Ca 92284
- 9-28-84 DONALD STUEKEN, Redwood City, California
- 9-11-86 James A. Priam. 115 Janice Dr. Spotswood, N.J. 08884
- 11-3-88 Guenasa C. Day 2234 N.E. 19 Holtzema Or 97212
- 5-16-89 Andrew R. Krotek 1048 sunnyslope Drive Mountainview N.J. 07092
- 3/5/90 Robert Romberg 150 N. Beach Dr. Port Ludlow Wa. 98365
- 3/31/93 GRANTLEY H. VAUGHN - SANTAMARIA, CA
- 5/30/93 GEOFF ESSEL SYRACUSE, N.Y.
- 9/30/93 WILLIAM A. TRINKLEY MISSION HILLS, CA.
- 1/21/96 CLAUDE LIGHTNER D-3. MIDWEST, CA 95355

The Story of the 113th SEABEES



The portrayal in words and pictures of
a Naval Construction Battalion at work
and play, from 5 August 1943 to 2
September 1945.

Lithographed in the United States of America
By Schwabacher-Frey Company
San Francisco, California
1947



DEDICATION

This story of the 113th Naval Construction Battalion is presented as a means of perpetuating the memory of our trials, tribulations and achievements while in the service of our country. We are proud to have been a part of what we believe to be the "best outfit" in the Armed Forces and to have contributed our share in the winning of the Pacific.

Men who have trained, lived, worked and occasionally fought side by side have developed a respect, affection and dependence upon each other that cannot be expressed in words.

There are those who were wounded in action, and those who gave their lives that their country might reach final victory. We, the officers and men of the 113th Naval Construction Battalion, respectfully and humbly dedicate ourselves and this story to those men.

KILLED IN ACTION

Newton, Morris Wilbert, CM1c17 December 1944
Wilkinson, William Louis, MM2c15 December 1944

MISSING IN ACTION

Roy, Joseph Adolf, MoMM3c15 December 1944
Tozzini, Irno (n), GM2c15 December 1944
Womack, William Victor, EM1c15 December 1944

DIED IN SERVICE

Burdecki, Bernard Anton, MM3c11 May 1944
Burkins, Ross A., SF3c3 September 1945
Erickson, Ervin J., GM1c18 October 1944
Roy, Robert Joseph, SF1c19 October 1944

WOUNDED IN ACTION

Ahlberg, Edward Charles, S1c15 December 1944
Carter, Eugene Frank, CM2c15 December 1944
Frost, James Willard, S1c15 December 1944
Gaddis, Carl Eldon, CM1c15 December 1944
Loher, Charles Joseph, PhM2c16 December 1944
MacDonald, Donald A., SF2c15 December 1944
Priam, James Alex Jr., S1c15 December 1944
Vargo, John Stephens, CM3c16 December 1944
Wolf, Henry (n), F1c15 December 1944
Peppo, Malcolm Anthony, MM3c16 December 1944

CONTENTS

	PAGE		PAGE
Dedication	3	Water Supply	60
The Skipper's Message	7	Pipe Line	62
"Can Do!"	8	Small Boats	65
Stateside Photographs	9	Communications	66
Days We Will Never Forget	12	Censors	71
Log of the 113th N.C.B.	13	Post Office	71
Battalion Officers	14	Photo Shop	72
Chief Petty Officers	16	Dispatchers and Chauffeurs	73
Company Platoon Photographs	17	Lubrication and Fueling	74
Finschafen	24	Automotive Repair	76
Officer-in-Charge	26	Tire and Battery Shop	77
Executive Officer	26	Spare Parts	77
Personnel Office	27	Blacksmith and Welding Shop	78
Supply and Disbursing	28	Machine Shop	80
Ship's Service	29	Heavy Equipment Repair	82
Barber Shop	29	Rigging Loft	84
MAA Force	30	Paint Shop	86
Fire Department	30	Plumbing and Sheet Metal Shops	87
Sanitation	32	Building Construction	89
Laundry	32	Carpenter Shop	93
Medical Department	33	Sawmill	94
Ships Galley and Mess	34	Logging	95
Bakers	35	Electrical Department	97
Messmen	36	Refrigeration	98
Commissary Supply	36	Detachments	100
Ice Cream Department	37	The Chapel	106
Typewriter Repair	37	OOD and Security Guard	107
Daily Newspaper	37	Recreation	108
Engineering	38	Enlisted Mens' Club	111
The Armory	39	Citations	112
Malaria Control	40	Letters of Commendation	113
Hollandia, New Guinea	41	Hollandia Camp Area Photographs	116
Map of Battalion Construction Projects	42	"Before and After" Construction Photos	117
Aerial Photographs of Hollandia	43	Over the Fantail	119
Heavy Equipment	45	Battalion Roster	128
Dock Construction	52	Epilogue	136



Joseph C. Nowell, Commander, CEC, USNR

The Skipper's Message

THE Battalion has come a long way from that day almost two years ago when we all assembled at the old B-6 Drill Hall at Camp Peary. There has been a great deal of tough going. For most of you there has been little or no trouble from enemy action, but rather the tough going of hard, steady work to meet scheduled completion dates. It was tough because of the steady heat which we will always associate particularly with the Battalion's landing as the initial CB unit at Hollandia, with its precipitous and rocky mountains, steaming jungles, and dank swamps. Fundamentally we are all glad that it was tough. We didn't enter the war with the thought of finding an easy berth. We will all remember the many commendations which the outfit has received both back in the States, at Finschhafen, and particularly commendations for all hands on the excellent job done at Hollandia.

The Battalion must now get its second wind for the home stretch and determine to carry through the job we started. Rotation plans are proceeding; and this outfit is not the sort which will fail to do the job, regardless of when relief personnel may be available.

You all are proud to be members of an outfit that has been rated at the top. I know you will keep its rating there. I regret I will not be with you, at least for the present, but I will be looking forward to seeing you back home after it's all over.

With Best of Luck,
J. C. NOWELL
Comdr. CEC USNR
Officer-in-Charge

21 June 1945

“Can Do!”

THE SEABEES COVER THE WORLD

(Speaking before the House of Representatives on 17 January 1945, the Honorable George J. Bates of Massachusetts gave a stirring account of the history of the Seabees, which is here quoted in part.)

BEFORE the Japs attacked Pearl Harbor, . . . the Navy's advanced bases were constructed by civilian contractors under contract to the Bureau of Yards and Docks. A number of these contractors had joined together and pooled their resources to build advanced bases both in the Pacific and the Atlantic. They did as good a job as could be expected from civilians and it was entirely adequate until the Japs struck. But these men did not have either the equipment, the discipline, or the knowledge of how to fight. They were defenseless at Cavite, at Guam, and at Wake Island. The Japs captured them. And let me tell you—the Japs never made a worse mistake. Their fate gave birth to the organization of men known as the Navy's fighting Seabees, who not only could build but who can fight if necessary as they have done shoulder to shoulder with the marines. In this war tributes can be paid to men in practically every branch of our fighting forces—on land, in the air, on the water, and under the sea. But today . . . I want to pay tribute to the construction men of the Navy—the Seabees and officers of the Civil Engineer Corps, whose job it is to cooperate with the fighting forces of the Navy and the Army, too, and to build for them the facilities they need. Their skill and courage in this respect have earned them honor for all time to come. Without their amazing speed of construction and their contempt for enemy bombs, snipers, and bullets, our forces would not be in the Philippines today, and without the vast shore establishments which were authorized by Congress and which the Navy has built in this country, the size of the fleet would have outstripped its support—the roots would have been too small for the tree. If today, I speak of the Seabees in a laudatory way, it is only because of the wholesome and sincere respect I have for the men of this organization and the splendid work they have done in the present conflict.

“Like all of you, I had heard in a general way what the Seabees have done. I had heard that they performed miracles of construction and they could handle guns as well as they could bulldozers. But I did not know specifically what they have done until I inquired into it much further. The more I learned the higher my admiration grew for these construction men, these men who have been building the way to victory.

“In the first place, the Seabees have brought an amazing amount of construction experience into the war. They are

not kids. In some of the battalions the average age runs as high as 35 years, and a large percent are well over 40 years of age. What do you think that means? Well, for one thing it means that many of them were beyond draft age and when they enlisted they did it because they knew that they had something to contribute to the war effort. They were willing to give up war wages during boomtime construction to go out and fight at enlisted men's pay. What is more, a far higher percentage of these Seabees were married and had children than any other branch of the service—in other words, many of the Seabees started out by making a sacrifice. And when men will do that, you may feel certain that they mean business.

“For the most part the Seabees were highly skilled men who were determined to do a job, and the Navy had to have officers who knew their business, too, in order to hold the respect of these men. The logical thing was done. The same men—engineers and contractors—who had bossed these men in civilian life were brought into the Navy's Civil Engineer Corps. The combination has produced everything the Navy hoped it would

“They are as important to the operation of the fleet as the ships themselves an integral part of the fleet. Without adequate shore facilities, the finest ships and men in the world would be able to function only for a limited time. Every naval ship or aircraft, regardless of type, is dependent upon shore-based facilities for its maintenance. The larger the ship the longer she can remain at sea, but sooner or later the time comes when her own crew and fleet repair ships cannot give her the general overhaul she needs. The same is as true of the men aboard the ships. All the recreational facilities in the world cannot take the place of a port and dry land

“More than 234,000 strong, and with more than 75 per cent—75.1 per cent—overseas, the Navy's Seabees have only begun the toughest part of their job. The Japs have the advantage of land-based aviation from their homeland and the China coast. The new bases we construct will have to be built under such a threat of enemy air attack as we have never experienced before. That means the ultimate in high-speed construction will be necessary. I can give you this assurance: The Seabees will live up to their motto, CAN DO.”

This book is dedicated to the men of this Battalion who made the supreme sacrifice for their country.

The story contained in these pages is the story of the untiring efforts and performance beyond the call of duty of the enlisted personnel of the Battalion. It is a story of Americans wherever they are found.

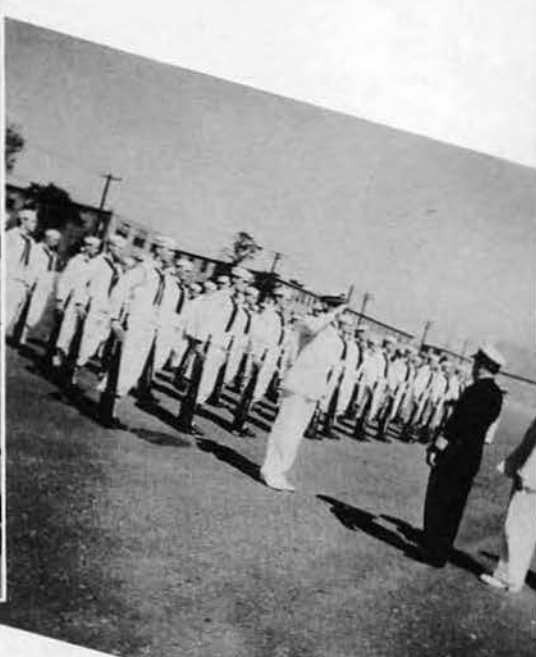
This book is not only a narration of one battalion—it is a cross section of the Seabee organization, and every tale told herein will find a parallel case in every battalion in the field.

It is hoped that this book will help to establish in the heart and minds of our people at home a memory and a fuller knowledge of the contribution of the Naval Construction Battalions.

—EDWARD M. DUNHAM, COMDR. CEC, USNR

Stateside Duty









Days We Will Never Forget

AFTER the United States found itself at war, every man in America began to think "How is this going to affect me and my family, and how am I going to meet the situation?" Some were men with grown children, some with young children, men with wives, some were bachelors and some were students. Regardless of our status in life we were being drawn into that large "whirl-pool," the Training Center.

"Boots!" was a word that the majority of us had never heard before except as something to wear. We were going to wear that word all right, but never in our wildest dreams could we picture what we were getting into. All trains, it seemed, led to Camp Peary, Williamsburg, Virginia. The minute we stepped off the train we recognized that we had entered a new life.

"Fall in and answer when your name is called."

"Get into those waiting trucks—10 men to a truck. I said 10 men! Can't you understand English? Where you from, Mate, are you deaf?"

Being Americans and used to living our own lives, our first impulse was to punch that "wise guy" in the nose—but, no—we'd better wait a while—we're in the Navy now.

"Say, that truck driver must be trying to kill us all! What's the idea? The war will last a while longer."

Finally through the gates and we see our new home. We land in Detention Area, are assigned quarters and look around at all the strange faces. Friendships are made that extended way out to the Pacific islands.

More physicals are given us—well, they may as well look us over—everyone else has. Through the clothes issuing rooms where we pick up more gear than we thought possible. Then they cut off our hair—this time we are sore enough to fight, but something holds our tempers and soon we are all laughing about it.

More trucks and into the training areas we go. Another phase of our new life—we were officially the lowest form of animal life—"Boots!" There we meet the arch-fiend of creation—the Chief Petty Officer! We are in platoons and feel that we have been delivered to him for the one purpose of being tortured. We are confused, tangled up in our gear, unhappy, and uncertain about the property rights to our own souls.

Calisthenics, military drill, roll clothes, try to stay awake through lectures during the hottest part of the day. It's a strange thing but we are living through it—in fact, getting fat on it. The chiefs and officers actually are beginning to look like human beings—well, almost human! Strange words are beginning to have a meaning and we are even beginning to look Navy and talk Navy. "Our platoon is the best platoon in the area and I can lick any so-and-so who says differently."

Our dress blues are beginning to come back from the fitters and we self-consciously try them on. "They'll never be able to get me out in public with one of these suits on. They look like the 'long woolies' put on backwards!"

After four weeks of incessant training we are lined up on the Area Street. The officers hold long lists in their hands and each platoon chief has his copy. The "scuttlebutt" has it that we are to be assigned to battalions, special battalions and station force. The day we have been training for has arrived. As soon as our name is called with the number of the battalion we cease to be that most despised of God's creatures and become sailors in Uncle Sam's Navy. The roll call goes on and on—"John Doe, S2c, report to the 113th Naval Construction Battalion, quartered at B-6 Drill Hall."

That is another story in itself, Mate. It will be easier to show you than tell about it . . .



LOG OF THE 113TH N. C. B.

5 August 1943—The long-awaited day of breaking boot . . . into Camp Peary's B-6 Drill Hall poured the crew, assembled from various detention barracks; a green, bewildered bunch of workers, shortly roused from their thoughts with a booming "Hello, men." It was Commander Nowell announcing to all hands that we were a Battalion, that he was our Skipper, and that we were to be "the best outfit afloat or ashore."

Advanced training at Camp Endicott, Rhode Island . . . new words thrown at us, new techniques, new responsibilities . . . our first liberty . . . construction classes with emphasis on "the Navy way" . . . judo and bayonet practice . . . dry firing hour upon hour . . . then real target practice at Sun Valley with the inevitable "Maggie's Drawers" to hold down that perfect score.

13 September 1943—The Day of Days . . . proudly we stood at attention in full military dress as the United States Navy commissioned us the 113th United States Naval Construction Battalion.

14 September 1943—Our first move as a Battalion . . . the full meaning of "scuttlebutt" planted itself firmly in our minds as the train pulled out of Rhode Island—all on the "best of authority" the 113th was going to Quoddy, Maine; Camp Parks, California; Camp Rousseau, California; Camp Hollyday, Mississippi. One of them had to be right, and after hitting practically all points except Duluth and Dallas we landed in Mississippi . . . uniform of the day: "Wet Dress Blues", the beginning of tradition that it always rained when the 113th made a move . . . more conditioning on obstacle courses . . . a three-mile hike to the swimming hole . . . a seven-mile maneuver to "rout out the enemy" . . . and then those never-to-be-forgotten days—the 32 mile hike to the rifle range and return, with a side trip into the waist-deep swamp . . . at last construction on a small scale, camp facilities, boat repair work, swimming pools, fire-fighting, the bivouac area . . . then that something-new added to our experience: the 113th expedition to Cat Island, our first taste of what Island "X" might be like . . . and back on the mainland the first "all-Battalion" construction project yet undertaken, a 250-man Experimental Galley started at 1230 on the 4th of November.

2 December 1943—After a thorough indoctrination in Advanced Base Depot training the Battalion was ready for overseas staging . . . the cross-country trip to Camp Rousseau on the southern California coast . . . perimeter guard . . . special liberties . . . Hollywood and Los Angeles . . . fur their training and small construction jobs . . . down on the dock we viewed our equipment. It was OURS, those cats and "dozers and shovels and trucks were soon to be working in the eager hands of 113th men . . . cargo was loaded . . . the equipment ships took off . . .

21 February 1944—Finally that tense, hushed hour of 0200 . . . the train moved out under military security for port of embarkation . . . the last man was sandwiched aboard the "West Point", after job grew and was completed, and the date from which all time seemed to be reckoned.

28 February 1944—Crossed the Equator at 162 meridian.

16 March 1944—The first day ashore in the South Pacific . . . life overseas began at Finschhafen.

30 April 1944—The beginning of a week of waiting . . . all gear stowed aboard ship, trucks loaded for embarkation, then a delay of sailing orders . . . a week of living with the infantry pack in rain, mud and inactivity.

6 May 1944—Two Liberty Ships left Finschhafen with 113th men and equipment for the big job ahead: construction of Navy Base 3115 at a forward area.

9 May 1944—113th landed at Hollandia, New Guinea, the first Seabee battalion ashore, our first big job . . . outposts set up . . . ship unloading began, heavy equipment started clearing and cutting roads and storage space . . . enemy bombings nearby and an occasional sniper reported . . . work began in earnest, 24 hours a day, seven days a week.

3 June 1944—Advance Base Detachment left Humboldt Bay for construction on Mios Woendi Island near Biak.

25 July 1944—113th PT Detachment of two officers and fifty men sailed for Sansapor.

12 September 1944—PT Detachment boarded LST for job on Soemesoeme Island off southern tip of Morotai Island.

22 October 1944—PT Detachment departed from Navy 3115 on two LSTs for advance base construction in Philippines.

17 November 1944—113th NABU #1 Detachment of four officers and 105 men loaded on an LST and shoved off for construction of advanced base on Mindoro.

15 December 1944—NABU #1 Detachment's LST was victim of Japanese suicide plane . . . five of our men killed or missing, five wounded.

26 December 1944—Detachment "C" sailed from Hollandia to take over construction job scheduled for the Detachment that was shot up by enemy action.

8 February 1945—113th Detachment "D" arrived on Mindoro Island in the Philippines to begin operations on Naval Base 3100.

2 April 1945—113th Battalion, "first in, last out" said farewell to Hollandia and New Guinea and sailed to join the two previous detachments on Mindoro . . . at last some flat country . . . natives who understood and spoke English . . . airfields and plane rides . . . and the threat of typhoons.

10 June 1945—113th Detachment "F" of one officer and 21 men departed from the Mindoro base for Talampulan Island to build a road the length of the island for Coast Guard activities.

29 June 1945—113th received new Officer-in-Charge, Comdr. E. H. Dunham. Comdr. Dunham, expert on airfield construction, directed completion of facilities at McGuire Strip, correlated Battalion construction at Mindoro following Japanese surrender.

15 August 1945—Japan accepted the Potsdam surrender terms.

BATTALION OFFICERS

NOWELL, Joseph C.	Comdr. CEC	5 August 1943—22 June 1945	Officer-in-Charge
DUNHAM, Edward M.	Comdr. CEC	29 June 1945—	Officer-in-Charge
MATHER, Roland C.	Lt. Comdr. CEC	5 August 1943—1 August 1945	Executive Officer
ROBISON, Fred A.	Lieut. CEC	"D" Co. Cmdr.	Executive Officer and Waterfront Constr.
SAMMON, Howard E.	Lt. Comdr. ChC	Staff	Chaplain
CANIVAN, Robert C.	Lt. Comdr. MC	Staff	Sr. Medical Officer
LOVEMAN, Charles E.	Lieut. DC	Staff	Dental Officer
WAYNE, James A.	Lieut. SC	Staff	Supply Officer
SEBOLT, William O.	Lieut. DC	Staff	Dental Officer
CROSBY, Harry L.	Lieut. CEC	"B" Co. Cmdr.	Bldg. Constr. Officer
SPALDING, Stewart M.	Lieut. CEC	"C" Co. Cmdr.	Water Supply Officer
PHILLIPS, Harwood C.	Lieut. CEC	"A" Co. Cmdr.	Heavy Equipment Officer
LIBERTY, Harold F.	Lieut. CEC	Hdq. Co. Cmdr.	OinC Detachment "A"
EDWARDS, Joseph R.	Lieut. CEC	"A" Co. Cmdr.	Construction Officer
JAMES, William B.	Lieut. CEC	"C" Company	Cargo Officer
CHLOUPEK, William V.	Lieut. CEC	"D" Company	Cargo Officer
SOLEM, Taylor S.	Lieut. CEC		Advance Echelon, Manila
STEIGERWALT, John L.	Lieut. (jg) MC	Staff	Jr. Medical Officer
HURST, Oscar E.	Lieut. (jg) DC	Staff	Dental Officer
HILDEBRAND, Howard H.	Lieut. (jg) MC	Staff	Jr. Medical Officer
TEEPLE, Chester F.	Lieut. (jg) SC	Staff	Supply Officer
DONEGAN, John F.	Lieut. (jg) SC	Staff	Disbursing Officer
SMITH, Richard S.	Lieut. (jg) CEC	Staff	Personnel Officer
KNOBEL, Theoderick	Lieut. (jg) CEC	"C" Company	XO Detachment "A"
MURDOCH, Robert R.	Lieut. (jg) CEC	"A" Company	Transportation Officer
FAULKNER, George W.	Lieut. (jg) CEC	"B" Company	Asst. Bldg. Constr. Officer
MUMMEY, James F.	Lieut. (jg) CEC	"D" Company	Heavy Equipment Officer
WEBB, James E.	Lieut. (jg) CEC	Headquarters	Security Off. & Recreation
MYERS, Mason K.	Lieut. (jg) CEC	"A" Company	Asst. Transportation Officer
DEYOE, Harry B.	Lieut. (jg) CEC	"C" Company	Beachmaster (Plumbing)
POPE, Robert J.	Lieut. (jg) CEC	"D" Company	Asst. Heavy Equip. Officer
WILLIAMS, Burt	Lieut. (jg) CEC	"B" Company	Transportation Officer
TROUTMAN, Warren T.	Ensign CEC	Staff	Disbursing Officer
GAULT, Alan C.	Ensign CEC	"C" Company	Security Off. Civilian Affairs
JENSEN, Westie	Chf. Carp. CEC	Hdq. Company	Communications Officer
BOWSER, Earle D.	Chf. Carp. CEC	"A" Company	Plumbing Shop Officer
SKRAMSTAD, Olaf	Chf. Carp. CEC	"B" Company	Asst. Heavy Equip. Officer
TURNER, Charles V.	Chf. Carp. CEC	"A" Company	Asst. Heavy Equip. Officer
KUNTZ, Gerald W.	Chf. Carp. CEC	Headquarters	Electrical & Refrigeration Officer
COX, Edgar F.	Chf. Carp. CEC	"A" Company	Logging Officer
LAIRD, Mitchell W.	Chf. Carp. CEC	"C" Company	Asst. Bldg. Constr. Officer
WOOD, Jesse C.	Chf. Carp. CEC	"C" Company	Sawmill-Asst. Waterfront Constr. Officer
GROSS, Harry J.	Chf. Carp. CEC	"C" Company	Asst. Bldg. Constr. Officer
TOLLBER, Floyd A.	Chf. Carp. CEC	"D" Company	Logging-Asst. Waterfront Constr. Officer
HUFF, Robert	Carp. CEC	Headquarters	Electrical-Refrig.-Armory
TARBET, Lester M.	Carp. CEC	"C" Company	Rigging-Stevedoring-Sawmill
McGINNIS, Louis B.	Carp. CEC	"D" Company	Communications Officer

Front Row, l to R: Lt. C. E. Loveman, DC; Lt. R. C. Canivan, MC; Lt. (jg) H. F. Liberty, CEC; Lt. H. L. Crosby, CEC; Comdr. J. C. Nowell, CEC; Lt. Comdr. R. C. Mather, CEC; Lt. D. A. Megowen, CEC; Lt. F. A. Robison, CEC; Lt. S. M. Spalding, CEC; Lt. (jg) H. C. Phillips, CEC.

2nd Row: Carp. R. Huff, CEC; Ens. J. F. Donegan, SC; Carp. O. Skramstad, CEC; Ens. R. J. Pope, CEC; Chief Carp. W. Jensen, CEC; Carp. B. Williams, CEC; Carp. E. B. Bowser, CEC; Carp. L. M. Tarbet, CEC; Carp. C. V. Turner, CEC.

Rear Row: Ens. T. M. Knobel, CEC; Lt. (jg) C. F. Teeple, SC; Ens. R. R. Murdoch, CEC; Ens. R. S. Smith, CEC; Lt. (jg) H. H. Hildebrand, MC; Ens. G. W. Faulkner, CEC; Ens. J. F. Mummey, CEC; Ens. M. K. Myers, CEC; Ens. H. B. Deyoe, CEC; Carp. J. F. Huber, CEC.





Comdr. E. M. Dunham



Lieut. F. A. Robison



Lt. Comdr. R. C. Canivan



Lt. Comdr. H. E. Sammon



Lt. W. V. Chloupek



Lt. W. B. James



Lt. H. F. Liberty



Lt. S. M. Spalding



Lt. J. A. Wayne



Lt. (jg) H. B. Deyoe



Lt. (jg) J. F. Donegan



Lt. (jg) G. W. Faulkner



Lt. (jg) O. E. Hurst



Lt. (jg) J. F. Mummy



Lt. (jg) M. K. Myers



Lt. (jg) R. J. Pope



Lt. (jg) R. S. Smith



Lt. (jg) J. E. Webb



Lt. (jg) B. Williams



Ens. A. C. Gault



Ens. W. T. Troutman



Chief Carp. H. J. Gross



Chief Carp. G. W. Kuntz



Chief Carp. M. W. Laird



Chief Carp. L. B. McGinnis



Chief Carp. F. A. Tollber



Chief Carp. J. C. Wood

113th Battalion Chief. Petty Officers



Headquarters Co., L to R: J. C. Craft, B. H. Stephenson, M. Baum, C. E. Jones, D. M. Cruikshank, F. G. Somner, K. H. Erickson, G. F. Staetz.



"A" Company, Front Row, L to R: Company Chief R. C. Smith, and Officers Corp. E. B. Bowser, Ens. M. K. Myers; Comdr. J. C. Nowell, Lt. H. C. Phillips, Ens. R. R. Murdoch.

Rear Row: P. J. Oster, L. C. Traner, L. R. Bellman, R. G. Gerold, J. E. Smith, I. H. McPherson, H. L. Bercaw.



"C" Company, L to R: F. W. Phelps, J. S. Meyers, E. L. Hughes, B. D. Sossaman, C. N. Renfro, D. L. Conner, H. E. Rees, E. R. Keagy, D. E. Heatherly.



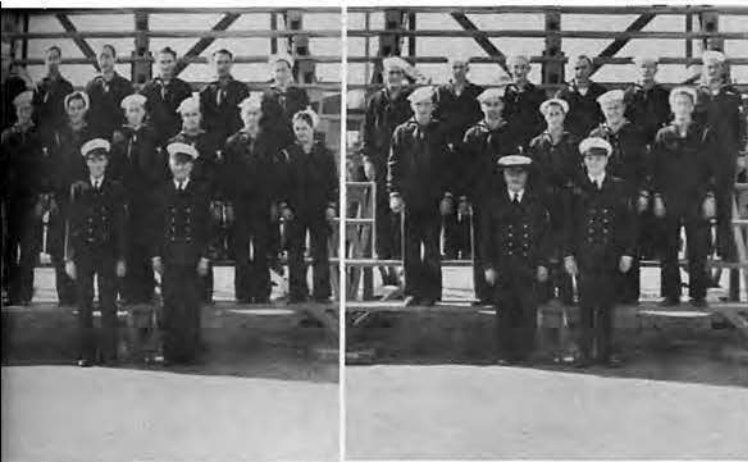
"B" Company, Kneeling, L to R: J. M. Madison, S. Sabatino, W. J. Shanahan, H. A. Dickson.

2nd Row: G. Durham, K. P. Reid, R. Wesner, M. T. Bryant, G. F. Hubbard.

Rear Row: C. Anthony, H. Gilmour, A. Senn, H. C. Hilliard, B. R. Kiefling.



"D" Company, L to R: J. J. Habel, A. Adam, J. C. Pratt, R. Young, J. B. Clark, H. B. Harris, W. G. Wood, C. E. Ellis.



In photo on left, Front Row: Chiefs N. C. MacFarland, A. Gombossy.
 2nd Row: R. L. Lewis, G. Apostolos, R. L. Ekstrand, A. L. Baril, J. C. Reynolds, N. Bernabucci.
 Rear Row: J. W. Heim, J. D. Matzinger, N. Lowery, S. I. Caro, Z. W. Kertesz, R. W. Dibble.
 In photo on right, Front: H. N. Elliott, P. F. Martin.
 Front Row: R. H. Webster, G. C. Hancock, L. B. Weaver, K. H. Erickson, R. H. Allen.
 Rear Row: B. J. Foley, E. L. Allman, J. C. Craft, H. L. Smith, Z. E. Doshier, A. M. Thomas.

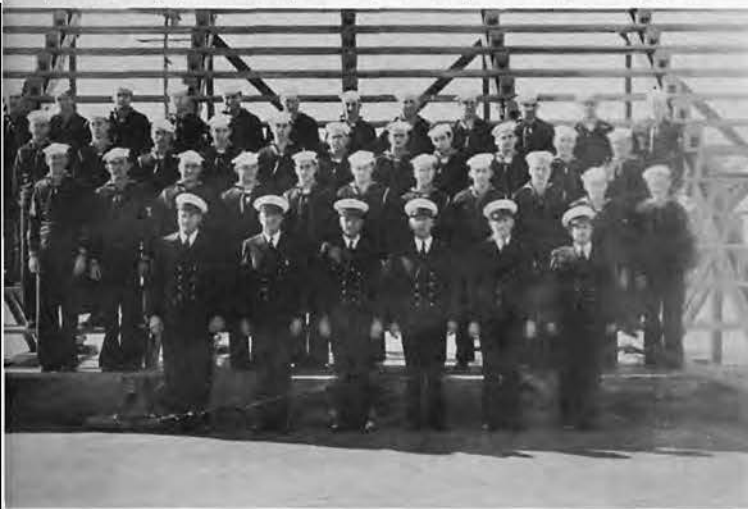


Front: Chiefs F. W. Brock, L. C. Goodwin.
 Front Row: N. J. Funck, F. Marlowe, M. L. Montgomery, W. K. Gann, R. G. Dyer, W. L. Waddle, B. R. Willis, R. H. Favinger, F. Dunham, C. M. Lowery, R. E. Wieland.
 2nd Row: C. H. Wells, L. H. Aurenheimer, R. W. Lofftus, G. E. Haskins, R. H. James, S. E. Cotton, R. F. Galvin, J. D. Cole, A. E. Kallasy, N. S. Roth, F. B. Geiger, P. U. Saunders.
 Rear Row: L. J. Amstutz, J. J. Lockard, V. L. Ross, P. A. Jankuski, R. F. Jones, B. J. Stolpman, E. E. Licht, E. P. De Schamp, K. A. McLane, W. A. Trinkley, J. F. Martin, W. F. Supplee, S. R. Faust, C. E. Goodness.

Headquarters Company

Lt. (jg) Harold F. Liberty, Company Commander, Ens. James E. Webb, Chief Carp. Westie Jensen, Carp. Robert Huff.

Front: Chiefs C. E. Jones, F. G. Somner, J. N. King, L. A. Tretter, M. Baum, N. E. Stevens.
 Front Row: F. W. B. Murray, W. J. Kimmel, R. W. Baldner, E. L. Hodges, C. A. Duchman, E. R. Ryan, W. M. Cline, B. R. Blankenship, C. C. Albright, R. O. Bicket, J. H. Kawalec.
 2nd Row: H. A. Rabbass, R. T. Howe, G. Alvarez, R. B. Breland, J. J. Hartfield, E. J. Beckman, T. B. Kent, H. E. Griffin, R. A. Braun, B. A. Nessenhaler, S. G. Dadekhan.
 Rear Row: A. D. Wehr, R. G. Burns, G. L. Byroad, R. E. Porter, A. Einhorn, B. W. Adkinson, J. E. Deislinger, S. P. Barchi, R. E. Lee, A. Musso, C. L. Crim, H. M. Appleton.



Front: Chief W. H. Van Orsdel.
 Front Row: G. L. Godfrey, B. F. Hickey, A. Lambousis, T. F. Shepard, T. R. Camarillo, E. C. Neal, E. J. Chondzinski, H. A. Dodd, W. J. Bell.
 Rear Row: R. H. Dix, C. A. Beck, J. H. Corn, F. M. King, J. A. Curran, A. H. Borchart, E. R. Runolfson, R. J. Conaty, J. Davies, R. L. Brimm.



Front: Chief G. F. Staetz.
 Front Row: A. Santana, J. W. Seifert, R. C. Murray, C. G. Strom, A. H. Martin, E. E. Trepanier, P. J. Koch, R. J. Deemer.
 Rear Row: E. C. Benson, G. E. Hanson, G. L. Swanson, W. J. Franz, R. R. Anstead, J. W. Brooks, M. G. Beam, D. W. Hulke.



Front: Chief S. W. Scott.
 Front Row: G. H. Vaughn, B. E. Bergie, W. J. Cardo, E. J. Kraszewski, E. J. Godeman, A. Villareal, J. O. Gilbert.
 Rear Row: E. E. Farley, C. W. Ledford, V. G. Layne, F. Barrera, R. J. Drysdale, N. M. Gentile, A. E. Dunston, T. D. Williams.





Front Row: L. C. Traner, CSF; P. H. Oster, CMM; Chief Warrant Officer E. B. Bowser; Lt. M. K. Meyers; Lt. H. C. Phillips; Lt. R. R. Murdoch; R. C. Smith, CCM.

2nd Row: J. R. Bruni, E. E. Anusiwecz, G. A. Kanelos, W. D. Chown, W. C. Alicata, D. L. Steele, R. P. Lazzari, E. A. Erbe, D. G. Brunson, R. Arell, R. W. Beckett.

3rd Row: M. M. Angelus, S. Anderson, J. L. Cannessa, R. C. Schmaus, R. Bock, B. V. Chapdelaine, D. Strong, M. W. Newton, G. Caouette, K. J. Jones, S. G. Huffless, A. B. Gibson.

Rear Row: C. Burbach, R. C. Crete, R. Pockrus, J. M. Swenson, R. A. Lund, W. V. Arnold, L. R. Bedell, J. G. Infalvi, W. V. Womack, R. M. Ring, J. W. Aston.



Front Row: L. R. Bellman, CCM; Chief Warrant Officer E. B. Bowser; Lt. M. K. Meyer; Lt. H. C. Phillips; Lt. R. R. Murdoch; R. C. Smith, CCM.

2nd Row: L. H. Daniel, W. A. Steinauer, S. F. Borowski, O. F. Fondren, S. M. Adamcz, O. I. Brekken, W. E. Collins, J. Croy, J. M. Pirog, H. Wolf.

3rd Row: K. H. Jones, E. C. Ahlberg, P. J. Malasinski, M. J. Armellino, F. G. Johnston, C. N. McCumber, P. M. Boone, I. Boscar, R. E. Albrecht, E. P. Kioebge, J. H. Freeman.

Rear Row: H. E. Welshans, F. H. Hichens, A. Smaldino, D. S. Berg, S. Bahila, C. Phillip, H. J. Holmquist, R. A. Sawyer, F. P. Milliard, D. A. Arneson.

Company A

Lt. (jg) Harwood C. Phillips, Company Commander, Ens. Robert R. Murdoch, Ens. Mason K. Myers, Carp. Charles V. Turner, Carp. Earle B. Bowser.

Front Row: R. C. Smith, CCM; Chief Warrant Officer E. B. Bowser; Lt. M. K. Meyers; Lt. H. C. Phillips; Lt. R. R. Murdoch; R. G. Gerald, CCM.

2nd Row: E. H. Benak, H. C. Wintersmith, P. L. April, J. A. Clarke, B. G. Daughenbaugh, H. B. Lewis, S. Gordon, W. J. Vining, R. W. Peterson.

3rd Row: B. A. Hancock, B. D. Beatty, J. Rodebush, W. N. Lorton, A. E. Erisman, W. R. Adams, E. J. Burke, J. H. Engles, H. J. Kazarian, J. W. Frost, K. E. Meadows.

Rear Row: R. W. Killion, E. L. Decker, H. L. Moore, D. A. MacDonald, M. Ankele, R. V. Bell, A. A. Stumpf, H. P. Belanger, F. L. Smith, W. E. Peregoy, C. S. Manny, R. B. Howell, L. F. Johnson, K. E. Howarth.



Front Row: I. H. McPherson, CMoMM; Chief Warrant Officer E. B. Bowser; Lt. M. K. Meyers; Lt. H. C. Phillips; Lt. R. R. Murdoch; R. C. Smith, CCM.

2nd Row: P. M. Sicard, W. L. Wilkinson, R. W. Taylor, H. H. Kohlscheen, J. Ginanni, O. R. Albert, L. L. Kistner, R. L. Platter, M. R. Patrick, J. A. Priam.

3rd Row: A. Mendez, N. Tosseng, R. L. Schrader, M. H. Cannon, D. A. Hamilton, R. J. Wehrheim, L. Wehrheim, J. B. Herring, A. O. Alfama, G. A. Grimm, S. S. Billyer.

Rear Row: H. A. Rawa, B. Ganz, P. Berg, W. J. Schlumpf, E. M. Watkins, L. B. Ryviers, M. Hargett, U. C. Schimek, H. E. Page, E. R. Lessard, W. Kant.

Front Row: J. E. Smith, CCM; Lt. M. K. Meyers; Chief Warrant Officer E. B. Bowser; H. C. Phillips; Lt. R. R. Murdoch; R. C. Smith, CCM.

2nd Row: J. D. Osgood, A. J. Joss, J. A. Roy, B. F. Lach, F. C. Bendler, R. T. Lecuy, R. J. Bacino, J. J. Kincl.

3rd Row: H. R. Collins, J. M. Champie, F. M. Cabral, M. Kisiel, A. C. Bowman, F. Young, H. E. Gallagher, K. S. Hurley, E. J. Keegan, B. Buczkowski.

Rear Row: L. B. Baker, E. H. Boeser, A. W. Garn, J. N. Fisher, W. P. Watkins, W. Kiltz, F. A. Kyle, D. A. Baron, R. J. Redman, I. Tozzini, R. J. York.



Front Row: H. L. Bercaw, CSF; Chief Warrant Officer E. B. Bowser; Lt. M. K. Meyer; Lt. H. C. Phillips; Lt. R. R. Murdoch; R. S. Smith, CCM.

2nd Row: A. E. French, J. J. Chranowski, J. M. Lipinski, L. M. Bonds, I. Brecher, L. Anderson, W. S. Pecz, A. E. Cisson, J. H. Adams, R. T. Adams, M. Kubia.

3rd Row: J. E. Bothwell, J. M. Brooks, D. C. Wilms, D. L. Capuano, W. I. Bolton, R. Bohning, H. A. Cooper, W. D. Gawler, O. H. Dell, G. E. Chapin.

Rear Row: R. D. Barden, H. E. Blair, F. Thurber, F. Nelson, E. A. Gisondi, D. L. Fulton, J. Russell, H. L. Black, L. C. Allen, N. LaVista.





Front Row: Chiefs M. T. Bryant, R. Wesner, K. P. Reid.
 2nd Row: J. W. Paul, J. Hill, J. C. Donaldson, P. J. Silvestri, C. W. Francis, C. J. Rosati, J. Esposito, D. D. Ball, L. Huckins, R. Burdecki, G. S. Brown.
 3rd Row: F. C. Daniels, J. M. Cortelyou, R. D. Barker, G. Durham, R. C. Tremblay, D. T. Broscia, J. C. Gould, E. Jones, D. H. Kingsley, J. M. Chametsky, C. S. Culbreth.
 4th Row: T. F. Williams, C. L. Alling, L. Rudrud, A. Grotz, R. F. Fuerschbach, E. L. Cane, L. Bonney, F. H. Barneburg, J. A. Flanick, A. W. Sweeney, J. W. Buchanan.
 Rear Row: W. Ganserwicz, M. Storey.



Front Row: Chiefs J. D. Backman, R. Wesner.
 2nd Row: H. Curry, G. J. Battaglini, P. Siciliano, A. E. Cummings, R. F. Dunker, L. F. Davis, P. Domezio, C. J. Peterson, F. A. Miller, J. Kuchenbecker.
 3rd Row: G. Rolando, J. E. Gebhart, G. Gagnon, R. G. Heaser, F. S. Hare, R. Helm, J. Montagna, E. F. Mashek, O. B. Scott, W. L. Hansen, B. R. Pride.
 Rear Row: S. Sabatino, V. C. Bonacorso, E. R. Vines, M. F. Grady, W. F. Lavender, W. R. Kelley, J. M. Shea, A. C. Moore, M. M. McCord, G. Fisher, R. V. Ledford, A. Tisei.

Company B

Lt. Harry L. Crosby, Company Commander, Lt. Stewart M. Spalding, Ens. George W. Faulkner, Carp. Burt Williams.

Front Row: Chiefs R. Wesner, C. F. Rowell.
 2nd Row: C. Piccirelli, J. Alicki, L. Brodner, R. H. Reeploeg, R. D. Jennings, R. F. Lohroff, J. C. Bishop, C. Anthony, J. D. Blakemore, R. H. Hathaway.
 3rd Row: L. W. Bigelow, J. F. Pirtle, S. P. Tamaro, K. J. Boomhower, G. V. Messing, F. F. Bay, P. Berube, D. A. Bonivert, L. F. Carpenter, L. A. Haughawout, M. R. Bauman.
 Rear Row: F. Birtic, R. L. Bennett, C. M. First, B. E. Benton, J. S. Breen, W. L. Brown, G. W. Yaxheimer, F. D. Buck, J. M. Cooney, J. R. Gardner, J. M. Madison, A. M. Green.



Front Row: Chiefs R. Wesner, R. J. Stanton.
 2nd Row: H. H. Anderson, H. W. Behrens, R. L. Le Fever, G. M. Bassett, L. W. Clark, R. R. Collins, L. J. Smith, E. C. Cheffer, J. F. Cabral.
 3rd Row: H. Gilmour, J. C. Mickelson, L. C. Carroll, R. L. Coffman, T. Citizen, E. W. Page, M. F. Clift, H. W. Burgess, W. E. Long.
 Rear Row: A. A. Senn, J. M. Crusinberry, A. Campbell, C. Carlin, C. A. Koerper, D. P. Austin, J. B. Di Nolfo, F. S. Brown, R. E. Fontaine.



Front Row: Chiefs R. Wesner, B. R. Kiefling.
 2nd Row: E. W. Shay, F. T. Delmonico, H. Dickson, E. F. Clark, R. Corey, L. M. Wight, H. S. Broderick, G. F. Hubbart, C. Spurlock, A. P. Graham.
 3rd Row: R. E. Nord, J. L. Blankenship, B. Leonard, E. P. Homsley, A. H. Anguiano, A. Boccelli, C. F. Gill, H. R. Barrett, A. Hartshorn, R. Billingsley.
 Rear Row: H. W. Melby, F. O. Brewster, K. A. Wilson, A. Bagnaschi, E. W. Sewell, I. D. Bronson, S. J. Ledakowicz, D. Anttila, V. C. Krause, S. Lapriore.



Front Row: Chiefs R. Wesner, H. Hilliard.
 2nd Row: R. R. Flores, H. L. Strong, G. L. Corson, A. Musso, L. Aydelotte, W. C. Ballentine, L. W. Crittenden, J. S. Lowry, J. J. Evans, F. W. Nelson.
 3rd Row: P. E. Walker, H. M. Babcock, R. Braun, E. Miller, R. E. Bennett, C. E. Whitehouse, J. Friar, T. W. Davidson, G. W. Landers, G. L. Hendsch.
 Rear Row: H. D. Luther, H. L. Gardner, L. P. Corey, H. Lorber, W. E. Chick, F. H. Allen, J. J. Brody, T. R. Fleming, K. C. B. Hogan, F. J. Wilson, C. J. Webb, C. L. Hansen.





