

# BERMUDA CRUISE

49th NAVAL CONSTRUCTION BATTALION  
1943

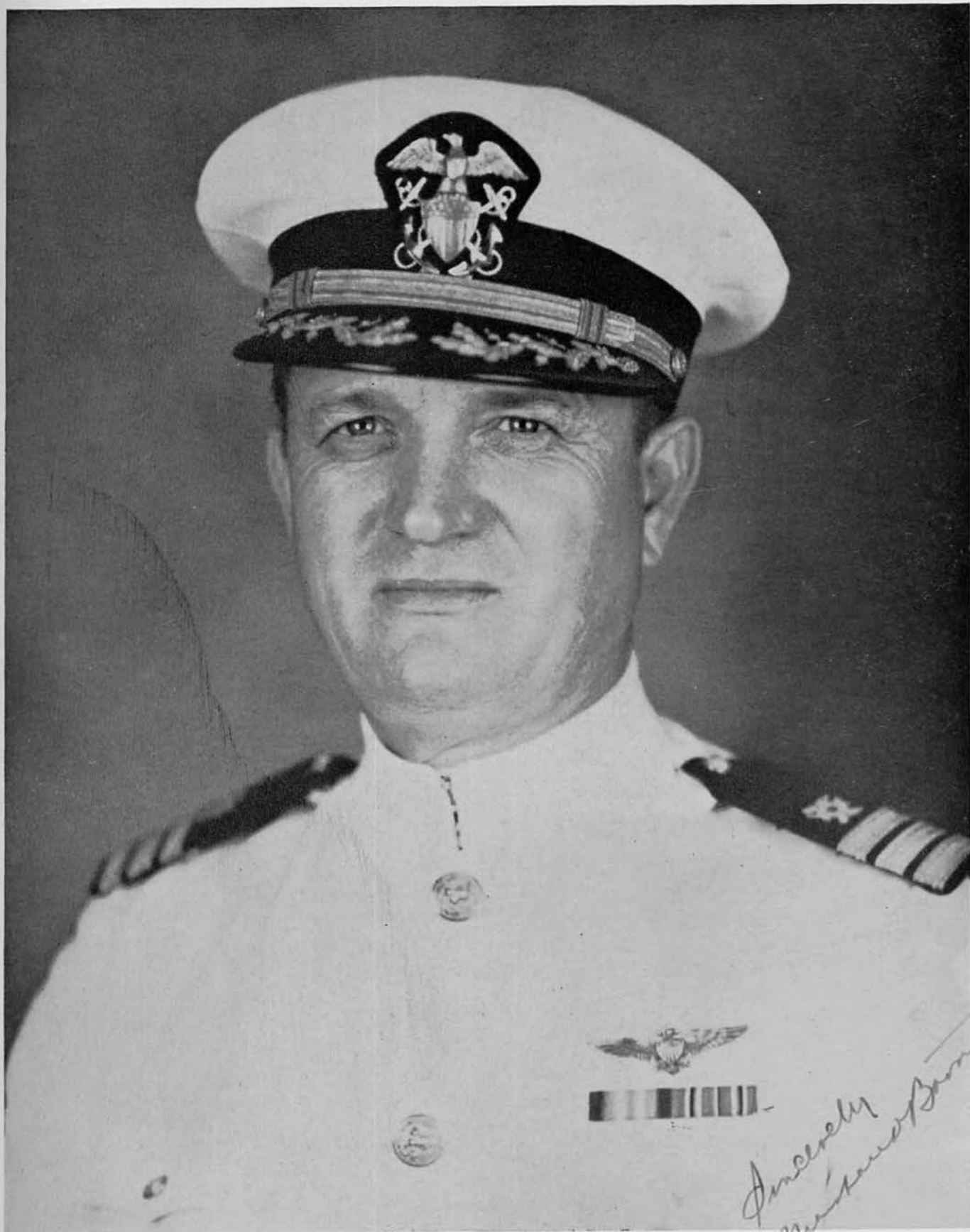
49 TH.



U.S. NAVAL  
CONSTRUCTION  
BATTALION

TO THOSE MEN OF THE  
UNITED STATES NAVAL CONSTRUCTION BATTALIONS  
WHO HAVE GIVEN THEIR LIVES  
IN THE SERVICE OF OUR COUNTRY  
WE DEDICATE THIS BOOK





Commander MARSHALL D. BARNETT, (CEC) USNR  
Officer in Charge  
49th U. S. Naval Construction Battalion



At his desk, the Commander handled the countless number of administrative tasks.

Besides being a competent Battalion Commander, our "Skipper" is also quite at home at the controls of a plane.



Rear Admiral I. C. Sowell and Commander Barnett enjoying an after-dinner cigar at a dinner-dance held at the Officers' Recreation Building.



### Commander MARSHALL D. BARNETT

Commander Barnett was born and raised in Texas and is a staunch booster of the Lone Star State. He attended Rice Institute in Houston where he majored in Architecture, and later attended M.I.T. in Boston where he studied Aeronautical Engineering.

Prior to being commissioned in the Navy and his subsequent duties with the Seabees, the Commander owned and operated the Barnett Construction Company, Inc., and the Airports Engineering and Construction Company, both Texas firms. He has built a large portion of the American Airways System airports and communications systems, starting with that airline when it was known as Texas Air Transport, in 1929. In addition to his airfield construction he has done a great deal of other building—roads, bridges, waterworks, office buildings, and residences, to mention but a few. His contracting business is still active and awaits his return after the war.

Commander Barnett enlisted in the Navy during the last war in 1918 as Landsman Machinist Mate and received his wings as MM2c after about five hundred hours of flying and now holds Naval License Number 1605. He is still an avid flying enthusiast and spends much of his spare time at the controls of the Navy's newest planes which he admits are much better than the flying boats of old, even though he himself helped construct some of the Navy's first flying boats at the Naval Air Station, Pensacola, Florida, in 1918.

In addition to the Commander, there are two other Barnetts in the Navy. A son, Ensign Marshall D. Barnett, Jr., A-V(N) is in an aircraft carrier flight squadron and an other son, Robert H. Barnett, was a Boatswain's Mate aboard a destroyer and honorably discharged, due to physical disability, following two engagements off New Guinea. He is now undertaking a Navy training course leading to an Aeronautical Engineering degree.

The Commander's wife, Mrs. Eunice M. Barnett, fifteen-year-old daughter Rosemary, and four-year-old son, Fred, are at home at 7242 Lakewood Boulevard, Dallas, Texas.

Commander Barnett was given the command of the 49th Battalion in December, 1942, at Camp Allen, Virginia, and soon won the respect and admiration of every man in the Battalion. His promotion to the rank of Commander soon after the arrival of the 49th in Bermuda was an honor and distinction he richly deserved. The Commander has done a fine job in his handling of the Battalion and has proved himself to be a capable and efficient leader. We of the 49th Battalion take this opportunity to wish the "Skipper" the best of luck.



Lieut. Cmdr. Brown at his desk in the Battalion Headquarters building.

As Executive Officer of the Battalion it was part of Lieut. Cmdr. Brown's duties to see that the work was kept moving, and here we see him on one of his many tours of inspection in the omnipresent Jeep.



Lieut. Cmdr. Brown outlines forthcoming work to the various company commanders. Appearing, from left to right, are Ensign Wikstrom, Lieut. Bourquard, Lieut. Keating, Lieut. (j.g.) Hosmer, Lieut. Anderson, and Lieut. Cmdr. Brown.

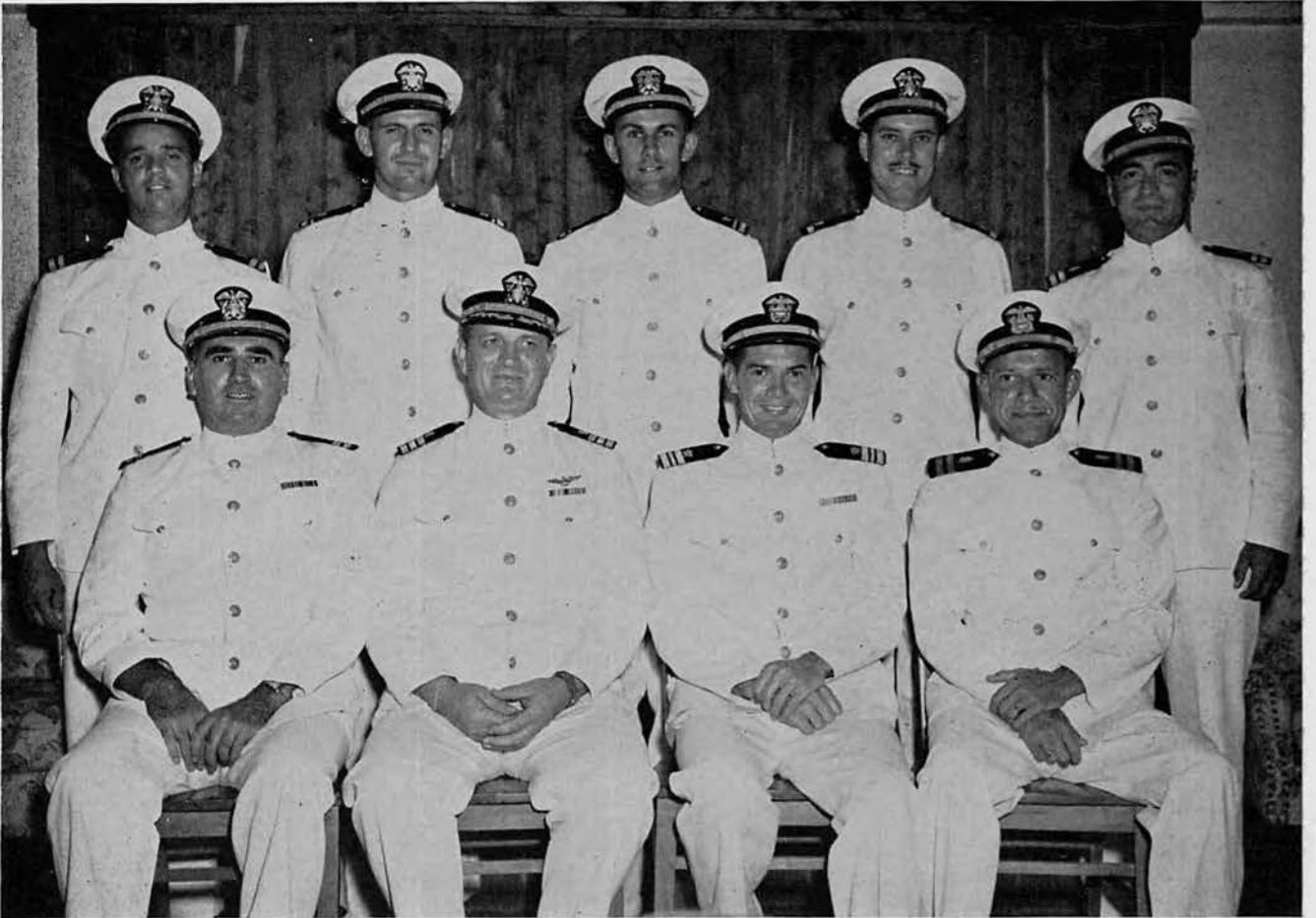




Lieutenant Commander WALLACE M. BROWN, (CEC) USNR  
Executive Officer  
49th U. S. Naval Construction Battalion

**Born:** Salt Lake City, Utah.  
**Home and Official Residence:** Hollywood, California.  
**Education:** Bachelor of Science Degree in Civil Engineering at the University of Southern California.  
**Civilian Experience:** Prior to commissioning in the Navy, was Hydraulic Engineer for the U. S. Army Engineers in Los Angeles.  
**Naval Experience:** Received commission in February of 1941 and was assigned to the Bureau of Ordnance in Washington, D. C. as a liaison officer for the Bureau of Yards and Docks on the construction of numerous private industrial plants and Naval ordnance plants. Transferred to the 49th Battalion when it was formed at Camp Allen and has served as Executive Officer since that time.  
Lieut. Comdr. Brown is married and his wife is now living in Washington, D. C.

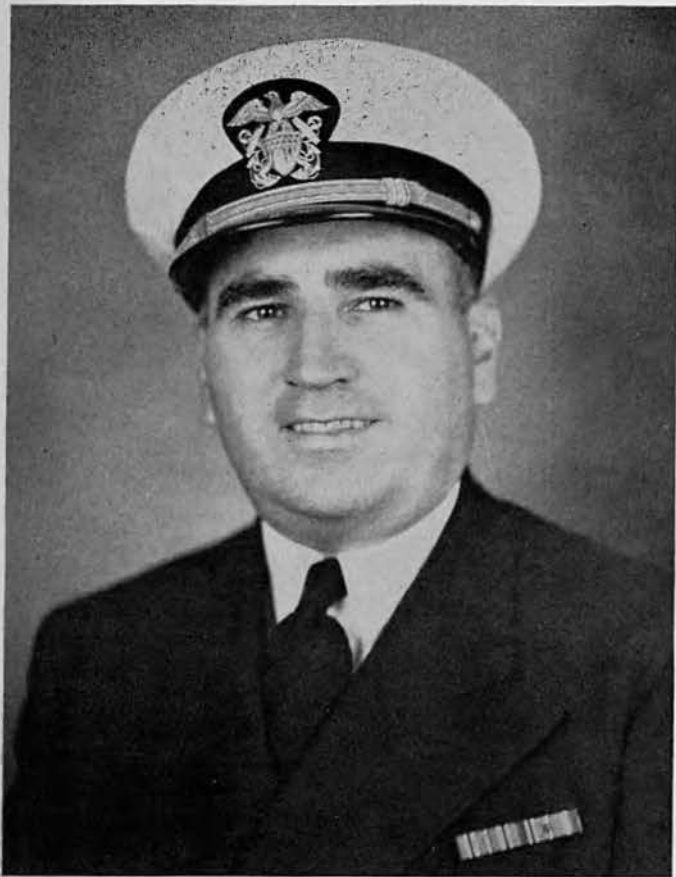
# THE STAFF



STAFF OFFICERS  
of the  
49th UNITED STATES NAVAL CONSTRUCTION BATTALION

Seated, left to right: Lieut. James J. Donnelly (ChC) USNR, Comdr. Marshall D. Barnett (CEC) USNR, Lieut. Comdr. Wallace M. Brown (CEC) USNR, Lieut. Carlton E. Wittenberg.

Standing, left to right: Lieut. Max De La Rua (DC) USNR, Lieut. (j.g.) James B. Scroggs (SC) USNR, Lieut. (j.g.) Richard B. Hooper (SC) USNR, Ensign Joseph F. Szalay (CEC) USNR, Lieut. Salvatore Scelso (MC) USNR.



Lieut. JAMES J. DONNELLY (Chc) USNR  
Battalion Chaplain

Lieut. JAMES J. DONNELLY

Born: Philadelphia, Pa.

Home and Official Residence: 6515 Belmar Terrace, Philadelphia, Pa.

Education: St. Charles Seminary, Overbrook, Pa.  
A.B. Degree Catholic University, Washington, D. C.

Civilian Experience: Thirteen years in Priesthood before entering Navy.

Naval Experience: Attended Chaplain's School at Norfolk, Va. Assigned as Chaplain at N.A.S., Jacksonville, Fla., and from there was transferred to the U.S.S. Edward Rutledge. While serving as Chaplain on board the Edward Rutledge, attached to an Amphibious Force in the Invasion of North Africa in November, 1942, his ship was torpedoed and sunk. Chaplain Donnelly came to the 49th Battalion in January, 1943.



In a more serious pose we see him doing the work he always managed to do so well—giving good sound advice to any and all who sought his counsel.



Chaplain Donnelly was always ready to "share a ride" with the men, and here we see him with quite a jeep-full, putting that theory into practice.

# MEDICAL DEPARTMENT



Lieut. CARLTON E. WITTENBERG (MC) USNR

## Lieut. CARLTON E. WITTENBERG

**Born:** Woodstock, Illinois.

**Home and Official Residence:** 388 Lincoln Ave., Woodstock, Illinois.

**Education:** B.S. Degree at Beloit College, Beloit, Wisconsin, in 1928 and received his M.D. at the University of Illinois College of Medicine. Has had seven years of surgical practice.

**Naval Experience:** Enlisted in the Navy on December 16, 1941 and was commissioned on February 25, 1942. His active duty began on May 11, 1942, when he was assigned to the Naval Training Station at Norfolk, Va. From there he was transferred on June 18 to the Receiving Station at Norfolk and then to Camp Allen on September 16, 1943, from where he was transferred to the 49th Battalion.

## Lieut. SALVATORE SCELZO

**Born:** Boston, Mass.

**Home and Official Residence:** 207 Fellsway West, Medford, Mass.

**Education:** Graduated in 1928 from Boston College with a Ph.B. Degree. Received his M.D. from the Boston University School of Medicine in 1932, and then served his Surgical Internship at the Boston City Hospital from 1932 to 1934. In 1935 he was Resident Surgeon at the East Boston Relief Station, following which he practiced surgery in the vicinity of Boston for eight years, until the day of his enlistment in the Navy on June 1, 1942.

**Naval Experience:** Was commissioned in the Medical Corps on June 1, 1942 and was on active duty at the Boston Navy Yard until being assigned to the 49th Construction Battalion.

Lieut. Scelzo is a member of the Massachusetts Medical Society and a Junior Member of the American College of Surgeons.



Lieut. SALVATORE SCELZO (MC) USNR



Dr. Scelso giving a tetanus shot to one of the men in Company "B", while the rest of the men stand behind, awaiting their turn.

Sick bay—not merely a first-aid station but in reality a modern, well-equipped hospital—served the medical needs of the Battalion.



"All men in Company B will report to sick bay for shots tonight"—and you can be sure there will be a lot of sore arms tomorrow. They only come once a year though, Mate.

Hospital Corpsmen and Strikers. Back row, left to right: Theodore H. Yates HA1c, Roy Wolfgang HA1c, Richard J. Coughlin HA2c, Frederick J. Breihof BM2c. Front row, left to right: Ellis G. Burleson PHM3c, Charles H. Robinson PhM1c, Lucian C. Gangi CM3c, Ray Harbolt CPhM, John J. Skrzynecki HA1c, James D. Cottle PHM3c, Michael J. Zidiak Slc.





A fearful-looking gadget but an extremely useful one as well. X-ray technician Theodore Yates prepares to see what the inside of a Seabee looks like.

Charles Robinson, PhM1c, checks the supplies in the well-equipped operating room.



Surgical ward of 49th Construction Battalion Sick Bay, with Roy Wolfgang, HA1c, and striker Mike Zidiak on duty.

Never without a cheerful word and a ready smile, Doctor Wittenberg won the friendship and gratitude of every man. John J. Tracy is his patient at the moment.





Lieut. MAX DE LA RUA (DC) USNR  
Dental Officer

### Lieut. MAX DE LA RUA

**Born:** Pensacola, Florida.

**Home and Official Residence:** 1720 E. Belmont St., Pensacola, Florida.

**Education:** Graduated from Pensacola High School and then from the University of Florida, following which he attended the Atlanta Southern Dental College. Had his own private practice of Dentistry for six years before reporting for active Naval duty.

**Naval Experience:** Was commissioned Lieut. (j.g.) in the Dental Corps on February 14, 1940, and on June 15, 1942, reported for active duty at the Pensacola Naval Training Center, and served there for four months. He then reported to Camp Allen, Norfolk, Va., for Construction Battalion duty and was assigned to the 49th Battalion.



It was in this common-place structure that the men of the 49th took their toothache problems to our jovial Dental Officer.



Even a Seabee shudders at the word "dentist," but they found that having a tooth pulled could actually be a painless operation at the expert hands of Doctor Max de la Rua.



Lieut. (j.g.) RICHARD B. HOOPER (SC) USNR  
Disbursing Officer

Lieut. (j.g.) RICHARD B. HOOPER

**Born:** Puyallup, Washington.

**Home and Official Residence:** 2690 Magnolia Boulevard, Seattle, Washington.

**Education:** Graduated from High School in Seattle and from there went to Stanford University, Palo Alto, California, receiving his A.B. Degree in 1937. In 1940 he received his LL.B. at Harvard Law School.

**Civilian Experience:** Was a member of the Washington State Bar Association and admitted to Practice in Federal Courts and U. S. Tax Court. Engaged in general practice of Law with the firm of Peyser and Bailey of Seattle in 1940 and 1941, and then became associated with the firm of Jones and Bronson, Corporation and Tax Attorneys, also of Seattle, in 1941 and 1942.

**Naval Experience:** Reported for active duty on May 10, 1942, and was assigned as assistant to Supply Officer at the Puget Sound Navy Yard until June, 1942. Attended Navy Supply Corps School at Harvard University from July to September, 1942. Was assigned to the 45th Construction Battalion during September and October, 1942, and was transferred to the 49th Construction Battalion in October, 1942.



DISBURSING OFFICE

Standing, left to right: Ernest O. Dandurand SK2c, Calub B. Fulk SK2c, Richard B. Hooper Lieut. (j.g.) (SC) USNR, William S. McCurdy CSK, Donald B. Taylor SK1c.  
Kneeling, left to right: Borneo Stoker, SK1c, Victor E. Hawkins SK2c, Russell E. Lewis SK2c, Evan R. Jones SK3c.





Ensign JOSEPH F. SZALAY (CEC) USNR  
Personnel Officer

Ensign JOSEPH F. SZALAY

Born: Cleveland, Ohio.  
 Home and Official Residence: 4600 Bader Ave., Cleveland, Ohio.  
 Education: Graduated from high school in 1933 and received a B.S. Degree in Civil Engineering from Fenn College in 1939.  
 Civilian Experience: Worked as a Patent Draftsman for one and one-half years, following which he was Junior Engineer and Engineer for the H. K. Ferguson Company, working on concrete and steel design and detailing for industrial buildings.  
 Naval Experience: Active duty started on December 2, 1942, and was assigned to the 49th Construction Battalion on December 18, 1942.

Ensign Szalay is married and his wife is at present living at the Cleveland address.



PERSONNEL OFFICE

Front row, left to right: Paul J. Liebman Y1c, Perry E. Weant Y1c, John C. Kemper, Y2c, James M. Sutherland Y1c.  
 Back row, left to right: Frank B. Pond CY, David C. Munford Y1c, Wilton A. Leopard Y2c, Joseph F. Szalay Ensign (CEC) USNR, Eugene F. Kitzman Y2c, James M. Wemhaner Y2c, Alden H. Hobbs CY.

# SUPPLY DEPARTMENT



Ensign HENRY M. FRECHETTE (SC) USNR  
Supply Officer

## Ensign HENRY M. FRECHETTE

- Born:** Marlboro, New Hampshire.
- Home and Official Residence:** Keene, New Hampshire.
- Education:** Graduated from Keene High School in 1937 and received his B.A. at Dartmouth College in 1941.
- Civilian Experience:** Was Training Supervisor, Cuyahoga Works, of the American Steel and Wire Company at Cleveland, Ohio, until entering the Navy in February, 1943.
- Naval Experience:** Apprentice seaman from February 3 to March 24, 1943, when he received his Commission. Served as Assistant to Disbursing Officer at N.T.S., Newport, R. I. until June 14, when he reported for instruction at the Navy Supply Corps School. Upon completing his course there in October, 1943, he reported immediately to the 49th Construction Battalion.

## Lieut. (j.g.) JAMES B. SCROGGS

- Born:** Hermiston, Oregon.
- Home and Official Residence:** Seattle, Washington.
- Education:** Graduated from the University of Washington with a B.A. Degree in 1941.
- Civilian Experience:** Prior to commissioning in the Navy, was manager of the Methods Division of the Mail Order Department of Sears, Roebuck and Company in Seattle, Washington.
- Naval Experience:** After receiving his commission in the Navy, was assigned to the Navy Supply Corps School, Harvard Graduate School of Business, Boston, Mass. Upon completion of his studies, was assigned to the 49th Construction Battalion.

Lieut. (j.g.) Scroggs is married and his wife is now living in Vancouver, Washington.



Lieut. (j.g.) JAMES B. SCROGGS (SC) USNR  
Supply Officer



One of the many problems confronting the Supply Department being threshed out by Lieut. (j.g.) Scroggs and Chief Storekeeper O'Connor in the Supply Office.



The men who kept our Supply Warehouse functioning. Front row, left to right: C. K. Lammers CM2c, G. H. Gellersen SK3c, J. L. Barksdale CM2c. Standing, left to right: W. W. Burgess SK2c, J. A. O'Connor CSK, J. B. Scroggs Lieut. (j.g.) (SC) USNR, and R. Tipton SK2c.



Scenes such as this were commonplace in the Tool Room. Here we have Robert Tipton, SK3c, getting out one of the heavy-duty jacks.



Chief O'Connor watches as George Gellersen and James Barksdale hoist one of the many heavy cases in the Supply Warehouse. It is being guided into its proper place by Robert Tipton.



Ensign Henry M. Frechette at his desk in the Commissary Office. It was at this desk that Mr. Frechette handled the problem of feeding the many hungry men of the Battalion. A ticklish, and a thankless job.

Here we have a bird's-eye view of the chow line. Men filed down this line three times daily to have their trays heaped full with that good old Navy chow.



Typical scene in the bake shop. In this one, we see cookies being withdrawn from the oven.

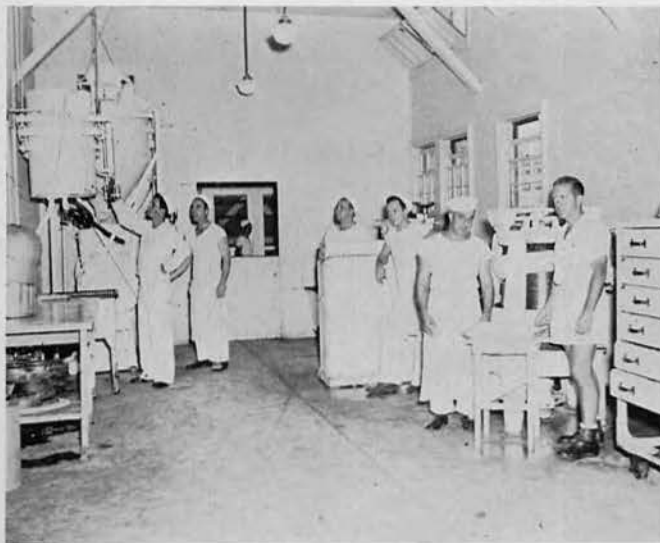
Food in the process of being prepared to feed a battalion of hungry Seabees.





Under the able leadership of Chief Connors, the Battalion cooks are shown preparing the next meal for our boys.

Scene in the Butcher Shop as the chickens are made ready for Sunday dinner.



Part of the complete Commissary set-up was the up-to-date bake shop shown here.

Officers, too, must eat and here we see their food being prepared in the B. O. Q. galley.



# SHIP'S SERVICE



Ensign Robb, Ship's Service Officer for the Battalion, here checks over an invoice on a new shipment of supplies for the store.



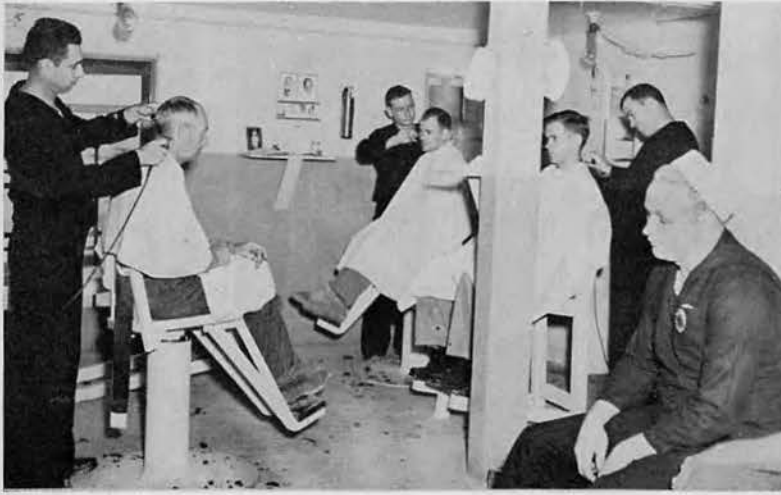
Exterior view of the Seabee Recreation Building which houses the Chaplain's Office, Ship's Service Store, Cobbler Shop, Pool Hall, Education Office, Canteen, Barber Shop, Gymnasium, Photo Studio and Chief Petty Officers' Mess.



C. A. Foster, SF2c, rings up a sale in the Ship's Service Store. The store was a very popular place and needed no advertising to attract customers.



Something unusual in the line of photographs—a picture of a picture being made. Walter Hamilton, PhoM2c, is shown here taking a photograph of Ivor Walcott, CM3c, in the Ship's Service Photo Studio.



One shilling was the price of a haircut in the Barber Shop.

The sharp coral rock of the island caused rapid wearing of shoe soles, but these men of the Cobbler Shop were able to cope with the problem and thousands of pairs of shoes were again made wearable through their efforts.



Men must be correctly uniformed at all times, and here are the tailors at work seeing that the proper standard of attire is maintained.

One of the biggest single headaches in the life of a sailor was solved for us by this group of men in the laundry, shown here doing the washing and ironing so dearly beloved by all Navy men.

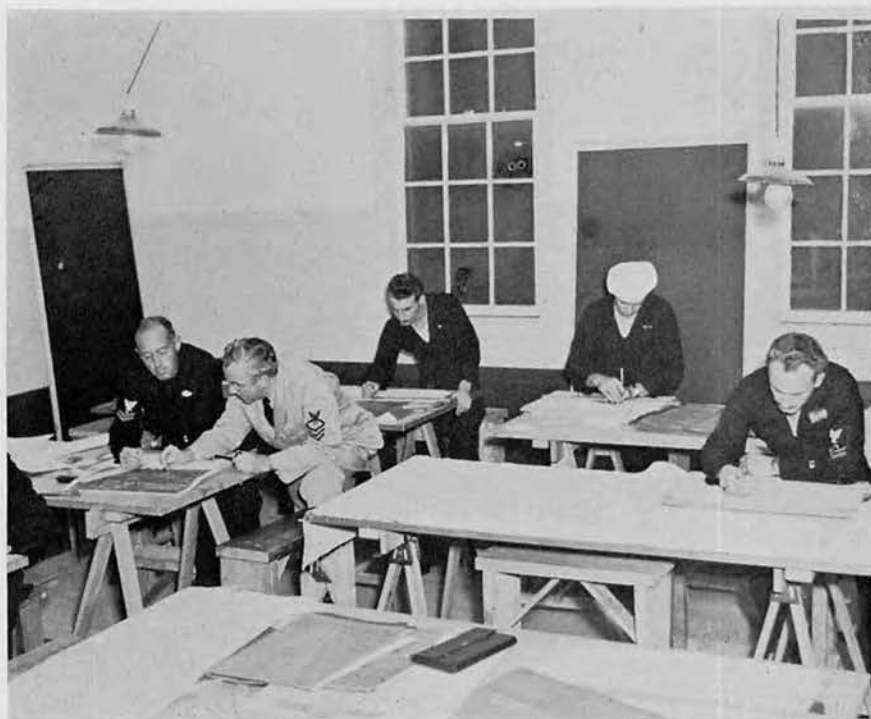


# EDUCATION OFFICE



Ensign Szalay, Education Officer, and Walter Le Baron, CM2c, examine a new text book. Through the efforts of these two men, the Battalion personnel was offered a large variety of practical class-room and correspondence courses ranging from courses usually given in high school to those given in college and university work. The most popular classes were those in mathematics, drafting, and blueprint reading although other classes attracted many students. Class-room work was supplemented by educational and training movies which were presented regularly during our stay in Bermuda.

Chief Kendall, a talented architect, explains a problem to one student while other men of the Battalion are at work on their current drafting assignment. Many men took advantage of the opportunity to further their education and to prepare themselves for advancement in rating.





things that we talk most about are the worst features. Take that mess hall for instance—that was a beautiful set-up! There were a dozen Quonset huts, galley, storehouse, butcher shop, scullery, and several eating halls. The last-named were so cold that eating with your pea coats buttoned up tightly was not only advisable, it was necessary! At meal times, lines of freezing men extended



all over the area; there was the line for trays; then another line for food during which time any water that was on the trays froze solid; with meals on the tray we rushed for an eating hut and wolfed our food to keep it from freezing then stood in line to scrape and pile our trays. Ah, that ice cold gravy!

Military training continued, with the accent on drilling. We thanked our lucky stars that the weather was too bad to permit more of this.

Like a gift from the Gods came leave—nine full days instead of the five we had expected! If this was war, then heaven could wait!

Back to camp on January 29, and for days we wandered around in a rosy fog of dreams about the freedom that had been ours. Now came the first great "Scuttlebutt Barrage." We were going to Africa, the South Seas, South America, Alaska. The name Bermuda was heard more and more frequently—"somebody knows somebody who saw our supplies being labeled." By departure day most of us were fairly certain that Bermuda was to be our destiny—our Island X!

The train trip to New York was like a kid's field day but we all sobered up when we boarded the ship and saw our accommodations. We were jammed in like sardines in the dimly lit holds. We sailed on February 25 in a fresh northeast breeze and while still within sight of Sandy Hook, seasickness took its toll. The next two days are better forgotten. To put it mildly, they were unpleasant.

#### BEAUTIFUL ISLE OF BERMUDA!

Bermuda is a lovely spot. One's first and strongest impression is of color, the blue sea, the green cedars, the white and pink of the houses. As we sailed up the narrow channel which parallels the coast, even the sickest Seabees regained an interest in life. It was late afternoon when we landed from our ship in the harbor and we made a properly impressive sight as we marched up the causeway with our rifles and full packs. Our barracks were stamped "O.K." by the boys on sight and we have had no reason to change our opinion. They were, for the most part, two-story, frame buildings in the form of a squared "U," the sleeping accommodations forming the sides while the heads occupied the far ends. The men had comfortable double-decker bunks while the chiefs doubled up in small rooms at the end of the barracks. The mess hall was, to us, a fine restaurant. There was real china and we could sit and smoke at the tables after eating! The food was by far the best we had had.

On hand to welcome us were the men of the 31st who preceded us by three months. From the night we arrived until they left, the 31st, composed mostly of boys from the South Central states, were our friends. The two battalions worked side by side with no friction other than friendly ribbing, and nobody was ever heard to say that they weren't good workers.

Our arrival found the base well on its way to completion. A private contracting company had been working for two years and had most of the buildings finished. That doesn't mean, however, that there wasn't plenty for us to do. As a starter, we were told to finish off the igloos (ammunition storehouses) and some of us were stuck there for months, building forms, pouring concrete, etc. Gradually, though, most of us found our trades and it was incredible to discover the number of different skills that we had in our midst. From watch repairing to bulldozer nursing, and from ditch digging to roofing, there was always a skilled group on hand to do a perfect job. On the whole, our jobs were done quickly and well—most of them were hard and some of them were unbelievably intricate. Situations were met as they arose and when the tools and materials were not available, we improvised. Thus, in building a dock, when no forms were available for pouring concrete piers, empty oil drums were cut in half and fitted



with welded lugs so they could be bolted together for the pour, then easily stripped from the One of our major developments, for the gunnery school, a machine which simulates the loading and ejecting mechanism of a big gun. It is used for training gun crews and was built from a choice collection of scrap and an old electric motor.

At all times on the base, the ships afloat held a number one priority and

work on them was our own most valuable contribution to the actual war effort. Some day the whole story of this work may be told including the jobs that we did for the African invasion fleet. It must suffice for now to say that our contribution was important.

#### THE LIGHTER SIDE

We did a lot of work in Bermuda but it wasn't all work. Especially during the first half of our stay, we had a fair amount of liberty, and an eight-hour day left us some time to ourselves. Bermuda has always been a playground and we made the most of it. We had teams in every sport; swimming was a number one attraction, and the fishing was excellent. The U.S.O. has done a splendid job on the island and its English equivalents also went "all out" for the boys. There were a dozen recreational rooms; dances and outings were frequent, and we had some splendid shows from the States. We found, too, that we had talent in our midst and the band that got started in Davisville improved amazingly. Half a dozen "hillbilly" groups were started at various times and what they lacked in ability they made up for in spirits. Our "home talent" shows may have been "corny" but they were fun!

Eventually we got our own recreation hall started where, between certain hours, by appearing in correct dress, and by fighting one's way into line and waiting patiently for a couple of hours, one could get a beer. Here too, we had pool tables, a juke box, and even pin-ball machines.

A word should be said about hobbies. The natives have for years been making tourist souvenirs out of the beautiful Bermuda cedar but our boys really opened their eyes. Our company tool rooms became hobby shops after hours and the output of boxes, lamps, picture frames, ashtrays, and book-ends was enormous. Metalwork and weaving were also very popular.

#### YOUR LEFT, TWO, THREE, FOUR—

While it was true that we are primarily a construction outfit, we were not allowed to forget that we were also a military organization. Saturday mornings we dropped our tools and shouldered our guns for a march down to the seaplane hangars. There we drilled for several hours, usually winding up with a Battalion review past the Commander. After chow we hustled back to the barracks to stuff our week's accumulation of junk under the mattress in preparation for inspection. We attended anti-aircraft gunnery school for a week and finally "got to" shoot the rifles we had been carrying for months. The base had a couple of alerts and we participated. No one got shot!

#### OUR OFFICERS

We have been fortunate in our officers—they are good men. From Commander to C.P.O.'s, most of them are very popular. It is natural for us to blame our superiors for everything that goes wrong and we have "beefed" plenty on occasions. This "beefing" is our time-honored and most jealously guarded privilege, but it has been evenly spread and of short duration. The officers who have left our Battalion for new assignments have been unanimously missed. If it could be put to a vote, it is doubtful if the boys would want to change a man. Some we like better than others, but the whole effect is a very good one and we realize that we are well led.

#### WE FACE THE FUTURE

We have been together now for more than a year. We've had good times and bad times, and the bad have done more to bring us together than the good. We are a closely knit military family, knowing our good points and aware of our faults. We face the future confident that we can and will do whatever job is assigned to us. We are a very happy ship for which we are deeply grateful.



# HEADQUARTERS COMPANY





Ensign VERNER A. WIKSTROM, (CEC) USNR

Company Commander

Born: Seattle, Washington.

Home and Official Residence: 2327 11th Avenue North, Seattle, Washington.

Education: Graduated from Broadway High School in Seattle, Washington, and then went to the University of Washington from where he was graduated with a B.S. Degree in Civil Engineering.

Civilian Experience: Since graduation from college, has worked as structural engineer and designer for the State of Washington and for various consulting engineers.

Naval Experience: Has been with the 49th Construction Battalion since it was first formed at Camp Allen.



Warrant Carpenter WILLIAM C. AMES, (CEC) USNR

Born: Fairview, Wyoming.

Home and Official Residence: Susanville, California.

Education: Elementary education and home study equivalent to three years of college (Structural Engineering).

Civilian Experience: General construction, including several years as independent general contractor in Northern California and Southern Oregon. Was Field Representative of California State Auto Association for fourteen years, the past five of which were as District Manager in the Susanville, California, district.

Naval Experience: Enlisted in the Navy in 1915 and was discharged in May 1919, holding the rate of Chief Carpenter's Mate. During this enlistment he had duty in England, France, and the Asiatic area. Received his commission in 1942 and was assigned to the 49th Battalion at Camp Allen.



Warrant Carpenter FRANK W. JONES

Born: New Iberia, La.

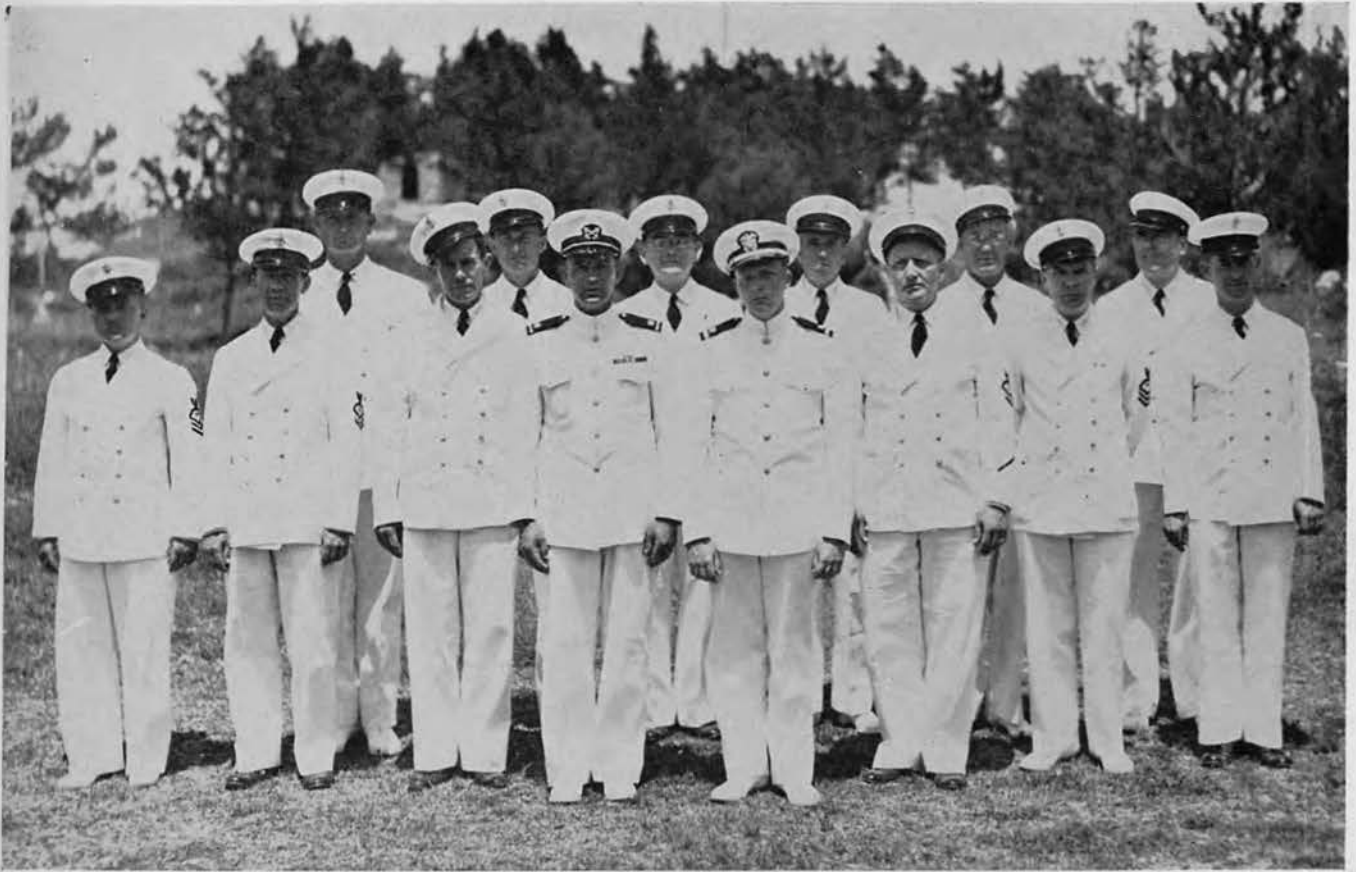
Home and Official Residence: 1839 Hazel Street, Beaumont, Texas.

