

UNITED STATES  
NAVAL

CONSTRUCTION  
BATTALION

"can do!"

## Mates

The 1959 Reunion Committee wishes to thank you for the wonderful attendance at Des Moines. There were 72 registered.

You might be interested in knowing that there were 25 who attended a re-union for the first time, three of which did not register. Also, of the 11 mates living in the Greater Des Moines area, 8 attended.

Knowing that names and addresses get away from us, we enclosing the names and addresses of those who attended.

Enclosed are the pictures of our 1959 reunion. This is the closing of a very pleasant duty of your 1959 reunion committee.

Mr. & Mrs. Vernon Cooley  
Mr. & Mrs. James Lindsey  
Mr. & Mrs. Fred McConnel

Thomas F. Absher  
1505 Sharp St.  
Marshall, Mo.

Wayne Eccles  
3108 Market St.  
Burlington, Iowa

George Hillman  
3482 Oakshire  
Berkley, Mich.

H. L. Arnold  
317 Hillside  
West Des Moines, Iowa

G. R. Elliott  
Co. Engr. Courthouse  
Independence, Iowa

Chilton E. Hines  
Renner, S. Dakota

Adam Batko  
1933 State Ave  
Anoka, Minn.

George E. Fuller  
5511 W. Newport Ave.  
Chicago, Ill.

Lloyd M. Huff  
408 S. E. Lally  
Des Moines, Iowa

Eugene F. Blood  
RFD 1, Box 75  
Michigan City, Ind.

H. Richard Giordano  
N. Radcliffe St. M.R.  
Bristol, Pa.

C. L. Hutt  
2113 Kellogg  
Ames, Iowa

James M. Campbell  
Box 206  
Battle Ground, Ind.

Melvin M. Gravert  
129 - 8th  
DeWitt, Iowa

Glenn Ingle  
Cosmopolitan Hotel  
Denver, Colo.

John Cann  
Calvert City, Ky.

\*Rex M. Harpster  
420 9th NW  
Mason City, Iowa

John Johnson  
RFD 4  
Austin, Minn.

John Chinelli  
1620 N. Carnegie  
Niles, Ohio

Earl Harrington  
RFD 4  
Ottumwa, Iowa

J.W. Knipper  
138 Champion E.  
Warren, Ohio

L. H. Clausen  
2932 Belden Ave.  
Chicago 47, Ill.

Charles G. Hauber  
Venetian Village RFD 3  
Lake Villa, Ill. Box 193

George R. Lagasse  
30 Pomham St.  
Cranston, R.I.

Robt. S. Connelly  
804 West S. 1st St.  
Shelbyville, Ill.

L.J. Heinsch  
6407 Westchester Circle  
Minneapolis 27, Minn.

John Lamb  
7135 Theodore Pl.  
St. Louis 20, Mo.

Veron P. Cooley  
101 E. Douglas St.  
Knoxville, Iowa

L. G. Henry  
1506 Lincoln Hwy E.  
Mishawaka, Ind.

James Lindsey  
Oakbrook Dr.  
Des Moines, Iowa

1 February 1960

To All Former 63rd Mates:

Here is a history of our reunions,  
that we have had since 1948:

1ST Reunion	Detroit	1948
2ND "	Chicago	1949
	this was over 3-day 4 of July	
3RD Reunion	St. Louis	1950
4TH "	Cleveland	1951
5TH "	Louisville	1952
6TH "	Chicago	1953
7TH "	Evansville	1954
8TH "	Youngstown	1955
9TH "	Detroit	1956
10TH "	Indianapolis	1957
11TH "	Louisville	1958
12TH "	Des Moines	1959
13TH "	St. Paul	1960
14TH "	Cincinnati	1961
15TH "	Decatur	1962
16TH "	Chicago	1963
17TH "		
18TH "		
19TH "		
20TH "		

(over)

All of our reunions are now held over the Labor Day week end, and have been since 1950.

If you have not heard of our reunions and would want further information and details - Please contact -

L. H. Clausen  
2932 Belden Avenue  
Chicago 47, Illinois

Deceased  
April 1961

New recording secretary

Vernon P. Cooley 74-84

~~101 E Douglas St~~ 104 E BABBITT  
Knoxville, Iowa 50138

Donald C. Tenopir - Deceased

RFD 1

12-16-69

Beatrice, Neb.

2. N. Jim Maybeld

Mrs Herbert C Harton

Otto C. Hansen - Deceased

9524 Wheatland Ave

Sunland, CA. 91040

July 14 - 1977

William Greenlee

10960 N. 67 Ave.

Phoenix, Az.

A. F. Mallo - 9/13/83  
PALM SPRINGS, CA.  
92264

Lucian J. Hemm

187 No. KANAN RD

AGONA, CA 91381

(3) 889-2771

Robert A. Logenie  
13900 DeLAWAN DR  
MIDOLSBURG HTS OH.  
44130

W. R. NUNNERY  
963 VALENCIA ST.  
JACKSON, MISS. 39204

1984.

CLARENCE G. WERKEMA  
2318 Lakewood Blvd  
Holland, Mich. 49423 May 1985

Chester Sherman  
1510 Whiskey Ck Dr  
FT MYERS FL 33907

1984

BOB JACKELS  
640 IVY FALLS AV  
ST. PAUL, MN 55118 3/7/89

~~AD SPENCER~~

81 Fiesta Moon Hummer Bay, Port Ave. 1-15-85  
Vincent M. Jams R#4 Box 276 Clinton Ill. 61727 3-19-85

### MARINE TRIBUTE

So when we reach the Isle of Japan

With our caps at a jaunty tilt,

We'll enter the City of Tokyo

On the road the Seabees built.

Charles McKee - 7/85  
429 Wildwood Dr.  
Youngstown, Ohio 44512

— 3RD MARINE DIVISION  
2ND RAIDER REGIMENT

8/26/89  
STANFORD WILLIAMS  
8224 37th ST. Ct E.  
Puyallup WA 98371

Leon M. Larson 9/87  
2392 San Antonio  
Hemet, Ca. 92343

JEROME E. OLSON 11-9-89  
16691 PEALE LANE  
HUNTINGTON BEACH, CA 92649  
- COMPANY B -

Dana C. Willard 9/25/87  
239 Nottingham Dr  
Stockton, CA 95207

NEIL MATH (7-5-90)  
P/O Box 871  
HELENDALE CA 92342

Roger Schweitzer  
121 Schweitzer Ct.  
Alex. Ky. 9/1/93  
COMPANY A-6

# IN TRIBUTE

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## OUR SKIPPER



COMMANDER FRANK  
HIGHLEYMAN

Commander Highleyman was born in Kansas City, Kansas on 8 November, 1899. He admits to an uneventful boyhood but as a young man he had his share of World War I, serving with the British Army as a private from 1917 to 1919 in France, Mesopotamia, Egypt, India and Italy.

On his return to civilian life, Commander Highleyman took the degree of Bachelor of Science in Civil Engineering at the University of Wyoming.

The "Skipper" embarked on his Navy career 25 November, 1942, after engineering experience which included design and construction supervision of railroads, highways, dams, irrigation projects, airports, and cantonments.

Commander Highleyman's home is in Ogallala, Nebraska. He is married to the former Nelle Searle of Ogallala and the father of two children, Patricia and Searle.

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## OUR EXEC.

LIEUT. COMMANDER ARVID  
F. PARSON

The 63rd NCB's executive officer was born 14 October, 1903, in Morley, Michigan, but soon transferred his allegiance to the Far West. He is a graduate of Kelso High School, Kelso, Washington, and in 1925 earned a Bachelor of Science degree in Civil Engineering from Oregon State College. He is a member of Lambda Chi Alpha fraternity.

Commander Parson spent eight years in railroad construction and maintenance with the Southern Pacific in Oregon, California, Texas, Arizona and Louisiana. This was followed by two years as a logging railway engineer in the Northwest and a period of eight years as a bridge construction engineer for the Oregon State Highway Department.

A reserve officer in the Army Engineers for ten years, Commander Parson forsook his Army background, however, to become a member of the Navy Civil Engineer Corps on 7 October, 1942.

His wife and three children, Marilyn, Carolyn and George, greeted him on his return from duty.





**IN MEM**

**HAROLD  
DEWEY  
ROSENDALE  
MM1/c  
19 August 1943**

**IRA  
CLARENCE  
HOWARD  
CM2/c  
5 September 1943**





# ORIAM

JOHN  
DOUGLAS  
BENT  
Ptr1/c  
14 October 1943



HUGH  
DANIEL  
KELLACKEY  
CM3/c  
6 March 1945

## A MESSAGE FROM THE COMMANDER

**I**T is difficult to evaluate in words what I, your Commander, feel when considering the worth of your work, your devotion to duty, and your spirit of "Can Do" under the trying and hazardous conditions of our tour of duty as the 63rd Naval Construction Battalion.

What we have accomplished together has been noted and praised by men in positions of greater authority than mine. But, in my mind, your work stands alone — a memorial sufficient in itself. With that feeling in my heart I extend to every man my deep gratitude and appreciation for his efforts on behalf of the battalion.

You have seen fit to dedicate this volume to your Commander and to your Executive Officer. Lt. Comdr. Parson joins in the expression of my thanks for this great tribute. We realize, however, that this sterling record of accomplishment could not have been attained without the constant co-operation of all hands. For that reason we humbly surrender the dedication to you.

It is my grateful wish that each of you enjoy in the years to come the happiness and contentment which come from good health, prosperity, peace, and the serene knowledge of accomplishment.

Well done, officers and men of the 63rd Naval Construction Battalion!

# COMMENDATIONS RECEIVED BY THE BATTALION



NAB/P15  
Serial 258

UNITED STATES PACIFIC FLEET  
SOUTH PACIFIC AREA  
U. S. NAVAL ADVANCED BASE, EMIRAU  
C/O Fleet Post Office  
San Francisco, Calif.

24 May, 1944

From: Commander Naval Base, Emirau  
To: Officer in Charge, 18th Construction  
Regiment.  
Subject: Commendation for progress of construction, NAB, Emirau.

1. Although this base was occupied on 20 March 1944, the Construction Personnel and equipment were not landed until 25 March 1944 and work could not be considered as definitely underway until 1 April 1944. From that day until present date two 7000' airstrips with all attendant requisites including three taxiway systems, shops, camps, avgas farm and tanker fill point, Naval base facilities including PT Base, four piers, three unloading beaches, including finger pier arrangement equivalent to a pontoon dock, approximately

35-40 miles of permanent all weather road and many other projects too numerous to mention have been successfully and effectively completed by due dates, many being anticipated.

2. The accomplishment of such a great construction program, so successfully, indicates excellent planning for the movement and utilization of materials and indicates close co-ordination and co-operation of the battalions comprising the regiment.

3. The fact that no one battalion was more outstanding in the performance of its work than any other battalion is indicative of excellent teamwork. For their work, all battalions, the 27th, 61st, 63rd, 77th and 88th, are commended for their driving efforts and successful accomplishments. All personnel of the battalions to the last man are responsible that no comments other than good can be made regarding the construction work at this base.

4. For your information, the word has been passed unofficially to me from higher authority that these airfields, these camps, these roads and these facilities are the best in the area. Certainly, they are excellent and have been effected in quick time.

5. There is much satisfaction in this command in serving with construction personnel such as yours who are effective doers. Please pass this word to all under your command — "Another real Seabee job — well done to the 18th Regiment composed of the five battalions above.

E. R. WILKINSON

HEADQUARTERS ISLAND COMMAND  
Office of the Commanding General  
APO 198

San Francisco, Calif.

AG 201.22

4 July 1944

SUBJECT: Commendation

TO: Commander Frank Highleyman,  
CEC-USNR, 63rd Naval Construction  
Battalion (Thru: Com-  
mander, NAB), Fleet Post Office  
3220.

1. I wish to commend you, the commander of the 63rd Naval Construction Battalion, and your organization for the superior performance of all duties incident to the planning and construction of Headquarters Island Command, APO 198.

2. While all members of your organization performed very excellent services, the following were outstanding in the accomplishment of special features of the project and deserve special commendation for their fine co-operation, energetic conduct of work, ability and improvise fixtures of beauty and utility from very limited materials, and a high standard of workmanship in their respective specialties:

Lieutenant John H. Hall, CEC, USNR,  
project director.

Lieutenant (jg) Clarence R. Pearson, CEC,  
USNR, assistant to project director.

W.O. George G. LaConte, CEC, USNR, in  
charge of plumbing.

C.C.M. William J. Vasey, USNR, in charge  
of carpentry.

C.E.M. R. E. Skinner, USNR, in charge of  
electrical work.

/s/ LEONARD R. BOYD  
Brigadier General, U.S.A.,  
Commanding.

**F**OR contributing materially to the successful occupation of Emirau Island (St. Mathias group, off the Admiralties), Comdr. William W. Studdert, CEC, USNR, was awarded the Bronze Star medal.

The citation, signed by Admiral William F. Halsey, USN, said in part, "... Commander Studdert was responsible for the development of the airfields, roads and the naval base at Emirau. Through his brilliant leadership and tireless efforts, these installations were constructed in the minimum of time, despite adverse weather conditions and inadequate transportation facilities. By his skillful planning and ready cooperation with other units, he contributed materially to the successful occupation of the island and the development of its facilities."

The commanding general of the island, Brigadier General Leonard R. Boyd, USA, also commended Comdr. Studdert and the Seabee regiment under his command for the planning and construction of Headquarters Island Command.

"In all stages of the project, including the selection of the site, clearing of the area, preparation of plans for all buildings and installations, procurement of materials of great scarcity and the maintenance of a very high standard of craftsmanship in all activities," General Boyd wrote, "you and those assisting you have brought great credit to the Construction Regiments and Battalions of the United States Navy."

## CITATIONS

DANIEL J. CORBETT BM 2/c

"Disregarding personal safety!"

How often we hear these words as thousands of American men, unused to war's alarms, utilize their native courage and characteristic initiative to turn failure into success — death into life.

Officers and men of the 63rd Naval Construction Battalion are, therefore, proud that among them was a man possessed of the Soldier's Medal for heroism in the face of disaster.

That man is Daniel J. Corbett, BM 2/c of Company A, Platoon 6. His home is at 11515 Beulah Street, Cleveland, Ohio.