Front: J. S. Vargo.

Front Row: C. D. Pool, F. D. Isolda, G. W. Lee, C. H. Thompson, E. J. Erickson, H. E. McFarland, J. F. Faherty, W. Littlefield, M. T. Gould, B. D. Daugherty.

2nd Row: E. B. Hall, N. L. Murray, F. H. Holste, D. J. Oie, W. C. Holte, S. L. Miles, E. R. Theidel, N. P. Van Gompel, A. F. Pierce, J. A. Creech, J. R. Grenier.

Rear Row: R. S. Doane, E. E. Groll, T. Beardsmore, M. H. Wright, V. Perez, G. W. Treadgold, T. E. Zobkian, F. C. LeMay, J. L. McMillan.



Front: Chief G. D. Hebrick, F. Misaiko.

Front Row: I. L. Burton, R. R. Hart, D. L. Conner, G. M. Foley, M. Di Gioia, J. F. Alley, F. A. Deneke, E. J. Pincince, R. Johnson, F. Davit, E. E. Mahne.

2nd Row: G. S. Harris, A. J. Duncan, J. E. Hankins, K. B. Kayton, A. S. Schopp, S. T. Schuffler, S. J. Rachal, E. H. Lawrence, C. D. Scott, M. G. R. Carlson, J. L. Rhodes, J. F. Eichholtz.

Rear Row: R. W. Schneider, H. J. Sopol, R. E. Smith, E. L. Paape, C. J. Lewandowski, W. C. Decker, H. E. Downing, O. E. Skinner, R. L. Corbin, L. F. Berbert, P. J. Vogt.

Company C

Lt. Dorsey A. Megowen, Company Commander, Ens. Theoderick M. Knobel, Ens. Harry B. Deyoe, Carp. Olaf Skramstad, Carp. Lester B. Tarbet.

Front: Chiefs E. Pearson, K. P. Stiner.

Front Row: E. E. Gobeille, T. A. Livingston, A. M. Bystryeki, W. White, A. Strauss, H. S. Nielsen, N. H. Clark, J. Sorage, G. L. Yant, L. M. Duncan.

2nd Row: O. S. Hansen, W. R. Hanenkraft, J. J. Frankosky, R. S. Fuller, I. A. Waara, J. R. Fuller, E. G. Knechel, J. P. Smith, C. C. Johnson, L. L. Gallagher, R. L. Futa.

Rear Row: C. H. Stankiewicz, J. Foster, J. B. Fincher, W. N. Foy, A. G. Doane, C. N. Esposito, E. F. Flaherty, F. M. Gray, H. E. Barker, A. Fourtounis.

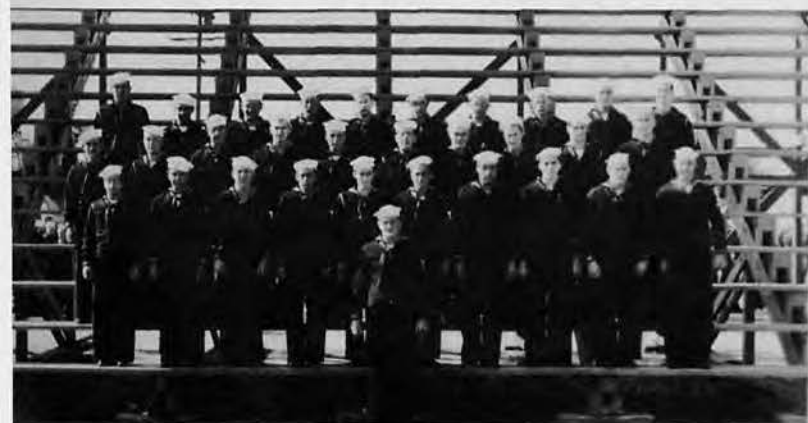


Front: R. Bishop.

Front Row: P. Gogliettino, D. B. McBride, W. M. Keiper, J. H. Graff, D. F. Sturken, H. Hurst, L. F. Jannace, P. O. Hoare, P. L. Grimes, A. A. Berry.

2nd Row: R. V. Blanc, F. Ryman, L. M. Nordquist, C. E. Lundberg, E. G. Groger, G. Chast, C. L. Haskins, R. F. Harris, R. R. Hannon, G. P. Korda.

Rear Row: R. F. Davison, R. Brightman, R. E. Bamford, C. S. Guthrie, W. F. Heller, E. J. Goss, R. S. Herget, H. N. Moore, W. Graham, H. S. Goldstein.



Front: Chief J. A. Killian.

Front Row: M. Burstein, F. A. West, J. B. Jones, A. A. Gaste, E. V. Swenson, J. R. Liddell, R. C. Wittig, H. J. Williams, J. B. Whitley, J. R. Garrett, E. L. Hughes.

2nd Row: A. R. Stroberg, B. K. Nelson, E. J. Neff, W. L. Boland, T. E. Spencer, W. I. Maher, D. J. Stevenson, J. C. Mesquita, C. C. Madison, J. B. Schuyler, C. T. Wilson.

Rear Row: C. R. Ladewig, S. J. Dichter, J. Galvez, J. L. Garrard, W. R. Gerstlauer, W. C. Morell, J. R. Jenkins, F. W. Dowdle, B. N. Clouse, J. C. Baldigo, J. T. Gettle.



Front: Chief J. C. Wood.

Front Row: H. T. Judd, J. W. Townsend, J. B. Pettner, C. F. Jakee, R. R. Buckwalter, H. J. Floyd, C. K. Warren, R. J. Roy, A. W. Insley.

2nd Row: R. A. Burkins, J. E. Isenhardt, J. M. Hume, G. J. Lauth, P. E. Holmquist, J. J. Macedo, F. J. Huegel, H. S. Found.

Rear Row: D. E. Jacques, J. A. Huit, C. W. Lianides, J. Neglia, V. R. Groover, T. F. Milatz, D. R. Brooks, R. G. Edwards.





Front: Chief R. F. Meissner.

Front Row: F. W. Washburn, F. A. Shiflett, A. R. Kovatch, R. B. Trimble, J. J. Joy, E. A. Lucker, S. J. Brady, S. L. Oakley, J. A. Payne, F. Putnoky, C. Jarrell.

2nd Row: R. D. Kibler, R. F. Fieler, D. E. Macey, C. B. Coleman, J. Pintarelli, G. R. Duprey, A. Skorupsky, A. W. Bacon, E. A. Neuman, W. J. Urban, R. L. Allmer, R. R. Thompson.

Rear Row: E. J. Luecke, L. W. Robbins, H. W. Borden, H. O. Ferrell, W. Manuck, L. J. McDonald, V. C. Hunt, R. W. Knight, T. A. Zuur, E. Hughes, J. B. Anderson, A. Lima.



Front: H. B. Harris.

Front Row: J. H. Kelley, A. C. Sprague, R. E. Gallagher, C. H. Daywalt, D. H. Wadding, H. E. Johnson, A. Adam, C. M. Nesbit, H. P. Blauel, W. E. Kalkwarf.

2nd Row: E. C. Meurer, F. M. Egan, J. J. Hunkele, J. J. Kite, C. J. Baker, A. J. Schneider, J. R. Fenton, C. L. Dallas, M. L. Borgett, H. A. Wentzien, O. B. Williams.

Rear Row: F. O. Ouellette, J. F. Boylan, M. A. Peppo, F. W. Pride, R. L. Carman, E. I. Karwowski, G. B. Price, R. J. Kiczula, E. C. Kiernan, L. L. Kiernan.

Company D

Lt. Fred A. Robison, Company Commander, Ens. James F. Mummy, Ens. Robert J. Pope, Carp. Julius F. Huber.

Front: Chief M. F. Smith.

Front Row: J. L. Thomas, L. J. Thomas, J. R. Kuhn, D. D. Love, D. LaPenna, D. D. Landis, S. Lassoff, A. W. Dries.

2nd Row: S. E. Luongo, H. J. Talford, F. Angelini, C. L. Lightner, O. E. Boche, N. M. Stringham, G. P. Kuhn, V. W. Makowsky.

Rear Row: F. W. Lawrence, C. T. Goheen, E. Eckhoff, J. B. Wilhite, J. D. Hall, C. Thorpe, J. F. Doran.



Front: Chief H. E. Plum.

Front Row: F. M. Perry, F. J. Ossman, R. E. Mitchell, O. B. Anderson, R. C. Harland, M. J. Gaughan, C. T. Washer, L. J. Biscaldi, W. E. Paton, H. J. Thean, W. M. Moran.

2nd Row: B. Welsh, A. G. Oglesby, J. L. Hailey, G. A. Justice, G. D. Paulson, P. J. Moe, W. A. Young, N. M. Gamboa, A. J. Hansmann, L. R. Keith.

Rear Row: A. H. Judy, N. L. Person, J. R. Hennessey, J. J. Polubjak, A. L. Sorze, F. P. Petrovich, G. E. Neveaux, M. A. Palmieri, D. C. Norlin, F. M. Pickering, G. Walraven.

Front: Chief V. L. Sigman.

Front Row: M. M. Schmidt, R. Taibbi, F. M. Moller, C. Tripoli, V. G. Stoneberg, P. I. Asher, F. C. Paul, A. Sapien, W. G. Miller.

2nd Row: H. G. Dunn, L. R. Zingale, C. A. Ragsdale, R. I. Maurstad, V. Combest, F. E. Jones, M. C. Everett, A. F. Kovatch.

Rear Row: F. P. Miaszkowski, R. J. Mundrane, C. M. Perkins, J. R. Weaver, W. T. Mateer, A. R. Smoley, T. Marsocci, W. J. Moran.



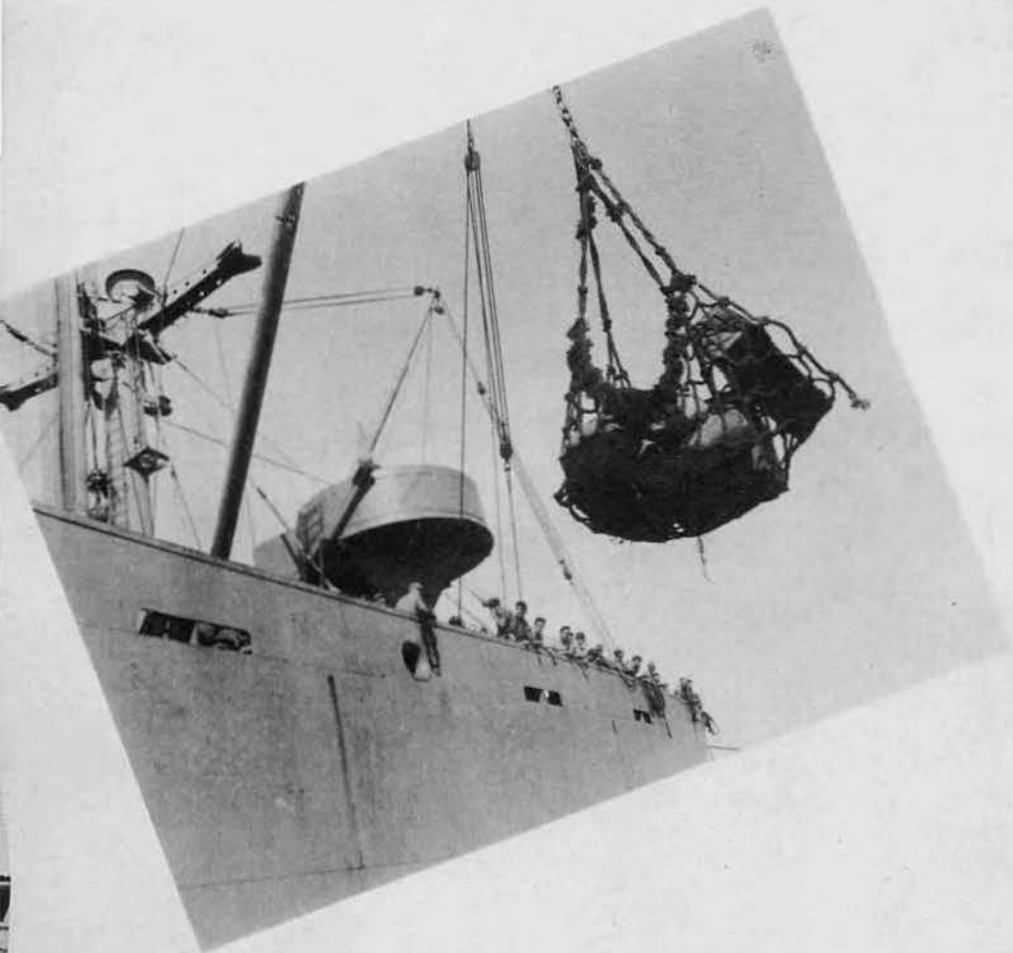
Front: Chief J. C. Pratt.

Front Row: R. W. Romberg, E. L. McDuffee, G. Rothenberg, E. F. Rohlf, T. F. Purcell, C. J. Thibodeaux, V. B. McGinnis, K. W. Willis, W. E. Livingston, M. Trujillo, L. Roman.

2nd Row: W. E. Nelson, C. E. Klein, D. R. Vanston, F. R. Patrick, L. E. Navin, J. Rezendes, E. S. Bryant, A. E. Ring, A. S. Giaimo, N. C. Pyrtle, W. G. Wood.

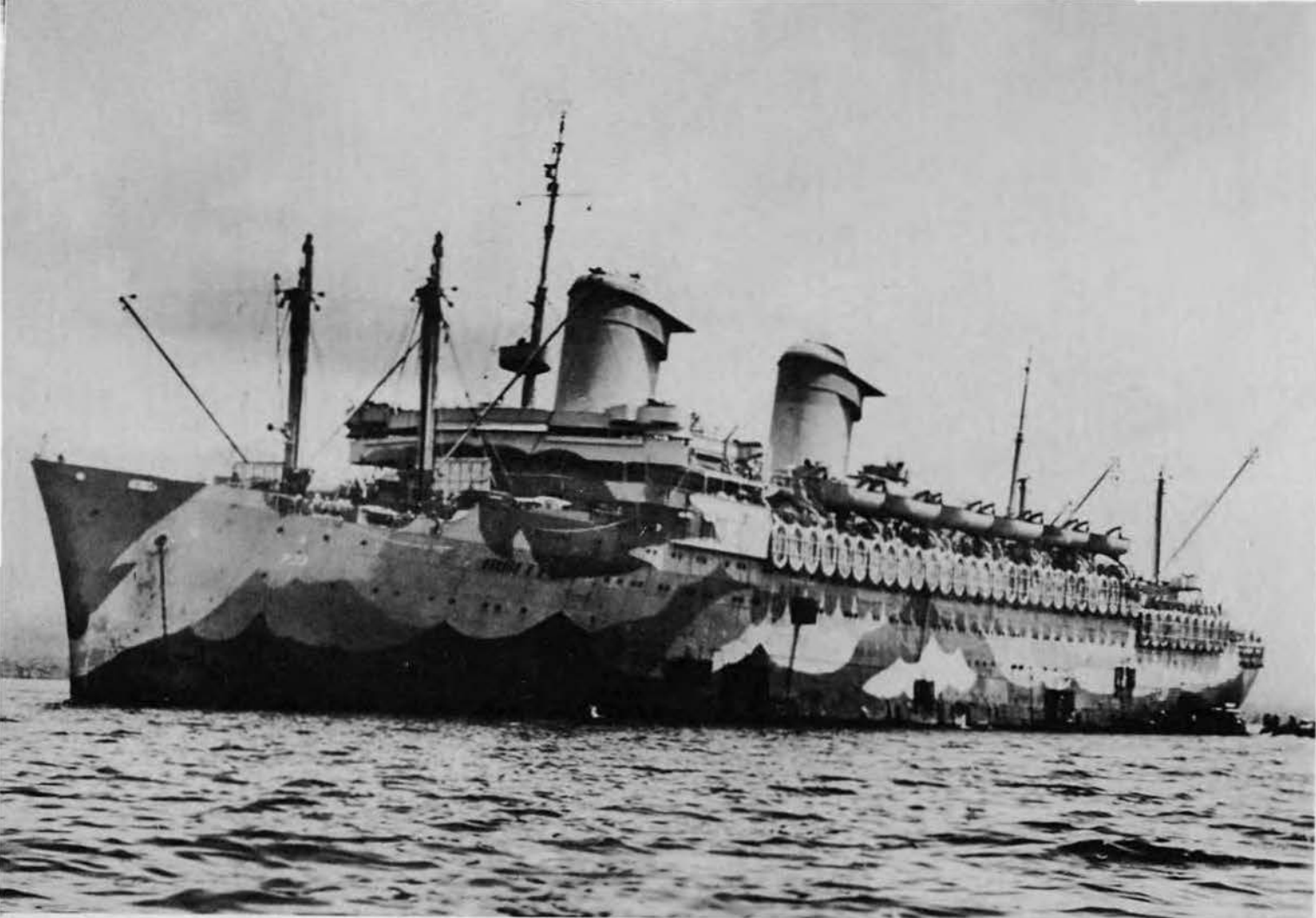
Rear Row: L. W. Robinson, D. H. Campbell, M. T. Nappi, G. Barnes, J. J. Ruggiero, E. Pollitt, F. M. Coronado, H. Keith, W. H. Rose, M. W. Roberts.





113th
Overseas





U.S.S. WEST POINT

Finschhafen

"Island X at Last"

Clearing at Godova Peninsula. Near this scene the 113th had its first casualties. Two men were injured when detonator from Jap unexploded bomb blew up. Many souvenirs were acquired around here. Jap money, clothes, rifles, etc.



Insley crane, bulldozer, and Rigging Crew remove timbers from clearing site at Godova Peninsula.



THAT long-awaited and almost mythical "Island X" finally became a reality as cargo ship and troop transport bearing 113th men and equipment tied up at Finschhafen, New Guinea.

Transport-weary construction men who had long been away from their equipment, and younger inexperienced Seabees were eager to begin their first overseas job.

Temporary camps were established, trucks, cats, cranes, rolled off the ships; cargo was unloaded. Within 48 hours of landing the Battalion had taken over the communications set-up from the 78th and installed our own material. The Transportation Department had equipment rolling and Repair Shops at work almost as soon as the ships could be unloaded. Carpenters, plumbers, electricians and machinists began proving themselves Seabees. Thereafter followed a busy program in a staging area where we learned to do a job as a battalion, to function under tropical conditions for the bigger job at forward areas.

A new life was unfolding. The greenness of "Stateside sailors" was gradually being transformed into the "hardened overseas salt," the strange life under palm trees and jungle soon became routine. Hitch-hiking was better than Hollywood; hunting "cat eye" and "tiger eye" shells a popular pastime, beard-growing a novelty, and bartering with bushy-haired natives fed the souvenir appetite.

The jungle with its large and poisonous snakes was something new in our experiences. That first glimpse perhaps was different from expectations, pidgin English proved a new language to master for trading purposes. This was the South Seas; this was our "Island X," but we knew that there must be "greener pastures" on up the line: Hollywood and Dorothy Lamour had convinced us.



Assembling pontoon barges.



Warehouse and reefer building construction at Naval Supply Depot.



Backhoe digging trench for Base water supply pipe line.

Lt. S. M. Spalding, O-in-C of pipe line construction, examining source of water at Finschhafen.

Water pipe laid along proposed line after 'dozers cut road through





Comdr. J. C. Nowell, CEC, USNR (right)



Comdr. E. M. Dunham, CEC, USNR



Lieut. F. A. Robison, CEC, USNR

Officer - In - Charge

It was the Skipper, Commander J. C. Nowell, who authored the famous letter which was "one Quonset hut long." Loping up to the Executive Officer one day in Hollandia he boomed, "George, take a letter!" as he burst through the door. Without pause, he strode the length of the hut, dictating as he went—throwing the signature over his shoulder as the back door slammed behind him, leaving all but the imperturbable George sitting in wide-mouthed astonishment.

This is a fair example of the energy and dispatch with which Commander Nowell accomplished his daily stint of widely varied tasks. As Officer-in-Charge of the Battalion, he shouldered the same duties, powers and responsibilities as the captain of a vessel. Upon his judicious exercise of leadership and authority depended the happiness and welfare of Battalion personnel, as well as the efficient performance of dozens of simultaneous work projects, from docks to Radar stations.

As a consequence, the Skipper put in more hours than any other man in the Battalion, often keeping one of his three yeomen with him into the wee sma' hours. At any time during the 24-hour work schedule his men could expect a visit from the Skipper. Whether on a construction job, in the Galley, or out on lonely guard posts, the common greeting was a husky, "We-e-ell, men. How does it go? Need anything? What do you think about the job? Right!"

But one of the biggest contributions to the high morale and success of the 113th was the feeling that no matter what happened in the high citadels of Navy protocol, the Skipper would be in the middle of the fray—pitching for his men.

On 29 June 1945, Comdr. E. H. Dunham came aboard as the new O-in-C of the 113th, replacing Comdr. J. C. Nowell, who was transferred to another activity in the Manila Area. Under Comdr. Dunham, Battalion projects continued without interruption, including new installations, and the completion of facilities at McGuire Strip.

Executive Officer

The officer next in rank to the O-in-C is the Executive Officer. He is known traditionally as "the Skipper's right hand", for on him rests the responsibility for carrying out all orders, directives and matters of policy issued by the O-in-C. The scope of this work covers everything from military training and preparedness to allocation of personnel to projects and departments. All orders issued by him are considered as coming direct from the Commander.

Overseas, the duties of the XO of the 113th, Lt. Comdr. Roland C. Mather, became even more complex, for the office was analogous to that of Field Superintendent in a civilian construction outfit. This entailed a continual over-all survey of personnel in order to get the right men in the right jobs, the expediting of materials for projects, the "pushing" of personnel and the handling of a multitude of miscellaneous paper duties, such as the signing of mailing certificates for anyone sending gear or souvenirs home.

During official absence from the base of the O-in-C, the Executive Officer assumed the duties of the Officer-in-Charge. At such times Lt. F. A. Robison, D. Company Commander, carried on the duties of XO, and upon assignment of Lt. Comdr. Mather to another command in the Philippines, became Executive Officer of the 113th Battalion.

Whatever problem or phase of activity involved, it was the day-in-day-out duty of one of these two gentlemen to iron out the difficulties. And that is a man-sized job in anybody's book!



L to R: Elmer Prohaska, Bill Kertesz, Ray Buckwalter, Norm Lowery, George Apostolos, Bill Moran, Dick Ekstrand, Lt. (jg) R. S. Smith, Personnel Officer.



Front Row, L to R: J. C. Reynolds Y1c, R. J. Foster CY, R. L. Ekstrand Y1c, N. Bernabucci Y3c.

2nd Row: Lt. (jg) R. S. Smith, S. I. Caro Y2c, Z. W. Kertesz Y1c, N. Lowery Y2c.

Rear Row: G. Apostolos Y2c, R. R. Buckwalter Y3c, E. J. Prohaska Y3c, W. J. Moran Y3c.

Personnel

A PERSONNEL Department is made up of lads who sit in a nice cool Quonset hut all day and do nothing but go stark mad over orders, records, insurance, transfers, re-rates, allocations of manpower and a host of other paper duties—nearly all of which are in "octuplicate." When your wife has a baby, Personnel sees that she gets the extra cash for the little one's care. They'll get you naturalization papers, an educational course with the Armed Forces Institute—or even a divorce.

The work of the 113th Personnel Office began on the day the Battalion was formed, and continued in an unbroken line thenceforward. While the rest of the outfit trained to ply their trades under military organization, the yeomen, like the cooks, were working *at* their trade. Just how hard and long is indicated by the fact that none of them were able to participate in or even *see* the Battalion Review on being commissioned. Each move of the outfit precipitated a flood of paper preparation that hardly left the boys time to sleep—especially the final make-ready for departure overseas. Unfinished aspects of this work were completed on board during the crossing.

With our arrival at Finschhafen numerous personnel and equipment reports were added to those already required. Monthly reports included detailed accounts of all construction, lists of spare parts needs, and estimates of future requirements. As there were *only* four typewriters available, the first of the month always brought extra night work.

When the Battalion first landed at Hollandia all yeomen pulled shifts on camp construction and guard duty until temporary offices had been built. By now all reports were well planned, most of the work routine. Between the "report periods" Personnel handled the records of all men, carefully checking each record for correct insurance policies, addresses of beneficiaries, individual efficiency ratings, etc.

Contributing greatly to the clearing of directives and vast amounts of correspondence were the three "shorthand" Yeomen, Bill Kertesz, Dick Ekstrand and George Apostolos. Ekstrand handled all Courts and Boards work; Kertesz and Apostolos carried the Skipper's dictation and general Battalion files. Due to the long hours usually put in by the Skipper, one of these three was on duty every night.

While construction projects were in progress, and after completion, reports were compiled covering man-hours, materials, equipment used, special problems, and condition of the men both physically and from the standpoint of

morale. These were sent regularly to various superior commands, including detailed semi-monthly reports to the Seventh Fleet and monthly reports to the Bureau of Yards and Docks. The main basis for these reports was the "daily work report" from each job and department, turned into the Office of Labor Coordination.

The OLC organized work crews, kept all departments and jobs manned, made every effort to get the right man on the right job. This was done by use of the master card system, compiled on the basis of individual experience and skills, providing at least four cards for each man: Experience Card, Skill Cards (from 1 to 4 or 5 for each man), Alphabetical Card and Job Card.

A separate Skill Card was made for each different skill of each man, and filed under such headings as Carpenters, Plumbers, Truck Drivers, etc., depending on how many things he could do. This file told quickly how many men could do each type of work, and provided a permanent reservoir of experience for tapping as job requirements dictated.

The alphabetical file showed at a glance *where* each man was working. Job Cards were filed under projects or departments and told the complete personnel story of each job and service division. Through these two files was accumulated a full record of each man's work overseas. As he learned new skills, they were added to his record.

When emergency jobs came up OLC helped organize the crews. In the absence of special battalions stevedore gangs unloaded many ships. Detachments were organized to leave the Base for special jobs. In addition to scheduled project work men of the 113th repaired ships, helped operate a dredge, took over Base supply dumps. These jobs and many others were not "in the books", but OLC found the right men for them.

One of OLC's most important functions was keeping a proper balance of manpower—pushing jobs with high priority and at the same time maintaining services and keeping all other jobs moving. At Mindoro, civilian labor (Filipino) was employed by Ensign Gault and assigned to jobs by OLC.

Lt. (jg) R. S. Smith, CEC, Personnel Officer.

N. C. McFarland, CY
in general charge
J. C. Reynolds, Y1c
Z. W. Kertesz, Y1c
R. L. Ekstrand, Y1c
G. Apostolos, Y2c
N. Lowery, Y2c

R. J. Foster, CY
in charge of OLC
S. I. Caro, Y2c
W. J. Moran, Y3c
R. R. Buckwalter, Y3c
N. Bernabucci, Y3c
E. J. Prohaska, Y3c

Supply and Disbursing

IF an Army marches on its stomach, Seabees *work* on theirs, which sounds like a lot of hard luck for the stomachs.

But it's no joking matter with the men of the Supply Department, for their job is the most vital of all to the very life and function of a battalion. Theirs is the responsibility for acquiring and dispensing every item of food, clothing, equipment, tools and material in the books.

In the many overseas months of handling everything from beer to bolts, our Supply Force was kept busier than the bartender at Finnegan's Wake. They ranged far and wide over our island bases in search of the myriad of supplies in which we usually were lacking. When an item was urgently needed, and ordinary sources had failed, they effected exchange agreements with other Navy or Army outfits.

To avoid duplications and paper-delays in the ordering and allocating of building materials, a new department called Base Planning Material Control was created within the Supply Office. This small but active group coordinated orders of material with projects, and established priority ratings in accordance with the urgency of the various jobs.

Supply men who accompanied detachments into forward

areas had their hands full. There never were Naval Supply sources within reaching distance, and so they drew what food, parts, tools, and materials they could from the invading Army group.

Due to the difficulty of obtaining supplies in forward areas, it was necessary to accumulate everything possible before leaving the home base; also, to have all equipment in top shape so that a minimum need of spare parts would develop. This caused a serious drain of supplies needed for home base activities, but the detachments obviously held the critical priority and so had first call.

The replacement of equipment through transfer of vehicles to this Battalion from States-bound outfits was arranged by Supply—in the eleventh hour before our own crumbled to ruins from the unmerciful beatings taken from terrain and forced schedules. But such turns of luck were infrequent. For the most part the whole job of supply was a question of: how long can we hold out by robbing Peter to pay Paul? This method left Peter destitute, but it was also the key to making the 113th Battalion one of the most effective construction organizations in the Southwest Pacific.

WHENEVER a question arose regarding pay, insurance, allotments, War Bonds, or any other item of personal finance, the place to get straightened out was the Disbursing Office. This Department boasted of a record that compared favorably with any other Finance Office in the service, for in accounting for the voluminous turnover of cash each month, the books always balanced to the penny.

Organized at the same time as the Battalion, the Disbursing Office up to 31 May 1945, paid out over \$3,000,000.00 in salaries alone. Besides handling our own payroll, they also paid out \$1,306,000.00 to other military units.

The pay records show that 99.14% of the Battalion personnel carried insurance, of which 98% carried the maximum amount. According to the Insurance Officers of ComSerForce, this ranked high in comparison with any other activity of its size in the Pacific Area. Fifty-two and ninety-seven hundredths per cent of all personnel subscribed

to bond allotments; two men had a monthly allotment of a \$100 bond apiece.

Money used to carry on the Disbursing activity came from various sources. The Post Office Money Order Department exchanged daily accumulated cash for a check from the Disbursing Department. All receipts from the Ship's Store and Barber Shop were turned in to the same office. Consequently Disbursing had to transfer cash to other activities at frequent intervals to insure safe-keeping.

All was not facts and figures, however. Many interesting things happened to brighten the day's round of stories, like the sailor who showed up in the pay line with a slip in perfect order. Storekeepers working the line were unable to find his name on the pay list. Upon questioning, he revealed that he wasn't actually *in* our Battalion—just happened to be going by and decided he needed some money.

He didn't get any.

SUPPLY DEPARTMENT PERSONNEL

Lt. James A. Wayne
Lt. (jg) Chester F. Teeple
Ens. Norris B. Wilkinson

James R. Rhodes, CSK	Weldon T. Forister, SK1c
Karl H. Erickson, CSK	Arthur M. Thomas, SK1c
Zed E. Doshier, CSK	Lee B. Weaver, SK2c
George C. Hancock, SK1c	Everett R. Boles, SK3c
	William Christie, S1c

DISBURSING PERSONNEL

Lt. (jg) John F. Donegan
Ens. Warren T. Troutman

Jesse C. Craft, CSKD	Russell L. Lewis, SKD2c
Hiram E. Elliot, CSKD	Edward L. Allman, SKD2c
Howard L. Smith, SKD1c	Roy E. Allen, SKD3c
Benjamin B. Foley, SKD1c	Edward E. Anusiwezc, Cox.

Front Row, l to r: K. H. Erickson CSK, Lt. J. A. Wayne, Ens. W. T. Troutman.

2nd Row: G. C. Hancock SK1c, E. R. Boles SK3c, J. C. Craft CSKD.

Rear Row: R. L. Lewis SKD2c, E. L. Allman SKD2c, Roy E. Allen SKD3c.



CLOTHING & SMALL STORES—A couple of the boys who kept the Battalion from striding on bunions: W. J. Christie and Johny Foster. Through this window at "Radio City", Mindoro, they passed tons of shoes, socks, trousers, shirts—everything that comes under the heading of "GI"—and kept individual records of same. Headaches? Plenty—but their clothes fit them!



Ship's Service

THE plain matter-of-factness of walking up to the Ship's Store counter and buying whatever was on hand left little to the imagination. They either had it or they didn't, which was as far as our interest usually took us. *How* the merchandise got there is as interesting a background story as you'll find in the Battalion's experience.

Few of us ever knew, for instance, that much of our beer had been carried by the "Crockery Fleet", a group of concrete barges towed all the way from the States by Liberty Ships. Each barge is equipped with five holds, with a total capacity three-quarters that of a Liberty Ship. Not one of the "Crockery Fleet" has ever been sunk by enemy action—for which all beer-drinkers may breathe devout thanks.

The first five months at Hollandia were the roughest for the procurement of merchandise. Scarcity of supplies was complicated somewhat by the desire of all parties to unload their Aussie shillings and accept only U. S. currency. Purchases were made from any supply ship that could be found in the vicinity, and from any other outfit which would dispose of its surplus. Once regular sea traffic had been established to Hollandia, buying became a simple matter of making the rounds of supply ships at anchor in the harbor. Even so, the matter of "getting there fustest" was important. That we had a go-getting bunch of Storekeepers is borne out by this fact: when we left Hollandia, our Ship's Store stock was better, and proportionately bigger, than that of the *Naval Supply Depot!* Camels, for example, were plentiful—but *only* at the 113th Ship's Store.

Selling from temporary quarters in a warehouse or storage tent until the regular store was built, the Ship's Storekeepers kept a constant supply of necessities passing into the hands of the men: soap, toothpaste and toothbrushes, razor blades, shaving soap and brushes, matches, cigarets, candy, writing materials—and often such luxuries as fancy candies, cookies, cigars, shave lotions and hair tonics. In addition, they supplied other recently-arrived outfits until their own facilities were set up.

The touchiest bit of commerce handled was the cornering and issuing of beer rations for a thousand men. Seeing that breakage and "loss by procurement" were kept at a minimum, keeping the records in perfect order so that each man got exactly what was coming to him, was a responsibility entailing more headaches than Charles Laughton has chins. And like Laughton's it was a job in which every man was their critic. The care, exactness, lack of confusion, and fairness with which it was handled earned a unanimous Oscar from the men in the Tuesday-Thursday-Sunday line. (Just



by way of illustration: out of a \$40,000 beer consignment, only six cases were lost by breakage or other causes.)

Ship's Store operated at a small margin of profit, the proceeds of which were deposited in the Battalion Welfare and Recreation Fund. Disposition of this fund was in the hands of the Commander, who was responsible for its use to the Bureau of Yards and Docks. Typical expenditures were the \$500 used in buying 50 mattresses for the Sick Bay, and the issuance of extra beer and cigaret rations to the "A" Company men who returned as survivors from Mindoro.

SHIP'S SERVICE PERSONNEL

Reese H. Webster, SK2c Johney B. Foster, SK2c
David A. Anttila, S1c

Barber Shop

THE need for Battalion barbers was realized as soon as the men began to outgrow the destruction wrought by the "Boot Camp Clippers." Search of the personnel revealed three fugitives from a barber college in our midst, namely C. A. Duchman, G. L. Byroad and T. B. Kent. From then on, in every camp in the States, aboard every ship at sea, and in every overseas station where the 113th Headquarters was, these experts plied their trade.

The first tonsorial parlor was set up in the 113th Administration Building at Camp Hollyday. Although the Battalion did not have a shop at Hueneme, hair was cut on an appointment basis. Aboard the West Point the barbers worked every day serving other units as well as our own, and the nickels and the dimes rolled in. Arriving overseas the Shop was set up in a pyramidal tent at Finschhafen, a Quonset hut at Hollandia, and part of a Ship's Service warehouse at Mindoro. While located in a ship the task of cutting hair was relatively simple; but ashore, before construction of a Shop, work was done in the open with a box for a chair and poncho for barber apron.

These men, whose service was rendered to the Battalion since its formation, can in future years boast of many feats; cutting the Skipper's hair while he was sitting in his jeep was not uncommon. Armed for action with clippers and machete, the formidable trio was ready to go at the drop of a dandruff scale.

Their heraldic emblem is: crossed scissors and comb in upper right field against background of falling blond, brunette, red and grey hair; razor rampant against bloody background in lower left field; bar sinister of beard-like blue with raised gold letters, spelling the motto, "If your hair is not becoming to you, you should be coming to us."

MAA Force

THE Battalion "law-enforcing" body, as in every Navy unit, was the Master-At-Arms Force whose unpopular duties drew many a "cussin'" but whose vigilance, tact and understanding served the Battalion well in maintenance of safety, health and comfort.

The nucleus of the 113th MAA Staff was recruited at the B-6 Drill Hall from former members of the Camp Peary Station Force. Charles E. Jones, CBM, was selected to head the Department, and J. P. Lang, J. E. Deislinger and A. D. Wehr, were to assist him. From the various companies in the Battalion, V. E. Sandy, E. C. Neal, W. G. Wood, and E. C. Poske were added to the Crew. Later L. W. Robinson, F. M. Perry and several others were added.

Besides the regular duties of maintaining law and order in the Battalion, these men were responsible for the distribution and collection of those liberty cards that meant so much to us back in the States. The MAAs also acted as Court Orderlies at Mast Actions and Courts-Martial. They made investigations and the Camp inspections we invariably complained about. An MAA was in charge of the Brig and when just a little discipline was necessary, they worked the men given extra duty. When men were sent to the Hospital or to the Brig, an MAA inventoried his gear. All the clothing and articles found in the washrooms or left hanging on the line during inspection was put into the "Lucky Bag" and auctioned off, the proceeds going to Ship's Store profits.

The Assistant Chief MAA had complete charge of the Chow Hall, part of the Galley. He and assistants saw to it that the messmen were "on the ball" and that the food was on time. Overseas their toughest job was to ration the fresh



Front Row, L to R: F. M. Perry Cox, C. E. Jones CBM, W. G. Wood CBM, J. E. Deislinger BM1c.
Rear Row: A. Lima GM3c, H. O. Stutzman CM1c, H. E. Page Cox, C. L. Lightner CM2c.

meat. The chow line was kept in order, and moving as rapidly as possible with a minimum amount of confusion.

At Gulfport and at Hueneme our MAAs supervised the men assigned to Naval Base Shore Patrol. In Mississippi, the 113th Shore Patrol roamed the streets and haunts of Gulfport and Biloxi. In California our SPs were taking care of the men who took that one drink too many, and were talking when they should have been listening at Oxnard and Ventura.

After arriving overseas the MAAs took charge of the Sanitation Department and organized a Fire-Fighting Crew. These men served us in a fair and cooperative manner, and earned the respect of all hands.

Fire Department

THE eerie wail of a siren and the roar of an unmuffled truck announced that the 113th fire-eaters were on their way to squelch another blaze. Mustered at Finschhafen under Chief Jones, the Battalion Fire Department developed with Chief Lang as Assistant Fire Chief, Chief Wood in the chauffeur's seat, Poske at the pumps, and Chief Pratt, Deislinger, Benak and Robinson manning the hose. Later Lang and Pratt left the Department, Wood went to Assistant Chief and Neal took over the driver's seat.

The next step after organization was to procure equipment. A 4 x 4 truck was acquired and a two cylinder Pacific Marine centrifugal pump, capable of pumping 68 gallons of water per minute. A 275-gallon water tank was converted from a Quonset hut fuel container with fittings from Plumbing Shop, and welded and mounted to the truck. A red

light was obtained from a junked jeep, and the indispensable siren was salvaged from a wrecked tank. Then a 200-ft. reel of 1-1/2 inch hose was placed just behind the water tank. Two Model 15 Phomaireplay pipe nozzles for liquid fires, and one 5/8 inch high pressure nozzle for ordinary combustion fires were procured. A supply of Phomaire solution which when forced into 275 gallons of water would produce 560 gallons of foam for liquid fires was secured, and a mad dash to the Carpenter Shop produced two axes and two claw tools, and now the Crew and equipment were ready for action.

By the time the tank was empty the Water Department was there with an extra 1260 gallons of water for a re-fill. If a fire started near a sufficient supply of water a portable Chrysler pump with 550 feet of 3-1/2 inch hose was used.

Fires at which the Department was outstanding in dependability and quick action were the saving of two of our International dump trucks, another in which a dump truck sustained partial loss, and one in which generators set fire to gasoline at the Sawmill. On two occasions the Galley was ignited due to explosions of gasoline stoves, but these were quickly extinguished with only slight damage. At Hollandia two calls from the Army resulted in the Department saving the General's Headquarters and the saving of a Supply Dump threatened by fire rapidly spreading from another Dump nearby. Other valuable equipment and supplies have been preserved through the Department's activities. Aside from fire-fighting they aided in saving the lives of two men pinned beneath an overturned truck.

The equipment used by the Department was found to be excellent for the types of fires encountered overseas. Considering the tents, buildings and other highly inflammable installations, all possible speed was imperative. Get in and hit the fire before it has a chance to spread out of control was the key to fighting these fires.

If one was at the scene of a fire when these men arrived he would witness an almost unbelievable sight. With our equipment, and with reckless bravado, the Crew, regardless of the type of fire, would drive insanely to the center of action. It is said that Chief Pratt was officially pensioned off by Chief Jones at the rate of 12 cents per year, because in Pratt's own words, "I don't mind fighting fires, but my heart won't stand the ride getting there."



L to R: W. G. Wood CBM, E. C. Poske BM2c, J. E. Deislinger BM1c, E. C. Neal CM1c, E. H. Benak Cox, J. C. Pratt CSF, C. E. Jones CBM, at wheel.



Sanitation

SECOND only to Malaria Control in the "Jobs Not Sought" Department is Sanitation. Men shy away from its duties like ducks from a pattern of No. 6 shot. But there is one great compensation for the unpleasantness: the knowledge that the health and safety of the entire Battalion is dependent on the performance of those tasks.

This called for an efficient, dependable organization. The 113th *bad* it, as health records prove.

Camp facilities under jungle conditions are not at their best; most modern facilities are luxuries which exist only as dim and nostalgic memories. In order to cope with the sanitary problems which arose from necessarily primitive methods, a rigid routine was set up and followed to the letter. Heads were screened in to keep out as many flies as possible; inside, the Sanitation Crew scrubbed, burned, limed, and sprayed daily to protect the health of men and endanger that of flies. When each Head had been thoroughly decontaminated, its accompanying shower was swept down, scrubbed, sprayed with disinfectant and insect dope . . . and the day's work was done, for the Head Detail.

Two other permanent crews eliminated rubbish and trash from the Camp Area, and disposed of garbage. With the aid of a truck, one three-man detail covered a set route gathering refuse throughout the Camp. At the same time another crew with a truck known as "The Honeywagon" backed up to the GI House. In preparing for their daily work, this crew doused themselves with perfumes, after-shave lotions, powder—*anything* which might counteract the odors encountered in the daily routine. Following this treatment they pursued their trade from General Mess to Officers' Mess, CPO Mess, and round again several times each day.



L to R: E. L. Karwowski, A. M. Bystrzycki, G. Rolando, R. Taibbi.

With each load the truck wheeled on down to the Dump, far out of Camp, where its contents were burned. At this point the Trash and Garbage Crews, assisted by the Dump Engineer, went into a huddle to manufacture the day's supply of scuttlebutt for distribution on their return to Camp. So help us, that's where it all started!

As the jungle shadows fell, these weary toilers, hoping against hope that they'd satisfied the exacting demands of the Medical Officer, drifted slowly back to their tents for a shower—and another profuse application of lotions, tonics, and powders.

Laundry

THERE is no better feeling of physical comfort and well-being that can come to a man in the tropics than that produced by a good shower and a clean change of clothing. Especially after a hard day working in mud, grease or sawdust. More especially when the cleanness of the clothes is produced by a laundry—instead of the "after duty" efforts of a tired right arm.

This latter method of keeping a supply of fresh clothes on hand was fairly simple in the States, where there was running hot water and bleach to do most of the work. Overseas it meant building a fire, carrying water and heating it, then scrubbing until either the dirt, the fabric, or the man gave way.



Imagine the relief, then, when it was announced that a Battalion Laundry had been opened to which one and all could take the weekly wash!

The laundry men had no sinecure in their job, for the grime and grease of the shops was cemented into clothing by the red mud, coral dust and clay for which Hollandia will remain forever famous.