Education: Courses in branches of Electrical Engineering at the University of Texas, Texas A. & M., and Lamar.

Civilian Experience: For the past fifteen years has been associated with the Personnel Department of the Gulf States Utilities Company and immediately entering the Service held the position of Electrical Distribution Planning Engineer.

Naval Experience: Served for four years as an Electrician's Mate in the Destroyer Service. Came to the 49th Battalion by means of a transfer from the 31st Battalion.

Mr. Jones is married and his wife is now living at the Beaumont, Texas, address.



#### HEADQUARTERS COMPANY CHIEFS

Back row, left to right: O. H. Sargent, CBM; R. D. Munson, CCM; Harley E. Eaton, CMM; R. J. Fisher, CCM; H. L. Tirk, CBM; J. A. O'Connor, CSK.

Front row, left to right: T. C. Trounson, CCM; A. H. Hobbs, CY; H. V. Welch, CEM; Warrant Officer W. C. Ames; Ensign V. A. Wikstrom; W. S. McCurdy, CSK; H. I. Bosworth, CCM; F. B. Bond, CY.

Not included in the photograph are the following: R. W. Connors, CCSD; Louis Serra, CCSD; S. E. Viedt, CBM; Ray Harbolt, CPhM; D. B. Taylor, CSK.





### HEADQUARTERS COMPANY

Headquarters Company was charged with some of the most important jobs of all, and handled each in an admirable manner.

The ceaseless job of feeding and providing for the whole Battalion was the leading work of the men of the Company under the direction of the various staff officers. The supply department, commissary, sick bay, and administrative offices were staffed with Headquarters men, as were many other jobs and projects.

In addition to these duties, the company found time to do their share of construction and maintenance work, and are to be commended for their fine work all the way through.

# COMPANY

“A”





Lieutenant DANIEL J. KEATING, Jr., (CEC) USNR  
Company Commander



Lieutenant THEODORE S. WINTERHALTER, (CEC) USNR



Ensign  
SHELDON W. WINKLER  
(CEC) USNR



Warrant Carpenter  
JOHN H. THOMAS  
(CEC) USNR



Warrant Carpenter  
ANDREW F. KEY  
(CEC) USNR



Lieutenant DANIEL J. KEATING, Jr.

Born: Philadelphia, Pa.  
Home and Official Residence: 6440 Overbrook Ave., Philadelphia, Pa.  
Education: Received his B.S. Degree in Mechanical Engineering at Villanova College.  
Civilian Experience: Worked for Daniel J. Keating Company, a plumbing and heating contracting firm, since his graduation from college. Mr. Keating held the position of Secretary-Treasurer of this company.  
Naval Experience: Started Naval experience as an Ensign in the Naval Intelligence, making security surveys of industrial plants in the 4th Naval District. Was Executive Officer on board a Coastal Mine Sweeper before joining the Seabees in October, 1942. Became Commander of Company "A" of the 49th Construction Battalion in October, 1943.

Lieutenant THEODORE S. WINTERHALTER

Home and Official Residence: Elizabeth, New Jersey.  
Civilian Experience: Since 1920 has been employed by the Public Service Electric and Gas Company of New Jersey on engineering and construction of underground electric lines. Started as cadet engineer and passed through grades of engineering assistant, assistant engineer, and engineer. For a number of years has been in direct charge of the engineering work and second in command of the construction.  
Naval Experience: Served with the U. S. Army in the last war. Commissioned as Lieutenant in the Naval Reserve and assigned to the 49th Battalion at Camp Allen, Virginia.

Ensign SHELDON W. WINKLER

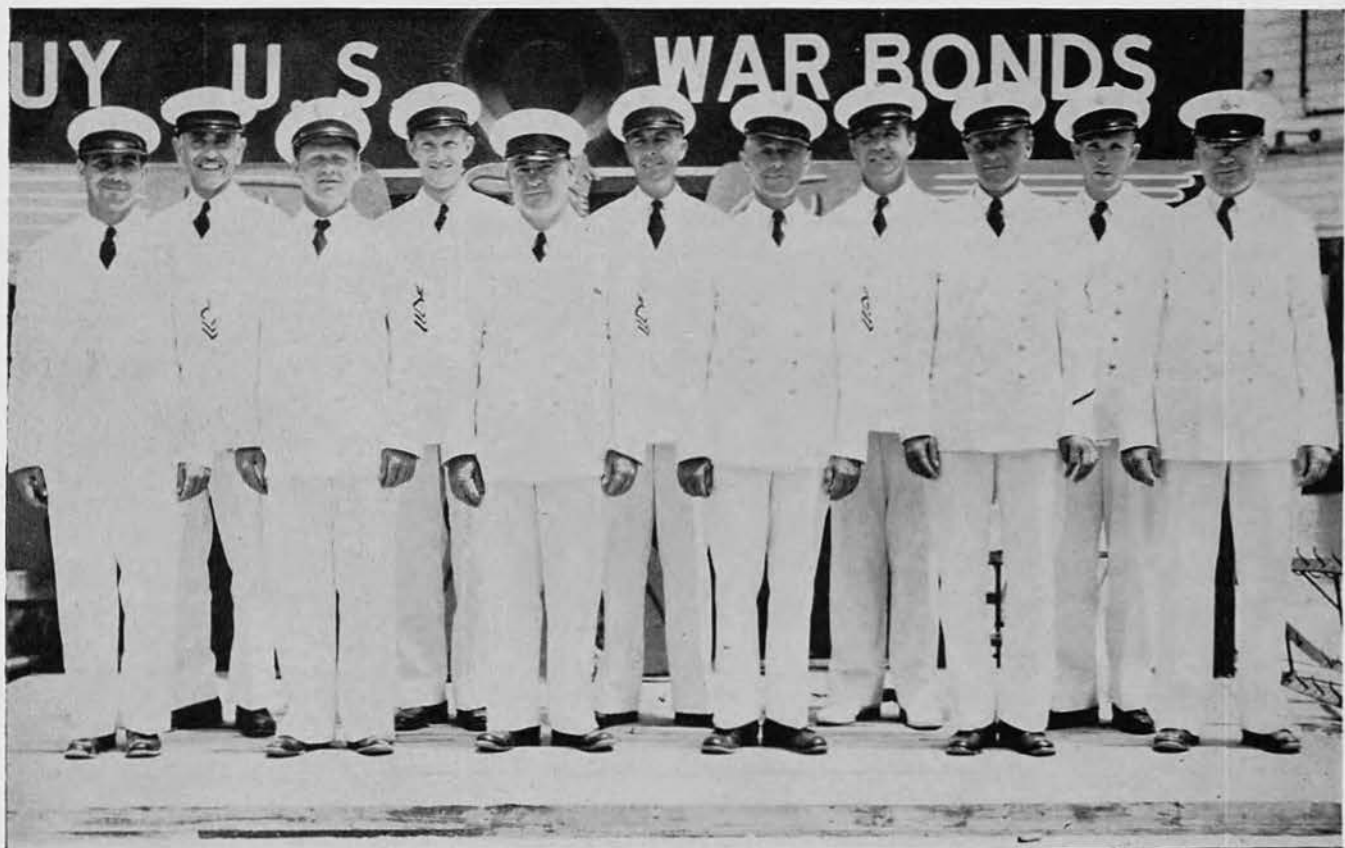
Born: Richfield, Utah.  
Home and Official Residence: Ogden, Utah.  
Education: Received his B.S. Degree at the University of California and studied law for two years at George Washington University.  
Civilian Experience: Worked as Engineer for the United States Forest Service in Utah, Idaho, and Wyoming for three years and then for the Federal Power Commission in Washington, D. C., for two years. Before commissioning in the Navy, was with the United States Engineering Department in British Guiana for one and one-half years.  
Naval Experience: Has been with the 49th Battalion since its origin at Camp Allen.

Warrant Carpenter JOHN H. THOMAS

Born: Maesteg, South Wales, Great Britain.  
Home and Official Residence: R.D. No. 1 Doylestown, Ohio.  
Education: High School in Wales and then a course in Structural Engineering at Penn State College.  
Civilian Experience: Worked for Babcock and Wilcox Boiler Company as estimator, erector, and draftsman. Was Superintendent in charge of hull construction for Froemming Brothers Shipbuilding Company of Milwaukee, Wisconsin.  
Naval Experience: Enlisted in the United States Navy on May 10, 1943, and did his boot training at Camp Peary, Virginia, before coming to the 49th Battalion.  
Mr. Thomas is married and his wife is now residing in Doylestown, Ohio.

Ensign A. FINLEY KEY

Home and Official Residence: Medicine Park, Oklahoma.  
Education: Attended Oklahoma A. & M. College.  
Civilian Experience: Was with the Oklahoma State Highway Commission from 1929 to 1942, progressing from rodman to Resident Engineer on various construction projects.  
Naval Experience: Came to the 49th Battalion at Camp Allen as Warrant Officer. Shortly after arriving in Bermuda, was promoted to Ensign.



"A" COMPANY CHIEFS

Left to right: W. L. Potts, CSF; J. A. Donaldson, CCM; G. A. Miller, CSF; R. S. Bryer, CCM; H. Neumann CCM; W. E. Southard, CCM; L. W. Smith, CEM; B. C. Daly, CEM; E. F. LaTourette, CEM; R. E. Miller, CCM; T. J. Thomson, CSF.

Not appearing in the photograph are the following: D. M. Platt, CCM; R. F. Tibbetts, CCM; C. F. Cramer, CMM; E. M. Clemenson, CBM; H. G. Buchan, CSF; M. J. Lucchini, CCM; R. D. Galbraith, CMM.



View of Company "A" Barracks from the road leading to the barracks area.



### COMPANY "A"

While there were but few work projects handled completely by Company "A", there were many which were supervised by the officers and handled mainly by the men of this company.

Company "A" was responsible for much of the harbor maintenance and ship repair work, particularly during the first part of our stay in Bermuda. Buoys and channel markers were installed and maintained, target rafts were kept in repair, and various harbor craft were under the direction of this company, notably the derrick barges and oil barge.

Company "A" did their share of construction work on the base and distinguished themselves in doing numerous difficult and important tasks in record-breaking time.

# COMPANY

“B”





Lieutenant ARVID A. ANDERSON, (CEC) USNR  
Company Commander



Lieut. (j.g.)  
RANDOLPH N. CRANE  
(CEC) USNR



Ensign  
LOUIS M. EULER  
(CEC) USNR



Warrant Carpenter  
WILLIAM T. TIMMINS  
(CEC) USNR



Warrant Carpenter  
JOHN H. MAILANDER  
(CEC) USNR

### Lieutenant ARVID A. ANDERSON

**Born:** Winburne, Pa.  
**Home and Official Residence:** Sunbury, Pa.  
**Education:** B.S. Degree in Electrical Engineering at Penn State.  
**Civilian Experience:** Has worked for nineteen years with Electric Utility Companies. He left a position as Division Commercial Manager in charge of sales of power, light, and merchandise in both gas and electric, with the Pennsylvania Power and Light Company, to join the Navy in November, 1942.  
**Naval Experience:** Was with the Infantry in 1918. In November, 1942, accepted Commission as Lieutenant with CEC-V(S) USNR. Received indoctrination at Camp Allen, Va. and was assigned to the 49th Battalion as Commander of Company "B". Correlated duties were Ordnance Officer, Range Officer, and member of Summary and General Courts Martial. Mr. Anderson is a member and Past Post Commander of the American Legion. Is also a member of the Chamber of Commerce, Rotary Club, Masonic Order, American Institute of Electrical Engineers, and the Susquehanna Electrical Engineering Society.

### Lieutenant (j.g.) RANDOLPH N. CRANE

**Born:** Danbury, Connecticut.  
**Home and Official Residence:** Yonkers, New York.  
**Education:** Attended Columbia University where he studied Civil Engineering, and Manhattan University where he studied Electric Design. Also studied electric systems at the Consolidated Edison School for two years.  
**Civilian Experience:** From 1925 to 1926 was employed as Engineer by the Virginia State Highway Commission, and then from 1927 to 1942 was with the Yonkers Electric Light and Power Company and Westchester Lighting Company as Field Construction Timekeeper, Construction Foreman, Valuation Engineer, and Engineer and Inspector.  
**Naval Experience:** Came to the 49th Battalion while in Bermuda, on a transfer from the 31st Battalion.

### Ensign LOUIS M. EULER

**Born:** Baltimore, Md.  
**Home and Official Residence:** 1916 N. Fulton Ave., Baltimore, Md.  
**Education:** Received Bachelor of Engineering Degree in Civil Engineering from Johns Hopkins University, Baltimore, Md.  
**Civilian Experience:** Sanitary Engineer for the Washington Suburban Sanitary Commission as Acting Division Engineer in charge of the Anacostia River Sewage Treatment Plant. Also worked at laying out pipe lines.  
**Naval Experience:** Was assigned to the 49th Battalion at Camp Allen directly following his commissioning in December, 1942.

### Warrant Carpenter WILLIAM T. TIMMINS

**Home and Official Residence:** Gettysburg, Pa.  
**Education:** Attended Philadelphia College of Pharmacy and the New York Stevedore School.  
**Civilian Experience:** Has had wide experience in general electrical construction as well as stevedoring. Worked on electrical installations on Navy Bofors 40mm. guns.  
**Naval Experience:** Enlisted in the U. S. Army in April, 1917 with the 14th U. S. Regular Cavalry. In August, 1918, was Commissioned and served in the 4th U. S. Regular Cavalry on the Mexican Border and in Mexico itself. Complete service in U. S. Regular Army, U. S. Officers' Reserve, and U. S. Navy totals over seventeen years. Enlisted in the Navy on April 15, 1943.

### Lieutenant (j.g.) JOHN H. MAILANDER

**Born:** Newport News, Virginia.  
**Home and Official Residence:** Arlington, Virginia.  
**Civilian Experience:** Worked on bilge suction piping and steam heating of ships for Newport News Shipbuilding and Dry Dock Co. In 1933, went to work for Noland Company, Inc., of Newport News, Virginia, at Branch House in Washington, D. C., as Power Piping Engineer. Constructed Power Piping Plant for this Company and is at present General Manager and Supervisor of same.  
**Naval Experience:** First tour of active duty was with the 49th Battalion as Warrant Officer. Shortly after coming to Bermuda was promoted to Lieut. (j.g.). Mr. Mailander is married and his wife and children are living at Arlington, Va.



COMPANY "B" CHIEFS

Back row, left to right: F. A. Moslander, CEM; B. Wooldridge, CCM; G. W. Winter, CCM; Ray Pearl, CCM; R. Sharples, CMM.

Front row, left to right: A. L. Fosie, CEM; J. J. Cone, CCM; W. B. McConaghy, CSF; F. C. Stouffer, CCM.

Not appearing in the photograph are the following: A. H. Mears, CCM; J. B. Davis, CSF; C. G. Dunn, CBM; E. G. Evans, CBM; T. P. Mulrane, CCM; W. H. G. Burke, CMM; H. W. Perry, CCM; R. D. Candelet, CCM.





### COMPANY "B"

From their first day in Bermuda, Company "B" has had men on virtually every project in progress and have many fine accomplishments to their credit.

Much of the electrical, radio, and refrigerating installations and maintenance were handled largely by this company, while other construction and repair jobs have kept them constantly busy. The recent installations at the anti-aircraft training school were also handled in the main part by Company "B" as well as were other important construction jobs.

Company "B" is most deserving of the fine reputation they established for themselves here.



# COMPANY

“C”





Lieutenant EVERETT H. BOURQUARD, (CEC) USNR  
Company Commander



Lieutenant Commander JOHN W. COOK, Jr., (CEC) USNR

Lieut. (i.g.)  
KARL W. BRITTAIN, Jr.  
(CEC) USNR



Warrant Carpenter  
TOM M. YOUNG  
(CEC) USNR



Lieut. (i.g.)  
WILLIAM R. KETURI  
(CEC) USNR

Warrant Carpenter  
CLIFFORD L. MUTCH  
(CEC) USNR



### Lieutenant EVERETT H. BOURQUARD

**Born:** Vicksburg, Mississippi.  
**Home and Official Residence:** Bel Air, Maryland.  
**Education:** B.S. Degree in Aero. Engineering from Mississippi State College. Did graduate work in Hydraulics and Soils Mechanics at Johns Hopkins University and State University of Iowa.  
**Civilian Experience:** Two and one-half years in general engineering of flood control projects with U. S. Engineers at Vicksburg, Miss., followed by two and one-half years of hydraulic design, drainage, and hydrology at Baltimore, Md., also with the U. S. Engineers.  
**Naval Experience:** From September, 1941, to May, 1942, was stationed at N.A.S., Palmyra Island, T.H., as Asst. ROinC. From May, 1942, to September, 1942, served as Asst. ROinC at N.A.S., Kaneohe Bay, T.H., from which assignment he was transferred to N.A.S., Pearl Harbor, where he served as Asst. P.W.O. until being assigned to the 49th Battalion in December, 1942.

### Lieutenant Commander JOHN W. COOK, Jr.

**Born:** Fulton, Missouri.  
**Home Address:** Alameda, California.  
**Official Address:** St. Louis, Missouri.  
**Education:** Attended Westminster College at Fulton, Missouri; Massachusetts Institute of Technology at Cambridge, Massachusetts; and University of Missouri, receiving a degree in Civil Engineering.  
**Civilian Experience:** Project Engineer for Missouri State Highway Department on grading, concrete, gravel and bituminous surfacings and bridge projects for eight years. City Engineer for Fulton, Missouri, in charge of public works, construction, maintenance, and operation for four years. Chief Designer and Field Engineer for Russell and Axon, Consulting Engineers, in St. Louis, Missouri, for two years.  
**Naval Experience:** Was commissioned in the Navy as Lieutenant (j.g.) in April, 1941, and was assigned to the office of the Resident Officer in Charge on Pacific Naval Air Station contracts. For the following twenty-two months he was in charge of the engineering and procurement department of this office. Came to the 49th Battalion at Camp Allen, and was promoted to Lieutenant Commander while in Bermuda, later being transferred to Camp Peary, Va., where he is now stationed. Lieut. Comdr. Cook is married and his wife and two sons, aged seven and twelve, are living in Alameda, California.

### Lieutenant (j.g.) KARL W. BRITTAIN, Jr.

**Born:** Atlanta, Georgia.  
**Home and Official Residence:** Savannah, Georgia.  
**Education:** B.S. Degree in Civil Engineering at Georgia Tech.  
**Civilian Experience:** Prior to entering Naval Service was Associate Civil Engineer for U. S. Engineer Department in Savannah, and since graduation in 1934 has been with consulting engineers and governmental agencies on structural and municipal works.  
**Naval Experience:** Commissioned in May, 1942, and was Base Maintenance Officer at Solomons Island, Maryland, until being assigned to the 49th Battalion in December, 1942. Lieut. (j.g.) Brittain is married, and his wife and two children are now living in Savannah.

### Warrant Carpenter TOM M. YOUNG

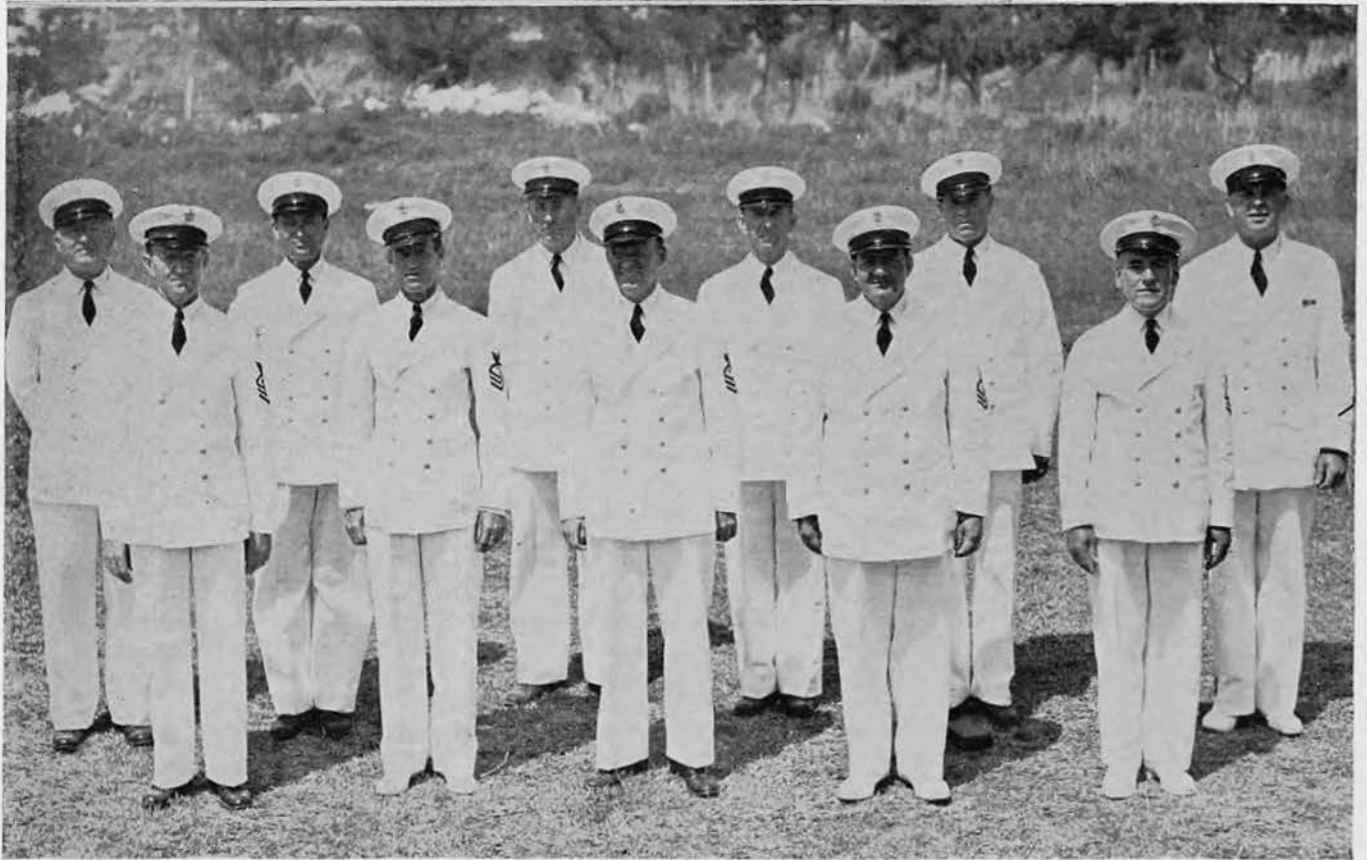
**Born:** Upton, Texas.  
**Home and Official Residence:** 1810 West Gramercy Place, San Antonio, Texas.  
**Education:** Graduated from Texas High School and attended the University of Texas for two years. Two years constructing golf courses; five years as production foreman in the Borger, Texas, oil field for the Gulf Oil Corporation; two years on highway construction in Southwest Texas with the H. B. Zachary Construction Company; one year with the New Mexico State Highway Department; seven years as Superintendent of CCC Camps in New Mexico and Utah for the U. S. Soil Conservation Service; one year as principal inspector of construction for the U. S. Engineers on the construction of an Army Ordnance Depot at Flagstaff, Arizona.  
**Naval Experience:** Started his tour of active duty on June 12, 1943, and spent several months training "boots" before being assigned to the 49th Battalion in October, 1943.

### Lieutenant (j.g.) WILLIAM R. KETURI

**Home and Official Residence:** Detroit, Michigan.  
**Education:** Graduated from Michigan State College in 1930 with degree in Civil Engineering.  
**Civilian Experience:** Was with the Michigan State Highway Department from 1930 to 1933. Was then successively, inspector, draftsman, and construction engineer on various construction projects in the State of Michigan. From 1939 to 1941 was bridge designer for the Michigan State Highway Department and from 1941 to 1942 was structural designer with Albert Kahn Associates, Detroit, Mich.  
**Naval Experience:** Was originally assigned to the 49th Construction Battalion at Camp Allen.

### Lieutenant (j.g.) CLIFFORD MUTCH

**Born:** Caldwell, Idaho.  
**Home and Official Residence:** Sausalito, California.  
**Education:** Graduated from Caldwell, Idaho, High School.  
**Civilian Experience:** After graduation he entered the U. S. Bureau of Reclamation in Caldwell, Idaho, where he worked in the Engineering Department as an Inspector for eighteen years. Has done Construction Engineer work in most of the Western States on various larger governmental projects, such as the Boulder Dam and Shasta Dam.  
**Naval Experience:** Entered the Navy in December, 1942, and was assigned to the 49th Battalion as Warrant Officer. Was promoted to Lieutenant (j.g.) a few months after coming to Bermuda. Mr. Mutch is married and his wife is now living in Sausalito, California.



COMPANY "C" CHIEFS

Left to right: G. V. Schaeffer, CSF; T. J. Murphy, CMM; C. A. Fratus, CCM; M. Moore, CCM; R. C. Foster, CBM; W. A. Kelso, CCM; J. F. Foye, CEM; N. J. Provanche, CSF; A. H. Nelson, CBM; E. T. Maine, CCM; R. B. Compton, CEM.

Not appearing on the photograph are the following: H. E. Eaton, CMM; D. Rhodes, CCM; C. H. Cough, CEM; H. L. Tirk, CBM; A. J. Di Frazio, CSF.





COMPANY "C"

Company "C" with justifiable pride designated itself as the "heavy construction" outfit of the 49th. They furnished their share of artificers to the shops and permanent details, but for the most part their men helped to build the structural and hydraulic projects under the supervision of the Company officers.

It is not likely that the men of the company whose contribution to these jobs was a stack of sweaty man-hours will forget them, and they will undoubtedly always remember such jobs as the igloos, boathouse, armory, engine test cell, evaporator plant, warehouse and water line projects. It was on jobs such as these that Company "C" established for themselves such an enviable record in being able to 'get the job done.'

# COMPANY

“D”





Lieutenant (j.g.) WALLACE J. HOSMER, (CEC) USNR  
Company Commander



Lieutenant HAROLD W. CLARK, (CEC) USNR

Lieut. (j.g.)  
EDWARD T. REGENHARDT  
(CEC) USNR



Ensign  
LESTER A. ROBB  
(CEC) USNR



Warrant Carpenter  
JOSEPH W. MATHEWS  
(CEC) USNR

Warrant Carpenter  
GRIFFITH J. WILLIAMS  
(CEC) USNR



### Lieutenant (j.g.) WALLACE J. HOSMER

Born: West Point, Mississippi.  
Home and Official Residence: West Point, Mississippi.  
Education: Graduate of Mississippi State College.  
Civilian Experience: Has followed heavy construction work since graduation from college. Worked for Allied Engineers, Inc., of Birmingham, Ala., the Mississippi State Highway Department, and the Tennessee Valley Authority.  
Naval Experience: Commissioned on November 16, 1942, and has been with the 49th Battalion ever since. Recently became "D" Company's new Commander.  
Lieut. (j.g.) Hosmer is married and his wife is now living in West Point, Mississippi.

### Lieutenant HAROLD W. CLARK (CEC) USNR

Born: Minneapolis, Minn.  
Home and Official Residence: Minneapolis, Minn.  
Education: Public school system in Minneapolis and then attended the University of Minnesota.  
Civilian Experience: Has been with the Minnesota State Department of Highways ever since 1914, with the exception of the period between 1918 and 1922, during which time he was with the U. S. Army in France and attending university.  
Naval Experience: Was commissioned in the Navy in November, 1942, and came to the 49th Battalion at Camp Allen.

### Lieutenant (j.g.) EDWARD T. REGENHARDT

Born: Cape Girardeau, Mo.  
Home and Official Residence: 224 N. Park, Cape Girardeau, Mo.  
Education: B.S. Degree in Civil Engineering from the Missouri School of Mines.  
Civilian Experience: Associated with the Regenhardt Construction Company for five years after graduation. Worked for the Illinois Highway Department, and at the time Commission was granted was employed by the U. S. Engineers on the construction of Ordnance Plants.  
Naval Experience: Went on active duty at Camp Peary on June 10, 1943, and was assigned to the 49th Battalion in Bermuda on September 15, 1943.

### Ensign LESTER A. ROBB

Born: Flagler, Colorado.  
Home and Official Residence: 5005 W. 33rd Ave., Denver, Colorado.  
Education: Graduated from Flagler High School and attended Colorado State for two years. Transferred to University of Colorado and graduated with a B.S. Degree in Civil Engineering.  
Civilian Experience: Employed in the Denver Office of the U. S. Bureau of Reclamation since graduation. Worked in the Canal Design Section and Transmission Lines Section. Also worked on the All-American Canal Project and the Shasta Dam Project.  
Naval Experience: Received Commission on October 8, 1942 and went on active duty on December 2, 1942, being assigned to the 49th Construction Battalion.  
Mr. Robb is married and has a young son nearing two years of age. His wife and son are living at the Denver, Colorado, address.

### Warrant Carpenter JOSEPH W. MATHEWS

Born: Philadelphia, Pa.  
Home and Official Residence: 711 S. 58th St., Philadelphia, Pa.  
Education: West Philadelphia and Perkiomen Prep.  
Civilian Experience: Nineteen years construction work with contractors, having specialized in buildings, roads, sea-walls, piers, and general maintenance work.  
Naval Experience: Assigned to the 49th Construction Battalion immediately following his active duty date.

### Warrant Carpenter GRIFFITH J. WILLIAMS

Born: Milwaukee, Wisconsin.  
Home and Official Residence: Milwaukee, Wisconsin.  
Education: Attended Lake Forest College for one year, taking a course in Liberal Arts.  
Civilian Experience: For the past twelve years has been part owner of Williams Brothers, a general contracting firm.  
Naval Experience: Enlisted in the Navy in May, 1943, and reported for active duty on June 15, 1943. His first assignment has been his present one, that of Warrant Officer with the 49th Battalion.  
Mr. Williams has been married for seven years and his wife is now living at 4421 N. Farewell Ave., Milwaukee, Wisconsin.





### COMPANY "D" CHIEFS

Back row, left to right: W. G. Weir, CCM; W. A. Houseman, CSF; J. Barworth, CCM; C. A. Ginhold, CCM; J. K. Peterson, CCM; J. J. Rohrbach, CBM; W. J. Kendall, CCM.

Front row: P. R. Melanson, CBM; E. A. Attison, CEM; J. J. Moynihan, CCM; N. F. Motlenski, CMM; R. C. Johnson, CCM.

Not appearing in the photograph are the following: W. W. White, CSF; J. J. Brown, CMM; E. J. Vandenberghe, CCM; W. C. Nelson, CCM.





### COMPANY "D"

Company "D" regarded themselves as the toughest company in the Battalion, and accordingly handled some of the hardest and roughest work there was to be found. There were few projects which did not have a goodly number of "D" men assigned to it. Many of them were assigned to heavy construction and operation of heavy equipment.

The rock crusher and concrete plant was manned almost entirely by "D" Company, as was the road building crew which built practically every foot of road on the base.

Company "D" may well be proud of their accomplishments during their stay in Bermuda.

## In Memoriam

While we take just pride in this review of the accomplishments of the 49th Construction Battalion, let us pause here for a moment to pay the highest tribute to our Shipmates who did not see the completion of our work. These men are our heroes, and their names will remain forever sacred in our memories. They have found their final resting place which is forever American-consecrated by their sweat and toil; by their blood and death.

"O God, we pray thee, the memories of our Shipmates, called to their reward—

ROEHRICH, CHRISTIAN JOHN, CCM, USNR

SURGOSH, AUGUSTUS FRED, SC3c, USNR

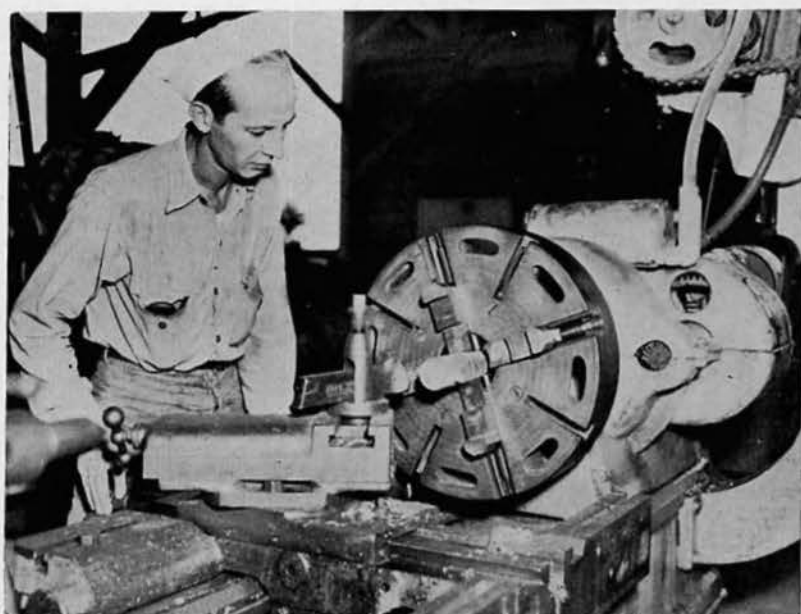
BANCHOFF, GEORGE WILLIAM, CM2c, USNR

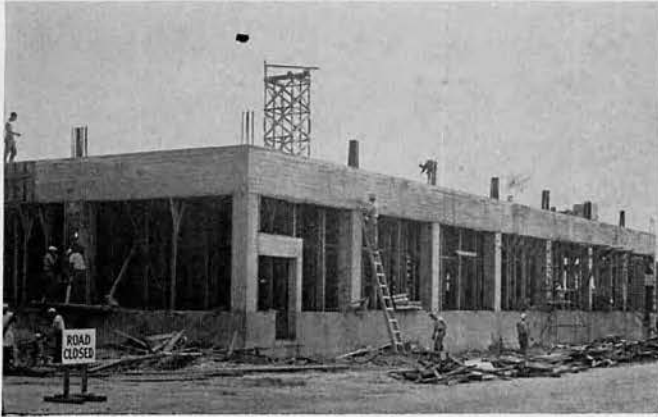
RICHARDSON, HARRISON CLAYTON, WT1c, USNR

COFFEY, MARTIN EDWARD, QM2c, USNR

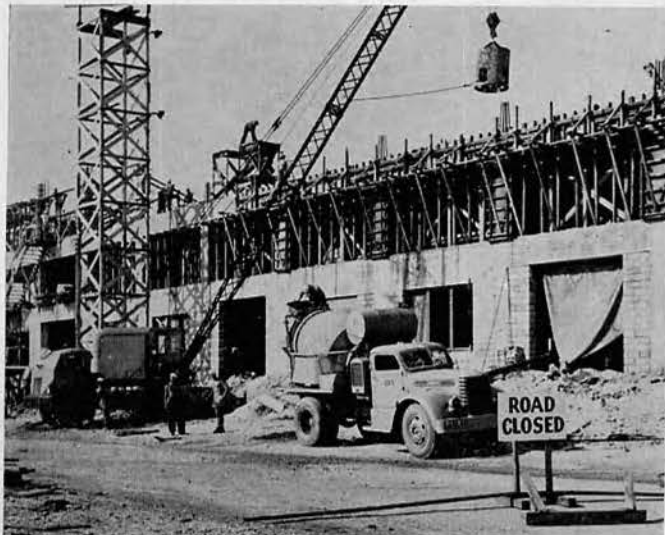
—may be ever sacred in our hearts; that the sacrifice which they have offered for our Country's cause may be acceptable in Thy sight, and that an entrance into Thine eternal peace may, by Thy pardoning grace, be open unto them, through Jesus Christ our Lord and Saviour. Amen."

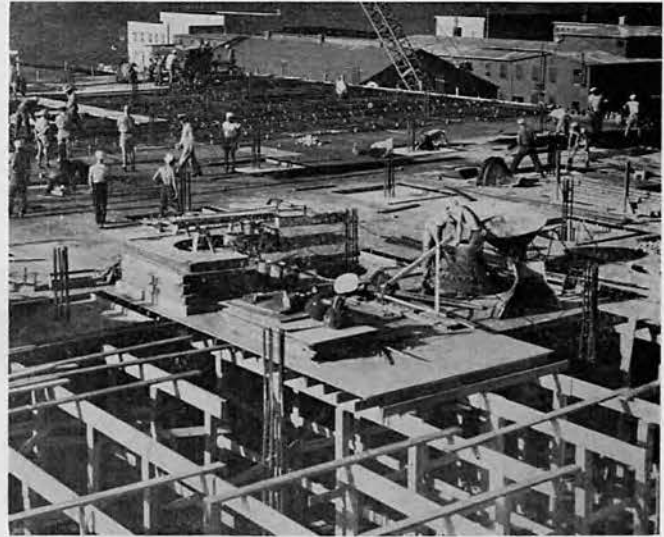
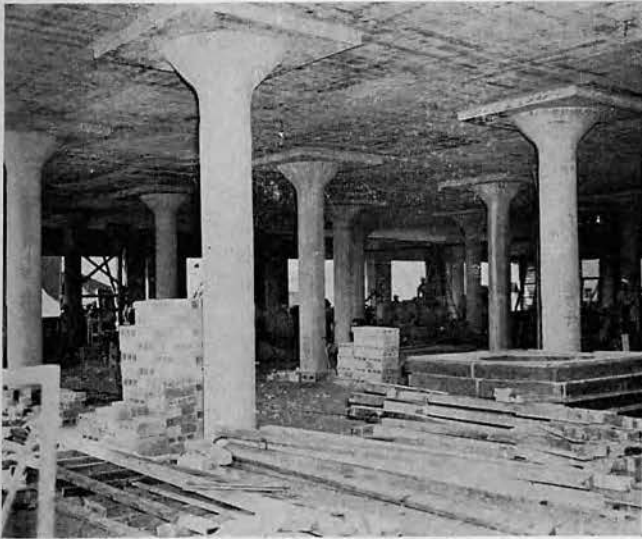
# ON THE JOB



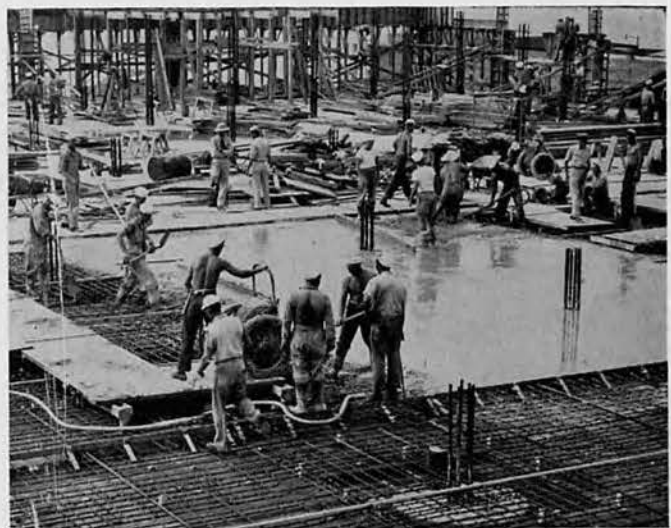
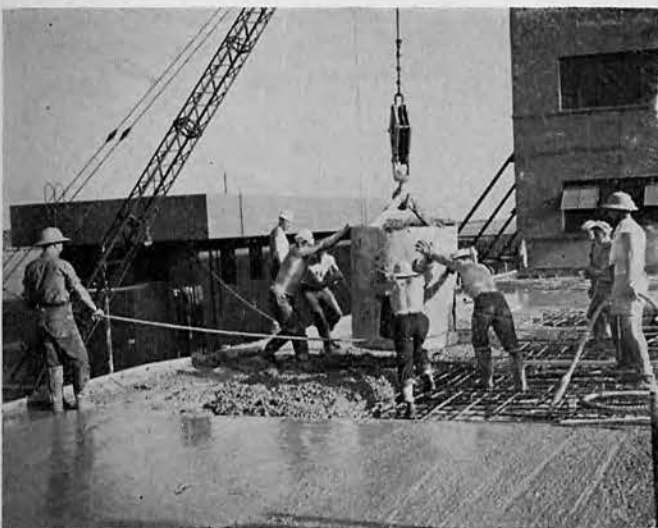


Building the N.A.S. warehouse was one of the battalion's biggest single projects and is probably the largest building of its type ever constructed by Seabees. These photos show the building in its early stages.





Determined to finish the building well ahead of schedule, the men worked both night and day for seven days each week. These scenes show the great quantities of forms, steel and concrete which went into the building.



All types of workers—carpenters, electricians, concrete finishers, plumbers, and many others—were drawn from each company in the battalion. Results of their work are shown here taking form as the building nears completion.