His story is brief — as brief and as thrilling as the crisis it recounts — but Corbett dismisses his deed casually with the understatement peculiar to heroes: "Anyone else would have done the same thing."

Here is that "same thing" as contained in a citation from the Commanding General, XIII AAF Fighter Command:

"Daniel J. Corbett, BM 2/c, disregarding his personal safety, was successful in extricating the pilot from an airplane that was burning fiercely as a result of a crash and from which ammunition was exploding. His cool and courageous action is in keeping with the highest traditions of the armed services."

Corbett received the citation and Soldier's Medal from Commander Frank Highleyman at the dedication of the 63rd Battalion Chapel on Emirau Island in April 1944. Lt. Joseph W. Lyons, Chaplain, presided at the Inter-denominational service.

#### RICHARD H. MAURER, MM 3/c

Even though misguided, human effort has often been known to surmount the highest peaks of glory and accomplishment. Witness the "glorious failures" of Galipoli and of Custer's last stand.

Such is the story, in minor key, of Richard H. Maurer, MM 3/c, of Company B, Platoon 6, who was cited for the Navy Silver Star because of distinguished service in the attack near Bairoka Harbor, at Munda, by the 1st Marine Raider Regiment.

A resident of Seattle, Wash., before becoming a member of the 63rd Naval Construction Battalion, Maurer made many friendships among the Marine Raiders when they were encamped close by on Guadalcanal.

When the Raiders embarked for their historic attack, Maurer slipped aboard without permission of his superior officers. The gravity of his offense, for which he was ultimately brought to trial, was extenuated, however, by his gallant actions during the attack.

From Marine sources it was learned that Maurer, attaching himself to a machine gun crew, serviced and manned the gun with devastating effect upon the enemy when all other members of the crew had been killed or disabled by mortar fire. He continued by his gun until reinforcements arrived.

The Marine officer in charge was enthusiastic in praise of Maurer's performance and it was he who instituted citation proceedings.

#### JOHN V. KOSCHAK, MM 3/c

The fact that Seabees "Can Do" is well enough known by now to be militarily axiomatic but only on rare occasions outside actual combat does the Seabee "do" at the risk of life and limb.

This was the opportunity of John V. Koschak, MM 3/c, a resident of Chisholm, Minn., member of Company C, who placed his life in jeopardy to preserve that of another on 13 August 1944.

Koschak was one of a crew unloading a 30-ton power shovel from a lighter at Emirau Island. Finding it necessary to fuel the monster machine before it could be trundled down the landing ramp, a hose line was stretched. All went well until, in some unexplained manner, fuel ignited and enveloped two men in flames.

In panic and with clothing ablaze, one leaped from the ship to a dock where the flames were extinguished. The other, however, jumped into deep water where he immediately found himself in difficulties.

Here it was, in the stress of sudden spurts of flame and in imminent danger should the shovel's fuel tanks explode, that Koschak became a part of the 63rd Battalion's tradition of service. Fishing the injured man from the water and assisting him to a place of safety, Koschak finished his task just in advance of more wreathing sheets of flame from heat-tortured fuel tanks.

Both of the fire victims recovered, but one, at least, is probably on earth today because of the unselfish devotion to duty and disregard of personal safety evidenced by Koschak.

Koschak lives with his wife and child at 121½-6th St., S.W., Chisholm, Minn.

## SAGA OF THE SEABEE'S

**C**AN Do, Will Do . . . Did! Those few words encompass a volume in description of accomplishments credited to the Navy's fighting Seabees.

Neither foot-slogging infantrymen nor hairy-eared cannoneers; neither assault troops nor man o' war's men, yet members of the Naval Construction Battalions were all of these, plus possessors of vital "know how" to make possible Uncle Sam's crushing blows against the Axis on the widest fronts in world history.

The global war's Seabees were a comparatively new arm of the national first line of offense and defense; a force of a quarter-million strong, skilled in the arts of peace and the newer science of destruction; a force which came to share with the marines the famous slogan "First to Fight".

The job of the Seabees was to build advance bases where stores of the fleet were kept. There the fighting ships refueled, took on provisions and ammunition. From airstrips constructed by Seabees went the first Army and Navy forays to bring havoc and death to enemy installations.

The late SecNav, Frank Knox, was proud of the Seabees. He told newspapermen that at Tarawa the Seabees disembarked with the first wave, were working while the fighting was going on, and had the airfield in commission with planes taking off four days after the initial assault. Landings in Africa, Sicily, Italy, the Aleutians and those in the vast Pacific area, saw the Seabees on the beaches with the first outfits. Mr. Knox recalled that one of the first two officers killed at Salerno was a Seabee.

A primary task was to build bases in the South Pacific so that ships bearing U. S. troops and supplies to beleaguered Australia could fuel and provision. Before this logistical necessity could be accomplished, however, Seabees emplaced guns and prepared to defend their bases.

The attack by U. S. forces at Guadalcanal was the start of a campaign to reduce the outer perimeter of Jap defenses in which assault troops and Seabees hopped from island

to island up "the slot" toward final assaults on the Philippines and the Jap homeland. Meanwhile Seabees established Aleutian bases to harass Nippon from the other extremity.

Even before bases were taken by our forces, Seabees had the job of getting supplies ashore. This involved not only rugged stevedoring but also the construction of temporary and permanent docks and other landing facilities. Once supplies were ashore Seabees were called upon to move them off the beaches into depots and bivouac areas prepared by other Seabees. This also entailed construction of roads over which normal and emergency transport could move with speed and safety.

Once established on the ground, Seabees started building the advance base. Construction was of infinite variety, including airfields, hangars, barracks, machine shops and storage facilities. Seabees dammed mountain streams, dug wells, and set up water-purification apparatus. They installed telephone and electrical systems, loudspeaker air-raid and fire warning systems, refrigeration plants, malaria control works, cantonments, hospitals and repair shops to handle everything from damaged warships to broken machine guns.

In short, Seabees were charged with the establishment and maintenance of advance bases, the important tasks of providing safe, clean and comfortable quarters for garrison troops which arrived later. These installations helped make Uncle Sam's troops the best-fed, healthiest and "hottest" fighters in the world. Much of this work was completed in record time under conditions which remain indescribable and incomprehensible to those at home.

Salvage dumps were treasure troves to inventive Seabees. Faced with a shortage of machinery, they proved that "necessity is the mother of invention." Such ingenuity had its reward in ice cream in tropical jungles and added warmth in the fog-shrouded, cold wastelands of the Aleutians.

Seabees often were detached and sent in units away from their bases on special work. Thus, the aircraft carrier "Enterprise" was repaired while en route to battle and return.

The Seabees aboard her for that purpose were working while the vessel was in combat.

As part of their day's work Seabees saved troops from a bombed ship off Sicily by jamming a causeway between their rescuing craft and the doomed vessel. Another ship was bombed and a team of four Seabees pulled 90 survivors from the water. Meanwhile, Seabees went about their job of unloading supplies and also salvaged 100 small boats which had been expended in creating the invasion beachhead.

Seabees adapted themselves to whatever materials and supplies were available. Thus, after oil drums had been emptied, Seabees used them for culverts along swamp roads, hot rake grills, ice cream freezers, trusses to reinforce building construction, buoyants for rafts and even for a small floating drydock, basins, tubs, piping and rip-rapping; drums were flattened by rollers to make roofing material, filled with sand and used as baffles for buildings.

One of the special Seabee battalions trained particularly for the job of getting supplies ashore has been commended four times by an Army commander, a naval base commander, a marine commander and a Navy service squadron commander. One of the naval officers said the work of this battalion "helped eliminate one of the principal bottlenecks to the war effort in the South Pacific".

Another battalion made possible one of the springboards to attack in the New Guinea offensive by carving an airfield out of dense tropical jungle under torrential rains in 13 days. During the first 11 days, 16½ inches of rain fell. The fighting builders landed early on the morning of 2 July 1943 and by 0700 work was under way while supplies were still being unloaded. Huge trees were dynamited and bulldozers burrowed their way through the dense undergrowth. Work continued 24 hours a day in spite of the deluge and bombings by the Japs. By 14 July a 3,000 foot runway 150 feet wide had been surfaced with 18 inches of crushed coral rock and was ready for use.

The Seabees defended what they built — defended their installations with their lives

if necessary. Times changed indeed from the day the Japs rained fire and ruin upon the helpless civilian construction workers at Wake, Guam, Cavite and elsewhere. After he arrived, the Seabee could grab a gun, grenade or anti-aircraft shell just as easily as he could use his saw, wrench, sledge or other tools of his craft. Pearl Harbor and its aftermath emphasized the need for just such an organization.

Capt. John Perry (CEC) USN, prepared and launched the Seabee plan. For his outstanding work he received the Legion of Merit award.

In October 1941 the Navy Department approved the organization of an experimental construction company of 99 men. This was the genesis of the Seabees but it was not until 28 December 1941 that Rear Admiral Ben Moreell, USN, chief of the Bureau of Yards and Docks, officially inaugurated the Seabees. The popular name, however, was not officially adopted until 17 March 1942. Battalion personnel included more than 55 assorted trades and crafts.

Seabees have had the praise of all their fellow fighting men; their deeds have written glorious new pages in the history of man's striving for liberty. But perhaps the highest praise has come from the late Commander in Chief, President Roosevelt, who said:

"I have followed with personal interest and admiration your record of achievements at home and on all our fighting fronts . . . Your war effort is outstanding because you accomplish three great purposes which enable our fighting men to carry on the offensive. You build, you fight, and you repair. You are prepared to repeat the operation wherever necessary — you go forward together. I congratulate you and wish you good luck and God speed."

Many Seabees answered their country's call as soon as it was made, burning with desire to fight with the weapons they knew how to use best. Some were youngsters but the majority were men with families — men in their thirties and forties. To all these fighting builders goes a vital share of the credit for literally "Axing the Axis."

# CHRONOLOGICAL LOG OF 63rd NCB.

1942

Dec. 7—Departure of potential 63rd Seabees for Camp Peary on second anniversary of Pearl Harbor.

Dec. 8—Arrival at Camp Peary for majority of personnel.

1943

Jan. 4—Officers arrive for training with the battalion.

Jan. 9—Death of Norman Shandy, CM 3/c in automobile accident while en route to Williamsburg on liberty pass.

March 1—Battalion commissioned at end of advanced training.

March 2—Battalion entrains for unknown destination.

March 4—Arrival at Camp Holladay, Advanced Base Receiving Barracks, Gulfport, Mississippi.

March 4-14—Majority of personnel home on leave.

March 20—Battalion entrains for undisclosed destination.

March 23—Arrival at Camp Rousseau, Advance Base Depot, Port Hueneme, Calif.

March 24—Personnel not previously favored start ten-day leaves.

April 2—Leaves expire.

April 24—Advance party of three officers and 12 men embark on SS. Stanford White for undisclosed destination.

April 28—Battalion secured to camp area.

April 29—Advance party embarks on SS. MormacGull.

April 30—Main contingent sails at 1558 PWT aboard SS. Mormacport.

May 6—Neptunus Rex holds court as main contingent crosses equator.

May 14—Mormacport anchors in harbor near Lautoka, Fiji Islands, at 0900.

May 15—Mormacgull anchors in Fijian harbor at 1130.

May 20—Stanford White arrives at Fijis.

May 29—Battalion transfers to USS LaSalle.

June 2—Departure from Fijis aboard USS LaSalle.

June 4—Arrival at Noumea, New Caledonia.

June 7—Departure, in convoy, from Noumea.

June 10—Convoy attacked at night by Jap planes.

June 11—Arrival at Tetere Beach, Guadalcanal, at 1100.

June 12—First air alerts; conditions red between 0530-0600 and 1130-1230.

June 15—Conditions red 1950-2035.

June 16—Jap day raid set fire to SS. Salinas and an LST. Men collected first Jap plane souvenirs and saw first dead Jap pilot. Jap planes shot down total 96.

June 26—Between June 15 and 26 five conditions red logged, in early-morning hours.

June 27—Two unarmed 63rd Seabees, O. F. Maley and A. B. Banjai disarm two Japanese soldiers on jungle trail, killing one by bashing in his head with the Jap's own rifle. The other escapes despite Seabee efforts to bring him down with shots from unfamiliar Japanese rifles.

July 12—In the period from July 5 to 12 there was at least one condition red each day. The raid at 2130 on July 11th bombed the Marine camp adjacent to the 63rd. Several men suffered minor hurts diving into foxholes.

July 19—On the four nights from July-16-19, there were 10 air raids.

August 18—Between August 1 and 18 there were 10 conditions red, highlighted by a big raid on August 13, Friday, during which SS. John Penn was bombed and sunk at anchorage after discharging troops and cargo.

August 19—Harold D. Rosendale, SF 1/c, Toledo, Ohio, dies in Mobile Hospital 8, of illness.

August 31—Completion of troop movement to new camp near Henderson Field.

Sept. 1—Camp awakened at 0200 by violent explosion which proved to be a damaged U. S. bomber exploding over the camp. Plane crashed offshore.



Sept. 2—New 63rd theater opens with concert by band.

Sept. 4—Log entry of this date reads: "Boys started drinking raisin jack."

September 5—Approximate date of the death of Ira L. Howard, CM 2/e aboard ship being evacuated from Guadalcanal because of illness.

Sept. 17—Mrs. Roosevelt visits island.

Sept. 20—Carney Field damaged and planes destroyed on ground by 55th air raid since 63rd reached Guadalcanal.

Sept. 21—Two Jap bombers shot down by one Yank night-fighter in spectacular searchlight attack. Souvenirs plentiful as planes crash near 63rd camp.

Sept. 30—Twelve conditions red during September.

Oct. 11—Four conditions red this day. Ship bombed and burned at Koli Point.

Oct. 13—Yank plane alerted area. Fired on twice but finally established identity and landed badly damaged on Carney Field.

Oct. 24—John D. Bent, Pfc 1/e, killed in truck collision about 1830. Donald J. Crookston, CM 3/e, and James L. Campbell, SI/e, injured.

Nov. 26—Hell's Point Ammunition Dump reported afire at noon. At 1310 personnel ordered to wear steel helmets. Camp later evacuated of enlisted personnel. Emergency lasts 13 hours.