Twelve washing machines operated by a seven-man crew—"The Snow Whites"—handled an average of 1600 lbs. of clothing per day. Their weekly stint included all hospital linen, whites used by Cooks, Butchers, Bakers, plus all clothing and bedding for BOQ, Chiefs and Enlisted Men. In 11 months of operation they ran through 422,400 lbs. of washing, used over 7-1/2 tons of soap.

What this meant in creating leisure time for all hands can be answered enthusiastically by anyone who ever had a GI scrub-brush in his hand. And what it meant in general cleanliness, health and prevention of skin diseases is something to make a Medical Officer happy indeed.

LAUNDRY PERSONNEL

H. J. Holmquist, in charge at Finschhafen.
E. Pollitt, in charge at Hollandia.
J. B. Anderson, R. E. Breland, G. E. Nevaux,
M. T. Nappi, N. M. Stringham, D. D. Landis.

Medical Department

THE history of the 113th Battalion Medical Department is by no means comparable to that of a combat outfit, with its valorous deeds and brilliant individual feats of an emergency nature under enemy fire, with the life of a buddy perhaps hanging on the speed of a corpsman's fingers or the agility of his mind. It is rather the history of slow, steady, monotonous, day-to-day work, strictly routine in character, for which the red-crossed boys received little or no thanks from their erstwhile patients, but which, in the long run, saved hundreds and thousands of otherwise lost man-hours of labor.

That the officers and men of the Medical Department were also ready, willing and able to come through in a pinch may be amply proven by their prompt and efficient actions during the four major catastrophes which took place at Hollandia: the explosion of the Ammo Dump, the two serious truck wrecks, and the Fuel Dump fire. On two of these occasions the Department received a "Well Done" from Commander Nowell and the Senior Medical Officer of the Base.

N. J. Headden, R. J. Clairmont, R. C. Stephenson, Leo Roman, C. J. Baker, Lt. O. E. Hurst, Chief Baxter Stephenson, Lt. Comdr. R. C. Canivan, F. V. Williams, F. L. Spulak.



At sick call, L to R: Patient N. E. Kuhn, Staff members Carl J. Baker, R. J. Clairmont, Leo Roman, and patient George Apostolos.



The Medics have seen many changes since the inception of the 113th Battalion at Davisville, R. I., in the fall of '43. Lts. Loveman and Sebolt, Dentists; Lt. H. H. Hildebrand and Lt. (jg) J. L. Steigerwalt; CPhM Hofmeister and CPhM Maynard; PhM1c Todd and PhM1c Perkerson—all have arrived and departed from the scene with various lengths of service in the outfit. Jack Cabaniss, PhM3c and "Slim" Cheatwood, PhM3c, displaying courage and coolness under fire as their LST was shot out from under them during the initial Mindoro invasion of December '44, were returned to the States for well-earned survivor's leave, along with Lt. H. H. Hildebrand. "Shorty" Lober, PhM2c, has made a name for himself as a member of "The Forgotten Fifty-five", Mr. Knobel's itinerant gang of PT Base builders.

PERSONNEL

Lt. Comdr. R. C. Canivan, Senior Medical Officer

Lt. O. E. Hurst, Dental Officer

Baxter Stephenson, CPhM	"Buddy" Headden, PhM3c
Willy Williams, PhM1c	J. C. Laflin, PhM3c
"Joe" Collo, PhM1c	Carl Baker, SK3c
C. J. Loher, PhM2c	Leo Roman, Cox.
"Red" Clairmont, PhM2c	Frank Spulak, HA1c
"Tex" McCord, EM2c	Robert Stephenson, HA1c
	"Duke" Smith, HA1c

Laboratory Technician F. V. Williams, PhM1c, at work over his microscope reading a malaria smear.





Kneeling: P. A. Berube, C. E. Goodness, V. L. Ross, T. E. Henderson, J. J. Lockard, E. Smith.

Standing: C. H. Wells, J. J. Frankosky, A. H. Hartshorn, W. J. Logan, F. B. Geiger, D. R. Vanston, W. F. Supplee, P. A. Jankuski, J. D. Cole, R. F. Galvin, F. W. Brock.

Ship's Galley and Mess

MANY noble sentiments have been spoken and written about Mother's standing over a hot stove all day while her children gaddled through the fresh air unmindful of her sacrifices. But any of her sons who has put in a 12-hour watch over the stoves and steam kettles of Navy design can tell you that Mother was coasting—just coasting.

Of course, Mother was the master of several other trades too, while it is questionable, just as a matter of tradition, whether a Navy Cook is master of even one. Especially if he's a Seabee. More especially if he's a 113th Seabee.

However extensive their former experience, the Navy teaches its cooks a different way, the one way—The Navy Way! This includes the indiscriminate use of soap as an ingredient of flavoring in all dishes. Certain gastronomic artists, who had not yet lost their civilian pride, tried to change this state of affairs, but found themselves stymied by red tape and the stock answer: "Young man, are you trying to undermine the traditions of the Service; besides I'm busy, get out, good-day."

Thus thoroughly trained and indoctrinated, Cooks and Butchers were selected from Station Force personnel at Camp Peary and assigned to the Lucky 113th. This sterling group of experimental chemists was placed under the immediate charge of CCS Lester C. Goodwin.

Personnel soon fell into smooth cooperation, with Frank Brock and Carl Needles as Watch Captains, both of whom later attained to the rarified status of Chief.

Stateside duty of the Cooks consisted of plying their trade to feed the Battalion, and cramming in some military training wherever possible. Jaunts to Cat Island and the Rifle Range at Gulfport provided experience under conditions similar to those to be met overseas—experience which paid off in Hollandia, and wherever our detachment opened up a beach-head.

Onto the injury of sleeping six in a pile aboard the "West Point" was heaped the insult of working deep in the bowels of the ship—as KPs! This ignominy lasted until Milne Bay, when transference to the "Zoella Lykes" restored self-respect, if not comfort—for at least they were *Cooks* again! The Galley of this ship was hot. It was so bleedin' hot that just eating there was all that most of us could stand. The Commissary Commandos *worked* there, not with stoves but over five steam kettles in which all the food was cooked. It was here that the 113th and a CBMU of 250 men first encountered dehydrated food—one of those acquaintances you'd like to break off but don't know how.

At Finschhafen another battalion shared their Galley with us, and our Crew worked and served the Battalion meals

F. Marlowe, J. J. Chrzanowski, R. G. Dyer, W. K. Gann, R. W. Lofftus, R. H. James, R. S. Fuller.



W. A. Trinkley, K. A. McLane, R. F. Jones, A. H. Borchardt, B. J. Stolpman, S. E. Cotton, P. U. Saunders, J. F. Cabral.



Bakers

there until our own Galley was built. The host Cooks introduced the 113th tyros to the venerable field range, the tricks of cooking in GI cans, the preparation of dehydrated potatoes, cabbage, carrots, onions, not to mention such delicacies as powdered eggs, milk and soup.

A move forward meant little more than setting up a Galley on the cramped deck of each of two Liberty Ships, and ladling out three per, come driving rain or chopping ground swells.

Hollandia was in the nature of a final exam. in an emergency cooking course. But though Cat Island looked like a Yacht Club Picnic by comparison, many of the techniques learned there were put to use in the jungle. The Battalion landed by companies in four separated spots on the shore. To each were assigned two Cooks, two Bakers, and two Butchers. Tents thrown over a couple of field ranges, a floor stove, makeshift table, and a few utensils made up each Galley, complete with earthen floor. Hot meals were served on the second day and every day thereafter until the Mess Hall was completed several weeks later.

Soon after opening the new Galley, the first of a number of outfits to be stationed at Hollandia fell into our chow line, to be fed until their own facilities were built. The 113th was host to a steady succession of such outfits during the earlier months at Hollandia, and at one time fed between 1900 and 2000 men per day.

Provisions consumed at each meal reached the highest peak in the Battalion's history. A typical supper menu (typical, that is, as long as such items lasted) consisted of:

- 2300 rations of steak
- 75 gallons of gravy
- 700 lbs. of potatoes
- 15 cases of string beans
- 13 cases of carrots
- 130 loaves of bread
- 3 cases of jam
- 19 cases of canned fruit
- 250 gallons of coffee.

A direct consequence of feasting in this manner was the 11-week famine of Bully Beef and Salmon that hit us soon after—at a time when all available fresh supplies were going to forward areas.

In addition to keeping the home fires burning at Hollandia, various Cooks sallied forth with detachments to advance positions such as Biak, Wadke, Woendi, Leyte. Some, who were with Detachment "A", returned to the States for survivors' leaves, later to be re-assigned to other outfits.

Commissary personnel arriving at Mindoro with Detachment "C" late in December received written commendations from Captain James Potter Brown, commanding Naval Section Base 3100.

Early in February additional Cooks of Detachment "D" joined their buddies in Mindoro. The 113th Galley here was completed within a month and had been in full operation for several weeks when the balance of the Battalion pulled in from Hollandia. With their arrival Chief Goodwin once more took complete charge, re-organizing watches, supervising work, and offering suggestions, on request, toward construction of a new utility wing to the Mess Hall. The completed additions incorporated by far the best Galley, Bakery and Butcher Shop this outfit ever had overseas, leaving the original wing entirely occupied by serving and eating facilities.

GALLEY PERSONNEL

Lester Goodwin, CCS	E. P. DeSchamp	W. F. Supplee
Carl J. Needles, CCS	R. W. Lofftus	P. A. Jankuski
Frank Brock, CCS	J. D. Cole	C. M. Lowery
W. J. Logan	R. F. Galvin	R. H. James
F. B. Geiger	W. E. Chick	F. Marlowe
A. E. Kallasy	V. L. Ross	P. E. Berube
N. J. Funck	C. E. Goodness	A. S. Hartshorn
F. Dunham	W. K. Gann	W. I. Bolton
J. J. Lockard	W. J. Carnes	E. Smith
W. L. Waddle	J. H. Spangler	D. R. Vanston
S. R. Faust	J. F. Martin	T. C. Henderson
G. J. Haskins	C. H. Wells	Sol Pelman

CARPENTERS and Shipfitters are likely to suspect that there's nothing to this business of baking to keep a man awake nights—or days, either. You throw together some items from the storeroom, give them a quick stir, ram some pans into the oven—and set the alarm clock to make you rise when the bread does. Actually, the men in the Bake Shop work as hard and as long as their colleagues out on the projects. A peek at the statistics will tell why. During 21 months of operation the following were consumed by the Battalion wolf-pack:

Bread, 403,200 lb. or 201.6 tons, .6 lb. per man daily.

(By loaves) 268,000 loaves, .4 loaves per man daily.

Pastry, 293,045 lb. or 146 tons, .5 lbs. per man daily.

Total one-day rations of pastry: 1,512,000 or 2½ rations per man daily.

Into the making of these baked goods were poured the following:

Flour, 378,000 lb.; Sugar, 94,000; Shortening, 26,460; Milk (dry & evap.) 25,200; Yeast, 5,040; Salt, 8,820; Spices, 315; Water, 157,910 (18,900 gals.); 696,245 lb. or 348 tons or 1.1 lb. per man per day.

Imposing as these figures are, they do not represent the sum of the efforts put forth in the Bakery. Many hours of painstaking experimentation were necessary to establish measures and procedures which would whip dehydrated ingredients such as dried eggs into something not only palatable, but tasty. The results more than met government requirements for richness, flavor and texture (take *another* peek at the statistics!). Using powdered milk and dehydrated yeast, the boys developed a loaf of bread which could be stacked up against the product of any modern bakery.

Responsibility for the success—and popularity—of these baked goods belongs to Bkr1c Paul U. Saunders, in charge of the Shop, and Bkr1c Ben J. Stolpman. Under their direction a crew of men was trained who collectively or individually could operate under any and all conditions. Proof of this competence was established by the Bakers assigned to various detachments sent to forward areas. A letter of commendation received by Saunders, together with one of our Cooks, Reece W. Lofftus, for their work with a forward echelon at Mindoro, is reproduced on page 115.

But the commendation tendered by the men who have to eat his products day by day are the sweetest to the ears of a Baker. He thrives on it.

BAKERY PERSONNEL

P. U. Saunders, Bkr1c	R. F. Jones, Bkr3c
B. J. Stolpman, Bkr1c	E. E. Licht, Bkr3c
W. A. Trinkley, Bkr2c	L. J. Amstutz, Bkr3c
K. A. McLane, Bkr2c	R. E. Wieland, Bkr3c
S. E. Cotton, Bkr2c	C. J. Rosati, SC3c



C. J. Rosati, R. F. Jones, B. J. Stolpman, S. E. Cotton, P. U. Saunders, C. H. Wells, L. C. Goodwin.



Messmen

LIKE a glass of ice water in the face, an MAA yells, "Hit the deck, on your feet, there's a thousand hungry wolves to be fed right quick now!" Such was the morning ritual for the Messmen, long before it was "daylight in the swamp." A few minutes after 0430, with eyes still half-shut, they trekked into the Chow Hall cursing the MAA and the men who had to eat in particular, and Navy life in general.

Once inside the door their duties began. Food prepared by the Cooks was transported to the serving line, bread cut, salt, pepper, milk and sugar placed on the tables, and other chores prior to actually dishing out the food. Their main privilege was that they were first to eat, and had first crack at any delicacies left after the line was shut down.

If a Messman was dispensing chicken, steak or ice cream on the serving line, he was "Ole Buddy" to all hands. Bully-beef revealed his true friends.

When the Chow Hall was cleared, he rolled up his pants-legs, took off his shirt and cleaned up the mess left by "The Thousand Wolves." He washed the tables, scrubbed the floor, "and polished up the handles on the big front door." When the place was spotless he sprayed it with fly disinfectant and painted screens with DDT solution.

Backing up the serving line were the KPs who cared for the GI House and Scullery, preparing hot suds and rinse water for mess gear, seeing that garbage cans were empty and scrubbed, drains cleaned, and all sanitary measures effected after each meal. Pots and pans men had such an unceasing run of work that they handled it in shifts.

At night two Messmen laid coffee on the line for the after-movie guzzle-and-gab sessions, followed a little later by sandwiches and dessert for the night-shift crews. After cleaning up and scrubbing down, they assisted the Cook in preparing morning chow.

Getting ready to perform these duties was a major job of grooming in itself, for the requisites were: immaculate clothes, haircuts, shaves, fingernails, etc.—like a doctor "prepping" for a major operation.

Sustaining him through all this, in each Messman's secret heart was a glorious dream—a vision of the many years ahead in which a charming wife would do his "kitchen policing" for him.

Officers' Stewards



Commissary Supply

"To furnish sufficient rations whenever and wherever the Battalion, or any part of it, requires them." This, in formal words, is the purpose of the Commissary Supply Department. Among the members, this statement of purpose was simplified to a colorful "FEED 'EM!"

There were plenty of periods when such items as steak, fresh vegetables, eggs and butter were on the "luxury list"; in other words, we didn't have them. Where conditions did not allow for them, Commissary Supply often altered the conditions, to the gastronomic delight of all hands. This was not accomplished without a certain fraying of the nerves, accompanied by revealing flashes of hidden resources in vocabulary. There was, for example, the 19-hour expedition in search of badly needed supplies three days after reaching Hollandia. In *nice* language, it goes something like this:

During the landing operation, a big portion of our dry stores was lost or ruined; staple products were almost non-existent. Nearest source of supply was the Army Quartermaster, 10 miles back in the mountains toward the captured Jap airstrips. To reach this Dump called for traveling over a "pig-trail" which the Japs, with a morbid flash of humor, had called a road. Chief Brock and a three-man Crew took to the hills in a 1½ ton cargo truck early in the morning of our third day on the beach. After 19 hours of detouring bomb craters, jouncing over rock slides, Scotch-hopping ditches and swamps, the Crew returned with the truck piled high above the sideboards with the tinned fruit and vegetables, flour and sugar so urgently needed on the beach. So ended the mission of the first Hollandia Safari.

However, Fate perpetrated one of her little ironies when, some days later, 600 tons of foodstuffs were dumped on Wilson Beach to be dispensed by the 113th Commissary Supply: from rags to riches with a turn of a ship! These provisions were to be re-issued to other battalions and small craft which were soon to join us. Since Wilson Beach was to be the scene of urgent military construction, Commissary Supply was given 24 hours to move the foodstuffs to a non-existent Dump two miles back in the hills. Twenty-one hours later bulldozers had cleared the Dump Area of trees and tangled undergrowth, and the 600 tons were stacked in huge, neat piles, ready for issue to anyone who might need them. These provisions were subsequently dispensed to four other construction battalions, many LSTs, LCIs, destroyers, a cruiser, destroyer escorts, and "Yippies" (small Army Refrigeration Ships). This took place over a period of two months, during which our Commissary Supply acted in lieu of the Naval Supply Depot, which was then under construction. In this time, in spite of torrential rains, blazing sun, and swirling winds, *not one dollar's worth of the 600 tons was lost or spoiled!*

By way of illustrating the magnitude of the job performed by this comparatively tiny Department: the thousand men of the 113th consumed the following quantities of food between 1 September 1943 and 1 July 1945.

Three hundred and fifteen tons of fresh meat, or 639 lbs. per man; 116.6 tons of fresh vegetables amounting to 233.3 lbs. per man; a total of 1260 tons of dry stores and staples which included tinned meats, fruit, vegetables, flour, sugar, salt, condiments, etc. These dry stores figured 2520 lbs. per man. The sum total of food was 1691.3 tons; 1.7 tons per man.

The cost of these supplies to Johnny Q. Public was \$537,000 or \$.67 per day per man, as compared to the daily \$.11 allotted by the Imperial Japanese Government to each of its soldiers.

PERSONNEL

Frank W. Brock, CCS
Robert G. Dyer, SK2c

Joseph J. Chrzanowski, SK3c
Robert E. Fuller, S1c

One-Man Departments

FEW men in any outfit have the unique pleasure of being "their own boss." The men on this page were in the main subject only to the demands of the work which came their way, in the doing of which they had free choice as to how it should be accomplished. In the service—*any* service—that is an Utopia toward which all men yearn. Some even make elaborate plans for establishing their own businesses in civilian life, where "I don't have to take orders from anybody, no Sir, *not nobody!*" Meanwhile the three fortunate Seabees below plied their trades in uninterrupted bliss, mindful always that theirs was indeed a state worth preserving. At least until D (for Discharge)-Day!



Ice Cream

To Charles Rosati, SC3c, fell the bi-weekly task of mixing and freezing enough ice cream so that not one of a thousand men would feel slighted. This is a lot of ice cream, when the appetite of the normal construction man is taken into consideration. The job of providing it was not without its occasions for dread, for in a tropical climate refrigeration units sometimes have a mind of their own. But in spite of all the vagaries of heat and equipment, no holiday passed by without a generous scoop of ice cream following the main course. And few were the weeks in which ice cream was not served at least twice. At such times the Battalion was on the high seas, preparing to move, or just settling in at a new location.

Between the officers and the general mess, over 25,000 gallons of ice cream were passed over the counter, in the following flavors: chocolate, vanilla, pineapple, coffee, lemon, and maple. Which, for the diminutive Rosati, represents much kicking away of hopeful wolves from the ice cream door.



Typewriter Repair

THE repair of typewriters and business machines is a skilled trade in itself, requiring many years of training and an innate "touch" with a bewildering assortment of delicate tools. To be deprived of all these tools, even the simplest, places the Repair Man at a serious disadvantage. The office force had R. F. "Shortlegs" Dunker, CM2c, to thank for keeping their machines in repair with a minimum of equipment, most of which was made by himself. A borrowed ignition kit, ordinary pliers ground on a wheel to the desired sizes, and a tack hammer were his entire outlay. The rest of his equipment consisted of hard-earned experience and ingenuity. The business machines, comptometers and typewriters of every department from Supply and Disbursing to Company Clerks were serviced by Bob. Without his master touch, BuDocks would have received Battalion reports in longhand. Which would have seemed scandalous to the conscientious "Shortlegs."



Daily Newspaper

BREAKING out at 0530 every week-day to copy news at dictation speed from an uncertain radio is not the kind of month-in-month-out grind that most men appreciate. Especially when the completion of editing, stencilling and mimeographing of the Daily News Bulletin at mid-morning is only the beginning of a 10-12-hour day crammed with: clerking for a company of 250 men; cutting stencils and "running off" forms and orders for Personnel and all other departments; and in his spare time, dreaming up another issue of the "Scarifier", the Battalion's "magazine."

These tasks were all carried on the slender but eminently capable shoulders of one Cecil S. Keesling, CM2c. "Kees" years as a newspaperman had conditioned him for doing a lot in a very little time. And if you don't think 24-hours is a "little time" in which to accomplish the above jobs—try it sometime, Seabee!

Engineering



Drafting Department, L to R: R. H. Dix CM1c, F. E. Le May CM3c, C. A. Plaskett S1c, L. H. Geis CCM, R. O. Bickett CCM, J. H. Kawalec CM2c.



Surveying Crew, Kneeling, L to R: L. F. Davis, R. L. Carman, F. Barrera, B. R. Blankenship, W. J. Cardo.

Standing: N. E. Stevens, J. W. Brooks, G. B. Smith, W. D. Gully, W. M. Cline, H. M. Appleton, F. G. Somner.

Surveyors taking soundings in Roselle Cove.



It says right here in the book that "Surveying is the art of measuring and locating lines and angles on the surface of the earth."

What it *doesn't* say in the book is that a God-forsaken hunk of earth like New Guinea has so many lines and angles of its own to foul up the simple art of surveying that Rod-Men sleep with toes clenched together in prayer, twiddling the big ones like crazy.

The prime requisite for being happy as a Surveyor is an appreciation for the beauties of nature—which are about the only compensation for work which would otherwise be sheer drudgery.

The more practical reasons these men have for living are various: the determination of areas, fixing of boundary lines, plotting maps. Engineering construction such as water-works, roads, water front facilities (docks, etc.), bridges and buildings all require surveys.

The first overseas assignment, locating and staking a four-mile water line at Finschhafen, brought the boys smack up against some of Nature's beauties, which were so profuse that the Surveyors inched their way through them only by constant use of machete. Two months of this, plus laying out storage dumps, warehouses, roads and campsites, conditioned them for a *really tough* job in Hollandia.

Among the first ashore in Humboldt Bay, the lads started work immediately from three strategic points along the coast: Wilson Beach, Plum Point and Hollandia Village. Preliminary surveys of road systems to connect these points with those necessary in the main Camp Area were pressed forward with great speed.

The Japs had built no roads in the area to be occupied by the Navy; neither were there trails. Commander Nowell, who had been over much of the ground with the invading troops before our arrival, accompanied surveying parties as much as possible the first few days, acquainting them with the lay of the land. The jungle was dense, location difficult, and time prevented taking an adequate survey. Location was made by slashing through the undergrowth in an estimated direction of the destination, then returning and correcting until the best route was obtained. A compass and a hand clinometer for establishing grades were the only instruments used.

In addition to locating roads and campsites, a Liberty Ship Dock was the Number One project. Gathering data for this job—sounding, establishing temporary base lines, and mapping the coral reefs—went on apace while camp and road projects were in motion.

When Dock #1 had been laid out, the Rod-Men immediately tackled the survey of a 500-foot dock for the proposed Destroyer Repair Base. Locating this Dock was very difficult, for to be accessible to destroyers, it had to be situated at the edge of an underwater reef extending out into the bay. A complete sounding map was made, and the dock laid out on the map before "points" could be set for the Pile Driving Crew.

Later work of the Surveyors and Draftsmen included the initial location of every job undertaken by the Battalion, much of it by topographical mapping of campsites and construction areas. These maps were especially valuable in calculating drainage facilities, showing existing construction, and planning new construction.

All docks and buildings for the Fleet Post Office and Port Director Area were laid out by our men. Sounding and grade stakes were required first, as the Fleet Post Office was to sit on an earth fill built out into Challenger Cove. This fill had to be planned to cover four Jap fishing boats which had been grounded near the beach.

Other major construction layouts included two concrete loading ramps, Liberty Ship Dock #2, warehouse sand fills for storage areas at Wilson Beach, the location of water lines from the hills and valleys surrounding Hollandia to the Navy Base Area, "bench marks" for such sites as Radio Hill and the 15th Special Camp, and a topographical map of the entire Navy Base.

One of the biggest—and roughest—of all jobs was the complete hydrographic mapping of Humboldt Bay, from Pie Beach at one end to Imbi Cove at the other. On this project it was common to have instrument set-ups in such impossible places as a tiny ledge at the foot of a vertical cliff, on the jagged outcrop of a coral reef at low tide, or a beached Jap fishing boat. No job for the impatient was the taking of accurate distance readings on a stadia board set in the bottom of a bobbing boat. Real teamwork was required to hold a 14-foot rowboat steady at the surf line at the edge of a reef, sound for depth, and hold a rod for an instrument shot, all at the same time. When wading the reefs the men had to be constantly on the alert for coral snakes, Portuguese Man O' War (a stinging type of jelly-fish), "sea cucumbers," and crevices in the coral itself.



Survey Crew locating the first piling for Hollandia's Navy Dock No. 2.



Preliminary work on retaining wall for sorting docks at Graveyard Cove is lined up by Surveyors.

Subsequently all harbor safety devices, such as channel markers and reef buoys, were "spotted" from this map. The surveying crew which took part in making the map became known, through this job, as "Appleton's Aquacade."

The low, level ground which spread out before them as they sailed up to the beach at Mindoro looked mighty fine to the boys, after the pioneering of Hollandia.

The nature of their work in the Philippines was the same—laying out campsites, utilities, and major construction work for several Navy units and activities. One of the biggest projects was the surveying of the Typhoon Emergency Area at the base of the Mindoro mountains, and the marking of all roads leading to the Area.

The quieter side of the layout work was performed in the Drafting Room, where an able crew of T-square operators plotted all blue-prints, maps, and building plans. Their part in the Engineering picture covered every phase of the Battalion's construction work, from air-strips to heads.

But never try to tell a Draftsman or a Surveyor that one can't get along without the other. Because both *know* they can!

ENGINEERING PERSONNEL

L. H. Geis, CCM	B. Welsh, CM2c
R. O. Bickett, CCM	R. L. Carman, CM2c
F. M. King, CEM	C. C. Albright, CM3c
F. G. Somner, CCM	H. A. Wentzien, CM3c
N. E. Stevens, CMM	F. Barrera, CM3c
H. M. Appleton, CM1c	F. E. LeMay, CM3c
G. B. Smith, CM1c	B. R. Blankenship, CM3c
W. D. Gully, CM1c	R. T. Howe, CM3c
W. Peterson, CM1c	W. M. Cline, CM3c
R. H. Dix, CM1c	J. W. Brooks, S1c
L. F. Davis, CM2c	W. J. Cardo, S1c
J. H. Kawalec, CM2c	R. J. Conaty, S1c
	C. A. Plaskett, S1c

The Armory

Chief Gunner's Mate S. W. Scott and GM1c L. A. Lucker in charge of maintaining the Battalion's rifles, machine guns and mortars in a state of constant readiness.



A SEABEE Battalion is an outfit of construction men trained to protect themselves and the work they do, should the need arise. Consequently a well-manned and equipped Armory is one of the most important components of a battalion. Fate decreed that this Department of the 113th would never realize its potential in a really serious military operation.

But at all times the Armorers were prepared to issue arms, ammunition and other equipment, ready for action as follows: 907 Springfield rifles; 117 carbines; 60 Browning automatic rifles; seven .45 caliber pistols; 16 Thompson sub-machine guns; two 81-mm and eight 60-mm trench mortars; two 20-mm Oerlikon anti-aircraft guns; and six .30 caliber machine guns. Infantry gear included full packs, gas masks, ammo belts, machetes, shovels, picks, and other accessories. The Armory carried additional equipment for reserve, plus cleaning and repair tools, oils, storage grease, and gunsmithing tools. On arrival overseas each man was issued a hunting knife, sun helmet, and ammo for his piece.

Overseas duties of the Department were not confined to military preparedness, for they took charge of the TNT, dynamite and other explosives used by the Battalion for construction purposes. On several occasions they were called upon to remove explosives left by the Japs in their hurried exodus; many of those were shells which had been fired but had failed to go off. These were thrown into the ocean, while good use was made of the explosives by blasting crews.

The main beef of the Armorers was that maintaining a state of preparedness without ever making use of that state became monotonous. But in the next breath they would assure you that of course they didn't mind, really—as long as that old deck of cards held out.

ARMORY PERSONNEL

Stanley W. Scott, CGM	Edward J. Kraszewski, GM3c
Ernest A. Lucker, GM1c	Arturo Villarreal, S1c

Malaria Control



Malaria Control Squad at work in the jungle bordering the 113th Camp at Hollandia.



Typical views of the swamp areas through which the Malaria Control Squad made periodic tours spreading their chemicals in the fight against the dread Anopheles mosquito.



BY THE grace of God and the unbending determination of the Malaria Control Team, the malaria rate of the 113th was kept to a fortunate minimum of less than three per cent. Of diseases carried by mosquitoes, there occurred only 30 cases of malaria and 30 cases of dengue fever; there was *no* hospital record of the dread filariasis.

It took the knowledge of the Medical Corps, the sweeping power of Cats and cranes from the Heavy Equipment Section, and the unceasing sweat and ingenuity of the malaria fighters to achieve this record.

From a small crew covering an area of one square mile at Finschhafen, the Mosquito-Hunters grew to an organization responsible for the parasite control of over ten square miles at Hollandia, where swamp-wise natives were employed in the battle.

Due to the terrific press of construction schedules, heavy machinery was available for establishing permanent control measures only in the immediate Camp Areas. Here Cats leveled depressions and holes, cleared away thick brush, filled in swamps. Draglines dug ditches and channels for drainage.

The balance of permanent measures was effected by hand. Fuel barrels with ends cut away were welded together to form sewer lines. Many miles of drainage ditches were dug and kept open with the never-failing "Mexican dragline." The same tool filled thousands of small rain-puddles and sump-holes.

Temporary measures, requiring periodic repetition, included the use of repellent by personnel working in infested areas, the spraying of living quarters with Aerosol bombs at night, and the oiling of all open-water surfaces by methodical crews with spray-machines carried pick-a-back.

In scouring the jungles and large swamps with their chemicals the Crews encountered many snakes and other reptiles: the Australian brown snake, the infamous coral snake, and other dangerous characters sometimes attaining lengths of over 10 feet. No Japs were seen, but Chief Tretter can attest to the fact that an encounter with a four-foot giant lizard can give a man *v-e-e-r-y* bad dreams, even though the critter's harmless!

At all camps the temporary procedure was to cover with oil *all* spots where water accumulated—even to depressions made by footprints—at least once a week. Aerosol bombs were kept full and available for all hands. Every discoverable breeding spot for Annie Anopheles was eliminated *on* discovery.

. . . . To which consistent thoroughness and determination on the part of the malaria fighters a thousand men owe their health, their stamina—and very possibly their lives.

Hollandia

NEW GUINEA

We UN-Covered the Waterfront

AMONG the outstanding achievements in the Pacific war has been the construction of advanced bases to serve the Armed Forces of the United States in their "leapfrog" advance up the coast of New Guinea and on through the islands of the Netherlands East Indies to the Philippines. The ability of the Army Engineers and the Naval Construction Battalions to build a firm foothold in slimy swampland and jungle-covered mountainous country in time for the next forward move of these forces constantly surprised and bewildered the enemy. He found himself time and again caught off balance by the speed with which we captured an area, made it secure, and developed it into a huge storehouse of food, fuel, and ammunition, from which the amphibious armadas could launch their next move; and to which damaged vessels and wounded men could return for quick repair and early treatment.

This is the story of the development of a portion of such a base . . . the story of only a part of what "The Lucky 113th" did to help make possible subsequent advances which smashed open the long-occupied Philippines. It is the story of building waterfront installations: for the unloading of material from cargo ships, the servicing of both cargo ships and landing craft, and the loading of landing craft for their forward moves.

The 113th Battalion arrived at Hollandia, Dutch New Guinea, on 9 May 1944, as the first echelon of Naval shore-based personnel. They had been preceded by Civil Engineering Corps officers, including the Skipper of the Battalion and officers of the 24th U. S. Naval Construction Regiment, who went ashore on 23 April (D plus 1) to make preliminary surveys and plans. The immediate and pressing need was for unloading, storage, and shipping facilities, and a water supply system for vessels of all descriptions.

The first and greatest problems were the rugged, jungled terrain of the area, and the coral reefs extending out into the bay only a few feet below low tide. Where deep water was available comparatively close to shore, the shore rose precipitously to heights of 200 to 300 feet. Where flat land occurred along the shore line, the reefs extended out for hundreds of feet. In most of these cases the beaches were backed up either by steep cliffs or by extensive swamplands. Only in the narrow sloping valley in which the village of Hollandia was located was there any appreciable area of land suitable for building without large earthmoving operations. This area was divided, and used by both the Army and the Navy for storage depots. The Navy section was eventually developed into the Naval Supply Depot, with the Naval Hospital located at the end farthest from the bay.

With the location of NSD thus decided by the terrain, at the westernmost end of the Naval Area, the eventual development of the waterfront facilities could be planned. Requirements were:

- (a) Two docks suitable for discharging cargo from Liberty Ships.
- (b) A wide ramp area on which many landing craft could beach simultaneously to take on supplies and/or troops.
- (c) An adequate water supply system at both docks and ramps.
- (d) A Fleet Post Office development for all Naval craft.
- (e) A Harbor Administration center.

Most urgently needed was one dock and the water supply system. How these were constructed in record time is explained in the following pages.

The subsequent development of a teeming center of supply, loading and repair from raw jungle is the story of a multitude of projects carried on simultaneously in the face of tropic heat, rains and mud, shortages of materials, and schedules shortened abruptly by the quickening pace and success of forward operations.

Combat and merchant ships, and amphibious craft must have water, fuel, repairs. Not only unloading docks, but sorting docks were necessary for maximum efficiency in emptying cargo so that badly needed ships might cast off, and others make fast. A harbor whose traffic becomes daily more complex must have facilities for Harbor Administration and Control. A Fleet Post Office and V-Mail film exchange was urgently needed to expedite mail to and from the increasing thousands of Naval personnel ashore and at sea.

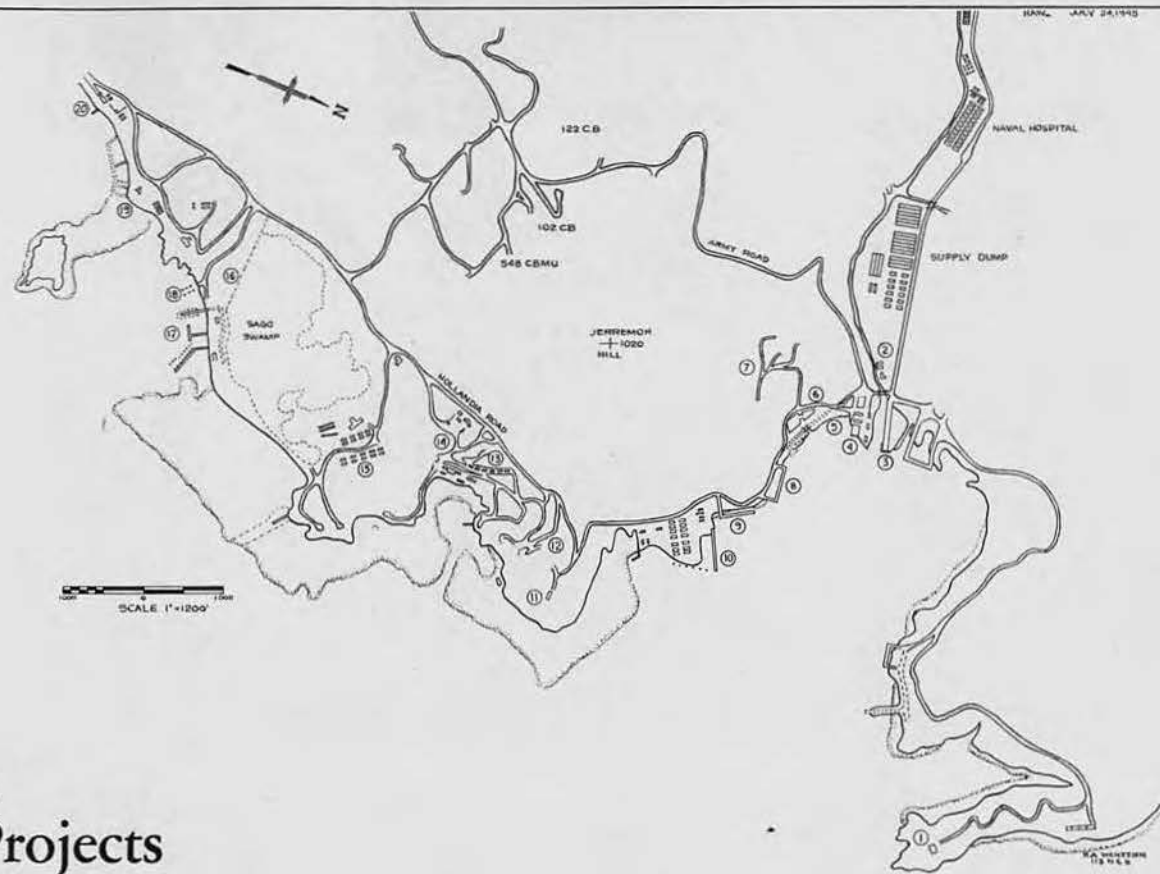
At the same time, in order to meet the vital demands of the waterfront, inshore facilities had to be developed with the utmost of timing and coordination. This involved the smashing of roads through torturous jungle undergrowth, over precipitous cliffs and treacherous swamps. It meant hacking away clearings for shops and campsites—not just your own campsite, but those for special units whose every man was needed at other work on the shoreline. It meant setting up sawmill and carpenter shops, welding, blacksmith and heavy equipment repair shops, lubrication in the field and on the rack, generators, communications, reefers for all-too-precious fresh foods—and operating them all as you build them! It meant providing for sanitation and going into the swamps to wipe out the dread Anopheles, the two most thankless and indispensable tasks in the islands. It meant stevedoring your own food, equipment, fuel, spare parts, and all construction materials until a stevedore battalion arrived.

Once the inshore facilities had been erected, however, the strain on the 113th was eased appreciably, and men could begin to look to their own comfort in such things as improving their tents and building a beautiful Amphitheater, complete with stage and curtains, by volunteer work in off-duty hours.

Thus, briefly, the operations of "The Lucky 113th" at Hollandia, New Guinea. The achievements of our detachments in forward areas, often under enemy fire, will be aired in the following pages. Also the detailed operations of departments within the Battalion at the Home Base.

The task performed at Hollandia is an excellent example of what has been accomplished around the world, often in the face of obstacles and in a short time, by experienced men and good equipment coupled with a splendid "esprit de corps."

As a job it was seldom exciting or "glamorous" in the newspaper sense; it was more apt to be a matter of dogged determination. But there is a steady pride in having had a key part in making possible the continuous launching of powerful blows which kept a surprised enemy off balance and retreating, culminating in his utter defeat.



113th Battalion Construction Projects

- | | | |
|---|---|---|
| 1. Underwater Sound Detection and Harbor Entrance Control Point Soeadja | 5. LST Water Point | 17. Boat Repair Depot — LCM and LCV Facilities |
| 2. Base Medical and Dental Dispensaries | 6. Graveyard Cove Sorting Docks and Causeway | 18. Garbage Slip |
| 3. Hollandia Small Boat Dock and Duck Ramp | 7. 15th Special Camp | 19. 113th Saw Mill |
| 4. Fleet Post Office Area: | 8. Navy Dock #1 and Sorting Dock | 20. 7th Fleet Recreation |
| a. Bridge across Nubai Creek | 9. Navy Dock #2 | General Project for Entire Base |
| b. Port Director | 10. Destroyer Repair Base Dock | Electrical System |
| c. Port Director Dock | 11. Torpedo Storage Magazines | Water System |
| d. Shore Patrol Station | 12. Base Camp and 10,000 bbl. Water Tank | Communications |
| e. Casualty Station | 13. 113th NCB Camp and Plum Point Dock | (a) Telephone Buoys and Submarine Cables to Ships |
| f. Registered Publications Issuing Office | 14. 113th NCB Transportation Area | Road from Hollandia to Wilson Beach, and other base roads |
| g. 7th Fleet R. P. I. O. | 15. Naval Advance Base Camp and Captain's Quarters grading by 113th | Bougainville Lumber Camp |
| h. FPO Storage | 16. Partial Fill of Sago Swamp | |
| i. V-Mail | | |
| j. Sorting Platform | | |
| k. Fleet Post Office | | |

Aerial Views of Hollandia



Killing two birds with one stone, 113th pared off Pancake Hill for Naval Receiving Barracks (far left background), used its thousands of tons of dirt to fill in treacherous, malaria-breeding Sago Swamp (left foreground) for staging operations at Wilson Beach.



113th CB Campsite, with Hollandia Road running along mountainside (through center of picture). Note indication in water (center foreground) of channel blasted through reef to Plum Point Small Boat Dock.



Another view of Wilson Beach shows extent of tremendous earth-moving operation accomplished in first months at Hollandia. Area incorporates Small Boat Pool, Docks and Repair Shops. Hollandia Road enters photo at right, curves along beach.



Coveys of small craft lay in at Destroyer Repair Base, built on 113th-constructed fill. Large ship is a Liberty moored at Dock No. 2.



Where once rested the tiny Dutch settlement village of Hollandia was developed in six months one of hugest supply depots of Southern Pacific through-road to Tokio. Area had been totally undeveloped by Japs in 2 1/4 years of occupation.



Site of the Hollandia Road at the saddle above the 113th Camp.



Heavy Equipment

ONE of the greatest difficulties to be overcome in Advance Base construction at Hollandia was represented by the rugged terrain of the Area and by coral reefs extending into the bay only a few feet below tide. On nearly the whole length of coastline, beaches were backed up either by steep cliffs or by extensive swamplands. Only in the narrow sloping valley harboring Hollandia Village was there any appreciable land area suitable for building without large earthmoving operations.

Masters of transformation, the Battalion's Heavy Equipment was the first to roll ashore and immediately was placed on construction of roads for the proposed Naval Base. Fast on the tracks of bulldozers came shovels and motor graders to plow into the task of hewing out of the rough terrain a jumping-off place for future forward movement.

On practically all construction engaged in by the Battalion, Heavy Equipment played its part. Whether it was a Campsite or a Supply Dump, a Dock and Ship Repair Station, or the main Hollandia Road itself, the Catskinners and Motor Patrol Operators, the Shovel and Dragline Operators were called upon for the initial ground-breaking work.

Necessary to all future development and construction of Naval Base 3115 was the installation of a complete road system consisting of approximately seven miles of road cut through the most difficult kind of rough, rocky, precipitous, jungle-covered terrain. To expedite the completion of

the main Hollandia Roadway, men and equipment were landed at three separate locations to permit driving through from three headings. From point to point it was one of the most seemingly impassable two-and-a-half miles any of our old timers had seen. Through thick jungle hills the line for the road cut over to the coast and followed the shore line around the face of virtually perpendicular cliffs into Hollandia. Approximately 80 per cent of the road lay along rocky hillsides and steep banks dropping into the bay, where the 'dozers in many instances performed work which ordinarily would have been handled by shovels. Cuts were made through rock slopes, and deep side-hill fills of rock and clay were angle-dozed into position.

With two crews, each working shifts around

The photo at the right shows the completed Hollandia Road at what was known as the saddle. The lone tree at the center marks the upper entrance to the 113th Camp and to the 24th Regiment Headquarters. The two photos below illustrate the development of the road from the thick jungle as shown on the opposite page.





A trusty Northwest bites a hunk out of the hillside above Destroyer Cove.



A perfect example of the use of displaced rock and dirt from a steep slope as fill, in the water, to create the road-bed along Hollandia shore line.

the clock, construction began from both ends to meet in the middle. Within twenty-one days after landing on the beach, one-way traffic was operating over the road, and one month later the complete road was widened and surfaced.

In pushing through the jungle of the Sago Swamp Area which carried the Hollandia Road from Wilson Beach through the 113th Camp, 4000 feet of road was broken on the first day's construction, and the section into the Camp Area itself was opened to traffic on 12 May, three days after our ship dropped anchor in Humboldt Bay.