Far ahead of schedule, the building was finished and immediately put into service. A job well done!

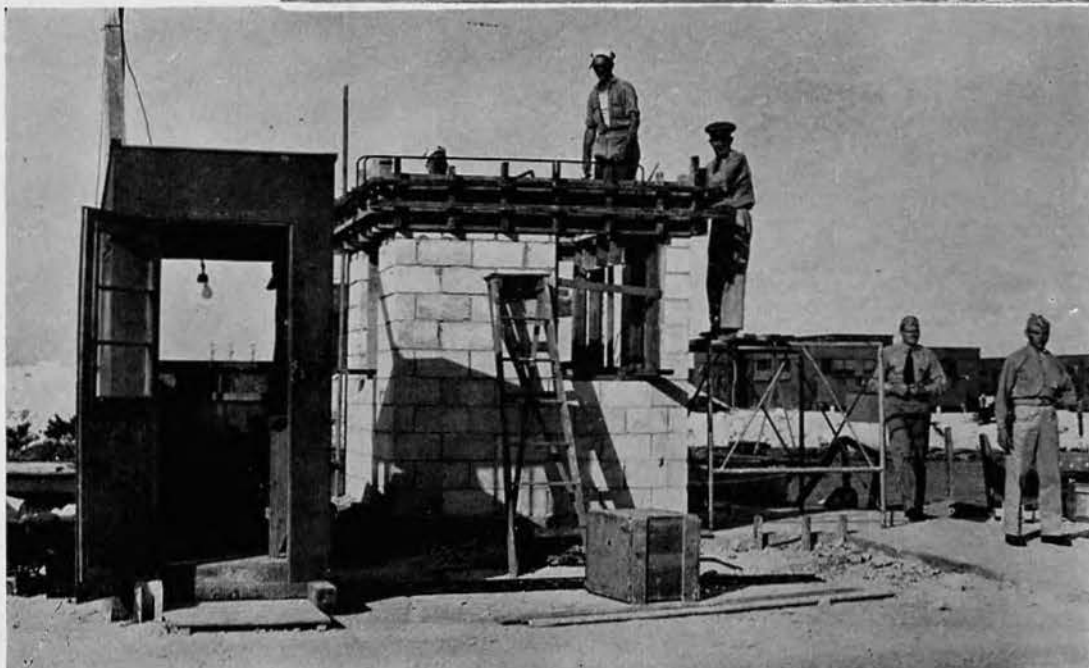






This old Bermuda residence which was in the Marine barracks area was used for a long time as the Marines' Post Exchange. It was decided, however, that a newer and more modern building was needed so the old place was torn down.

This new PX was built for the Marines by the 49th on the same site as the original PX.



This was probably the smallest building built by the 49th on the entire base, and for that reason we include it in our book. Shown working on this sentry box are M. Allen, CM2c, and Warrant Officer W. C. Ames.

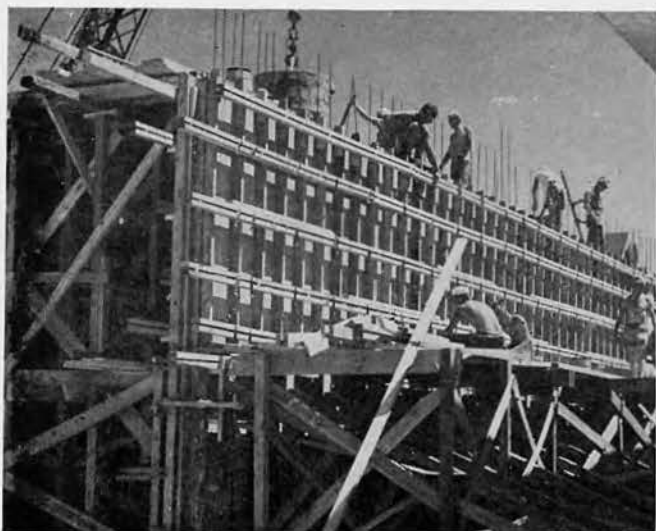


Battalion workers made quick work of these buildings, dismantling them and re-erecting them in short order. Virtually a small city had to be torn down and put up again in a new location.

A general view of a site which only a few hours previously had been the location of several buildings. Now they have been torn down and are awaiting the loading crew.



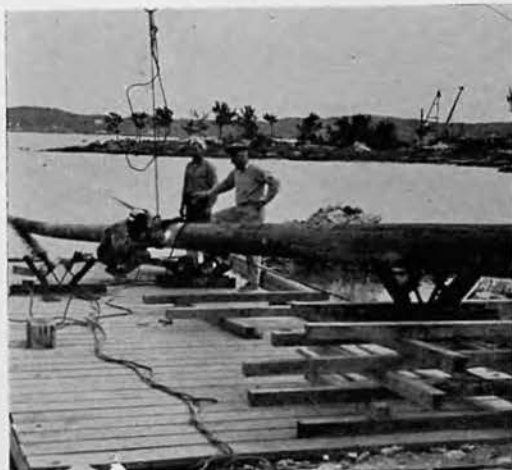
Windows, doors, walls, and all are loaded onto a truck and moved to a new location where they were again assembled into buildings.



The airplane engine test building was constructed so that powerful airplane engines could be tested right on the base without having to send them back to the States. This photo shows the wall forms nearly completed.



William W. Rhoads, Ptrlc, puts the finishing touches on control installations in the test cell.



Welding the evaporator plant intake line.



Chief Schaeffer checks a pump in the evaporator plant. The base depended a great deal upon this plant to supply fresh drinking water manufactured from sea water.



This complicated installation was put in by the 49th in the engine test cell and was used in the control and testing of engines.

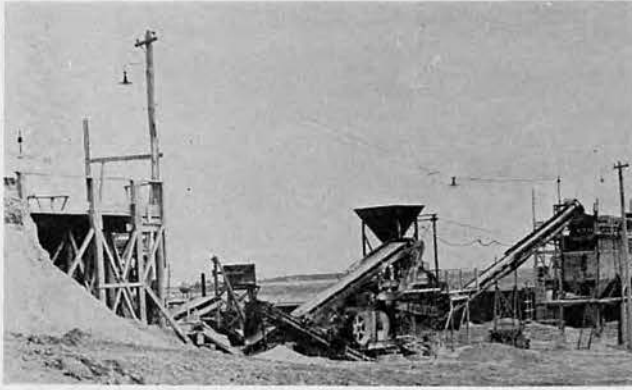


Great quantities of solid limestone rock had to be moved to make way for roads and buildings. The rock was crushed and processed and then used for making concrete and building roads.

An Athey wagon gets its load of rock as this hill is cut back in order to widen the main road from Gate No. 1.



Harold W. Calvin, MM1c, one of the 49th "cat skimmers," with his "Cat" and Athey wagon.



Many thousands of tons of rock were crushed and screened in this crusher plant for use in concrete, roads, walks, and fills. This crusher was operated in conjunction with the concrete plant which supplied all of the concrete used in the buildings and other structures on the base.

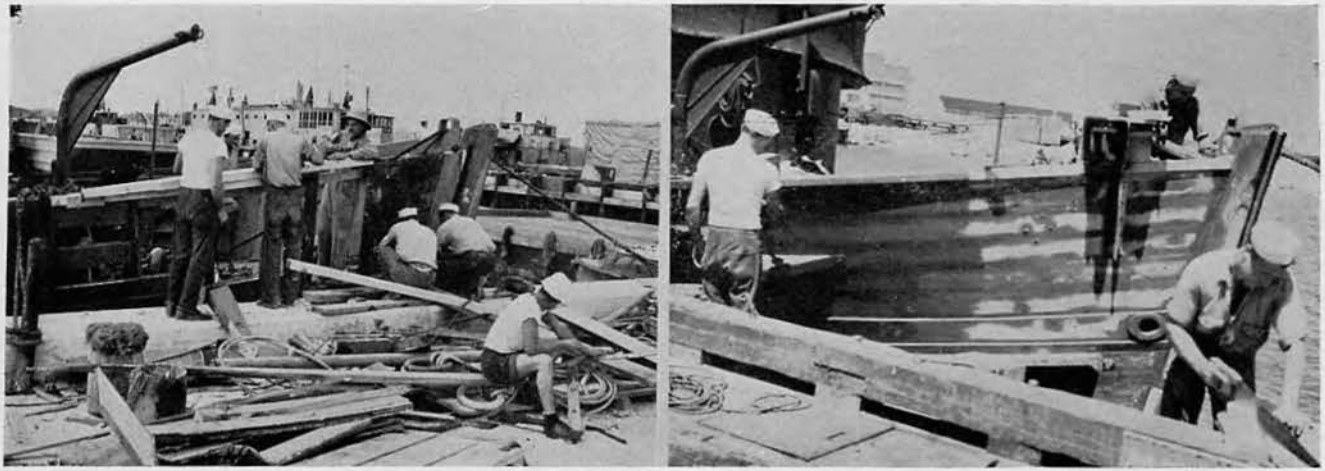
A view of the concrete plant showing one of the mixer trucks receiving its load of carefully-measured quantities of cement, rock and water.



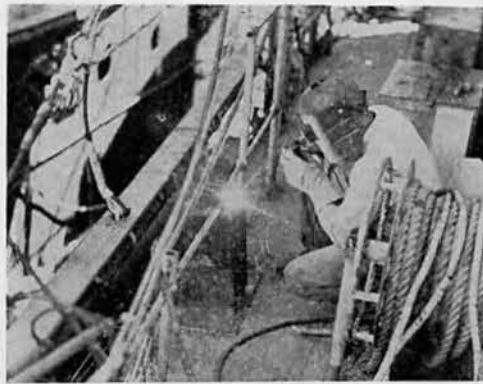
The crew of the concrete batching plant. Standing, left to right: E. E. Marchak, Chief C. A. Fratus, R. M. Rivet, E. C. Simpson, J. M. Jones, C. F. Murphy, F. E. Buckley, W. E. White. Kneeling: T. F. Ricci and Sam Moorer.

A familiar sight on the base was "Andy" Anderson and his pet roller keeping the roads and parking areas rolled down hard and smooth.





This ship repair job was only one of many performed by the 49th Seabees on all types and sizes of ships.

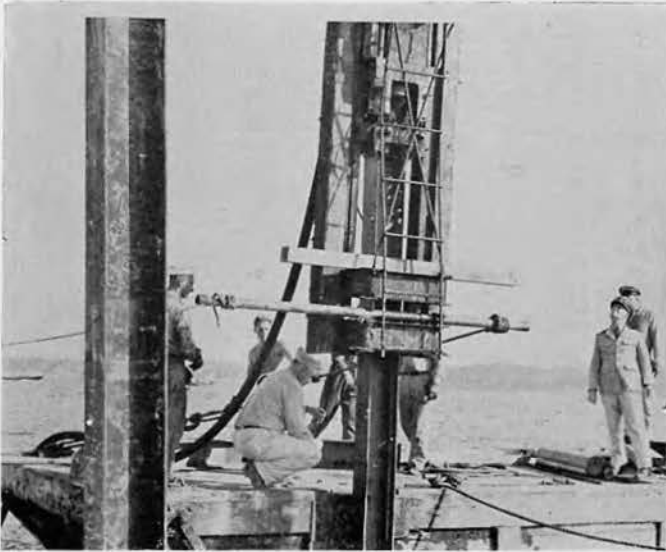


The 49th received many fine commendations from the captains of ships which our men repaired and put back into fighting trim.

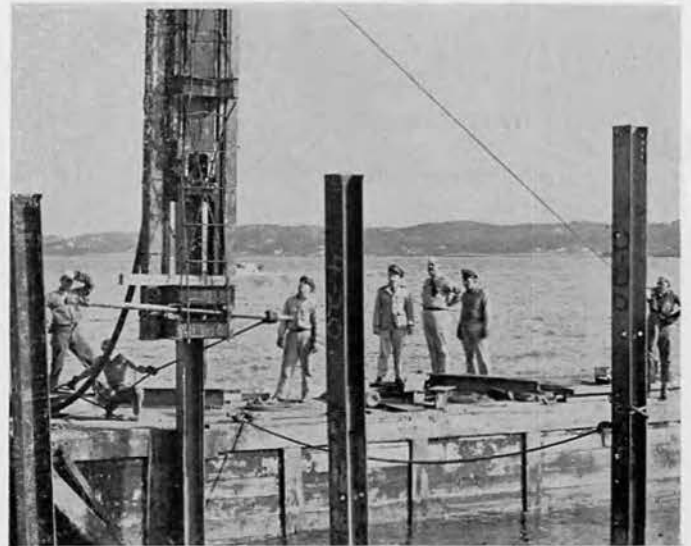


Ships of our own and allied nations were included in the battalion's repair work. These three photos show 49th welders at work on ships of an allied country.





Commander Barnett watches operations as piling are driven for a small-boat pier.



Driving steel piling such as these proved at times to be a very difficult job as they generally had to be forced into solid limestone rock. At other times they would penetrate much softer material, and suitable bearing was difficult to obtain.



These unloading floats for seaplanes were built under the direction of Ensign Winkler and Chief Neumann of Company A.



Tommy Griffin, BM1c, is helped into his diving equipment by John W. Walsh, SF2c, as Pat Fusco, BM2c, looks on.

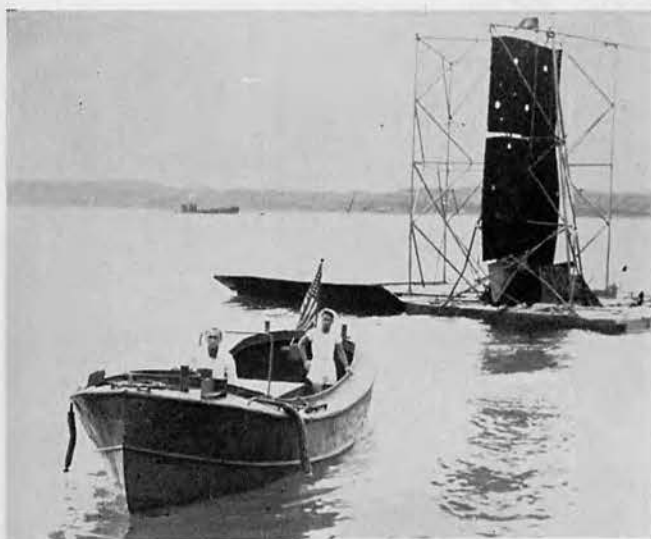
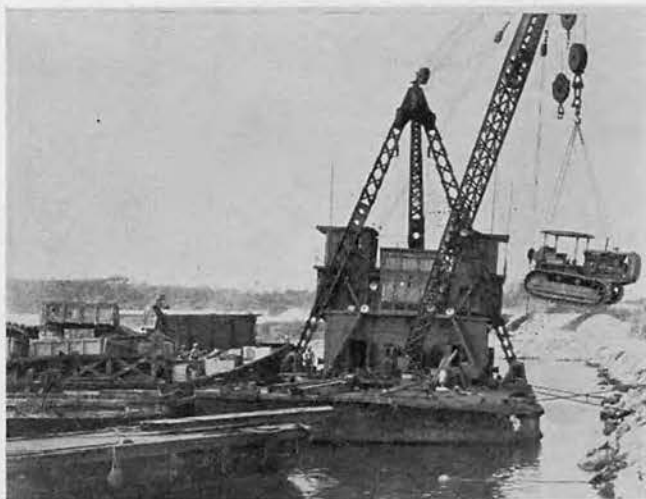


All ready to do some undersea work, Tommy Griffin checks his equipment before going down.



The "Cristobol Colon" was called upon to do all sorts of heavy lifting, and performed several jobs of salvage work at various times. The crew lived aboard and were ready both night and day to do whatever work was required of them.

Rather than move heavy equipment such as tractors over the Island's narrow roads it was found easier to transport them on barges when they were needed at places outside the base. Here the derrick barge "Cristobol Colon," which was manned and operated by 49th men, lifts a Caterpillar tractor from the shore and will place it on the barge which has been pulled into position alongside.

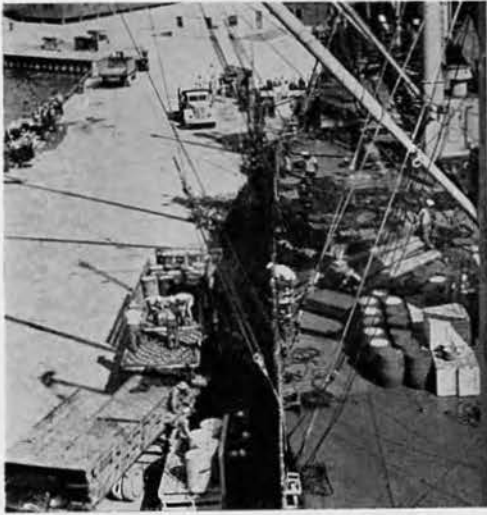


M. E. Coffey, QM2c and R. H. Dyke, SF2c, in one of the battalion's own "bathtubs" pull away from a target raft which they have just inspected. The efficient marksmanship of the Navy fighting ships which practiced on these targets caused plenty of work for the Seabees because it was their job to keep them in repair.

This buoy boat manned by 49th men had charge of servicing and repairing all harbor and channel marker buoys—a continuous and important job.







Speed was of prime importance in ship unloading so that the ship could be on its way to deliver more cargo to other bases. Such work never stopped from the moment the ship docked until she was ready to sail again.



As soon as one truck was loaded and moved away to the warehouse another one moved into position and received its load.



Produce such as these fresh oranges was loaded directly onto trucks and moved to refrigerated storehouses.



Food and all other supplies for the entire base were quickly and efficiently handled by the 49th stevedores.



Ship unloading wasn't the type of work that Seabees liked best but it was nevertheless a job that had to be done.



This building housed the various shops—machine shop, paint shop, sheet metal shop, carpenter shop and heavy equipment repair shop. In the foreground is a mixer truck getting a minor repair job outside the heavy equipment repair shop.

The crew of the heavy equipment repair shop. It was their responsibility to see that the trucks, tractors and other equipment were serviced and kept in first-class running order.



"If it can be made of metal, we can make it" was the motto of the sheet metal shop. At work here are Metal-smiths Stanley J. Rykowski, Harry L. Spencer, George De Graff, and Irving E. Goldberg.





Repairing this 125 h.p. electric motor presented quite a problem to the men of the motor repair shop especially since there was no wire of the correct size available to wind the necessary coils. They weren't stopped for long, however, and by improvising and substituting, and with several days and nights of hard work soon had the motor back into service. Show here are Electrician's Mates Ralph Guida, Jack Berner and F. G. Petzold.

R. R. Maffei, CM1c, and two other Seabee carpenters are shown at work on one of the saws in the carpenter shop.



P. E. Shockey, CM2c (left), E. H. Buss, CM1c and C. T. Tower, CM2c, are shown in another carpenter shop scene.

Operating this De Walt saw are J. C. Baston, CM1c, and H. E. Higgins, S1c. Besides doing all of the cabinet and mill work for the buildings on the base, the shop afforded the men of the battalion an opportunity to pursue their woodworking hobbies at nights and on off-duty hours.





Assigned to the Public Works Office, these men did the drafting work on the Public Works projects which were built by the 49th. Left to right: W. A. Leopard, Chief H. I. Bosworth, M. S. Burroughs, G. H. Gray, Chief W. G. Weir, G. V. Rauber, R. S. Dexter, and Jack Penson.



Even with all the earth-moving equipment at hand there was still a lot of hand work to be done. Some day an ingenious Seabee will probably invent a machine which will forever do away with jackhammers and shovels. (He'll probably get a medal for it, too!).



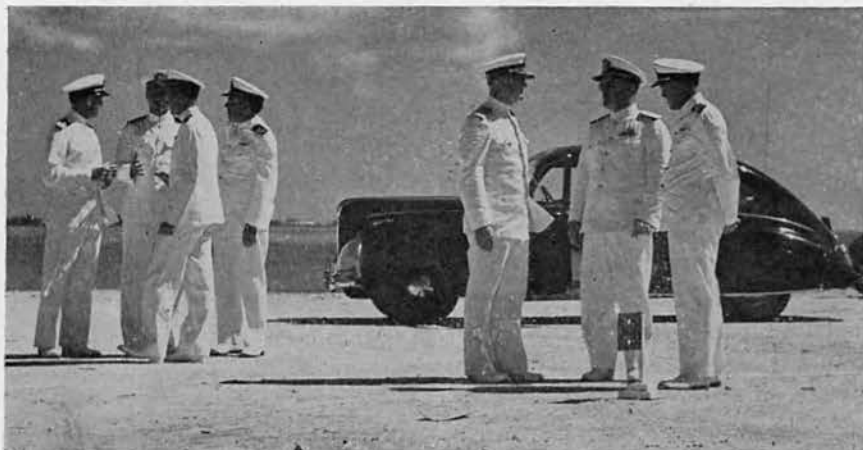
Some of the drivers of these dumptrucks developed a "permanent" over-the-shoulder look. J. J. Fearn of Company "D" shows why!



E. F. Deacon, MM2c, on this winch truck prepares to pick up and move a heavy piece of machinery.

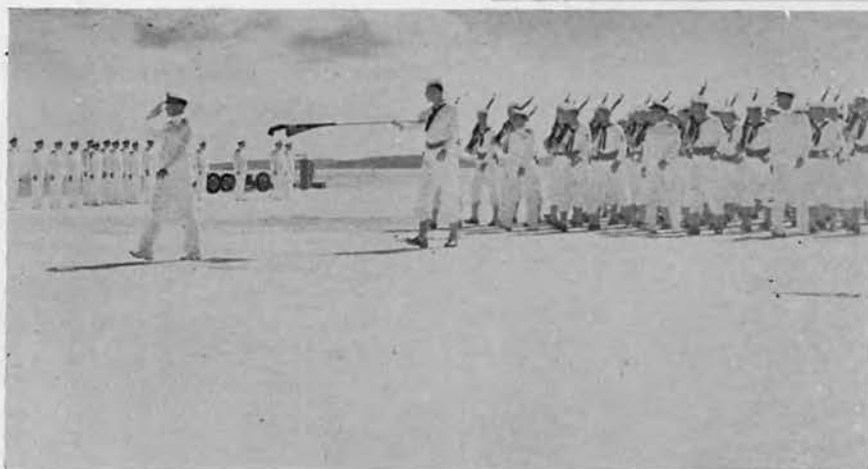
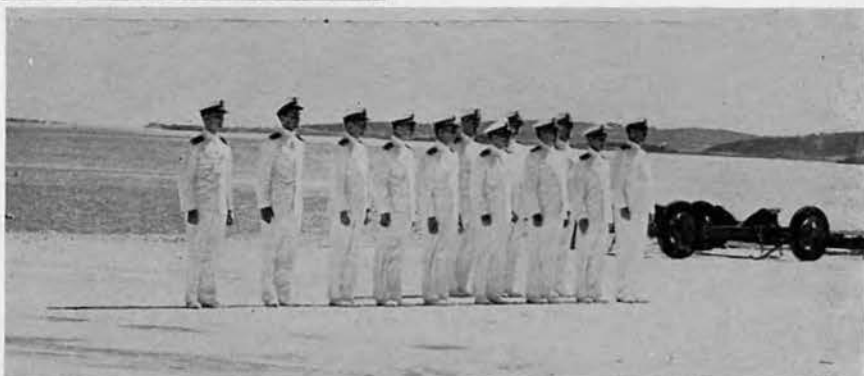


The survey parties were kept busy laying out roads, building sites, etc. J. M. Taft, CM2c is shown at the transit while J. D. Boyle, CM2c records the notes.



Admiral Sowell tells Commander Barnett and Commander Micou that he was well satisfied and pleased with the appearance of their men at the formal review for the Admiral.

Staff officers at the formal review of the battalion.



Company "C" led by Lieut. Cmmdr. Cook does "eyes right" as it passes the reviewing stand.

The combined bands of the 49th and N.O.B. led the battalion in review on the occasion of the inspection by Admiral Sowell.





The 49th's own military band marches across the causeway to the drill field.



Back in Davisville, this Company "C" drill team under Chief Fratus won a 72 hour leave for the men of their company in an inter-company competition.



Company "A" passes the reviewing stand in an informal, Saturday morning Battalion review.



At a time like this a Seabee feels as though he is in the Army instead of the Navy but the military aspect has proved to be a very important phase of a Naval Seabee's training.



Drilling was the order of the day for every Saturday morning during the first part of our stay in Bermuda. This is a platoon from Headquarters Company.



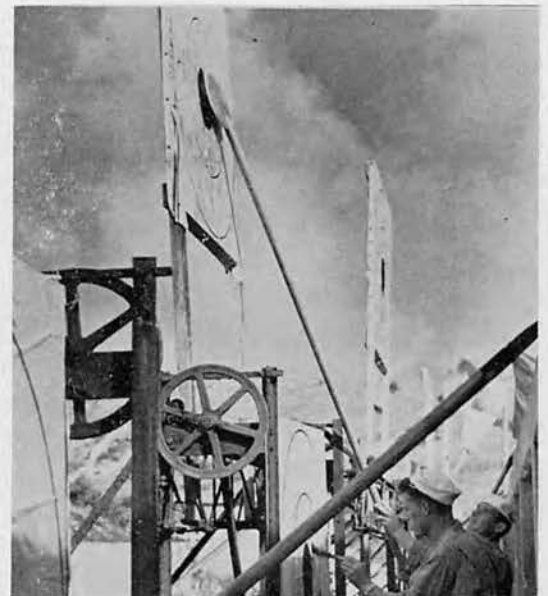
Each man in the battalion was given the opportunity to improve his marksmanship on the rifle range. A week of anti-aircraft gunnery instruction was likewise given to each man.

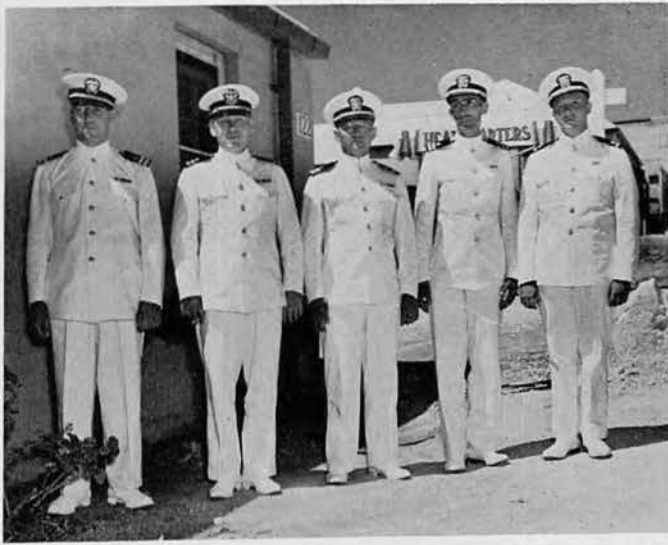
This Seabee listens carefully as his instructor explains how the rifle's sights should be lined up on the target.



On the firing line.

A bullseye is scored by an unseen rifleman as these men in the pit patch targets and indicate scores.





Original company commanders of the 49th Battalion. Left to right: Lieutenant Winterhalter, Company "A"; Lieutenant Anderson, Company "B"; Lieut. Comdr. Cook, Company "C"; Lieutenant Clark, Company "D"; Ensign Wikstrom, Headquarters Company.

Officers' Mess.



Group picture of the Seabee officers taken at the time our work was inspected by Rear Admiral Manning. Admiral Manning is seated between Commander Micou and Commander Barnett.







**49th BATTALION M.A.A. FORCE AND SHORE PATROL**

Standing, left to right: Henry Reinke, Anthony Mednyk, Joseph Gillis, Arthur C. Smith, S. R. Mansfield, M. J. Nantz, Joe Rosenstein, Fred P. Nelson, Stanley M. Weeks, Walter I. Nelson, Lieut. Cmdr. Brown, Chief Stuart E. Viedt, Frederick L. Oeffler, Tony J. Sillari, Donald R. Schepper, Earl M. Kinmonth, W. C. Campbell, Norman P. Tripp, Charles G. Foster, Donald McDonald, J. J. Medvidick.

Kneeling, left to right: Francis Brown, Gerard E. Westervelt, H. E. Lang, Frank X. LoFurno, Harry Souder, Erwin Lewis, Edward Sudziarski, Hershell J. Rigney, A. E. Vane, Ed Wisniewski, N. Georges, George L. Brown.

**OFFICERS' MESS ATTENDANTS**

Back, left to right: Archie Stevens, OS2c, Vestus Sapp, StM 1c, Johnnie Gray, StM2c, Johnnie Ruth, StM2c, William Holt, StM1c, Freddie King, OC1c.

Front, left to right: David Cannon, StM2c, E. O. Mason, StM1c.



The Seabee Transportation Company, Ltd., better known as the "Gray Goose," saved many long hikes on a hot day. Its only drawback was that it couldn't carry enough passengers.

Joe Kissock, CM2c, one of our genial mail clerks checks up on the day's stamp business. Next to eating, receiving mail from home is probably the most important thing in a Seabee's life and the boys of the postal force were given no rest until every piece of mail was sorted and delivered.



# WELFARE AND RECREATION



Lieutenant DANIEL J. KEATING, Jr.  
Welfare and Recreation Officer



During the 1943-44 basketball season the 49th boys dissolved the company competition and formed a sizzling hot, All-Star outfit and really went to town against the other teams on the base. They chalked up the enviable record of nineteen wins with but one setback to mar an otherwise perfect record. Bob Schultz walked away with high scoring honors, amassing 242 points for the season. Standing, left to right: "Chuck" Foster, Tom Barry, Manager Glen Gray, "Red" Burnett, "Rosy" Rosenthal; kneeling, left to right: Bob Shultz, "Mutch" Montchar, "Babe" Parquette, "Pete" Hagopian, and Nick Sammartano.

Another shot of the championship team which rolled up a total of 758 points for the season against their foes' total of 561 points, making an average score of 38 to 28 per game.



The 1942-43 basketball season was a fast and furious one that saw Company "D" ending up in the lead. This shot was made during one of the many hotly-contested games played in the Seabee gymnasium.



Lieutenant Keating throws out the first ball before an interested crowd of spectators on hand to witness the initial softball game of the season.



Umpire Ben Lapidus tosses a shilling while members of Company "B" and Company "D" watch closely.



Company "B" softball team. Standing, left to right: Bill Comiskey, Louis Bicskei, Bill Lange, Richard O'Driscoll, John Jevic, Morris Samuels.

Kneeling, left to right: Steve Korzeniesky, Anthony Gleba, George Hunter, Adolph Magesky, John De Value.



Strike one! "Rosy" Rosenthal of Company "D" swings at a fast one.



The 49'ers pooled their baseball talent into the "Fix-its" baseball team. After two straight wins, the C.B.'s began to run into rougher competition and ended the season with 7 wins and 9 losses. The line-up consisted of Jevic, lf., Barry, cf., Reece, Loveland, rf., Henning, 3b., Jordan, ss., Savickas, Cronin or Loveland, 2b., Peterson, 1b., Jubb or Reece, C., Mahoney or Appleby, p. This picture catches a Marine at bat with Jubb behind the plate.



This pool room in the recreation building gave the men a chance for a little fun and relaxation in the evenings after work.

This is no fish story but actually a part of a day's catch made by Chiefs Dunn and Connors. Many took advantage of the good fishing to be found in Bermuda and nearly every man had at least one good piscatorial tall tale he could relate with only the slightest urging.



Sharks were hardly numerous enough to bother swimmers very much but they were around, as evidenced by this photo of Chiefs Dunn and Connors and their six-foot man eater which they caught just outside the reefs.

Volleyball was a popular sport enjoyed by many of the men. Courts were built in the barracks area as well as at the athletic field, and on almost any evening one could find a game being played on each of the courts.





With the cooperation of the U.S.O. and the G.S.O., it was possible for the different companies to have an occasional dance or party at the local hotels or service clubs. These are shots of the Company "D" dance at the Somerset U.S.O. club.





Hobbies filled much of our spare time. This coat-of-arms is made of beautiful Bermuda cedar, partly gilded, and bearing our American Area Ribbon. It was so highly thought of that it has been sent to A.B.D., Davisville, R. I., where it will have a place of honor in the Recreation Building.

An article by "Rud" Clarke in the Battalion newspaper "Buzzin' Briefs" introduced a Seabee "pin-up girl," to be known as Phoebe the Seabee. The Seabees at Camp Hueneme, California, picked it up and got Walt Disney to do an original characterization of Phoebe which they adopted as their mascot. Pictures show a photograph of the original Disney cartoon and a large plywood cut-out made and posed by the boys at Hueneme.



WALT DISNEY

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 PHARR, EBB Z., 2791 Memorial Dr., S.E., Atlanta, Ga.  
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 RAUBER, GEORGE V., 325 Center St., Phillipsburg, N. J.  
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 RUTH, JOHNNIE, 212 Church St., Houston, Texas  
 SAMPSON, RICHARD D., 223 Hudson St., Phillipsburg, N. J.  
 SARGENT, ORIN H., 6816 Capitol St., Houston, Texas  
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 RUSTIC, WALTER A., 13 Summit St., Braddock, Pa.  
 SMITH, C. C., Albertville, Ala.  
 SMITH, JOSEPH BARRY, 460 Atlantic Ave., Longbranch, N. J.  
 SPELLENBERG, A. W., 319 E. 4th St., Emporium, Pa.  
 STEWART, WILLIAM, 3655 Derbigny St., Metairie, La.  
 STRZELECKI, ARTHUR S., 1603 Main St., Hellertown, Pa.  
 STUBERGH, TRYGVE W., 26 Linden St., Waterbury, Conn.  
 TAFT, JOHN MILTON, 1258 Main St., Athol, Mass.  
 VALENTINO, S. A., 60 Clyn St., Providence, R. I.  
 VAN PELT, HUGH T., Beebe, Ark.  
 WISNIEWSKI, EDWARD, 37 Catherine St., Sayrevilly, N. J.  
 WITHERSPOON, LYTER D., 1841 W. Main St., Houston, Texas  
 BRASWELL, C. E., 2224 W. 7th St., Texarkana, Texas  
 AZZARELLA, ROSS WM., 834 Travers St., Elizabeth, N. J.  
 BARRETT, EDWARD JOS., 128 Second St., Bordentown, N. J.  
 BUDD, WESLEY J., 601 North St., Endicott, N. Y.  
 CANETTO, JOSEPH, R.F.D. No. 1, Caryville, N. Y.  
 CHILLURA, DOMINICK, 2502 17th St., Tampa, Fla.  
 CONNELLY, JOHN, 43 Grant St., Wall, Pa.  
 CROOM, ARTHUR LEE, Bentley, La.  
 CRONIN, WM. PATRICK, 97 Oakdene Ave., Teaneck, N. J.  
 DARNALL, FRED ALLEN, 1805 Pine St., San Francisco, Calif.  
 DOHERTY, COLUM, 19 School St., Dorchester, Mass.  
 DUNN, PHILIP EDWARD, 208 Clark Terrace, Cliffside Park, N. J.  
 DUPONT, LEO EUGENE, 238 Saratoga St., Providence, R. I.  
 ENGLISH, JOSEPH EDW., 18 Weldhill St., Boston, Mass.  
 HARRER, CARL WALTER, 308 5th Ave., New Kensington, Pa.  
 JENSEN, JULIUS EDWIN, 23 Lillian Ave., Freeport, L. I., N. Y.  
 KEENAN, H. J., 62 N. Monterey St., Mobile, Ala.  
 LA VISTA, WILLIAM, 49 Terhune Ave., Jersey City, N. J.  
 LEDDY, HOWARD R., 2840 Bailey Ave., Bronx, N. Y.  
 MELANSON, PHLEGIE R., 3534 Cleveland Ave., New Orleans, La.  
 MITCHELL, FLORENCE J., 1707 Morningside Ave., Pittsburg, Pa.  
 O'BRIEN, THOMAS JOS., 66 Huntington Ave., Providence, R. I.  
 PULEO, MATTHEW JERRY, 5806 78th Ave., Ridgewood, Brooklyn, N. Y.  
 RHODES, JOS. KENNETH, 392 Newton St., Waltham, Mass.  
 RINEHART, JOHN THOS., 1102 S. 53rd St., Philadelphia, Pa.  
 ROHRBACH, JAMES J., 2251 N. Mutter St., Philadelphia, Pa.  
 ROSE, A. D., 1338 Ann Arbor St., Dallas, Texas.  
 RUSSELL, ROY A., 916 George St., Los Angeles, Calif.  
 SIMPSON, E. C., Box 194, Levelland, Texas  
 SPINNEY, BRUCE W., Broad St., Barre, Mass.  
 SPRINGER, MERLIN JOS., 5315 Chestnut St., New Orleans, La.  
 TRIPP, NORMAN PERRY, S. Main St., Washington, R. I.  
 VADNAL, STANLEY JOHN, R.F.D. No. 1, Box 33, McKeesport, Pa.  
 WALSH, JOHN WILLIAM, 250 Dixon Ave., Paterson, N. J.  
 WINGERT, CHARLES B., 1251 W. Laurel St., San Antonio, Texas  
 ZEMAK, JOHN GEORGE, 211 S. State St., Du Bois, Pa.  
 KIRBY, CHARLIE T., Route 1, Lebanon Rd., Nashville, Tenn.

## Bermuda

*Fish hook in the ocean,  
Set by the hand of God;  
Baited with tropical beauty,  
Carpeted with velvety sod.*

*Lured with feathered flowers,  
Bathed in azure air;  
Catching sea-going schooners,  
With subtle reefs to snare.*

*Painted in coral and moonlight,  
By splashes of vicious waves;  
Refreshed with singing breezes,  
Like the humming of a hundred slaves.*

*Fleeting months pour out happy days,  
Hushed nights steal armfuls of rest;  
Hoary years guard bated secrets,  
Of romance, valor, and gallant quests.*

*Night's impish shadows play pranks,  
Under regattas of starry skies;  
Youth revels in realms unknown,  
With whispering lovers' lies.*

*The clot-clot of the horses' trot,  
Happy voices "down de road;"  
Bells of churches, the whistling train,  
Sleepy lullabies by Mr. Tree-toad.*

*Eternal rumble of the ocean's roar,  
Elusive swing of the longtails' soar;  
Majestic cliffs parade the north shore,  
Sunrise to sunset lazy clouds to adore.*

*Scintillating smoke from cedar fires,  
The smell of ocean air;  
Fragrant flowers flood fondest desires,  
No odors on earth to compare.*

*Peaceful isle of the ocean blue,  
Your name the whole world knows;  
We part with hope to come back to you,  
Mystic oracle where sweet memory flows.*

—MARSHALL D. BARNETT



Several scenes from the thrilling Lily Bowl Game on January 2, 1944, in which the Navy team sank the Army by a score of 19 to 0.



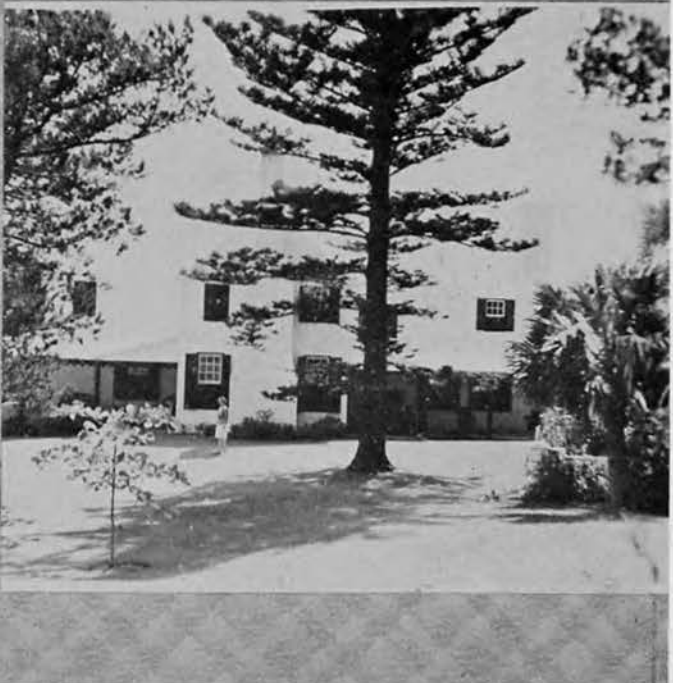
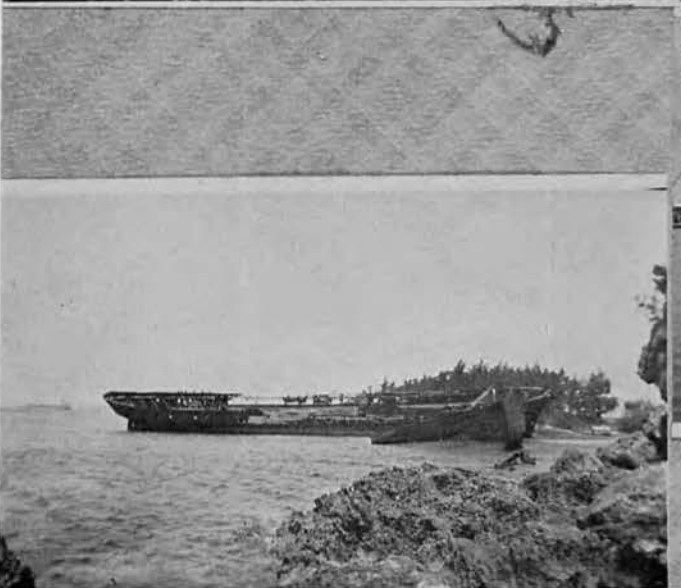
### BACK IN THE GOOD OLD U. S. A. AFTER A PLEASANT STAY IN BERMUDA

Some of the boys were a bit sick on the way up but there's a smile wreathing each face as they think of home and their thirty-day leave which will start in just a few days.