Dec. 25—Christmas featured by turkey dinner, special church services and address by Commander Highleyman.

Dec. 31—Three conditions red during December.

#### 1944

Jan. 26—Embark on USS. Pinckney.

Feb. 1—Disembark at Auckland, N. Z.

Feb. 28—Battalion dance and farewell party at Town Hall, Auckland.

Mar. 1—Embarkation on USS. Rixey. Departure 0600.

Mar. 3—Arrive at Noumea, New Caledonia, at 1610.

Mar. 7—Disembark at Guadalcanal.

Mar. 14—One hundred replacements report on board from Casual Draft 2234.

Mar. 20—First echelon embarks for Emirau.

Mar. 30—Main body disembarks at Emirau.

Apr. 8—Condition red from 0100 to 0110.

Apr. 13—Condition red from 1800 to 1810.

Apr. 27—Condition red from 0202 to 0213.

June 22—Rear echelon arrives from Guadalcanal.

June 27—Twenty-five replacements report on board.

Sept. 16—Embark for Manus.

Sept. 17—Disembark at Manus.

Nov. 10—Mount Hood ammunition ship disaster.

#### 1945

Jan. 29—Condition red from 2100 to 2115.

Feb. 27—Camp evacuated because of fire aboard ammunition ship moored to Mount Hood Dock. No damage. Fire secured within two hours.

March 6—Death by accidental electrocution of Hugh D. Kellackey.

March 7—Commander Highleyman announces cancellation of plans to return to U.S.A., announcing Manila as next stop for 63rd.

March 13—Replacements, numbering 137 seamen and firemen report on board.

March 24—SS. Sutro sails from Manus with heavy equipment.

March 26—SS. Mexico clears Manus harbor with 63rd personnel.

April 8—Disembark at Manila.

April 9—Tents erected for all hands.

April 30—Second anniversary dance with WACS and Filipino nurses as guests.

July 17—Replacements transferred to other battalions but assigned to 63rd NCB temporarily.

July 20—Battalion secured at 1630. Replacements assigned to 35th NCB details.

July 22—Inactivation order read to personnel at theater by Comdr. Highleyman.

July 24—Battalion embarks for trip to U.S.A.

Aug. 15—Battalion arrives at San Francisco at 0345.



*Itinerary of the*  
63<sup>RD</sup> NAVAL CONSTRUCTION BATTALION

# BATTALION OFFICERS



Lt. Comdr. G. L.  
McCarthy (MC)



Lt. W. H. Newell



Lt. J. H. Hall



Lt. W. V. Chloupek



Lt. J. W. Lyons



Lt. C. W. Schurrer



Lt. R. A. Burgess



Lt. G. D. Karsant (DC)



Lt. W. P. Bliffert



Lt. W. D. Burger



Lt. L. E. Devon



Lt. T. B. Skrla



Lt. P. J. McGovern (MC)



Lt. (jg) W. A. Thompson



Lt. (jg) T. M. Chesser



Lt. (jg) E. L. Rueff



Lt. (jg) R. F. Lovejoy



Lt. (jg) C. R. Pearson



Lt. (jg) E. J. Waring



Lt. (jg) J. T. Kirk



Lt. (jg) J. A. Storer



Lt. (jg) E. W. Eden, Jr.



CWO C. F. Bates



CWO J. Greenshields



CWO G. J. LaConte



CWO J. W. McLaughlin



CWO H. L. Arnold



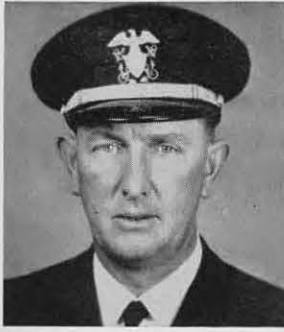
CWO C. C. Carpenter



CWO W. J. Bashaw



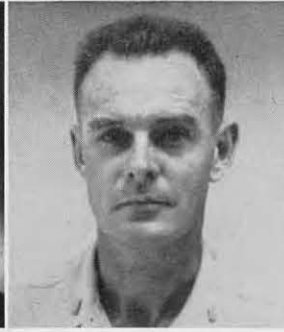
CWO R. W. Hinklin



Lt. W. J. Elliott



Lt. A. T. Lundquist



WO J. E. Doheny



WO W. R. Hartmann



Lt. W. B. James



Lt. (jg) I. N. Mayfield



Ens. W. P. Collier



CWO R. W. Brown



Lt. Comdr. R. S. Gillette



Lt. H. R. Giordano



Lt. (jg) W. H. Hermes



Lt. (jg) G. E. Whitaker



Lt. H. S. Klepper



Lt. B. M. Martin

## COMPANY A CPO'S



Frank Dean

C. R. Miller

Stark Allen

G. J. Brevick

R. E. Nogle

C. I. Quam



C. Richardson

R. W. Heald

R. A. Rogers

J. H. Johnson

R. I. Gardner

E. P. Doyle



W. H. Moore

T. R. Denton

L. E. O'Brien

J. J. Dallas

G. E. Strand

H. D. Caplan

## COMPANY A

COMPANY A, Platoon 1—(Left to right) Front row: Nelson, G. E., Burch, J. C., Olson, E. K., Ijams, V. M., Nowakowski, T., Curtin D. A. Second row: Worland, B. A., Perci-field, W. G., Moher, J. F., Schweitzer, R., Carlson, C. L., Rugtjiv, R. L. Third row: Williams, G. A., Daigre, L. J., Barton, B. W., Rockwell, F., Fisher, L. H. Fourth row: Wat-kins, J. M., Biggs, A., Love, J. H., Grossman, M. J., Libal, A. W. Fifth row: Black, J. E., Williford, J. H., Picolet, F. C., Pursell, P. H., Irvine, J. E.



COMPANY A, Platoon 2—(Left to right) Front row: Tinsley, R. E., Blum, O. E., Shattuck, A. F., Stanley, W. V., Hemond, L. J., Klauk, N. P. Second row: Love, P. M., Trafals, J., Basista, J. J., Bowen, O. A., Lutz, W. H., Deneau, F. J. Third row: Suhr, A. F., Patton, G. F., Lester, L., Cochran, H. L., Hirscher, A. G., Lakosil, J. G. Fourth row: Yerington, R. A., Cash, H. C., Beck, G. P., Stolt, J. G., Rice, T. B. Fifth row: Brobst, H. E., Bonham, P. J., Prise, J. T., Ernst, G. C., Sucher, B. C. L.



COMPANY A, Platoon 3—(Left to right) Front row: Bollinger, C. E., Dodds, R. C., Favre, A. E., Oberender, D. T., Davis, H. W., Hyder, H. B. Second row: Evans, H. P., Leininger, A. G., Schultz, L. J., Drummond, C. F., Johnson, E. O., Banjai, A. B. Third row: Johnson, J. W., Wolf, N. R., Wohlt, T. G., Gray, H., Borkowicz, S. A. Amyot, W. A. Fourth row: Spaulding, J. G., Westling, N. W., Slater, P. R., Wheeler, J. C., Williams, G. S., White, J. E. Fifth row: Gwin, G. W., Ryan, J. J., Preneta, F. J., Begley, B. B., Patterson, R. D., Gunther, C. B.

COMPANY A, Platoon 4—(Left to right) Front row: Whalen, J., Landry, E. P., Lahner, S. A., Macom, R., Malloy, E. P., Sazima, R. A., Wright, A. D. Second row: Gabriel, F. D., Hagan, V. J., Clark, C. L., Locke, W. H., Ponnwitz, A. F., Farrell, D. V. Third row: Little, L. D., Sloan, J. H., Lloyd, R. L., Weigle, C. E., Schmidt, H. L., Boyd, R. A. Fourth row: Worf, W. E., Canoles, C. L., Maly, O. F., Reilly, A. J., Graves, R. S., Hanephin, J. E. Fifth row: Elder, W. C., Myers, H. W., Whitman, W. L., Dudley, T. W., Lessard, R. J., Kugler, G. H.





COMPANY A, Platoon 5—(Left to right) Front row: Melton, A. C., Moen, B. R., McGowan, J., Richards, R. St. C., Emerich, E., Peterson, H. A. Second row: Bergh, L. W., Cantrell, J. F., Greenhagen, M. F., Baker, J. A., Denno, A. J., Bauer, C. M. Third row: Henderson, R. L., Michaud, A. A., Thompson, G. W., Trueman, R. E., Rego, L. B., Mayer, P. W. Fourth row: Emond, E. G., Mulch, W. L., Zein, B. R., Vogt, M. F., Suchocki, P. P. Fifth row: Malcolm, M. W., Sparks, R. H., Wray, E., Ginnicks, H., Whitten, L. O.



COMPANY A, Platoon 6—(Left to right) Front row: Berg, E. A., Parkman, J. F., Robinson, E. B., Roberts, W. H., Carter, C. A., Tenopir, R. J., Cook, R. C. Second row: Shaffell, R. J., Richard, R. R., Boron, K. E., Hughes, W. E., Cahen, G. H., Howell, N. M. Third row: Kirchner, E. A., Zickuhr, A. P., Anderson, R. C., Witkowski, E. J., Cook, E. L., Lucey, J. H., Carter, H. R. Fourth row: Capen, R., Smith, W. C., Elrod, R. G., Miller, S. F., Weedman, D. E., Morell, H. P. Fifth row: White, W. H., Streb, W. J., DiGabriele, W. J., Federico, D. J., Reed, S. L., Delap, S. R.

## COMPANY B CPO'S



G. V. Hillock

D. L. Petty

T. P. Jones



L. M. Larson

K. T. Carter

D. P. McBride

D. D. Cates

M. E. Fisher

E. L. Wade



J. W. Miller

J. A. Scavatta

J. L. Bargar

J. C. Wall

M. J. McDonald

G. L. Judy



Robert Bleir

E. T. Johnson

J. M. Campbell

H. C. Cain

R. J. Flick

B. A. Bealey

## COMPANY B

COMPANY B, Platoon 1—(Left to right) Front row: Martin, F. P., Burnell, W. F., Robertson, J. T., Whitman, L. V., Surawski, B. S. Second row: Bristow, R. S., Kane, H. W., Smith, A. L., Darsch, D. A., Allen, B. C. Third row: Hardin, W. T., Staricka, D., Pryor, W. C., Roberts, J. C., Marlatt, G. F. Fourth row: Bond, V. G., Wiese, L. L., West, H. M., Conway, C. G., Taylor, R. V. Fifth row: Byrne, J. I., Lott, G. F., Barrows, S. R., Dodson, A. R., Shewmaker, D. W.



COMPANY B, Platoon 2—(Left to right) Front row: Michel, T. F., Baker, E. G., Beardon, C., Ricketts, C. M., Sulzbach, R. F., Ocker, R. G. Second row: Tull, C. L., Schnobelen, U. C., Beineke, H. P., Wierzbicki, F. S., Wright, H. B., Helfrick, A. G. Third row: Jackels, R. T., Brauner, J. F., Reams, L. I., Jensen, G., Mahanes, E. M., Pfeifer, W. H. Fourth row: Giles, C. J., Ferman, F. M., Schmillen, P. C., Sluka, J. F., Thompson, E. A., Shepard, R. L., Scott, C. F. Fifth row: Lewis, C. P., Redmond, D., Lindstrom, G. L., Crume, H. B., Kuklinski, H. F., Ellis, I. K.



COMPANY B, Platoon 3—(Left to right) Front row: Blevins, C., Barber, L. C., Gravert, M. M., Burgess, E. K., Berry, S. A., Gust, E. T. Second row: Byars, G. F., Reilly, J. E., Quimby, L. E., Duchemin, R. F., Stewart, L. P., Wilamoski, J. A. Third row: Franks, L. K., Ramp, W. J., Mikelonis, C. A., Kaplan, L., Katosh, P. A., Robb, F. C. Fourth row: Peterson, L. R., O'Connell, J. B., Zimmerman, G. E., Stickney, L. H., Sutton, J. E., DeLong, T. W. Fifth row: Kero, G. W., Smith, V. E., Wright, H. G., Barham, E., Yates, L. R., Bishop, L. J.

COMPANY B, Platoon 4—(Left to right) Front row: Mann, J. E., McCormick, D. K., Stemper, J. E., Conover, L. O., Madden, C. E., Vaudrenil, N. U. Second row: Smith, R. F., Mesaros, M. P., Maurer, R. H., Campisi, M. H., Gantos, A., Parry, T. L. Third row: Neese, A. H., Von Wald, R. V., McGovern, J. E., Markham, T. F., Kasch, C. B., Krause, J. G. Fourth row: Calvey, J. F., Anderson, R. C., Paquet, N. W., Humble, J. I., Naple, D. L., Jordan, M. C. Fifth row: Rhoden, R. C., Nappen, M. N., Cofer, J. A., Roland, L. V., Martin, W. E., Cholewa, W.



COMPANY B, Platoon 5—(Left to right) Front row: Reilly, J. M., Norman, J. W., Woods, J. H., Salyer, C. M., Morrison, R. N., Wall, R. B. Second row: Stafford, D. E., O'Connell, H., Forney, W. W., Cupic, G., Blasi, R. V., Kiley, J. F. Third row: Lambert, W. J., McCaslin, R. S., Bruce, H. E., Ondo, S. A., Roberts, G. D., Rouille, R. I. Fourth row: Sandrus, C. J., Zoruba, W. G., Olson, J. E., Keller, L. A., Harshman, E. M., Person, K. O. Fifth row: Mata, M. C., Marx, L. E., Tremblay, L. A., Kluth, L. M., Meyer, A. J., Czapla, C. P.



COMPANY B, Platoon 6—(Left to right) Front row: Hackett, N. K., Kort, A. W., Grant, E. G., Spretino, W. W., Steeves, H. G. Second row: Lampe, M. A., Mizell, W. P., Stroh, R. V., Roberts, R. L., Beidler, R. E., Colavecchio, D. V. Third row: Moser, F. L., Maggio, I., Costello, P. M., Laird, S., Dudley, N. P., Kerner, L. G. Fourth row: Horaitus, J. T., Holman, E. A., Stoppa, A., Peterson, J. W., Hellwig, J. P., Stout, R. P. Fifth row: Carilo, A. P., Koppin, D. B., Ficarra, M. M., Skinner, K. E., Jencks, L. R., Dixon, B. W.