In addition to the Hollandia Road, men on Heavy Equipment forced through important connecting roads for the Naval Base Headquarters Area, Radio Hill and Signal Hill, Cape Soedja Harbor Entrance Control Tower Road, and one to the 15th Special Battalion Camp.

Important installations at Cape Soedja required the construction of a road rising 500 feet from beach level to the top of the mountain in

a horizontal distance of 800 feet using a system of switchbacks and 180 degree turns with a maximum grade of 32 per cent. To cut a path through the maze of trees, vines and tropical undergrowth and subsequently to blast a roadway out of the sheer limestone bluffs ringing the promontory, necessitated that engineering fundamentals regarding grade, sight distance, and minimum curve radius be discarded. The way was cleared and a Blasting Crew went ahead to break up the harder limestone formations. A bulldozer then fought its way up the intended route. Subsequent operations with a carryall and a pull grader shaped the road into usable condition. Much of this work lay so close to the cliff edge that debris from blasting operations near the summit landed on the beach approximately 700 feet below.

Numerous natural difficulties and obstacles were encountered on all projects. Heavy rock excavation for roads, most of which were built on steep grades because of the rugged mountainous

In the construction of the Sorting Docks near the LST watering point, extensive fills were made from coral and rock pits. Here carryalls are operating in a borrow pit near Graveyard Cove.



To the north of Pancake Hill part of the vast Sago Swamp was filled in for a Staging Area and Supply Dump. Carryalls in a constant procession brought earth and rock from ramps cut into Pancake Hill.





Cable-rigged 'dozer begins one of the many tributary roads in Hollandia.



Carryalls make wide loop to gather dirt from side-hill borrow pit for fill at right center.

character of the terrain, called for almost constant work by the Blasting Crew, and the driving to the utmost of shovels and bulldozers. Heavy torrential rains jelled the red clay soil into thick mud; a few hours later the sun and equipment had pulverized it into a fine powdery dust that was even worse than the mud.

All of the initial blasting work for the road projects was achieved with supplies of enemy manufacture. Our own supply of dynamite being unavailable, the Crew used Japanese picric acid as a substitute. From caves in the hills a supply of enemy gelatin dynamite was procured. This, coupled with enemy caps and fuses, made possible almost uninterrupted operations for this crew of "rock busters."

The type and amount of rock encountered called for 60 and 90 lb. jack hammers, together with wagon drills, which were not part of our original equipment. However, a drill similar to the wagon drill was created from Japanese equip-

ment and was used alongside salvaged enemy drill tripods, trucks, and a portable generator.

In addition to the labyrinth of roadways, Battalion Heavy Equipment was at work along the whole continuous extent of the coast from the Fleet Recreation Area on Pie Beach to Challenger Cove, and then across the bay at Cape Soeadja.

Earth fill jetties and approaches to the docks called for the full range equipment handled by Blasters and Shovel Operators, Catskinners and Carryall Operators. Fills extending out into the bay added to usable land surface and amounted to virtually the only flat land of the area.

In the Philippines operations, terrain and type of job was vastly different than in New Guinea. No rock, plenty of sand, and flat country lent itself to projects of another nature. Roads were laid on the flat rather than sliced out of mountainous jungle, Blasting Crews turned to blowing channels and drainage, Cat Operators were freed of an old haunting subconscious fear that a 'dozer

Kneeling, l to r: Samuel Anderson, W. Mateer, E. Dunham, Z. A. Webb, C. L. Harr. Standing, l to r: Chief H. E. Gallagher, R. D. Kibler, A. R. Smoley, R. F. Fieler, B. L. Conyers, M. M. Schmidt, A. E. Cisson, R. C. Wittig, L. W. Rutherford, B. Ganz, J. B. Herring, J. W. Astor, Lt. R. J. Pope.



Kneeling, l to r: J. A. Payne, F. N. Allen, L. F. Carpenter, P. L. Grimes, Chief J. R. Freeman, Chief G. F. Hubbart.

Standing, l to r: R. E. Albrecht, Lt. R. J. Pope, E. Woeten, K. A. Wilson, R. Bock, Chief E. L. Hughes, S. S. Billyer, B. N. Clouse, S. F. Borowski, J. M. Hume, J. Willing, V. N. Miller, E. A. Erbe.





Above: "The sound and the fury" cut loose as channel is blasted for Officers' Small Boat Dock. Below: Blasting Crew lays hose filled with TNT prior to blasting of channel.



might hurtle over a cliff or a deadly snake drop from a tree, turned to making level run fills and grades for the Naval Base installations.

As the areas for Supply Dumps and Storage depots were established, another group of men, the Crane Operators, were constantly wheeling their pieces of equipment in the handling, loading and unloading of supplies and building materials.

The vast extent of overseas earth-moving operations gave the old-time construction men a task they knew how to do with equipment they knew how to run; but the work called for ever-increasing numbers of Operators. Younger men who were new to construction began to learn the equipment as Helpers and Oilers. Soon many of them took over operating as new machines were brought into play, and as time brought on job after job they gradually emerged into the class of seasoned Heavy Equipment Operators, a credit to their ability as craftsmen and an understanding of the Battalion's task in the establishment of Pacific bases.

HEAVY EQUIPMENT PERSONNEL

Lt. Harwood C. Phillips, Lt. (jg) James F. Mummey

Lt. (jg) Robert J. Pope

Chief Warrant Officer Olaf Skramstad

Warrant Officer Charles V. Turner

Chief Petty Officers: F. Cabral, J. Freeman, H. E. Gallagher, G. F. Hubbart, E. L. Hughes, B. R. Kiefling, J. E. Smith, C. F. Spurlock, H. Dickson.

R. E. Albrecht, F. N. Allen, L. B. Allord, Sam Anderson, John Anthony, D. A. Arneson, P. L. Asher, J. W. Aston, L. B. Baker, D. F. Baron, O. R. Beedy, F. C. Bendler, Phillip Berg, Arthur A. Berry, F. E. Billingsley, J. L. Blankenship,

Typical of dozens of spot blasting jobs in Hollandia road construction is this overhanging rock near Dock No. 1.



R. Bock, E. H. Boeser, R. A. Bohning, D. Bondurant, A. C. Bowman, H. Broderick, B. Buczkowski, J. J. Burke, L. Carpenter, E. F. Carter, B. Casper, J. M. Champie, E. E. Cisson, B. N. Clouse, V. Combest, R. W. Cone, B. L. Conyers, J. Crusinberry, F. W. Dowdle, E. W. Dunham, E. A. Erbe, R. F. Fieler, J. N. Fisher, R. Fontaine, A. Fourtounis, W. R. Gabrelcik, B. Ganz, A. W. Garn, J. L. Garrard, J. R. Garrett, W. D. Gawler, A. S. Giaimo, J. T. Glover, P. L. Grimes, O. S. Hansen, J. W. Heim; J. B. Herring, E. P. Homsley, J. M. Hume, P. P. Jack, L. F. Johnson, F. E. Jones, K. H. Jones, K. J. Jones, J. W. Joy, G. A. Kanelos, E. J. Keegan, R. D. Kibler, R. W. Killion, J. J. Kincl, M. A. Kisiel, V. C. Krause, F. A. Kyle, L. M. Lambert, R. Lecuyer, S. J. Ledakowicz, B. Leonard, J. Lipinski, W. E. Long, G. E. Madeira, C. C. Madison, W. L. Maher, T. Maniz, W. T. Mateer, J. D. Matzinger, C. N. McCumber, J. C. Mickelson, V. N. Miller, W. G. Miller, R. E. Mitchell, S. Oakley, J. D. Osgood, F. Ouellete, J. A. Payne, C. M. Perkins, J. F. Pettner, R. L. Platter, J. A. Priam, B. R. Pride, J. Rezendes, J. D. Russell, L. W. Rutherford, L. B. Ryviers, V. E. Sandy, M. M. Schmidt, E. W. Shay, J. M. Shea, U. Shimek, A. Smaldino, F. L. Smith, A. R. Smoley, V. G. Stoneberg, M. J. Storey, A. Sweeney, A. Tisei, C. A. Tripoli, W. P. Watkins, C. J. Webb, Z. A. Webb, R. J. Wehrheim, L. G. Wehrheim, J. B. Whitley, W. L. Wilkinson, H. A. Wilson, K. A. Wilson, H. Wintersmith, R. C. Wittig, E. Woeten, J. D. Young.

BLASTING

Chief Petty Officer J. J. Habel

G. Alvarez, R. J. Bacino, A. H. Bagnaschi, H. W. Behrens, R. E. Bennett, R. Breland, B. Casper, W. Christie, H. Dunn, W. Franz, J. Ginanni, J. O. Greenlee, S. G. Hutfless, B. Kraszewski, A. Lima, E. Lucker, H. MacFarlan, P. Malasinski, T. Marsocci, R. T. Meyers, R. J. Mundrane, J. Pintarelli, L. W. Robbins, W. H. Rose, A. H. Sapien, I. Tozzini, E. E. Trepanier, A. D. Wehr, L. R. Zingale.

Various phases of heavy equipment operations shown here include waterfront dredging with clamshell; tractor angle-dozing cut in precipitous hillside; carryall, Cat and shovel on road project; Blasting Crew drilling to place dynamite shots.





The whole range of heavy equipment came into play on waterfront installations (left and upper left). Most treacherous spot on Hollandia Road was Hairpin Turn (above) which made more Christians than the missionaries.



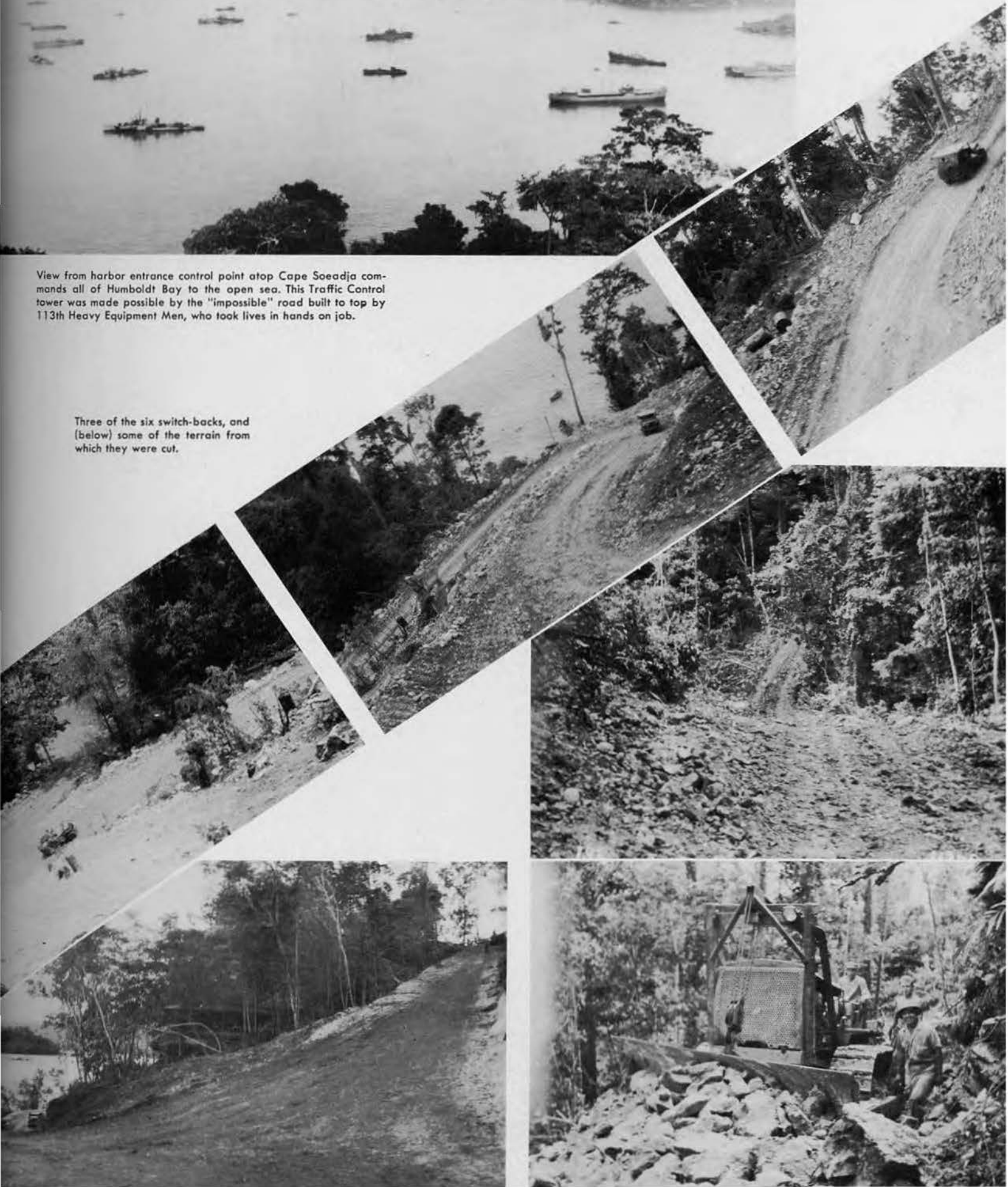
At Mindoro, grader, watertruck and sheepfoot roller pace each other over new apron at McGuire Strip, a few yards from the China Sea. (Right) Carryall spreads gravel over deep sand to make beach road navigable.





View from harbor entrance control point atop Cape Soeadja commands all of Humboldt Bay to the open sea. This Traffic Control tower was made possible by the "impossible" road built to top by 113th Heavy Equipment Men, who took lives in hands on job.

Three of the six switch-backs, and (below) some of the terrain from which they were cut.





Dock Construction

At the top of the Navy's priority list for Hollandia stood Dock #1. Eleven days from driving the first piling to unloading the first ship at the Dock was but one of the construction records established by the 113th Seabees.

ESSENTIAL in the development of a forward base at Hollandia was the establishment of proper dock facilities for the discharge of cargo from Liberty Ships, facilities for landing craft to take on supplies and water and the embarkation

of troops for amphibious operation. The need for rushing the construction of docks of sufficient size and in water of sufficient depth was stressed by the difficulty of the initial lightering ashore from cargo ships of the many materials and supplies required for the construction of the Base and the servicing of the Fleet.

Site for the first Dock was selected at a point where a 30-foot depth was closest to shore. Here the land rose from the water at an angle of about 45°, so that it was necessary to first construct a road along the shore line from the valley point of landing to give construction equipment access to the location.

As viewed from the bay on D-Day it was a precipitous wooded mountain rising from the water's edge. A few days later the same spot presented the spectacle of ships tied up to a dock, winches screaming, booms swinging laden with

cargo fresh from Stateside ports.

Preliminary work was begun on 25 May 1944 with bulldozers and shovels building an earth and rock-filled ramp from the shore line over the reef to water of sufficient depth for pile driving. The first pile was driven on 30 May and 11 days later on 9 June the first Liberty Ship was brought alongside 82 feet of dock already constructed for the purpose of unloading special cargo and to fill its tanks with water for a further advance up the New Guinea coast. From then on there was a constant stream of ships tied up at the Dock as work progressed. On 25 June, 300 feet had been finished and on 3 July the entire 466 foot length of the Dock was completed, 35 days after the first pile was driven.

Original work was carried out by a pile driver made up of swinging leads hung from the boom of a Northwest Model #25 crane. However, desired progress was impossible with a single land-mounted rig which could not move ahead of the Dock construction. To overcome this problem a floating rig was assembled from a miscellany of equipment and "home made" devices by 113th Mechanics. The appearance of the new rig was odd, to say the least, and hence was dubbed the "Joe Magee." However, it many times proved its worth, not only in the construction of two Liberty Ship Docks and numerous smaller docks, but also by driving piling for saw mill booms and for supports for important communication wires across a shallow bay.

The adaptation of various machinery in the construction of the "Joe Magee" demonstrated again that Seabee ingenuity can put together a



Dock No. 2 before completion.



Sixteen days after the driving of the first pile for Dock No. 1 this picture was taken as a Liberty Ship discharged cargo onto a portion of the Dock.



The "Joe Magee" floating pile driver, drives first piling at start of construction of Navy Dock No. 2.



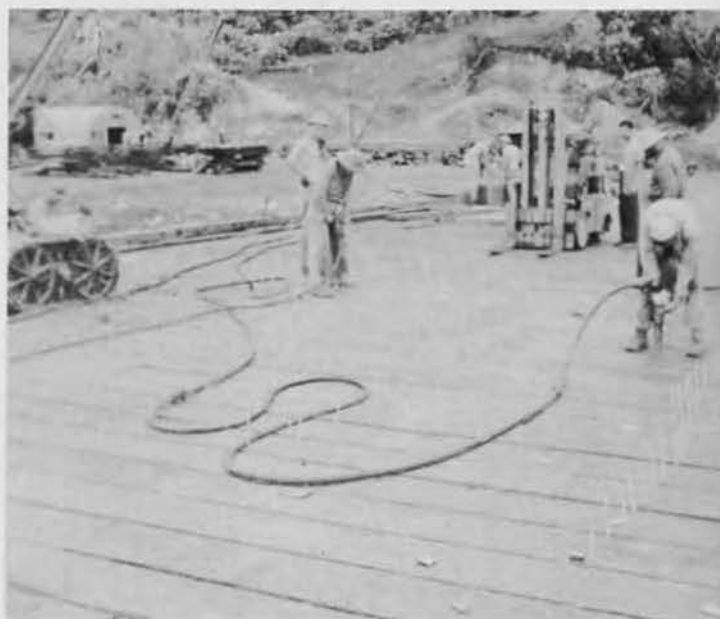
Adjusting piling preparatory to driving.



Driving the fender piling for Dock No. 1.



Placing piling in the leads of the land pile driver.



Air hammers make secure the decking at Destroyer Repair Base.

well-conceived assembly to substitute for manufactured equipment. The floating rig was assembled from a standard 4x7 CB pontoon barge with a Murray and Trogrurtha outboard engine. A Koering Model 304 crane rigged with swinging leads was secured to the deck of the barge and a light three-quarter ton 4x4 truck equipped with nigger heads for handling anchors and other lines.

The "Joe Magee" drove its first pile on 6 June, and continued driving them up to the rate of 10 piles per hour, driving in advance of the Dock, with the land rig following up placing caps, stringers and decking as well as driving fender and dolphin piles.

One of the major problems of initial Dock installation was lack of bolts and washers. To meet this critical need, the Battalion Blacksmith Shop worked 24 hours a day turning out Dock hardware. Hundreds of bolts and washers per day were made up in the Blacksmith Shop from any stock available, even deformed reinforcing steel, and by welding together short bolts which the Japanese had left behind.

Strong arm preparations for driving the final pile at the Pie Beach Small Boat Dock.



Sixty-foot creosoted piling had been brought forward on one of the ships carrying the Battalion, but it was found necessary to splice a considerable number of piles with native timber, some to lengths of 110 feet. In spite of these and other handicaps, at least one cargo ship was tied up to the Dock constantly after completion of the first 20 per cent on 9 June.

Virtually all Navy cargo destined for Naval Base 3100 and that unloaded for transshipment through the Supply Depots was handled from the two Liberty Ship Docks built by the 113th. Construction of Dock #2 was begun on 13 September 1944; due to pile shortages, a month's delay was experienced, but the complete length of Dock was available for use on 23 November.

As construction for these two Docks went on, a two-story rigging loft on piling was erected for the efficient operation of the special battalions doing stevedore work.

In all, the Battalion Dock Builders erected a total length of 1,566 feet of Dock with an area of some 60,000 square feet, in addition to numerous pontoon jetties and land-locked sorting docks for cargo.

DOCK PERSONNEL

Lt. F. A. Robison

Chf. Carp. F. A. Tollber

Carp. J. C. Wood

Chief Petty Officers: H. Gilmour, E. R. Keagy,

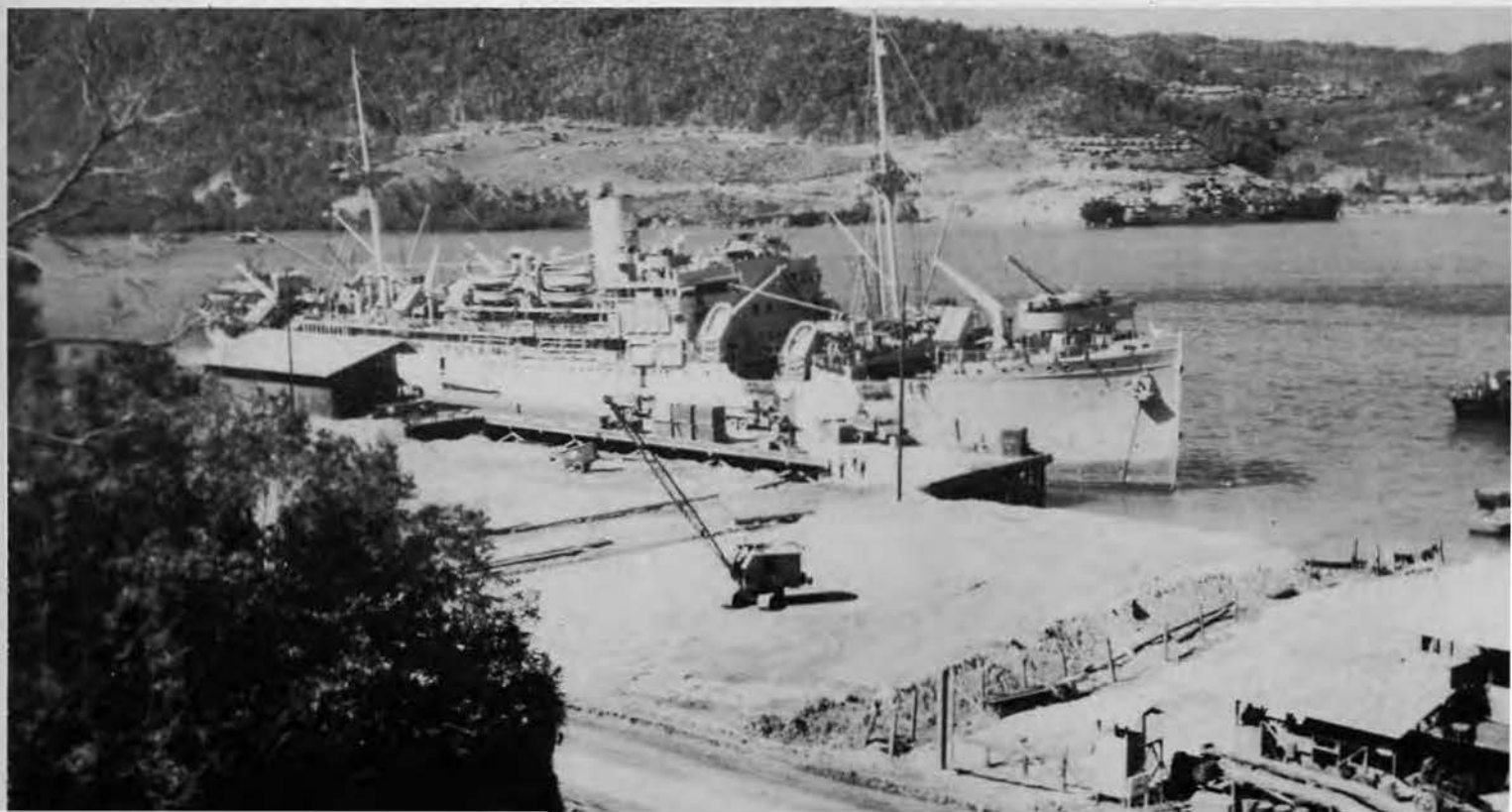
R. F. Meissner, H. E. Plum, C. F. Rowell.

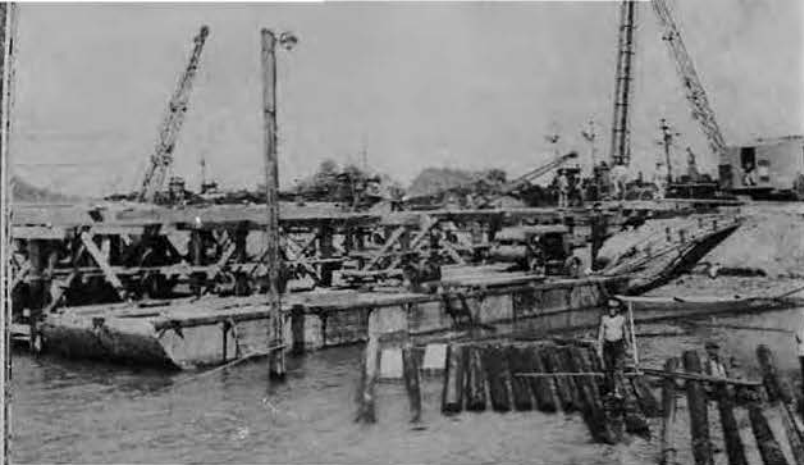
S. C. Abramson, O. B. Anderson, A. E. Bigbee, A. L. Boccelli, J. W. Buchanan, A. Campbell, D. Chonowski, E. F. Clark, R. L. Coffman, C. B. Coleman, H. O. Dale, F. T. Delmonico, M. J. Dillon, J. B. Di Nolfo, J. J. Evans,



Land pile driver stands by on Dock No. 1 as Crew sets piling that has been spliced by the men in upper photo.

Completed Navy Dock No. 2 as seen from above "Hairpin Turn". In the center of photo is the sorting dock fill, and to the extreme right, the edge of Destroyer Repair Base. Nearly all of the land area in the foreground was made by filling in the bay.





Six days after the first piling was driven, several yards of dock have taken shape. Pontoon sections expedite trussing work.



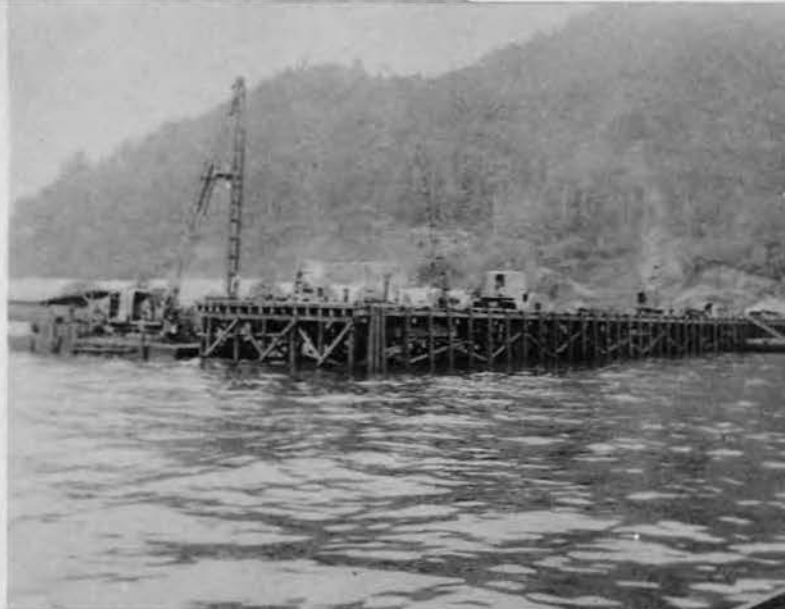
The Hollandia Small Boat Dock slowly takes shape as the Crew follows up the "Joe Magee" floating rig with capping and bracing.

A. W. Dries, A. J. Duncan, H. Ferrell, R. F. Fieler, H. S. Found, C. E. Gaddis, M. A. Guerriero, J. L. Hailey, E. R. Halpin, W. L. Hansen, R. C. Harland, R. H. Hathaway, R. G. Heaser, R. Helm, J. R. Hennessey, J. D. Herring, H. J. Holmquist, R. T. Howe, L. H. Huckins, J. A. Huitt, D. W. Hulke, J. E. Isenhardt, C. Jarrell, H. Keith, L. R. Keith, J. H. Kelley, R. D. Kibler, E. C. Kiernan, J. Kite, H. H. Kohlscheen, J. Kuckenbecker, G. P. Kuhn, F. A. Kyle, B. F. Lach, D. La Penna, W. F. Lavender, R. L. Le Fever, H. B. Lewis, V. Makowsky, J. W. McClain, V. B. McGinnis, G. V. Messing, J. N. Montagna, F. W. Nelson, J. J. Nowak,

E. W. Page, S. T. Palmer, W. T. Palmer, M. A. Palmieri, W. E. Paton, F. R. Patrick, N. L. Person, F. P. Petrovich, F. M. Pickering, E. J. Pincince, J. J. Polubjak, W. S. Puhmann, S. J. Rachal, H. M. Saling, R. W. Romberg, F. Ryman, R. W. Schneider, J. M. Shea, F. A. Shiflett, P. J. Silvestri, L. J. Smith, A. L. Sorze, T. E. Spencer, N. M. Stringham, C. G. Strom, D. F. Sturken, T. V. Swenson, H. Thean, N. E. Tosseng, W. J. Urban, D. R. Vanston, G. H. Vaughn, L. A. Waller, F. W. Washburn, C. T. Washer, A. D. Wehr, H. E. Welshans, I. A. Williams, O. B. Williams, R. C. Murray.

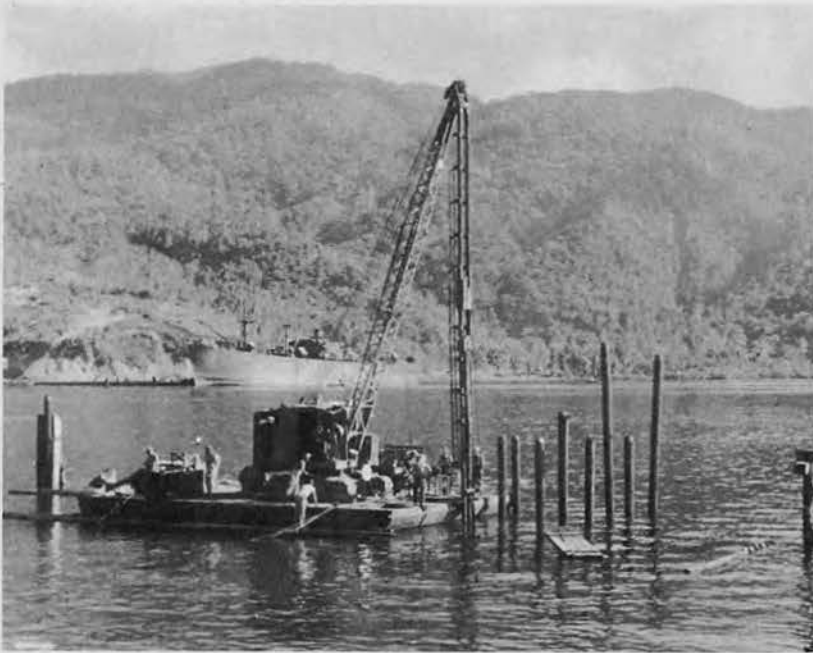
Front Row: V. B. McGinnis, Carp. F. A. Tollber, D. Chonowski, G. B. Smith, W. I. Urban, Lt. F. A. Robison, J. H. Kuchenbecker, L. A. Schneider, D. Bondurant. 2nd Row: E. W. Page, C. F. Spurlock, W. L. Maher, H. D. Ferrell, R. W. Romberg, W. F. Lavender, R. Helm, A. E. Ring, R. E. Bennett, R. H. Hathaway, R. F. Meissner. 3rd Row: J. P. Herring, H. J. Holmquist, H. Dale, L. Davis, C. Washer, H. M. Saling, P. J. Malasinski, R. Fieler, J. Hennessey, O. B. Anderson, D. Hulke, M. J. Dillon. 4th Row: W. Hanson, K. A. Wilson, H. J. Broderick, M. Trujillo, R. G. Heaser, V. W. Makowsky, R. D. Kibler, P. Glover, F. A. Shiflett, T. Zuur, F. R. Patrick, D. Campbell. Rear Row: L. J. Smith, C. B. Coleman, T. Sorze, J. W. Buchanan, R. L. Le Fever, R. Schneider, F. A. Kyle, G. H. Vaughn, J. J. Polubjack, G. A. Justice, R. Coffman, H. B. Lewis, F. M. Coronado, J. L. Hailey, J. D. Blakemore.



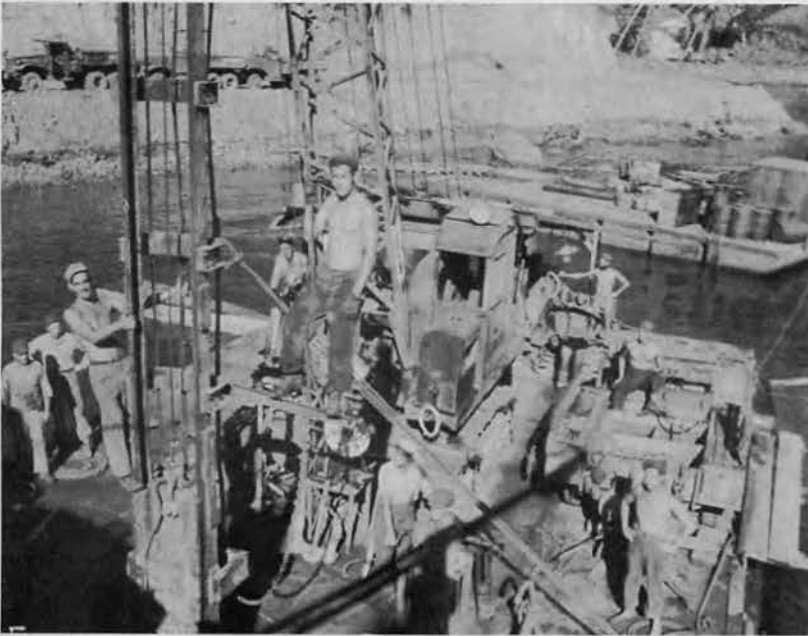


The photos on this page show the various stages in development of the Destroyer Repair Base and Dock. In the upper left corner the land pile driver is putting in the first piling for the Dock. Immediately below it is seen piling floating in the bay before driving. Upper right shows the Dock substantially complete and below it are two pictures of the first destroyer docking at the Dock. The two lower photos show small craft tied up at the Dock, and a view across the completed Destroyer Repair Base with the Hollandia Road at the left and Navy Docks No. 1 and No. 2 in the background.





Installing stringers for the Hollandia Small Boat Dock.



The "Joe Magee" floating pile driver was known by all who worked the Hollandia waterfront. In the upper photo the "homemade" rig is driving pile for Dock No. 1. Note shell craters on the hillside at extreme left of picture. The lower photo is a close-up of the "Joe Magee" with its crew.



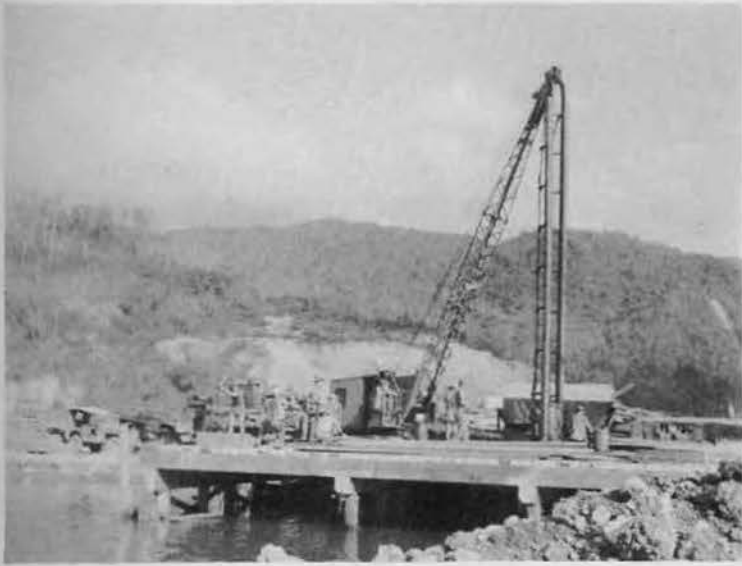
Driving fender piling on the substantially completed Small Boat Dock.



Unloading operations on Navy Dock No. 1 are in full swing. The Rigging Loft addition at the right is shown completed. In the background a cargo ship is tied up at Dock No. 2.



Unloading timbers from a pontoon barge for Small Boat Dock construction. The photo, taken from the floating clamshell rig, shows part of the channel dredging equipment mounted on pontoons in the foreground.



Hollandia Small Boat Dock under construction.



The A-frame in the foreground deposits timbers for deck. Clamshell at right center dredges the bottom to Liberty Ship depth.



Close-up of dock construction. Note the ease with which the two men in foreground operate the "manpower" crosscut saw.



Dredge D. York Syme opens channel for Small Boat Dock.



The beginning of construction on finger piers for Motor Torpedo Base at Mindoro. PT boats may be seen anchored in the bay.

Water Supply

FROM a bare canteen of water per day per man to a million gallons per day is the difference between our landing at Hollandia and our leaving it, in the amount of water passing through the hands of the Water Purification Department.

During the rough stages of initial landings, men of the Water Department were always among the first ashore to locate possible sources of water and to establish temporary facilities for drinking and cooking.

At Hollandia, with three points of landing, the Water Department facilities and training were put to the test. On Wilson Beach below Pancake Hill, the only available water was from a bomb crater in the gas and oil-coated swamp. At Louella Cove there was a small gulley which showed traces of muddy surface water and at which point the Japanese had erected lengths of bamboo to act as a pipe line serving their needs. Hollandia proper offered a few abandoned Dutch pre-war wells dug for the purpose of supplying small family groups.

Here was a real job for the men of the Water Department who proved that safe drinking water could be produced from almost impossible beginnings. After taking care of the immediate "survival" needs of the Battalion, pumps adapted with strainer lines, chlorination pits and filter tanks were set up and kept operating by these men. Though some spots were low to the point where water had to be rationed a canteen per man per day, at no time did the Department fail to provide the absolute needs.

In addition to the problem of producing water from nowhere within a limited time, additional hair-pulling was brought on by Japanese nuisance raids. Typical of the early day difficulties was the time Chief E. J. Burke and Quartermaster F. P. Duffy were on their way to Wilson Beach via "The Duck" after checking installations. A "Betty" bomber came over while they were in the middle of the bay causing them to shut off all motors and drift helplessly until the all-clear was sounded.

During the clearing operations at Hollandia an under-ground spring was located which soon became the main water supply. The spring was cleared, boxed and a Pump Station established, with two Pump Men setting up a "housekeeping room" to keep constant vigil on the production of water.



Permanent Naval Base water supply source at Hollandia was at this 113th-constructed dam two miles up Nubai Creek in mountains back of waterfront.



Above and below: Pipe line crew tests final connection of 5,000 foot line to 113th Camp tanks of 5,000 gal. capacity each. Dirty Seabee revels in first shower since landing.



Before pipe lines were extended to Wilson Beach the Water Purification Department set up and operated Cleaverbrook distillation units on the beach to provide water for the 24th Regiment.

As the Hollandia area enlarged to embrace a complete Naval Base, including water necessary for supplying ships at the newly-built docks, the supply from "the spring" became inadequate. Water Procurement Men later established an abundant supply two miles further in the hills where a small stream was dammed. Large pumps and chlorinator were permanently installed. Upon completion of the project it was estimated that a million gallons of water were being supplied through this source every day.

Among the daily schedules for distribution was that performed by the 1,280 gallon pontoon truck and the 750 gallon water trucks in filling barrels throughout the Camp Area for washing purposes, and in the early stages of camp development for providing the entire water supply prior to pipe line completion. In addition, the pontoon truck invariably followed the Fire Department's apparatus to maintain an adequate supply of water at the scene of a fire.

In the Philippines the men were constantly perplexed with the problem of "now you see it, now you don't", as the water supply regulated itself with weather conditions. Tapping into a river one mile inland, it was soon discovered that water gradually disappeared as the end of the dry season approached. Only an occasional rain kept it from vanishing completely. As the wet season advanced the river returned as fast as it had disappeared—even more so.

Among original members of the Department, several were unable to see the completion of the Battalion's overseas assignment. Alvin "Lefty" Schoop was evacuated as a result of a fall at the Dam; and Denzel Berg, R. T. Arell, and A. J. Joss went Stateside on survivors' leave from the original Mindoro landing.

Under direct supervision of Lt. S. M. Spalding and Chief E. J. Burke, the Water Purification Crew was a closely knit organization of which the original Crew included John Boylan, M. O. Nelson, J. R. Fenton, A. A. Berry, Ray Doane, John Rodebush, R. V. Ledford, G. W. Yoxtheimer, Henry Rawa, and John "Dusty" Rhodes.



Standing, l to r: Carp. H. J. Gross, Chief E. J. Burke, G. L. Howe, R. F. Harris, W. C. Fisher, E. C. Kiernan, J. L. Rhodes, J. R. Fenton, Chief R. V. Ledford, A. A. Berry, Lt. S. M. Spalding.

Kneeling, l to r: F. A. Deneke, D. Supitilov, H. A. Rawa, J. J. Brody, J. F. Boylan, R. S. Doane, L. E. Aydelotte, J. Rodebush. Not in picture: R. R. Arell, J. Alicki, D. S. Berg, O. T. Brekken, M. O. Nelson, H. Broderick, C. De Quattro, A. J. Joss, M. H. Wright, Glenn L. Yoxtheimer.



Above: Temporary water supply at Hollandia was from this box spring. Below: Another temporary source was from bomb craters in Sago Swamp below Pancake Hill.





Landing craft take on water at Hollandia Watering Point Ramp.

Pipe Line

ONE of the first pipe line jobs undertaken at Hollandia was installation of a watering point for LSTs and LCTs. The source of this supply was at Imbi Cove. Here the Japanese had, for the same purpose, a loosely fitted bamboo line which at best supplied eight gallons of water per minute. This was dismantled immediately and extra heavy 3" pipe, being the only pipe available, was secured for the job.

The difficult terrain, heavy underbrush and inclines over which lines had to be laid proved too much even for a Sherman tank. In many places it took two men three hours to lay even one 20-foot length of pipe. Nevertheless, the Pipe Line Gang pushed the job through and in three days' time water was being supplied to LCTs and LSTs at the rate of 70 gallons per minute. This was, at that time, the only ship water point on the bay at Hollandia.

Salvaged Jap barge is put to use for assembling and laying pipe line in shallow water near Dock No. 1.



The next step in the System of more than 11 miles of water supply line was that of providing for the main Camp Area. Living conditions were temporary and road construction at its height, producing the problem of running a line to the main Area without waiting for completion of the roads. To overcome this, a Japanese barge was salvaged and rebuilt, and from this barge 4,000 feet of pipe was laid through the bay on to the shore of the new Area. Tides and underwater current offered a unique obstacle to the Pipe-Laying Crew. A branch line was welded into this main line for supplying water to the 15th Special Battalion which moved in for stevedore work.

Pipe fittings were unavailable during construction, necessitating that all bends, tees, connections, etc., be made in the field. This was accomplished with a Hobart electrical arc welder.

Pipe Line Crew weld sections before installation in ditch under Hollandia Road for permanent line.



With rapidly increasing Navy personnel and housing facilities at Wilson Beach, another large line was needed.

Crews worked from opposite ends to meet each other on this project. Friendly rivalry spurred the crews on and high was the competition as they neared their junction point.

As the "leapfrog jumps" of our Armed Forces up the New Guinea coast proceeded, the vital importance of Hollandia as a ship watering station became more and more evident. With the invasion of Biak in the making, the 113th Battalion was notified of the urgent need to supply water for troops fighting in that area. Only other watering point was at Finschhafen, some 1,000 miles away.

It was one of those "must do" jobs that came along every so often and received the answer "Can Do". After 30 hours of constant labor, the line was completed and supplied our forces' needs at the rate of 300 gallons per minute.

The permanent Water Supply System, as it was developed at Hollandia, consisted of 58,400 feet of 4 in., 6 in. and 8 in. pipe; a 10,000 barrel storage tank; twenty 5,000 gallon storage tanks, and a chlorination system capable of supplying 2,500,000 gallons of chlorinated water a day. For supplying ships there were 22 connections at the Landing Craft Ramp, and connections at three docks capable of furnishing water to vessels of all kinds.