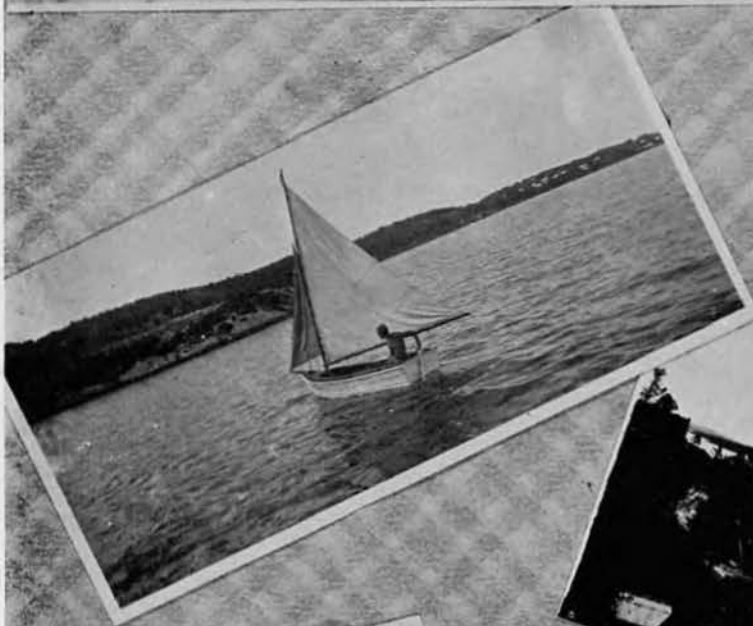




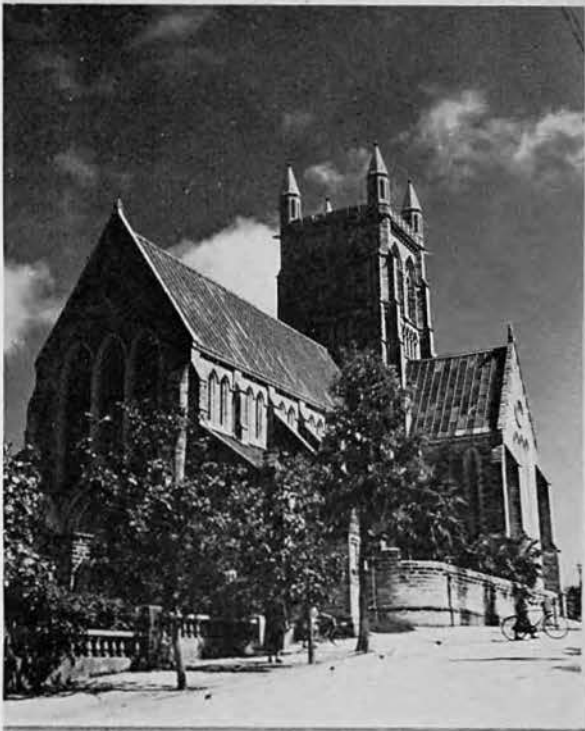
# BERMUDA SCENES



# BERMUDA SCENES



BERMUDA SCENES



# BERMUDA SCENES



# BERMUDA SCENES



# BERMUDA SCENES





53<sup>RD</sup>  
U.S. NAVAL  
CONSTRUCTION BATTALION



THE MARINE SEABEE  
1<sup>ST</sup> M.A.C.



**H I S T O R Y**  
**OF THE**  
**5 3 R D N. C. B.**



**FEBRUARY, 1943 TO FEBRUARY, 1946**

# C O N T E N T S



Introduction .....	I
New Caledonia .....	XIII
Bougainville .....	11
Guadalcanal .....	37
Guam .....	47
Commendations .....	104
Battalion Muster .....	109

# FOREWORD



COMMANDER J. P. MacBEAN, CEC, USNR

This history is gratefully presented to all enlisted men and officers who served 90 days or more with the 53rd Naval Construction Battalion during World War II. Your Battalion's Welfare Fund, resulting from Ship's Store profits, made this gift possible.

It was our conviction that every Construction Battalion should have a pictorial history of its war record. As a consequence, on November 1, 1945, your last two wartime commanders undertook the responsibility of assembling and financing this volume.

We had many models to guide us, for other Construction Battalions had published their record books while enjoying re-formation and recuperation periods in the States. However, we soon discovered that the great majority of these fail to cover their organizations' entire tours of duty.

We determined that this volume was to be an honest attempt to include the complete record of the 53rd Seabees, from its inception to its in-

activation. I feel that this has been accomplished, insofar as was possible. Because of limitations imposed by press deadlines, we were unable to include the Battalion's record subsequent to Comdr. John D. Burky's assumption of command.

Now, to round out the picture, we can report that, at present writing, the 53rd Seabees are on Guam in the Marianas, where they are still engaged in laying asphalt paving, erecting peacetime facilities for our great permanent Naval Bases and completing the last section of the perimeter road between Agat and Umatac. From present indications, the Battalion will be inactivated on or about March 1, 1946.

I know that every man who receives a copy of this, his Battalion's story, joins me in expressing a sincere vote of thanks to our last Skipper, Comdr. John D. Burky, CEC, USN. His untiring efforts during the past three months have made available more than half the funds necessary to make this publication possible.

Lack of space and incomplete records prevent a full and accurate listing of every man to whom credit is due for a share in the conception and formation of this record. Many of the pictures, for example, were made by Photographer's Mates whose names, for one reason or another, are not presently available to us. You who served with these men will know them. You can see, in this volume, the excellent results they achieved.

Throughout the book, the emphasis has been largely placed upon their pictures, with which we have attempted to give as complete coverage as possible to every phase of Battalion activity.

You will find here the Cooks, Mess Cooks, Bakers, Storekeepers and Corpsmen; the 'Dozer operators, grease-monkeys, Riggers and Carpenters; and the dozens of other specialists whose labor was so vital to the successful completion of all our assigned tasks.

You will find here pictures of our camps, galleys, heavy equipment, recreation facilities, work in progress. In short, you will find pictures you can treasure through the rest of your lives.

True, you may not be able to point and say,

"That's me." But you certainly will be able to say, "That's where I worked," or "That's where we prayed every Sunday."

In organizing the welter of material on hand, it was necessary to retain a reasonable chronology, or continuity. For this Herculean task, heartfelt thanks are due to Lt. Felix W. Reeves and Chief Arthur Winslow. These two were well qualified for the task, for they served with the 53rd for 29 consecutive months overseas. It is highly gratifying to note that, even after two and a half years of "that Pacific stuff," these two "old buzzards" were not "hard to live with." On the contrary, they both continued to be an inspiration to old and young alike. We take this opportunity to salute Reeves and Winslow for their keen, unflagging interest in the Battalion. It is sincerely hoped that those medals for which they were recommended have been, or soon will be, awarded to them.

Lieutenants Gustav T. Oien and Frederick C. Butcher, aided by several enlisted men whose names, unfortunately, are not available, have done a fine job of selecting the pictures. More than that, they undertook the boring and tedious task of pasting them into the "dummy" of this book. They are to be commended for a good job well done.

Lt. (jg) Jerome T. Wolf, Photography Officer, deserves much credit for his careful choosing of the pictures which give such excellent coverage of the 53rd's stay on Guam.

Lt. George F. Reid, Jr., and his Personnel Office staff did a masterful job of assembling data. Had it not been for their able clerical work, the muster roll of the crew could not have been run off in time to "catch the boat."

We can do no more than hope that this muster includes every officer and man who served with the 53rd Seabees from its formation early in 1943 to November 1, 1945, regardless of how long or short his period of service happened to be. If omissions have occurred, we regretfully beg forgiveness.

I ardently hope for 100% distribution of this book among those qualified to receive copies, but, of course, I don't honestly expect such perfection. Obviously, in every large group of men, there will always be a few without permanent addresses

or who, for one reason or another, cannot be reached by mail within a reasonable period of time.

It occurs to me that many men who are not eligible to receive copies of this volume may, nevertheless, want them. In our contract with the publishers, it was essential to establish a fixed maximum of copies for free distribution. In order to do this, we established the 90-day rule. To those who do not fulfill the requirement, I suggest writing to the publishers, requesting a copy. The publishers have been authorized to distribute any extra copies which may be available, in the chronological order in which such requests are received by them.

I cannot consider these remarks complete without a brief personal message to each of you who made the 53rd what it has become. You are entitled to know of the swell record you have made and what a grand piece of work your outfit has turned out.

The 53rd Seabees earned and enjoys one of the best working records of any Battalion in the Civil Engineering Corps. Wherever they went, they were known as a "hard-working outfit that accomplished results under any conditions." Excellent team-work, and that early rugged Marine training were, unquestionably, responsible for the high caliber of the results obtained. From the Commanding Officer down to the last man, "things clicked."

The Harris-Thompson combination led the Battalion overseas from the States, through New Caledonia, Guadalcanal, and into the Bougainville invasion.

The Denbo-Thompson team took over on Guadalcanal, after the return from Bougainville, and carried the Battalion into the Guam invasion.

The early Guam construction period was handled by the Thompson-Kean and Thompson-Reeves combinations until the Spring of 1945, when re-formation was started.

The MacBean-Reeves and MacBean-White teams finished the re-formation and started demobilization after the end of the war. And now, at this writing, Burky is scheduled to finish the job with only 800 or 900 seamen and a few petty officers. We all know that will be no easy job and we all wish them the best of luck.

Unhappily, I do not possess the intimate knowledge gained from service in the Battalion's early days. Therefore, I do not feel qualified to pay tribute properly to all the Naval officers of the line and to the Marine Corps officers and personnel who guided and directed the work assignments of the Battalion throughout its duty tour. But I am sure that the earlier commanders would desire an expression here of the Battalion's deep appreciation for the quality of this leadership.

Only a handful of us had the good fortune to meet the "Grand Old Man" of the South Pacific, Adm. William F. Halsey, but every mother's son is proud to say "We served under him."

We were pretty close, too, to the "Big Boss" of the Pacific, on Guam. Nor was our acquaintance with Fleet Admiral Chester W. Nimitz limited to photographs and moving pictures. We saw him frequently, in person.

In some mysterious manner, during the busiest part of the war our Number One Seabee, Vice Admiral Ben Moreell, Chief of the Bureau of Yards and Docks, arranged to meet and talk to all of the early Battalion Commanders personally. This personal contact meant a great deal to these Commanders, many of whom were just entering Naval Service. Perhaps the "Chief" will never know what a really great start this meeting gave to these men.

This was especially true of the Assistant Chief of the Bureau, Rear Admiral Lewis B. Combs, whom some of us were privileged to meet. These two names meant more than just the top-ranking officers of the Civil Engineers Corps; we met the two Admirals on numerous occasions in the field. They visited our construction camps, inspecting our galleys and living quarters. They invariably stopped during their inspections to talk to the men individually as they passed up and down the lines. Not many Seabees missed seeing one of these Admirals.

We feel that Admiral Moreell should be in

some part of every Construction Battalion record, and thus have secured a picture from him, which he has endorsed to the 53rd Seabees.

The Seabee Admiral that no Battalion in the Pacific Area failed to see was Rear Adm. Carl H. Cotter, DirPacDocks. Cotter was the "Big Boss," genial adviser, and true friend. No trouble was too small or trifling for his willing ear. Here was counsel when it was needed.

Traveling constantly by air, he reached every nook and cranny in the wide expanse of the Pacific Theater. He knows personally, I daresay, more Seabees than does any other man. He is, and always will be, our friend.

Many of the enlisted men and quite a few officers, in addition to the Commander, will remember with genuine pleasure the personal contacts we had with the following officers in carrying out the normal routine of our work:

Colonel McAllister, Corp Engineer, First Marine Amphibious Corps; Capt. Mark L. Hersey, Commander, Naval Bases, Southern Solomons; Commodore A. G. Bisset, ComSoPac staff; Commodore O. O. ("Scrappy") Kessing, Commander, Naval Base, Bougainville; Maj. Gen. Henry L. Larsen, Island Commander, Guam; Commodore W. O. Hiltabidle, Officer-in-Charge, Fifth Naval Construction Brigade, and his successor, Commodore C. T. Dickeman.

The Battalion's second Skipper, Commodore Edward M. Denbo, never lost contact with the Battalion, after leading it through the Guam invasion. As Officer-in-Charge of the 27th Naval Construction Regiment, he served as its Regimental Commander until the war's end. He was promoted to Captain while so serving.

Now, at the end of this brief resume and listing of credit where credit is due, I want to say to you men and officers of the 53rd Seabees that you were a grand outfit. It was a high and welcome privilege to have been permitted to play on your team.

January, 1946.



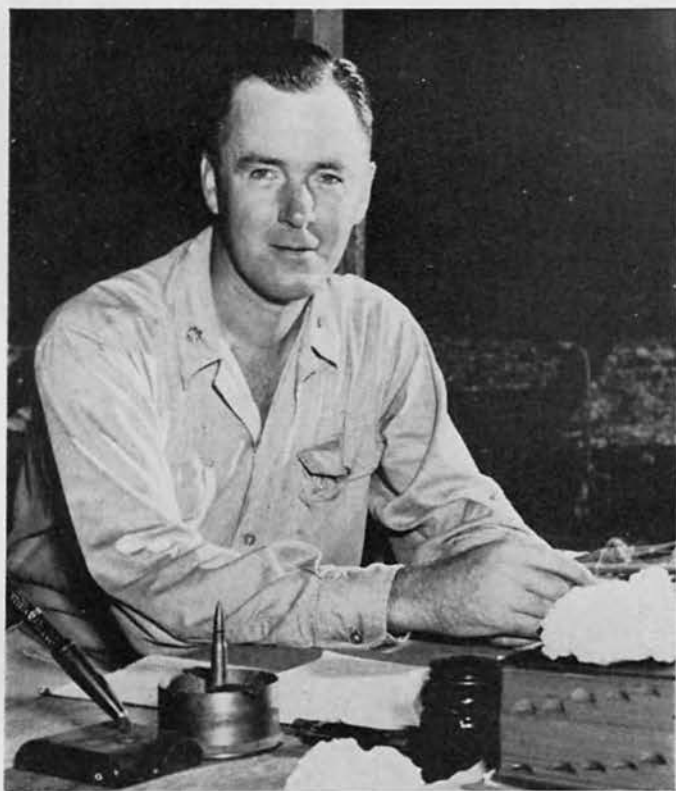
VICE ADMIRAL B. MOREELL, CEC, USN  
Chief of the Bureau of Yards and Docks

# The Third Set Of Leaders On Guam



LIEUTENANT EDWARD KEAN, CEC, USNR  
Executive Officer 53rd CB August 1944 to December 1944  
(3½ Months)

These officers carried the 53rd CB through the early Guam construction after the assault, and started rehabilitation under the Rotation Plan.



LIEUTENANT COMMANDER CHARLES A. THOMPSON  
Officer in Charge 53rd CB August 1944 to May 1945 (9½ Months)  
Overseas with 53rd CB 27 Months



LIEUTENANT FELIX REEVES, CEC, USNR  
Executive Officer 53rd CB December 1944 to June 1945 (7 Months)  
Overseas with 53rd CB 29 Months

# Last "Skipper" and "Exec"

These officers lead the Battalion during the rehabilitation program and continued the road building program, completed the airfield construction and the demobilization after the end of the war.



COMMANDER J. P. MacBEAN, CEC, USNR  
Officer in Charge 53rd CB May 1945 to November 1945 (6 Months)



LIEUTENANT COMMANDER C. V. WHITE, CEC, USNR  
Executive Officer 53rd CB June 1945 to October 1945 (4 Months)



COMMANDER JOHN D. BURKY, CEC, USN  
Officer in Charge 53rd CB November 1945 to Present



# “FROM FEEBLE BEGINNINGS . . .”

While the early history of the 53rd Construction Battalion was shrouded in mystery, because of war-time restrictions, there's no question *why* it was formed and trained. The Second Raider Regiment of the Third Marine Division phrased it far better than anyone else:

“So when we reach the ‘Isle of Japan,’  
With our caps at a jaunty tilt,  
We’ll enter the city of Tokyo  
On the roads the SEABEES built.”

That this is more truth than mere poetry was well stated by Cmdr. John P. MacBean, Jr., the Battalion's last war-time CO, when he pointed out that “The 53rd Construction Battalion was primarily trained and formed to be attached to the US Marine Corps, and the Battalion is very proud of its Marine Corps connections. It was attached to the Marine Corps from its formation in February, 1943, until the latter part of August, 1944, when it became detached from the Marines to join the Fifth Naval Construction Brigade on Guam.”

The Battalion, once it left the United States, became so closely identified with the Devil-Dogs that it was called *Naval Construction Battalion, First MAC*, almost invariably. The only exception appears in official correspondence between the Battalion and the Bureau of Docks and Yards, where the designation became *Naval Construction Battalion, First MAC (Formerly 53rd NCB)*.

Even before going overseas, the Battalion lived, worked and trained with Gyrenes. Immediately after its organization, the nucleus of the Battalion moved right in with the Marines at New River, North Carolina. It was on February 12, 1943, that Lt. Comdr. Roy M. Harris and his staff officers, with one construction company and a portion of Headquarters Company, left Davisville, Rhode Island, for what was to be the beginning of a long and mutually pleasant association with the Marine Corps. The two-weeks' stay at New River was to prove a busy time for the Boot 53rd. It was a period of the back-aching labor required to prepare for another move. It involved the tedi-

ous administrative job of assimilating enough Bees to fill out Headquarters Company and to form another construction company.

This accomplished, the Battalion stood at approximately half its authorized strength when it shoved off for Camp Elliott, California, another huge Marine base. From its arrival there on March 2, 1943, until its embarkation nine days later, the Battalion was even busier than it had been before. It was a week and a half of complete chaos and hurry-up and doubt as to whether the 53rd could get aboard before its ship sailed for New Caledonia. The addition of a third construction company, together with sufficient CEC officers to man the three-fourths of a battalion which we had now become, lightened the work of all hands to such an extent that we met our deadline and left San Diego Harbor on March 11.

It was a time of larger doubt than had existed before. This time, the big question was *Where to?* followed closely by the related chilling questions *For how long?* and *What are we getting into?* The doubts were unknown quantities, but the regrets were well-known realities: Home, loved ones, good times, steady jobs.

During the crossing, we had more than ample time to indulge these unsettled feelings, but our arrival in New Caledonia was to dispel all trepidation. There was a man-sized job waiting for us on the beach that memorable day of March 25. For the great majority of us, it was the first sight of new and strange lands, sights, smells and sounds, just as the solemn and traditional Mysteries of the Deep had been, a week or two before.

Our ship, the *USS Mount Vernon*, was the first of our convoy to arrive. The two other ships, loaded to the gunwales with Battalion gear, but carrying a minimum of Battalion personnel, weren't far behind, one arriving on March 29, the other on April 8. From this time forward, we were to know labor that made our previous efforts seem like child's play by comparison. And it was here that we did our first real job for the Marines to whom we were attached.

**NEW  
CALEDONIA**



**MARCH 25, 1943—OCTOBER 7, 1943**

# NEW CALEDONIA

Our assigned duty, on leaving the Continental United States, was to support Marine troops in amphibious operations. This was the reason for our being made a part of the First Marine Amphibious Corps. We didn't delude ourselves about the operations—with a capital O—that were to come, but we could not afford to worry about that now, since the job in hand was the construction of three large Marine camps, each of approximately 2,000-man capacity. With the cooperative will and cheerful spirit that was to become our trade-mark, we made remarkable progress in leveling large areas of rocky terrain; we drained swamps, fought mosquitoes and the debilitating tropical heat.

Intense satisfaction was soon ours, as we saw our efforts rewarded with the completion of three sprawling but tidy Marine "homesites," strategically scattered among the rugged, forbidding foothills of the New Caledonia coast.

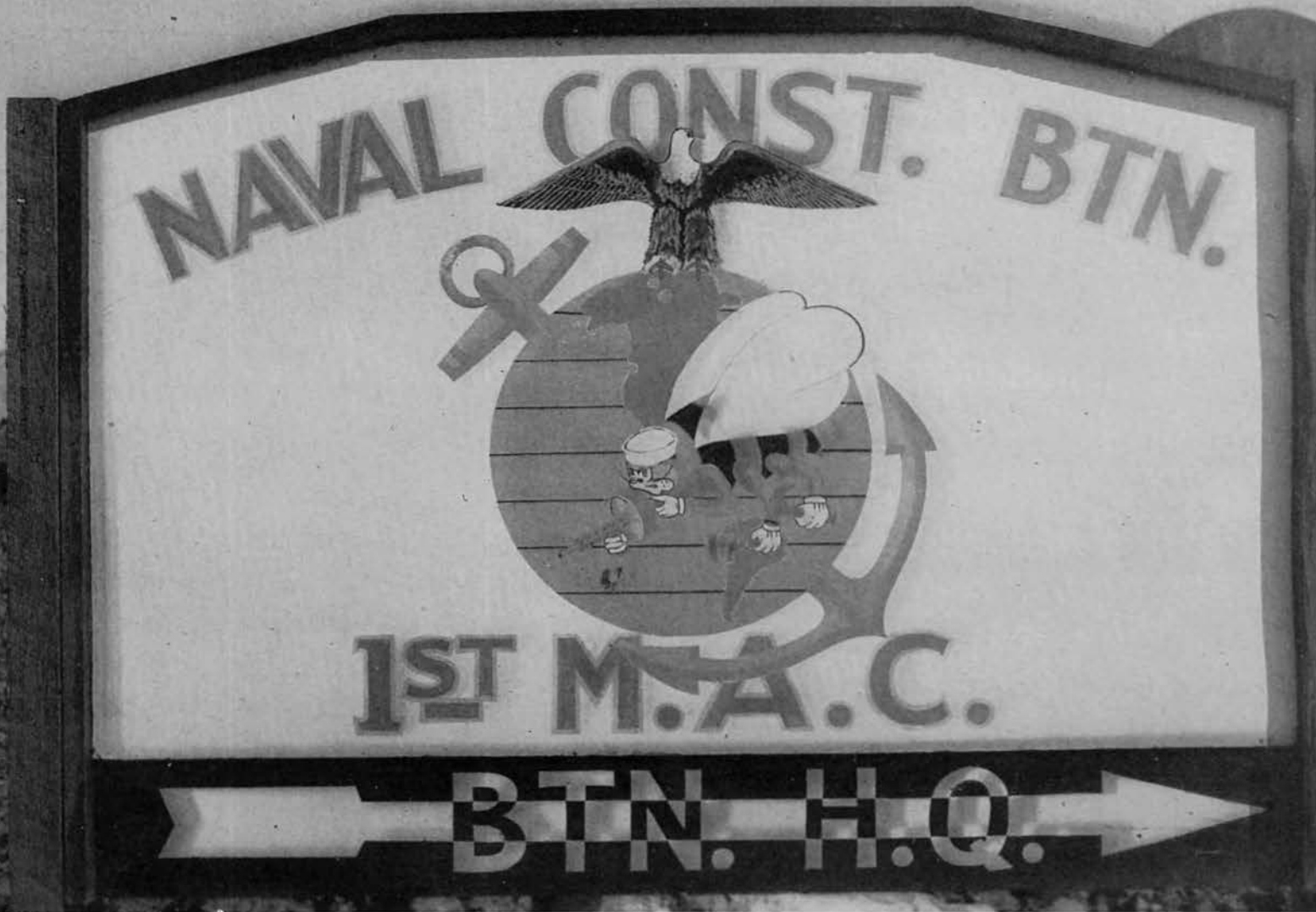
Hardly had we wrung out our brow-mopping handkerchiefs than we began a far more arduous, but equally more satisfying, task. Naturally, "our" Marines took first place in our plans. They needed air support. And they needed lots of it. We could not supply it, of course, but we could make it possible for other units to supply it. So, it was with keen pleasure, when we had a few spare minutes to think about it, that we went to work on more than 180,000 square feet of airplane parking areas in the vicinity of Noumea's airstrips. For this, we were fortunate in having at hand vast quantities of nickel ore slag to be used as the solid base for the many tons of Irvine Mesh

that formed the surfaces of the plane hardstands.

Also, while we sat around doing nothing in particular, units of our Battalion swooped down on beautiful Lake Gaettege and "bailed it out" for future use as Marine Corps camp sites. However, it was not to fall to us to take over this further construction. We were assigned other things to do.

This feverish activity filled almost every waking hour of our first six months overseas. The word *almost* is used advisedly, for there were many, many hours of toil and sweat poured into seriously undertaken and assiduously heeded special Marine training in our sideline occupation, combat. A striking indication of our close identification with the Marines is the fact that we wore Marine Corps issue dungarees and khaki throughout our tour of duty overseas. Commander Thompson has pointed out that "these Seabees were actually trained as Marines, in Marine uniforms." We were determined to be as well equipped for our anticipated participation in amphibious operations with the Marines as we were for the construction of the vital preparatory facilities and services which now, at the beginning of October, stretched away on every hand.

After another hectic siege of preparation for embarkation, this time from Noumea to points north, and this time with immeasurably more know-how than we had exhibited in those dim, distant days in San Diego, the 53rd clambered aboard five different ships. Destination: British Solomon Islands. But this was different. This move was enough to quicken the pulses of most of us and to scare the fool out of the rest of us.



The first sign for the 53rd NCB overseas, placed in Camp Magenta.

Battalion headquarters camp.





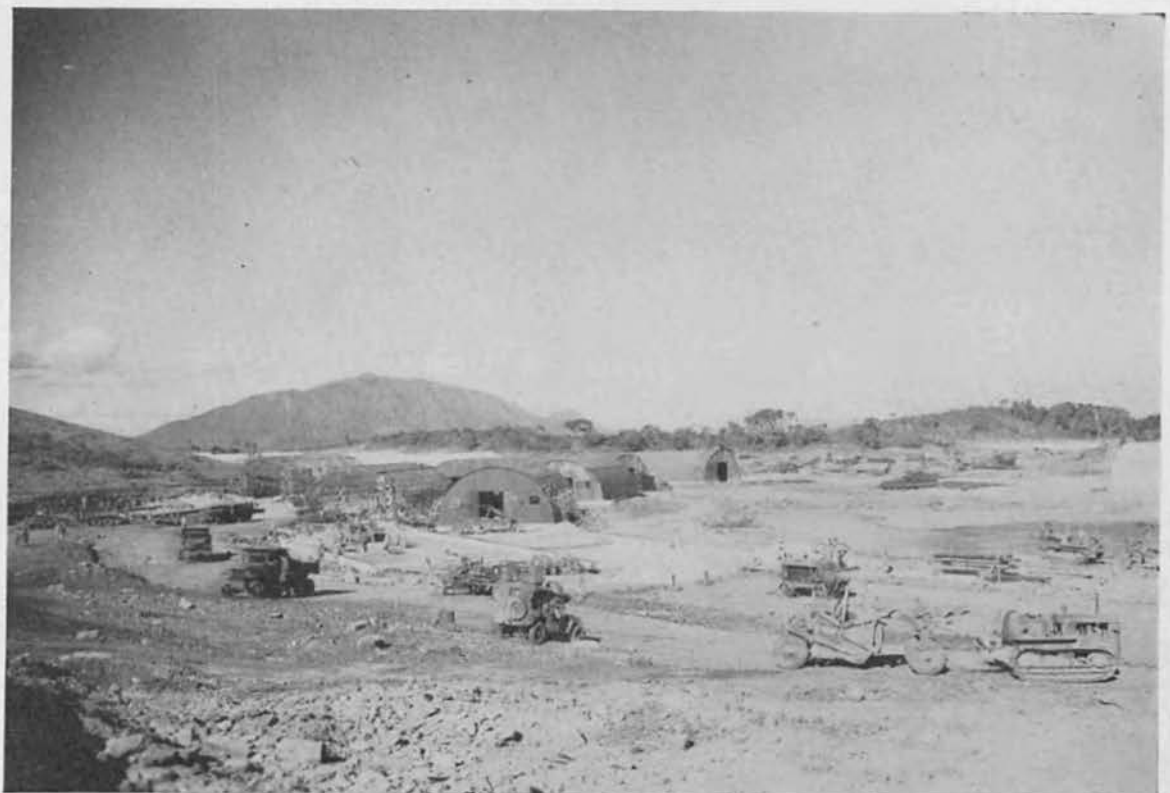
Construction scene.





Construction scenes at Engineer Warehouse, Marine Corps,  
1st Base Depot.

Engineer warehouse site.



5  
3  
R  
D  
N.  
C.  
B.



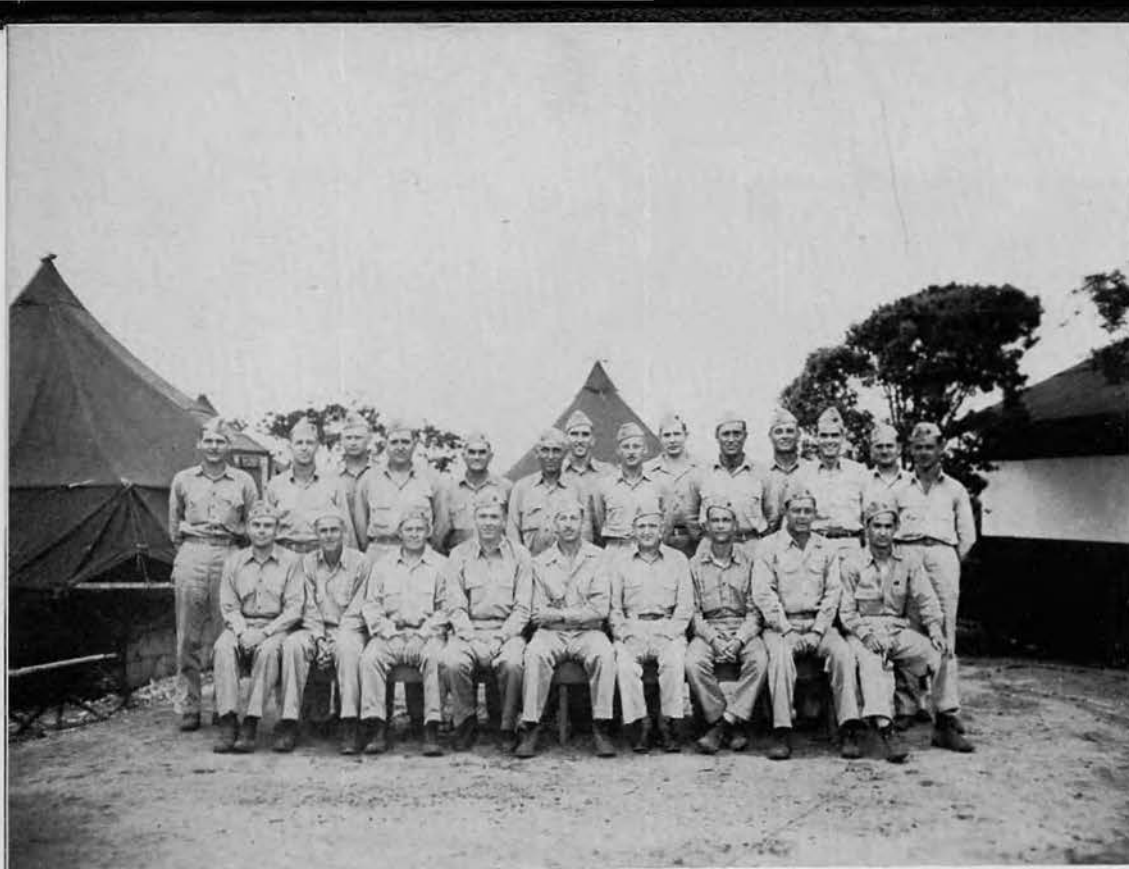
View of completed Quonsets,  
Engineer Warehouse,  
1st Base Depot.



Warehouses in Camp  
Kaiser.



Road construction,  
Camp Kaiser.



## OFFICERS

*First Row*, left to right: Lt. D. W. Sprague, (MC); Lt. W. H. Dikeman; Lt. E. Kean; Lt. Comdr. C. A. Thompson; Comdr. R. M. Harris; Lt. Comdr. J. L. Chute, (MC); Unidentified; Lt. F. W. Reeves; Lt. P. A. Peller. *Standing*, left to right: Carp. G. G. Dondas; Carp. H. J. Adler; Ens. L. P. Mellinger; Carp. J. V. Calvert; Carp. C. A. Freeman; Ens. J. R. McAdams; Lt. F. A. Behrens, (DC); Lt. (jg) D. McLaughlin; Lt. (jg) C. P. Corrigan; Unidentified; Lt. (jg) W. A. Gilroy; Lt. (jg) P. A. Rowland, (ChC); Carp. R. W. Guay.



Enlisted Men's messhall.

## OFFICERS' MESS PERSONNEL

*Front*: D. L. Slaughter, Ck1c. *Standing*: S. Jones, StM2c; J. Beaudion, SrM1c; Lt. F. A. Behren; E. Quinney, StM1c; F. Botens, CCSt.; N. Cooper, SrM1c; R. M. Baker, Ck3c.





## GALLEY PERSONNEL

*Front Row*—J. W. Werth, SC3c; E. C. Spear, S1c; H. D. Glenn, SF3c; J. F. Mulhall, Bkr2c; G. O. Hunter, Bkr1c; J. R. Jacobs, SC1c; N. S. Suter, S2c; H. R. Rutherford, SC2c. *Second Row*—L. L. Morgan, CCS; C. A. Burlett, Bkr2c; M. A. Johnsey, SC1c; Unidentified; L. E. Dodd, SF2c; C. E. Miller, Bkr1c; W. H. Warren, SK2c; M. J. Jacon, SC2a; B. D. Harvey, SC2c; W. H. Lameroux, SC3c. *Standing*—W. G. Eoff, Bkr3c; H. C. Cottell, SC1c; W. J. Buckman, MM2c; J. F. Brubaker, S1c; G. L. Oshier, SC2c; J. Savard, Bkr1c; Unidentified; S. Pafford, SC3c; F. Botens, CCS; E. E. Parker, EM3c; H. E. Rooks, SC2c; Unidentified; J. T. Grainger, S1c; A. T. Hays, SK3c; A. J. Bouchard, SC1c; Unidentified; T. P. Bishop, Bkr1c; Sullivan.



## CHIEFS

*Front Row*—Unidentified; S. Hackel, CEM; Unidentified; C. H. Klauer, CPhM; C. A. Freeman, CEM. *Second Row*—Jones, CMM; Unidentified; Unidentified; W. F. Thomas, CEM; A. D. Winslow, CSF; J. D. McGuffin, CCM; S. Ball, CSK. *Rear Row*—L. D. Britton, CEM; R. L. Sutton, CMM; Unidentified; Unidentified, J. E. Cox, CCM; Unidentified; Unidentified; Unidentified; R. W. Wirth, CBM.



## ARMORY DEPARTMENT

*First Row*—J. W. Shaw, GM2c; Lt. (jg) C. P. Corrigan; Unidentified. *Second Row*—E. W. Eggers, MM3c; A. A. Dombrowski, GM2c; Unidentified.



### PERSONNEL DEPARTMENT

*First Row*—J. A. Jenkins, CSP(M); Lt. (jg) J. M. McAdams; C. Fields, Y1c. *Second Row*—J. T. MacNamara, Y1c; J. D. Thiele, WT1c; H. Kaplan, Y1c; R. B. Tyrell, MaM1c; Unidentified.



### DISBURSING DEPARTMENT

*First Row*—V. J. Beldon, Y2c; Disbursing Officer; D. G. Pinck, Sk1c. *Second Row*—P. B. Bostwick, SK2c; J. J. Kelly; Unidentified.

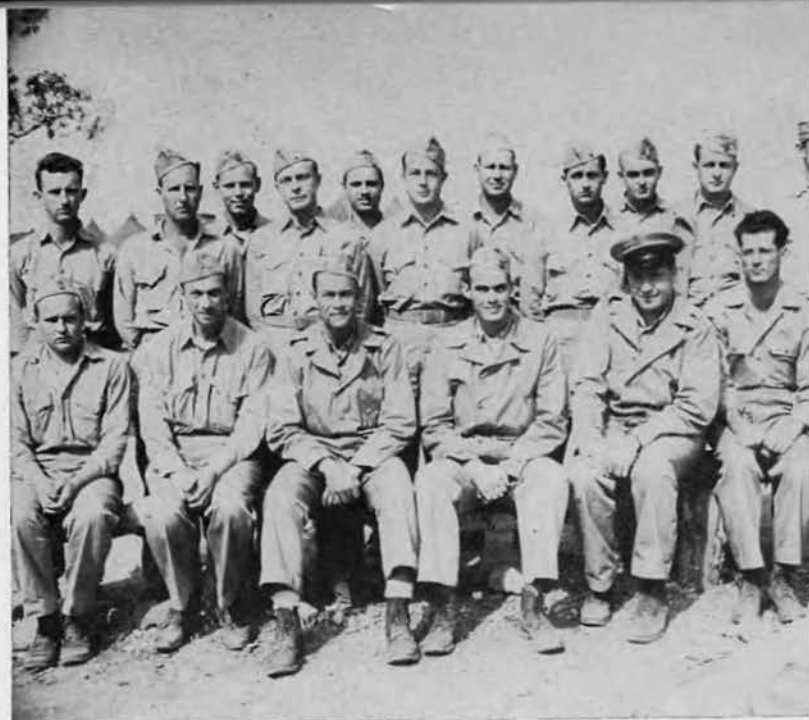


### SUPPLY DEPARTMENT

*First Row*—R. W. Gibbs, SK3c; S. Ball, CSK; L. J. Piazza, SK2c. *Second Row*—D. McLaughlin, Lt. (jg); A. R. Mendes, S1c; G. E. Bowling, S1c; H. Wax, SK1c; J. A. Derenski, SM3c; D. E. Sweet, SK3c. *Third Row*—H. E. Wedel, SK3c; Unidentified; Unidentified; E. Green, S1c; J. P. Drumm, SK3c; A. E. Flaherty, SK3c.

## ENGINEERING DEPARTMENT

*Seated*—F. Webb, SF3c; S. Hackel, CEM; F. Kennedy; Lt. (jg) D. Gilroy; S. A. Longhurst, CSF; V. C. Martell, CM3c. *Standing*—J. E. Bunker, CM2c; C. H. Jessee, CM1c; Unidentified; P. Dillman, CM1c; G. Gamble, CCM; L. C. Lomax, CCM; Unidentified; E. Sessions, MM1c; E. E. Johnson, CM1c; W. F. Stevenson, CM2c; P. C. Cimmiyotti, CM3c.



## MEDICAL OFFICERS AND CORPSMEN

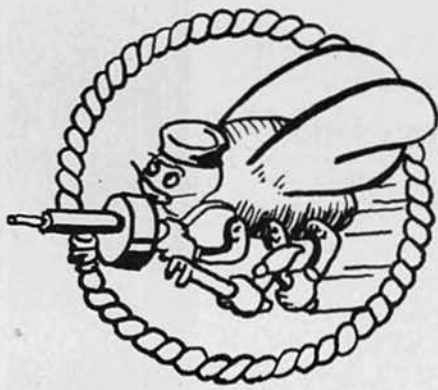
*First Row*—C. H. Klauder, CPhM; J. L. Chute, Lt. Comdr.; R. M. Harris, Comdr.; D. W. Sprague, Lt.; F. A. Behrens, Lt.(DC). *Second Row*—Unidentified; Unidentified; E. H. Randall, PhM2c; Unidentified. *Third Row*—R. Schulman, PhM2c; Unidentified; Unidentified; R. Hergesheimer, PhM1c; C. B. Webb, PhM2c; Unidentified.



## BASKETBALL TEAM

*Front Row*—E. J. Fitzgibbons, EM3c; G. Kahn, MM3c; E. V. Shuman, S1c; W. C. Gorman, SM3c; I. Holley, CM3c. *Rear Row*—J. D. Jacobson, EM1c; D. R. Jones, S1c; E. S. Jaynes, CM3c; E. H. Randall, PhM2c; J. A. McNeil, SF3c; Lt. P. A. Rowland, (ChC).





# BOUGAINVILLE



NOVEMBER, 1943 — JANUARY, 1944

# BOUGAINVILLE AND GUADALCANAL, B. S. I.

Here was our chance to start building those "roads to Tokyo." We were headed for a staging area. We were getting closer and ever closer to having our licks at the scrawny Nips—scrawny, yes, but dangerous as tropical scorpions, if we were to believe all we had heard from the many battle-weary veterans who had passed our way while we were still in New Caledonia.

After a five-day passage, during which we had enough time on our hands to make us a little jittery, we disembarked on October 11, at Doma Cove, on Guadalcanal. It took no more than about ten minutes to learn that this was our staging area. It took a bit longer to learn when D-Day was to be. In fact, we spent the next few weeks fretting about this particular question, while our primary activity consisted of long, hard hours and days of intensive amphibious training with various Marine Task Units, several of which we were to accompany on beach landings before much more time had elapsed.

It can be understood easily that we did not have long periods in which to let the situation worry us. We were far too busy "touring" the land which was so symbolic of our Nation's comeback after the debacle of Pearl Harbor. What's more, we had opportunity to observe at close range the scenes which had, by then, become historic battle sites. However, in view of the progress that had been made in civilizing this steaming jungle, it was difficult to visualize the bitterness with which so many miles of coral ground had been contested, inch by inch, just a year before.

They told us, too, that there was genuine "gold in them thar hills," but we were too busy scrambling, crawling, sliding, slipping, and straining up and down the beaches to take the time to worry about it, much less to scratch for it.

One cheery note in this experience was the report that the rainy season had not yet be-

gun. Often, as we shook ourselves, much like a dog after his bath, we fell to wondering what it would be like when the rainy season actually *did* begin. We asked each other if it were possible to get any wetter than we were; or if there were any other spot in the world that could boast more tons of gummy black mud and thigh-deep swamps as this thickly-matted jungle, our training area, offered.

We were to learn, and soon, that this type of training was precisely what was needed for our next move. And we were soon to have our questions answered, completely and thoroughly.