## COMPANY C CPO'S



W. J. Vasey      N. Duplechan      W. E. Flach      J. E. Mulcahy      F. W. Pauly



M. R. Williams      W. E. Bryant      V. L. White      T. A. Vosburg      R. F. Crook      C. R. Etter



J. B. Kimbrough      L. Pillow      H. Greentree      T. L. Keegan      R. Dimpleby      J. C. Lamb



F. C. Wesch      E. S. Whitehead      W. P. Roloff      R. A. Bost      J. Miller      L. W. Stephenson

## COMPANY C

COMPANY C, Platoon 1—(Left to right) Front row: Clackum, W. C., Reynolds, W. C., Stewart, W. L., Steadman, F. C., Sproles, J. E., Honick, J. A. Second row: Robey, O. S., Bohs, E. H., Hanne- man, H. J., DiFrangia, M. V., Phaneuf, R. N., D'Hert, A. C. Third row: Moritz, A. L., Biscoe, W. B., DeHoff, K. O., Grady, J. J., Curran, D. P., Bur- dick, W. E. Fourth row: Taylor, R. C., Rainey, C. G., Wing, S. P., Warnock, H. E., McManus, F. T.



COMPANY C, Platoon 2—(Left to right) Front row: Duncan, J. S., Zwayer, C. W., Sprunk, R. C., Strandski, E. F., Pal- azzini, J. J., McConkey, J. R. Second row: James, A. C., Costa, E. L., Beran, E. J., Paulson, D. B., Boil- eau, J. H., Comeau, J. N. Third row: Smith, G. W., Fjelde, J. E., Swan, D. R., Herring, P. C., Holcomb, E. V. Fourth row: Rob- erts, E. W., Tanner, W. J., Valentine, R. J. Kin- zly, C. F., Longton, M. E., Koppelo, W. R. Fifth row: Somers, J. D., Smith, D. D., Groschen, C. M., Miller, S. W., Konrad, H. E., Baldwin, N. E.



COMPANY C, Platoon 3—(Left to right) Front row: Group, K., Haverly, L. C., Lagasse, G. R., Miller, C. W., Stahl, A. L., Kimery, V. V. Second row: Quehl, R. G., Clifford, A. F., Carpenter, C. J., Wegman, E. R., Whitaker, P., Jutzi, C. L. Third row: Hargrove, A. P., Clausen, L. H., O'Daniel, E. L., Roessler, G. F., Jewett, E. T. Fourth row: Veale, F. K., Mallo, A. F., Sands, D. W., Haas, B. C., Hines, C. E., Daniels, G. Fifth row: Revill, W. R., Ross, H. M., Schumacher, W. C., Naus, E. J., Shay, H. R., Surdell, E. L.

COMPANY C, Platoon 4—(Left to right) Front row: Brock, W. R., Meekins, W. A., Bryant, W. E., Kirk, W., Ortloff, L. W., Traver, A. H. Second row: Sharp, D. R., Huff, L. M., Tenopir, D. C., Hauber, C. G., Halverson, C. M., DeCamp, M. H., Coy, A. D. Third row: Campbell, J. L., Kinney, D. C., Hall, W. C., Galinete, P. D., Harris, W. J., McCullough, W. B., Gentry, C. H., Voyles, B. P. Fourth row: Pancake, L. D., Deal, D. L., Allen, H. H., Hall, W. E., Card, S. L., Sullivan, W. M., Russkoff, H., Myers, E. C.





COMPANY C, Platoon 5—(Left to right) Front row: Tremper, J. H., Tella, V., Weakley, C. A., Shanks, L. E., Shell, T. E., Skerry, C. L., Williams, S. D., Flegal, L. A. Second row: Skorupski, R., Kirk, A. J., White, J. A., Wesch, H. H., Callahan, T. J., Hansen, N. K., Truesdell, O. E., Tomsic, F. G. Third row: Nichols, R. B., Teet, D. M., Koschak, J. V., Wood, M. C., Foley, E. J., Miller, A. A., Sever, G., Murray, H. W. Fourth row: Clydesdale, W. E., Hayes, T., Hall, D. D., Hansen, O. C., Smith, A. V., Hammerberg, E. H., Fowler, C. B., Strader, E. A.



COMPANY C, Platoon 6—(Left to right) Front row: McKee, C. L., Osback, F. G., Sullivan, M. A., Timms, R. A., Quinn, C. R., Coleson, G. L. Second row: Bueche, F. A., Shearer, H. M., Way, J. S., LeDoux, H. C., Schlabaugh, E. L., Csonotos, J. Third row: Stern, J. J., Crooker, R. M., Baker, M. J., Baas, J. F., Lynch, T. L., O'Dell, I. L. Fourth row: Dockman, G. E., Poole, E. L., Haskell, J. E., Albers, R. J., Raines, H. H., Shelton, H.

## COMPANY D CPO'S



R. J. Mullaney

L. G. Henry

R. N. Roberts

G. H. Tombaugh

H. A. Hetherington

T. Marsden



E. D. Sergeant

H. C. Klieforth

A. P. Johnson

R. S. Perkins

S. T. Harris

A. H. Rasmussen



A. W. McPhillips

E. E. Brown

R. A. Gustafson

J. W. Hattley

G. H. Beck

H. L. Motsinger



G. J. Serrell

A. J. Johnson

M. P. Justus

S. F. Robertson

H. C. Wharton

P. F. Hendrickson

## COMPANY D

COMPANY D, Platoon 1—(Left to right) Front row: Davito, P., McConnell, F. G., Pourcellie, L. J., Feran, J. A., Almquist, H. C. Second row: Kozel, C. J., Smith, A. C., Jaskola, F. M., Howe, I. L., Hefner, J. C., Knipper, J. W. Third row: Thomas, C. O., Broderick, R. T., Vaughn, C. C., Tobin, W. W., Pohlman, A. L. Fourth row: Kearns, J. M., McWhirt, R. R., Tyll, G. W., Erwin, P. B., Zima, E. J. Fifth row: Maffeo, R., Cottrell, T. W., Lanting, Geo., Loblein, J. V., Lessner, E. P.



COMPANY D, Platoon 2—(Left to right) Front row: Goff, R. L., Danielson, R. L., McDonald, W. G., Provost, M. J., Lovell, W. F. Second row: Welshons, A. H., Patten, Joe., Hickman, E. C., Herrmann, H. W., Nelson, C. B. Third row: Rennels, R. T., Caputo, A. G., Galusha, E. D., Carr, V. M., Walker, D. L. Fourth row: Malott, W. O., Moffat, D. M., Williams, E. W., Hilder, W. A., Ward, H. H., Kiesel, M. L. Fifth row: Deiters, E. F., Lindgren, A. E., Raatjes, H., Blazek, R. J., Sides, R.



COMPANY D, Platoon 3—(Left to right) Front row: Heppner, C. J., Flack, C. R., O'Donnell, J. M., Pikal, R. J., Ekblad, D. H., Richmond, A. P. Second row: Merfeld, L. N., Wargel, C. H., Reynolds, M. C., Palmer, Ray, Snead, W. T., Swan, R. H. Third row: Miller, W. F., McMath, N. T., Cooley, V. P., Johnson, W. L., Smith, G. M., Anderson, G. Fourth row: George, B. D., Reagan, W. B., Paul, J. L., Lach, F. J., Absher, T. F. Fifth row: Mausser, A. J., Little, R. L., Jansa, F. J., Schofield, D. H., Ross, C. A.

COMPANY D, Platoon 4—(Left to right) Front row: Holbert, D. D., Jaroszewski, F. M., Wiant, M. S., Nordgren, E. R., Huesman, W. F., Crumley, V. K. Second row: Hillman, G. W., Greenlun, R. E., Batko, A. D., Rollette, R. C., Palmer, P. P., Bell, D. M. Third row: George, J. R., Stevens, H. S., Biggerstaff, J. A., Grenier, J. M., Caskey, L. H. Fourth row: Lindstrom, J. E., Blue, W. S., Boersma, E., Foerster, W. O., Gress, D. D., Hess, L. W. Fifth row: Godlewski, E. A., Reppond, C. O., Cannon, H. K., Fisher, E. V., Baker, V. D., Westphal, R. W.



COMPANY D, Platoon 5—(Left to right) Front row: Green, R. W., Pappas, P. K., Spruytte, C. A., Donovan, L. F., English, D. M., Mayo, E. H. Second row: Hughes, S. F., Hand, O. H., Briere, J. M., Gravel, D. E., Sherman, C. C., Simon, C. F. Third row: Heinsch, L. J., Luhman, T. W., Robertson, R. H., Marliere, A. P., Johnson, R. A., Waiiau, L. P., Wareing, L. K. Fourth row: Fisher, C. J., Boucher, U. J., Louis, S. D., Embry, W. E., Stamp, M. J., Mangold, V. A. Fifth row: Kellackey, H. D., Murphy, E. L., Harris, S. T., Parsons, J. E., Pion, N. L., Dunlap, A. J.



COMPANY D, Platoon 6—(Left to right) Front row: Andrews, L. D., Fuller, G. E., Seidel, C. P., Miller, E. O., Slates, D. L., Denger, K. E. Second row: Parker, M. B., Lewis, K. M., Schwab, J. F., Sparling, D. E., Ranta, L. W., Adler, R. E. Third row: Conrad, D. A., Rhode, L. J., Smith, J. D., Talbert, R. C., Pollock, C. A., Mimmack, J. O. Fourth row: McDonald, R., Pokopac, G. S., Harrington, E. F., Chinelli, J. S., Smith, J. R., Erickson, E. G. Fifth row: Halek, S. C., Grant, S., Gossen, A. O., Valentine, H. J. R., Petrilla, J. P., McFee, R. M.

# HEADQUARTERS COMPANY CPO'S



H. L. Lyon

G. R. Elliot



J. G. Ingle

G. W. Farr

J. R. Perrin

F. B. Newman

K. N. Frisbie

B. G. McCright



A. H. Storm

P. J. Matchuny

J. J. O'Neill

F. R. Butt

G. G. Jackson

C. H. Kuiper



T. M. Trent

R. G. A. Wasem

R. C. Denenney

D. D. Bell

L. J. Steffens

L. E. Augustine

## HEADQUARTERS COMPANY

HEADQUARTERS, Platoon 1—(Left to right)  
 Front row: Weber, J. L., Clauson, W. N., Fink, F. J., Stephens, W. E., Clampitt, C. S. Second row: Fernau, J. E., Bowman, W. F., Hutt, C. L., Rahilly, J. J., Forbes, R. L. Third row: Kiefer, G. W., Aylward, J. M., Charron, T. A., Carter, A. G. Fourth row: Kutchai, J. H., Webb, J. H., Sampson, L., Dew, W. E., Terry, A. J.



HEADQUARTERS, Platoon 2—(Left to right)  
 Front row: Williams, W. C., Gillette, W. E., Hinman, M. C., Zdvorak, L., Dorweld, E. F. Second row: Hak, G. J., Cavender, M. W., Sayre, C. E., Rudolph, C. B., Baker, G. D. Third row: Thornton, J. M., Rautenkranz, R. E., Uthe, F. W., McKandles, E. G., Shepherd, C. H. Fourth row: Middleton, M. B., Beck, H., Curran, P. P., Renfrow, L. A., Collins, B. W. Fifth row: Grabert, G. A., Giltner, E. G., Vogel, A., Klimowich, A. S., Ralston, W.



HEADQUARTERS, Platoon 3-A — (Left to right)  
 Front row: Franklin, A. N., Gregory, R. V., Cummings, I. C., Gross, G. M., Martin, W. S. Second row: Phythian, F. S., Smith, J. J., Gaden, T. A., Sullivan, H. T., Schmidt, L. R. Third row: Stortroen, W. O., Lyon, H. W., Cogger, S. M., Cregan, J. R., Purnea, F. D. Fourth row: Clark, K. P., Morgan, G. R., Barnack, S. B., Stevens, J. P., Werkema, C. G., Frevort, R. E. Fifth row: Schaad, M. H., Fisher, C., Jones, F. F., Steinfeld, M., Peterson, A. L.

HEADQUARTERS, Platoon 3-B — (Left to right)  
 Front row: Fruen, R. A., Clarkson, C. L., Steed, W. E., Fulton, L. E., Williams, S. A. Second row: Gideon, R. K., Brummitt, L. D., McWilliams, E. D., Davis, O. E., New, S. D., Third row: Ramos, E., Buday, L. L., Harris, J. H., Smith, W. C. Fourth row: Doty, R. B., Hindes, C. C., Downey, F. E., Siciliano, A. M., Short, G. R.





**HEADQUARTERS, Platoon 4-A** — (Left to right)  
 Front row: Grzanka, W. J., Garland, R. F., Stanek, E. A., Foster, C. R., Forrester, T. B. Second row: Mitchell, A. B., Burruss, C. H., Baker, R. D., Shaffer, H. A., DeGennaro, D. J. Third row: Novak, J. J., DeVries, S., Jones, R. H., Boudoin, V. J., Kleier, R. W. Fourth row: Armstrong, R. W., Williams, D. B., Greenlees, W., Holmberg, R. E., Aydelotte, T.



**HEADQUARTERS, Platoon 4-B** — (Left to right)  
 Front row: Crager, R. E., Hagene, W. H., McKnight, J. O., Paluszewski, J. L., Baker, E. J., Perzanowski, L. F. Second row: Ellery, M. W., Lang, C. A., Baker, W. C., Spletter, L. W., Hardy, W. D. Third row: Busho, E. P., Hickle, D. W., Littrell, J. D., Willard, D. C., Cremer, J. J. Fourth row: Gilliam, W. B., Simerly, J. G., Cowan, F. L., DiMattio, M., Sprouse, F. H.

## MANUS REPLACEMENTS



Front row, left to right:  
 A. M. Aquilar, E. W. Barnwell, J. E. Burchard, M. R. Cryer, T. E. Palmer, J. H. Watkins, T. J. Erhart. Second row: T. P. Brooks, R. L. Brainard, W. A. Brown, R. S. Price, G. W. Ellis, T. A. Fortman. Third row: R. G. Myers, N. A. Brown, R. D. Crist, W. L. Cox, A. C. Mihbauer, C. G. Soop, F. N. Moore, E. J. Sawina.