After the Battalion's initial landing in the Philippines and Naval Base supply lines undertaken, another emergency notification was received requesting a watering point closer to the island of Luzon to service craft and personnel engaged in that operation. Once again the veteran Line Crew fulfilled the desperate needs of the fighting LSTs, LCTs and Liberty Ships.

The original Line Crew which began the Hollandia operations under the direction of Lt. S. M. Spalding were Chief John S. Myers, Chief Ed Heatherly, Bill Scroggins, Fred Phelps, Norman Murray, Charles Scott, Ralph Della Salla, Bob Favinger, Joe Neglia, Ray Hannon, Lloyd Gallagher and Len Abel.



Pipe Line Crew pauses for poses at completion of water supply line to 113th Camp.



Pipe Line Welding Crew: Standing, L to R: N. A. Gorecki, R. H. Favinger, J. J. Evans, R. Gallagher, E. Miller. Kneeling, L to R: Corp. H. J. Gross, Chief J. S. Meyers, Lt. S. M. Spalding, Chief F. W. Phelps. Not in picture: G. W. Landers, L. M. Abel, J. Neglia.



Digging ditch and laying 6" pipe through 113th Camp Area.

Welders prepare joints for Base Water Supply System while landing craft take on water in background.



Temporary water line and pump at Hollandia Spring.





Above: Army Duck that didn't make the turn on the saddle, tore through "B" Co. Camp, crashed two 5,000 gal. tanks. Below: Completed series of tanks in Cub 10 Area, part of permanent Base system.



Ray Doane tests water for purity at Pump Station on river in Mindoro.



Frame of 5,000 gal. tank is set in place on water tower at Mindoro.

Below: Improved pitometer installed on line from Nubai Creek at Hollandia. This mechanism was designed and built by Lt. Spalding, Chief Burke, with intricate machine work performed by Walter Kant. Pitometer measured amount of water being supplied through Naval Base system, which reached peak of 960 gals. per minute. Glass tubing on board registers differential between pressure head and velocity head.



Small Boats

PROBABLY the most anomalous group of men in the Battalion were those attached to "Deyoe's Small Boat School." Everything from a Carpenter's Mate to a Bos'n was attached to this sea-arm of the outfit.

Starting with a flat zero in equipment, DSBS grew from a commissionless crew to the stature of the Battalion's own "Fleet Wing." This was accomplished largely through the salvaging of barges, dories and other craft which other activities had given up for lost. A prime example is the acquisition of the first LCVP: a discard of the Army at Finschhafen, this craft was rehabilitated by the eager beavers of DSBS and re-christened "The Ugly Duckling" by Commander Nowell. The Duckling was supplemented by barges made of pontoons strung together with a propulsion unit installed on the rear section. These were dismantled when the Battalion moved and re-assembled at destination to perform yeoman work in unloading equipment, gear, and supplies. The operators of neither the barges nor the Duckling suspected that for two long weeks after arrival they would work at least 18 hours per day before ever disembarking from their craft. During this period they slept when, as, and if they could during loading and unloading operations.

"Deyoe's Small Boat School" was established at Plum Point, where subsequently all repair and maintenance work was done. This entailed the overhaul of motors and bos'n's rigging, and treading water to change props on the Ducks. The lads assembled a 4x7 barge for rigging a pile driver (the "Joe Magee"), and one was assigned to it for all future operations in dock construction. All harbor installations, such as buoys and the laying of telephone cables, were accomplished with a DSBS expert at the helm of the rigging craft in all weathers. First Diver Barneburg doubled as Harbor Traffic Cop during these operations, scurrying about in "Crosby's Putt-Putt" to keep ships from dragging anchor over newly installed cables.

The acquisition of two LCMs from the 24th Regiment furnished more trouble than transportation at the outset. All that one of the pair required for rehabilitation was a new hull and two new motors. After a few weeks of beg-borrow-procurement tours for these items, and some concentrated sweating and cursing in installing them, the "M" was pronounced sea-worthy, and took its place in the ebb and flow of harbor traffic. One of these LCMs more than paid its way in daily trips to Bougainville Bay, hauling logs to the Battalion Sawmill at White Beach.

Throughout the overseas tour, "Deyoe's Small Boat School" built, "collected", operated and maintained a variety of craft consisting of pontoon barges, LCVs, LCMs, and boats used for all waterfront and harbor work. They also handled all diving operations carried on at Hollandia. A busy little layout!—and a happy one, due in part to the unfailing good humor of "The Dashing Lieutenant" in charge.



At top of page stands "Pop" Duffy, of the sharp eye, the good hand, and sure smile. Above: "Deyoe's Small Boat School" students. Standing, l to r: J. B. Jones, W. C. Decker, J. J. Hartfield, T. D. Williams. Sitting, l to r: J. E. Hankins, E. E. Groll, W. C. Morrell, G. J. Kelley, F. H. Barneburg.

PERSONNEL OF "DEYOE'S SMALL BOAT SCHOOL"

- Lt. (jg) H. B. Deyoe
 J. B. Jones, SF2c, in general charge
 H. M. Babcock, CM3c; R. E. Bennett, SF2c; F. M. Coronado, SF2c; F. D. Duffy, QM1c; J. J. Evans, MM2c; O. F. Fondren, QM2c; N. M. Gamboa, BM1c; E. E. Groll, MoMM1c; J. E. Hankins, Cox; J. J. Hartfield, CM3c; B. F. Lach, Cox; W. Littlefield, MM2c; J. S. Lowry, BM1c; E. L. McDuffee, MM1c; W. C. Morrell, S1c; F. W. Murray, QM1c; W. E. Paton, Cox; D. F. Sturken, Cox; G. W. Treadgold, CM2c; J. S. Vargo, CM3c; G. H. Vaughn, CM2c; T. D. William, S1c; T. E. Zobkian, M3c; C. L. Alling, BM1c; R. L. Coffman, CM2c; F. P. Petrovich, S1c; F. H. Barneburg, BM2c; S. Schachter, S1c; J. A. Curran, S1c.

COMMUNICATIONS

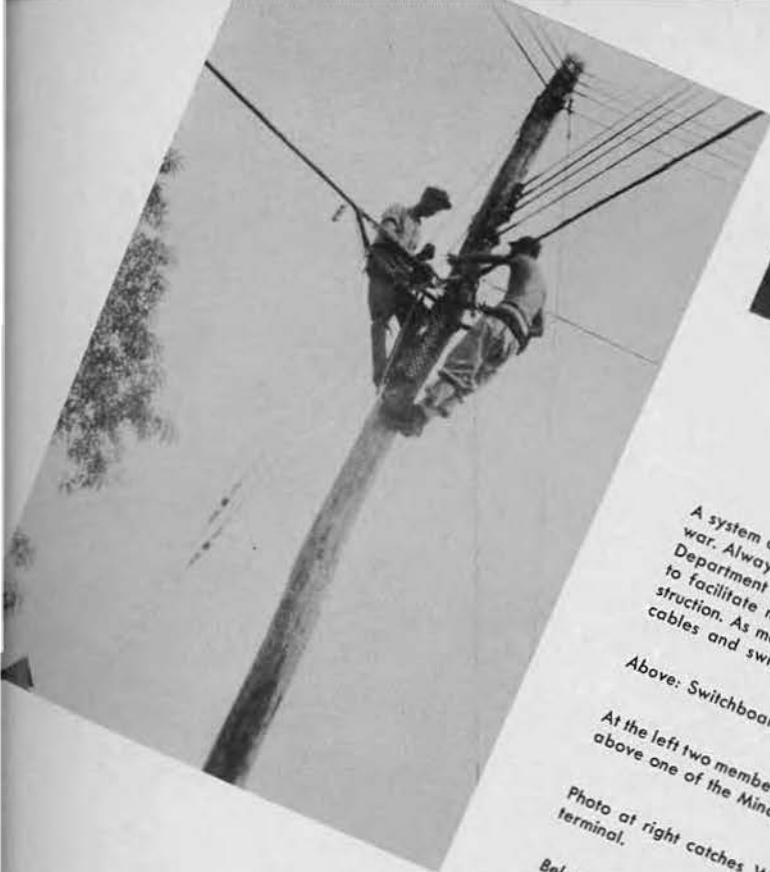
*"Jerry, the Belle of New Guinea
and the Philippines"*

UPON landing at Finschhafen the 113th Battalion took over communications previously established by the 78th Battalion. A complete new camp coverage by PA System was established and numerous additional telephone lines, at work projects outside the Camp Area as well as trunk lines to more remote switchboards of both Army and Navy areas, were installed. Trunking facilities to two Army units were furnished in order to tie their boards into other Army Operational Centers.

On arrival at Hollandia an emergency portable switchboard was set up. Lines were strung through the jungle and over cliffs to the individual Dispersal Areas, Supply Dumps, and Guard Outposts. Considerable maintenance was required with the use of this equipment as even minor line trouble would disrupt operations of the entire System.

The Hollandia Project called for installation of a complete Telephone Communications System including 10 switchboards, 203 miles of telephone line, 76,000 feet of submarine cable, and 351 stations and trunk lines serving the entire Naval Base.

As the permanent Camp Area went under construction, work was started on the regular local battery type switchboard, and lines put in service to all Camp Administration and Maintenance Offices. Trunk lines were strung through the jungle to outlying Army switchboards, and stations installed at the temporary 24th Regimental Headquarters on Wilson Beach. The routes for these lines were chosen in the most accessible locations. Invariably, heavy earth-moving equipment would choose these same locations for road work operations, resulting in continual re-routing of lines and trouble shooting on the involved circuits.



A system of communications is vital to all operations in a theater of war. Always among the first ashore in our landings, members of the Department established ship-to-shore and shoreside communications to facilitate movement of supplies and equipment for initial construction. As more permanent quarters were established latest type cables and switchboards were placed in operation.

Above: Switchboard at Mindoro.

At the left two members of the Field Crew are shown wrapping cable above one of the Mindoro rice paddies.

Photo at right catches Wilhite and Nesbit cutting in a distribution terminal.

Below: After running lines through jungle and over mountains they were maintained by Trouble-Shooting Crews who held interrupted service to a minimum.



Below: W. J. Vining and Chief Carp. Jensen make connections to the telephone terminal box.





Above: M. F. Clift at "Jerry" switchboard in New Guinea.

In the center photo J. B. Wilhite is snapped while stringing cable into Hollandia.



Standing, L to R: H. E. Downing, H. E. Johnson, W. Vining, S. L. Miles, C. S. Manny, C. Nesbit, C. Lightner, H. Aaron.

Kneeling: J. L. Thomas, S. J. Brady, M. F. Clift, H. R. Collins, Chief D. Cruikshank, C. E. Whitehouse.

Orders were received to furnish telephone service to a newly established Harbor Entrance Control point and Radar Station located on a high point overlooking the entire harbor basin. In order to furnish this telephone service on a rush emergency basis 15,000 feet of 26-pair tape armored cable was placed across the bay as submarine cable. This was in service for about 10 days when a ship dragging its anchor disrupted service. The cable was damaged beyond practical repair; however, the emergency was covered. To restore this service as a permanent installation seven miles of 5-pair rubber cable was placed on the ground around the shore line for temporary service. This was also a continuous source of trouble due to earth-moving equipment in the building of roads and camp areas. Permanent

service was installed by using six pairs in a newly constructed Army lead covered cable.

Work was then started throughout the Naval Base Area on permanent line installation of lead covered aerial cable. This job proved to be burdensome and tiring, as a considerable portion of the line was not accessible by road. Each man became a pack horse, carrying his materials and tools through the jungles and over rocky crags. A total of 200 poles and 24,000 feet of aerial cable was installed. In conjunction with this outside plant construction three sections of 1800-type local battery switchboards with associated trunks and stations were installed at Naval Base Headquarters. This office was named "NAB". Next came the installation of an 1800-type switchboard at the Port Director Area, named "Fleet". Due to rapid growth of service requirements it was necessary to later replace the board with a common battery Army Signal Corps board which required the conversion of all telephones to local battery type as common battery phones were not available.

Directly on the heels of the "Fleet" installation was another 1800-type switchboard known as 24th Regiment also requiring trunks to our own switchboard at "Jerry", and trunk lines to NAB. At the Base Hospital another installation of an 1800-type switchboard was made.

A Pontoon Assembly Unit established on a nearby island also desired service. This was furnished by stringing Telex wire in the water across coral reefs, a continual source of trouble but with no alternative method.

A Command Ship of the Fleet anchored in the harbor was furnished required telephone service. In the absence of submarine cable a Telex wire was sunk in the water for a distance of 5,000 feet. Due to small boat traffic it was necessary to replace the wire an untold number of times.

Four additional Command Ships were furnished ship-to-shore telephone service which re-

Cable Pulling Crew getting set up for Signal Hill. H. Downing, two Army communications men, Harry R. Collins, R. R. Buckwalter.



quired 30,000 feet of 5-pair steel armored underwater sound cable. Installation included the construction of a false island made by driving piles and building a dolphin approximately 5,000 feet off shore on a coral reef in 18 feet of water for a main distribution point. Two 5-pair cables were run in the water and terminated on the dolphin. Due to navigation difficulties encountered in running the first cable, it was necessary to make a splice while afloat. This staggered "Western Union" splice of tying the wire first and then looping the splice around, using a long splice, was accomplished during a high sea.

Four cruiser-type telephone buoys were anchored at pre-determined locations at distances ranging from 2,500 feet to 4,800 feet from the dolphin. Cables were run from the dolphin to individual buoys with tie cable between each buoy, thus creating a network of telephone and teletype lines. The large steel distribution terminals were fabricated in 113th Battalion shops.

Due to a continuous increase in service requirements, it was necessary to add another section of common battery switchboard to the "Fleet" Office together with an additional number of 'phones. This was followed by a request for service at the large Destroyer Repair Base. The 1800-type switchboard recovered from the original "Fleet" installation was installed at this location and became known as "Elodie" prefixed "Dee" with trunk lines to "NAB" and "Fleet" together with associated 'phone installations at the various offices and repair shops. Approximately two miles of pole line and lead covered cable were constructed to serve this point.

Among the major items installed by the 113th Communications Department at Hollandia were:

- 9-1800-type local battery switchboards.
- 2-TC-2 common battery switchboards.
- 350 telephone sets.
- 305 miles field wire.



Crew laying underwater telephone cable from pontoon barge. *L to R:* T. E. Zobkian, Army Splicer, Chief Corp. L. B. McGinnis, W. J. Urban, N. Gamboa, F. M. Coronado, M. A. Palmieri.



Pile dolphin for terminal box on underwater telephone cable installation.

Making one of the five splices used on the 17,000 feet of submarine cable laid from NAB to Imbi Point. Cable was laid in 143 feet of water.



Close-up of the pontoon barge rigged for underwater cable laying operations.





Telephone terminal box atop cruiser mooring buoy, with cruiser "plugged in" for telephonic communication.

Rigging Crew setting the anchor for cruiser mooring buoy.



Kneeling, L to R: J. L. Thomas, A. Ring, G. Hodges, M. F. Clift, N. Funck, B. A. Nessenthaler, D. La Penna, D. C. Norlin.

Standing, L to R: Chf. D. Cruikshank, A. Skorupsky, J. B. Wilhite, L. A. Navin, C. M. Nesbit, G. Chast, H. Downing, C. E. Whitehouse, J. F. Doran, A. Martin, S. J. Brady, P. Goglietino, K. T. Davis, O. F. Davis, L. J. Thomas, Chief Carp. L. B. McGinnis.



- 18 wire miles paired rubber covered submarine cable.
- 114 wire miles 10-pair steel armored submarine cable.
- 148 wire miles 26-pair tape armored cable.
- 348 wire miles 51-pair lead covered aerial cable.
- 59 wire miles 26-pair lead covered aerial cable.
- 24,000 ft. cable messenger and associated hardware.
- 4-60 ft. radio masts - 1-90' steel radio mast.
- 200 telephone poles cut and placed.
- 1 public address system.

Accompanying the original Detachment scheduled for Mindoro installations were three Telephone Men, W. J. Vining, EM1c, Harry Collins, EM1c, and Steve Bahila, EM3c, who were to establish a Communications Network. They were among the survivors of the ill-fated LST and returned to the States on leave. A second Detachment was formed and four more Telephone Men, C. M. Nesbit, EM1c, V. Graham, EM3c, Howard Downing, EM3c and Peter Goglietino, S1c, were dispatched to handle the communications on this project. A short time later another group followed, composed of M. C. Clift, EM1c, C. Whitehouse, EM3c, and James L. Thomas, EM3c. These men installed one 1800-type board and two 10-line field type switchboards together with 'phone installations, pole line and radio key circuits.

When these advance Detachments were joined by the balance of the Battalion, work was immediately begun in establishing a Communications System for our own Camp Area consisting of two type BD-96 switchboards and associated stations, including a complete Camp coverage by Public Address System. A separate Public Address System was installed for our own Shop Area.

The next project was the installation of two 1800-type switchboards in the Acorn 19 Area together with associated stations that became known as "Navy Search". This was followed almost immediately by a request that the Navy take over preparations at McGuire Field. A TC-4 type switchboard was installed, taking over lines and stations previously installed by the Army and known as "Vista Exchange." This required the installation of 20 additional stations with a three mile section of 10-pair cable installed between "Navy Search" and "Vista" Exchanges.

Other installations included an additional 1800-type switchboard at Naval Section Base and the general re-building of the outside plant at the MTB Base.

All trouble-shooting and maintenance of public address systems, theatre sound equipment, and repair of personal radios and electric phonographs was handled by Radioman Steve Brady, the one-man Radio Section of the Department.

Comprising the personnel of the Communications Department in its operations throughout the New Guinea and Philippine campaign were:

Chf. Carp. W. Jensen

Chf. Carp. L. B. McGinnis

D. M. Cruikshank, CEM; J. Doran, EM1c; H. Collins, EM1c; C. M. Nesbit, EM1c; M. E. Clift, EM1c; W. J. Vining, EM1c; A. Malter, EM1c; J. B. Wilhite, EM2c; S. J. Brady, EM3c; H. E. Johnson, EM3c; H. Downing, EM3c; C. E. Whitehouse, EM3c; J. L. Thomas, EM3c; L. J. Thomas, EM3c; P. Goglietino, EM3c; L. A. Navin, EM3c; D. La Penna, EM3c; J. Joy, CM3c; S. L. Miles, EM1c; C. Ellis, SF1c; C. Manny, S1c; C. Lightner, S1c; D. C. Norlin, S1c; A. Skorupsky, S1c; H. L. Nielson, S1c; J. R. Pucket, S1c; R. Lund, S1c.

Barge Operators on Submarine Cable Laying Project:

N. Gamboa, BM1c; F. M. Coronado, SF2c; W. C. Morrell, S1c; D. F. Saurken, Cox.

There were many others who assisted in the hard, thankless job of hacking out jungle with machetes and hauling heavy materials and tools on their backs over steep cliffs and gullies. While we have not named them all, they played a great and necessary part in the Department.



The daily job of sorting mail begins for the Post Office Crew. L to R: Otto Harthun, Joe Burke, Chief Carp. L. B. McGinnis, A. E. Ring.



Mail Clerks Otto and Joe sort outgoing mail into sacks for the homeward journey via Fleet Post Office.

Censors

ON 6 March 1944, the day our Battalion transferred from the "West Point" to the "Zoella Lykes", enroute for Finschhafen, New Guinea, the Censor Staff was assembled under the direction of Chief Warrant Officer Westie Jensen, Officer-in-Charge of Communications.

In the first few months of censoring—V-Mail letters would come pouring into the office at the rate of almost 200 daily. This dehydrated form of correspondence rapidly fell into disfavor however, so that later, fewer than five V-Mails were written daily.

In the 75 weeks of censoring, from 600 to 900 letters was the daily average, which would indicate that our men were extraordinarily faithful in their correspondence. It was estimated that well over a quarter of a million letters passed through the Censor's hands while the Battalion was overseas.

The personnel of the Censor Staff changed considerably in the course of 18 months. Only three of the men who comprised the original staff remained on full-time assignment: Keith T. Davis, CM3c; Bart A. Nessenthaler, CM2c, and George Chast, CM3c. Chief Carp. Louis B. McGinnis succeeded Mr. Jensen upon the latter's return to the States.

A number of letters written in foreign languages came regularly to the Censor Office. Leading the list were Spanish, French and Italian. From time to time the Department censored letters written in Polish, Greek, German and Yiddish.

On the whole, the men of the 113th Battalion tried to comply fully with censorship regulations, much to the gratification of the scissors-happy Censors.

Through these hands passed all the homeward bound mail to be checked for military security.

Seated around table are W. E. Long, who stapled and sealed the envelopes, Censors Keith Davis, George Chast, and Barton Nessenthaler. Standing: Lt. Mason K. Myers and Chief Carp. L. B. McGinnis.

Post Office

THE one vital link between home and the Battalion at work was the Post Office Department, through whose hands passed the most treasured possessions of men overseas. The small Staff handled every letter and package for the Battalion, as well as starting the overseas letters on their homeward journey, and performed the same function as the civilian Post Office in sale of stamps, money orders, and the registry and insurance of packages.

The Post Office began functioning as a Battalion Unit in Camp Endicott and served as the main contact with home at each of the Stateside camps. However, the Department's real job began when we sailed overseas. Various housed, whether in temporary tent quarters, aboard ship, or in the more permanent quarters in Quonset huts, Joe Burke and Otto Harthun made certain each letter and package found its rightful owner. From their Office all mail from home passed into the hands of the Company Mail Orderlies and thence to the individual men.

Upon the return to the States of Burke and Harthun this important and necessary post was taken over by A. E. Ring and E. L. Hodges.

Of all gala occasions, Mail Call always remained the high point in the daily lives of men overseas.





Upper left: Photographers Harold Rabbass and Harry Carlson.
Above: The Photo Laboratory at Mindoro.

Photo Shop

THE progress of every construction project undertaken by the Battalion was noted by a series of photographs which were part of the monthly reports submitted to the Bureau of Yards and Docks. That was perhaps the main job of Battalion Photographers Harold Rabbass and Charles Webb throughout the New Guinea assignment of the 113th. At Mindoro, Harry Carlson was added to the Photo Shop after re-assignment of Webb to the States.

In addition, developing and printing of Battalion members' personal photos as time and supplies permitted was a service ranking high in the "morale" phase of Battalion activity, and one which kept the darkroom boys constantly busy.

All photographs in this book were made by the Battalion Photographers under the supervision of Harold Rabbass.



Transportation & Shop Area



Officers-in-Charge: Lt. (jg) Robert R. Murdoch, Lt. (jg) Mason K. Myers, Lt. (jg) Burt Williams.

Dispatchers and Chauffeurs

THE first organization of Truck Drivers under a system of Dispatchers took place at Finschhafen in the first days ashore. Responsible for this formation was C. L. Dallas, MM1c (later Chief), assisted by H. O. Stutzman, CM1c, and R. J. Redman, MM3c, in charge of shifts. After six weeks in which the Department was settled into smooth working order, came the move to Hollandia, where the 24-hour work day called for another Dispatcher for the third shift, E. E. Gobeille, SF1c.

It was in Hollandia that the Drivers faced their first and severest test. They rode the beaches and 'dozer trails when there were no roads. They navigated treacherous, muddy hills when wind and rain had caused all other activities to be "secured". They pulled extra shifts when vital cargo had to be unloaded from supply ships. They hauled dirt, coral, gravel for a whole road system, dock fills, building areas, and carted away entire hillsides to make shelves for roads and camps. They carried crews to and from jobs all over the Base and kept them supplied with tools, equipment and materials. The trusty A-frame expedited the lifting and placing of heavy stock in scores of places.

At the center of these varied activities were the harried Dispatchers. To them fell the job of finding a truck that wasn't there to send to a job that couldn't wait. Each Dispatcher was responsible



Kneeling, l to r: G. R. Lord, C. C. Johnson, F. M. Pickering, E. E. Farley, R. Schmitt, J. E. Gebhart, B. C. Crouse, R. J. Deemer.

Standing, l to r: Lt. (jg) B. Williams, G. H. Madeira, W. T. Walker, T. Citizen, L. F. Berbert, J. R. Barber, H. G. Dunn, C. A. Le Clair, L. W. Robbins, R. Taibbi, J. L. McMillan, G. Alvarez, C. Carlin, S. E. Luongo, G. Stephens.



Kneeling, l to r: E. E. Gobeille, C. H. Daywalt, C. Hogan, R. S. Herget, E. B. Hall, E. Benak, J. N. Lynch, H. Blair.

2nd row, l to r: S. G. Dadekhian, C. Jarrell, W. L. Boland, W. C. Holte, H. E. McFarland, G. Bitz, J. R. Ruiz, W. J. Carnes, E. F. Hoffman.

Rear Row, l to r: E. A. Neuman, D. F. Sturken, J. L. Hodena, G. A. Irps, R. B. Trimble, T. E. Spencer, R. J. Mundrane, V. S. Owen, W. A. Young, T. E. Shepard.



Kneeling, l to r: W. D. Chown, H. N. Moore, J. Sorage, J. W. Seifert, G. R. Duprey, A. F. Kovatch, M. E. Fry.

Standing, l to r: G. E. Swanson, D. E. Jacques, J. O. Gilbert, E. P. Kioebge, D. C. Herald, R. J. Redman, J. J. Krimble, R. R. Anstead, W. E. Kalkwarf, C. W. Scribner, G. L. Lynch.

for the management and dispersal of vehicles during one of three eight-hour shifts. With 90 Drivers and 44 trucks, this becomes somewhat like a game of Monopoly: the Dispatcher has nine trucks "deadlined", so he borrows two from the dragline to fill in at the shovel, three from the rock crusher to help out at the dock, etc., etc.—having one stand-by to haul his collapsed body to the Psychopathic Ward the moment the telephone jangles.

Stutzman, who helped organize this Chinese New Year, soon saw the error of his ways and absconded to take over a shift in Automotive Repair. By the time the Battalion reached Mindoro, the Department had run through three more Dispatchers in rapid succession until hitting R. Taibbi, MM3c, whose Brooklyn background had conditioned him for the rigors of the task. He, with Gobeille and Redman, again kept the 24-hour schedule in operation, each in charge of a shift. (It was Taibbi, incidentally, who developed the

emergency pogo-stick for officers who scream "Transportation!" when there ain't any.)

At Mindoro the Drivers poured a steady 5,000 to 7,000 miles per month onto the trucks, hauling gravel, clay, crushed rock, for such installations as roads, airstrips, PT Boat Base and general construction for Naval Bases and camps. They also kept supplies streaming from ships to dumps and reefers ashore, and hauled logs out of lumber camps in the hills for the Sawmill.

There were rough times and good times aplenty, and while the urgency of the job often put pressure on them, only one major accident occurred, and that without permanent serious results. The gentleman of the Gear-Grinder's Union (Bobeille - Redman - Taibbi, - Stewards—step right up and getcher card, men!) have a perfect record in employer-employee relationships, with not a single man-hour lost as a result of strikes.

Lubrication and Fueling

SOMEONE in the Naval Supply Depot at Port Hueneme must have gotten his signals fouled up. But Charlie Wagner and his boys wouldn't have minded if they'd just caught the hash-up back in the States, instead of 'way out in New Guinea. For it wasn't until his Crew started the first servicing of equipment in the broiling heat of Finschhafen that they discovered all the oils and greases brought with us were light-grade, designed for the Aleutians!

Frantic scouting and pleading with Army, Navy, and Aussie outfits unearthed a six months' supply urgently needed for our movement to Hollandia. This move came ahead of schedule,

but Wagner and Company, through dint of much sweat and many hours of overtime, had the required stock ready at the appointed hour.

The Department was fortunate in having good portable "lube" equipment, however, though this came as a later development. In the early days at Hollandia, fueling was done with hand pumps. Until roads were blazed through to the future location of the Lube Rack, the boys worked 'round the clock, rain or shine, to grease, oil and fuel trucks and Cats in the field.

Once the permanent rack was built, servicing was simplified, and the men then had time to build additional equipment, such as the two

*Squatting, L to R: D. Ball, J. Pettner, T. Purcell, C. Thibodeaux, R. R. Thompson, J. Donaldson, H. Milton, Wm. Livingston, H. Gramer.
Rear Row, L to R: M. Gould, K. Hurley, A. Schneider, R. Knight, Wm. Bell, C. Wagner, F. Angelini, R. Barker, C. Francis.*



*L to R: A. Schneider, R. Barker, J. Purcell.
Top row lube truck: Wm. Livingston, C. W. Francis, C. Thibodeaux.
2nd Row: D. D. Ball, K. Hurley, Wm. Bell.
Standing in front of lube truck: H. F. Milton, R. Knight, J. Donaldson.*



Pictures on this page show the Field Lubrication Department at work on heavy equipment.



trucks (one for diesel fuel, one for gasoline) on each of which they mounted a pontoon and Jaeger centrifugal pump. These trucks speeded up fueling in the field to such an extent that only the two were necessary to cover all Battalion equipment on one shift. They served Cats, cranes, shovels, graders, 'dozers, generators for the various light and power systems, welders, cement mixers, and any stray trucks which ran out of gas on the road.

From time to time the fuel supply ran low due to the quantities drawn by detachments leaving for jobs "up front." It was then necessary for the Lube Men to haul fuel for equipment and galley ranges from the airstrip 30 miles distant, or from Tanamahera Bay, 15 miles further on. These hauls were over bad roads, often with trucks "stolen" from the deadline, since all available vehicles were engaged in rush jobs.

Once the pressure of work projects had let up somewhat, the Lube Department accumulated fuel, oil, and grease for the next move, and ordered new equipment from the States. With the arrival of these, the Mindoro tour was "duck soup" by comparison.

But there was still the routine of greasing and oiling equipment, which was neither clean nor easy work by any standard. In the main, the job of lubrication was one of routine monotony broken by intervals of overtime work and short, frantic periods of "make ready" for unit movements.

If you're looking for glamour, you won't find it among the Lubrication Men. But they and their work were one of the most vital integrals in building "The Road Back to the Philippines." You may not like to do their kind of work but you can't buy their kind of satisfaction for a million dollars.

LUBRICATION AND FUELING PERSONNEL

C. S. Wagner, MM1c (in charge)

J. Alicki, MM3c; D. D. Ball, MM3c; T. Beardsmore, MM3c; J. C. Donaldson, CM3c; C. W. Francis, CM3c; W. E. Livingstone, F1c; J. P. Pettner, MM3c; C. J. Thibodeaux, MM3c; K. F. Hurley, MM3c; F. Angelini, S1c; R. D. Barker, S1c; W. J. Bell, S1c; H. E. Gramer, S2c; R. J. Kiczula, S1c; R. W. Knight, S2c; D. D. Love, S1c; H. F. Milton, S2c; T. F. Purcell, S1c; A. J. Schneider, S1c; S. P. Tamaro, S1c; R. R. Thompson, S1c.



Automotive Repair

MORE than any other single characteristic, Hollandia will be remembered first and last for its mud. And perhaps as much as any men of the Battalion, the "grease-monkeys" had a profane speaking acquaintance with it. The mystery of why Automotive Repair Shops overseas are always located near a swamp will probably never be solved. They just are.

The floor of the Shop in Hollandia was a constant sea of mud and slime as water poured down from the hills above. Here the Mechanics produced day in and day out for 11 months, lying in mud to work under vehicles, and stomping through it just to get from y'ar to thar.

Even these conditions were luxury compared to the first weeks after landing in Humboldt Bay. Until the two sections of the Hollandia Road were joined, the Mechanics tramped through jungle for miles to get where a truck had conked out: for two weeks they walked, lugging heavy kits of tools, lying in mud up to the armpits to do their work.

The general terrain at Hollandia placed the utmost strain on all vehicles, especially trucks carrying loads. On many of the roads, built on precipitous inclines with bad curves near the top, trucks were found stalled with burned-out clutches, broken axles, damaged hoists and bodies wrenched from their moorings. Urgent calls sent the Mechanics out to repair the trucks on the job if possible, or tow them into the Shop if necessary—whichever proved the better way to put them back into operation, *but quick*. To do this, the men on one shift often worked straight through the next shift to complete the repairs.

Through all this, the Mechanics were constantly faced with a lack of spare parts, the need of improvising tools, methods, and fixtures. Rather than keep a truck immobilized, it was often necessary to send it back to the job with only temporary repairs.

Abandoned Jap tanks, trucks, boats and guns were stripped for parts that might fit, or be *made* to fit.

The Battalion Machine Shop was inevitably called upon to manufacture bearings, face plates, crank shafts, axles and numerous other parts that were unavailable and which enabled the Mechanics to complete their work.

A separate shop operated by two men ("Domezio and Decker's Super-Service"), tore down and rebuilt trucks from the tires up, robbing parts from vehicles worn or wrecked beyond repair.

To the pressure of everyday work was added the job of completely overhauling trucks which were scheduled to go with Detachments leaving the Base on assignments in forward areas. These vehicles *had* to be in excellent condition, and so were given A-priority in parts and attention. The effect on the remaining vehicles was felt acutely. Yet somehow the "Macks" kept them rolling until the long-awaited supply ships relieved the tension: but only in spare parts.

At Mindoro, the Mechanics rubbed their hands together happily and gloated: "Look, fellas—no hills! We get rid of *clutch* trouble, anyway!" Brief was their glee, however, for when the first trucks from the LST ramp hit the hub-deep sand, they bucked and reared like so many Brahma bulls. At Hollandia the load on the clutch was steep and gruelling, but steady; in Mindoro, it was a rapid application and release as tires grabbed, slid, and grabbed again in the soft sand. Not clutches, however, but brakes suffered the most from the sand. The grit poured into brake drums grinding shoes to a fine pulp. There were always roads and airstrips under construction, however, on which the trucks were in constant use. And so not only brakes, but axles, clutches, jack-shafts and torque-arms kept the "Macks" thoroughly inundated with work. It was common to hear one of the lads remark at the end of a whirlwind eight or ten hours in the shop: "Well, it's done, and it's done right. But *how* did we do it?"

Which in itself is as exact a summing up of the whole overseas tour of the Department as it's possible to make.

AUTOMOTIVE REPAIR PERSONNEL

T. A. Watkins, CMM	W. E. Peregoy, MoMM2c
G. W. Durham, CMM	C. J. Peterson, MoMM2c
C. L. Dallas, CMM	C. A. Thomas, MoMM2c
G. L. Reeves, CCM	L. M. Wright, MM2c
R. B. Allender, MoMM1c	D. P. Austin, MoMM3c
L. J. Biscaldi, MoMM1c	E. J. Beckman, MoMM3c
W. C. Decker, MoMM1c	J. F. Burbach, MM3c
H. O. Stutzman, CM1c	W. G. Elkins, MoMM3c
A. J. Wiley, MM1c	J. T. Judd, SF3c
T. F. Williams, MM1c	W. M. Moran, CM3c
O. L. DeGray, MoMM2c	A. Campbell, S1c
P. J. Domezio, MM2c	J. F. Faherty, S1c
M. F. Grady, MM2c	W. R. Gerstlauer, S1c
A. J. Hansmann, MM2c	A. E. Kallasy, S1c
F. H. Hichins, MM2c	A. G. Oglesby, S1c
C. R. Ladewig, MM2c	M. R. Patrick, S1c
F. Millard, MM2c	R. H. Smith, S1c

A jeep receives final adjustment before being put back into the daily grind.



Standing, l to r: A. E. Kallasy, D. H. Campbell, J. F. Faherty, W. E. Peregoy, W. M. Moran, A. G. Oglesby, A. J. Hansman, W. R. Gerstlauer, L. L. Kempton. Kneeling: M. R. Patrick, L. Wight, H. Judd, E. J. Beckman.



Tire and Battery Shop

TO THE average driver a flat tire is something very annoying that happens every once in a while. To the man in the Tire Shop it's a routine headache calling for liberal doses of patience and cheerfulness. Keeping 100 pieces of equipment riding on air instead of striding on arches is definitely no job for a gold brick. It's one of those tasks in which there is always more work than there is time in which to do it. It is characteristic of our Tire Repair Men that none of them ever attempted to keep track of the overtime hours they worked—which would be the highest per capita of any department in the Battalion.

Tommy Williams, MM1c, started the Shop in Finschhafen and remained in charge through the months in Hollandia, until moving up with "D" Detachment to Mindoro. This left C. T. Goheen, MM3c, and R. Fuerschbach, S1c, in charge of the two shifts, each with a staff of two men. This same arrangement continued when the Battalion re-assembled in Mindoro.



Top Row, l to R: C. T. Goheen, R. F. Fuerschbach, W. E. Nelson, J. A. Rhanney
Bottom Row: R. Allmer, M. Gould.

The greatest difficulty met by the Shop was the shortage of spare tires and tubes, which at one time necessitated leaving eight trucks on blocks so that the tires therefrom could keep the balance of the trucks in operation. It was at this time that the Tire (and tired) Repair Men established their right to the Navy Overtime Citation, first class.

Spare Parts

THE first Spare Parts Shop was set up in Finschhafen by A. R. Stroberg, MM1c, assisted by R. R. Hart, MM2c. Hardly had they arranged their wares when word came to pack 'em up again for the move to Hollandia. Once again the operation was repeated, but with ten-fold difficulty. For now, while building a warehouse, it was necessary to produce parts from the maze of dumps scattered over beaches and in-shore clearings for equipment engaged in vital road, dock, and camp construction.

The job was done, finally, but now another difficulty arose. Climate and terrain depreciated equipment so quickly that shortages of parts became acute—and requisitions sent to the States could not be filled for a matter of months. The Machine Shop performed miracles in the crisis, but the ratio of parts ruined beyond repair was against them. And so the Parts Department took to the road, visiting every outfit in the Hollandia Area which might have a vital washer, gear or clutch-plate. By dint of much wheedling, begging and frenzied prayer, enough parts were secured, day by day, to keep trucks and heavy equipment in operation until ships arrived from the U. S.

To a lesser degree the same problem of shortages followed the Department to Mindoro. Here, req-

uisioned supplies arrived in time to forestall any acute scarcity, except in the case of tires. However, it was often necessary for the boys to hit the road again, canvassing Army and Navy units for parts in the tried and proven Hollandia manner.

With the basis of their experience in this Battalion as capital, the Parts Men, in the main, propose to enter one of two types of business in civilian life: Auto Supply, or the time-honored Pawn Shop—three balls an' all.

O. R. Albert and J. H. Kelley pause in their task of uncrating newly arrived parts from Stateside. Original members of the Department not shown in photo were: R. R. Hart, J. C. Infalvi, A. R. Stroberg.



Blacksmith and Welding Shop

IF YOU liken a Battalion to a Football Team with Departments playing the various positions, you would put the Blacksmith and Welding Shop in at blocking back. Probably few other Departments in the Battalion ran so much interference for so many others and still carried so much ball.

Every conceivable kind and size of job was handled by the Torch-Men, from mending a watch stem to welding shut a gaping torpedo hole in the side of a ship. With a meager supply of tools and equipment, it required men who knew their work to accomplish the crazy succession of jobs brought to them overseas.

Their facilities consisted of four Hobart 300-amp. gas-driven electric welders; four complete acetylene outfits; a blacksmith's forge and anvil; and a limited collection of hand tools and stocks.

For field work the 'Smiths mounted one acetylene and one electric welding outfit on an International 6x6 truck with A-frame. This proved to be one of the handiest and most time-saving rigs in the Battalion, for with it, on-the-spot repairs were made out on the construction job, eliminating the slow operation of walking cranes or transporting broken parts in to the Shop.

Hardly had work started on Dock #1 at Hollandia, when it was found that there were no dock-bolts. Into the spacious laps of the Blacksmiths was dumped the work of *making* them, from whatever 3/4" and 1" stock was on hand, from warped reinforcing steel, and from metal stock abandoned by the Japs.

The first order was for 500, which is a lot of bolts to be made by hand. A heading tool was improvised from an old vise for roughing out the heads, which were then finished on the anvil. A gauge was built for quickly measuring lengths of stock. A seven-man production line evolved: two men cutting stock; one running the forge blower; one tending the fire and keeping enough irons a-heating so there was always a hot one to be mauled; and three men swinging sledge hammers to beat the heads into shape in the vise. It was hard work, but before long the Gang was running off 60 to 70 bolts per hour. All told, working three 8-hour shifts seven days a week, they knocked out 10,000 bolts—in addition to mastering every other job brought to them in the meantime.

The work at Hollandia had not progressed far when the hydraulic lifts on the bulldozers wore out in the 24-hour-a-day grind. There were no spare parts whatever with which to repair them—and so the 'Smiths and Heavy Equipment Mechanics merely rigged a cable-operated lift for each blade by installing a power control unit and copying the Le Tourneau overhead cable hoist. In a matter of days every 'dozer had been converted in this manner, with negligible loss of operating time which could otherwise have been disastrous to construction schedules.

One major job which recurred again and again was the repairing of bent booms on cranes and shovels. This took several days of hard and exacting work, in many cases requiring the construction of a whole new section of boom.

The be-hooded "Penny Flash" strikes an arc while working on a repair for one of the motor graders.



Standing, l to r: R. R. Flores, J. J. Cowart, C. J. Webb, K. C. B. Hogan, A. R. Kovatch, L. W. Crittenden, O. H. Dell, F. J. Ossman, R. D. Barden.

Kneeling, l to r: G. C. Parham, F. R. Patrick, B. A. Hancock, R. J. York, S. Anderson.



Of all assignments turned over to the 'Smiths, the one remembered most vividly was in the building of a pile driving rig mounted on a pontoon barge, named the "Joe Magee" by the Dock Crew who used it at Hollandia. While working high up on the leads of this machine one night, the Welders were caught by a sudden storm which pitched and rolled the barge so severely that there was no safe way of climbing down. In a few minutes, all were so deathly sea-sick that drowning looked like sheer bliss compared to hanging where they were in their weakened condition.

Humboldt Bay was made safe for ship traffic with 15 buoys made by the Welders from pontoon tanks. These were anchored by 2-1/4" chain and settled into place by the Rigging Crew.

Until Ship Repair Units were established, it was a Battalion duty to service any and all ships in need of repair. The 'Smiths starred in these activities, as when a Liberty Ship bent its propeller blades on logs floating in the bay. This was considered a repair job for Stateside shipyards by everyone—except the Seabees.

Warrant Officer Tarbett arranged to have all cargo unloaded from the Liberty. Then the bow was flooded with water to raise the stern enough to clear the screws of water.

A tool was devised by one of the Shop Crew for use in straightening the blades. (This man, incidentally, had never seen a ship in his life until he became a Seabee.) No one had ever seen such a tool: but it worked!—so well that the skipper of the Liberty Ship was astounded to find that the work was not being handled by experienced shipyard workers. In two days' time the ship moved out under its own power, at high efficiency: it was thus able to complete its mission, saving a long and perhaps perilous tow to the States for repairs.

Another job which would ordinarily have called for a modern shop equipped with a steel-rolling mill was the manufacture of a muffler for a sub-chaser: a *very* important mechanism when you're stalking Japs in quiet waters.

What was left of the old muffler was brought to the Blacksmith Shop. Again the boys dreamed up a tool for rolling and shaping the 1/4" plate steel into a muffler 52" long and 24" in diameter. When finished, the Skipper of the sub-chaser was unable to tell it from a factory-requisitioned job.

In the Philippines nearly every type of craft from LCIs to Liberties invoked the aid of our 'Smiths. Without a shop or tools designed for this type of work, the men depended on their eyes and a good straight-edge, plus more ingenuity than even a Seabee should be expected to have.



With cracks and missing teeth it was a simple matter of, "build 'er up and grind 'er down." But at the other extreme were such tasks as straightening a cargo ship's boom which had been bent 17 feet out of line.

"It can't be done with the tools you have," said the ship's Exec.

"Naturally not," agreed the Chief Bos'n.

"The hell you say," snapped the 'Smiths. And did it.

Wherever metal was concerned, the Torch-Men bore a hand, cutting, blacksmithing, welding—making possible scores of operations which otherwise must have been abandoned. When a Drainage System was necessary for Base sanitation, they formed a production line which welded together some 9,000 gasoline and oil drums, with ends cut out, for culverts. When seats were needed for the 113th-NCB Theater, they welded bomb racks to make orderly rows. Even a captured Jap horse was brought into the Shop by a soldier who asked "Can you fix four 'flats'?" Chief York could, for that was a part of his work back home in his own shop at Sheridan, Wyoming. So he made shoes and nails, shod the horse, and gave the soldier a couple of "spares" to take along.