Not any less strenuous than this type of training was that in which we moved, with monotonous regularity, from shore to ship, and then from ship to shore, in small boats, in LCI's, LCT's, mastering the art of landing in a hurry and getting our gear ashore before it might be shot up beyond use.

Now, in preparation for what was to be our first combat landing, the Bougainville campaign, the officers and chief "founders" of the Battalion could see the ripening of the fruits of their labor, begun so many months before in chaos and indecision in the States. They eagerly faced their trial by fire, contributing greatly to the establishment of a hearty good morale. The team was clicking most satisfactorily.

## "HIT THE BEACH!"

Leaving a rear echelon of two officers and 46 enlisted men on Guadalcanal, the Battalion formed into four or five Task Groups, each loading aboard different vessels, with separately assigned tasks. After a brief but rough voyage, one detachment made Vella La Vella, New Georgia Island; the others hit the beach at Empress Augusta Bay, Bougainville, in support of the Marine D-Day strike there.

One officer and 73 enlisted men went to Vella La Vella to set up and operate two portable sawmills. While this landing was un-

opposed, and the detachment engaged in no combat on the New Georgia island, we found that we had to be on our toes to guard against die-hard Japs who had hidden themselves wherever possible and made it clear that they were going to die "with their boots on." We were willing to accommodate—with or without boots.

For a little more than two months, this detachment remained on New Georgia getting settled and turning out timber by the hundreds of thousands of board feet, largely of mahogany and other jungle hardwoods. Just about the time these Bees were beginning to be reasonably comfortable and feel somewhat settled, they were ordered back to Guadalcanal to rejoin the Battalion.

Taking stock before the final policing of the area, they found they had produced considerably more than half a million board feet of lumber from the native jungle, the major portion of which was heavy bridge timber. This, they agreed, not without a large degree of pardonable pride, was a whale of a lot of potential splinters.

Meanwhile, the remainder of the Battalion had had a somewhat rougher time of it. On November 1, 1943, we landed with the Marines at Empress Augusta Bay on Bougainville and saw how they earned their reputation as fighters. We were particularly proud of the fact that we gave such an excellent account of ourselves on this, our first combat mission. Nor is the pat-on-the-back "self-inflicted." It came from the commander of the First MAC, Marine Lieutenant General Alexander A. Vandergrift. In his commendation dated November 13, the 53rd Seabees, as the Naval Construction Battalion, 1st MAC, was included in the force which was "a source of great pride to your Corps Commander."

In our support of the Marine Combat Troops during the assaults staged on November 1 and 2, the Battalion gave invaluable assistance by clearing trails into the jungles and building roads for the furtherance of the combat operations.

Taking the biggest load of any fighting mis-

sion off the hands of the Third Marines, the Battalion set up and operated beach parties, unloading details, and working parties of all kinds. Had it not been for the excellent job of handling the mountains of supplies needed by the combat forces, the Marines could never have accomplished so much, so fast. We were also able to assist in evacuating the wounded, as they moved from the combat areas, and so take another great weight off the Marines' shoulders.

Our weeks of strenuous jungle training on Guadalcanal, bolstered by our stay in New Caledonia, stood us in good stead on Bougainville. We could now see the value of getting ready for the tangled jungle operations, no matter how we had beat our gums earlier. Nevertheless, the first Communion services, held on the beach among the conglomerate debris of warfare, with ammunition boxes serving as an altar, were very well attended.

Once the ground forces of the Third Marines stretched beyond reach of our helping hands, and had no further need for us, we went right to work providing airstrips which would guarantee them air support. As our part in the assault stage ceased, we began construction of three airfields.

Two measured 200 feet by 4,000 feet. These were the fighter strips. The other, a bomber strip, covered 1,500,000 square feet—250 by 6,000—of soggy swampland.

All three airfields were situated in dense jungle. After the 40 sweat-filled days required to complete these projects, the Bougainville jungle exhibited three long, green-edged scars, surfaced neatly with tons of steel Marston Mat.

Nor was this all the work being done at the time by the Bees. Another 40 days saw the completion of 3.8 miles of 40-foot roadway, laboriously dredged out of the middle of "impassable" swamp.

There follows the complete, official account of the Battalion's work while in support of the Marines on Bougainville, as reported by Comdr. Roy M. Harris on January 12, 1944, and covering the period November 1-24, 1943:

"Two hundred and forty-four men, the Officer in Charge, seven other officers and one bulldozer landed in the second wave with the Second Raider Battalion on Beach Green-2 (on D-Day, November 1). This group acted as Shore Party for the unloading of the *USS George Clymer*. This work was concluded early in the afternoon of D-Day.

"Seventy-four men, two officers, and one bulldozer landed in the second wave on Puruata Island, with the Third Raider Battalion and one battery of the Third Defense Battalion. This group acted as Shore Party in unloading their ship, and assisted the Third Defense Battalion Battery in securing their positions. This detail remained with the Battery for eight days.

"Fifty-six men and one officer landed in the second wave on Beach Blue-2 and acted as Shore Party for about ten days.

"Twenty-three men, one officer and one bulldozer landed in the first and second waves on Beach Yellow-4 and assisted as Shore Party temporarily, their principal mission being assistance to the Third Defense Battalion in securing their battery positions. This group continued with the battery for four days.

"One man, with bulldozer, and one officer landed in the second wave on Beach Blue-1 to assist the Third Defense Battalion in securing their battery positions. This man and bulldozer remained with the battery for about five days, and on November 2 about one hundred men and two officers from Beach Green-2 were assigned to assist the battery for three days.

"On November 2 all available men were started constructing bridges and pioneer road along the Piva Trail from Beach Yellow-1. No amount of construction equipment was available until November 6, and progress was slow through the swamps. This project was later expanded to include a pioneer road from Blue-1 and extension of the Piva Trail to an intersection with the Piva Road near Piva.

"On November 6 an additional six officers, 179 men, and considerable construction equipment were landed on Puruata Island. These

troops were transferred to the mainland on November 9, and assigned to road construction."

Here, at Empress Augusta Bay, was once again seen the close relationship and camaraderie which existed between the Bees and the Marines. The main road, when completed, was named "Marine Drive" and dedicated, with deep affection, "To our very good friend, the fighting Marines." A large sign, announcing this fact, was placed at one of the road's terminals.

The report continues:

"On November 11, one officer, 63 men, and additional equipment arrived. On November 28, three officers and 33 men arrived, and on December 4, one officer and 16 men completed the movement.

"A total of 24 officers and 687 men, together with approximately 800 tons of equipment and rolling stock, are now on the island.

"On November 15, work was started on a two-lane road up the Piva River from the beach. On November 30, this road was open to traffic to the southeast corner of the Piva Airfield site. The Piva Trail pioneer road was 85 per cent completed at this time.

"Survey crews, on November 4, started surveys from Yellow-2, and, on November 10, these crews started preliminary surveys for the Piva Airfield. These crews worked under extremely difficult and hazardous conditions as sporadic enemy opposition was encountered in these areas until about November 30.

"The various detachments of the Battalion landing on D-Day were under operational control of the Third Marine Division until November 8, at which time they reverted to the control of the Commanding General, First Marine Amphibious Corps. During the period of November 1 to November 8, the Officer in Charge received no orders from the Division Engineer, and consequently, assumed responsibility for initiation of work undertaken during this period.

"Up to November 24, a total of two miles of primary highway and 1.8 miles of pioneer road had been constructed. A majority of this



work was through extremely difficult swamps and jungles, and a considerable portion of these roads were built on corduroy brush mats, by hand.

"Miscellaneous activities included:

"(1) Construction of operational dugouts for First Amphibious Corps." (Numbered among these was the elaborate one built for the personal use of Admiral Halsey.)

"(2) Hauling ammunition and rations on Afe trailers to the front lines, until relieved of this duty by the Third Division.

"(3) Start of development of a coral pit on Torokina Point.

"(4) Construction of emergency operating tent and hospital ward for Third Defense Battalion Medical Officer, and the loan to him of the assistance of two Battalion medical officers and several corpsmen to care for Raider casualties during the first ten days.

"The entire Battalion, except the rear echelon of two officers and 46 men left on Guadalcanal, and the small detachment of one officer and 73 men sent to Vella La Vella on New Georgia Island, participated in the Bougainville assault. Available records indicate 81 enemy air alerts in which enemy planes were overhead and bombs were dropped. Enemy artillery, mortar and machine gun fire existed on the beaches November 1st and 2nd. Sniper fire existed for the entire two months' period in the jungle."

All was not working and ducking the enemy's arsenal, for come Christmas, the galley crews outdid themselves in an effort to transfer a little spot of home to our bleak, muddy fox-holes. There was turkey—and a-plenty! It set us to wondering how soon we could expect to be back at our own festive boards, enjoying a Christmas turkey dinner with our families and friends. With a heart-felt sigh, we dismissed the disquieting thought and entered into the spirit of the season insofar as we were able. How could we miss, with the best of food and an impromptu entertainment furnished by the more talented members of the Battalion?

Its assigned missions successfully and commendably completed, the 53rd returned from both Vella La Vella and Bougainville during the middle of January, 1944, to its former camp at Doma Cove, Guadalcanal. Once again we were to undertake extensive and vigorous Marine amphibious training. But this time, there was also much construction to be done. Since our previous camp had been occupied by other troops during our absence or had been rendered useless by changing conditions and our expanding requirements, we built a camp for ourselves before turning to the construction of a 1,500-man Marine camp.

At the same time, communication and transportation requirements had piled up, awaiting our attention, so we pitched in on the construction of bridges, docking facilities, and roadways.

We didn't have a great deal of time for combat training while we were bridging three rivers, two small and one large. A sawmill was set up on "the Canal" to provide timber for the bridges and a timber-pile LST dock, which measured approximately 50 x 400 feet. And, finally, five miles of coral-topped road took shape under our heavy equipment.

The completion of these varied projects required almost five months, from the middle of January, 1944, to May. But in the meantime, on February 17, we regretfully saw the departure of our CO, Cmdr. Roy M. Harris, who had been promoted to the rank of Commander and assigned command of the 21st Naval Construction Regiment. Relieving him was Cmdr. E. M. Denbo, CEC, USNR.

Construction continued after the change of command, and our training program increased. Under Commander Denbo, the Battalion was built up to full strength by the addition of "Dog Company," headed by Lt. Gustav T. Oien. Now, although we had cheerfully and expertly handled larger jobs than we had been actually manned for, we felt there wasn't any assignment too big—or too small.



53rd troops leaving Guadalcanal for Bougainville.





53rd troops going ashore at Guadalcanal, the staging area for the Bougainville operation.



# “D” DAY—BOUGAINVILLE

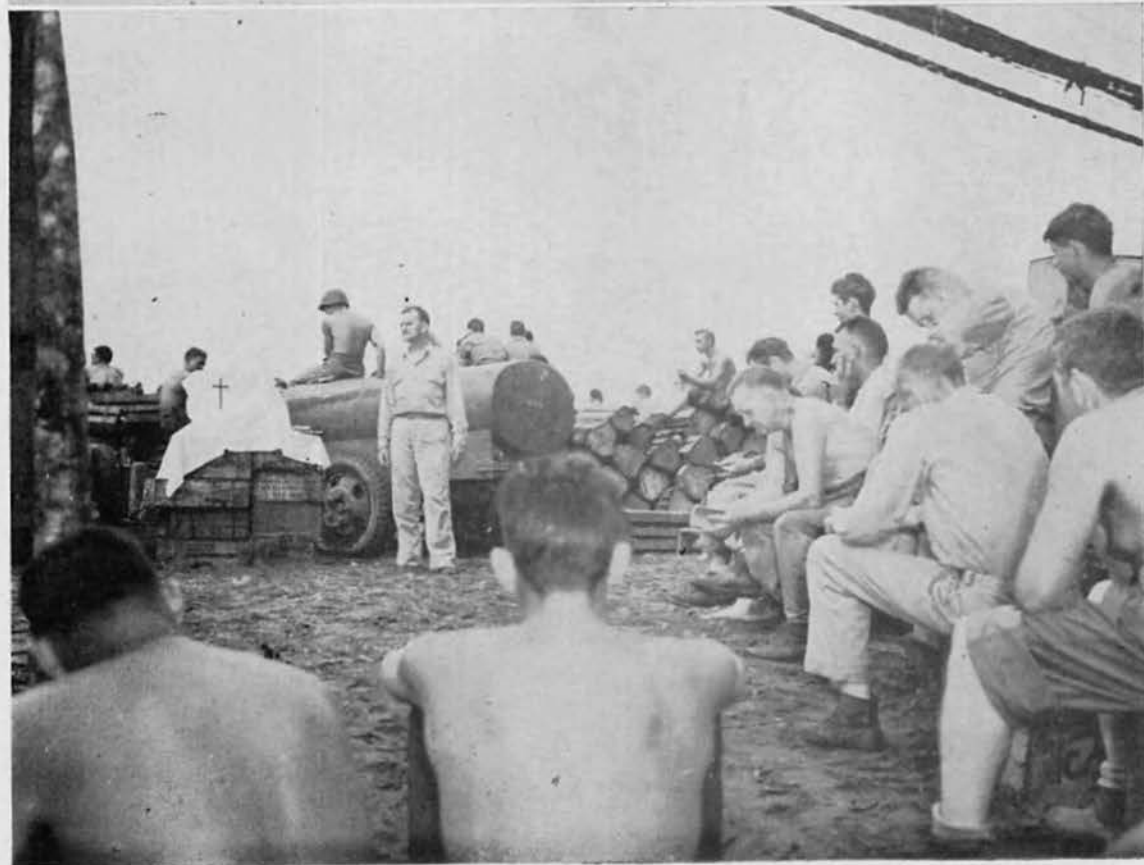


## “D” DAY CHIEFS

*Left to Right:* L. D. Britton, CEM; H. M. Davidson, CCM; R. L. Sutton, CMM; A. D. Winslow, CSF; R. W. Wirth, CBM; L. J. Duplantis; unidentified; C. H. Klauder, CPhMm; J. E. Cox, CCM; Unidentified.

## "D" DAY OFFICERS

*Left to Right: Carp. I. D. McGuffin; Carp. C. A. Freeman; Ch. Carp. R. W. Guay; Lt. (jg) W. A. Gilroy; Elec. W. F. Thomas; Lt. W. F. Dikeman; Lt. Comdr. J. L. Chute.*



Communion services on the beach. Chaplain Rowland conducting.



"D" day. Unloading ammunition.



Beach party unloading rations onto sleds.

Assisting in evacuating the casualties.



Temporary camp near beach.



Resting near foxholes.



Digging his foxhole.



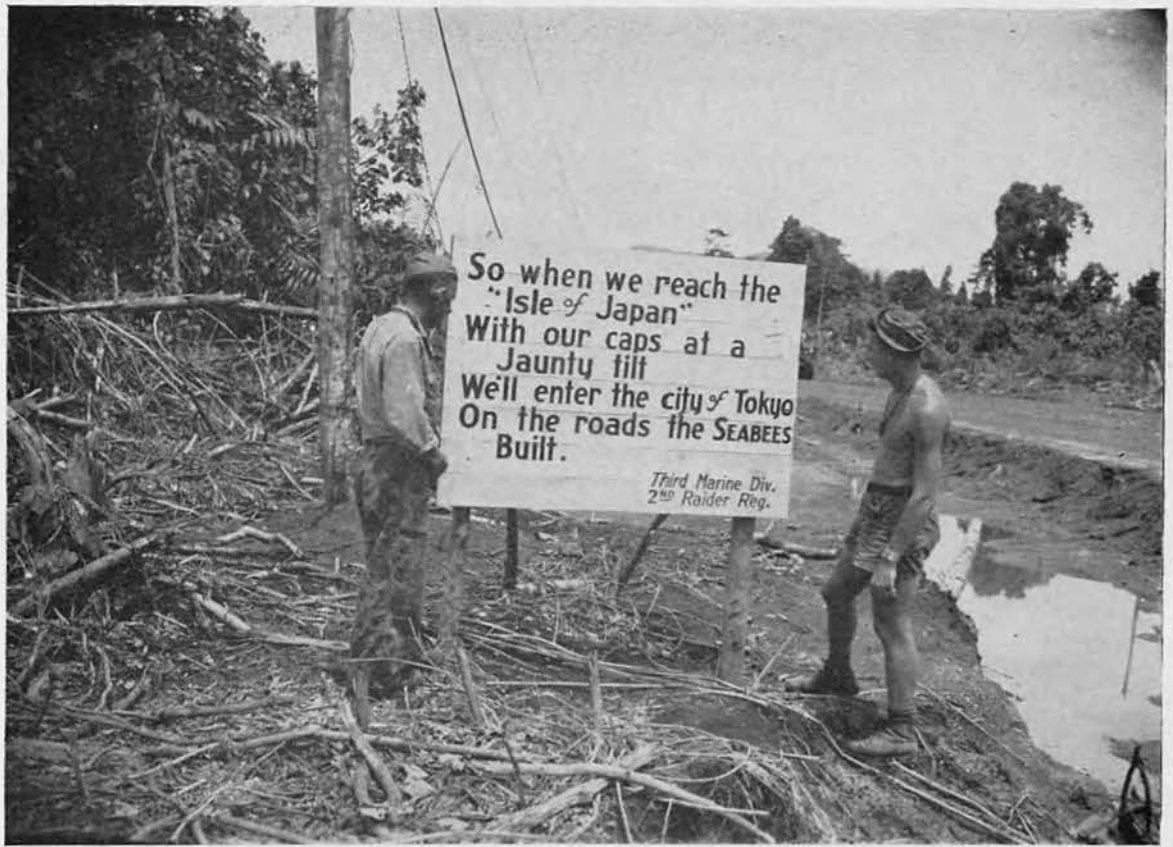


Lizard caught in camp.



Water point.





Sign.

Bulldozer opening a trail from the beach.

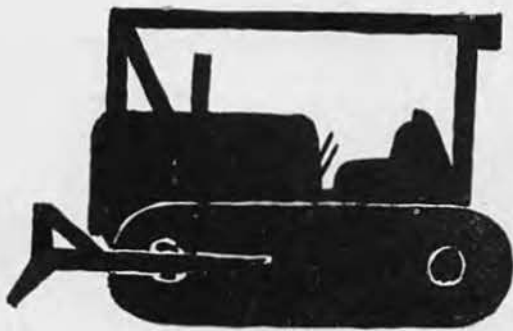




One of the first bridges nearing completion



Construction party poses on completed bridge



Placing corduroy for roadbed on Piva Trail

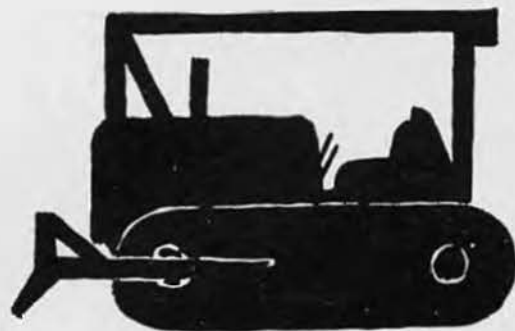
Tree roots after blasting. Comdr. Harris and  
Lt. Comdr. Thompson leaving site.



Opening Piva Trail Road through marsh  
and jungle.



Road construction on Marine Drive.





**ROAD  
CONSTRUCTION**

**ON  
MARINE DRIVE**



**BY THE  
53RD N. C. B.**



*Empress Augusta Bay*  
**BOUGAINVILLE**

**TO OUR VERY GOOD  
FRIENDS THE  
"FIGHTING MARINES"  
WE DEDICATE  
This HI-WAY**

**MARINED DRIVE**

**BUILT BY  
53 RD**

**UNDER 1ST M AC**

# AIRFIELD CONSTRUCTION



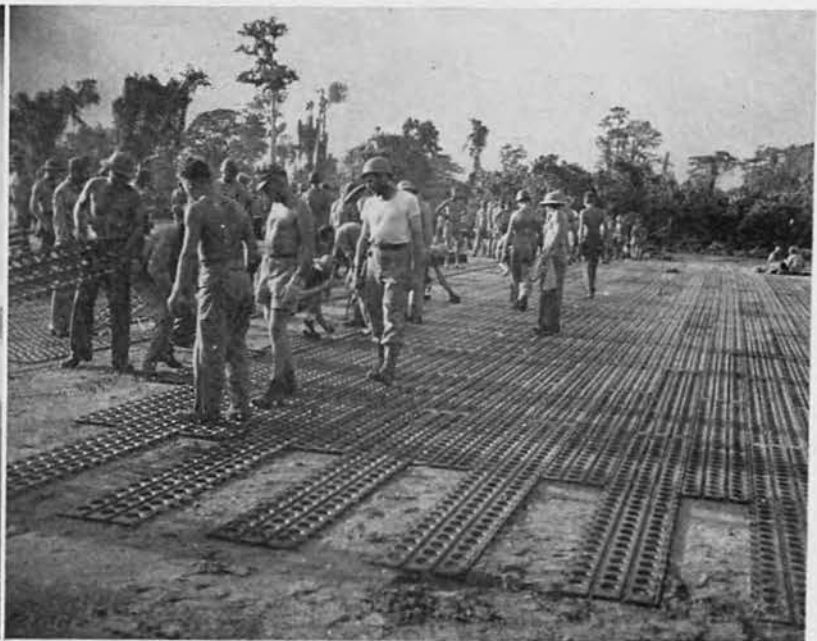
Clearing on Apron for Fighter Strip.



# AIRFIELD CONSTRUCTION



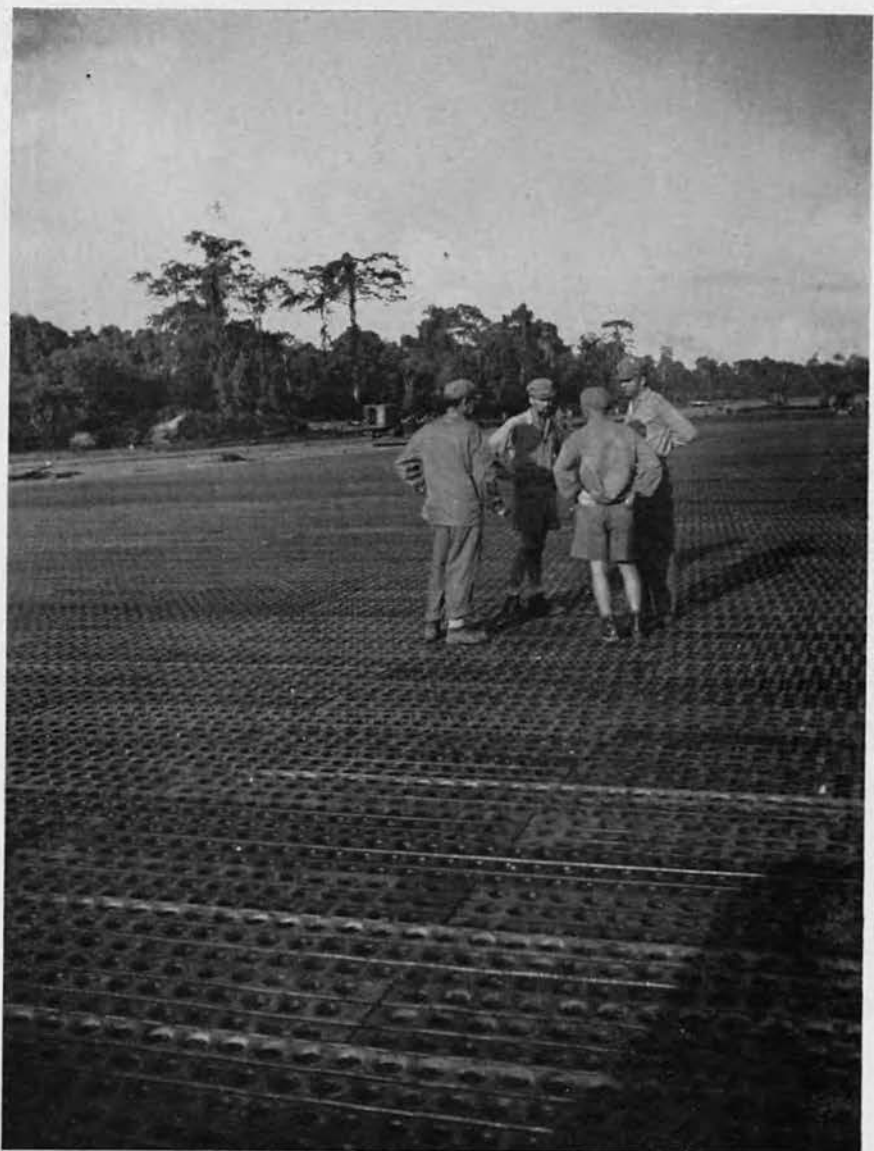
Grading on Fighter Strip.

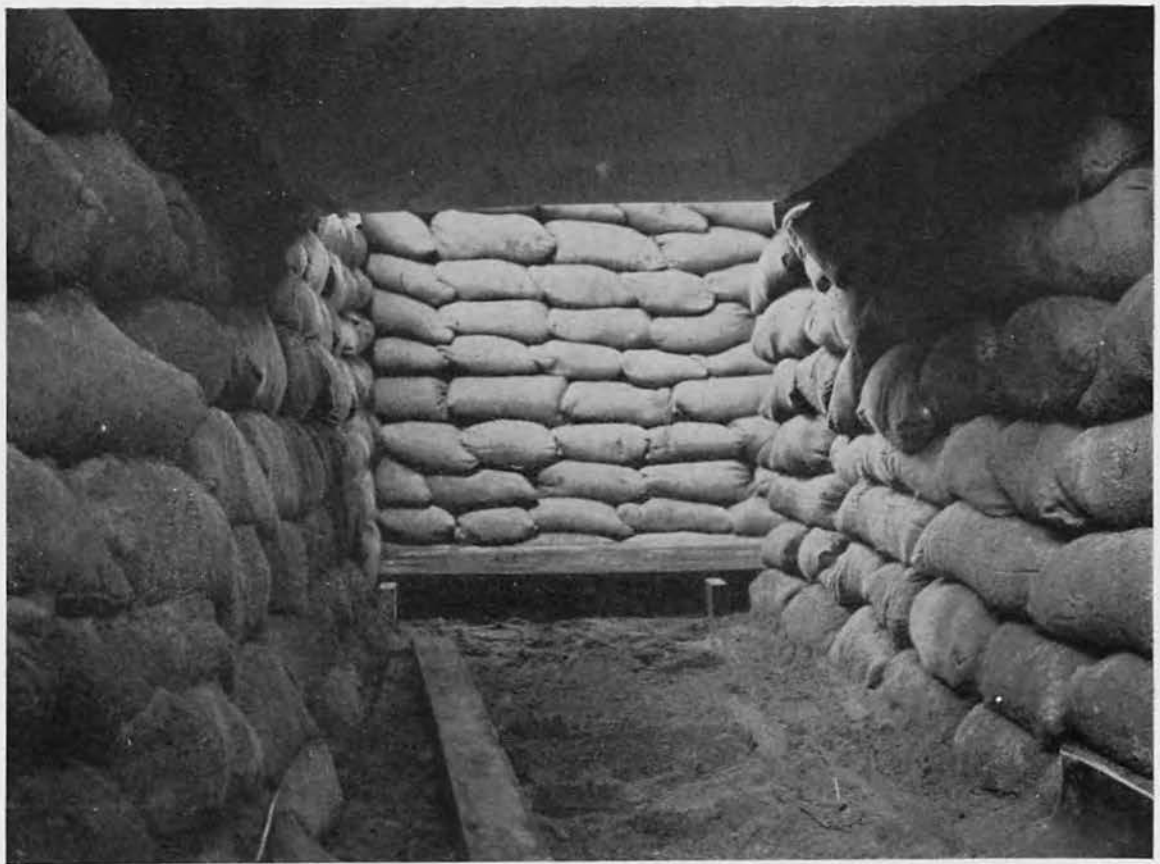


Laying Marston Mat on Fighter Strip.

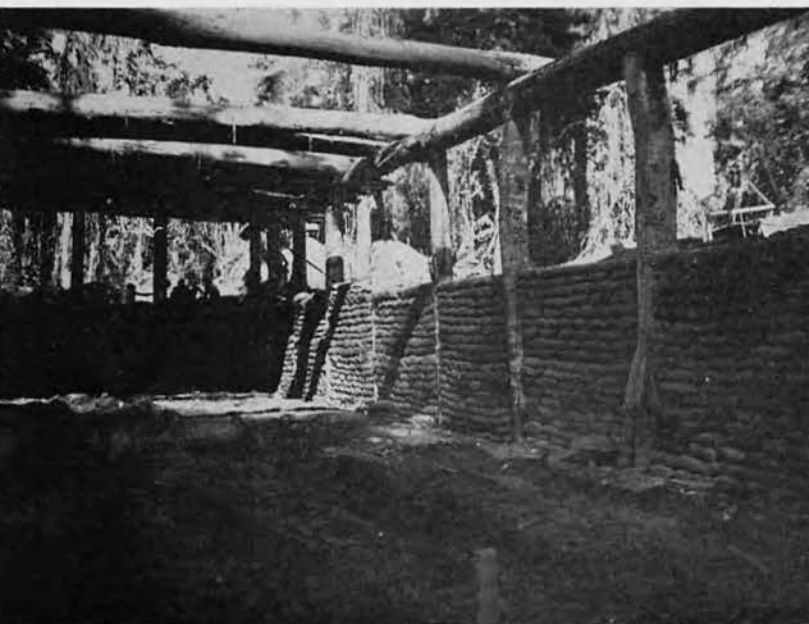
Officers conferring on completed Marston Mat.

*Left to right:* Lt. F. W. Reeves; Comdr. R. M. Harris; Lt. E. Kean; Lt. Comdr. C. A. Thompson.





Shelter for Admiral Halsey.



Air Warning Station under construction.



Typical framing to be covered with tarpaulins for operations building on fighter strip.



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First assembly. Lt. Dikeman talks to men regarding length of overseas duty.



**OFFICERS**

Front Row, Left to Right: Lt. (jg) W. A. Gilroy; Carp. C. A. Freeman; Lt. P. A. Peller; Lt. Comdr. I. L. Chute; Carp. J. V. Calvert; Lt. E. Kean; Lt. D. W. Sprague. Rear Row: Carp. S. J. Cox; Ens. E. S. Haggert; Lt. W. H. Dikeman; Lt. F. W. Reeves; Lt. F. A. Behrens; Comdr. R. M. Harris; Lt. Comdr. C. A. Thompson; Carp. J. D. McGuffin; Lt. (jg) D. McLaughlin; Ens. L. P. Mellinger; Ens. J. R. McAdams; Ch. Carp. R. W. Guay; Lt. (jg) C. R. Corrigan.

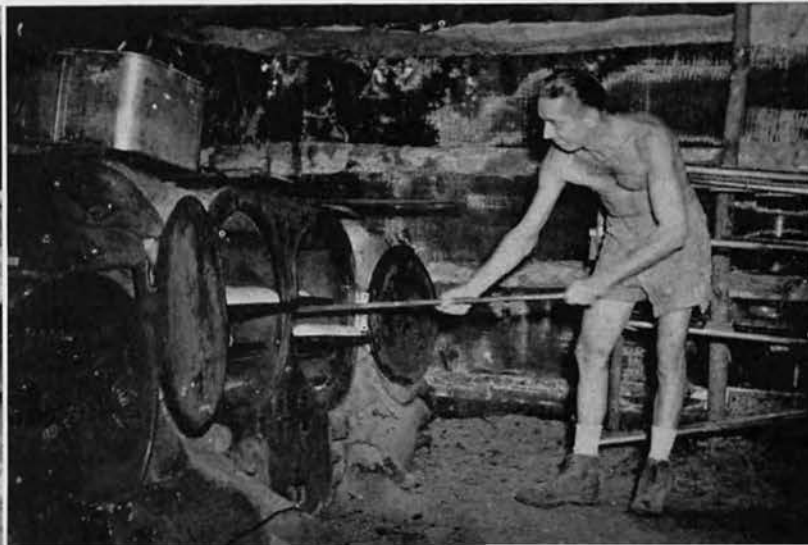


Jungle barber.

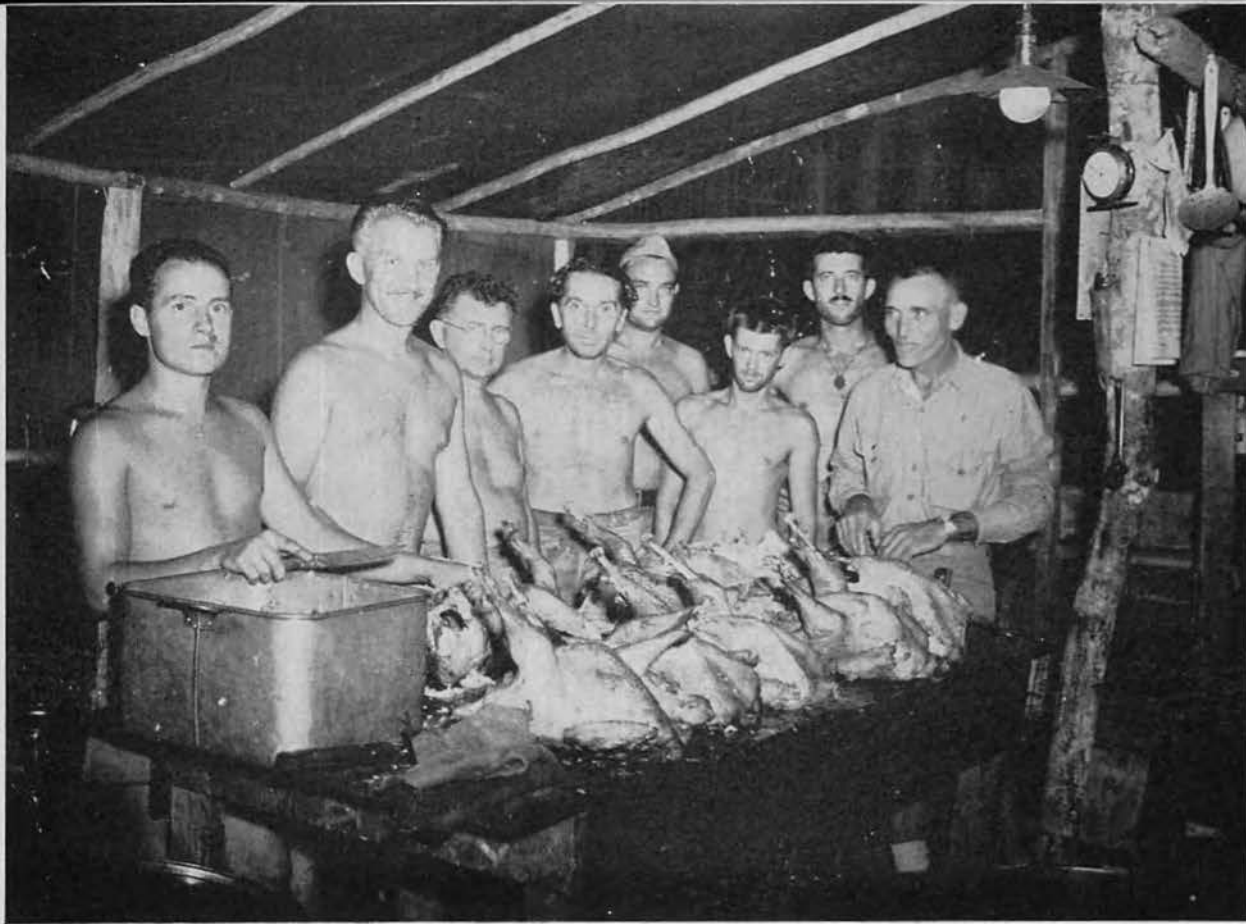
Sick Bay.



Bakery.

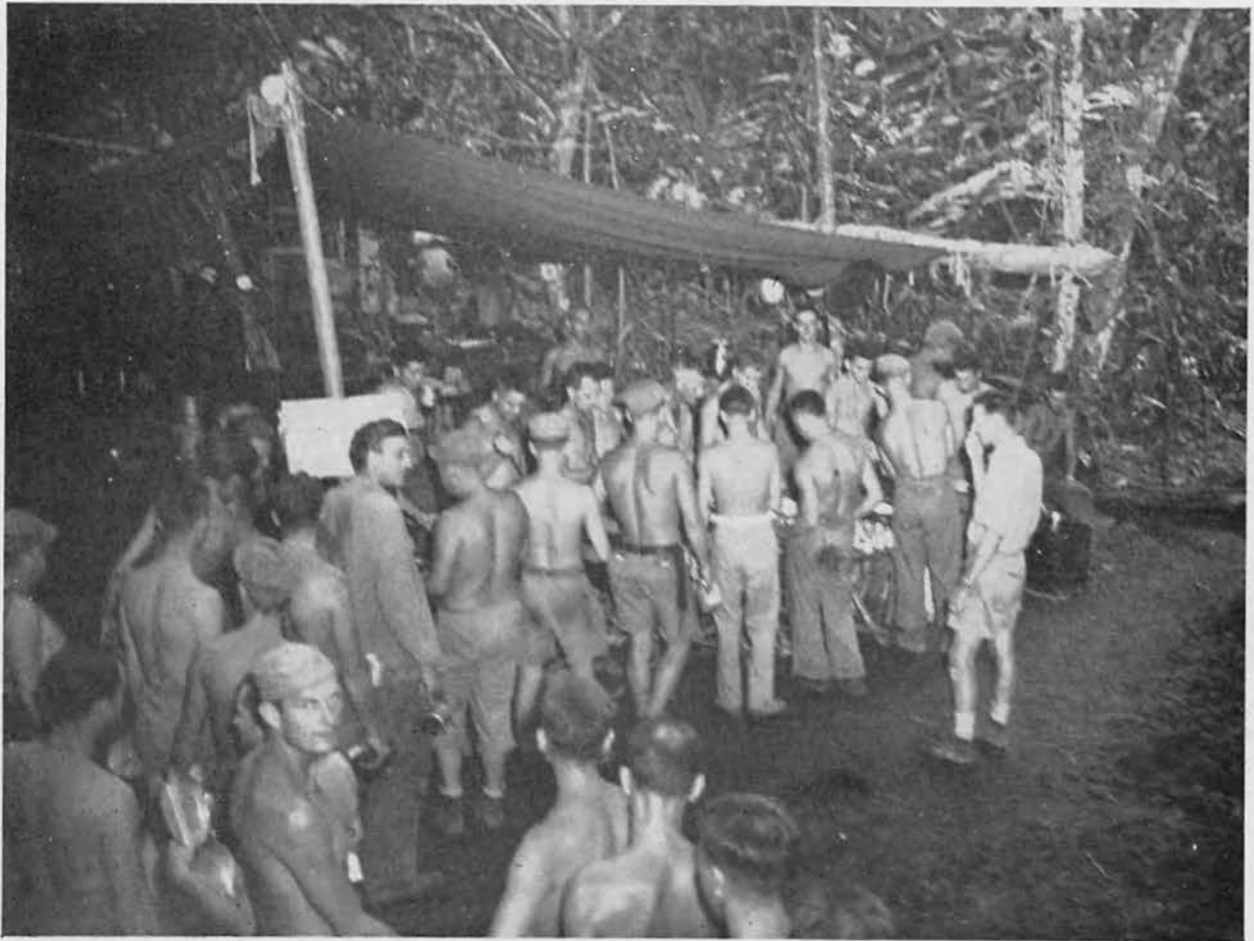


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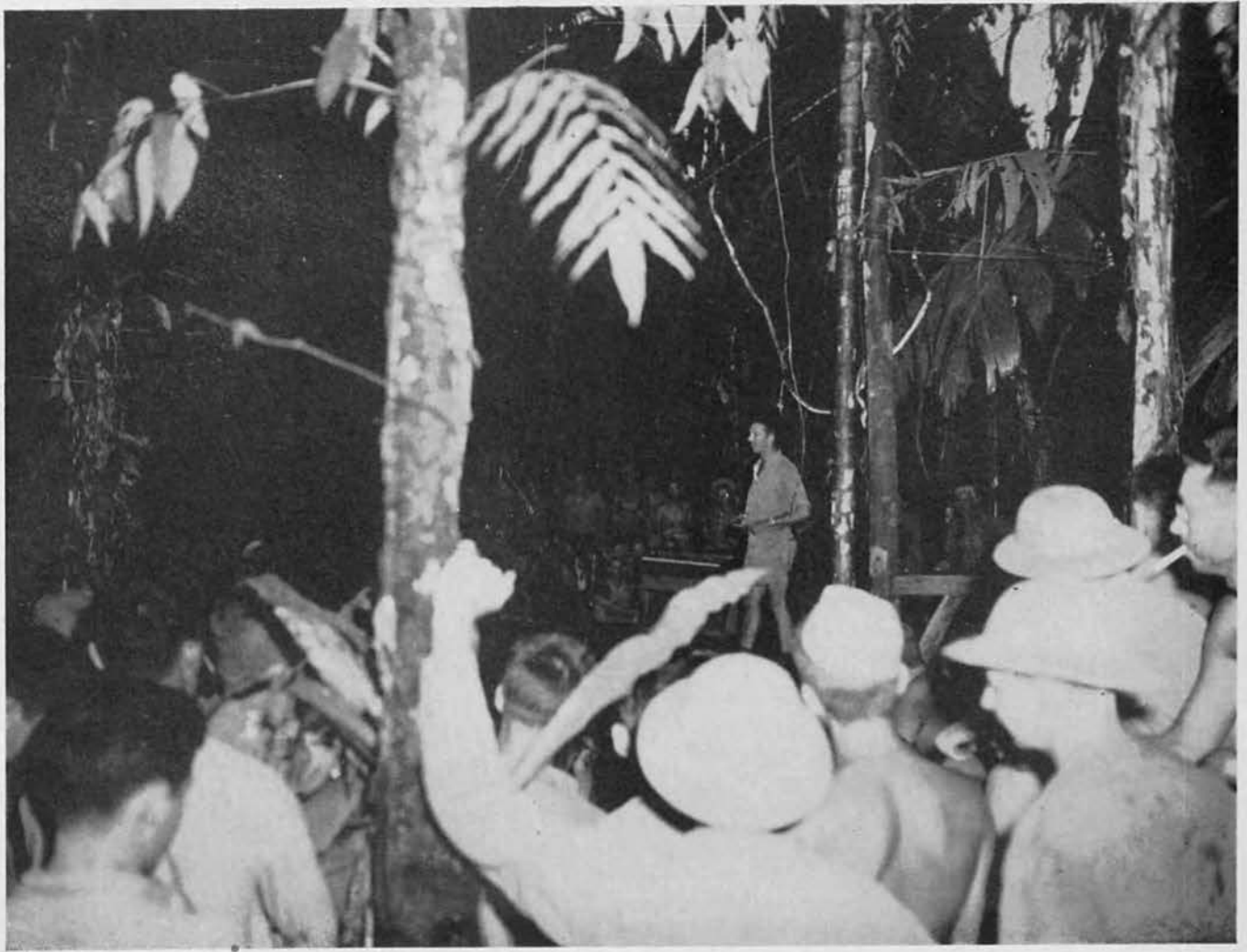


**Christmas Turkey.**

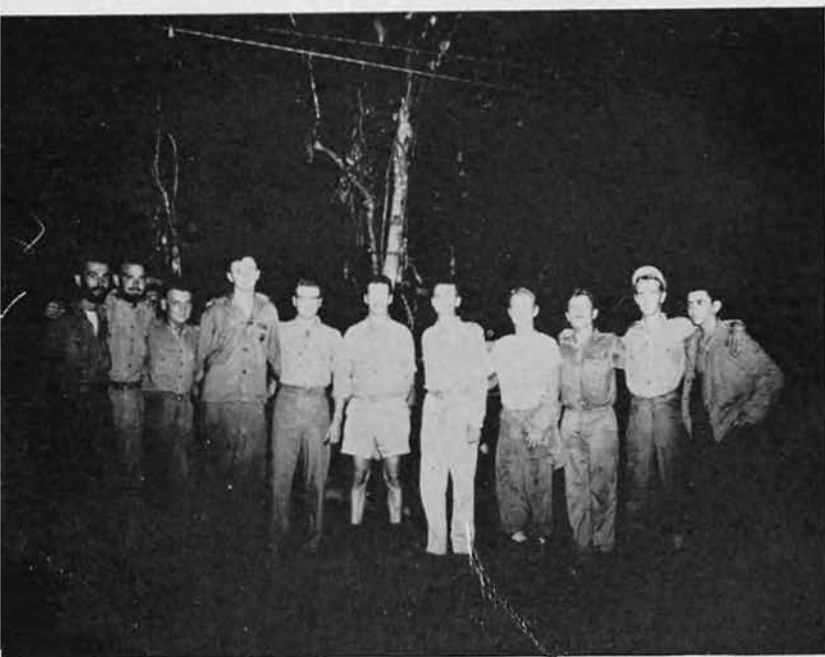
H. R. Rutherford, SC2c; A. L. Graham, SK3c; F. Botens, CCS; J. A. Savard, Bkr1c; E. E. Parker, EM3c; J. F. Mulhall, Bkr1c; T. P. Bishop, Bkr1c; C. A. Freeman, CEM.