Front row, left to right:  
 C. H. Mills, J. J. Rawski, M. C. Summers, H. R. Stephens, J. G. Geoghegan, T. E. McConnell, C. G. Jenkin. Second row: J. F. Griffin, A. Gonzales, C. A. Helms, E. E. Browne, J. A. Phillips, A. O. Kock. Third row: L. I. Pond, C. A. Brown, D. P. Farnquist, H. M. Buford, L. H. Gregory, J. W. McRae.



## MANUS REPLACEMENTS

Front row, left to right:  
 W. E. Beckey, Jr., L. Bowman, Jr., R. F. Brock, Jr.,  
 L. J. Boyles, C. W. Bledsoe, L. L. Fletcher, C. A. Beck.  
 Second row: J. G. Collova, R. L. Butler, R. P. Addington, W. I. Andreson, S. Markheim, F. T. McKenna.  
 Third row: W. J. Hennessey, L. R. Herbert, J. S. Madden, J. E. Herendeen, G. W. Hodge, D. Fuller.



Front row, left to right:  
 J. H. McGee, W. H. House, J. E. Dickens, O. H. Jones, J. S. Kilian, H. F. Goodman.  
 Second row: G. A. Grutzkuhn, W. L. Beck, C. F. Buker, T. L. deForest, Jr., M. P. McBride, W. D. Gerlich.  
 Third row: E. Charneski, H. N. Mapes, O. J. Henderson, T. E. Lavery, R. J. O'Donnell, L. J. Gleeson, W. H. Finley.

## MANUS REPLACEMENTS



Front row, left to right:  
 H. C. Carlisle, E. W. Freese, J. A. Cutshaw, P. S. Smith, R. Bowes.  
 Second row: F. J. Albright, J. M. Austin, R. Beay, J. T. Aumueller, C. P. Erickson. Third row: J. V. Farrell, T. Bonanno, J. Davis, R. O. Arhlen, J. O. Choate.

Front row, left to right:  
 W. A. Dawson, J. E. Morris, B. H. Joyce, L. J. Hoover, P. Lahn. Second row: R. F. Singer, E. M. Owens, R. A. Griffen, T. H. Dayvolt, A. G. Randall. Third row: R. L. Nutter, W. C. Dungan, L. J. Hansen, E. L. DeWoody, A. Jacobson, H. R. Schwartz.





## CAMP PEARY AND BOOT CAMP

**D**ECEMBER 8, 1942, is a day long to be remembered by the men of the 63rd NCB for it was then that their troop trains steamed into historic Williamsburg, Va. Alighting from warm railway coaches, the fledgling Seabees were herded into open trucks and bumped along rocky roads to Camp Peary. En route, in rain driven by a brisk wind from seaward, the men were efficiently soaked and properly conditioned for their introduction to Camp Peary — known to Seabees throughout the world as “the land that God forgot.”

They were greeted by persons dignified only by their titles as instructors. Some imaginative boot described the typical instructor as half gorilla and half bear (stance like a gorilla, voice like a bear). “You’ll be sorry!” was the common call the new arrivals got although why the future tense was used is still a matter for debate.

The men received their first conditioning hikes, three times a day through muddy and sodden underbrush to Ship’s Company galley for mess. Mess was right! They stood in line for an hour to get their “good old” Navy beans and trimmings. The barracks were fully air-conditioned and equipped with the latest in ventilated decks (Gawd, how that wind whistled). Daily drill in six inches of mud, rain or snow, was obligatory. In spare time men learned how to scrub their clothing and contrived to dry it; how to roll their mountains of clothing and to fit it into what seemed ridiculously small sea and duffle bags.

It may have been the scalplings suffered at the hands of the butcher barbers that rendered the men groggy for a week or so; but then it could just as well have been the shock of hitting the deck in what seemed the middle of the night. But regular sleeping hours soon flattened those kinks — after a person became

accustomed to the various snores (vibrating, violent, rolling, puffing, cutting, grinding and sawing).

Mail call was one of the bright spots of days and nights crowded with activity and learning the Navy way. Loneliness is a hard ailment to combat, as the Navy knows full well. The Navy knows that only by keeping men’s minds occupied, their bodies tired, could they survive with poise the rugged first days of their naval careers. So it was drill, drill, drill; lecture, lecture, lecture; order after order to be snapped to and executed without question.

In two weeks a transformation had taken place. Men who had been raw recruits a short time before comprehended and executed commands like veterans. Eyes began to sparkle, chests to expand, abdomens were sucked in and bodies hardened, but — in spite of the growls of instructors — hats remained at all possible moments perched on the backs of heads.





WHAT, NO PURPLE HEART?



# CAMP PEARY WELCOME



WHAT CHART?

—and HIT THE DECK! doesn't mean to recline on the grass!



LONGTON

In a few more weeks the erstwhile raw boots were attired in Navy Blue and on the outside looking in at newer crops of boots. It was a great day when guards were removed from their posts and the new Navy "wolves" were free to prowl in all parts of the camp when they could find time. It was a strange feeling, stepping outside those gates — not as civilians but as Seabees in the U. S. Navy, the biggest and best Navy in all the world.

Much training remained but the worst was finished — those hard, grinding days and terribly lonely nights — for men of the 63rd had learned the ropes. For them there could be no more trying experience than boot. They graduated into advanced training with confidence.

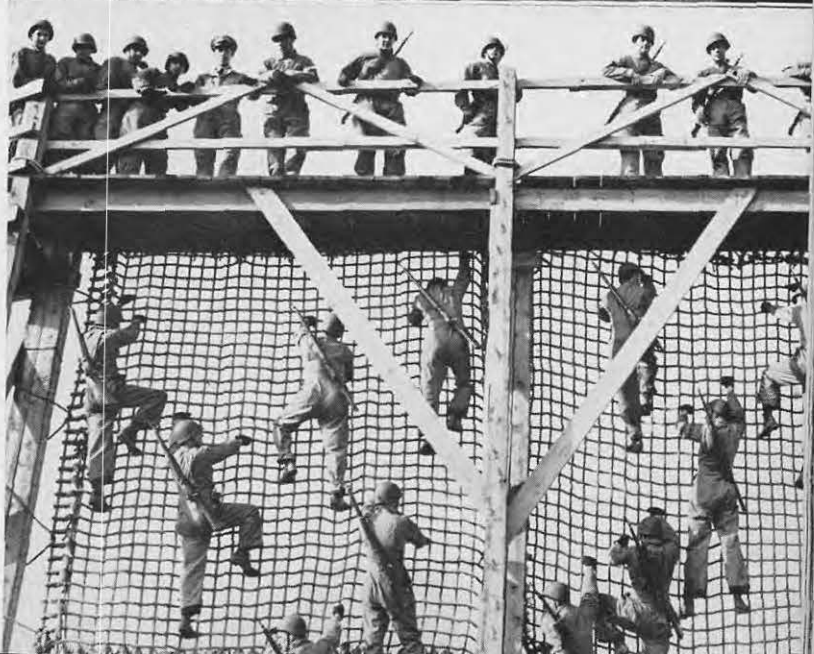
In advance training many men made the acquaintance of Island X, that humpy, bumpy and breezy "proving ground" for the real Island X. Water purification and other crews learned to set up and operate the equipment needed to supply and maintain a sanitary and healthful camp under all conditions. The proof of the pudding came in the results of these Seabee "schools". One crew of 50 men became proficient enough to erect a mess hall, galley, clear a camp area, set up a water tank, showers and drinking water units in 3½ hours.

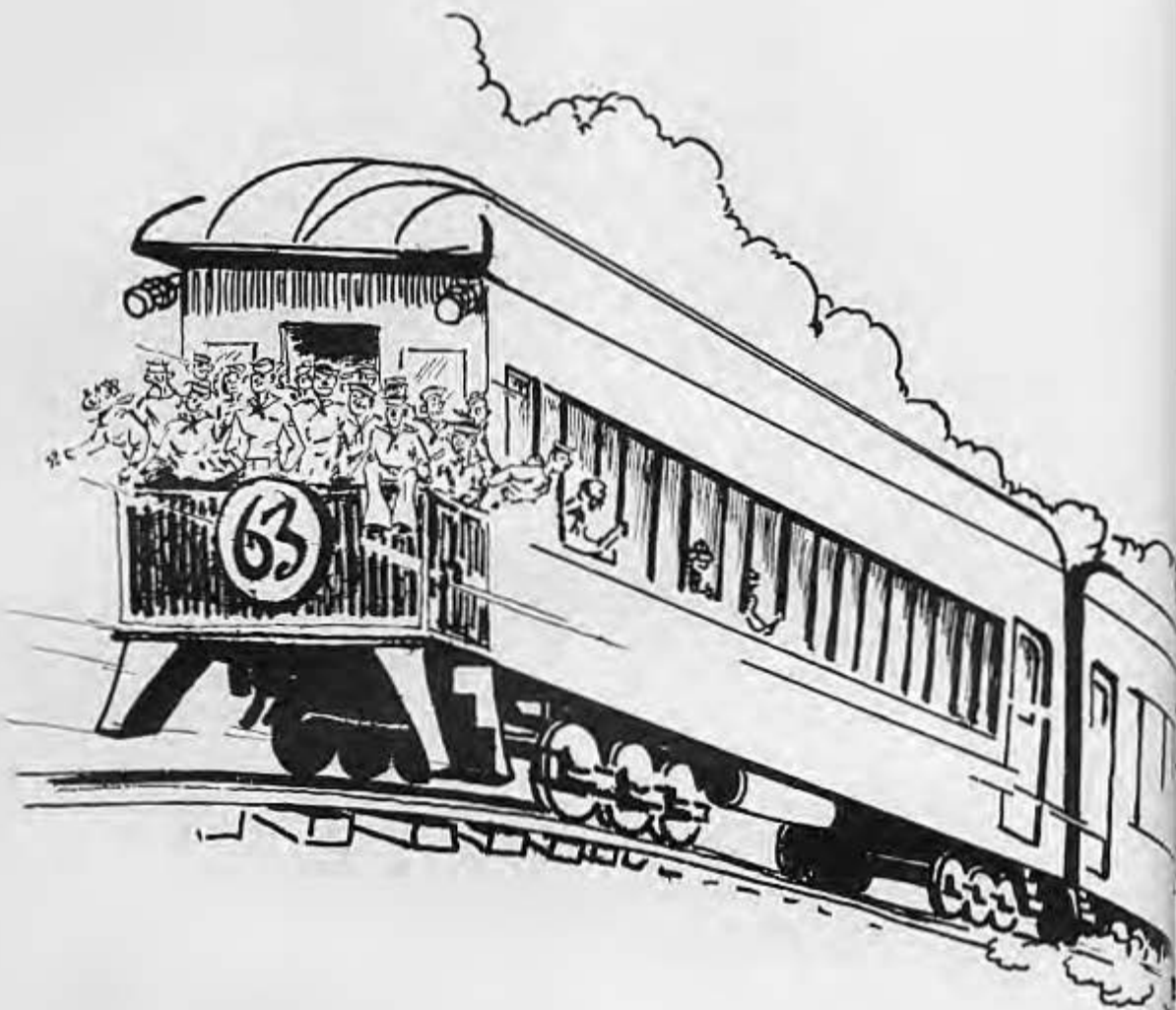
Those who were not selected to attend classes drilled and hiked, their officers with them, for the 63rd Battalion had been formed. Medical corpsmen went along on every hike to care for the lame and blistered. The pathway to completion of the Seabee training period was rough and rugged but the goal was now in sight.

Periodic liberties were possible. Not many failed to avail themselves of the opportunity to visit Williamsburg and Richmond for the quenching of thirsts and the enjoyment of civilian pastimes whenever there was time. But few will forget the tribulations involved in clearing camp, securing transportation on crowded busses, and braving the martinets of Shore Patrol once they got "ashore".

There came a day, 1 March 1943, when the battalion was inspected, approved, given its colors and standard and commissioned. It was a proud day for officers and men to be at last "on their own" with no more howling drill instructors, no more truculent Marines urging them over break-neck obstacle courses. They were Fighting Seabees now and ready for anything — come what would.

There was little time to enjoy that feeling in Camp Peary. The next day the battalion entrained for the Advanced Base Depot Receiving Barracks at Gulfport, Mississippi.





## TRAINS, TRAINING, TRAINS

**T**HE 40-hour day coach ride from Camp Peary to Gulfport which started 2 March, proved that Seabees were trained to make themselves at home under any conditions. The trip was made in three sections. One train carried Headquarters and Company A personnel with Lt. Comdr. Parson in charge. Lt. Elliot was in command of Section 2 which carried Company B and the first three platoons of Company C. Commander Highleyman accompanied the remainder of Company C and all of D Company in the third section.

After much shifting and shunting in the Richmond yards, the trains were dispatched via different routes. Men made themselves as comfortable as possible during the nights by removing seat cushions and sleeping upon them on the floor. Daytime hours were passed in viewing the landscape, card playing, passing the scuttlebutt and "wolfing it" every time the train passed through a community where femininity could be viewed.

As the long trains converged into Mississippi, the cramped men were glad to antici-



pate the end of the long ride and looked forward to making themselves at home in a newer and better equipped camp in a warmer climate. There was also considerable scuttlebutt relative to impending leaves to spice the occasion.

The trains arrived at Gulfport at various hours on 4 March. By nightfall the battalion was secure in barracks.

The site was cleverly laid out and boasted new luxury in double-decked barracks where there was plenty of light, heat, ventilation, hot water and excellent head facilities.

Work started immediately and by evening unloading was secured and the battalion was ready to start its mass exodus to all leave points. It being the first leave, there was much confusion in the procuring of tickets, and credentials, but patience finally triumphed and the men found themselves en route for home.

A small echelon of about 50 hands stayed behind to maintain gear and quarters with Lt. Comdr. Parson in charge. They were later given leave from California.