Which was better than a letter from home for the homesick Chief!

BLACKSMITH AND WELDING PERSONNEL

Lt. (jg) R. R. Murdoch

Lt. (jg) M. K. Myers

Lt. (jg) Burt Williams

R. J. York, CSF, (in charge), J. F. Burbach, MM3c; B. G. Daughenbaugh; B. A. Hancock, S1c; M. Ankele; M. R. Patrick, SF3c; L. B. Allord; L. F. Anderson, S1c; R. D. Barden, SF3c; O. H. Dell, SF2c; A. B. Gibson; M. W. Newton; L. M. Bonds; J. W. Brooks, S1c; L. D. Brunson, S1c; B. E. Bergie, SF3c; H. L. Gardner, SF1c; G. W. Landers, SF1c; K. A. Wilson, MM3c; K. C. Hogan, SF2c; E. Miller, SF1c; C. J. Webb, MM1c; L. W. Crittenden, SF3c; L. M. Abel, S1c; A. H. Insley, SF1c; A. R. Kovatch, SF2c; J. B. Clark; S. T. Palmer, SF2c; E. L. McDuffee, MM2c; F. R. Patrick, SF2c; J. M. Lipinski; R. R. Flores, MM3c; W. J. Carnes, S1c; J. W. Townsend, SF3c; G. C. Parham, S1c; F. J. Ossman, SF2c; D. H. Campbell, SF1c.



Machinist Walter Kant, left, explains the intricacies of the metalizing process used in building up a shovel drum shaft to Chief M. T. Bryant.

Machine Shop

THE Machine Shop had the fortunate distinction of being the only portable Shop, in its entirety, in the Battalion. Equipped with drill press, bench lathe, grinders, polishing wheels, tools, etc., this outfit merely pulled up its sides when a move was on, and rolled away on wheels to be hoisted aboard ship.

On arriving at a new spot, it was lowered overboard to a barge and floated to the beach, where a Cat snaked it away to a safe temporary location inshore. Here it dropped its sides again, hooked up to the nearest portable generator, and in an hour was in full operation. Later, when the permanent Shop Area had been selected and prepared, it was moved for the last time, platforms and tarps thrown completely around and over it. Now it was the focal point of a larger shop which provided plenty of working space for the busy Machinists, room for storing stock, and a place for the pride of the Department, the Jap lathe.

By far the greatest contribution made by the Japs to the convenience of the 113th was this lathe, which they left behind (in several scattered pieces) in the precipitous flight from Hollandia. It was discovered at a time when excess work caused a crying need for additional equipment. Scouring the beaches and jungles, a Salvage Crew from the Machine Shop collected enough material from three unusable Japanese lathes to piece together one good machine.

Most of what they found was badly rusted and some of it completely submerged in salt water. Not only did their poor condition cause a great deal of difficulty, but also the fact that the parts were found in widely separated places. The gear box, head stock, carriage and tail stock were all located miles apart. The motor was found submerged near the beach. The compound and other small parts were manufactured in the Shop.

Once all the makin's were brought in, the slow, tedious job of cleaning and assembling began. This was work requiring ingenuity of a high order and was accomplished in spare time, during a period when regular work could not be interrupted.

The end result was an 8-foot, 16-shift precision lathe with 4-foot carriage travel, quick-change gear, head stock, and speeds from 50 to 1200 RPM provided by a 10-horsepower motor. This machine turned out many a job which would have been impossible on the much smaller Sheldon bench lathe with which the portable Shop was equipped. Because of its capacity it came to be known all over the Base, with the result that Army, Navy, and other Seabee outfits kept it humming with work that was beyond the capacity of their own equipment.

One of the first major undertakings of the Shop after arriving at Finschhafen was the manufacture of a 24-inch gear for a gun mount of a PT boat. This presented such a difficult problem of machine tooling that a Repair Ship Crew and several Army shop Machinists said it could not be done out here in the islands . . . they said.

But Walter Kant and Kelley Haworth didn't believe it. Although not as well equipped as the Repair Ship or Army Shops, they made the gear. With no conventional machinery for gear cutting or milling operations, they improvised a milling attachment for a lathe much too small to handle the gear. Every part, including the cutters for cutting the gear teeth, had to be made. By placing the band in a horizontal position and cutting in an up-and-down motion the proper and exact grooves were cut. When the job was done the gear was put in place, fitting perfectly, and the PT boat was able to return to duty without further delay.

Arriving at Hollandia the Machinists found themselves smack in the middle of an emergency situation which they had to accept as routine for many months. For in the face of continuing spare parts shortages, these men had to fill in the gap by reconditioning broken parts, or *making* them from whatever usable metal stock they could lay their hands on. Where ordinarily such a thing as a gear with several broken teeth would be thrown to the scrap-heap, the Machinists built up new teeth from stock brazed in by the Welders.

All manner of work poured into the Shop: axles, clutch plates, bearings, gears for heavy equipment and automotive repair; worn and broken parts of light and power generators; fuel jets and dough-mixing attachments for Galley and Bakery—these are the merest sample of the work created by the abysmal lack of parts.

The men coming onto their shift had to acquaint themselves with the priority situation: jobs accumulated so fast that it was constantly necessary to arrange them in order of precedence. The boys were up against something very like a newspaper "deadline", with one singular exception: if you don't make the deadline, the paper goes to press anyway, but if the Machinists missed it, the presses didn't roll at all.

A prime example of the steady call on their ingenuity is the making of a spur gear with 14-inch diameter (from a Buckeye ditching machine) by removing the few remaining teeth from the old gear and "growing" a new set. After cutting off old teeth, the hub was machined 1/2-inch below root diameter of the original gear. One-inch boiler plate was cut with a torch and machined to make a "shrink fit", then welded. After welding, the whole piece was machined to correct outside diameter, a special milling fixture was made and the teeth were cut. This job ranked high on the success list of the Machinists, for the gear was still in use when the Battalion transferred the ditching machine to another activity many months later.

One of the more critical jobs put out in record time was the replacement of the throw-out clutch bearing in an Adams motor grader. This job carried top priority, for the grader was the only one available for urgent construction of a Service Strip for a neighboring airfield. Work slowed to a practical standstill while Kant and Andy Grotz tussled with the problem.

They first re-ground the inner and outer races and inserted balls from a larger bearing. Next, they made a new bearing spacer out of bronze and a new cover which was then rolled over the bearing itself. The bearing was then sealed and ready for installation, as pretty a job as could be found back in the States. Instead of a lengthy delay of weeks, the grader was back in operation just 12 hours after breaking down. The bearing itself caused no trouble whatever in over 750 hours of subsequent operation.

When the main drum bushing of a Northwest #25 shovel wore out, a search of the South Pacific Area revealed no bushings of this size were available. Again it was up to the Machinists to produce. The bushing and its shaft were removed. With Walter Kant at the helm, the shaft was placed in a lathe and turned very slowly while #10 mild steel wire, fed through a metalizing gun, was sprayed onto the shaft, building it up to an oversize diameter. The old bushing was rebored, the shaft turned down to correct size, and the two were fitted and put back into place in the

machine. Kant and Grotz had reason to be proud of this job, for the shovel was still in operation when new bushings arrived from the States some eight months later.

One of the touchiest pieces of work was the manufacture of a sprocket shaft for an HD-7 tractor. This involved cutting a thread on one end of the shaft, and a double key-way at the other, with a tolerance of within .005" as the end result. This close work was necessary because the shaft was to be packed in ice for six days before installation in the housing of the tractor. Once in place, the axle stood up for many months of round-the-clock work under intense pounding in the coral rock of Hollandia.

With the terrific punishment administered to equipment by climate and terrain, the Battalion would soon have been reduced to an ineffectual body of tool-less men, had it not been for the amazing account turned in by the Machinists. Their sustained performance of tasks which "couldn't be done" was one of the indispensable factors in the establishment of bases which were keys to The Advance in the Pacific.

MACHINE SHOP PERSONNEL

M. T. Bryant, CMMS, in charge of shift

W. Kant, MMS1c, in charge of shift

L. R. Bedell, MM1c

W. M. Keiper, MMS2c

K. H. Howarth, MMS1c

R. H. Tremblay, MMS2c

R. L. M. Schrader, MMS1c

W. Manuck, MM3c

A. C. Grotz, MMS2c

R. W. Knepper, S1c

G. O. Gagnon, MMS2c



Front Row, l to R: W. Kant, A. C. Grotz, W. M. Keiper.
Top: G. O. Gagnon, M. T. Bryant.

Heavy Equipment Repair

AMERICAN genius in the invention, manufacture and use of machinery for moving tremendous loads is one of the major factors in the success of the war in the Pacific. Striking virgin or undeveloped territory in nine cases out of ten, it was necessary that Staging Areas be built, step by step, for each forward leap. Without tractors, dozers, cranes, shovels, draglines, scrapers—all the various items of machinery that are lumped under the heading of "Heavy Equipment"—these areas would have taken years to construct, prolonging the war to a modern Odyssey.

Famed for efficiency, ruggedness, power, as American equipment is, the manifold difficulties of terrain in the Pacific jungle islands placed them to tests of undreamed-of severity. Thus, *maintenance* of the all-important equipment was at a premium—which meant *men* who could do the intricate, highly-skilled and back-breaking work that would "keep 'em rolling".

Knocking down a D-8 Caterpillar tractor for overhaul, with six inches of God's thickest mud still on it (and *in* it), is not generally considered child's play among the citizens of the Heavy Equipment trade. However, this procedure is in much higher standing with the bend-and-grunt boys than say, the replacement of a bull-gear in the final drive. For the latter operation calls for virtually the same amount and technique of dismantling as a complete overhaul: and two hours

of tearing down for a few minutes' actual repair is not a popular piece of work with *any* Motormack, in or out of the service.

Popular or not, such jobs were both numerous and necessary in keeping the Battalion's equipment out there in the pay-dirt. Taking a little job like that and multiplying it by 73—the number of Heavy Equipment items nursed and petted by the 113th Motormacks—you can get some idea why the gentry of the trade walked about with bags under their eyes. It's not as if there were 73 D-8 Cats, or 73 of any *single* type of equipment: the makes and models ran to no less than 27, each with its particular list of parts, special weaknesses, and mechanical differences.

Even *with* the necessary spare parts, the maintenance of such an array would cause cold sweat to stand out on the forehead of the most sanguine Grease-Monkey. *Without* them, as the Motormacks soon discovered, good, red blood took the place of ordinary sweat. They found through sheer necessity that by touching up, with infinite care, a part from one Cat on the grinder, they could make it fit an entirely different model. By stripping Japanese equipment to the bone and bending parts into shape, they developed a small reserve of fixtures. The Machine Shop, Welders and Blacksmiths were called on to make and to mend. Between them, *somehow* they kept the stuff rolling. Toward the end, at Hollandia, they



L to R: Chief I. H. McPherson, G. I. Cunningham, A. A. Gaste, E. Hughes, W. J. Schlumpf, J. P. Anthony, J. C. Gould, F. F. Schade, A. O. Alfama, M. E. Rogge, Chief H. H. Nickels.

had nearly developed a technique for converting mahogany into steel—which is not such a far cry from the demands made on their ingenuity as it may sound.

Being experts with Diesel motors, these men were called on to repair engines of ships in the harbor, on top of the terrific press of work in shop and field ashore.

And as if they hadn't trouble enough already, the Macks scurried out to handle such emergencies as excavating, cleaning and putting back into operation a 1-1/2 yard shovel which had been completely buried by the backside of an overhanging ledge. At Hollandia this was a frequent occurrence with excavating machines, and entailed serious damage to the power Diesels, booms, and various mechanical units. In most cases, this necessitated a complete overhaul of the machine, which was accomplished by a sort of huskin' bee with all hands pitching in, so that the machine was sent back to the job in the minimum possible time.

In the flat terrain of Mindoro such excavating accidents were rare. However, sand penetrated to the innermost parts of the equipment, abrading them as effectively as a carefully prepared job of sabotage. But by this time new parts and new items of equipment had been acquired, so that repairs and replacement were simplified. The Macks now returned to sweating plain sweat instead of their life's-blood. The bags under their eyes were reduced to mere overnight satchels, and they began to pick up weight—especially the guys who owned the losing fowls at cock-fights.

The techniques learned and invented by these men in the islands where they could make something out of nothin' in New Guinea, will undoubtedly be turning up in repair shops throughout the United States.

HEAVY EQUIPMENT REPAIR PERSONNEL

I. H. McPherson, CMoMM	J. L. Borgett, MoMM2c
H. H. Nickels, CMoMM	R. F. Christman, MoMM2c
H. A. Dickson, CMM	G. I. Cunningham, MoMM2c
E. Hughes, MoMM1c	A. A. Goste, MoMM2c
B. K. Nelson, MoMM1c	J. C. Gould, MoMM2c
J. A. Payne, MoMM1c	F. P. Millard, MoMM2c
V. E. Sandy, GM1c	M. E. Rogge, MoMM2c
F. F. Schade, MoMM1c	#J. A. Roy, MoMM2c
R. Taylor, MoMM1c	#W. L. Wilkinson, MM2c
A. O. Alfama, MM2c	D. A. Bonivert, MoMM3c
J. P. Anthony, CM2c	E. L. Cane, MM3c
M. J. Armellino, MoMM2c	W. J. Schlumpf, MoMM3c
	*H. Wolf, F1c

#Killed during the invasion of Mindoro.

*Wounded during the invasion of Mindoro, and returned to the U. S. for re-assignment.



Standing on corrugated metal roofing which offers only slight protection against the mud, Heavy Equipment Mechanics A. A. Goste, and F. F. Schade push repairs on a bulldozer outside the Mindoro shop. Chief H. H. Nickels watches progress of the job.



Front and rear views of a Caterpillar D-8 bulldozer with cable rig installed by the Heavy Equipment Department in place of the hydraulic blade control system with which the 'dozers were originally equipped.





Above: Heavy Equipment Riggers at Hollandia rigging a Northwest shovel.

Below: Putting the finishing touches on the rigging of a shovel to serve as pile driver.



Riggers place heavy timbers in water tank tower construction at Mindoro.

Rigging Loft

IN TEXTBOOK terms, the main function of the Rigging Department is to supply the *link* between *power* and *load*. This is well illustrated by a crane, whose motor, activating a revolving drum, represents the *power*. The cable or wire rope, which unwinds and re-winds from this drum through a system of pulleys, represents the *link*. The crate to which the free end of the cable is attached represents the *load*.

It is the Riggers' responsibility to supply, install, and keep in repair the wire rope, not only in cranes, but shovels, drag-lines, Cats, graders—any piece of equipment of which this "link" is an integral part. In addition, they provide and install the rope and cable used in stevedoring operations; the "chokers" for towing equipment; the chain cables and fixtures for such installations as harbor buoys, radio towers, and pontoon dock assemblies.

To accomplish these varied tasks, the Rigging Department of the Battalion overseas was organized in three sections: the Field Crew, which installed and made on-the-spot repairs to rigging used in stevedoring, and temporary or permanent installations; the Heavy Equipment Crew, which installed and maintained all rigging used on Cats, cranes, etc., both in the Shop and in the field; and the Crew at the Rigging Loft, who provided and repaired the rope, chain, cable and fixtures used by the other two crews.

This organization was the work of Warrant Officer L. M. Tarbet, and functioned smoothly under his direction during the Battalion's most trying months. His work was later well carried on by Lt. Mason K. Myers. To these officers Chief "Big Bill" Renfro was directly responsible for the completion of projects. All Heavy Equipment Rigging was done under the supervision of G. A. Grimm, SF1c, and D. H. Hunter, BM1c, and the Loft was managed by N. H. Clark, SF1c.

The most spectacular achievement of the Riggers was the laying of harbor buoys in Humboldt Bay. While most of this project went according to plan, one particular buoy—the largest and heaviest of the lot—had to be laid with inadequate equipment and rigging gear. Only a crane with a capacity of 15 tons was available to set the 32-ton load. This crane was mounted on a 4x12 pontoon barge and floated to the appointed spot in the bay, with the buoy assembly carefully lined up on the deck. When everything was set, the clump was placed on the harbor bottom in this manner:

The three 12½ ton anchors, each with five shots of 2¾ inch chain, were picked up one at a time by the crane and lowered over the side. The heavy chain, connecting the buoy with the clump, followed until the buoy itself went over. Once the operation was in motion nothing could stop the long, heavy lengths of chain as they payed off the barge. The men on board were in continual danger of being injured by swift-moving gear, and at times the barge was nearly swamped by the heavy drag on the pay-off side. The one choker which secured the final section of the assembly to the barge held fast—and the job was done!

With far less than the "minimum" of equipment, a full knowledge of the dangers involved, and shrewd calculation of how best to cope with those dangers, the Riggers performed brilliantly a feat which was indispensable to the safety of harbor traffic.

This was by no means the only occasion on which the Riggers were called on to produce results with less than the "necessary" amount of gear. Frantic appeals to the States for equipment could not be fulfilled for many months. In the meantime, the Riggers went right on with such performances as: erection of radio masts, raising of huge water tanks to towers, the supply of steerage and towing lines for Naval craft, stevedore work, and the supply of rigging gear for logging, dock building and all unit projects.

In addition to routine work, the Riggers were called on to perform emergency jobs, such as the floating of a 4x12 pontoon barge which had been beached during a storm with a deck load of 110 tons of chains. This was accomplished through the skillful use of a NW-6 crane, D-8 tractor, and an LCM. Another emergency job was the

erection of a radio tower in record time to restore communications severed by the accidental buckling of a mast. At any hour, day or night, the loft, the gear, and the men were ready to tackle anything that came their way.

Other branches of the service learned a hearty respect for these men, also, through such aids as rigging gear to hoist aircraft engines from their mountings, and long-splicing wire rope winch lines for mobile Signal Corps units in preparation for the Philippine invasion.

RIGGING LOFT PERSONNEL

Lt. (jg) M. K. Myers
Chief Warrant Officer L. M. Tarbet
C. N. Renfro, CSF

RIGGING LOFT AND FIELD WORK

N. H. Clark, SF1c (in charge of loft)
B. R. Pride, SF1c H. J. Floyd, SF2c
F. W. Pride, SF1c G. Barros, SF2c
R. L. Brimm, SF2c M. J. Gaughan, SF1c

HEAVY EQUIPMENT RIGGING

G. A. Grimm, SF1c (in charge)
G. E. Chapin, SF2c A. W. Dries, SF1c
S. G. Hutfless, GM3c D. H. Hunter, SF1c
G. J. Louth, SF2c (in charge at Hollandia)
A. G. Doane, SF2c

Making a splice in a cable at the Rigging Loft.





"Polyarts Studio" craftsmen D. Capuano, C. L. Alling, H. L. Moore, A. F. De Luca.

Paint Shop

"THE prime function of the Paint Shop overseas is to provide protective camouflage against air observation." Camp Hollyday Instructors would roll this magnificent generality off their tongues with obvious relish, whilst budding Camouflage Experts listened with bated breath and quickened pulse. What the Instructors failed to mention was that compared by quantity to such items as signs, dredges, ships, hospitals, equipment, post offices, theaters, etc. — protective coloration was practically non-existent, and in New Guinea, totally unnecessary. Any Jap airman who could spot man or the works of man in the maze of undergrowth was worth his weight in yen on the espionage beat.

The lurid trail of the Painters' brushes runs willy-nilly halfway 'round the world. This crusade against the ravages of weather began, by way of getting in shape, at Camp Endicott, where the boys produced art work, signs and wood carving. It gained momentum at Gulfport with the experimental Galley, and where one of the lads managed the Base Public Works Paint Locker for several weeks. Camp Rousseau was peppered with more signs and the Ventura Elks Club remodeled and painted to make an overnight Canteen for Servicemen.

Even on the high seas the crusade continued, chipping, scraping, painting decks and superstructure, repainting the Sick Bay and flag lockers on the signal bridge of the "West Point". The same sort of nonsense went on aboard the "Zoella Lykes" right up to Finschhafen. Here the tempo was doubled: as it was unloaded, each piece of equipment was numbered, lettered and stenciled with the familiar 113th "Bee"; several gross tons of signs, from road blocks to Battalion Headquarters tumbled pell-mell from the Painters' production line. At Finschhafen the first organized Paint Shop was established, serving as a staging ground for the hey-days ahead.

It was at Hollandia that the Department came of age. Starting from scratch with paint stocks depleted by misadventure in transit, the men gathered at a temporary shelter. The pace, however, was so intense that the "temporary shelter"

served as the Paint Shop for the entire stay in Hollandia.

Though materials were in theory unobtainable, the Department used 3,010 gallons of paint between May 1944 and April 1945. On a conservative scale, that represents a coverage of 1,194,000 sq. ft. This "unobtainable" mass of paint was Seabee'd from sources all the way from the WAC Camp to the Airstrip. From ships at sea and Supply Depots in Australia came a constant stream of paint, begged and borrowed, to complete every job at hand.

With brush, spray gun and paint pot, the work represented every phase of the trade, and Crews covered everything from flagpoles to small boats. To mention a few: three mess halls and galleys; water tanks at NSD; the complete Fleet Recreation Area; Base Medical and Dental Clinics; our sea-going dredge "D. York Syme" with innumerable pontoon floats for the pipe line (this job alone used over 250 gallons of paint); the Port Director Buildings, the Fleet Post Office, V-mail Lab., Quonsets at Naval Base Headquarters; the Boat Repair Unit at Wilson Beach; our own Galley, Sick Bay and BOQ; the Fleet Officers' Club, and scores of other jobs which came under the general heading of Construction.

In addition, there was a steady flow of vehicles and equipment to keep painted, thousands of signs for Naval Base 3115, and buoys, boats and cable crossings in the harbor.

In their unlimited spare time, the Painters performed such decorative jobs as the Theater, Chapel and the Enlisted Men's "Club Tropicana". At Christmas, they designed and made posters, trees, and ornaments for the Mess Hall and Chapel. The Crib in front of the Chapel was the most photographed area in Camp, for it was the best touch of Christmas pageantry to be found in Hollandia.

On Mindoro, the Department was blessed with an adequate supply of paint. The Philippine tour will be remembered by one and all for the many Quonset huts of various sizes erected and painted. Of course there were also signal towers, buoys, Naval Base Maintenance, an Officers' Mess for Naval Base and Acorn in addition to our own, equipment, jeeps, trucks, and the ever-necessary array of signs.

PERSONNEL

C. L. Alling, BM1c (in charge), J. F. Pirtle, Ptr1c, R. W. Peterson, CM2c, D. F. Baron, F1c, D. L. Capuano, Ptr3c, H. L. Moore, S1c, M. W. Roberts, Ptr2c, A. F. DeLuca, CM3c.



Standing, L to R: Chief C. Anthony, E. Miller, L. Robinson, F. Coronado, R. Webb, R. Bennett, W. Ottenburg, O. Hansen, S. Palmer, R. E. Gallagher, W. Peters, A. Spragg, W. Hansen, G. Caquette, G. Fisher, E. Rohlf, G. Yoxheimer, J. Pirtle, Chief R. Stanton.

Kneeling, L to R: Lt. (jg) H. B. Deyoe, J. Novak, J. Davies, E. Runolfson, N. Kuhn, E. Benson, A. Apkarian, D. Fulton, B. Hannenkraft, C. Piccirelli.

Plumbing and Sheet Metal Shops

ONE OF the most un-glamorous professions in the world is plumbing. In the Navy, Plumbers and Sheet Metal Men attained to the more dignified name of "Shipfitters." Which didn't help matters much—until we saw them doing their stuff overseas. You have to see showers spring up before your eyes when you haven't been under one for two weeks in order to fully appreciate the new warmth which was felt toward these men.

On their side of it was a lot of hard, exacting work. Under their skilled hands grew the many facilities that made for civilized living in the middle of nowhere. This meant cutting and welding sinks, laundry tubs, storage tanks, etc., from sheet metal, and the cutting and joining of thousands of feet of pipe for oil and water lines.

Even flush toilets were manufactured for Sick Bays, Theater Dressing Rooms, and Officers' Quarters.

The Plumbers started their "overseas" work before the "West Point" had sailed an inch, cutting, fitting and installing a ventilating system in the Ship's Sick Bay. This consisted of 84 air scoops, fastened to port holes, which insured a proper flow of air at all times throughout the Sick Bay. No electric power whatever was used in their operation, but subsequent use proved them efficient.

The Battalion never made a move but that the Plumbers were at work aboard ship installing salt-water showers, repairing sanitation facilities, or designing and building fixtures for galleys and wardrooms.

The islands presented plenty of problems that meant nothing in the world but a lot of back-breaking work. The coral formations which lay near the surface of the ground were so difficult to work in that wherever possible, water pipe lines were left above ground.

The first Shop, at Finschhafen, was a hastily constructed lean-to without a floor. The mud in which the Plumbers skidded about convinced them that never again would they be without a floor. And so in Hollandia, they had one—but what a floor!—solid native mahogany, which in the States would have cost no less than \$800!

It was in this Shop that the Plumbers and Sheet Metal Workers finally got together under one roof, saving much needless running between the two facilities. This arrangement under the supervision of Chf. Carp. E. B. Bowser, worked out so well that they worked hand-in-glove from then on. In the Philippines Lt. (jg) H. B. Deyoe became Department Officer-in-Charge.

Working from the same Shop it was possible to synchronize plumbing and sheet metal jobs, field and shop work as never before. The installation of sinks, counters, boilers, and hot and cold water lines in a Chow Hall, for example, ran far more smoothly, with the two Crews working as one on the same job.

Early in the Hollandia days, the Personnel Office ordered 50 boxes for holding file records. These were to be made of sheet steel, and so the boys built a homemade break for bending the heavy metal. This proved to be one of the handiest and most-borrowed improvised tools in the Shop Area, turning out hinges, hasps, etc., by the hundreds.

Looked at from an over-all viewpoint, the jobs completed fell into the following categories, each with its special set of problems:

Mess facilities—these included the installation of hot and cold water lines to sinks, which were made from bomb containers; outlets for hoses; boilers for heating the immense quantities of water used each day by Cooks and Messmen; sheets of Monel and aluminum covering tables

and service counters made for better sanitary precautions; sewerage and drainage lines; racks and tins for baked goods, burners for stoves and heaters; and dozens of miscellaneous items as the need for them arose. A 6x24 ft. hood for each stove built by the Sheet Metal Workers proved a major factor in keeping healthy the Cooks and Bakers who worked in the heat and steam of the Galley. Scores of reflectors were made from dehydrated potato and onion cans to improve and control lighting. And much of the working Galley equipment such as bake ovens were installed and kept in repair by the Department. All told, any Mess Hall construction to which they were detailed was a major assignment for both the Shop and Field Crews.

Sanitation facilities—The one piece of work by the Plumbers most highly appreciated by *all* men in the outfit was "the showers". Their installation carried a Double-A priority at every new base. Septic tanks and sewage disposal were installed to serve Sick Bay and Mess Hall, and every Enlisted Men's Head was equipped with one of those things you don't throw cigarette butts into, Mac. For Officers' Quarters individual wash-bowls, showers and flush toilets were built and installed.

The construction of mess and sanitation facilities for the Battalion and for all other Navy activities on each base represented more than half of the Department's work. The rest consisted of special assignments of the following nature:

Installation of wool-insulated air-conditioning units and de-humidifiers in the Parachute Loft at a nearby airfield; making of 12 *square port holes* with adjustable flaps for the flotilla flagship at Hollandia; a rush order for 7000 banding clips for crates in packing for forward move; projector reels and fire-proof film storage cabinets for the Theater; 56 adjustable spotlight reflectors for night lighting of work projects; repair of 40

truck and bulldozer radiators; design and building of a heat therapy lamp, repairs to sterilizers, walking irons, eyeglass bows and frames for medical units; installation of a blower system for Boiler Room, Engine Room and Crew Quarters of the dredge "D. York Syme"; making of shutters for signal blinkers of any ship needing replacements; 14 special sunken elliptical sanitary Monel basins, designed and built for Naval Dental Clinics at Hollandia; air conditioning ducts, developing sinks, slop sinks, floor drains for V-Mail Building; all plumbing and sheet metal installations at Fleet Post Office, R.P.I.O., and Port Director's Buildings.

At Base Warehouses firelines were installed to provide protection for millions of dollars worth of supplies. Hundreds of refrigeration units were provided with spray lines for rapid defrosting.

One of the most difficult jobs was the water line to the top of Radio Hill, laid through the heart of the jungle.

The Filipino Labor Camp at Mindoro was supplied with showers, and complete watering and sewage facilities built (often under Jap fire) for the Motor Torpedo Base.

Provisions were made for comfort of officer personnel, too. Handmade Silex-type coffee pots and matching sugar and cream sets were hammered from copper for BOQ and other Officers' Clubs. Electrical fans were also placed at strategic points due to the necessity of making fan blades which were unavailable overseas. Over 700 pairs of hinges and 250 hasps were turned out for foot lockers and cupboards. Indirect lighting fixtures and flush toilets with seats of native mahogany were cut and welded from raw materials for Officers' Quarters as well as individual wash stands with running water.

In the Enlisted Men's Chow Hall was installed a homemade restaurant-type water cooler with continuous capacity of 78 gallons.

Like every other shop, the Plumbers and Sheet Metal Men were nearly always on the prowl for lacking materials. But they soon learned that by cooperating with the Army and doing small jobs for them when time permitted, they were able to obtain many needed supplies.

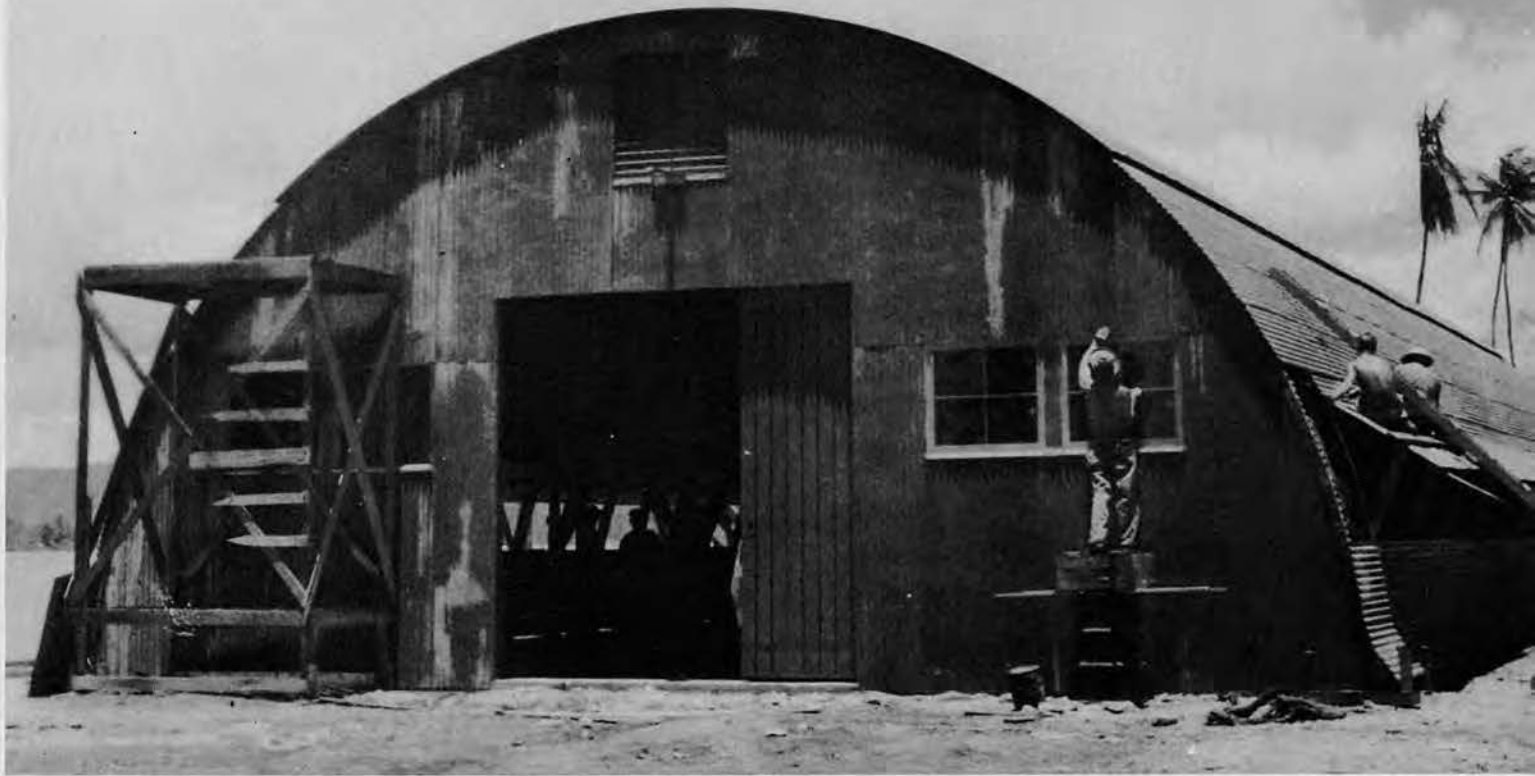
Materials were never as plentiful as humor. A certain Metal-Stiff, for example, was never allowed to forget the occasion when he attempted to use a spirit level—on board a ship! Nor his order to a helper to cut a piece of pipe five feet 12 inches in length.

But the crowning accomplishment was the design and manufacture of the famous flush toilets—so famous that every Officers' Club and Sick Bay on every base sent appeals to the proud but harried Tinsmiths. "The world", said one, "is beating a path to our door. What a goddam mouse-trap!"



Chief A. Adam, Lt. (jg) H. B. Deyoe, T. Zobkian, A. Stumpf, T. Milatz, L. Daniel, R. Collins, E. Meurer.

Building Construction



WHENEVER there was a Navy Building at our advance bases, whether it was canvas covered, a Quonset hut or an all-wood structure, the chances are it was erected by Carpenter Crews of the 113th Building Construction Unit. The work of this Department ran the full scale of building and was engaged in much the same type of activity as a large civilian construction company—everything from a scrub deck to a double-decker office building:

The organization consisted chiefly of Carpenters and Carpenter Strikers, Concrete Placing Crews, and “Jacks of all trades”—men who were adept at almost any building construction and who could meet almost any construction emergency and whip it.

All facilities of the Fleet ashore were rushed through one step ahead of the incoming personnel. A complete listing of the projects undertaken and completed would read much like a year’s listing of building permits issued through an average city’s Building Inspection Department.

One of the largest units constructed on the Hollandia waterfront development were buildings of the Harbor Administration Area including docks and landings for handling the tremendous amount of mail, charts, orders and publications for the United States Fleet in that sector.

The area provided for Harbor Administration facilities was achieved by an extensive fill placed on a shoal extending out from the mouth of a creek some 500 feet to a point where sufficient depth of water was available for the operation of small boats.

The Fleet Post Office Building was erected at the southwest corner of this fill, and was a building of mill con-

struction with a first floor designed to handle a live load of 80 pounds per square foot. A pile foundation was provided to avoid settlement and the possibility of a washout.

The first floor construction of the Post Office extended 10 feet beyond the outside walls on the two sides facing the water, thus providing a dock, to which small boats of the Fleet were able to tie up to unload and load mail bags directly for their ships.

Offices and living quarters for personnel were located on the second floor of this 60x120 two-story structure, the first floor being used for storage and sorting of mail. The type of building evolved for the most advantageous use of ground area consisted of a wood frame for the first story supporting Quonset huts above. Typical of this construction were the Port Director and Chart Depot Buildings of the Harbor Administration Area, the V-Mail and Film Exchange Building and the 7th Fleet Registered Publications Issuing Office Building.

All furniture and special equipment of these buildings were manufactured in the 113th Carpenter Shop.

The wide range of housing activities built by this Department included facilities for Internal Communications, Boat Repair, Ammunition Storage, Fleet Recreation, Port Director Offices, Harbor Navigation, Supply Storage, Medical and Dental Dispensaries, Garbage Disposal, and numerous tent structures for living quarters of Base personnel.

These versatile Crews boasted of being able to build anything—from a shelf in a Quonset hut and the hanging of doors, to warehouses, radio towers and 15,000-gallon



wood stave water storage tanks. The total number of frame structures erected in Hollandia reached nearly 100,000 square feet of floor surface, and the Tent Crews put up 389 tropical houses ranging from 16x16 foot tents to 16x50 foot tents.

In addition to waterfront facilities, camps providing living quarters for Harbor Operations, Regimental Headquarters, Beach Party Camps, and Stevedore Battalions were erected. These projects involved extensive grading and difficult road construction in the Hollandia Area.

Structural details in the Philippines were of much the same nature, with perhaps different types of obstacles to overcome, one having to do with mountainous terrain, the other with flat sandy country, and in both the problem of maximum speed of completion to meet war necessities.

Working against time, lack of materials, and often under conditions which were anything but favorable, these men steadily built the facilities which housed and by which the shore-based Fleet could operate. Neither weather, shortages nor breakdowns caused a complete standstill in their work.

BUILDING CONSTRUCTION PERSONNEL

Lt. H. L. Crosby Lt. (jg) J. E. Webb
 Lt. J. R. Edwards Chf. Carp. M. W. Laird
 Lt. (jg) G. W. Faulkner Chf. Carp. H. J. Gross

Chief Petty Officers: R. G. Gerold, H. Gilmour, D. Heatherly, H. C. Hilliard, E. Pearson, A. A. Senn, S. Sabatino, L. A. Waller, R. Wesner.

S. M. Adamczyk, W. R. Adams, W. C. Alicata, M. Ankele, H. M. Babcock, R. J. Bacino, G. J. Battaglini, M. G. Beam, B. D. Beatty, H. W. Behrens, R. E. Bennett, L. F. Berbert, A. E. Bigbee, L. W. Bigelow, A. L. Boccelli, K. J. Boomhower, R. E. Breland, R. Brightman, R. L. Brimm, I. D. Bronson, J. W. Cannon, E. F. Carter, P. Chapdelaine, J. E. Chapman, E. Chondzinski, E. F. Clark, R. L. Coffman, W. E. Collins, D. L. Conner, J. M. Cortelyou, J. N. Croy, H. Curry, H. O. Dale, F. Davit, E. L. Decker, F. T. Delmonico, I. J. Dick, J. B. DiNolfo, H. A. Dodd, R. F. Dunker, R. G. Edwards, J. H. Engles, R. H. Favinger, C. M. First, J. J. Floyd, G. M. Foley, A. E. French, J. F. Friar, J. R. Fuller, C. E. Gaddis, J. Galvez, W. F. Ganserwicz, J. Grenier, E. B. Hall, R. R. Hannon, W. L. Hansen, G. E. Hanson, R. F. Harris, R. H. Hathaway, L. A. Haughawout, R. G. Heaser, J. D. Herring, J. Hill, H. J. Holmquist, L. H. Huckins, D. W. Hulke, V. C. Hunt, H. Hurst, J. E. Isenhardt, F. O. Isolda, C. F. Jakee, C. Jarrell, H. J. Kazarian, J. H. Kelley, W. R. Kelley, P. J. Koch, J. Kuchenbecker, A. Lambousis, S. A. Lapriore, H. B. Lewis, J. W. McClain, M. M. McCord, K. E. Meadows, G. V. Messing, F. Misaiko, J. N. Montagna, M. Montgomery, H. Moore, N. L. Murray, J. Neglia, F. Nelson, F. W. Nelson, M. W. Newton, J. J. Nowak, F. J. Ossman, E. L. Paape, E. W. Page, S. T. Palmer, W. T. Palmer, W. E. Paton, R. W. Peterson, C. Phillips, E. J. Pincince, W. S. Puhmann, F. Putnoky, R. H. Reeploeg, J. A. Rhanney, R. W. Romberg, F. Ryman, L. A. Schneider, R. W. Schneider, A. B. Scott, P. Siciliano, L. J. Smith, R. J. Stanton, C. G. Strom, D. E. Strong, M. Trujillo, I. A. Waara, D. Wadding, P. E. Walker, C. K. Warren, C. T. Washer, H. E. Welshans, H. Wentzien, O. B. Williams, G. L. Yant, F. W. Pride, B. R. Pride, G. Barros, P. Holmquist, T. R. Fleming, G. Vaughn, B. W. Adkinson, T. N. Buss, R. G. Edwards, J. Pintarelli, E. L. Pirraglia, O. B. Anderson, L. Gallagher, S. Abramson, C. Boley, H. J. Thean, H. G. Kinneberg, J. L. Perkins,

The pictures on this page show the Hollandia Harbor Administration Area in various stages of construction. The photo at top of page is general view of the completed Area with the RPIO and Transshipment Mail Office at the left rear; left foreground V-Mail and Film Exchange Building; center foreground: Fleet Post Office Storage Quonset; right foreground: Fleet Post Office. LST watering point is in the extreme right foreground.



The 15th Special Mess Hall and living quarters under construction at left, and at right they are shown two weeks later substantially complete.



J. W. Townsend, R. G. Duquaine, M. Kubia, P. Sicard, W. Moorehead, G. L. Howe, R. E. Jacklin, R. L. Futa, R. E. Bamford, E. F. Flaherty, C. Thorpe, H. Belanger, R. Burghart, E. R. Theidel, H. R. Soper, F. J. Huegel, T. Lamar, W. F. Stephens, E. A. Gisondi, J. D. Russell, J. A. Curran, K. E. Howarth, A. M. Bystrzycki, S. Borowski, H. J. Tolford, R. Crete, D. E. Fraser, B. Casper, M. Dillon, E. E. Trepanier, W. H. Rose, R. Schmaus, E. F. Clark, F. P. Petrovich, F. G. Johnston, J. Hill, W. Arnold, S. Orr, G. La Chance, R. Pierce, F. Holst, W. Kelley, W. Powell, L. Wehrheim, R. Wehrheim, J. L. Frazier, J. B. Honeycutt, L. J. La Mother, W. A. Bean, C. Beck, C. Brysky, G. Hensch, R. C. Johnson, A. Santana, J. Rezendes, J. Flanick, J. S. Breen, I. Gurtzweiler, D. Hardman, J. Chametsky, G. Elliott, J. Huitt, W. Foy, E. Groger, I. W. Humphrey, J. Macedo, R. Burkins, G. D. Kuhn, V. Makowski, H. Ferrell, B. Lach, D. R. Conto, C. Scott, M. L. Montgomery, R. W. Korda, E. Pincince, R. Damuth, A. G. Doane.





Typical views of the many diverse projects erected by Building Construction Crews, ranging from tropical tents for housing to Radar Stations and Airstrip Hangars with Parachute Loft.



Carpenter Shop

TO THE Battalion's Cabinet Makers fell the job of construction and installation of fixtures and furnishings for the Naval Administration Areas and Buildings. While the buildings themselves were being erected, members of the Carpenter Shop poured over blueprints and sketches for all interior furniture adapted to the various Departments. Then came the cutting of material on power saws and assembling by skilled woodworking craftsmen.

One of the jobs in the Hollandia Area of which the men were particularly proud was for the Port Director's Building. It was a set of six chart racks containing 1,944 sliding shelves for harbor and coastal charts to be supplied to our Fleet operating in South Pacific waters. Another was a 30-drawer cabinet with a capacity of from one to one-and-a-half tons of charts.

Many an old-time cabinet maker might well be proud of the work assembled in the Battalion Shops at forward areas. Running to figures in the hundreds for each item, the Shop assembled special filing cabinets, desks, tables, chairs and innumerable other office furnishings. The Fleet Post Office Buildings required articles of a unique nature, many sorting bins, letter cases and stamping tables.

From the Carpenter Shop also came small boats, double deck bunks for Receiving Barracks of Fleet Personnel, and many jobs in the nature of targets and drafting tables for the Engineering Department, facilities for Recreation Areas and the Library, as well as complete furnishings for the Battalion Chapel. Incidentals necessary to many of the major projects, including the Docks and Rigging Loft, wedges for the pipe line, and building terminals for Communications Department were constructed through facilities of the Carpenter Shop.