**Comdr. Harris inspects chow line.**



Comdr. Harris talks to men at Christmas party.



At Christmas party. Jungle happy.

Christmas party. Sponsors and entertainers.

B. L. Szaleniec, CM3c; J. G. Faust, SK2c; R. T. Larson, WT3c; P. V. McEarl, S1c; Comdr. R. M. Harris; Lt. (jg) P. A. Rowland, (ChC); R. E. Sullivan, Cox; F. V. Donough, S1c; P. D. Egan, SM3c; I. Abrams, S1c.





In the Mess Hall.

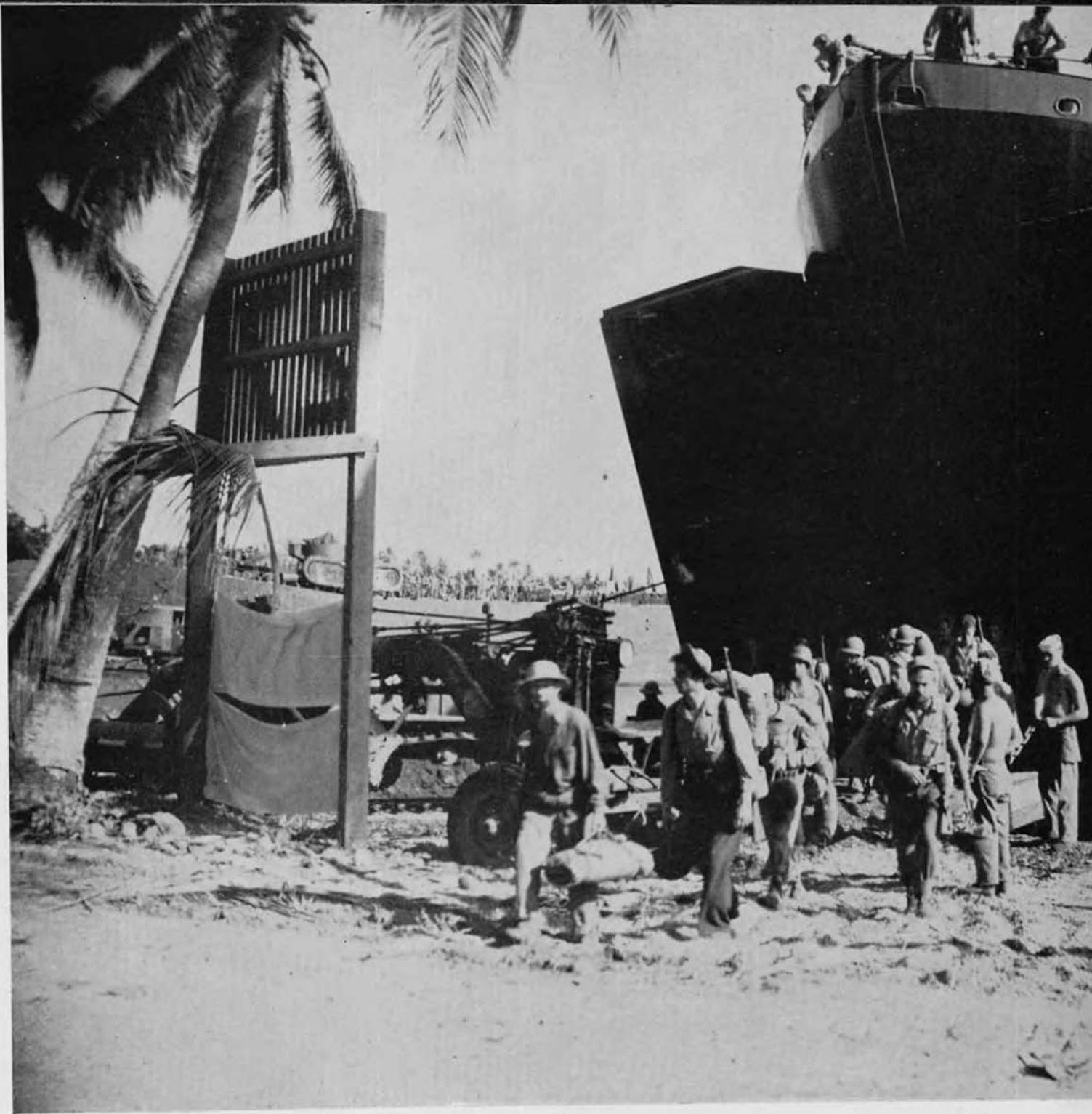


Loading equipment at the close of the Bougainville operation.

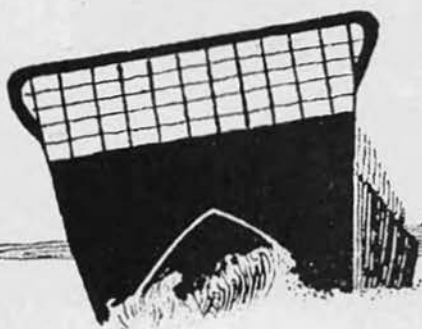


# GUADALCANAL





53rd troops return to Guadalcanal from Bougainville operation.





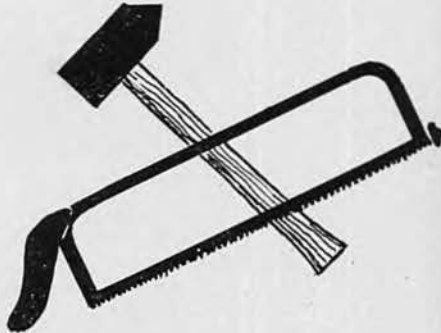


Sawmill erected and put into operation by 53rd NCB.



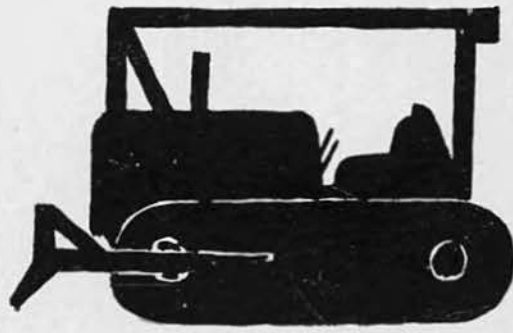
Logging operations.

Clearing prior to grading for highway extension.



Grading.





Completed section of road.



## THE 53RD CONSTRUCTED SIX LIKE THIS



Views of some of the bridges typical of the six constructed by the 53rd NCB. Note extensive use of native timber. Mahogany and teak were common.







Native timber was used in these two steps of bridge construction.



One of the 53rd's finished products.

Bearded Gentry.



### OFFICERS

*First Row:* Lt. Oien; Lt. Reeves; Lt. Kean; Lt. Rowland, Chaplain; Lt. Comdr. Chute, Senior Medical Officer; Comdr. Dembo, Commanding Officer; Lt. Comdr. Thompson, Executive Officer; Lt. Sprague, Junior Medical Officer; Lt. Peller; Lt. Milligan; Lt. Behrens, Dental Officer. *Second Row:* Lt. Wolf; Lt. Bergan; Lt. (jg) Hunt, Supply Officer; Lt. (jg) Sodeman; Lt. (jg) Rudisell, Disbursing Officer; Lt. (jg) Haggert, Personnel Officer; Lt. (jg) McAdams; W. O. Freeman; Lt. Corrigan; W. O. Guay; W. O. S. Cox; Lt. (jg) Timms. *Third Row:* W. O. C. Cox, Lt. (jg) Smith; W. O. Thomas; W. O. McGuffin; Lt. (jg) Butcher; Lt. (jg) Melinger; Lt. Acford; W. O. Dondas; W. O. Calvert; Lt. (jg) Patton; W. O. Wright.

Divine Services by Chaplain Rowland.





Chief Petty Officers at 1st Anniversary Dinner.

### SUPPLY DEPARTMENT

*Front Row:* M. G. Engle, CSK; T. J. Skinger, S1c; V. H. Badertscher, SK1c; Lt. (jg) Hunt; S. Ball, CSK; H. F. LaPenotierre, SK1c. *Rear Row:* L. J. Piazza, SK2c; A. S. Walters, SK3c; J. A. Christie, SK3c; E. F. Shortie, S1c; A. E. Flaherty, SK3c; D. E. Sweet, SK3c; J. D. Stevens, CM3c; C. W. Edelen, SK2c; J. P. Drumm, SK3c; H. E. Wedel, S1c; E. Green, S1c; R. W. Gibbs, SK3c.





# G U A M



# G U A M , M A R I A N A S

Early in June, 1944, the 53rd was attached to the First Provisional Marine Brigade, Third Marines, for the assault operation on Guam, in the Marianas group. Excitement ran high among both the Marines and Seabees, since we were about to snatch from the Nip what was rightfully ours, but which we had been unable to claim for two-and-a-half years. We were eager to avenge our fellow Americans who had been so summarily betrayed, so early in the game.

Leaving a rear echelon of two officers and 79 men, the remainder of the Battalion embarked on two ships, on June 6, 1944. En route to the island, plans for the Battalion's part in the invasion were carefully laid and gone over almost daily. Two special beach parties, for instance, composed of volunteers, were assigned to assist in the landing operations and unloading of supplies on D-Day, June 21.

The remainder of the Battalion moved ashore on D-plus-3, to set up their camp near Agat Village. Concurrently with the construction of quarters for themselves, the Bees were almost continuously occupied with the task of clearing debris from existing roads, clearing jungle, and constructing new roads to facilitate movement of supplies to the Marine fighters.

Lieutenant Commander Thompson's official report of the Battalion's activities on the Guam invasion is quoted:

"At Guam, Marianas, two Beach Parties were assigned from the 53rd NCB. One officer (Lt. F. W. Reeves, CEC, USNR) and 17 enlisted men, equipped with several tractors, landed on D-Day (H-plus-5 minutes), July 21, 1944, with special mission to assist unloading a Marine Battery of Sherman Tanks from LCM's and LCT's at the edge of the reef at Agat Beach. This task was finished within an hour under heavy enemy mortar and machine gun fire. Three of the Sherman Tanks dropped into bomb craters on their way in from the reef to shore and were submerged. This party volunteered to rescue these tanks and succeeded in getting two of the tanks safely to the beach in two hours, under heavy fire.

"A second Beach Party of five enlisted men was assigned the task of operating a North West Crane, mounted on a pontoon barge and anchored off the reef of Agat Beach, to unload gasoline and ammunition from LCTs to LVTs (Alligators) in support of assault troops. The party, in charge of the same officer (Lieutenant Reeves) landed on D-Day (H-plus-5) and

worked day and night for five days, never leaving the barge. This barge was under heavy mortar fire for the first four days. An LST anchored alongside was hit by enemy artillery and withdrew.

"The remainder of the Battalion moved ashore on D-plus-3 and established, maintained, and constructed roads and bridges in support of the assault troops. A copy of a letter of appreciation of service from the Commanding General, First Provisional Marine Brigade, . . . covering this work (is reproduced among the last pages of this book).

"The Battalion's beach camp was under enemy artillery fire for four hours on D-plus-3. No enemy air raids were experienced, but sniper fire was in evidence, for a nine-months' period after D-Day, in jungle locations.

"The 53rd NCB maintained the only Seabee Demolition Squad on the Island, consisting of a Chief Petty Officer and 13 enlisted men. This squad cleared all beaches, roads and areas ahead of the construction troops over a nine-months period. Both Beach Parties and the Demolition Squad have been recommended for special suitable awards, and it is sincerely hoped that these awards will be granted."

The varied nature of the Demolition Squad's work can be seen from the pictures reproduced here. Before jungle could be cleared for road-building operations, the squad had first to go out with its mine detectors. Their efforts saved many lives among our number, without any doubt. There were also armed, unexploded naval shells to be disposed of in many places. And there were detonators to be removed from both friendly and enemy ordnance before much of it could be moved.

"As a sideline to this dangerous, but highly important, activity, Chief Winslow prepared elaborate exhibits and displays of enemy ordnance for the purpose of indoctrinating the Bees of the Battalion. In this manner, they were familiarized with the various types of ammunition used by the Jap, plus his large selection of booby traps, grenades, mines, and demolitions.

"While the 53rd NCB was attached to the First Provisional Marine Brigade, during the initial landing on Guam, they were detached from the Marines on July 27, 1944, and assigned to duty under the Fifth Naval Construction Brigade. The commander of the Third Amphibious Corps, because of its early detachment, did not include the 53rd NCB as an integral part of the First Provisional Ma-

rine Brigade when that Brigade was recommended for and received the Navy Unit Citation covering the Guam operation and, therefore, members of the 53rd NCB who participated in the Guam operation are not entitled to wear a Unit Citation Ribbon."

Destined for a long stay on Guam, the Battalion was to put to good use the knowledge and experience—the "know-how"—it had gained during the work-filled and adventure-laden months spent in similar tropical hot-spots.

Immediately after the Guam invasion a change of commanding officers took place. Cmdr. E. M. Denbo was placed in command of the newly formed 27th Naval Construction Regiment under the 5th Naval Construction Brigade. Some months later the 53rd's second skipper was rewarded by receiving his fourth full stripe as Captain in the Civil Engineering Corps.

Thus, late in July, 1944, our Executive officer, Lt. Cmdr. C. A. Thompson, took command of the Battalion on Guam and started the task of assisting to build one of the greatest Pacific bases of the war, working as a part of the 27th Naval Construction Regiment. Commander Thompson thus became the Battalion leader most to be remembered due to his long and faithful service with the unit since its commissioning, and the 53rd Seabees were able to continue their smooth performance without the reorganization troubles which usually result from a change in commanding officers.

The work undertaken and accomplished on Guam is quoted from Commander MacBean's report to the Bureau of Docks and Yards, dated September 22, 1945:

"The 53rd NCB, in approximately 15 months, contributed greatly to construction facilities completed by Naval and Army construction troops on this Island. Major construction jobs consisted of 12 miles of 56-foot width, four-lane, high speed, coral-based, asphalt-surfaced highway, completed in approximately six months; six miles of 45-foot width, three-lane, coral-based, asphalt-surfaced highway, completed in approximately two and a half months; six miles of 32-foot width, three-lane, coral-surfaced highway, completed in two months.

"These three road jobs contained over 800,000 cubic yards of earth and rock excavation and one of the heavy cuts was 92 feet. The construction of this road system received wide publication in an article written by Commodore W. O. Hiltabidle and published in *The Engineering News Record* in the Spring of 1945."

Before any of this could be accomplished, it might be well to point out, we faced and solved the problem of overjoyed Guam natives, quartered in a refugee camp close to ours. Since they had little with which to occupy themselves after the liberation, they were constantly under foot. Putting many of them to work on Uncle Sugar's payroll neatly cleared up the situation.

The roads mentioned by the Commander were built under the most difficult of conditions, for, not only were we obliged, as usual, to clear debris and search for live ammunition, but we constantly worked as close to the front lines as we could reasonably operate.

Commander MacBean's report continues:

"The 53rd NCB also built the first asphaltic concrete plant on the Island of Guam. This plant was set up in the Fall of 1944 and started operating in December, 1944, and included the necessary quarry for the coral aggregate, primary and secondary crushing plant, rotary dryer, and the hot asphalt heating and mixing plants. In addition to operating all of these plants, the 53rd NCB laid approximately 1,500,000 square yards of asphalt paving on the Island of Guam, which paving included airstrips, taxi-ways, parking areas, roads and storage areas.

"Another outstanding job accomplished by the 53rd NCB during the months of April, May, June, and July, 1945, was the construction of the east half of the north bomber strip at North West Field, used by the B-29's. This paved strip, which was 10,000 feet long by 250 feet wide with a clearing width of 1000 feet, involved a movement of approximately 700,000 cubic yards of bed coral rock, 90 per cent of which required blasting.

"The Battalion further assisted in building a large portion of the Black Fuel Oil Tank Farm for servicing the fleet, which involved 27 tanks, totaling 450,000 barrels capacity.

"Some of the other construction project worthy of note accomplished by the 53rd NCB on Guam are as follows:

"(1) Camp and administration area for the Island Commander, Major General Henry L. Larsen, USMC.

"(2) Steel sheet pile-and-concrete dam and pumping station with three-and-a-half miles of 12 inch pipeline, known as the Agat Water Supply.

"(3) Two-story cargo operations building (25,000 square foot floor area) of steel-and-concrete construction; and five two-story timber gear-locker buildings.

"(4) An aviation gas tank farm of four (tanks), 10,000 barrels capacity each, and as-

sisted other units in constructing a 40,000 barrel AvGas tank farm.

"(5) An eight-mile road project connecting the villages of Agat and Umatac to provide a connecting link with the southern road loop of the Island was started late in the fall of 1945 and is still in progress at this writing."

Let it not be thought that this prodigious work was accomplished under ideal conditions, or without interference from the Japs and the Elements. Our reoccupation was far more costly and destructive than the island's capture by the Japanese, and the existing road system was poor and inadequate. Early road construction was carried ahead under heavy artillery traffic. The shell fire shown in nearly all of these pictures is American.

The Japs took Guam from us without inflicting great damage to the Island or its installations. This was due to the suddenness of the Jap's move. As a consequence, the facilities and towns were not destroyed.

"But, when we wrested the Island from the enemy's tyrannical hands, we practically annihilated it. So, the damage to be seen in the pictures was caused by the devastating fire of our own Naval guns". The Commander ends his comments on a cheerful note: "The work on Guam was very interesting and a credit to any construction battalion." In this connection, a study of some of the before-and-after pictures appearing in the book will emphasize the Commander's point.

"There are comparative pictures, here," he says, "where the dentist's office in one place was very modern and up-to-date and, in another place, offered practically nothing with which to work. The man being treated in the make-shift office, on Bougainville, with its foot-operated drill, is a case in point. Also, there are pictures showing how the 53rd Seabees continued washing their own mess kits like the Marines. And, finally, there are several comparison pictures showing camps when they were first started and when they were completed.

"In compiling this book an effort has been made to show pictures of the camp, where the men lived and worked, since this became so much a part of our lives that the barber shops, Ship's Store, galley, and administrative offices and shops will never be forgotten and we want to remember some of those faces shown in these pictures."

Rehabilitation for the 53rd NCB's started in April when our first contingent went back to the States for leave and reassignment after over two years hard, tough duty. A change of commanding officers took place early in May,

1945, when Commander MacBean relieved Commander Thompson, who had been with the Battalion since its commissioning. By August all the old original men were on their way home and replacements from the States took their places among us.

### **BATTER UP!**

All this, as we have seen, was accomplished with considerable dispatch and serious application on the part of all hands, but as time went on we found some time for participation in sports. So much so, in fact, that the Battalion's various teams were able to engage in several tournaments, in which they gave excellent accounts of themselves.

Among the most enthusiastic boosters for the various Battalion teams was the soft-spoken, wiry "Sky Pilot" whom we all loved in our rough way, Chaplain L. V. Johnson. His already solid popularity with all of the Bees jumped by leaps and bounds as he developed into an ever-willing, "Four-O" mentor. It was with the keenest disappointment that we saw him evacuated, for reasons of ill health, before he could witness some of the smashing victories our teams enjoyed as time progressed.

Leading the field, of course, was the Great American Game. The Battalion entered the Island Command Baseball League on Guam in October, 1944, to subsequently blast its way to victory in 13 of the 16 games played. Unfortunately, a tie game left the 53rd dangling within half a game of first place in the League.

The team was first managed by Chief A. Riley, and later by George McCaffrey. Among the teams defeated by the red-hot 53rd were the Third Marines and Hal White's CASU 12 club. Particularly pleasant was the whipping of the Third Marines, for they later turned up as Marianas champions.

The team, re-organized under Stanley Juscen, went on from there to win seven straight, before it tied one and then lost the next one. In the last win chalked up for the Battalion, Kenny Eagan pitched against Bob Klinger (103rd Hospital), holding the Medics to the magnificent sum total of one hit. Until the last "Out!" was called, it was a hair-raising game. But we took it, 2-1.

Some of the outstanding talent in the Battalion's spiked shoes were Jim O'Neil, once property of the NY Yankees; MacDonald, farmed by the Cards; Pawloski, who had previously been a member of a St. Louis farm team; and D'Arcangelo, short-stop for the Seabee All-Stars.

Tennis became one of the most popular sports indulged in by the Bees, and one which permitted far more individual participation

than any other. It competed with basketball for use of the magnificent concrete courts our Bees built in the camp area. The large, smooth court was set up to accommodate either basketball or tennis within a matter of minutes.

Since tennis was a constant favorite with the men of the Battalion, the court was in continual use from dawn to dusk daily. After dark, basketball took over, under huge, day-bright floodlights. Individual participation in hoop competition was almost as heavy as it was in tennis, because each night saw the playing of inter-Battalion or intra-Battalion matches.

Of particular note, too, is the intra-Battalion tennis competition. In the first singles tournament, held in July and August, 1945, on the 53rd's dual-purpose courts, Claude Higbee won, defeating Charles Vaughn in the finals, 6-1, 6-2. At the same time, Chief DeMarcus and Hal Ricker steam-rolled all competition to take the first doubles tournament. For their achievements, Higbee received a new tennis racquet, and Vaughn, DeMarcus and Ricker each received cigarettes.

A second singles tournament was played off in September. This time, Higbee was trounced in the semi-finals by Ensign Warfield, 6-3, 6-4. Tom Byers reached the finals by nicking Lieutenant Hunt, 6-3, 6-3, and then moved on to win by whipping Ensign Warfield, 6-2, 6-3. A racquet was the coveted prize.

Following the singles, a second doubles tournament was played, developing into a hard-fought final match. In this, Ensign Warfield and Lieutenant Hunt lowered the boom on Jansen and Ricker to the melodious tune of 6-2, 7-5. The result: two Schaeffer fountain pens transferred into the officers' hands.

Boxing, too, was popular, although it was difficult for a great many of the Bees to participate actively in *The Manly Art*, after operating equipment all day. In spite of this, there were no complaints from the majority of the men, forced to sit by in the role of spectators when bouts were in progress. For these popular events, Lieutenant Goldman served as referee and announcer.

Boxing team members were agreeably surprised, and availed themselves of much valuable instruction, when Commander Gene Tunney showed up in camp during the first part of 1945. We did our level best to make the affable, brilliant boxing master feel at home while visiting us.

On another occasion, we had a visit from George Abrams, former world's welterweight champion, in company with Peewee Reese, formerly of the Dodgers; and Angelo Bertelli, football star of Notre Dame.

Such stellar visitors, from time to time, were

always more than welcome. Others which come to mind are Johnny Vander Meer, Cincinnati Reds, pitcher of no-hit fame; Conny Ryan, Boston Braves; Marino, Chicago Cubs; Red McQuillen, St. Louis Browns; Dell Ennis, Phillies; and Virgil Trucks, Detroit Tigers.

### WAR'S END AND HOME

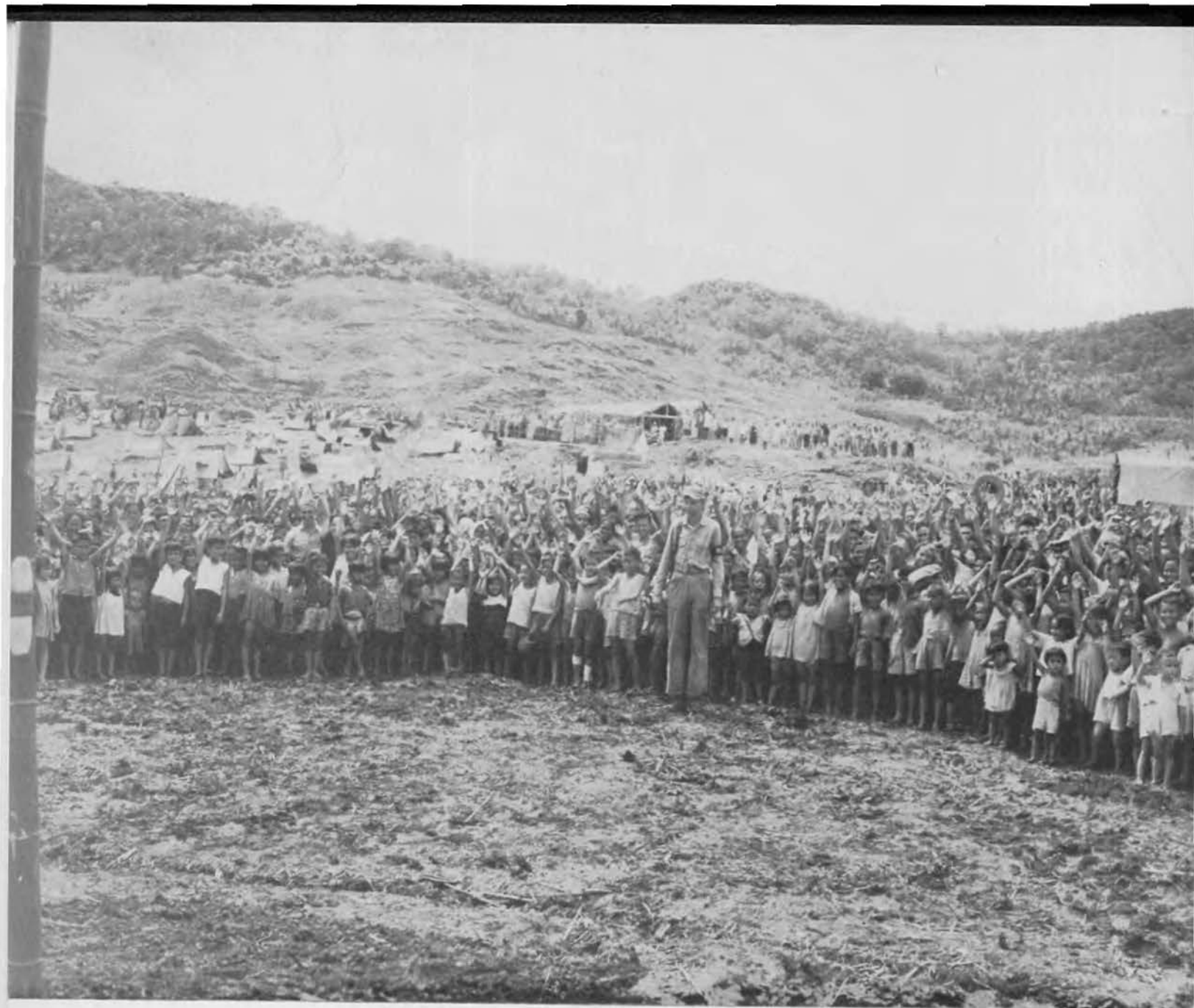
With the coming of V-E Day in May, 1945, we began to have itchy feet. It had been a great long time since many of us had seen our homes. The States were little more than a fond memory—a picture conjured up at odd hours of the day and night, between jobs, or while dozing over a magazine in the Battalion's new MobraK Memorial Library.

But there was still much work to be done. We could do nothing but shrug and agree that the Jap was still tough and would probably last for a year or two. Of course, it was vaguely hoped that he would see the hand-writing on the thousands of walls we had built across the Pacific, but we hesitated to put this hope into the concrete form of words. It came as a joyous surprise, therefore, when, only a few months later, the Nips gave up the ghost.

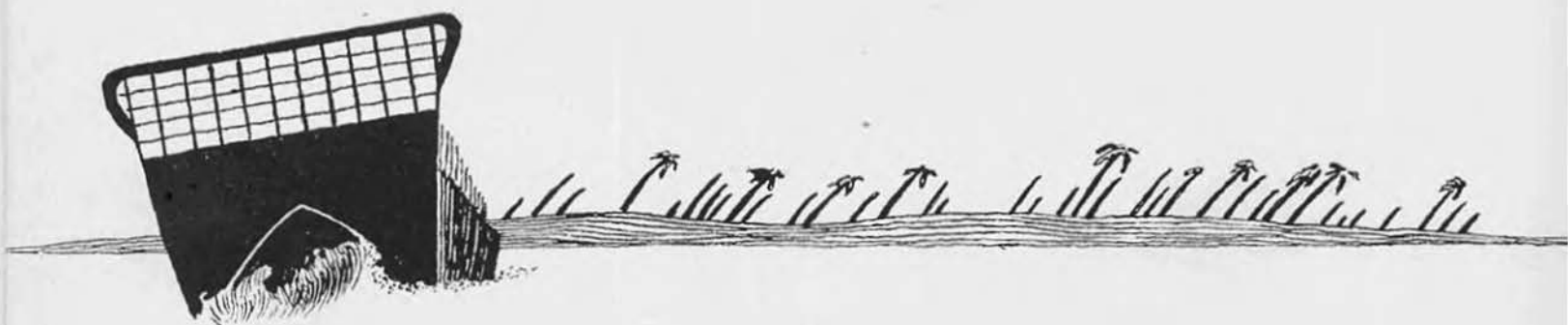
We were not to secure our gear, however, for there still remained many construction and rehabilitation tasks to be done in the devastated areas of Guam. We could now slow the pace, though, and could find more time for reflecting on the vastness of the work we had done and the immeasurable value that work had been. There was no doubting the contributions we had made toward the successful termination of the fight. We were rightfully proud.

But, our pride was leavened by the sobering thought of the Bees we had lost. There had been three to fall at Guadalcanal: Dodd, Pye and Smith; and four on Guam: Labbe, MobraK, Simar, and Swanson. We were thankful that we had been able to honor at least five of them with the only kind of memorial they would have asked for: Seabee construction work. On Guadalcanal we had dedicated the Dodd Bridge; on Guam, the Labbe Chapel, the MobraK Library, Swanson Field and the Simar Movie Theatre.

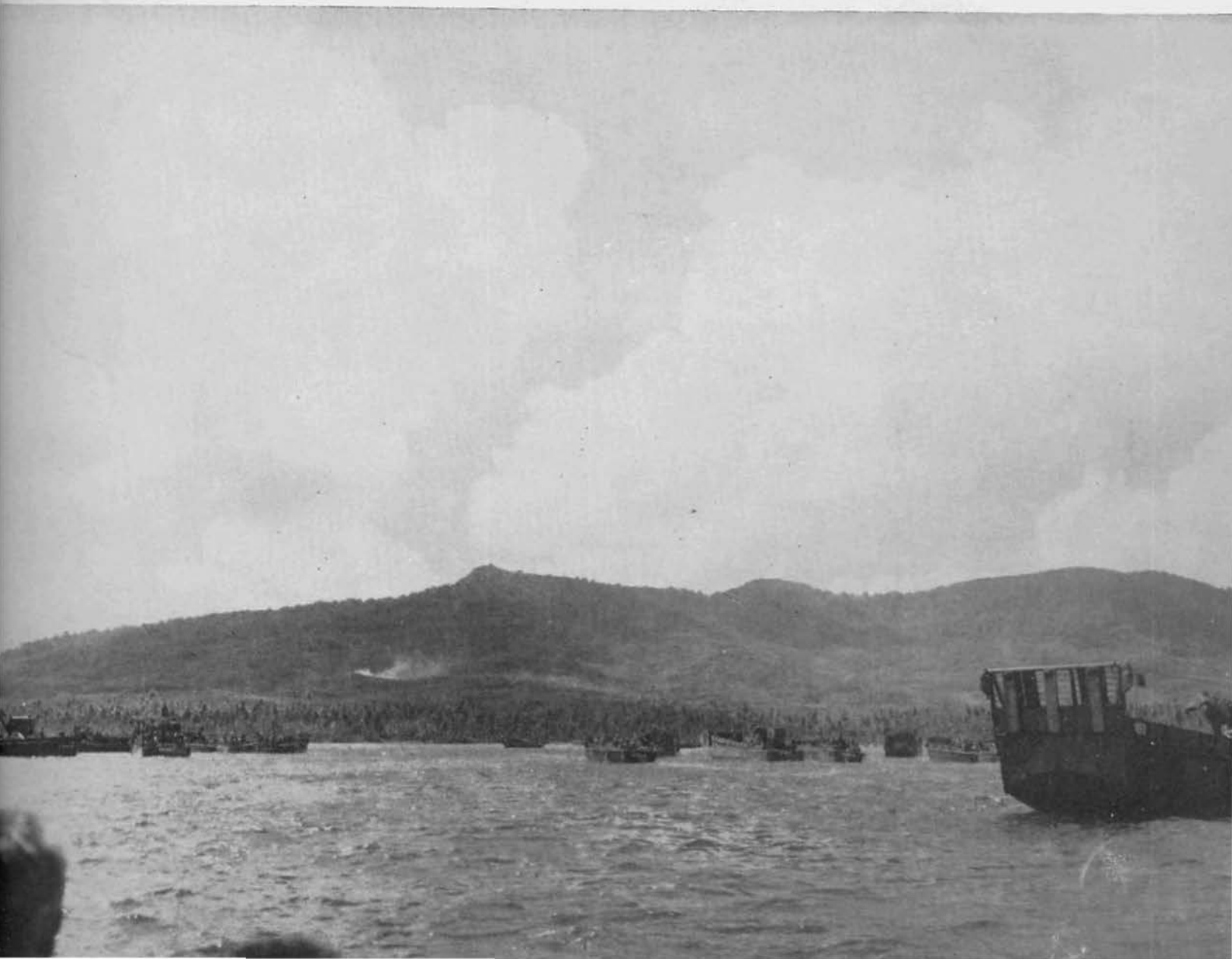
Commander John D. Burky, CEC, USN, relieved Commander MacBean on Guam, November 1, 1945, and continued demobilization and the completion of Guam facilities. Early indications were that the 53rd Seabees would be inactivated by March 1, 1946. However, like that old Navy tradition, "Old Sailors Never Die", the 53rd was suddenly assigned to Bikini Atoll to prepare this now historic spot for the Atomic Bomb Test, and they are still there at this writing.



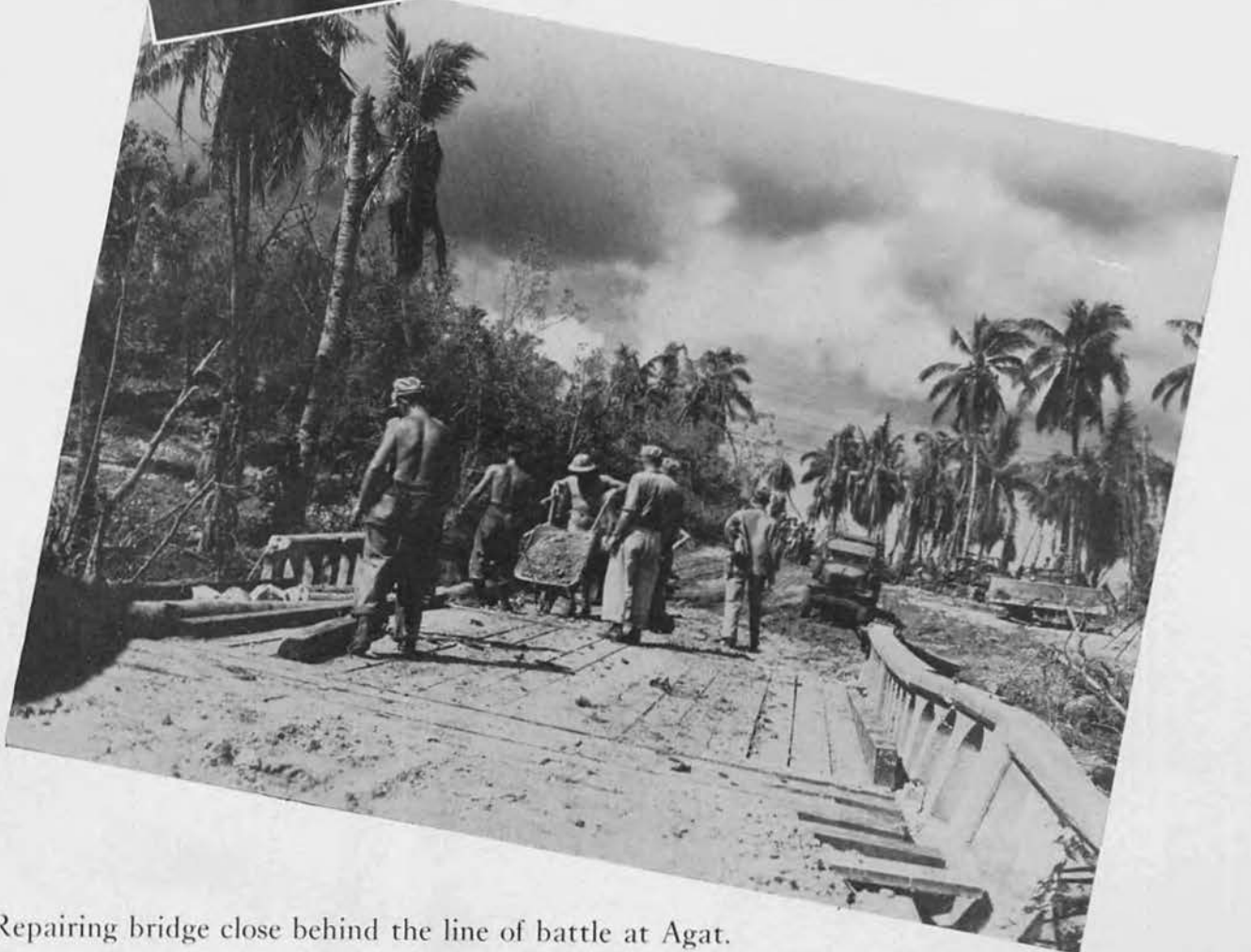
Liberation. A portion of the vast throng of civilians who had come down from the hills to the refugee camp above Agat.



"D" day. Landing barges making the beachhead at Agat. Crane secured to barge at left side of picture was operated H plus 2 hours by 53rd NCB. Ammunition and supplies were unloaded from barges onto LVT's (Amphtracs) and amphibious trucks, as well as onto reef.



"D" day plus 1. Group of 53rd NCB going ashore.



Repairing bridge close behind the line of battle at Agat.

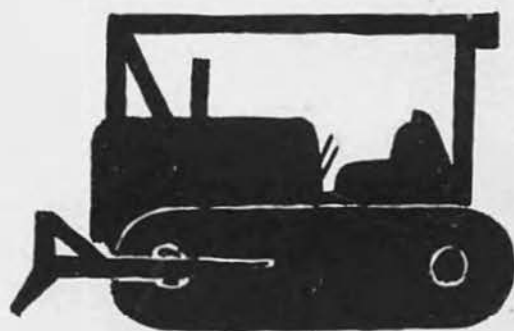




Dadi-Beach Road soon after the invasion.



Clearing debris from road after the invasion.