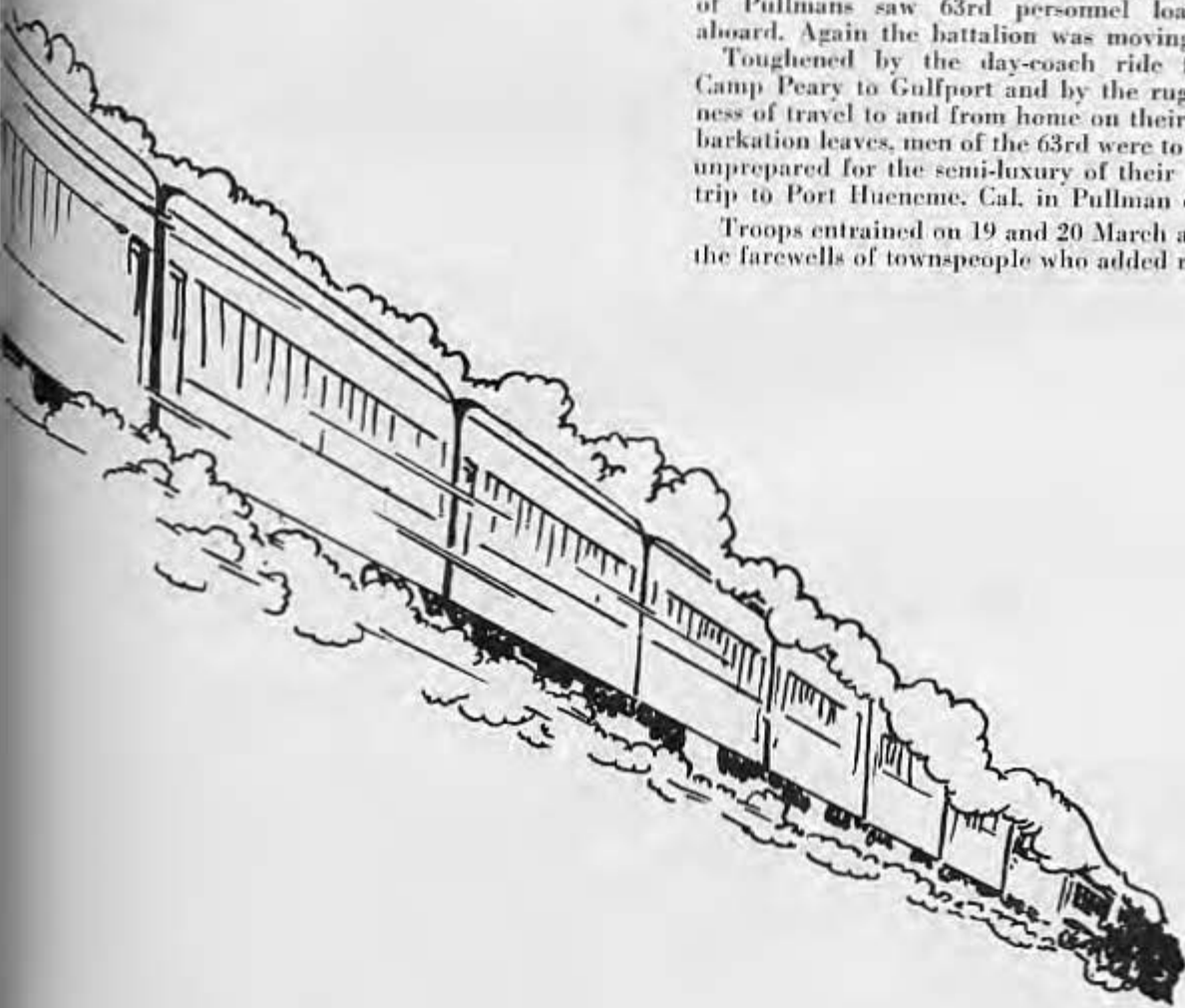
Not much time elapsed after the return of all hands before they were soon "sold" on the new home. Duties there were mainly routine. The camp was a 20-minute walk from the city and taxis were available to haul a group to town for 15 cents per. Good food and hospitable people, plus lots of amusements, gave every man a desire to linger in Gulfport but that, of course, was idle thinking.

Projects were few but greatly varied during the week the battalion spent there. Men were assigned to build public works shop for base use and to work at the rifle range, located at some distance from the main camp. Some work was expended on an obstacle course. Specialist schools embraced 63rd crews for further study and work. Mechanics, refrigeration men, pontoon men and divers attended.

It was not long, however, before long lines of Pullmans saw 63rd personnel loading aboard. Again the battalion was moving.

Toughened by the day-coach ride from Camp Peary to Gulfport and by the ruggedness of travel to and from home on their embarkation leaves, men of the 63rd were totally unprepared for the semi-luxury of their long trip to Port Hueneme, Cal. in Pullman cars.

Troops entrained on 19 and 20 March amid the farewells of townspeople who added read-



ing matter, small lunches and other gifts to their good wishes for a safe trip. The battalion was carried in three sections, being dispatched over different routes from New Orleans.

Typical was the trip made by men of the first section, taking a northern route through Texas where plenty of the famous panhandle scenery was visible with its mesquite, tumbleweed, cactus and butte-land. Abandoning dining cars at Clovis, New Mexico, the first section took meals for the balance of the trip in Fred Harvey restaurants.

There were occasional stops to allow men to stretch their legs. One of these spells came at Vaughn, N. M. The natives must have thought Seabees were making a beachhead as they poured from the train to swarm into trackside emporiums which they speedily cleared of their stocks of cigars, cigarettes, candy, popcorn and soft drinks (it was Sunday). It was on one of such stops that our officers paid as much as 15 cents for papers at least three months old.

At Albuquerque many made their first experiment with Mexican food, entranced by the attractive olive-skinned dark-eyed waitresses. They could not linger to determine the temperament of the damsels but they knew the food was torrid. Remember the rush to the water cooler after the first few bites of taco and enchillada?

Leaving New Mexico, the land of sunsets and scenery, the trains steamed over the rocky, hot Arizona desert, stopping occasionally for men to stock up on Indian curios. After crossing the Colorado River into California, the land, scenery — even the people, changed. Past mountains, fertile valleys, nut

farms and citrus groves the trains flashed to halt at Union Station in Los Angeles where meals were served amid colorful surroundings. From there it was but an hour's ride to Oxnard and Port Hueneme. The average traveling time from Gulfport was in the neighborhood of 75 hours.

The troop trains were switched into the camp and the men found, after a short march, new and different quarters. They were quonset type huts laid out in rows with conveniences nearby.

Labor regulations in California prevented the battalions from doing any construction. Minor work parties and extensive guard details were the only assignments until the necessity of loading ships presented the problem of providing men.

The "call of the wild," due to the invigorating weather, nearby towns, and civilian activities soon taught the men that liberties were somewhat insufficient. It was discovered that the body developed for combat could easily scale a camp fence in record time, which was in this case before the sentry could arrive. As a result 63rd men found much time to further their romantic inclinations and to develop their tastes for spirits of the liquid type.

Military training was a review of tactics taught in Camp Peary. Marines lent their assistance in this direction.

Far more vivid in the minds of 63rd men than the camp life of four or five weeks, remains the fine hospitality of California people, the Hollywood Canteen and a few telephone numbers gathered here and there.



## HUENEME TO GUADALCANAL

**J**UST as men of the 63rd started to feel at home in California, but nearly penniless after seeing the sights of Hollywood and Los Angeles, the long-expected order to secure came on 28 April 1943. The order set off a last-minute rush of stowing gear, making nervous and tearful 'phone calls to wives and mothers, checking off and replacing AOL's and AWOL's who didn't feel quite up to forsaking the attractions of Stateside. And, of course, there was that hasty single-file march through the Sick Bay to show the doctors our — willingness to ship out.

No bugle was needed to wake the gang on the morning of 30 April. Each man seemed determined to be first aboard. It must have looked to those across the fence that the 63rd was out to win the war single-handed, judging by all the gear carried aboard. By early afternoon all personnel and equipment were aboard, setting the stage for the MorMacPort to slip quietly from her berth at 1600.

For several moments there was tension in the air as men realized that the narrow gap separating them from their homeland was growing ever wider. There was drama in the scene when "Scotty" Miller's baton swung and the band caught the down-beat for the traditional "Anchors Aweigh." Through all the cheering that echoed the refrain, could be felt the wonder and uncertainty of what to all was the start of a great adventure. It was hours before all adjustments were made. Buckets were broken out for those who were ready to "give it up." Those who were not seasick gathered in small groups to pass the scuttlebutt which was destined to flow so freely throughout the voyage.

Previously, two other ships bearing small detachments of 63rd men and much equipment had cleared Port Hueneeme for Island X. The SS Stanford White sailed 24 April with 15 men including three officers. On 29 April, the SS MorMacGull weighed anchor with two officers and 11 enlisted men aboard.

The MorMacPort plowed through choppy seas her first night out. Most of the 2500 men aboard went to their bunks convinced that the morning would find them part of a vast convoy working toward the Southwest Pacific. The surprise was great when the early birds on deck next day saw nothing but a vast stretch of sea encompassing the ship.

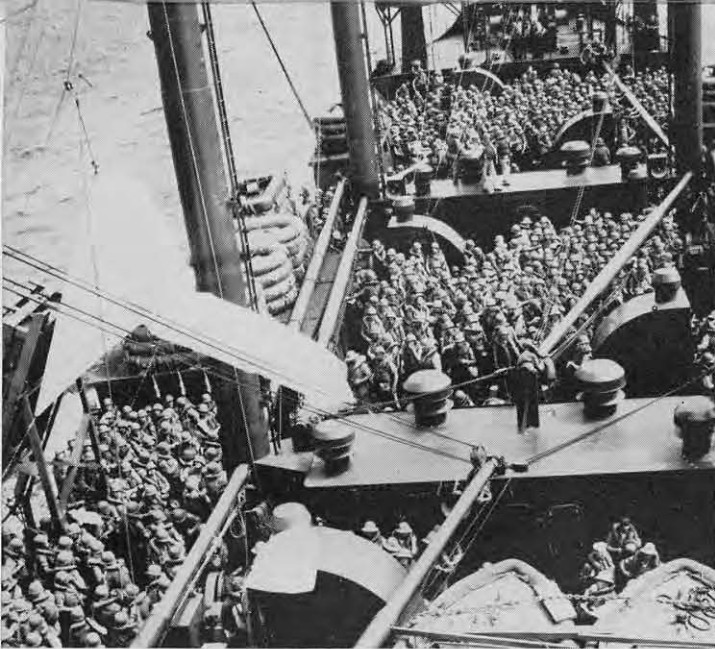
On the third day, moving into tropical latitudes, certain unforgettable characteristics of the ship began to make themselves uncomfortably apparent. The top-side "Chie Sales" were rapidly becoming places one hoped to

shun but such escape was impossible when the chowline route led directly past them. That line was notorious for its slowness of movement. Remember?

But in all fairness it should be a matter of record that conditions in the troop mess hall were only slightly more conducive to good appetites. The grease was so thick on the deck that barricades were erected at the top of ladders to keep men, overbalanced by the motion of the ship, from sliding into the lower compartments. But, as one wag has pointed out, the men were more than repaid for all these inconveniences by the abundance of good food so marvelously prepared . . . Anyway, there was good band music each evening on deck.

There was no clue as to the ship's destination and only by observation of sun and stars were the men able to keep track of the direction of travel. On the sixth day, King Neptune and court came aboard, the Jolly Roger broke out at the main truck, and the dirty business of converting groveling Polliwogs into proud Shellbacks proceeded throughout the sunlit hours. Casualties to hirsute adornments were ghastly as lines of men received their sentences and passed through the "clip joints," but the only incapacitating injury was the broken ankle suffered by Chief Brewer.

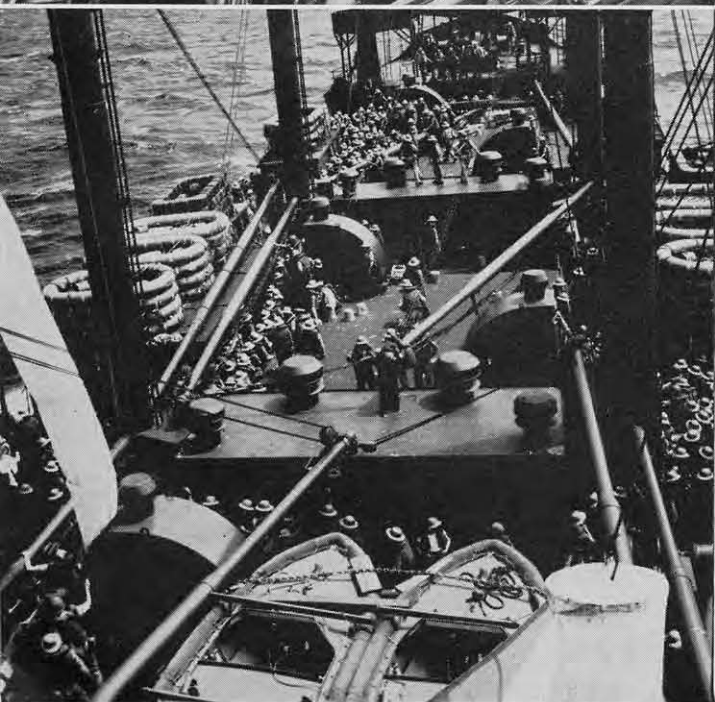
The uninitiated may entertain the notion that a two-week voyage for 2500 men is a dull affair. They fail to reckon with the never-failing source of entertainment for troops, prosaically called "rumoring" by the Army but dignified with the picturesque term "scuttlebutt" by men who follow the sea. Yes, many were the submarines which launched torpedoes at the MorMacPort, according to the scuttlebutters, but only once was the ship actually alerted to the submarine menace. The warning came just after the "darken ship" order and cast a pall of apprehension over all troops. The ship's master, whom all men of the 63rd will salute any time, any place, for his speedy response to the danger signal, did more tricks with the helm than a monkey with 40 feet of grapevine at his disposal. Ziggling here, zagging there, the ship twisted and turned like a rabbit feeling the hot breath of hounds. The course was altered by 150 miles to carry the ship to the 22nd degree of south latitude, far south of her assigned route. Later that night the situation was further complicated, to place a light estimate on the worth of words, by a soot fire which developed in the smoke stack, shooting a cloud of illumined smoke high above the ship. The ship's theol-



ogins were reminded of the "pillar of fire by night" guide for the Israelites seeking the Promised Land, only they hoped that the "Israelites" did not turn out to be a brace of Jap torpedoes bursting in the bowels of the ship.