At Mindoro in the Philippines the Carpenter Shop became the main artery of supply for the prefabrication of the building at the PT Base and the Naval Section Base. It enabled the Carpenters to construct all Housing Facilities, Shops, Chow Halls, Warehouses and other buildings with amazing speed, geared almost to a mass production scale.

While each project was being laid out, the men of the Carpenter Shop cut the required amount of lumber into correct lengths and angles so the Carpenters could proceed to assemble and erect the building without the loss of many precious hours cutting material on the job. As the building material requirements were met the Shop then turned its attention to the making of furniture for these same structures.

CARPENTER SHOP PERSONNEL AT HOLLANDIA

Lt. M. K. Myers, O-in-C of Operations, Gerald Yant, in charge, L. A. Haughwout, L. Bancus, M. L. Montgomery, Harry Dale, O. B. Williams, J. B. McClain, E. L. Decker, J. Galvez, F. Ryman, J. J. Floyd.

CARPENTER SHOP PERSONNEL AT MINDORO

J. W. Cannon, in charge, I. J. Dick, O. B. Scott, G. Rolando, L. H. Huckins, J. H. Lane, J. M. Cortelyou, R. H. Hathaway, J. W. Brooks, A. Campbell, L. C. Carroll.



Above: Furniture under production for Naval Administration Areas.

Below: Carpenter Shop personnel at Mindoro: Front Row, L to R: R. H. Hathaway, G. Rolando, L. H. Huckins.

Rear Row: O. B. Scott, I. J. Dick, A. Campbell.





113th Sawmill at Pie Beach, Hollandia, was assembled from salvaged Japanese equipment.



Sawmill personnel at Mindoro, l to r: E. F. Mashek, J. E. Isenhardt, D. C. Wilms, L. Brodner, J. H. Corn, R. D. Eberhard, P. J. Koch, H. E. Weiss, D. R. Welker, V. Perez.

Sawmill

NCESSARY to the carrying through of work by Building Construction Crews, Carpenter Shop, and the Dock Workers was that ever-present factor of material. Much of the lumber going into buildings, cabinets and tents was what the Carpenters longingly called "Stateside". This supply, however, was inadequate to carry on the expanding program of building and at the same time furnish material necessary to complete the assignments of the many Departments from Supply Dumps to Maintenance work.

Shortly after initial work had begun at Hollandia, the Battalion Sawmill was in operation, a heterogeneous mass of machinery—part American, part Japanese. Ordinarily the Mill was manned by two 16-man Crews on a two-shift basis. Timber was dragged from a mill pond fashioned by anchoring boom logs into the bay, then pulled up a ramp and clamped onto a Japanese mill carriage gliding on enemy rails, and cut by an American saw blade. After it was rolled through an edger, the lumber was stacked in dozens of sheds ready for hauling to the various construction jobs.

Production records were made and broken as a friendly competitive spirit arose between the Sawmill Crews. Running into the millions of board feet of lumber cut, the Sawmill played an important role in the maintenance of building schedules of the Battalion in New Guinea and the Philippines.

To set up the original Mill was a task fitted for rugged men and those who knew their logging and sawmill business. Soon after the 113th landed at Hollandia a Sawmill Party was dispatched by barge to an abandoned enemy sawmill to secure such necessary pieces of equipment and parts as would be needed to augment our own equipment and produce a working mill of desired capacity.

Chief Warrant Officer L. M. Tarbet and Chief L. S. Peterson, both of whom had previously made a reconnaissance of the area while it was still fairly "hot", headed the expedition consisting of Chief C. N. Renfro, V. C. Hunt, F. W. Nelson, R. C. Della Salla, and Barge Operators J. S. Lowry, J. Evans and C. L. Hanson.

By 1 July the conglomeration of Japanese and American parts were ready to be made into a working Sawmill. The problem of reinforcing and adding to our own equipment had been solved, and after a period of experimentation and removal of rough spots, the Mill with its two six-cylinder engines was put into operation on 12 July.

Thereafter followed a schedule of production, the demand for which could never be completely satisfied as the building needs of various outfits increased.

In the Philippines, with entirely new equipment, preliminary production began 10 March after initial installation and adjustments had been made. The Sawmill Crew worked smoothly as a team and coordinated their activities with those of the Logging Crew who furnished the timber. The average amount of lumber produced by the Sawmill ran to 25,000 bd. ft. per week, and the extensive building construction program throughout the Naval Base Area prohibited the Mill from amassing any appreciable stockpile.

SAWMILL PERSONNEL

D. R. Welker, in charge, H. R. Behrens, J. S. Breen, L. Brodner, T. N. Buss, L. C. Carroll, E. F. Carter, J. H. Corn, J. N. Croy, R. W. Damuth, S. J. Dichter, G. R. Duprey, M. Gaughan, E. A. Gisondi, E. C. Groger, E. R. Halpin, G. E. Hanson, V. C. Hunt, J. E. Isenhardt, P. J. Koch, E. F. Mashek, R. E. Movold, R. C. Murray, G. D. Paulson, V. Perez, H. E. Weiss, D. C. Wilms, W. A. Young.

Sawmillers pike thick, heavy logs of Philippine mahogany. This wood, uncured, defied all but the largest nails.





Open-air taxi, loaded with Filipinos, is ready to take to the hills of Santa Theresa, Mindoro.



General view of Santa Theresa Logging Camp of 113th, built under towering coconut palms.

Logging

THE first "logging" done by Chief Rowell and his men was in the bay at Finschhafen, where they salvaged 20,000 board feet of Stateside lumber, abandoned by the Army, from the waters and beaches. They swam out beyond the reefs and towed in much of it, piece by piece. The rest was either beached, or, floating in the comparatively still waters inside the reefs, was laboriously herded in with a rowboat.

This lumber was left in the sun to dry for several weeks, then loaded aboard the ships which carried the Battalion to Hollandia. It figured highly in simplifying the earliest building operations, so that much construction went up ahead of schedule.

The major share of the lumber used in the construction of buildings at Hollandia was logged out of the woods by the 24th Regiment Lumber Procurement Section. Chief Rowell and his men concentrated almost entirely on the finding and cutting of piling for dock construction.

Over 3000 piling were produced for the docks, ranging in size from 20 feet to 128 feet in length, and 14 inches to 35 inches in diameter. Every one of these was cut from one of three types of wood: keela, cassarina, or lignumvitae, any one of which was hard enough to break the teeth from the finest saws in the world. The cut of an axe would spring a chip which glistened and shined darkly, as if polished by a cabinet-maker: It took a good knife to whittle that chip.

Hauling these heavyweights from the jungle hills was no work for a truck. It took a D-4 Cat to snake them through tangled undergrowth, over gullies and hills to the central loading point for the day's operations. There they were hoisted aboard a lowboy trailer, and the Cat towed it out of the rough to a good road, where a truck hooked on to make the final run to the waterfront.

Wrestling the hardwood giants slacked off with completion of the docks; Rowell and Co. rested up by splitting fence-posts for the retaining walls of the NSD Sorting Docks.

Three weeks after landing in Mindoro, they were off to the hills again, this time at the neighboring island of Santa Theresa, a spot almost entirely undeveloped by the native population except for a narrow strip along the shoreline. It was the Crew's job to set up operations in the rugged hills behind the beach to keep the Sawmill at the Base supplied with timber for all building operations.

It was by far the roughest "go" ever encountered by the Loggers overseas. Mud of varying consistency and depth hid the coral formation which tore tracks and rollers apart. On the average of three times a week Cats broke down with severed tracks, and never a day went by without repairs of one sort or another being necessary on at least one piece of equipment, which consisted of one D-8, one HD-10, and two D-4 Cats, one truck for hoisting and hauling logs, and one dump truck.

Since the Camp was out of touch with the Base Camp, Mechanics and Lube Men were assigned to the Logging Crew, so that equipment need be sent back to the Base H. E. Shop only for major repairs and overhaul.

Logging Camp personnel, Standing, L to R: J. R. Hennessy, H. F. Pierce, M. G. Beam, L. E. Bigelow, J. C. Bishop, A. A. Goste, J. P. Anthony, J. J. Polubjak, J. D. Blakemore.

Kneeling: "Joe" Filipino, E. P. Homsley, P. P. Jack, F. Dunham, G. B. Price, A. L. Sorze, F. M. Egan, N. M. Gentile, M. M. McCord.

Sitting: Chief C. F. Rowell, M. J. Gaughan, Filipino labor boss; "Joe" Filipino, Chief Carp. F. A. Tollber, Chief C. F. Spurlock, R. W. Romberg, V. F. Bonacorso.





Top: Entire working force, Seabee and Filipino, of morning shift at Santa Theresa Lumber Camp. Below: Seabee personnel of morning shift.



From Logging Crew to stock pile. This dump was heavily guarded against theft at all times, for the cost was 3 qts. whole blood per board foot!



Hollandia Logging Crew, Front Row, L to R: C. F. Jakee, G. D. Paulson, R. H. Hathaway, J. D. Blakemore, R. H. Reeploeg.

Rear, Standing and Sitting: F. O. Ouellette, J. C. Bishop, L. E. Aydelotte, N. L. Person, H. E. Blair, L. E. Bigelow, J. D. Young, J. L. McMillan, K. J. Jones. Not in picture: R. B. Jennings, A. Mendez.

The Mechanics set up a Shop in the Camp to make on-the-spot repairs to parts. Only when the facilities of this Shop could not cope with the trouble at hand were parts or equipment sent to the Main Base by LCM.

The lumber hauled from the mountains of Santa Theresa was almost exclusively Philippine mahogany, not as hard as the woods of Hollandia, but far more inaccessible due to the rugged coral formations, mud and thickness of undergrowth. Daily rains kept roads a sea of mud through which trucks and Cats plowed hub-deep. On one occasion a coral ledge, submerged in two feet of mud, gave way under a Cat which sank completely out of sight, with only the exhaust pipe showing to mark its position. This necessitated a complete overhaul of the machine, after it had been extricated in a half-day's strenuous rigging with a larger Cat and a system of pulleys.

To accomplish these logging operations, 21 men were sent to the Island under the leadership of Chief Warrant Officer F. A. Tollber, Chief C. F. Rowell, and Chief C. F. Spurlock. In their employ were some 30 Filipino laborers, who performed the major portion of the unskilled handwork in the woods, while the Seabee Crew operated machinery and rigged equipment.

Against every obstacle which Mother Nature could present, including high, destructive winds, these men shipped over 400,000 board feet of lumber to the Main Base for the Carpenter Shop and heavy construction on Mindoro. The sheer difficulty of procuring this lumber made it a priority item, but never was there a hold-up in important construction for lack of it.

To lighten the monotony of isolation and hard work, the Lumberjacks came to the Base once a week to see a movie and "beat gums" with their soft-living buddies. There were frequent occasions for feasting on the Island, too: none will forget the celebration which followed the wedding of the local "big business man" and the lovely but reluctant young girl who became his bride, nor the barbecued pigs and carabao which were the main fare at native feasts, nor the explosively potent beverage distilled from ordinary Tuba, known as Vino.

LOGGING CAMP PERSONNEL

F. A. Tollber, C.W.O., O-in-C of Operations

C. F. Rowell, CCM, in charge

C. F. Spurlock, CMM,

in charge of Logging and Woods Operations

F. Dunham, SC2c, Cook; M. M. McCord, EM2c, Corpsman; F. M. Egan, CM3c, Mechanic; N. M. Gentile, S1c, Mechanic helper; E. P. Homsley, MM1c, Crane; P. P. Jack, MM2c, Lubrication; G. B. Price, MM1c, Refrigeration; W. C. Morrell, S1c, Barge; J. D. Blakemore, MM2c, Woods Boss; M. J. Gaughan, SF1c, Crew Chief; J. C. Bishop, S1c, Cat; V. F. Bonacorso, S1c, Cat; J. J. Polubjack, CM3c, Cat; M. S. Pellerin, Ptr2c, Cat; A. L. Sorze, SF2c, Cat; J. R. Hennessey, CM3c, Rigger; M. G. Beam, MM3c, Rigger; R. W. Romberg, CM3c, Rigger; H. F. Pierce, SF3c, Rigger; J. H. Spangler, S2c, Cook Striker; L. E. Bigelow, CM3c, Road Building.

Electrical Department

CLIMBING a coconut tree seems simple when you watch a Papuan native scurrying barefooted to the top. But any Electrician can tell you that spiking his way up with climbers tearing uncertainly in the spongy bark is no way to treat a stomach.

Yet which is more feasible: to wait for the Logging Crew to muster great poles out of the forest primeval, or to use a ready-made tree with the best stabilizer in the world—its own root system? Many Pole-Monkeys would vote for the former method in any case, if time permitted. Time didn't.

Too many things depended on the speedy stringing of light and power lines from the portable generators. Refrigerators, for example, had to be hooked up and in operation against the imminent arrival of precious fresh foods. All the shops, which were putting out for vital jobs, needed light and power to maintain a 24-hour schedule.

Where one job was finished, two sprang up in other places—usually miles apart.

The first items of electrical equipment to be set up ashore at Hollandia were generators for temporary lighting and power on the beach, at Supply Dumps and at Campsites. Semi-permanent generator installations at the Main Camp followed as soon as roads had been blazed. These were supplemented by additional machines as the loads created by new shops and buildings increased. Generator Stations manned 'round the clock by our Electricians were gradually set up at strategic points over the Base to cover such items as: lighting for dock work, power for oxygen-making plants, power for high-pressure compressors at the PT Base, power and heat for Shops and Foundry at the Destroyer Repair Base.

A force of 40-48 men, divided into three crews, made all of these installations. The Line Crew built all outside lines on native poles. The Wiring Crew and Motor Mechanics installed all Generator Stations, wired light and power outlets. The Motor Repair Crew re-wound motors and generators not only for the Naval Base, but for the Army and for ships in the harbor as well.

The Department was responsible for the installation and initial operation of 128 generators of varying sizes: 15-KW, 50-KW, 60-KW and 75-KW. Outlets from these units involved over 200,000 ft. of inside and outside wiring, and several transformers. As other outfits became established in their camp and work areas, they took over the maintenance of the stations which our men had installed for them.



Electricians, kneeling, l to r: Chief W. H. Van Orsdel, R. E. Smith, P. J. Vogt, J. J. Hunkele, M. A. Dodson, R. V. Blanc, L. P. Corey, R. H. Davis, E. G. Knechel, H. B. Harris, F. S. Brown, C. D. Pool, M. F. Grady, C. A. Koerper, Chief W. J. Shanahan, F. M. King, H. Keith, G. C. Day, A. Kelt, W. H. House, J. R. Gardner, J. E. Stephens, E. H. Lawrence, T. W. Davidson, L. J. McDonald, M. M. Quakenbush, Chief Corp. G. W. Kuntz.

The roving (and raving) Electric Crews covered the Naval Base so thoroughly that they worked in every one of the thousands of buildings and tents, either in the installing or repairing of electric facilities. Galleys, Warehouses, Quonset huts, camp lighting, tent lighting, theater lighting, power lines and Generator Stations to Shops, Reefers, Signal Towers, Radar Stations and water pumping facilities—all came within the scope of this Department.

The Electric Gang which lighted and powered Hollandia performed the same expert function at Mindoro. Here their work covered all generator installations and outside wiring for the Base; inside wiring for all buildings constructed by the Battalion, including an Acorn unit, Combat Air Wing, and NABU; a PT Base; many airstrip facilities; Radio, Radar and Signal Stations; water supply and portable generators for night lighting of construction projects.



Expert on electric motors, Anthony Kelt winds an armature.



Generator Bank (in building behind truck) installed by 113th Electricians, supplied light and power for docks, shops, forges of Destroyer Repair Base.



Partially completed Generator Station at top of Signal Hill. Generators are already in operation, before building is completed.

The difficulty and pressure of their operations had its compensations. Said one Pole-Jockey: "I wouldn't trade this experience for a fortune; but I'd give the fortune right back to keep from going through it again!" Which, in few words, expresses the feelings of the entire Department—not to mention the Battalion.

PERSONNEL

Carp. Robert Huff
Chief Carp. G. W. Kuntz

W. J. Shanahan, CEM
W. H. Van Orsdel, CEM
K. P. Stiner, CEM
S. C. Abramson
R. E. Allender
P. L. April

R. V. Blanc
F. S. Brown
J. R. Bruni
J. A. Clarke
L. P. Corey
T. W. Davidson

G. C. Day
J. R. Gardner
M. F. Grady
A. M. Green
A. H. Hansman
G. S. Harris
H. B. Harris
W. H. House
R. B. Howell
J. J. Hunkele
A. Kelt
F. M. King
E. G. Knechel
C. A. Koerper
E. H. Lawrence
T. Livingston
W. N. Lorton
C. E. Lundberg

K. B. Kayton

L. J. McDonald
F. A. Miller
S. B. Pettis
C. D. Pool
M. M. Quakenbush
C. A. Ragsdale
L. S. Rudrud
A. Strauss
E. R. Vines
P. J. Vogt
W. V. Womack
T. A. Zuur
R. Davis
M. A. Dodson
J. Royse
J. Stephens
H. L. Strong
R. E. Smith

Refrigeration

Herb Melby, erstwhile cow-puncher, unloads "snow" from ice-making machine.



THE Battalion's Refrigeration Department was born in the heat, dust and mud of Camp Peary during the closing days of June, 1943, when 12 slightly confused "boots" were pulled from the ranks and sent to school. A few of this group had had some previous experience in Refrigeration, but to most it was an entirely new field. During the hot weeks of boot training some knowledge of the subject was acquired.

When this group, nearly intact from the Peary School, arrived in Endicott as a part of the 113th, it got down to brass tacks to learn everything possible in the short time available. For upon them rested the responsibility of preserving precious meats, foods, and medicines for a thousand men in circumstances and climates as yet unknown. They had to be ready for any possible

combination of the two: for Refrigeration equipment is delicate, complicated and tricky even under ideal conditions.

A taste of what was in eventual store for them came during the week at the Rifle Range in Gulfport. While it was not necessary to build the installation at the Range, invaluable experience was gained as to operating procedures in the field.

The months at Hueneme were spent in military training except for occasional testing of units scheduled for shipment to the South Pacific.

At Finschhafen the Refrigeration Department was finally on its own, under the direction of CMMR J. M. Madison, (in charge), and CMMR F. C. Paul. Within 24 hours after landing, three large units were in operation, which for the first installation was exceptional time. At Finschhafen the Department gained experience and new knowledge of the equipment under tropical operating conditions which paid off richly in "the difficult period" at Hollandia.

On the voyage to Dutch New Guinea Refrigerating Units, containing 20 tons of fresh meat, were set up on the ship's decks. This supply fed the Battalion enroute and during the month after landing.

On arrival, unloading took place at two separate beaches with no connecting roads or communications. As fast as sites could be surveyed and cleared, and foundations laid, knock-down units were erected and placed in operation. In the meantime portable reefers kept the fresh food intact. When all the smoke had cleared, there was a layout which could store a four months' supply of food, produce ice for Chow Hall and work details, cool beer, and make ice cream.

In addition to maintaining its own facilities, the Department made so many installations for other Naval Units that they cannot be listed here. One of these, an air-conditioning unit for the V-Mail Building at the Fleet Post Office, was an entirely new experience for all hands. Its success brought calls for repairs and trouble-shooting on installations of all kinds, both ashore and aboard various types of Naval vessels.

Many of the boys in the Department did work on their own time for less fortunate Army neighbors. This included a portable airborne ice plant for an Army Air Force Photographic Unit, a three-ton ice plant for the Air Transport Command, and facilities for a number of Army hospitals.

During the latter part of the Hollandia tour, Department personnel was depleted by the departure of various detachments, each of which took two or three Refrigeration Men along. The records of these men under extreme hardships leave nothing to be desired. One former Depart-

ment member, W. Wilkinson, was killed in action and another, J. Priam, severely wounded when their LST was lost to Japanese bombs. A. Lessard had a narrow escape in the same fracas and was returned to duty in the U. S.

The establishment of Refrigeration facilities at Mindoro was, in the main, a much simpler operation than at Hollandia. However, very heavy rains interspersed with periods of extreme heat caused much the same difficulties in operation and maintenance experienced in New Guinea. The Department was likewise kept busy installing and servicing facilities for the many Navy activities which sprang up on the Base.

All told, while contending with such handicaps as climate and lack of spare parts, the Refrigeration Department established both a record and a reputation of the highest order. Spoilage of food entrusted to their care, for instance, totals a flat zero ounces. The constant need for improvising was just as constantly met, in the best Seabee manner. And when all's said and done, you can't ask more than *that*.

REFRIGERATION PERSONNEL

J. M. Madison, CMMR, in charge; F. C. Paul, CMMR; D. B. McBride, EM1c; J. Esposito, MMR1c; J. M. Cooney, MM1c; G. B. Price, MM1c; H. Melby, MM2c; J. D. Hall, SF2c; A. Lessard, SF2c; C. A. Ragsdale, EM2c; P. Domezio, MM2c; F. Birtic, SF3c; H. Curry, EM3c; C. F. Gill, S1c; J. Priam, S1c; S. J. Ledakowicz, S1c.

Reefer Banks (left center and center background) of Carrier knock-down units, first installations in 113th Mess Hall Area, were immediately crammed with fresh meats, fruits, vegetables.



Detachments

Roaming the Pacific to strike a quick blow at the enemy, these groups of 113th Battalion men have written a colorful chapter in the history of America's march to victory.

The second Detachment was unable to complete its assignment in the early stages of the Philippine campaign due to loss of all equipment by enemy action.

The group remaining a Detachment for nearly the entire overseas tour of duty of the Battalion was known as the 113th Battalion Detachment "A", but in more informal annals of the Navy they are referred to as "The Forgotten Fifty-Five". A small group who could get around fast, their job was to build operational bases for motor torpedo boats in forward areas. Made up of men who were able to assume any one of two or three operations in the necessarily hurried construction for the famed Sea-Wasps, the 55 men were Dock Builders, Carpenters, Riggers, Electricians, Crane Operators, Powder Men, Divers, Welders, as well as Cooks and Corpsmen.

Such names as Biak, Morotai, Leyte, Mindoro, Zamboanga, and Borneo stand out among the many areas where this group has dashed in to chop out a small base so that the PT boats could carry on the fight, while the enemy was still swarming around them.

From the beginning the men of the Detachment had to fight their way along. "In their very



An LST hits the beach, and men and equipment pour out to begin work immediately.

DURING a period of 18 months on New Guinea and in the Philippines five groups of officers and men were at various times detached from the main body of the Battalion to carry on special forward area construction. All but two of these returned to the home base upon completion of their original assignment. Of these two, the first Detachment continued to roam the Pacific completing assignment after assignment in the form of building bases for PT boats, returning to the 113th Base only for re-assignment and re-outfitting.

Detachment "A" loads LST at Hollandia Watering Point for Leyte invasion.



Loading completed, Detachment "A" personnel—"The Forgotten Fifty-Five"—pose before boarding ship.



first action, the landing on Biak, they had four plane attacks on the way up. They manned the Ship's guns. At Woendi they were attacked for 21 days. On D-Day at Mindoro one of their members, Malcolm Peppo, earned the Navy's Silver Star for gallantry in action. These men lost most of their contacts with friendly civilization and somewhere they began calling themselves "The Forgotten Fifty-Five" says one newspaper account of their action with a PT Squadron.

Functioning as a well-organized Team, each man knew exactly what his position was immediately upon hitting a beach. Simultaneous with unloading operations, small Crews were at work establishing water facilities, others at clearing operations, and building of Communications and Housing facilities. Among the construction undertaken at each forward base were Docks, Finger Piers for PT boats, Radio Masts and Operations Units, Roadways, Carpenter Shops, Radar Repair facilities, Armory, Boatswain's Lockers, complete Water Systems, as well as Housing and Messing facilities for PT personnel.

Their operations were designed in such a way as to allow PT boats to begin patrol actions from three days to a week after initial landing of the Detachment and prior to completion of the forward bases.

DETACHMENT "A" PERSONNEL

Lt. Harold F. Liberty, CEC USNR, Officer-in-Charge.

Lt. (jg) Theoderick McD. Knobel, CEC USNR, Executive Officer.

L. J. Amstutz, Bkr3c; A. W. Bacon, S1c; J. Z. Baldigo, CM3c; O. E. Boche, MM3c; E. P. Borkowski, S1c; A. C. Bowman, MM2c; R. I. Brightman, CM1c; I. L. Burton, CM3c; J. E. Chapman, MM3c; R. L. Corbin, M2c; C. L. Crim, CM2c; H. O. Dale, CM1c; Z. E. Doshier, SK1c; F. W. Dowdle, MM1c; A. W. Dries, SF1c; R. J. Drysdale, S1c; L. M. Duncan, SF1c; J. R. Eicholtz, CM3c; C. N. Esposito, S1c; J. B. Fincher, S1c; J. Foster, S1c; E. J. Goss, S1c; F. M. Gray, CM1c; J. R. Grenier, CM2c; G. S. Harris, EM1c; C. L. Haskins, S2c; G. D. Hedrick, CCM; H. Hurst, CM2c; A. H. Insley, SF1c; C. W. Lianides, SF3c; C. J.

Loher, PhM2c; C. C. Madison, MM1c; E. E. Mahne, CM3c; J. C. Mesquita, S1c; E. J. Neff, CM2c; D. J. Oie, S1c; E. L. Paape, CM3c; E. W. Page, CM2c; M. A. Palmieri, S1c; M. A. Peppo, MoMM3c; H. E. Plum, CCM; S. J. Rachal, CM3c; N. S. Roth, CM2c; O. E. Skinner, CM3c; D. J. Stevenson, S1c; C. H. Thompson, CM3c; N. P. Van Gompel, CM1c; J. S. Vargo, CM3c; C. T. Washer, CM1c; B. R. Willis, SC2c; C. T. Wilson, SF2c; I. "A" Williams, CM1c.

Officers and Chiefs of Detachment "A", Front Row, L to R: Comdr. Straw of MTB Squadrons; Comdr. J. C. Nowell, 113th O-in-C; Lt. H. F. Liberty, O-in-C of Detachment. Rear Row, L to R: Chiefs G. D. Hedrick, H. E. Plum, E. R. Keagy; Lt. (jg) T. M. Knobel.



Every available inch of deck space is utilized for vehicles first to leave ship at beachhead via ramp (foreground).



Part of "Forgotten Fifty-Five" with trucks loaded with food supplies, tools, materials.

The last Cat. goes aboard tank deck of LST. Soon ramp will fold up, doors swing to. Last of water is being loaded through hose over port bow.



Detachment "B"

Lt. H. C. Phillips, Lt. (jg) R. R. Murdoch,
Lt. (jg) H. H. Hildebrand, Chf. Carp. C. V. Turner

Early in the campaign of the return of the United States Forces to the Philippine Islands, the 113th Battalion was called upon to furnish a Detachment to construct a Base on Mindoro Island, at that time still in enemy hands. The Detachment of 101 men and four officers left the Battalion Encampment on 17 November 1944, and participated in the invasion of Mindoro.

Their LST, loaded with bulldozers, cranes and shovels, trucks and all necessary equipment for building a Naval Advance Base on the shores of Mangarin Bay, was headed shoreward to unload when crash-dived by Japanese suicide planes. Having learned well how to defend what they were to build, the men of this Detachment fought back desperately, manning guns, fighting fire, moving ammunition and attending casualties, staying with their scorched craft for more than two hours during intense bombardment by the enemy. Gutted by fire and explosions, their LST with all its equipment and personal possessions of the men aboard was abandoned and sunk.

Two members of the 113th Battalion were killed in this action, three missing, and five wounded. The 96 survivors, unable to continue their assignment for lack of equipment, were returned to Navy Base 3115 in time for Christmas Dinner with the Battalion. Shortly afterward they were homeward bound on a 30-day survivors' leave, then re-assigned to other units.

In welcoming the Detachment members back from their ill-fated venture, Commander Nowell expressed the sentiments of the Battalion as a whole in his message in the December "Scarifier": "You have again proved that whether as a Battalion or whether serving temporarily as Detachments, the men of the 113th Construction Battalion have the fight that carries through. We will long remember those who did not return with you. We have all heard of their spirit and deeds, and yours, under fire. Highest commendations to all hands of your Detachment. The Battalion is proud to have you back."



Bulldozer constructs ramp for loading LST, the ill-fated 472 (see frontispiece).



Detachment "B", photographed at 113th Staging Area before boarding the 472.

Bucket-brigade line passes gas, oil, diesel fuel from trucks... to loading ramp for storage on tank deck.



Detachment "C"

Lt. S. M. Spalding, Lt. (jg) G. W. Faulkner,
Ens. A. C. Gault, Chf. Carp. Olaf Skramstad

Less than a month following the loss of equipment and supplies of Detachment "B", another group of 150 enlisted men and four officers from the 113th Battalion landed on Caminawit Point to build an Advance Naval Base on Mindoro for the next push on Luzon.

Temporary facilities of Housing, Water Supply, Dump Areas and Administration Offices were established on the beach by the 14th of January, with permanent Base construction beginning on the 15th.

One of the major obstacles in the enlarging and clearing the coastal area for construction was the difficulty of transporting materials through the deep soft sand covering the entire area. It was necessary to tow loaded trucks with Cats in many places until roads could be stabilized with clay and gravel.

Main construction of the Base centered on building Port Director facilities, Base Administration Area, including Fleet Post Office, Housing facilities and Galley for all Base personnel, Radio Communication Buildings and Towers, Warehouses, Telephone and Electrical installations, a complete Water Supply, and the establishment of a Transportation Area. The Transportation facilities included Automotive Repair, Heavy Equipment and Repair Shops, Welding and Plumbing Shops, and Rigging Loft.



Port Director's Signal Tower, one of first structures built by Detachment "C", commands Mangarin Bay, outlet to South China Sea.



Detachment "C" Carpenter Shop, center of building construction activity on Mindoro.

Tractor hauls skids of construction materials aboard. These, and all equipment, were lost.



Portable welding outfit before Plumbing Shop at Mindoro. Lt. S. M. Spalding, O-in-C of Detachment "C", in foreground.





Detachment "D" assembled on deck of LST 717 at anchor in Leyte Gulf off Tacloban.



Production experts prefabricate tent frames and floors with saw powered by portable generator in center background.

Detachment "D"

Lt. H. L. Crosby, Lt. (jg) J. F. Mummey,
Chf. Carp. G. W. Kuntz, Chf. Carp. J. C. Wood.

On 9 February another Detachment of 250 men arrived at Mindoro assigned to construction of a Motor Torpedo Base. Construction of this Base, a short distance along the coast from the Naval Section Base, was in the nature of facilities designed for a Repair and Staging Area. Some 150 tents for housing and 10 Quonset huts were part of the general construction undertaken by the Detachment. In addition, the heavier type of building included Torpedo Repair Shops, Equipment Repair Shops, two Docks and two Small Boat Piers as well as surfacing of roads and installation of Communication and Power Systems.

With the arrival of the remainder of the Battalion at Mindoro on 12 April 1945, Detachments "C" and "D" were amalgamated into the Battalion and all work of the construction project at Mindoro was continued on a Battalion basis.

This work included, in addition to the Naval Section Base and the Motor Torpedo Base; the Commander Air Force facilities at McGuire Strip. A stabilized service apron and taxiways were constructed by Heavy Equipment Men. Structures for the ComAir Section included Hangars, Parachute Loft, Bomb Storage Revetments, Ammunition Magazines, Quonsets for Radar, Ordnance and Administration as well as buildings for Structural and Engineering, and for housing of personnel.

Typical of any unit movement is this scene in Battalion Storage Area at Hollandia, where detachment equipment and supplies are loaded on trucks to be hauled to LST.



Detachment "F"

DURING the development of Mindoro as a Naval Base the Coast Guard requested a Detachment of men from the 113th to assist in their establishment of a Navigation Aid Station.

The Station was to be established on Talamgulan Island which commanded a clear sweep of the South China Sea. The topography of the Island and the reefs surrounding it demanded that a supply road be constructed from the only possible landing beach to the location of the Coast Guard LORAN station at the opposite end of Talamgulan.

On 10 June 1945, Lt. R. J. Pope and 21 men with road building equipment set out to accomplish this job. The only point at which a landing could be made was on a narrow strip at the extreme end of the Island. The Navigation Station was to be established at the opposite end of the little Island, which was a mountain ridge harboring a narrow coastal shelf. Much of the road followed along this shelf at the coast and then cut up over the mountain to drop down into the site for the Coast Guard Station. About a half-mile of the road had to be blasted out of sheer rock cliffs.

Two days previous to the sailing of the Detachment Lt. Pope made a reconnaissance of the Island in a Kingfisher plane to determine the best means for pushing through the road.

The Island itself was uninhabited at the time of the Detachment landing, but natives began returning from their hideouts on other islands before the job was completed. Among the high-points of life at the Island were social visits from the Mayor, Judge and Commissioners of nearby islands, and, of course, excellent fishing and swimming.



Rowing, L to R: M. Di Gioia, K. A. Wilson, P. L. Grimes, L. Carpenter, E. De Schamp, H. E. McFarland, E. Krazewski, Lt. R. J. Pope.
Row: R. T. Meyers, J. Pintarelli, B. Casper.
Middle: J. A. Payne, R. J. Clairmont, A. D. Wehr, A. H. Bagnaschi, M. O. Nelson, W. H. Rose, E. E. Trepanier, B. E. Gracie.
Not in picture: W. E. Livingston, D. D. Love, G. Alvarez, Chief G. F. Hubbart.

Mess Hall on Talamgulan at the end of the first day ashore.



A. H. Bagnaschi at one of the machine guns set up by the Detachment.



A fishing trip takes L. Carpenter, A. H. Bagnaschi and P. L. Grimes out on the Bay in native outrigger canoe.



Views of the road to Coast Guard Station cut along coast and across mountain ridge on Talamgulan Island.



The 113th Chapel

FROM the earliest days of sailing, sea-going men have manifested great reverence for God, in whose hands reposed their safety among the perils of the deep. Ships of the ancient Romans were fitted with altars at which blessings of the deities were invoked. The earliest explorers quartered their Padres aboard in voyages to the unknown ends of the world. These men of God were the first members of a Navy Chaplain "Corps."

Ships and navies have changed, but the faith of sea-going men has remained constant. Every large ship and every station in the far-flung corners of the earth has its Chaplain, known affectionately as "The Sky Pilot," or "Padre." Divine worship is announced by the solemn, beautiful Church Call, and during services the blue and white Church Pennant is flown above the Stars and Stripes in tribute to the universal Commander-in-Chief.

The first Chaplain assigned to the 113th was Lt. Henry B. Thomas, USNR. He remained with the Battalion through its formative days at Camp Endicott and Camp Hollyday, and was succeeded by Lt. Comdr. Howard E. Sammon, USNR, who joined the Outfit at Port Hueneme.

Overseas the Chaplain's Department functioned like the rest of the Battalion. While the men built campsites and facilities for other units as well as themselves, the Chaplain ministered to the religious needs of many units ashore and afloat as well as to those of the Battalion. He was the only Navy Chaplain at Hollandia at the time, and for many weeks after landing, with the result that he was constantly on the move, ranging over the entire area.

Through those early days the Chaplain's Office (which was in his hat) arranged for 616 periods of divine worship for men of Protestant, Catholic and Jewish faiths. Of these, 484 were conducted by the Padre of the 113th. Mother's Day, one of the first Sundays in Hollandia, saw the Padre doing overtime with the rest of the Outfit: seven services were conducted so that men of all work shifts would have opportunity to attend. Three services were held aboard ships in the harbor and four along the shore, from the top of Pancake Hill to the quaint red-roofed, shell-torn Hollandia Chapel, where the last service was conducted in complete darkness, save for two candles which flickered at the Altar of God.



This Chapel, at center of 113th Camp Area at Hollandia, was host to thousands from all branches of the Service.



Above: Christmas Crib, built by 113th volunteers, was one of few touches of Christmas possible in jungle heat, attracted camera toters from all over the Base.

Below: Interior of Hollandia Chapel, decked in evergreens for Christmas. Note parachute section over chancel.



Chaplain Sammon conducts Mass in open air soon after landing at Finschafen.



Of the six Chapels erected by the Battalion overseas, easily the most popular was the little church built at the center of the Camp Area at Hollandia. Frequented day and night by men of all branches of the Service, Army, Merchant Marine, LST, LCI, destroyer personnel found their way to the 113th Chapel. There were no doors on this building, and open house prevailed always. At its Altar knelt many men bound for landings at Biak, Halmahera, Leyte, Mindoro—and Eternity. And to this Chapel many of them returned to pray for the men who had worshiped there with them for the last time.

Services for those of the Jewish faith were conducted in Hollandia at the 122nd Battalion Chapel, under the guidance of an Army Jewish Chaplain. On Mindoro, weekly services were arranged at the Army Chapel of a neighboring bomb group. The Jewish High Holy Days, New Year (Rosh Hashanah) and the Day of Atonement (Yom Kippur), of deep and ancient religious significance in Jewish life, were celebrated with traditional festivities under the direction of an Army Jewish Chaplain.

A full schedule of divine services was carried out on Christmas Day at Hollandia. Two Protestant services were conducted in the Battalion Chapel. Catholics held their traditional Midnight Mass at the Naval Base Theater on Radio Hill, and the 113th Chapel was the setting for two Masses on Christmas Day.

Chapel decorations, arranged by Chief Geis, were as homelike as Seabee ingenuity could make them. Christmas trees, discovered in the surrounding jungle, were stripped of their best branches and placed in a large refrigerator to preserve them for the occasion. Christmas lights of red, green and yellow were centered in the lovely arched windows of the Chancel. Branches of evergreen formed a wall behind the decorated white Altar, and were arranged festively throughout the Chapel.

Just outside the entrance, the Christmas Crib, portraying the Holy Family and the Wise Men in the Stable of Bethlehem, was the most photographed spot in all Hollandia. At night, lights played over the setting, which was designed and built by Seabees under the expert hand of Charles Alling, erstwhile Advertising Artist.

Every man in a Construction Battalion has to be a Construction Man in one sense or another, and the Padre was no exception. His Office, together with the Recreation Department under Chief Paul Martin, tore into the building of Hollandia Theater, with the aid of volunteers from the outfit. Chiefs and men rallied to the cause, in their spare time from long hours of exacting labor in unmerciful heat. Chief Warrant Officer Olaf Skramstad selected the spot, and his crew 'dozed the area which soon was Seabee'd into New Guinea's most popular theater at popular prices.

"Tell it to the Chaplain" is a daily expression in any man's navy—and not without reason. For after ministering to religious needs, next in importance is the advising and counselling of those who seek aid in personal and family troubles. He becomes an expert "trouble-shooter," and the Navy finds in him a wise adviser, a helpful and understanding friend.

Chaplain Sammon was therefore the most trouble-d man in the 113th. In addition, when not urging "Save your soul" he was gently whispering "Save your money," or blasting forth, "Save your country—VOTE!" His sermons sometimes were designed as shock-absorbers against the confusing force of rumors and scuttlebutt.

Through all the hectic days one man was indispensable to the Chaplain: his Assistant. This was at first John Matzinger, who was later succeeded by Joseph Pirog. Whenever the Padre was detained by weather or misadventure in trips to other areas, Pirog arranged for securing another Chaplain to carry out uninterrupted the schedule of divine services, in addition to keeping the flood of routine work in motion.

In the Philippines the natives who resided in the Navy Labor Camp sought the ministrations of the Padre, and weekly divine services were arranged for them. Several babies born during the days of Japanese occupation were presented by their grateful parents for Holy Baptism. It was due to the Padre's intercession that passage was secured for a Filipino father, mother and nine children to their home in Manila, whence they had fled for safety in 1942. Their shining smiles as they boarded ship bespoke their heartfelt gratitude to the 113th Seabees whom they voted easily the best men of Uncle Sam's Navy.

Officer of the Day and Security Guard

TO TAKE charge of this post and all government property in view" can be risky business at times. For the most part, especially at night, it's largely a matter of keeping awake. But the lads who pulled the first dog watches in Hollandia learned a singular respect for this thing called "cover of darkness"—for an enemy 'tis a wonderful weapon.

On several successive nights the Guards at the Food Supply and Ammunition Dump heard frequent noises in the jungle a short distance away. With each disturbance they would pour rounds of lead into the hillside—at chicken, hog or Jap. A few weeks later an Army Dog Patrol found two Japs in a cave just a few hundred yards away, so starved they couldn't walk. The alertness of the boys on the Food Dump had kept them that way.

Numerous incidents of sniping gave the boys reason to be especially watchful at night. When a Jap bullet zinged a 'dozer blade it sounded like Big Ben, and the Operator cut his lights and called for reinforcements. When the Guards arrived with tommy-guns, it was their ticklish duty

to "stand by", unable to hear a bull elephant on a rampage over the roar of the 'dozer, but ready—if they ever got the chance—to pepper any section of jungle with their rapid fire. *Not a job for an overly nervous man!*

The life of a Guard was not without its belly-laughs. A hair-raising scream of "Snakes" ripped out of the Camp Area one night, bringing not one but a half-dozen Guards to the scene. The terrified Seabee had lost his dog-tag chain in his sleep, and the cold, crawly thing had curled up by his leg. When he rolled over, it touched off the blood-curdling response that brought the entire Area from bunks to ground in one motion.

Without doubt the greatest strain in the long run was the monotony of repeated six-hour watches. The Guards were a singularly loquacious lot. During their 18 off-duty hours they'd talk the tin ears off anyone just to prove to themselves that there *were* other people in the world, and that Time was not the endlessly silent element the other six hours of loneliness seemed to indicate.



Comedian Bob Hope beards the lion in his den . . . and the lion loves it.



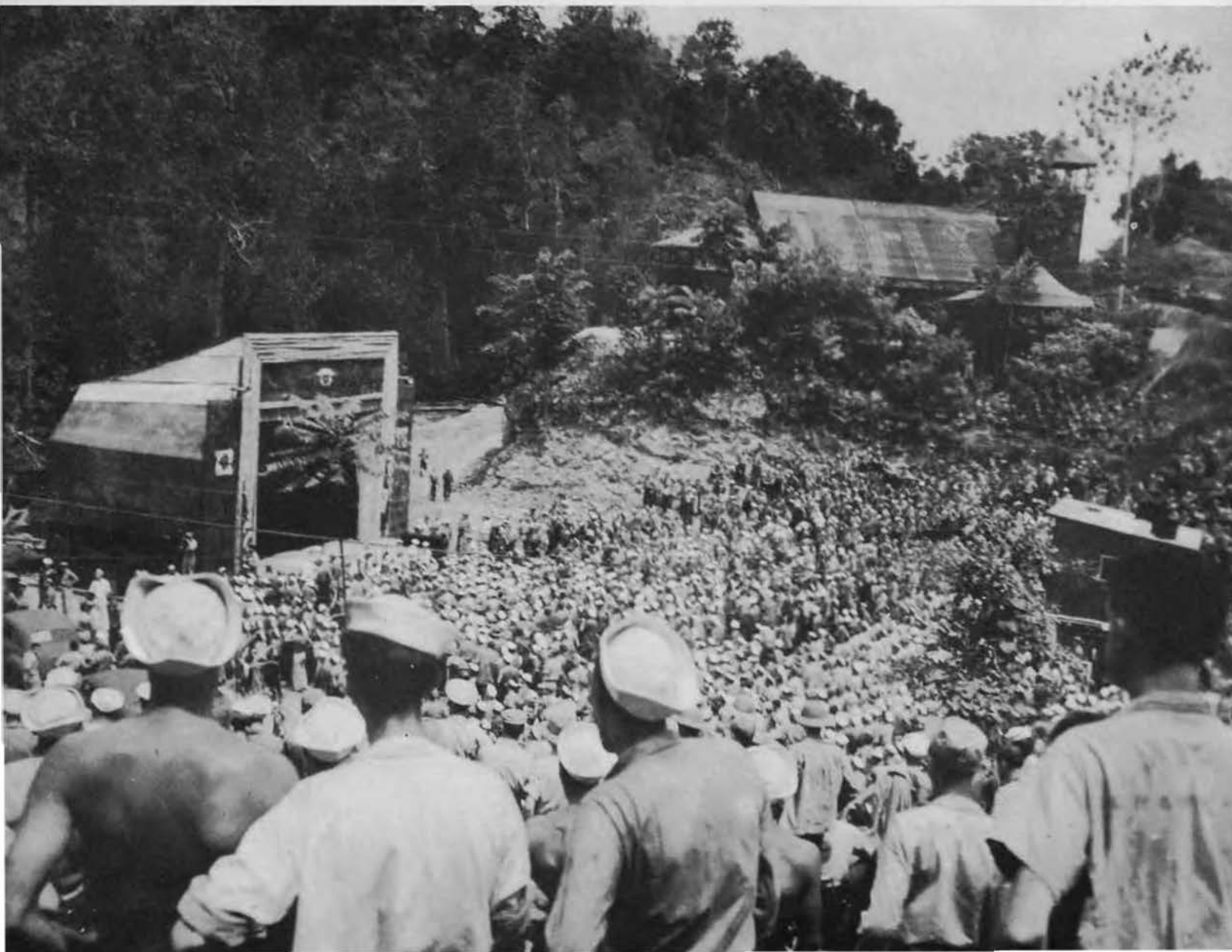
Patty Thomas fandangoes with willing Seabee as Bob Hope, at microphone, throws in a few pertinent side remarks.