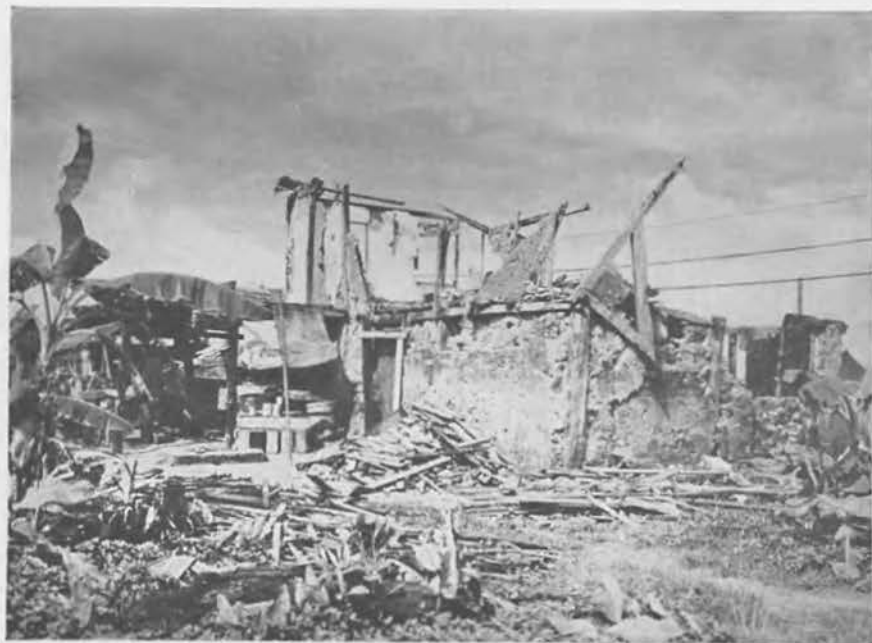


View on the Sumay-Piti Road showing maintenance problem of keeping traffic moving.

The fill for a road-bed is placed by crews of the 53rd NCB.



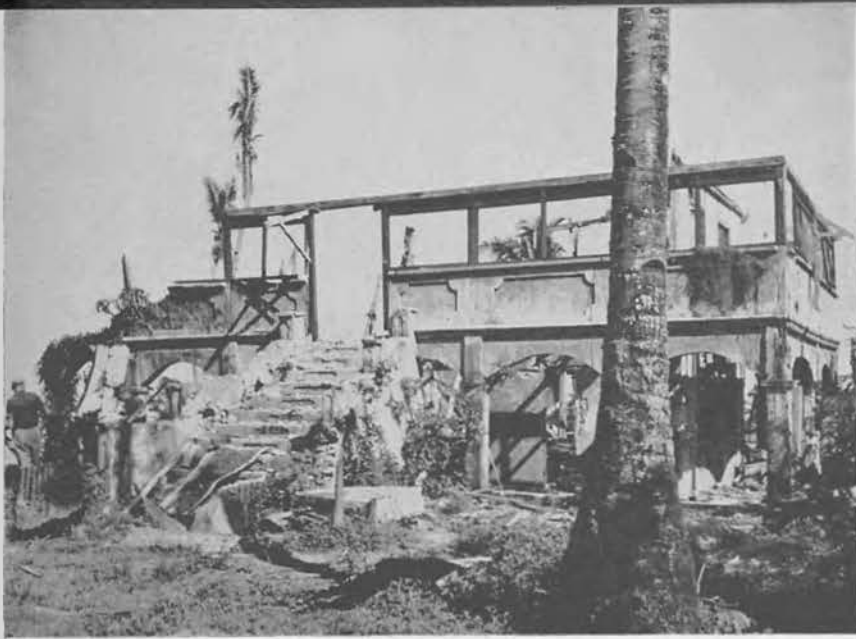
Church in Agana destroyed by Naval shell fire.



One of the early types of concrete houses in ruins.

An outdoor oven.





A more modern type of concrete house  
in ruins.

Another early project: a demolition party blasted this  
damaged water tower to the ground; new Island  
Command site.



One of the first projects undertaken by  
the 53rd NCB: cutting down and removing  
steel (Pan American) gasoline storage  
tanks at Sumay docks.

# I S L A N D



General Larson's quarters.



Radio Communication building.

*Below, left:* More office buildings.



*Below:* Administrative offices.



# C O M M A N D



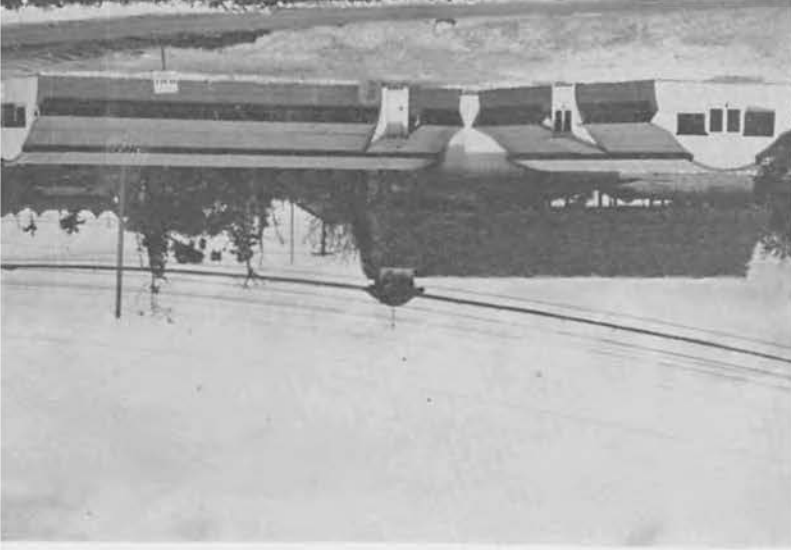
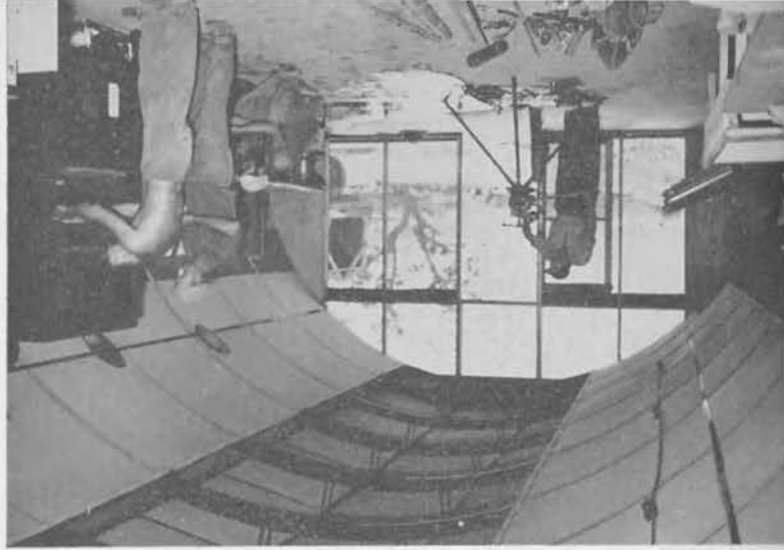
Living quarters, M.P. Co.



Officers' quarters.

*Below, right:* Local radio station WXLJ.

*Below:* Installing galley equipment at Red Cross area. B. H. Thume, SF2c; N. E. Elliot, CM2c; Silvia, SF3c.





*Below: AdComPhibPac camp.*

*Below: Cargo Operations office building.*

*Below: During the early phases of construction on the Cargo Operations building.*

*Bottom: Interior of Cargo Operations building.*





A typical fire station.



Gear locker for docks. Five such buildings were erected by the 53rd NCB.



100x400 Mae West type warehouse under construction for SPDC.

Tumon Bay tank farm. Two 10,000 bbl. and twenty 1,000 bbl. tanks with connecting lines were erected by the 53rd NCB. This was a part of the storage for AvGas for B-29's.

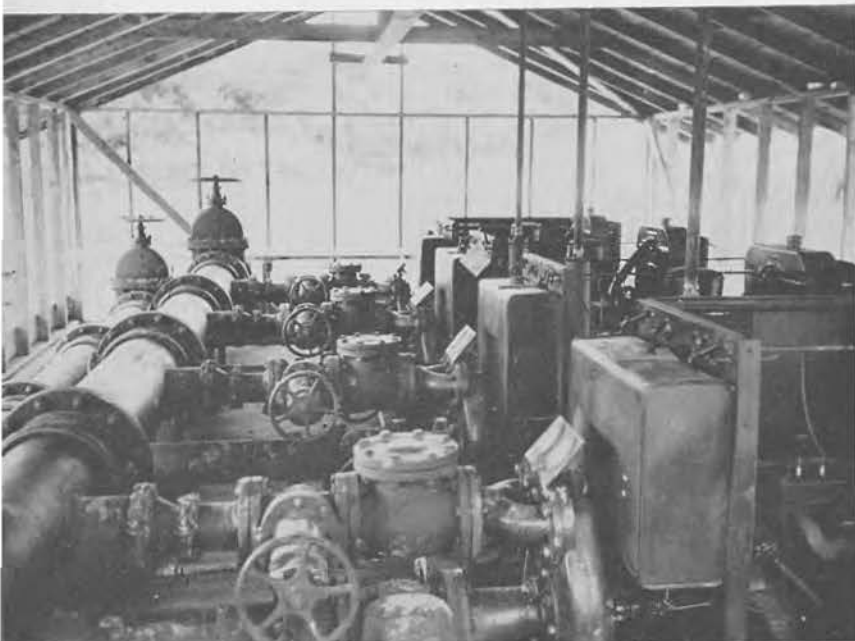


Installation of submarine pipe line from tank farm across reef to tanker discharge site. Approximately 1,500 lineal feet of pipe line lay on the reef.

Laying anchors for submerged pipe line. Lundy, CM1c, smoking pipe; Steve Kusiak, SF2c, on right. Others: 25th NCB.

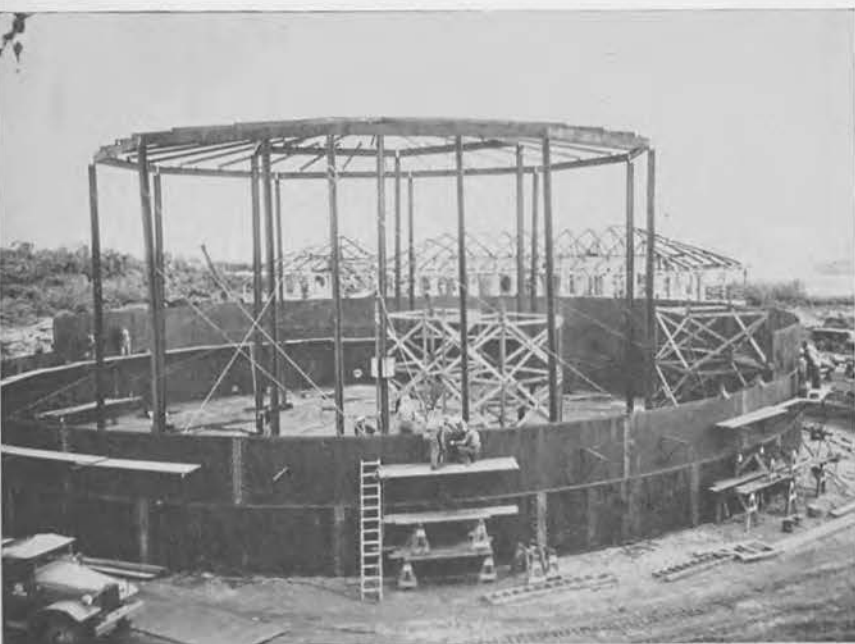






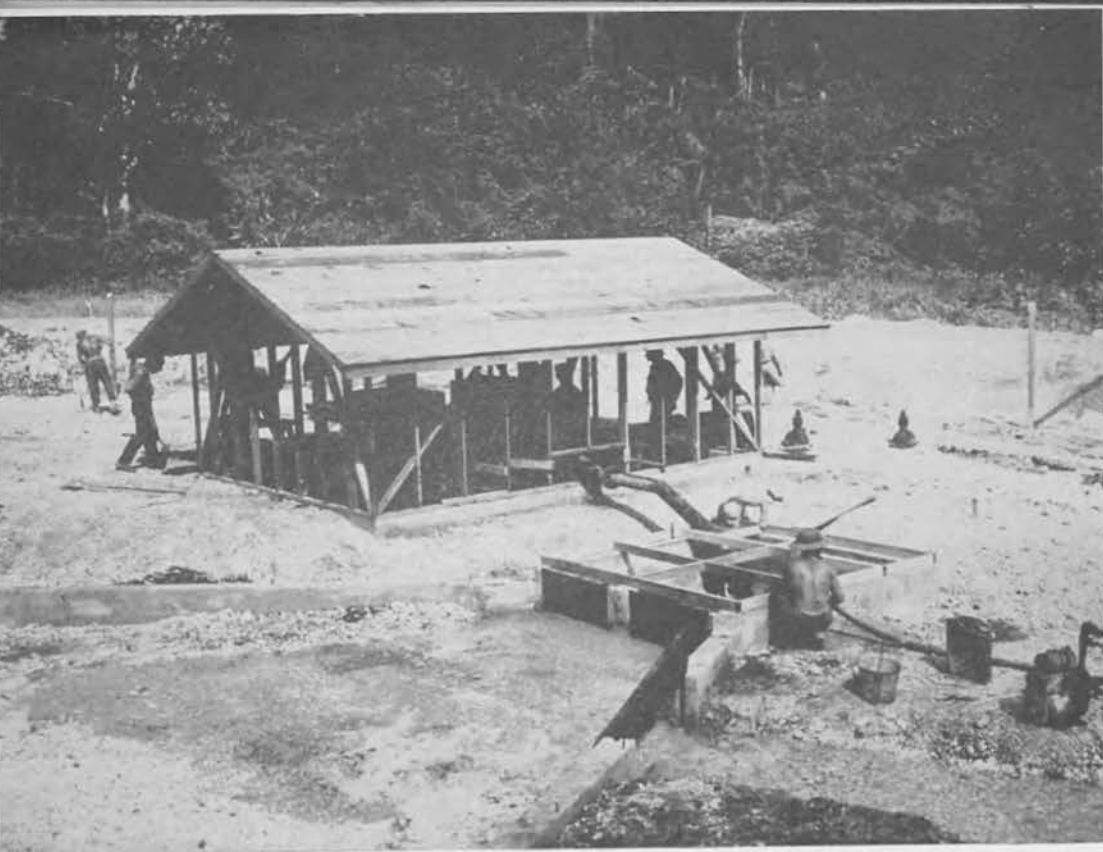
Pumping station at Black Oil tank farm. A similar station was installed by the 53rd NCB at Tumon Bay tank farm and the Assan Point tank farm, and a booster station was installed on the AvGas lines between the Assan Point station and the Tumon Bay station. Approximately 17 miles of pipe lines for AvGas and Black Oil were installed by the 53rd NCB.

Erection of a 10,000 bbl. tank at the Assan Point tank farm. Four such tanks with connecting lines were erected at this site.



Erection of an 80,000 bbl. water tank for dockside fleet service. This work was done by members of the 10th Tank Detachment quartered in our camp. Ruins of the old Marine barracks are shown in the background.

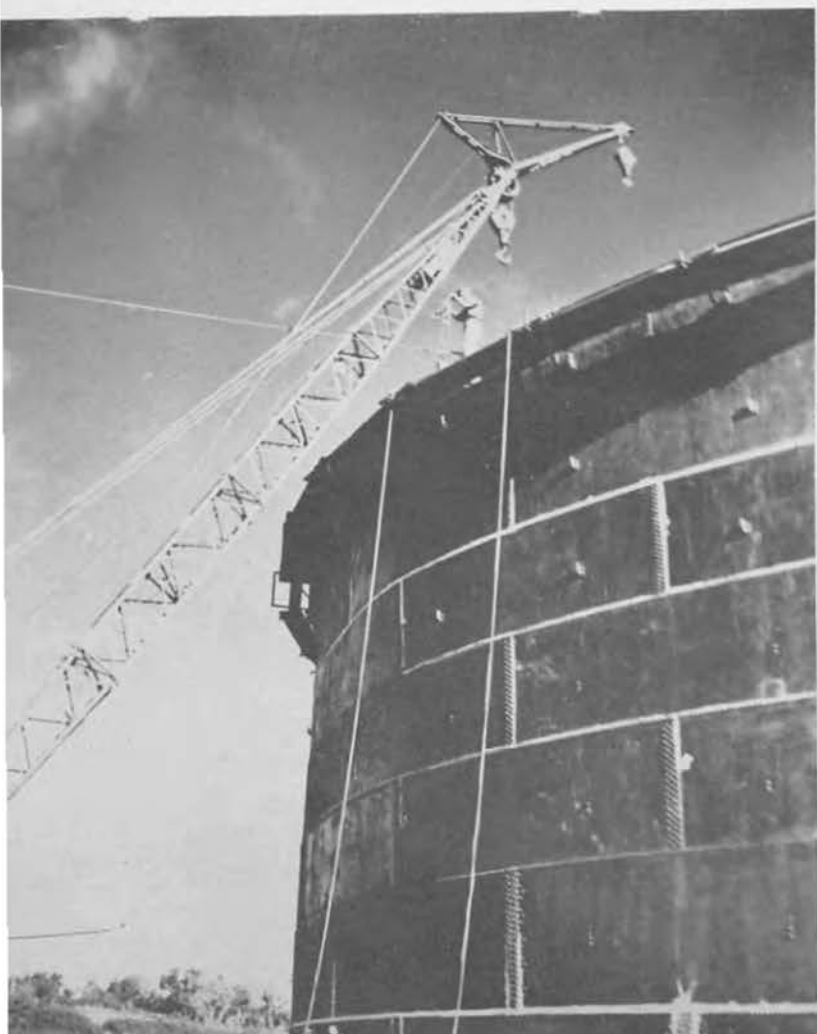
# W A T E R P R O J E C T



Bona Springs water development consisted of concrete pump and small pumping station. This project added about 500,000 gallons per day to the island supply.

Almagosa water project. This work consisted of the construction of a small dam built with a concrete and sheet piling core; concrete spillway; a pumping station with two additional booster stations; and approximately three miles of 12-inch water main. This system added about 1,500,000 gallons per day to the island supply.

80,000 bbl. tank nearing completion.



# R O A D S - B R I D G E S - A I R F I E L D S



Old Sumay-Piti Road under water near site of present Fleet Laundry.

First coral pit, commonly known as the "Silica Pit," was put into operation soon after "D" Day. Coral for early road maintenance, and later for base course on newly constructed roads, warehouse areas, and camp areas came from this pit.





Early construction on the Sumay-Piti road. Note the handling of traffic.



Spreading the coral base course on the Sumay-Piti Road Crocher at the controls of the tourne-trailer.



Wagon Drills in initial operations on the 115' Assan Point cut. Approximately 200,000 cu. yds. of excavation came from this site.

J. W. Phelps, SF2c;  
L. Hanson, S2c;  
W. E. Pence, SF1c;  
J. J. Monahan, SF1c;  
R. L. Smith, SF3c.

Starting shovel work on the Assan Point Cut. Later more shovels and several pans were added to speed completion of this job.

The finished roadway at Assan Point.





Initial grading operations on the Seawall Cut. approximately 150,000 cu. yds. of excavation was removed.



Shovel at work on the Seawall Cut.



Finishing base course on Seawall Cut.

Traffic hold ups were kept to a minimum. This instance could have been a delay while the road was cleared after a blasting operation.





*Above:* Grading on the entrance road to the AROU Engine Test stands. Agat village is in the background.



*At Left:* Pago River-Ylig River Road. Grading operation on hill near entrance to the Third Marine Division Area.

Final surfacing on the beach road between Agana and Harmon Field. Site of the Fifth Naval Construction Brigade Headquarters shows on the horizon to the right of the tractor.



Pouring culvert headwalls on the beach road between Agana and Harmon Field.





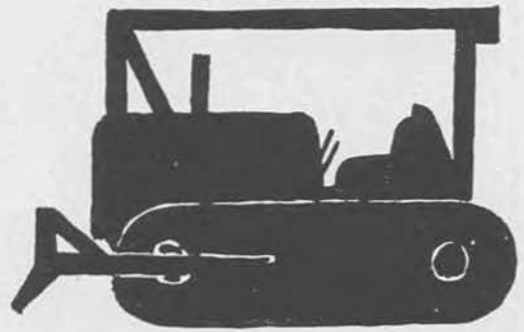
The first bridge constructed on the new road system of Guam, typical of several bridges built by the 53rd NCB.



This structure over Anigua River near the Agana Cemetery is a reinforced concrete deck supported on wood piling. Note shattered palm trees in background.

Scene on another bridge. Most structures are wood deck on wood piling bents.





Cleared area on North Bomber strip,  
North West Field.



Preliminary grading with pans at N. W. Field.

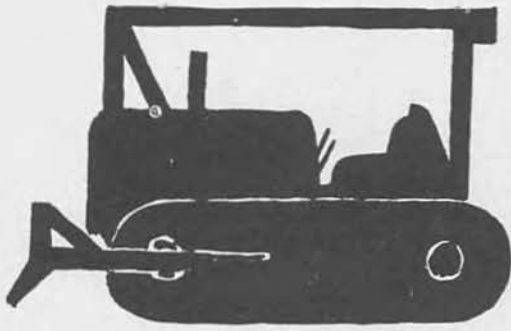
*Left, Below:* Gangs of wagon drills at work on  
12' hard coral rock cut at N. W. Field.



*Below:* Blasting charge goes off on rock cut  
N. W. Field.







A 2½ cu. yd. and a 1½ cu. yd. shovel at work  
in hard coral formation after blasting,  
N. W. Field.



Tournapull spreading fill, N. W. Field.

*Right, Below:* Finish surface grading at N. W.  
Field.



*Below:* A finished portion of grading work at  
N. W. Field. B-29s have started operating on  
this portion of field.



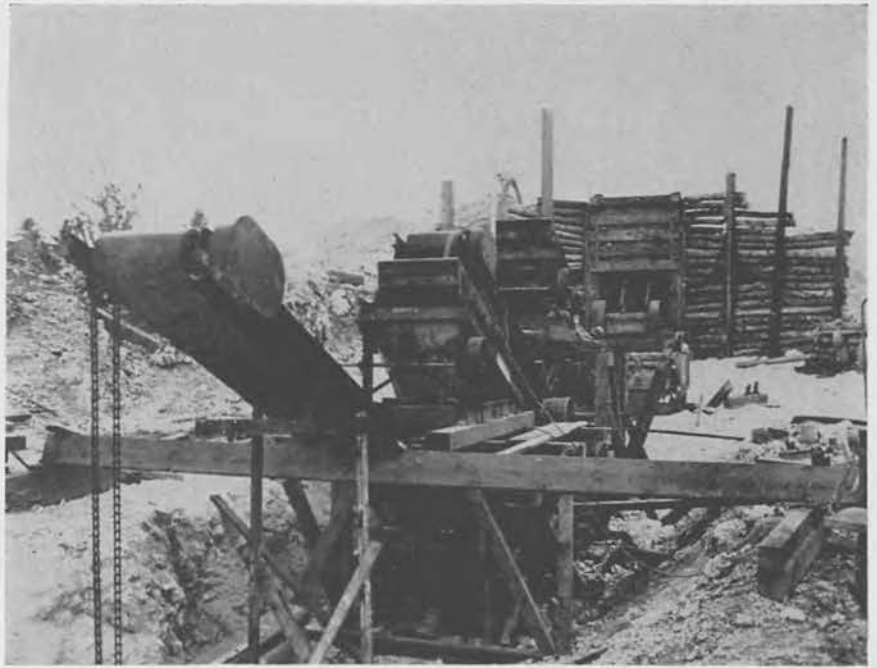
# QUARRY—CRUSHER—ASPHALT PLANT AND PAVING



Scene showing rugged coral formation prior to opening the Quarry.



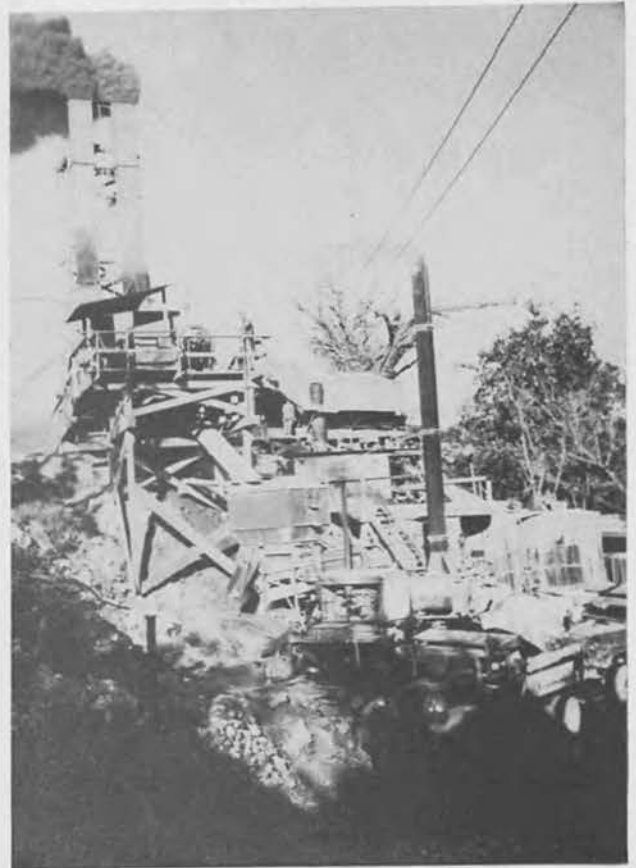
Three tier operation in Quarry.



*Below:* Crusher in operation.



*Above:* 53rd NCB Crusher installation about completed in early November 1944.



Asphalt Plant showing asphaltic concrete being loaded into truck.



View of Crusher and Asphalt Plant in operation.



Paving near original site of 5th Field Depot on Marine Drive. Mid-December 1944.



Completed portion on Marine Drive, 1st January 1945.  
This is a 44' pavement.



Paved intersection AROU Area above Sumay 22 January 1945.

Paving over Anigua River bridge, Agana, mid-March. Chief Warrant Officers Cox and Captain Denbo stand at end of bridge rail.



Paving Fighter strip, Orote Field, 1st February 1945.

Intersection of Cross Island Road with Marine Drive in Agana.





Three-lane pavement on the Cross Island Road above Agana.



Pavement in ASD Warehouse area.



Paving a 100 foot strip at the docks.



Asphalt pavement deck for Fleet Post Office, Apra Harbor.

Street paving, Base 18 Hospital area.

Paving Warehouse area in SPDC.







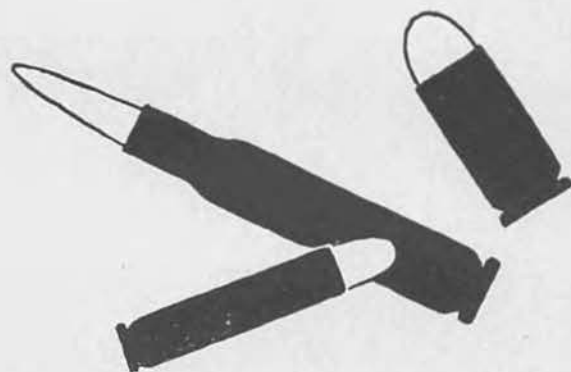
Mine detector being used on proposed road extension, Guadalcanal.



Demolition squad under Chief Winslow removing 8-inch Naval shell on Piti-Agana Road: Goss, Jay, McLean, Eidemiller, Bowden, Morris, Ch. Winslow.



Removing detonator from mine.



Ammunition collected from Piti-Agana Road during one day. Crew: Jay, Morris, Ch. Winslow, Bowden, McLean, Goss.

Chief Winslow with exhibit of booby traps, grenades, mortar shells, and ammunition.







# I N M E M O R I A M

H. D. SMITH, CCM	848 71 24	Guadalcanal
T. W. PYE, CEM	267 70 40	Guadalcanal
L. E. DODD, SF2c	841 94 88	Guadalcanal
A. S. SIMAR, SF3c	624 63 30	Guam
A. L. LABBE, CM2c	823 00 69	Guam
CLARENCE SWANSON, MM2c	839 24 51	Guam
R. J. MOBRAK, COX.	338 36 24	Guam



Burial services for Labbe. The chapel was dedicated to Labbe.



Memorial services for Mobrak. The library is named in memory of Mobrak. Movie, stage, and screen are a memorial to Simar.

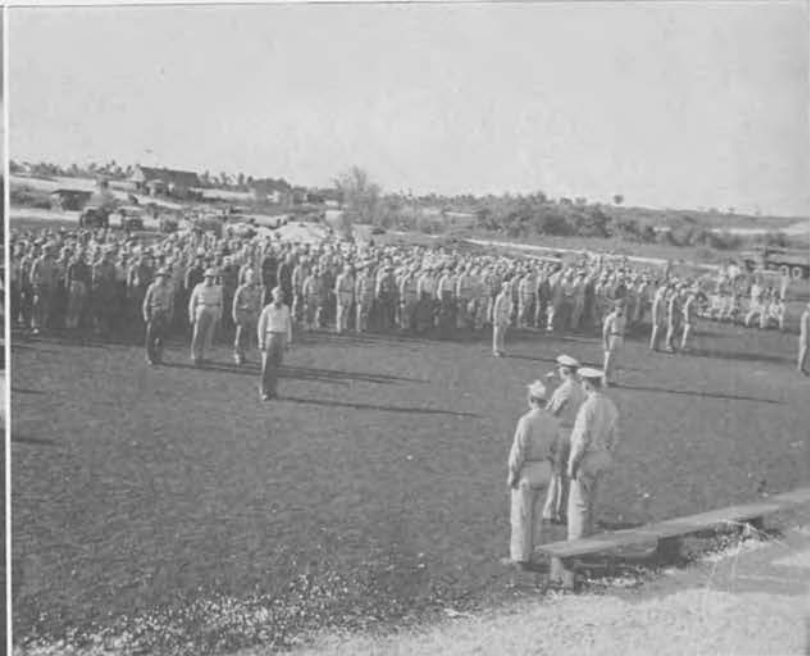
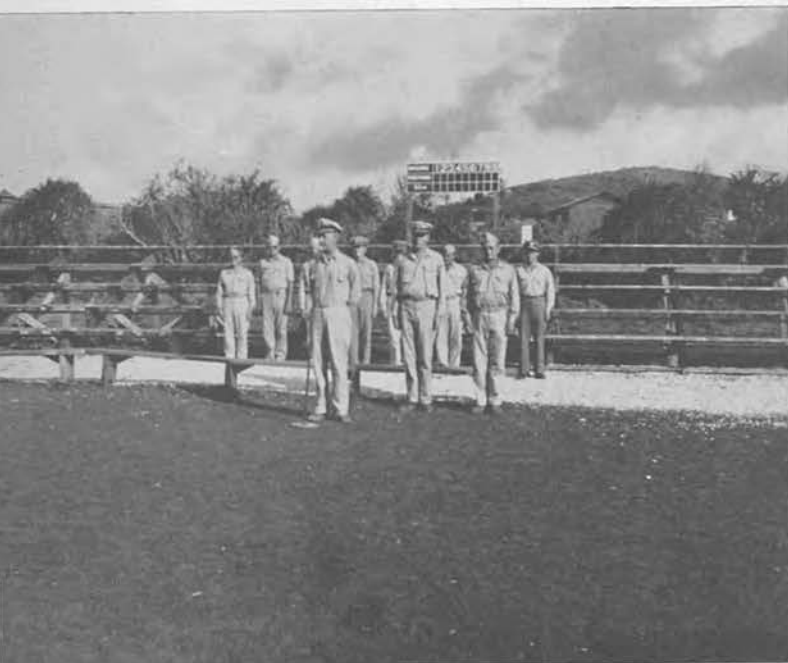


Burial services for Swanson. The athletic field is named Swanson Field.



Bridge structure at Guadalcanal dedicated to the memory of Dodd.





Ceremony on Swanson Field of Change of Command. Commander J. P. MacBean, Jr., relieves Lt. Commander C. A. Thompson.



#### OFFICERS

*First Row:* Ensign Lucas; Ensign Seaver; Lt. (jg) Banghardt (Chaplain); Ensign Scalzo; Lt. (jg) Timms; Lt. (jg) Hunt; Lt. (jg) Rudisell; Ensign Warfield. *Second Row:* Lt. Reid; Lt. Oien; Lt. LaVie; Lt. Comdr. Colvin (MC); Comdr. MacBean, OinC; Lt. Comdr. White, Exec.; Lt. Comdr. Gossell (DC); Lt. Comdr. Dugge; Lt. Butcher. *Third Row:* Lt. (jg) Smith; W. O. Junel; Lt. (jg) Wolf; Lt. (jg) Sodeman; C. W. O. Webb; C. W. O. Wright; C. W. O. Pollard.

# C A M P

New Camp site with a few temporary tents. The General Mess site is shown being graded in the left foreground.



Bakery, Galley, and General Mess under construction.



The entrance road. Coral was used only on the main roads during the first few weeks following the invasion.

A late view of the completed camp with the General Mess, Recreation Quonset hut, Chapel, Ship's Store, and Barber Shop shown in center of picture. The group of quonsets is the Administration Area, and "A" Company, "B" Company, and "C" Company are to the right. Officers' country is shown in upper right.



A view looking across Headquarters Company, the laundry, and "C" Company to the Chief's area.



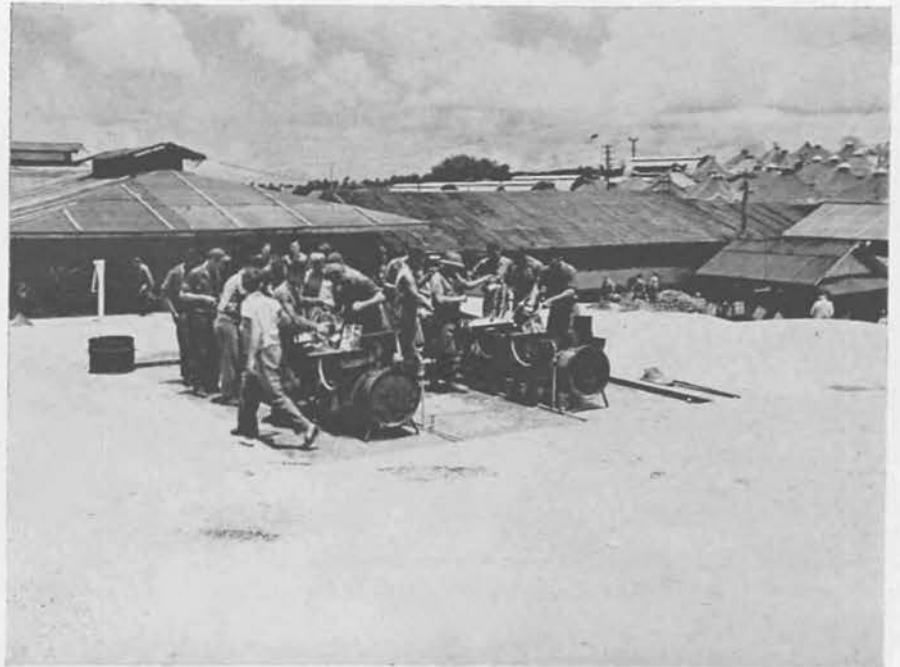
A view from the top of the water tanks in the Chief's area. The transportation area is in the left background and Swanson Field is in the right background.

"D" Company area.

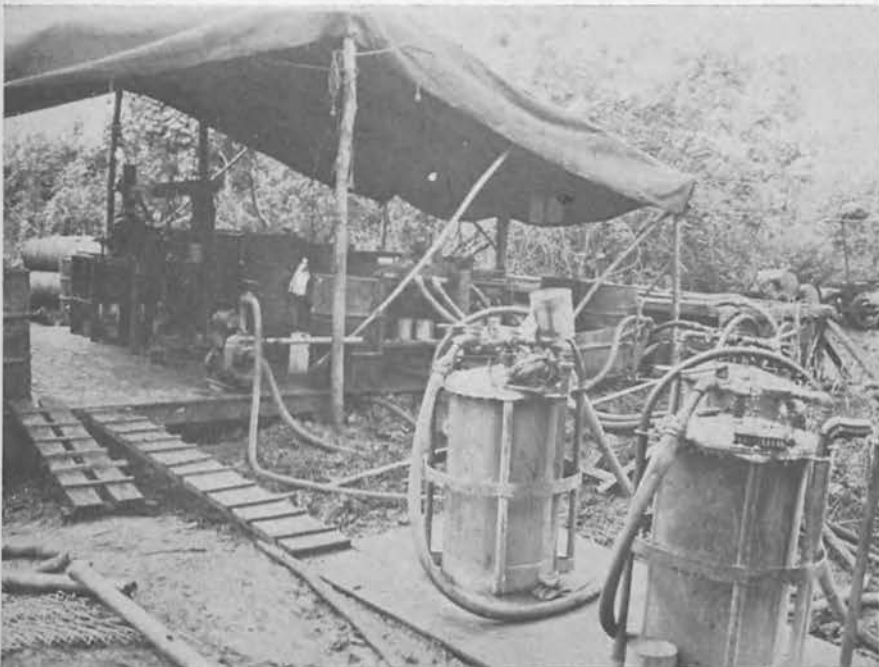




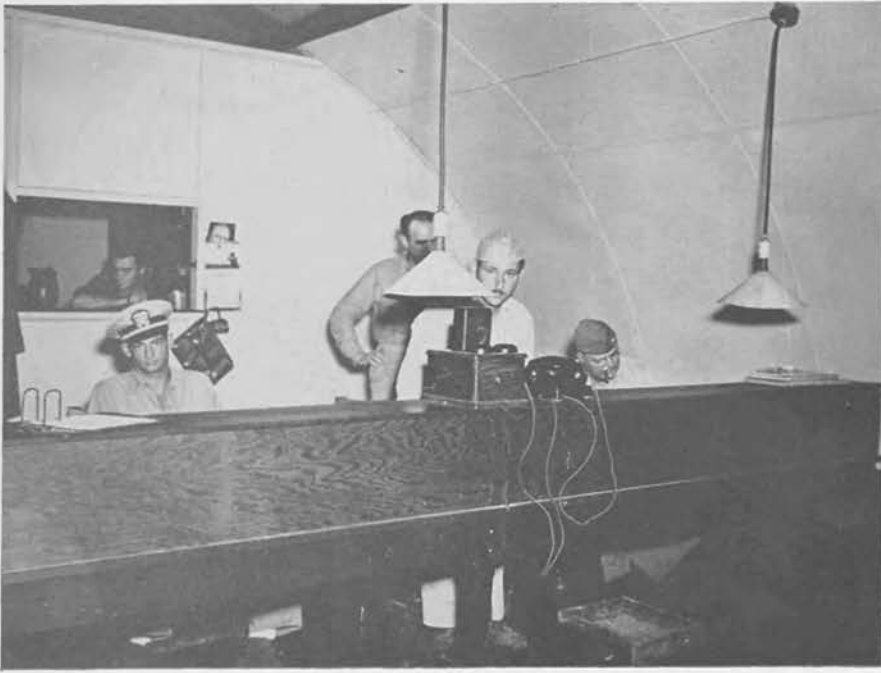
Post Office with General Mess in rear.



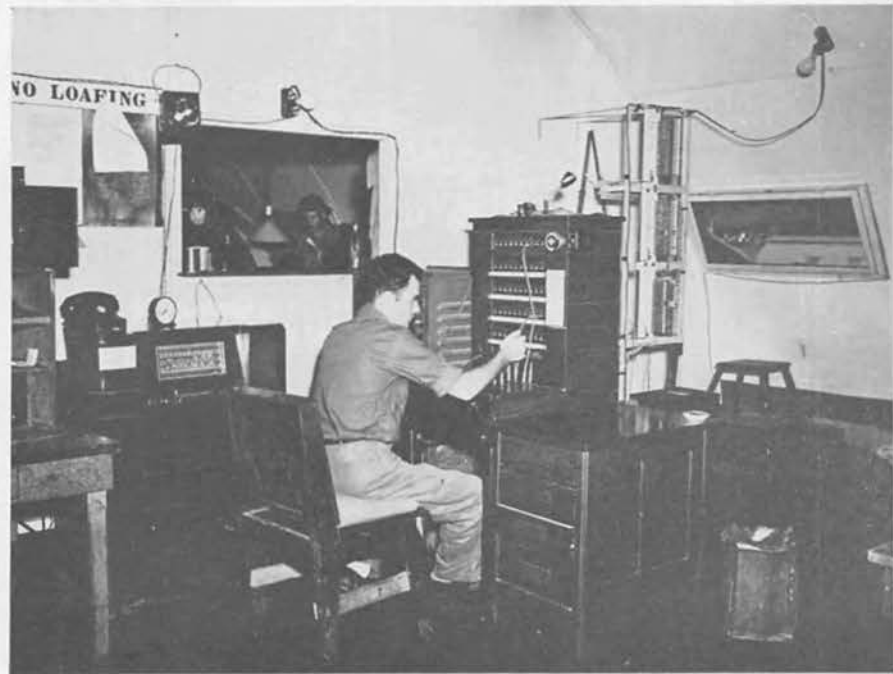
Mess gear wash stands.



Water point to rear of camp. This is a stand by installation. Chlorinators are shown in the foreground with filters and sediment tank in the background.



Office of O.O.D. Ensign Scalzo coming on duty; Prime duty chief coming on duty; Al Infante CCM duty chief going off duty; Chief W.O. Wright going off duty; Kaplan, telephone operator, in window.



Communications office with Kaplan at the switchboard.



Post Office—M. L. Taylor, MaM2c, and C. A. Crow, MaM1c, at work.



Sick Bay in the jungle at Bougainville:  
Klauder, CPhM; Randall, PhM2c; and  
Dr. Chute, SMO.



Sick Call: Dr. Colvin seated, back to  
view; Jack Dyball, PhM3c, with  
thermometer.

Dr. Colvin and Lalcegard making call in  
ward, Haynes and Flannigan patients.