Only twice during the 14 days were other ships sighted. It is difficult to describe the sensations experienced when distant, unidentifiable objects are sighted at sea in time of war. Men swarmed into the lower rigging, atop the heads and life rafts, straining their eyes to make out the nature of the intruder upon their horizon. Needless to say, they were friendly ships.

There was never a prolonged period of relaxation aboard. Long before morning chow was down the hatch, muster was started. The





battalion maintained a general watch and working parties. There were frequent ordnance inspections at muster (remember cleaning the ravages of rain and salt spray from those pieces?). When other activities permitted there was fire, collision and abandon ship drills, the briskness of these exercises materially hampered by the bulkiness of ever-present life jackets. But later, despite injunctions, the men learned to make themselves more comfortable by the use of life jackets as cushions and pillows.

Fresh water, as was to be expected, was scarce. Wild dashes for wash rooms morning and afternoon during the brief intervals when the water was turned on were highlights of every day. For some unfortunates, caught in the middle, it was always a problem whether to replace their clothing over soap-suds or to feel equally as "crummy" for the rest of the day after trying to rinse fresh water soapsuds with salt water. Shaving was entirely forsaken by many men.

Gradually, officers and men became accustomed to what in reality was a calm and peaceful voyage. Shellback wounds were healing nicely as the Big Dipper and the Pole Star dipped toward the northern horizon and the Southern Cross appeared in the sky ahead. The only cause for beard-muttering during those days was the propensity of certain neophyte radio announcers belonging to CUB 3 or the 6th Special NCB, to bawl indiscriminately and unnecessarily over the loud speaker at too-frequent intervals such refrains as these:

"Attention all hands, attention all hands;



reveille, reveille; heave out and lash up; sweepers man your brooms; sweep down fore and aft; empty all spit-kits; the smoking lamp is lit topside; cooks lay down to the galley on the double; that is all, that is all." Or — "Jones, hospital corpsman first class, report to troop office on the double," or — "Peterson, yeoman first class, report to the troop office immediately," or — as Chief Kilbride was wont to vary the routine for the benefit of 63rd men: "So-and-so! Report to the troop office expeditiously!"

There was one other irritation, however. It came the day all troops were "run below" immediately after morning chow and kept



there all day without lunch. No kidneys cracked under the strain which was occasioned by an inspection of sea and duffle bags. It is reported that up to mid-afternoon one 10-cent can of lighter fluid was confiscated with due ceremony.

The average age of 63rd personnel is said to be well past 30 years and many of these men were accustomed to the "wide open spaces" (hurray for Texas). It remains a never-failing source of wonder that the trip was made with so much success considering the cramped, steaming compartments and constant feuding with CUB 3 and the 6th Special.

Regardless of a natural love of their home soil it is doubtful that 63rd Seabees were ever as glad to see any land as they were the first sight of the Fijis on the morning of 14 May. No stars in the sky were ever more beautiful than those on the wings of the patrol plane which greeted the ship that morning and escorted her to an anchorage.

The same sentiment holds for the detachments which sailed aboard the Stanford White and MorMacGull. Their voyages were more pleasant because of more commodious accommodations. The routine aboard the

former vessel was interrupted only when the engines were shut down one night to repair damage to a main bearing. The MorMacGull made the Fijian landfall on 15 May while the White, held up at Oakland Naval Base for further cargo stowage, dropped her hook in the Fijian harbor on 20 May.

A growing feeling of disillusionment pervaded the MorMacPort as she lay idle all day, however, and by the next day most of the original optimism had vanished. It appeared that the 63rd was an orphan without a guardian but the tension was relieved somewhat by a hint of shore liberties to come and the fact that the ship and harbor were lighted at night, in startling contrast to the blacked-out U. S. ports which had been left so far behind in the two-week cruise.

With the chance to go ashore, men soon got the feel of the land once more. Most of the conducted tours were of two-hour duration, consisting of military drills for an hour and three-quarters and 15 minutes to see the sights. After the first few days, however, ways and means were found to dodge these restrictions and it became quite common for men to "volunteer" for working details ashore. (Just try to get those "pushers" in boot camp to believe that).

Strong afternoon winds usually made it necessary for liberty parties to come aboard via landing nets. This provided considerable entertainment as the men clambered over the side with water-soaked clothing and carrying the inevitable bag of coconuts. Very few ever released their grip on the bag whatever the difficulty of the climb but many later wished all coconuts were at the bottom of the harbor as over-ripe coconut milk doubled them up with tummy-aches.

As the days dragged into weeks there was more liberty ashore and the men were able to make the 8-mile trip to Lautoka by bus which paralleled the route of the donkey railroad with its wood-burning locomotive topped by the crude "gay-90's" type funnel-shaped smoke stack, and the crude but efficient little cars full of tropical produce. There never seemed to be enough bananas and pineapples, however, for hungry Seabees.

Investigation disclosed that the men were on the island of Viti Levu, largest of the sprawling Fijis, the total area of which group approximates that of New Jersey. Instead of seeing vicious-looking natives with a freshly removed human head in one hand and a "Long-pig" sandwich in the other as the

side-show barker portrays the Fijian, 63rd personnel found the natives pleasant, amiable folk eager to please their visitors. To their stock greeting, "boola Joe," Seabees very often elicited such a civilized response as "good morning, sir." (Just ask Chief Truman Vosburg).

These tall, brawny and tough natives, actually only a couple of generations removed from their head-hunting and cannibalistic ancestors, more than proved themselves as warriors. Commando-trained, they led the Yanks through the Jap-infested Solomons jungles with unquenchable zeal, fired by hatred of anything Japanese. The credit for their rapid transition from savagery to comparative civilization is due to missionary endeavors and a sympathetic control of the Fijis as a British Crown Colony with headquarters at Suva, also on Viti Levu.

Seabee visitors to Lautoka were depressed by the primitive sewerage system, consisting of canal-like ditches beside streets and roads with no shelters for privacy or convenience. There was one main business street lined on one side by shops devoted mainly to the manufacture and sale of souvenirs. Seabees were entranced at the native workmanship on





jewelry and trinkets and lingered for hours to watch the craftsmen who used their feet nearly as dexterously as their hands to perform their tasks.

Native cafes were common in Lautoka and there was a tea-house and recreation center maintained by the Red Cross. The hotel was a center of interest, resembling as it did the U. S. hostelry of frontier days. Wines, gin, rum, and brandy were available. A few of the men were invited to a party in a native home where they were made very welcome with cups of the National drink (kava) which, according to Everett McGowan of Company C, "tasted like a cross between milk of magnesia and mud." The men were invited to dance, or "tra-ja-la," and managed to adapt themselves to the unconventional dips and pivots of the natives without too much difficulty.

For days the MorMacPort lay in the harbor as working parties learned the stevedoring art by discharging cargo from their ship, restoring some semblance of order to supply depots on shore, and ultimately, reloading their supplies aboard the USS LaSalle for continuance of their voyage to Island X. It had been decided that the material brought from Stateside on the Stanford White and MorMacGull would be divided between other units. Finally the cargo was loaded (with the exception of a barge-load of beer which found a watery resting place) and on 1 June the troops embarked. For a brief interval it appeared that a Congressional committee must meet before "Oscar" could come aboard but eventually that was settled, inasmuch as

his master, Rockwell, was needed on the water-purification crew.

Next day the ouiji board said it was safe to get under way for the next leg of the voyage and, after testing all the horns, whistles, bells and squeaks, the LaSalle casually steamed into deep blue water behind the protecting might of 75-foot SC craft. A few submarine alerts broke the monotony of the short trip to New Caledonia where, at Noumea, full realization of the extent of the war was apparent. Every nook and corner of the large harbor was filled with vessels flying Stars and Stripes. Seabee hearts began to swell with pride.

The ultimate destination of the battalion was still a matter of conjecture — Guadalcanal being the most frequent topic of scuttlebutt artists. Late on the afternoon of 6 June tension reached a new peak as movements of vessels in the harbor indicated that a convoy was being jockeyed into position. The LaSalle weighed anchor and, after making several complete circles, swung into convoy formation with several first-line destroyers deployed ahead and on the flanks. Just as the convoy cleared harbor two submarines broached water to starboard, creating a small sensation among troops. They were U. S. subs.

The convoy, including five deeply-laden transports (approximately 10,000 troops) and a number of cargo vessels was deemed of sufficient importance to demand additional protection. This was provided by a large aircraft carrier and six additional destroyers with which the convoy made rendezvous along its route. There was no criticism of this pro-





cedure among 63rd troops. Indeed, tension and an awareness of danger increased as the ships penetrated deeper into waters well known to be menacing.

This tension was brought to its climax on 10 June when a peremptory call to general-quarters was announced at 1300 on the heels of a message that a formation of six enemy bombers was headed toward the convoy and expected to arrive at approximately 1400. No planes materialized and secure from general quarters was sounded at 1430. Word later was received that the enemy formation consisting of six twin-engined torpedo bombers had been intercepted by fighters from Henderson Field, four destroyed and the other two turned back.

It was the ship's practice to secure all hands at general quarters for a period of approximately 30 minutes before and after both sunrise and sunset. Troops went below decks at sundown that evening with longing looks at the darkening sky and sea, fearful of what alarms or catastrophes the night might hold for them. A full moon, offering fine visibility from the air, further complicated the danger.

There in the stuffy, hot holds, tormented by thirst, the men heard further news of Jap attempts to attack the convoy. General quarters was continued. The tension increased progressively as the "talker" called attention of gun crews to sounds of enemy planes tailing the ship. There was reason for anxiety, too, because the men had heard that the last ships in a convoy are the "sitting ducks" that are most attractive to attacking planes. It didn't help a bit to realize that the LaSalle and the

USS. McCawley were steaming abreast at the rear of the line. The McCawley was sunk a few weeks later in the New Georgia invasion.

Many a fervent prayer was offered that night as the heavy anti-aircraft guns of the LaSalle opened up with roars which shuddered through the ship alarmingly. Throughout the running fight, the loud speaker directed fire, pointing out the line of flight and direction of attack being pressed by the roaring aircraft. On one occasion, just before the attackers dispersed, a daring Nip pilot broke through the ring of flak being hurled into the air by the transports and their destroyer escorts to zoom close to the stern of the La Salle. Whether or not the plane launched its torpedo is not known. At any rate the ship was not hit nor was there any more damage than the normal amount of wear and tear on human nerves.

To those whose duty kept them on deck, including several 63rd men manning 20-mm guns, the scene was fully as spine-tingling without the feeling of futility which resulted from being shut up below decks. There were periodic bursts of fire from guns of all caliber throughout the engagement, turning the sky into a blaze of orange fire highlighted by stabbing streams of tracers arching through the night.

The attack ended abruptly when sudden clouds shrouded the moon and rain squalls started. For 30 minutes there was no sight or sound except the rush of water past the hull, the bustle of gun crews reloading magazines, and the disposal of empty cartridge cases. A



few moments after 2200 a flare suddenly flamed in the sky about 15 miles off the port bow of the convoy. A second and then a third followed at brief intervals. A new enemy formation was searching for the ships but scattered clouds effectively veiled them from the eyes of the Jap pilots. There was no more firing that night.

At 2320 the ship was secured from general quarters after its 5-hour alert. The relief was apparent all over the ship. The night held no more alarms and at 1000 the next day the convoy anchored off Guadalcanal. The score was at least four to nothing in favor of the Yanks with plenty of runs for home and several errors by the Nips.





## GUADALCANAL

**I**F they had been visitors from Mars, men of the 63rd NCB could scarcely have been more out of their element than was the case when they arrived on Guadalcanal in June 1943.

For underfoot, in the words of Osa Johnson, was "a land of freaks," inhabited by "rats as big as cats, cockroaches a foot and a half long, lizards as large as small crocodiles, snakes that fly, toads that eat flesh, and fish that climb trees."





The rush for coconuts rivaled the interest in attempts at conversation with the friendly natives — when everyone was called “Joe.”

Not all men of the 63rd saw all the freaks mentioned by Mrs. Johnson in her book “Bride in the Solomons,” because her impressions of Guadalcanal were noted years before war stripped the coastal area of much of its wild life and natural beauty. But all of them observed enough to know that they were indeed half a world away from Main Street.

Men interested enough to inquire learned that they occupied one of the loneliest regions in all the Pacific from the standpoint of population. They discovered that this island, 92 miles long by 33 miles wide, included vast reaches of tangled, dark jungle, malarious rivers and lagoons infested with crocodiles, rugged 8000-foot mountains — all contrasting strangely with a pleasant coastal plain crowded with coconut plantations merging with the sea at beaches rivaling those of Hawaii in beauty. They found that Guadalcanal is one of the southernmost large islands in the sprawling Solomons which extend from about 5 to 17 degrees south of the equator; that the search of gold prompted exploration by the Spaniard Alvara de Mandana, discoverer of Guadalcanal in 1567; that the island was named by a home-sick Spaniard for his green-bowered home in old Castile; that de Mendana’s explorations were sired by a legend that gold for King Solomon’s temple was mined in this island group — hence the name.

It was not until 1930, however, that gold was discovered in major deposits on Guadalcanal. Because of the engineering problems involved, mining was postponed until after the war. The island, with others of the Southern Solomons (Malaita, Tulagi, Santa Isabella, San Cristobal, etc.) had been governed under a British Protectorate since late in the 19th century. Australia received the northern islands from Germany by League of Nations Mandate after World War I.

It was easy for Seabees to observe how the war had altered the Solomons from relative unimportance economically to an area of tremendous value strategically. To replace exports of copra, ornamental shells, ivory nuts, and sandalwood, war brought a vast train of imports — troops, ordnance and all the gear of battle.