93rd Infantry Band rides a hot one in Battle of the Bands contest as Emcee Wally Schumacher lets fly with a tom-cat wail. This band took contest by unanimous vote of judges.

Recreation

Crowd of more than 15,000 Navy, Army, Merchant Marine personnel choke 113th Amphitheater for afternoon performance of USO Show.





Jive-hungry hepsters stamp and clap to the beat of, "Is You Is or Is You Ain't."



Judith Anderson (at mike) and USO Troupe say goodnight. Helen McClure (center) captured the hearts of the audience with her vocal renditions. Violinist Shirley Cornell at left and Accrodianist Anne Triola at right.

IN SPITE of a full and constant construction program, life overseas was fitted to the old saw that "all work and no play makes Jack a dull boy". Covering the range from movies to Ping Pong, the Recreation Department facilities endeavored to cover as many interests as possible.

Most consistent and perhaps the most popular of extra-curricular activities were the movies and stage productions, earning an island-wide reputation for the 113th Theater.

First picture at Hollandia, "The Philadelphia Story", 29 May 1944, 20 days after landing, on a screen constructed Seabee-style from several mattress covers with projectors mounted on packing cases. From these small beginnings evolved one of the most modern of jungle theaters in the New Guinea Area. As time permitted, volunteer Crews built a large stage complete with wings, drops, sliding curtains, and dressing rooms. Even the Plumbers had their hand in the Theater Project installing running water and the almost unheard of touch of civilization—flush toilets in the dressing rooms.

The entire Theater was built on the men's own time. The Chaplain called in volunteer Chief Petty Officers and made the statement "Men, we need a real theater". That was all that was necessary. Chief Reese, Chief Steiner, Chief Martin, Chief Stevens and Chief McGinnis put their heads together and started off. Owing to the heavy construction program in progress neither men nor material were available. The problem was put up to the men and they, representing all crafts, offered to put in two or three hours extra per day after their regular tour of duty. It is better to not mention just how the materials were procured, but we had the Theater.

Enthusiastic audiences who packed the natural amphitheater polished out of the rough, dismal swamp under the watchful eye of Chf. Carp. Olaf Skramstad and his Heavy Equipment Crew, were whisked into the land of escape by a galaxy of screen and stage stars. Nearly 300 pictures were

shown at Hollandia, one picture each night except when stage shows were produced. During the height of round-the-clock construction schedules, a midnight show was established.

Among stars of the footlights who participated in the 13 stage productions at our Hollandia theater, the Bob Hope show captured the plaudits of a super-critical GI audience, as Frances Langford, Jerry Colonna, dancer Patty Thomas, and the master gag-star himself played to 18,000 men at two performances.

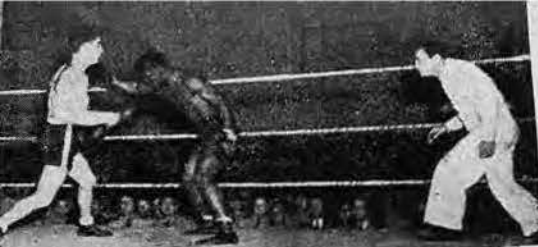
Other USO productions included "Hellzapoppin'", "Stars and Gripes", the Broadway play, "Over Twenty-One", "Judith Anderson Show" and many novelty units. Al Schatt and Nick Altrock of baseball fame, George Halas of football, "Jim Atlas' Wrestling Troupe", and former Harvard wrestling coach Frank Judson were among the sports fans favorites.

Highlighting overseas musical productions was, "Battle of the Bands", a contest to determine the top band of New Guinea.

The man responsible throughout our tour of duty for the excellent projection and sound was Albert Martin who lived by the rule "the show must go on". Tropical conditions and the fact that many films were almost beyond repair due to constant use and primitive theater projection room conditions made this no easy task. At Hollandia, Martin was assisted by Claude Manny and at Mindoro by Orville Davis.

Other Recreation facilities included Ping Pong, darts, checkers, horse shoe courts, basketball, softball, fishing, phonographs with a selection of 300 records, and the Battalion Library with its collection of nearly a thousand books ranging from non-fiction through humor, westerns, mysteries, and the classics of literature.

Holding the spotlight in Battalion sports were two teams



CHALLENGER BUDDY NEWBY lands a straight jab to the features of Champion Max Ankele during a third-round flurry in their recent bout for the camp title.

Ankele Wins Again To Hold Camp Title

In rip roaring slugfest, which kept the S.R.O. crowd in a clamor throughout, Max Ankele, the Denver Dynamo from the 113th Battalion repeated his earlier victory over Buddy Newby, dusky ace of the 15th Special, in the feature bout of the all-base boxing smok-out at Theatre "B", last Thursday night.

Ring Challenge Issued By 113th

A pugilistic challenge "to tangle with any other battalion here at Hunsome" was made by...

Cheffer Drops Hard Fight to Camarata

After winning four straight bouts in the Camp Rousseau ring, "Mickey Rooney" Cheffer, 133, of Chicago and the 113th Battalion, finally bowed—but only by the tiniest of margins—before the superior boxing skill of Joe Camarata, 135, of the 25th Battalion, in the main event of the boxing-smoker, held in Theatre "B" and following an even first round, in which both boys felt each other out, they settled down to serious business in the second. Mickey kept trying to work inside his opponent's longer reach, but did not avoid Joe's sharp left jab, which was continually...



Ankele Downs Newby In Fast 4th Round

of outstanding quality—our Boxers and our Softball Team. During several seasons of Softball play, the Overseas Team under Bob Platter's captaincy chalked up an enviable record. In one series of games at Hollandia they captured 19 games out of 22 played—and win or lose, the Team was always anxious to take on all comers as construction permitted. The original Battalion Team was organized at Gulfport and rang up a series of wins under Nap Gamboa as Captain.

The one activity to blazon the Battalion's name into headlines of Service Newspapers throughout our Stateside and foreign duty was that of the Boxing Team. Conceded to be "tops" at every camp, the Battalion Leather Slingers chalked up a total of 57 wins out of 65 fights. Hitting the heights as a Seabee Boxer, Max Ankele was undisputed champion of every camp that the 113th touched, including decisions over Camp favorites such as Camp Hollyday's champion Joe Gannon, 180 pounder and former sparring partner for Billy Conn, and Camp Rousseau's Negro champ, Buddy Newby who tipped the scales at 152. Ankele fought at 147 pounds.

Following close on Ankele's heels as a winner was Charlie Hogan, whose particular style and hard hitting carried him through to a decision in every fight.

The Boxing Team was first organized at Sun Valley

Newby Again Here Jan. 27

In what promises to be the biggest sporting event at Camp Rousseau in several months, Max Ankele, 147, of the 113th Battalion, and Buddy Newby, 140, of the 15th Special, will meet in a featured Seabee activities.

Denver Leads Heights As Seabee Bo

Max Ankele, who one of the outstanding developed in Seabee continued his win night, as he topped by, top notch slugger, Special. Ankele has increasing speed.

Center College Grid Immortal Now With 113th

By C. S. Keesling, CM3c
Do you remember that galloping kickin' "Red" Weaver of Center College football fame? The old timers remember: the younger fellows have seen drawings in the "Not" telling the story of this red-headed All-American who made the same "Red" Weaver is out to again make history with the 113th Naval Construction Battalion. When I first followed...



A BUDDY NEWBY, (left) dusky pride of the 15th Special, away with Max Ankele (right) of the 113th, for the benefit of COVERALL photographer while both are working out in the Rifle Range with Charlie Furlong, old-time Boston trainer, putting the boys into shape. The success of the initial venture gave the green light for placing a Battalion Team into open competition. And from there on the Boxing Department not only turned out champions but also provided instruction for budding fighters. At one time a total of 84 men were signed up under trainer Furlong's watchful eye.

Rifle Range with Charlie Furlong, old-time Boston trainer, putting the boys into shape. The success of the initial venture gave the green light for placing a Battalion Team into open competition. And from there on the Boxing Department not only turned out champions but also provided instruction for budding fighters. At one time a total of 84 men were signed up under trainer Furlong's watchful eye.

Furlong himself was well on his way, a few years ago, to becoming a top-notch fighter. With 65 straight amateur fights to his credit he was preparing to turn pro when an accident forced his retirement from the ring. Turning his talents to training other boxers, it is an imposing list of names outstanding in American ring history that bears the careful handling and training of Charlie Furlong prior to his taking over the "making of champions" in the 113th.

The Battalion competition record at its height was tabulated as having won 57 bouts, lost five, with three matches a draw.

Among the outstanding fighters in matches with other service units were Max Ankele, 147, who won 19 bouts, lost 0; Charlie Hogan, 160, with 11 wins, 0 losses; Mickey (Rooney) Cheffer, 135, won 14, lost 1; Bobby Knight, 170, with 4 wins, 2 losses; Earl Dunham, 153; John Eichholtz, 150; Charley Daywalt, 155; Roland Grenier, 126; Harry Behrens, 192; Stanley Palmer, 200; Bernard Bergie, 165; Paul Walker, 126.

The Honor Roll of Inter-Battalion Competition is a long one and proved a real drawing card for Camp Smokers, as well as a thrill to the boys themselves who were in the ring for the love of the sport. Taking part in various bouts were Scott Cotton, Bob Platter, Sal Tamaro, Jim Priam, Ralph Fieler, Dave Arneson, Connie Culbreth, Ralph Della Salla, Robert Le Fever, Robert Barden, Jim Frost, Reese Webster, Charles Boley, Roger Wieland and Max Gould.



113th Softball Team, Front Row, Seated, L to R: J. W. Willing, C. S. Culbreth, E. L. Decker, T. A. Marsocci, E. J. Chondzinski. 2nd Row, Kneeling, L to R: F. F. Schade, T. R. Camarillo, A. Skorupsky, R. F. Fieler, J. F. Cabral, R. L. Platter, captain. Rear Row, Standing, L to R: W. J. Arnold, B. Ganz, C. L. Harr, J. W. Brooks, W. T. Mateer, A. O. Alfama.

Enlisted Men's Club

A CKNOWLEDGED paradise spot of New Guinea was the small, secluded strip of beach on which enlisted men of the 113th built their private Club. Complete with dance-floor, bar, lunch counter and booths, the Club Building was built entirely from scrap material and with volunteer spare-time labor. Rules were strict, backed by Skipper: no Officers; Chiefs only by invitation; no stags during hours designated for women guests.



"The Brush" and WAC dance while waiting for hamburgers, schnapps.



Salvaged battleship linoleum makes slick, smooth dance floor. Orchestra sits in prow of "USS Undaunted."

"Club Tropicana" is host to USO Troupe who entertained at Dock-Builders' Clam-Bake.



This beach was excellent for swimming, at night turned into scene of silvery seclusion to top Hollywood's best efforts . . . even in Technicolor.

WAC, Seabee and case of beer wend their way along boardwalk built along coral bluffs, snaking high over and around rocky promontory. This was only approach to Club, was guarded by vigilant MAA's against crashers.



Admiral R. O. Glover congratulates 113th Seabee Malcolm Peppo for gallantry in action.

SILVER STAR MEDAL

Citations



**UNITED STATES FLEET
COMMANDER SEVENTH FLEET**

By virtue of the power delegated to me, I take pleasure in awarding in the name of the President of the United States, the Silver Star Medal to:

**MALCOLM A. PEPP0
MOTOR MACHINIST'S MATE THIRD CLASS
U. S. NAVAL RESERVE**

CITATION

For distinguishing himself by gallantry and intrepidity in action Peppo was unloading stores from his vessel, based on an island in the Southwest Pacific Area, when that ship was attacked by a Japanese plane He and several other men of his party requested permission from a ship's officer to go topside and pass ammunition to the gunners As the plane made its attack, he took the first loader's place and during the ensuing action loaded several magazines into the gun. When the plane approached he slipped into the gunner's place and fired one full magazine scoring several hits at point-blank range. He continued to fire until the plane crashed Peppo suffered shrapnel wounds and burns on the arms and legs but after his wounds had been treated, he returned to the gun and stood by until relieved by a ship's gun crew. His courageous action in the face of great danger was in keeping with the highest traditions of the Navy of the United States.

COMMENDATION RIBBON



Lt. Comdr. R. C. Canivan.

/s/ **T. C. KINKAID**
*Vice Admiral, U. S. Navy
Commander Seventh Fleet*

**UNITED STATES FLEET
COMMANDER SEVENTH FLEET**

The Commander Seventh Fleet takes pleasure in commending
LIEUTENANT ROBERT CHARLES CANIVAN
U. S. NAVAL RESERVE

for service as set forth in the following
CITATION:

"For distinguishing himself by meritorious service and outstanding performance of duty in the line of his profession. While he was a passenger traveling in a convoy, he transferred by breeches buoy to a destroyer and thence to another transport to attend a dangerously wounded man. He then transferred with the patient back to the destroyer where, as a result of his skillful operation in closing perforations caused by a bullet, the patient rapidly improved. For his conduct on this occasion he is commended and authorized to wear the Commendation Ribbon."

/s/ **T. C. KINKAID**
*Vice Admiral, U. S. Navy
Commander Seventh Fleet*

Letters of Commendation

From: COMMANDER SERVICE FORCE
SEVENTH FLEET
Fleet Post Office, San Francisco, Calif.

To: Commander Construction Forces, Seventh Fleet.
Officer-in-Charge, 113th Naval Construction Battalion.

18 JUN 1945

Subject: Commendation.

1. The 113th Naval Construction Battalion has become well known and respected for its ability to complete urgently needed facilities at advanced bases during the early stages of operation.
2. Exploits of the relatively small PT detachments in invading numerous enemy islands throughout the Southwest Pacific under fire to establish the furthest advanced bases have contributed to the "Can Do" reputation of the parent battalion and to the tradition that the "Seabees" fight as well as build.
3. The splendid morale of the officers and men and the willingness and vigor with which the tasks assigned have been accomplished, whether large or small, is a credit to the command.
4. The Commander Construction Forces, Seventh Fleet upon his imminent detachment signals "Well Done."

/s/ W. M. Angas
W. M. ANGAS

22 February 1945.

From: Former Commanding Officer, U.S.S. LST 472.
To: Commanding Officer, 113th N. C. B.
Subject: Commendation, expression of.

1. The surviving officers and men of the U.S.S. LST 472 extend their sincerest feelings of gratitude and commend highly the spirit, courage and devotion to duty that Lieutenant H. C. PHILLIPS' officers and men showed under action on 15 December 1944 at Mindoro Island.
2. The U.S.S. LST 472 had operated many months in the Pacific participating in 14 operations. Our charm of luck came to an end. But in doing so, it repeated history in showing the true courage and heroism of the Navy.
3. Your men ably assisted us in effecting every possible means to save the ship. They participated actively in manning guns and fire parties. Though our efforts proved vain, it was due to lack of equipment and seriousness of the hit, not the lack of cooperation of the men.
4. During our operational experience we had carried many Naval Construction Battalions and have found them all capable, courageous, cooperative and companionable aboard our ship. It is such elements that are winning the war.
5. This command extends its deepest sympathies in remembrance of the men who lost their lives in the action. The losses, however small, are still great in the individual's mind. We who survived will remember them always for the great job they did.
6. This command would appreciate your mailing a copy of this letter to Lieutenant H. C. PHILLIPS.

/s/ R. C. KRULISH,
Lt. (jg), USNR.

NAVAL SECTION BASE
Navy 3100
c/o Fleet Post Office
San Francisco, Calif.

9 March 1945

From: Supply Officer.
To: Commanding Officer 113th Construction Battalion.
Via: Commanding Officer Naval Section Base, Navy 3100.
Subject: Cooks and Bakers, Commendation of.

1. The Supply Officer, Naval Section Base, Navy 3100 wishes to commend highly, the work done by the Cooks and Bakers of the 113th C. B. detachments during the time these detachments were subsisted in the Base galley.
2. During the rough days in the sand immediately after landing, these men worked unceasingly under most adverse conditions, putting out food of a better quality than is found in many well established galleys. At no time was any friction evident between C. B. and Base galley personnel.
3. The conscientious work and complete cooperation of LOFTUS, SC1/c and SAUNDERS, Bkr 1/c is particularly commended.

/s/ M. E. TAYLOR

TWENTY-FOURTH U. S. NAVAL
CONSTRUCTION REGIMENT
c/o Fleet Post Office
San Francisco, California

To: Officer-in-Charge, 113th Naval Construction Battalion.

Subj: Letter of Appreciation.

1. It is the desire of the Officer-in-Charge, 24th Naval Construction Regiment to express his appreciation and extend his thanks to all hands of the Battalion for the cooperation and good work done at this Base. It has been a privilege and a pleasure to have served as Officer-in-Charge of such a fine Regiment of Seabees.
2. The fine work accomplished at this Base has been the result of your skill, determination, hard work and team work. Your continued cooperation with the new Officer-in-Charge will result in many more "Well Done" signals for the "Can Do" boys.
3. Congratulations and the best of luck.

/s/ J. C. TATE
Comdr. CEC, USNR

24th NAVAL CONSTRUCTION REGIMENT
5 Sept. 1945

From: Officer-in-Charge, 24th Naval Construction Regiment
To: Chief of Bureau of Yards and Docks
Via: 1. Commander Advance Naval Base, Navy 3115
2. Commander Service Force, Seventh Fleet, Navy 134
3. Commander Seventh Fleet, Navy 134.

Subject: Monthly Reports, submission of.

1. Forwarded.
2. The 113th Construction Battalion has done a splendid job in the construction of 40'x500' Destroyer Repair Base Dock during the month of August. The entire project was completed in 30 days working one 7 1/2 hour shift per day. Many other projects were carried on in highly satisfactory manner. The Commanding Motor Torpedo Boat Squadron has verbally expressed high commendation of the PT Detachment for their work. The efforts of this battalion are to be commended.

/s/ J. C. TATE
Comdr. CEC, V(S), USNR

GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
OFFICE OF THE CHIEF ENGINEER

APO 500

31 August 1944

TO THE OFFICERS AND MEN OF THE UNITED STATES NAVAL CONSTRUCTION FORCES WHICH OPERATED UNDER GENERAL HEADQUARTERS SOUTHWEST PACIFIC AREA.

To you belongs a full measure of the victory attained by our forces.

Your task has been not only vitally important to our combined operations but also a difficult, hazardous and grueling one. You have ably assisted the operations of our forces, often under fire, in mine clearing, rapid construction of roads and bridges, and many other types of engineer work.

Your basic construction units have performed miracles in transforming virtually overnight, jungle, swamp and mountainous terrain into depots, airdromes, hospitals and camps. Aladdin-like, you have cleared our harbors, and created major ports and bases, without which our air operations and forward movement would have been impossible.

Your engineer supply forces have, under greatest difficulty, surmounted the impossible in procuring, handling and providing the heavy tonnage of engineer equipment and supplies, required for this gigantic engineer effort.

Your maintenance units have kept this vast engineer work potential functioning by efficient maintenance of this powerful horsepower capacity of engineer equipment, without which our task could not have been performed.

During the initial phases of beachhead and port development your special Naval Construction Battalions have unloaded tremendous tonnages of supplies under most difficult conditions.

Your engineer planning and supervisory headquarters have, with high success, borne a heavy responsibility in their planning and subsequent, continued supervision of these difficult tasks.

Each of you has done his part well. With a failure or omission of any of these important cogs, our entire machine and the operations they support, would not have functioned.

And let us all pay a silent tribute to those of our ranks who gave their lives in the execution of these tasks.

To each of you of all ranks I tender my deepest appreciation for your magnificent effort, my pride in you for your outstanding performance and my best wishes for your continued well-being and success.

/s/ HUGH J. CASEY
Major General, U. S. Army
Chief Engineer

SERVICE FORCE
SEVENTH FLEET

13 Sept. 1944

From: The Commander Service Force, SEVENTH FLEET.
To: BURKE, Edward John, 811 86 06, CSF (AA) (CB), V6, U. S. Naval Reserve.
Via: (1) Commanding Officer, U. S. Naval Advanced Base, Navy 3115.
(2) Officer-in-Charge, 24th U. S. Naval Construction Regiment.
(3) Officer-in-Charge, 113th U. S. Naval Construction Battalion.

Subject: Commendation.
Reference: (a) O-in-C 113th USNCB ltr. CB/113/P15, serial (465) RSS/rb, of 24 Aug 44.

1. Reference (a) informed the Commander Service Force of your highly meritorious conduct in fighting a truck fire at Hollandia, Dutch New Guinea, on 10 July, 1944.

2. Upon discovering a Navy truck ablaze with its gas tank in imminent danger of exploding, you directed the wetting-down of nearby tents which were smouldering. Then with presence of mind and complete disregard of personal safety, you extinguished the fire, suffering severe burns about the arms and face in so doing. For your fearless, spontaneous action, which saved valuable government property, you are hereby commended.

3. It is directed that an appropriate entry be made in your service record and, if practicable, that this correspondence be read at quarters.

/s/ R. O. GLOVER

U. S. NAVAL SECTION BASE, NAVY 3100
c/o Fleet Post Office
San Francisco, California
1 June 1945

MEMORANDUM

From: Cargo Officer
To: Commanding Officer
Subject: FS 201, Commendation for efficiency of discharge.
Reference: (a) CO, FS 201 ltr dated 30 May 1945.

1. The following men worked under the direction of B. R. PRIDE, SF1c on the discharge of cargo from the FS 201:

113th CB's
PRIDE, F. W., SF1c
NELSON, B. K., MoMM1c
Naval Section Base

ONKALA, B. W., S2c
BRISENO, S., S2c
TUCKER, H., S2c
BELL, J. H., S2M1c

/s/ R. A. COOPER, Lt. (jg) USNR
Cargo Officer

DESTROYER REPAIR BASE
Navy 3115

c/o Fleet Post Office
San Francisco, Calif.

23 September 1944

From: The Officer-in-Charge.
To: The Commanding Officer, 113th Construction Battalion.
Subj: Lieutenant Fred A. Robison, CEC-V(S), USNR - Letter of Commendation for.

1. The subject named Officer is hereby commended for his speed and efficiency in constructing the dock for this activity while setting up operations. The dock was completed far ahead of schedule and was found to meet all the requirements set by the Destroyer Repair Base. It was a smart and workman-like job.

/s/ G. C. WHITING
Commander, USNR.

U. S. S. FS 201
c/o Fleet Post Office
San Francisco, California

30 May 1945

From: Commanding Officer
To: Commanding Officer, U. S. Naval Section Base, Navy 3100

Subject: Cargo Discharge, Efficiency in

1. PRIDE, B. R., SF1c, and crew members, are to be commended on their handling of cargo just discharged from this vessel.

2. Bulk and weight of cargo, with unusually compact stowage, required extraordinary effort to accomplish discharge in period of time required by this crew.

/s/ LT. CHAFNEY, USCGR

FLEET POST OFFICE
Navy 3115

16 December 1944

MEMORANDUM:

1. I would like to take this opportunity to express my regards for the 113th C. B. Battalion and one of their officers with whom I have come in contact.
2. Several months back Hollandia was merely a name. Since then it has grown to be one of the largest bases in this area. This has required many hours of planning and working by those in charge.
3. The Fleet Post Office, Port Director, R.P.I.O., V-Mail, T.M.O. and Postal Supply buildings were some of the projects constructed by the 113th C. B. Battalion under supervision of Lt. H. L. Crosby.
4. These buildings were put up efficiently and also with a great deal of speed. This was greatly appreciated by the Fleet Post Officer as the amount of mail coming in increased from hundreds of sacks to thousands of sacks overnight.
5. Lt. Crosby has been very co-operative in his work, helping in every possible way to see that the F.P.O. had adequate protection for the mail. He has gone above and beyond his duty as Officer-in-Charge of this construction work to see that the job was well done.
6. I feel that this is the least I can do to express appreciation to the officers in charge of the Naval Base, Commander J. C. Nowell of the 113th C. B. Battalion, and Lt. Crosby and his men for this good work for the Fleet Post Office.

/s/ J. N. SMITH
Officer-in-Charge

LST FLOTILLA SEVEN
SEVENTH AMPHIBIOUS FORCE
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA
APC 8, FLAGSHIP,
7 OCTOBER 1944.

From: Commander LST Flotilla Seven.
To: Commander Naval Base, Humboldt.
Via: Commander Seventh Amphibious Force.

Subject: Appreciation of Services.

1. On Wednesday, 4 October I sent one of my Staff Officers to the Naval Base to request the placing of buoys to mark the boat channel south-west of Magdalena and Madura Islands. This channel is much used by boats going to and from the Fleet Post Office and the Naval Base.
2. Prior noon the next day, six buoys were in place properly marking the reefs flanking this channel.
3. Such prompt and efficient action is refreshing and appreciated.

/s/ R. M. SCRUGGS.

Copy (From PWO, Navy 3115)
To: Comdr. Nowell, 113th NCB.

HEADQUARTERS, BASE G
UNITED STATES ARMY SERVICES OF SUPPLY
SPECIAL SERVICES SECTION

APO 565

22 January 1945.

SUBJECT: Letter of Appreciation and Commendation.

TO: Lt. Comdr. R. C. Mather, O-in-C,
113th N. C. B.

1. I wish to take this opportunity to express our appreciation for your cooperation when the USO Wrestling Unit was touring Base "G".

2. Particularly do I wish to commend C.P.O. Charles "Casey" Jones for his kind consideration to the Unit and without whose participation as a contestant, we would have been unable to present so many excellent shows.

/s/ JOHN K. SOUTHER,
Captain, Cavalry,
Actg. Special Services Officer.

OFFICE OF
WAR SHIPPING ADMINISTRATION
MINDORO, P. I.

10 April 1945.

FROM: Comdr. Charles S. Robbins, USMS, Representative WAR SHIPPING ADMINISTRATION, MINDORO, P. I.
TO: Commander Naval Section Base, Mindoro, P. I.
SUBJECT: Commendation.

1. The following named men, A. M. GREEN EM2c and J. R. GARDNER EM3c were assigned by your command to install certain electrical equipment and wiring on the War Casualty Vessel S.S. Juan De Fuca.
2. They reported for duty at 1700 March 27 and began work immediately and continued to work for approximately fourteen hours per day completing the job on April 2nd.
3. The above named men were not supervised at any time. They took the job over with enthusiasm and unassisted removed a Generator Panel Board from the S.S. John M. Clayton and installed it on the Juan De Fuca; made a complete temporary installation of wiring and fixtures in all quarters and bridge.
4. Accomplishing this job in such a remarkably short time is commendable and is a credit to the Navy as well as their ability and willingness to PUT OUT.
5. I desire to express my thanks to you for your generous cooperation in supplying Navy Personnel for the salvage operation on the S.S. Clayton and Juan De Fuca, and also appreciation to the above mentioned electricians whose work was efficiently and well done.

/s/ Cmdr. Charles S. Robbins U. S. M. S.
Representative, W. S. A. Mindoro.

24th NAVAL CONSTRUCTION REGIMENT

7 Sept. 1944

To: Chief of Bureau of Yards and Docks
Via: 1. Commander, U. S. Naval Base
Navy 3115

2. Commander Service Force, Seventh Fleet, Navy 134

3. Commander Seventh Fleet, Navy 134

Subject: Monthly report for period 1 September through 30 September 1944.

1. Forwarded.

2. The cooperation, initiative and quality of work by this battalion continues of high caliber.

/s/ J. C. TATE
Comdr. CEC, V(S), USNR
Officer-in-Charge

113th Camp, August '44. Reefers, Mess Hall, Provisions Warehouse in foreground. Hdq. Co. and A Co. Living Area in background.



Graded Area for Chow Hall, May '44.



Temporary Galley at Roselle Cove, May '44.

Battalion Camp Area at Hollandia



Enlisted Men's Living Quarters, each tent built differently to conform to hilly ground.



Overlooking Camp Area. Tool Warehouse and Supply Dumps on filled-in swamp in foreground. Mess Hall at left, Sick Bay at center. Administration Quonset huts and tents in upper background.

113th Administration Area was on "shelf" cut from hillside.



BOQ was among the "crazy-palms" on beach.



CPO Mess had tables, chairs, real plates!
TO Theater

Before and After



Left: Jap barges impaled on coral reefs. Right: Few weeks later, dirt fill covers barges and reefs. Dock No. 1 is complete enough to unload and water Liberty Ship.



Left: Overlooking Challenger Cove, site of Destroyer Repair Base, 9 June '44 (Dock No. 1 in distance). Right: Commander Nowell and Regimental O-in-C view completed "DesRep", 23 September 1944.

Left: Hill drops sharply to water at Destroyer Cove in May '44. Right: Hill is hacked away for road, dirt ramp and partially finished Destroyer Dock extend into cove 9 weeks later.





Left: Sago Swamp is treacherous, mosquito-infested until... Right... heavy equipment moves part of Pancake Hill into it, creating space for Supply Dumps and Living Quarters.



Left: Roselle Cove, site of 113th Camp, as it looked on D-Day. Right: From steaming jungle to teeming community—113th Camp, built between the mountain and the sea.

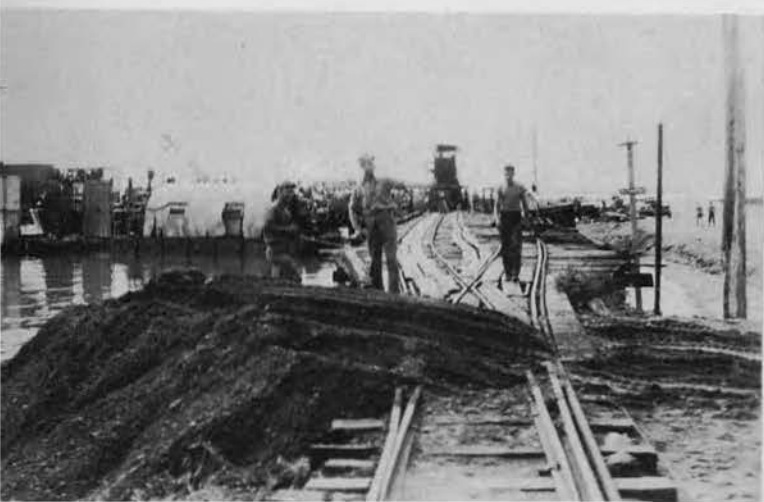


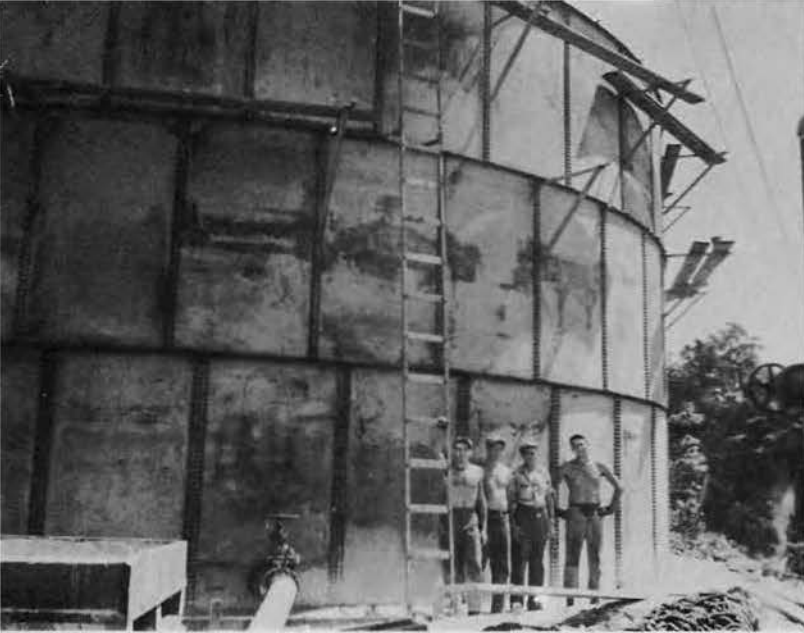
Left: Proposed location of Navy Dock No. 2. Right: Hollandia Road snakes along dynamite-leveled shoreline; approaches are built to completed Dock; center area will be filled, Sorting Docks built to expedite distribution of cargo.

Over the Fantail

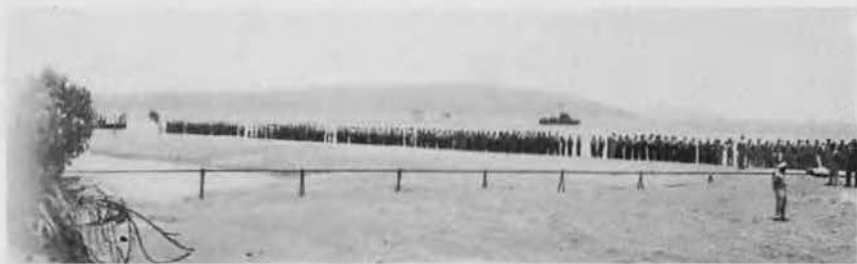




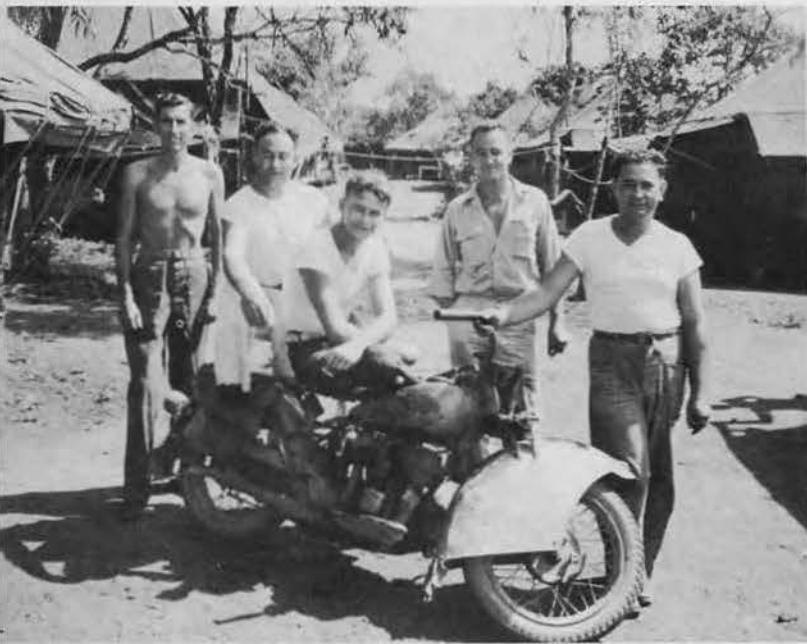
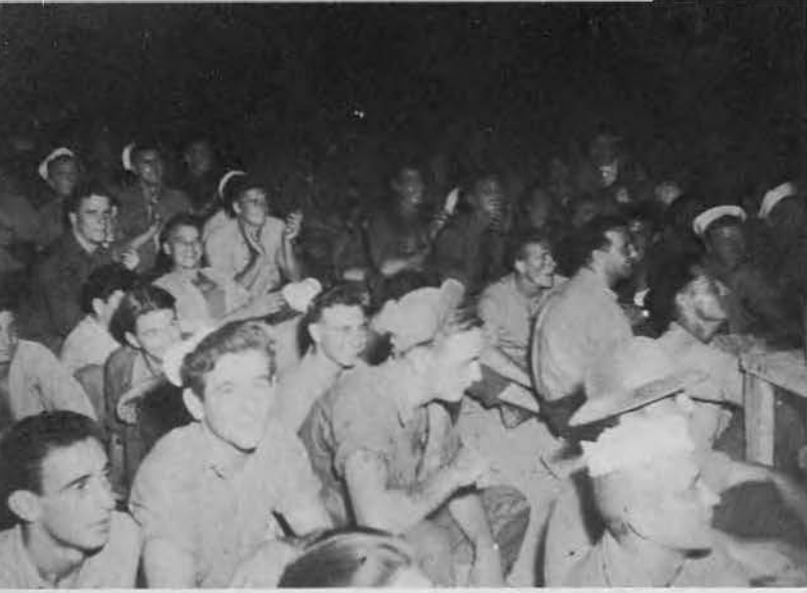














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Z

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* Killed in action.
† Missing in action.

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The Story of the 113th Seabees

Staff:

Chief Carp. L. B. McGinnis, C. S. Keesling, F. D. Buck,
R. L. Bennett, H. L. Carlson

AND so here ends this brief and necessarily incomplete story of the 113th United States Naval Construction Battalion. In endeavoring to portray the activities of the Battalion we have done so on the basis of the Battalion as a Unit. That Construction Unit was made up of individual men welded together to function as a group, and to each of those men there is a separate and particular story of his life within that group.

It has been the desire in this book to portray the history of the 113th Battalion in such a manner that the pictures and word story will refresh our memories and perhaps correlate material so that our own stories will take on more perspective and be placed in their proper role as to the part we have played in the War of the Pacific.

As members of a Battalion we were functioning as part of a definite plan that had its beginnings in the decisions of the Chiefs of Staff of the United States Armed Forces. Our work as a Battalion was established for us through the channels that forged the strategy of halting the tide of Axis aggression and rolled it back to a complete Allied victory.

The Fleet to which we were attached encompassed a definite program of amphibious operations and forward bases on the hedgehopping island road to Tokio. Other Fleets were performing other operations in the Central Plan. And if, at times, our work on the Pacific islands seemed unrelated to the War itself, it was because in our day-to-day duties we were unable to see the whole plan of operations and to place an im-

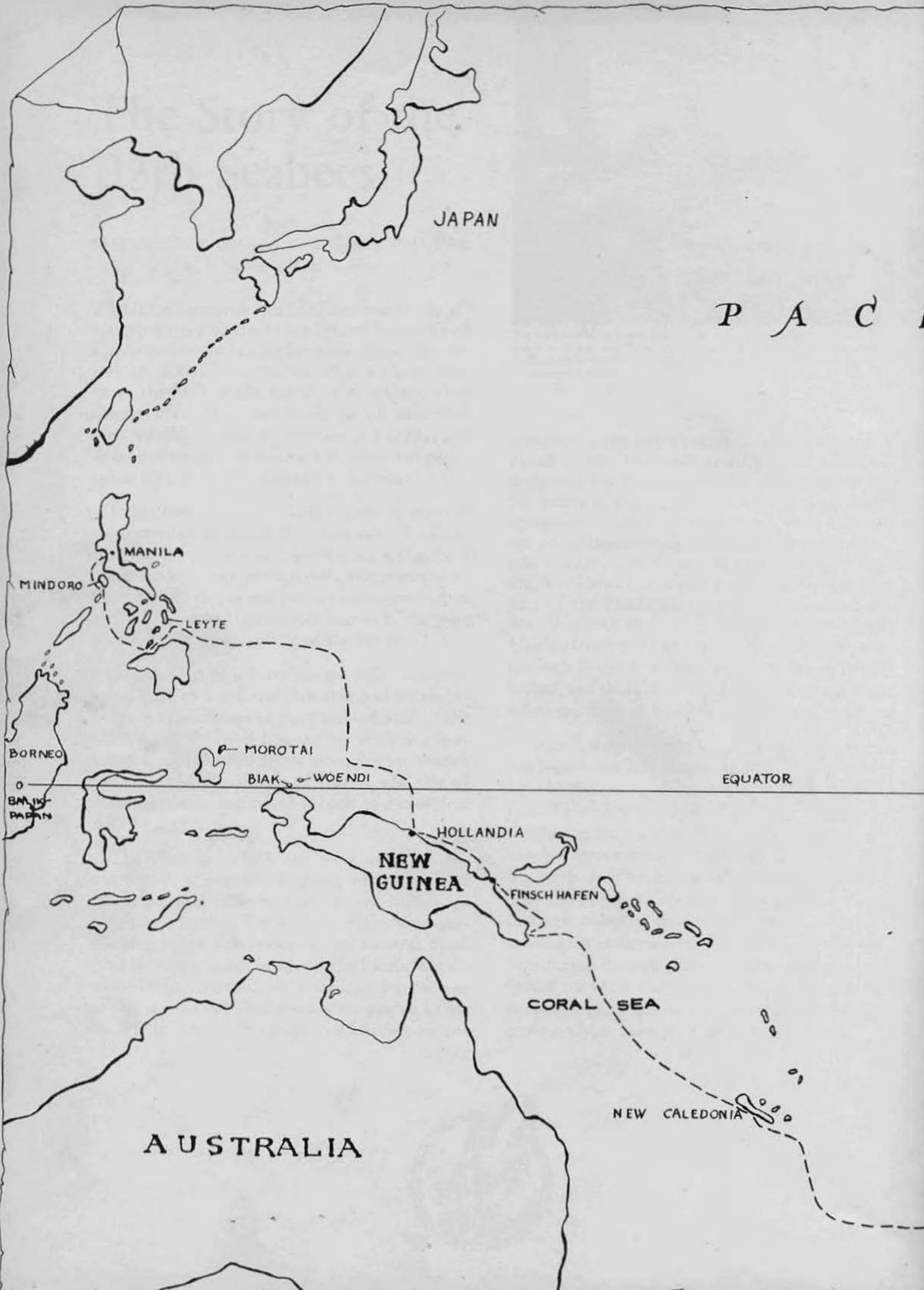


The Staff checks copy and photos in preparation of "The Story of the 113th Seab." L to R: C. S. Keesling, Editor; Chief Carp. L. B. McGinnis, Public Relations Officer; Carlson, photo production, standing; and F. D. Buck, copy and re-write. Yeoman Bennett not in picture.

portance on the link we were forging in the completed chain. The tents and Quonset huts and docks and roads and water systems that made up the forward bases and facilities for immediate operations a short distance ahead, soon became secondary bases serving as Storage and Redistribution Centers, and as such seemed removed from the War itself. But actually they were as much a part of the Pacific campaign as the areas under fire. Working as part of the Fleet Operational Headquarters was our Construction Brigade and through it the Regiment to which we were attached, and through which we carried on as a Battalion the work of building Naval Bases.

In the telling of this story of the Battalion there has been much left unsaid, and much that could have been shown to furnish a more complete picture. This story was assembled at the time of re-assignment of the Battalion to the States. In no case has there been an intentional slight in crediting work done by individuals, but it is inevitable that there shall be omissions and perhaps errors in many phases of this story. However, if it aids in bringing back memories of events and happenings during the two years of our service as members of the 113th Construction Battalion, and if it enables us to tell our own part in that story a little more easily, it has served its purpose.





JAPAN

P A C I F I C

MANILA

MINDORO

LEYTE

BORNEO

MOROTAI

BIAK

WOENDI

EQUATOR

BANKA
PAPAN

HOLLANDIA

NEW
GUINEA

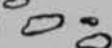
FINSCH HAFEN

CORAL SEA

A U S T R A L I A

NEW CALEDONIA

PACIFIC OCEAN

PEARL HARBOR 

SAN FRANCISCO

SAN PEDRO



CROSSED EQUATOR ON FEB. 28, 1944 AT
162° WEST LONGITUDE.

Edward M. Drulane
Comdr CEC-USNR