Jungle dentist on Bougainville, Dr. Behrens and assistant operating foot propelled drill.



Tailor shop—Tamponi at the



Lopfer, PhM1c, in the sick bay laboratory.



Dr. Straub and Anderson, PhM2c, assisting.



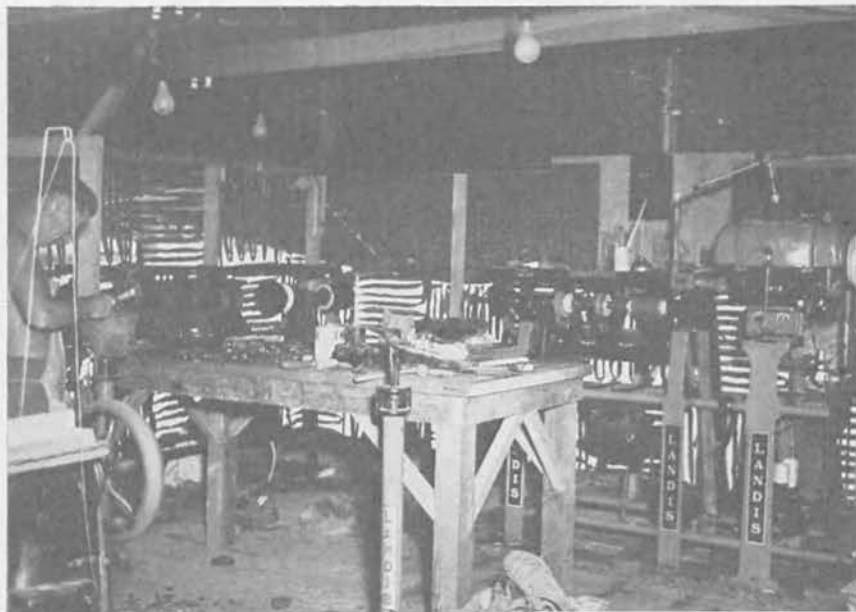
machine, Glassman standing.



Personnel Office with  
Yeomen at work.  
Personnel shown  
are: Mansfield, A.,  
Y2c, and Reynolds,  
J., S1c.



Disbursing office in foreground, Supply  
Office in background. Supply Office: Rem-  
ke, back to view; Frizzel; Gudie, CSK;  
Edelen; Lt. (jg) Hunt, Supply Officer;  
C.W.O. Wright; Lt. (jg) Rudasill, Dis-  
bursing Officer; Silverman.



Cobbler shop—George Woodman at work.



Laundry, 25# capacity, washer on the left operated by Semore Smuts, Nelson R.G., S1c, back to view, Spinelli SSM(L)3c.



Ship service store—beer, ice cream, and coke.



Norman Campbell and Harry Hancock; Ship's Service Store, Barney Lavarney, Charles Edelen, and Danny Graef.



Barber Shop—Gwin and Bryant, operators.



### ELECTRIC DEPARTMENT PERSONNEL

*Front Row:* Rex Carpenter; Wm. Locke; W. B. Flippen, EM3c; M. A. Rumore, MM1c; E. K. Sills, EM1c; M. Gookin, EM2c; L. J. Thompson, EM2c; W. L. Douglas, EM2c; Charley Reynolds, EM3c; A. D. DeHart, EM2c; F. E. Davis, EM1c; R. C. Kock, EM3c. *Rear Row:* Chief W. O. Thomas; L. D. Britton, CEM; B. D. Britton, CEM; B. D. McDonald, EM2c; Joe Foreman, EM1c; H. C. Krause, EM2c; J. D. Gerhart, EM1c; N. L. Kildaye, CEM; L. A. Wuerth, EM2c; G. M. Huntsinger, EM1c; L. W. Leach, EM2c; B. H. Scott, EM1c.



Electric Shop—Demonte, Chief Hill, Gass, Budd.



Paint Shop—Chester Jankowski, O. W. Lundberg.



Carpenter Shop—Carpenter, CM1c; Bagette, CM1c; Robert Stout, CM2c.



Plumbing Shop—Fitzgerald, CSF; Underwood, SF3c.

Sheetmetal Shop—Herson, Fryles, Hannin, CM, Bonelli, Lipscomb.

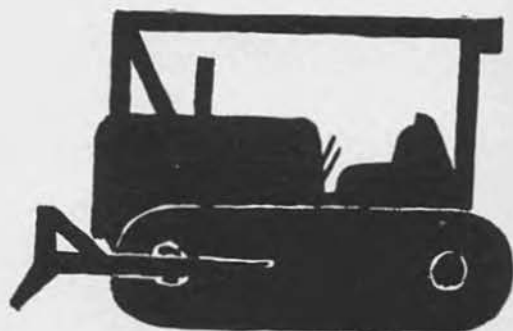


Auto Paint Shop—Kaiser, Ptr2c.

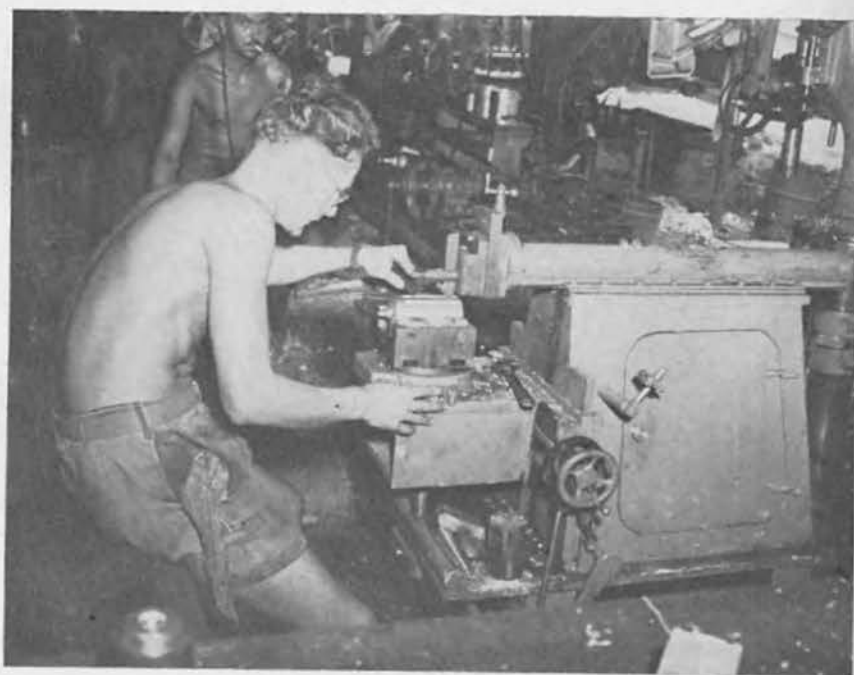
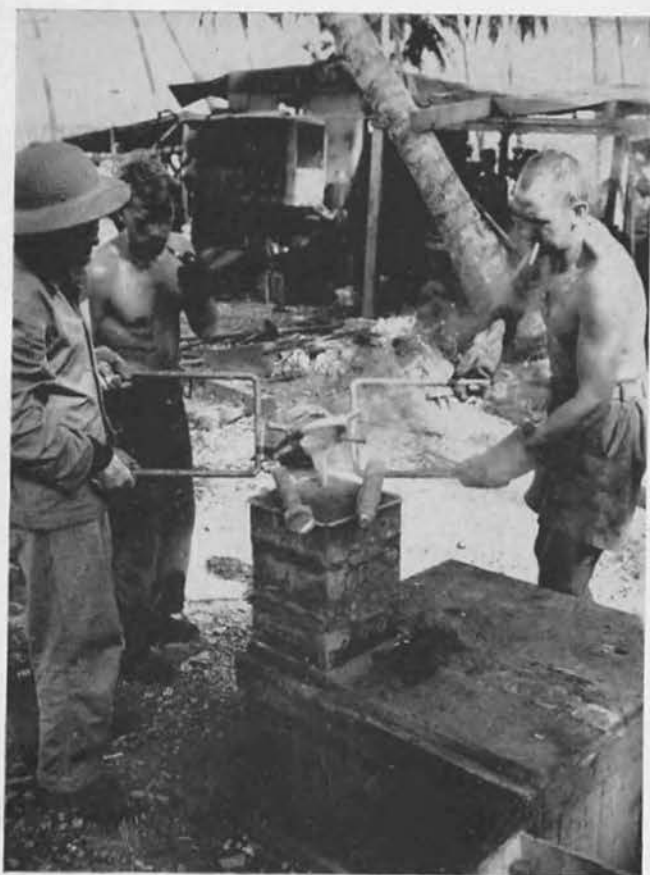




Machine Shop—G. L. Lesh (at Grinder), Gary.



Salvaged Jap brass being molded into bushing stock at Guadalcanal by L. G. Domyan, Castle, Strzalkowski.



Ben Rusin, MMS1c, operating shaper; Strzalkowski to rear.

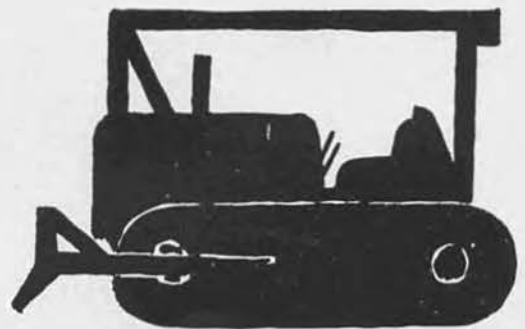


Entertainers, Left to Right: Eddie Carbullido, R. W. Folks, Fitzgerald, J. L. Harris, R. L. Owens, H. R. Clifton, Monsuier, Keokua, Montgomery.



Chiefs' Mess Cooks: *Front Row*—Fitzgerald, Freeman, Sullivan, Mosley. *Rear Row*—St. Pierre, Mobrak, Normand, Warren.

Interior of Chiefs' Mess.

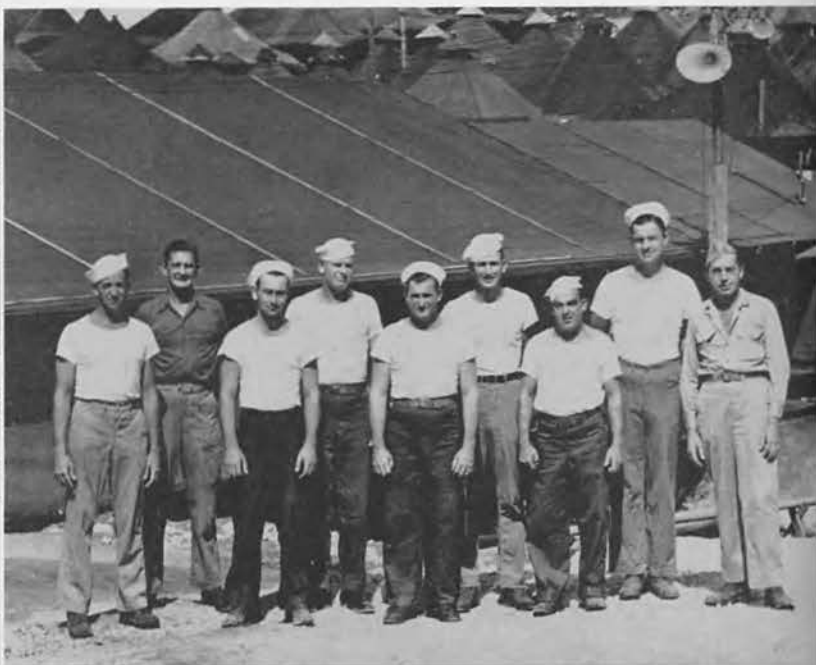




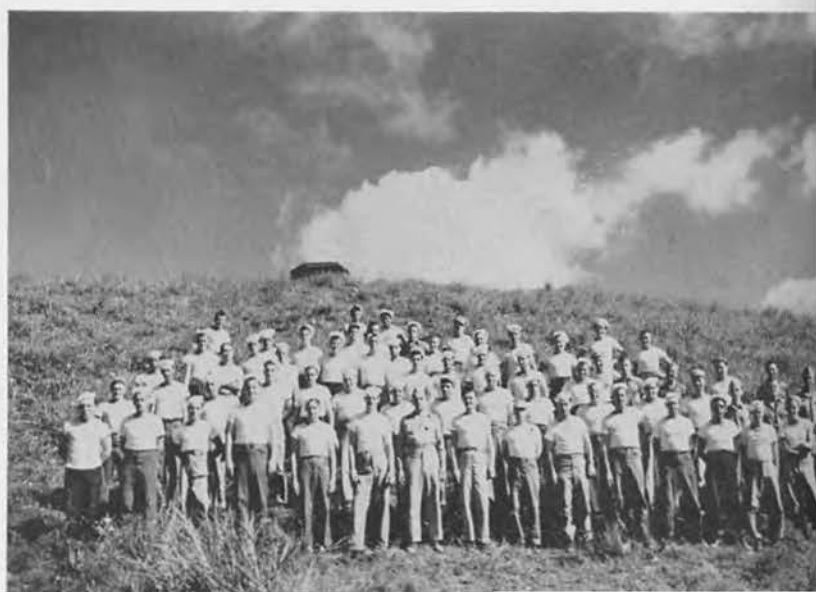
Butcher Shop: *Front Row*—Lameraux, Ruth-  
erford. *Standing*—Jacon, J. Jacobs, Jarvis.



Cooks and Bakers: Savard; Wm. Phillips; Wm.  
Jones, SC3c; George Smith, SC3c; Bouchard;  
Rooks; H. Cattel; Bert Harvey.



Cooks and Bakers: Johnsen, Cattel, S. Pafford,  
C. Grubbs, Cain, J. Werth, Bouchard, Sarard.



Galley Crew.



# W E L F A R E



Chaplain Johnson.



Dedication of Labbe Chapel—14 January 1945.

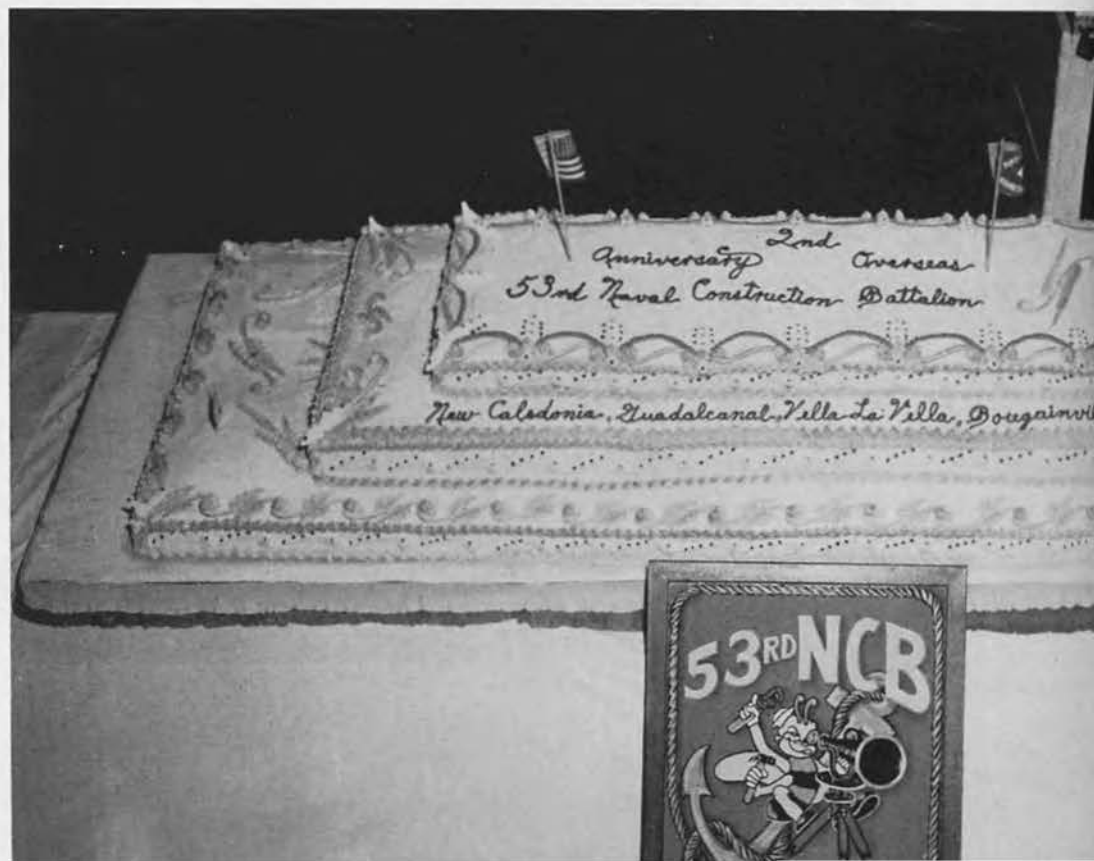


Chaplain Banghardt at his desk.



53rd NCB Band: *First Row*—Morris Buckley, Robert Babbitt, C. J. LeBlanc, John Sodergren. *Second Row*—Al Fitzgerald, Ernest Jefferies, Tom Read. *Third Row*—Ray Ousley, Jake Grossman, Tommy Downs, Ernie Shaeffer.

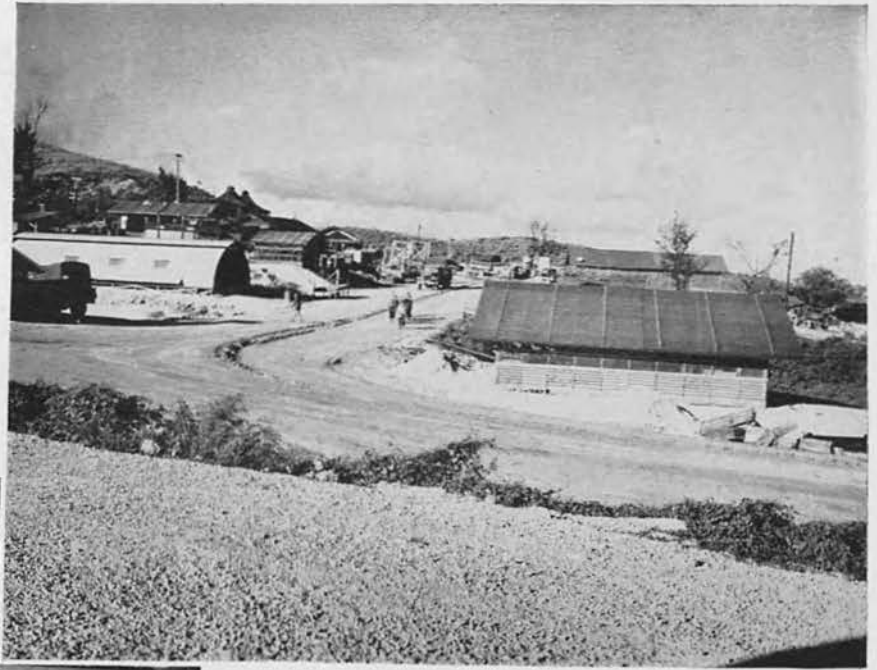
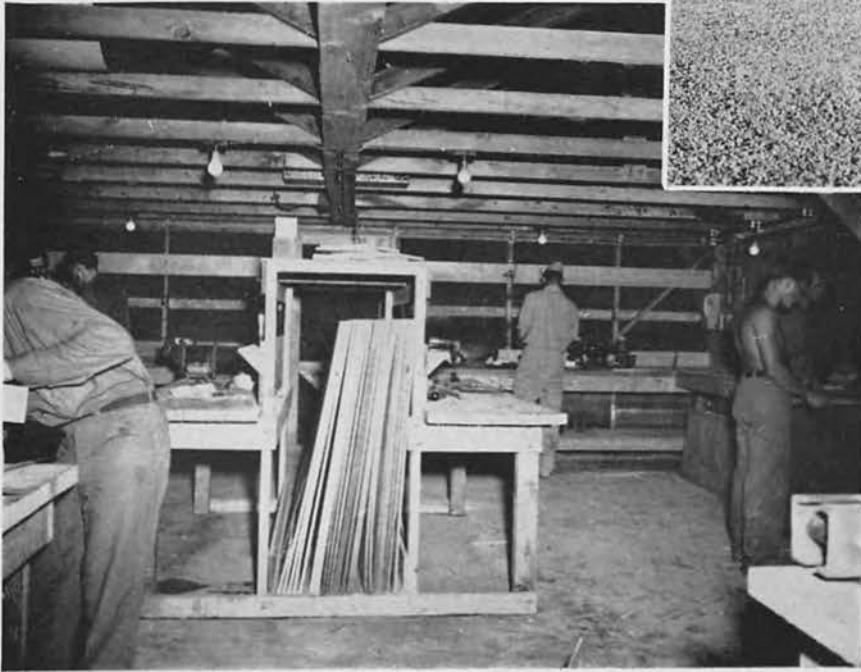
V-J Day: Chaplain Peck, Comdr., Brigade Chaplain; Chaplain Banghardt at microphone; Commander J. P. MacBean, Jr.



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Interior of Hobby Shop.



View showing Recreation Quonset on the left and Hobby Shop in foreground.



Second Anniversary Cake.

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Mobrak Memorial Library and the Administration buildings in left background.

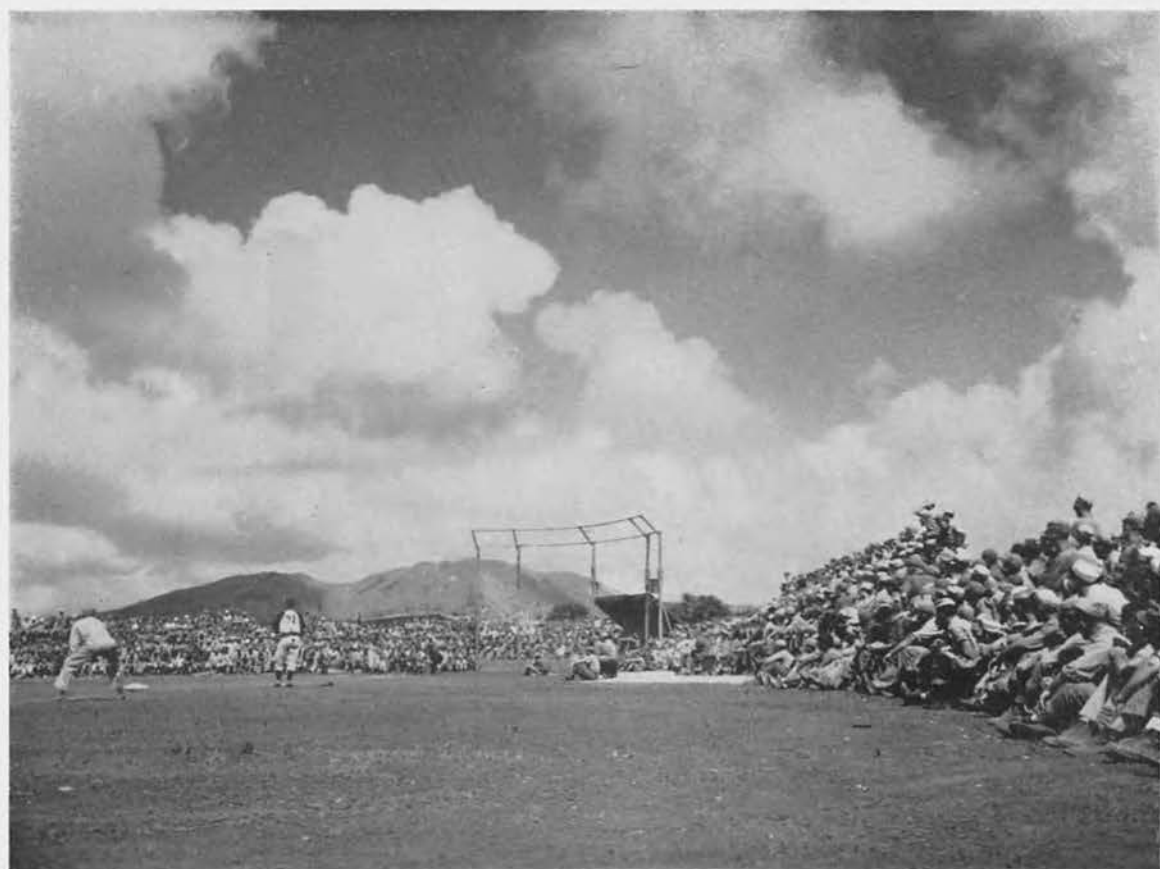


Interior of Library.



Education Office with R. R. Hare—Cox. in charge and applicant Barthold.

# R E C R E A T I O N



Navy All Star Game on Swanson Field.



Ball team in front of Recreation Quonset:  
*First Row* — Scalon, Egan, O'Neill, McCafferty, Jorstad, Kusiak.  
*Second Row* — Payne, D'Archangle, Deluca, Bacharty.  
*Third Row* — Wren, Framaniele, Pawloski, Jusein.



Scene at Navy All Star Game: Mickey Vernon, Senators, coaching at 1st; George Dickey, White Sox; Johnny Mize, Giants; Del Ennis, Phillies.



Baseball celebrities at CPO Mess.



Committee: McConnel, Specialist; Silvers; Chaplain Johnson; Riley, CBM.



Typical scene at Boxing Matches. McConnel gives boxers instructions. Dobson of 53rd NCB stands to right.



Boxers and seconds have their picture taken with Commander Gene Tunney.



Others have their picture taken with Comdr. Tunney and Lt. Comdr. Jim Crawley: Silvers, Chaplain Johnson, Lt. Comdr. Thompson, unidentified, Comdr. Gene Tunney, McConnel, Riley CBM, Lt. Felix Reeves, Lt. Comdr. Jim Crawley.

Celebrities visiting on another occasion: George Abrams, former World welter-weight champion, Chief Specialist at 59th NCB; George Dickey, Chief Specialist at Base 18 Hospital; Peewee Reese, Dodgers; Angelo Bertelli, Notre Dame; and Lt. Goldman, Referee and Announcer.





Combination Tennis Court and Basketball Court. Final game at 53rd NCB tennis tournament; Vaughn, Higbee serving.

Soft Ball Team and visitors:  
*First Row*—La Plenitierre, J. D. Jacobson, Chaplain Johnson. *Second Row*—Johnny Vander Meer, Cincinnati Reds; Conny Ryan, Boston Braves; Marino, Chicago Cubs; Red McQuillen, St. Louis Browns; Dell Ennis, Phillies; Virgil Trucks, Detroit Tigers; Ralph Dondi, MM1c; Ralph Lee, SF3c; John Phelps, SF2c. *Third Row*—Piazza, Trimble, Hancock, Shortle, Wedel, Don Sweet, C. G. Hayes, Gaskill, Huntsinger. *Fourth Row*—C.W.O. Webb, R. Gibbs, J. P. Drumm, A. Hayes, J. T. Grainger, Rathburn, Dodd. *Fifth Row*—F. Wallace, Kusiak, Jennings, Sperrandro, Hargrove.



CPO Club.





*Reading from Left to Right: First Row—Paul B. Lucas, Buck Seaver, Willard E. Banghart, R. J. Scalzo, A. I. Simms, W. N. Hunt, A. J. Rudasill, J. D. Warfield. Middle Row—George F. Reid, Jr., G. V. Oien, C. H. LeVee, J. W. Colvin, J. B. MacBean, Jr., C. V. White, John D. Gossel, Jr., Howard J. Duge, F. C. Butcher. Back Row—R. V. Smith, H. D. Junell, Jerome M. Wolf, P. C. Sodemann, Gordon H. Webb, Paul Wright, Harold Pollard, K. F. Estes.*

# Commendations

## HEADQUARTERS THIRD MARINE DIVISION, FLEET MARINE FORCE IN THE FIELD.

13 November 1943.

From: The Commanding General.  
To : The Third Marine Division, Reinforced.  
Third Marines.  
Ninth Marines.  
Twenty-first Marines.  
Twelfth Marines.  
Nineteenth Marines.  
Special Troops.  
Service Troops.  
Advance Naval Base Unit #7.  
Commander, Air Forces, Northern Solomons.  
Second Raider Regiment.  
Third Defense Battalion.  
Naval Construction Battalion, First Marine Amphibious Corps.  
Branch #3, Fourth Base Depot.

1. The Commanding General, Third Marine Division, Reinforced, takes great pleasure in publishing the following letter of commendation from the Commanding General, First Marine Amphibious Corps:

"HEADQUARTERS  
FIRST MARINE AMPHIBIOUS CORPS  
GUADALCANAL, B.S.I.

From: The Commanding General.  
To : The Commanding General, Third Marine Division, Reinforced.  
Subject: Commendation.

1. At seven-thirty on the morning of 1 November 1943, the Third Marine Division, Reinforced, under your command, commenced landing against opposition in the CAPE TOROKINA Area, BOUGAINVILLE Island, British Solomon Islands. Although subjected to enemy fire, and to bombing and strafing attacks by enemy aircraft, the officers and men under your command, receiving their baptism of fire, were personally observed by the Corps Commander to land fearlessly and without hesitation, to advance and to destroy all enemy forces encountered that did not flee into the jungle. Subsequent to the initial landing and destruction of enemy beach defenses, your forces advanced inland into the jungle-like area against remaining opposition to seize and establish the planned objective. The determined action and courage of your forces resulted in landing with minimum losses, and seizure of an area vital to continued operations for destruction of enemy forces in their last stronghold in the British Solomon Islands.

2. The conduct of the Marine and Naval units under your command was in accordance with the highest traditions of the Naval Service and is a source of great pride to your Corps Commander.

3. Please publish to all units of your command.

'A. A. VANDERGRIFT'

(Continued on next page)

2. Although the Division Commander is keenly aware of the outstanding achievements of units of this reinforced division in combat, it is a source of deep satisfaction to know that his opinion is concurred in by our distinguished Corps Commander, Lieutenant General A. A. Vandergrift, USMC.

3. The Division Commander is most fortunate in having under his command Marine Corps and Naval organizations that have lived up to the very highest traditions of the U. S. Naval Service. With such spirit, courage, loyalty, and devotion to duty by all hands, there can be no question as to the outcome of this and other campaigns in which we are privileged to participate.

4. Heartiest congratulations and very best wishes to all hands of the Third Marine Division, Reinforced.

5. Please publish to all units of your command.

(S) A. H. TURNAGE  
A. H. TURNAGE.



**CORPS BOMB DISPOSAL UNIT  
HEADQUARTERS—III AMPHIBIOUS CORPS  
IN THE FIELD**

27 August 1944.

**MEMORANDUM TO THE COMMANDING OFFICER  
53rd NAVAL CONSTRUCTION BATTALION**

1. The Corps Bomb Disposal Unit in conjunction with 1st Marine Prov. Brigade Units would like to acknowledge via C. P. Corrigan, Lt. (jg), and A. O. Winslow, CSF, the excellent work done by the 53rd N.C.B. unit.

2. The members of the 53rd N.C.B. unit are:

Winslow, A. O.	CSF	Winklepeck, G.	GM2c
Howell, F. R.	GM1c	Papolia, A. F.	EM3c
Suchman, J. M.	GM1c	Lewis, E. L.	CM3c
Oberer, P. F.	EM1c	Macleane, C. D.	SF3c
Johnson, E. J.	SF1c	Ward, C. H.	Ptr3c
Daniel, B. K.	CM2c	Bowden, E. W.	S1c
Eidemiller, M. E.	CM2c	Callahan, P. F.	S1c

3. Their function as an auxiliary Bomb Disposal Unit in the discovery, and in many cases, immunization of enemy ordnance, contributed greatly to the overall success of the Guam operation.

4. As Corps Bomb Disposal Officer, I would like to commend Chief Winslow and members of his squad for their work in this extra-hazardous duty.

(s) G. W. Sarhlar, Jr.  
G. W. Sarhlar, Jr.  
Captain—MR.

GWS/al

# DETACHMENT FROM FIRST PROVISIONAL MARINE BRIGADE

FIRST PROVISIONAL MARINE BRIGADE  
Fleet Post Office, San Francisco, Calif.

3 August 1944.

From: The Commanding General.  
To : The Commanding Officer, 53rd Naval Construction Battalion.  
Via : The Commanding General, III Phib Corps.  
Subject: Appreciation of services.

1. Upon detachment from the 1st Provisional Marine Brigade, I wish to express to the officers and men of the 53rd Naval Construction Battalion my sincere appreciation for their excellent performance of duty while under my command.

2. Your services were particularly helpful to this Brigade Headquarters on Guadalcanal, by assisting in the construction of our camp, which provided the staff a suitable place to prepare plans for the current operation. Upon debarkation on Guam, the 53rd Naval Construction Battalion immediately began construction of a road net without which transportation to assault troops would have been most difficult.

3. The prompt and efficient manner in which the officers and men of the 53rd Naval Construction Battalion performed their duties aided materially the success of this phase of the operation, and are in keeping with the fine record established by Naval Construction Troops in the South Pacific.

LEMUEL C. SHEPHERD, JR.

7/188-jg

1st Endorsement

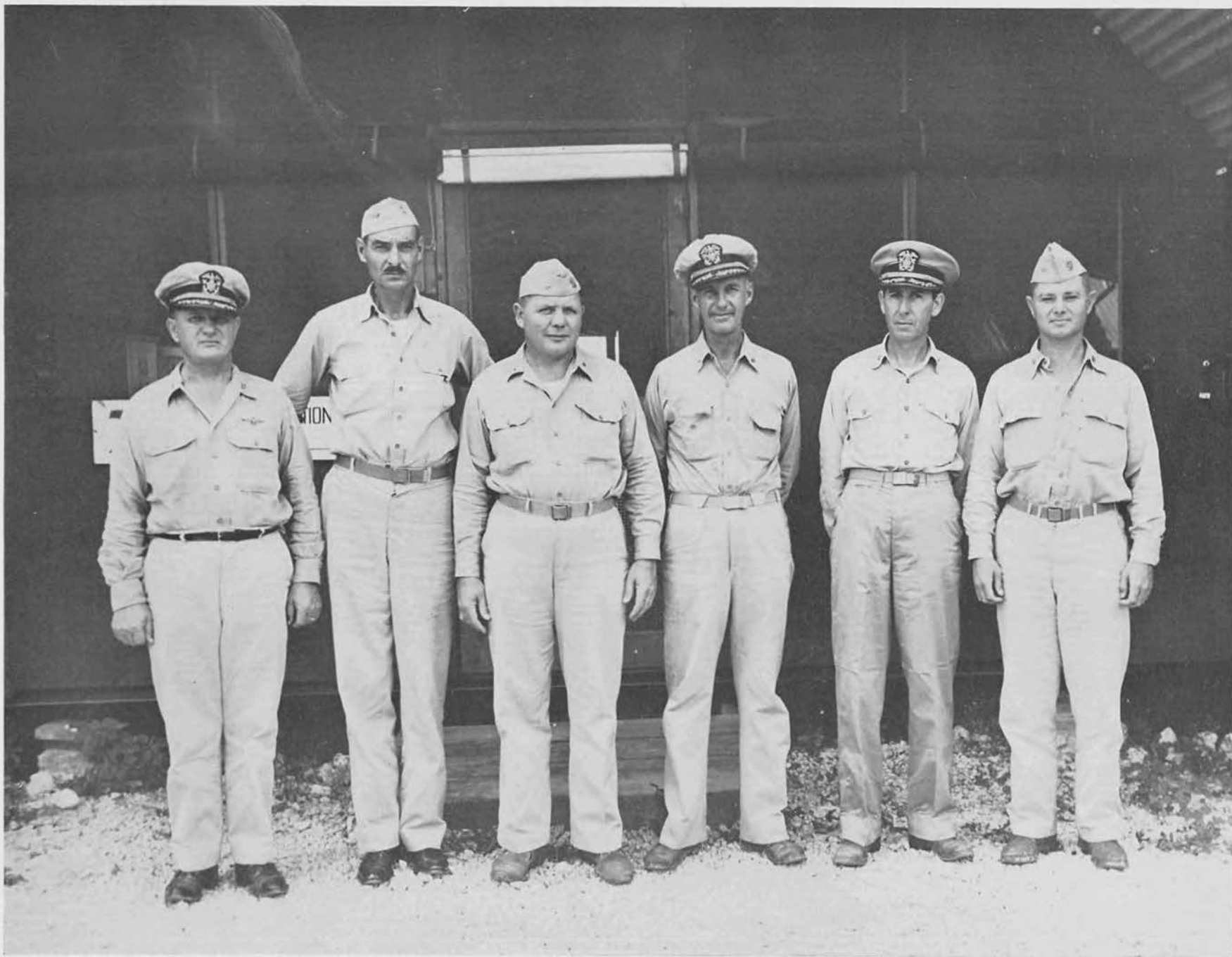
6 August 1944.

## HEADQUARTERS, III AMPHIBIOUS CORPS, IN THE FIELD

From: The Commanding General.  
To : The Commanding Officer, 53rd Naval Construction Battalion.  
Subject: Appreciation of services.

1. Forwarded with pleasure and congratulations.

ROY S. GEIGER.



27th Naval Construction Regiment. Officer in Charge with his five Battalion Commanders. *Left to right:* Marshall Barnett, Walter Blue, E. M. Denbo, J. P. MacBean, Joshua Davis, Richard Mann.

# Battalion MUSTER

“Where yuh from, Mac?”—The eternal question. In the following pages we tell where we were from and where we would like to return.

# OFFICER PERSONNEL OF THE 53RD NAVAL CONSTRUCTION BATTALION

BURKY, John D., Comdr., CEC-USN, 25-25 "F" St., Eureka, Calif.

DENBO, Edward M., Comdr., CEC-USNR, Durham, N. C.

HARRIS, Roy M., Comdr., CEC-USNR, 8005 33rd Ave., N.W., Seattle 7, Wash.

MACREAN, John P., Jr., Comdr., CEC-USNR, 4100 Washington Rd., West Palm Beach, Fla.

BEHRENS, Frederick A., Lt., Comdr., CDC-USNR, 124 N. Macoupin St., Gillespie, Ill.

CHUTE, James L., Lt. Comdr., MC-USNR, Winno Ave., Osterville, Mass.

COLVIN, Joseph W., Lt., Comdr., MC-USN.

GOSSEL, John D., Lt. Comdr., PC-USNR, 45-26 44th St., Long Island, N. Y.

DUGE, Howard J., Lt. Comdr., CEC-USNR.

LEVEE, Clarence H., Lt. Comdr., CEC-USNR, 1901 Shadow Lane, Little Rock, Ark.

PAPA, John S., Lt. Comdr., MC-USNR, Brightwood Rd., Bristol, Conn.

THOMPSON, Charles A., Lt. Comdr., CEC-USNR, 308 St. Charles St., Birmingham 9, Ala.

WHITE, Clyde V., Lt. Comdr., CEC-USNR, 3708 Washington St., S. Charleston 3, W. Va.

ACFORD, Frederick B., Lt., CEC-USNR, 29 Cherry St., Lynn, Mass.

BATES, A. J., Lt., CEC-USNR.

BERGAN, William P., Lt., CEC-USNR, 41 Carroll St., Trenton, N. J.

BUTCHER, Frederick C., Lt., CEC-USNR, 1649 Greenfield Ave., Los Angeles, Calif.

CONNELLY, Francis X., Lt., CEC-USNR, 115 Anthony St., Rochester, N. Y.

CORRIGAN, Charles P., Lt., CEC-USNR, 160 East 48th St., New York, N. Y.

DIKEMAN, Worth H., Lt., CEC-USNR, Callisoga, Calif.

GILROY, William A., Jr., Lt., CEC-USNR.

JOHNSON, Ivis V., Lt., ChC-USNR, 1319 N. New Hampshire, Los Angeles 27, Calif.

KEAN, Edward, Lt., CEC-USNR, Rt. 1, Valencia, Pa.

KELLY, John J., Lt., SC-USNR, 61 North Hampton Ave., Springfield, Mass.

KENNEDY, Frank S., Lt., CEC-USNR, 20 Llan-dille Rd., Llanerch, Pa.

McADAMS, James R., Lt., CEC-USNR, Webster Hotel, Chicago, Ill.

McLAUGHLIN, Drew, Lt., SC-USNR.

MILLIGAN, Thomas L., Lt., CEC-USNR, Clayton, N. M.

OIEN, Gustav T., Lt., CEC-USNR, Arlington, Washington or Pittsburg, Calif.

PATTON, James C., Lt., CEC-USNR, RFD 2, Water Valley, Miss.

PELLER, Phillip A., Lt., CEC-USNR, 1624 South 13th Ave., Maywood, Ill.

REEVES, Felix W., Lt., CEC-USNR, P. O. Box 972, Austin, Texas.

REID, George F., Jr., Lt., CEC-USNR, 540 East 14th St., Apt. 5, Long Beach, Calif.

ROLOFF, Jerome W., Lt., CEC-USNR.

ROWLAND, Perry A., Lt., ChC-USNR, Box 224, Warsaw, Mo.

SPRAGUE, David W., Lt., MC-USNR, 160 Hager St., Hubbard, Ohio.

STRAUB, Robert L., Lt., CEC-USNR, 946 West 87th St., Chicago, Ill.

WOLF, Jerome M., Lt., CEC-USNR, Box 335, Davis, Okla.

BANGHART, Willard E., Lt. (jg), ChC-USNR, University Park, Oskaloosa, Iowa.

HAGERT, Edward S., Lt. (jg), CEC-USNR, 1428 Cottonwood St., Grand Forks, N. D.

HUNT, Wallace M., Lt. (jg), SC-USNR, West 1907 Montgomery Ave., Spokane, Wash.

MARTIN, Theodore O., Lt. (jg), ChC-USNR.

MELLINGER, Lowell P., Lt. (jg), CEC-USNR, 123 Logan St., Danville, Ill.

RICH, Charles W., Lt. (jg), CEC-USNR.

RUDASILL, A. J., Lt. (jg), SC-USNR, 310 South Center St., Clinton, Ill.

SEAUER, George A., Jr., Lt. (jg), CEC-USNR, 1219 Eleonore St., New Orleans, La.

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