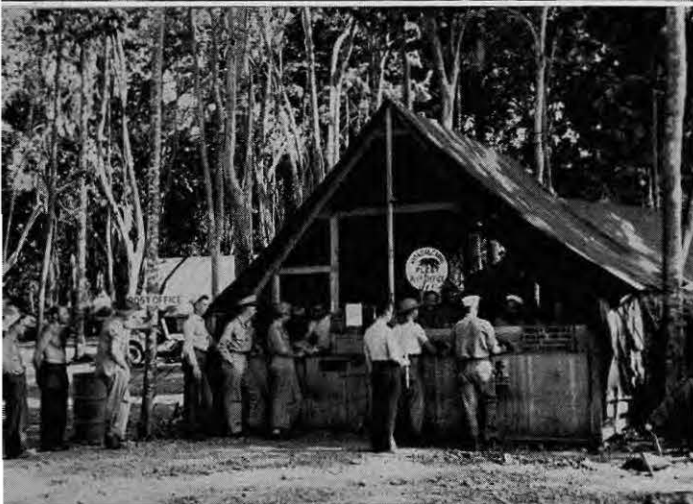


After the first disillusionment — the shock of finding the Melanesian (Black Islander) natives of the Solomons many shades duskier than their Hollywood-inspired visions of attractive, honey-colored Polynesians, Seabees discovered the natives were friendly, pleasant folk with a trading instinct equal to that of the fighting builders. Men of the 63rd rapidly acquired enough of beche-de-mercé or pidgin English to permit mutual understanding and began to enjoy their contacts with natives who were assigned to them in malaria control.

It was hard to believe that these simple, easy-going and smiling men were blood brothers to savage headhunters and cannibals inhabiting the mountain country on Malaita, only 38 miles distant, or the piratical, shark-worshipping men on tiny, volcanic Savo island, in full view across Sealark Channel. Generally, it has been found true that natives living close to the sea are friendly fishermen, content to live on the bounty of land and sea. Only in the rugged mountain villages where the natives have had less contact with white traders and missionaries is the aboriginal tendency still uppermost.

Native life is not so simple as might appear at first glance. Many superstitions and taboos still exist. Government, such as it is, is mainly of the patriarchal system similar to that of the ancient Israelites. The most powerful and influential native controls the clan or village.





Because his power enables him to make further acquisitions, his sons tend to follow him in control. Polygamy is practiced but in some areas the high price of wives prevents it. Men in agricultural villages obtain as many "Marys" as possible, not so much for gratification of personal vanity as for operation of the garden and household. Polyandry, or taking more than one husband by a woman, is not unknown in areas where the male population overbalances the "fair" sex.

Yams and taro roots are cultivated to augment the principal diet of coconuts, wild honey, bananas, papayas, mangoes and other fruit. Fish is a staple food item for coastal natives and there is an occasional wild pig to eat. The natives are adept at fire kindling by friction. Betel nut is widely used, often mixed with lime obtained by pulverizing clam shells, and with betel-pepper leaves. The mixture has an acrid, burning taste but gives a temporary feeling of exhilaration. Addicts are marked by

blackened teeth and brilliant red lips. Lime paste is also used to bleach and redden the hair.

Culture is primitive. Many communities have well-developed clubs for men from which women are strictly excluded. Native homes, cool and water repellent, are well and carefully made of palm thatch and matting, in the fabrication of which the natives are very skillful. Tools are crude. Their simple musical instruments, used for accompaniment at festival dances, consist of hand-beaten log drums, conch shell horns, bamboo flutes, Pan-pipes, and "jew's harps" of split bamboo and string.

Life in the jungle, where injury and death lurked on every side, strongly influenced the aboriginal religion which centered in the encouragement of beneficent spirits and the exorcisement of evil demons. "Devil-devil" men, similar to the witch doctors of African tribes and to the medicine men of North American Indians, held posts of prominence in native communities prior to the era of Christian missionary endeavors. Most Guadalcanal natives have been Christianized because of their proximity to the British Administrative Center at Tulagi. What cannibalism may still exist on Malaita and Bougainville is believed by anthropologists to stem from the superstition that the virtues of the eaten enter the body of the diner at banquets where "long pig" is the piece de resistance.

Few of the Seabees who worked and lived in the jungles of Guadalcanal will ever forget the awful somberness and solitude of the dense growth — a solitude which yet was crowded with small animals and insects in-

tently busy with the work of devouring another or endeavoring to keep from being devoured.

Who can forget the towering trees, the umbrella of green shutting out the sun overhead; the tangled, rotten mess of decaying vegetation under foot; the dank, offensive and overwhelming atmosphere where a breath of fresh, pure air was like a gift from Heaven?

After a few of their mates had been painfully poisoned by centipedes and scorpions, men learned to control their impulses to sit on logs, pick things from the ground, or even touch vegetation more than was necessary. The very air in the jungle seemed to conspire with the hosts of stinging insects, almost impassable tangle of vines, and torrential rains to exclude man from remaining therein. The rains were a serious hindrance to work. At Lunga Point, observations for 29 years revealed an average rainfall of 74.9 inches.

The Japanese high command had nearly realized its vision of the Solomons as a strategic 700-mile highway between their powerful bases in the Carolines and the once feeble United Nations' bastions to the south. They lost the Solomons and eventually the war because they knew nothing of the "will to die" of U. S. Marines, the determination of Navy and Army commanders, or the skill and adaptability of Seabees.

The Japs were shocked to discover their highway being used in reverse as Marines and Seabees hopped from island to island "up the slot" — aimed at reconquest of the Philippines, poised for penetration to the heart of the Mikado's empire.











## GUADALCANAL PROJECTS

**B**ADGERED by a lack of sleep after a hectic night of Japanese air attacks on their convoy, the 63rd NCB disembarked at Teter Beach, Guadalcanal, on 11 June 1943. There were mingled emotions. For some, the feel of land under foot gave a sense of security. To others, the sight of the tangled jungle brought anxiety lest they be attacked by Jap ground forces.

Equipment and gear were hastily disgorged upon the beach for later sorting and classifying. A pup-tent city was thrown up to house the troops until a permanent camp could be established. Soon the rated tinsmiths (cooks, to you) had their makeshift galley in operation and sounded the call to "come and get it or we'll throw it away."

The first meal, if you remember, was Vienna sausage, tomato juice, canned corn, pineapple and hardtack. The men lost no time in breaking out mess gear and falling to. Some of the more adroit, however, wandered over to the nearby camp of the 4th Marine Raiders where they were made welcome and handsomely fed by the fatalistic adolescents.

That night the air raid siren sounded in the Raider camp with a terrifying screech. For the second time in 24 hours men wished it were possible to increase their life-insurance coverage. Alerts and bombing raids were frequent — on nearly every moon-lit night Washing Machine Charlie could be expected. In the daytime work on completion of the first permanent camp, called Highleyman Grove, was rushed.

Men learned to prepare proper foxholes and it was well they did because on 16 June, Jap airmen attacked in force. The afternoon



was hideous with the roar of planes, the hammering of anti-aircraft batteries, the scream of bombs and the whistling of shrapnel and bomb fragments. Opinions differ on the number of Japanese planes in the air, the number of enemy ships shot down and the extent of the damage. The World Almanac, quoting Washington data, reports that 94 Jap bombers and escorting Zeros were destroyed in the 16 June raid. An American cargo vessel and one landing craft were damaged.



Besides the sleep interruptions caused by conditions red, reports that isolated Jap ground forces were prowling in the area caused "trigger happy" sentries to start a fusillade of fire at the slightest sound or movement. They could scarcely be blamed for their zealously, however, as all friendly troops were supposed to be secured to quarters after Taps.



Tension gradually lessened. Jap air attacks seemed aimed only at air fields and shipping. No direct attacks had been made on the camp by Jap ground forces. Some men began to disregard air alerts and stay in their sacks. It was common to make light of danger which fell so far from camp.



But there came a night! It was about 2130 when "Charlie" and his crew started layin' 'em close — right in the newly-cleared Marine camp near the 63rd. The wise guys were caught with their pants down. The "crump" of exploding bombs resounded through the area. Concussion was terrific! Stout trees were mowed down like twigs! The "sack duty" boys leaped from their bunks — those who weren't tossed out by concussion. They dove for their foxholes, leaving skin on rocks and stumps encountered en route. Remember the guys who arrived complete with mosquito netting that took 15 minutes to untangle? Remember the Company B "fatstuff" whose improperly



engineered foxhole declined to permit all of his anatomy to enter in a hurry? How the moon did shine on that perfect target! No it wasn't a bald-headed man! The dispensary was crowded next day for applications of antiseptics, linament and bandages to scratches, bruises and bumps — the only ill affects of the raid to 63rd men.

Any relaxation of precautions against Jap soldiers in the neighborhood was likewise dispelled in a manner which might have resulted in tragedy. As it developed, however, tragedy concerned only the Japs involved. It came about when O. F. Maly and A. B. Banjai, Company A men, were returning from swimming in the river. Just at dusk they passed two men armed with rifles. They spoke and passed on. Suspicious when their greeting was unacknowledged they both turned. Realizing that the silent men were Japs, they rushed and wrested their weapons from them. One Jap was felled by a blow from his own rifle butt. The other "took off" with shots from the other rifle providing incentive. Souvenirs: One

badly battered son of Nippon, two rifles, one axe. Perimeter guards were doubled!

By the time Highleyman Grove had been transformed into a clean, comfortable camp, it became known that the battalion's first and major project was to make that portion of Guadalcanal safe enough from malaria to permit the staging of assault troops for subsequent action in the Northern Solomons.

The rainy season had increased the area of swamps created by backwater from streams clogged with fallen trees and debris. Lagoons were prevented from discharging into the sea by sand bars created by tidal action. The ravages of war had left thousands of water-filled craters, wheel ruts, abandoned foxholes.

Any stagnant or sluggish water became the home of anophelene mosquito larvae. The task of 14 officers and 650 men of the 63rd for the next six months was to be destruction of these breeding places by swamp and lagoon draining, stream clearance and depression filling. In that period the project covered 80 square miles. More than 20 miles of roads were built to enable crews to reach their work. More than 100 miles of streams were cleared and made to run freely; more than 50 miles of ditching was accomplished by machine and dynamiting — 16.5 miles, as a last resort, by hand labor. More than 40,000 cubic yards of earth were moved to level and fill water-holding depressions over an area of more than 2000 acres. Other crews sprayed oil on all stagnant water to control malaria until permanent preventive measures could be completed.

Work started on 24 June. From the first, men were hampered by a lack of tools. Bulldozers which could have cleared underbrush from stream and lagoon margins were needed for projects with higher priorities. Only a few tractors suitable for heavy hauling were avail-

able and they were crippled because of a scarcity of cable heavy enough to withstand the strain of removing water-logged trees and other debris from streams. Part of the solution can be credited to energetic Seabees who swarmed over beached and burned Jap vessels to secure cable sufficient for their requirements.

Let's observe other examples of Seabee ingenuity. Boarding a truck, we proceed northward off the Teterre-Lunga Road on a winding trail through head-tall grass of a jungle glade. We ford a narrow stream. The trail leads into a canyon walled with giant trees chinked solid with masses of tangled vines. Ahead we hear the staccato bark of a Diesel engine taking the throttle.

We near the stream again and find the working party dwarfed by towering trees, insignificant against a backdrop of underbrush. Twenty men are clearing the banks about 20 feet back from the water. Some are cutting small trees with saws and axes. Others are hacking out the vines, bamboo and undergrowth with machetes. Most of them wear canvas-topped jungle boots, shorts made of cut-off dungarees, and sun helmets. Several are smeared with a white substance to soothe the burning rash induced by poisonous vines. Others are daubed blue about the face and limbs to relieve a variety of bacterial skin infections lumped under the term "dermititis." Many wear bandages over infected scratches and cuts from thorned vines and fronds.

Two men are in the muddy, stinking water to their waists. They are fastening a cable about a huge fallen tree blocking the stream. The tractor on the other end of the line tries the load — it's a big log and deeply imbedded. The engine snorts and threatens to stall. No, it won't take it! A conference is on the point of deciding that the log will have to be cut and blasted. No, the operator tries going ahead again. The tracks slip a bit as the engine thunders; the ground shakes. The load shudders a little, shifts, and moves. The tractor snakes the slimy load to the edge of the clearing. The operator raises clasped hands above his head in exultation, like a winning prize fighter. He has several sores on his back — from a mixture of grease and sweat aggravated by the rubbing of the seat cushion.

The cable men hook the line to logs, branches and trash that the crew has cut. This is a job for a bulldozer but the tractor has none. A 'dozer would save much of the cutting the crew is doing but there are more jobs than machines and the 'dozers are needed elsewhere.

Farther along, the stream bed is clogged with earth. A truck is hitched by a length of cable to a "slip" or "slusher" — a bucket-like





scraper designed by one of the chiefs and formed by our blacksmiths and welders. Two men in mud to their hips hold the handles; the truck moves forward; the slip scoops up perhaps an eight of a yard of muck; then men bear down on the handles; the evil-smelling load slithers up the bank, is dumped.

The truck backs down and repeats the process. Crude, perhaps, for the job calls for a crane or dragline. But the cranes are needed elsewhere. One of the men on the handles is an excellent crane operator. The two men, with the truck and driver, are doing the work of a dozen men with shovels. The truck is one which transported the crew to the job. It doubles as a tractor.

An officer comes over from another job. There they are running a short canal to drain a swamp into the stream, using a tractor and carryall to scoop out the ditch. That should also be a job for a dragline but they are using what is available. Sometimes the tractor becomes mired in the ditch. That has happened now! Will the tractor on this project go over and pull that one out? It will!

The machete gang has gathered about some object on the ground. We go to see a scattering of human bones. Japs, they say. We wonder! The slusher crew has dragged from the ooze a long-barrelled Jap sniper's rifle and a Reising sub-machine gun — mementos of some brief and bloody encounter, probably unrecorded, certainly unsung.

Starting back for camp we see a

crew of native men in the jungle clearing. They are using their machetes deftly under the direction of a 63rd chief who passes his instructions to an English-speaking "sergeant." They work well, clearing a now-dry waterway of grass and other growth so the land will drain in the rainy season.

The natives are excitedly jabbering to one another as they carry on with swinging strokes. They seem happy about something. Chief Holbrook tells us that a bunch of his "Joes" have just speared a wild pig in the jungle. We see it trussed up with vines between two posts. They are gleeful in anticipation of the feast. Later we heard they killed the pig and removed the hair by passing the carcass through the flame. After dressing and removing all bones, the native cooks place part of the meat on hot rocks to broil. The remainder they wrap in large green leaves to bake near the fire. The natives love pork, we are told, the fatter and greasier the better.

Farther along the road back to camp we observe road patrols and shovel crews busy filling in watery foxholes, craters and ruts left by combat vehicles. Machinery can work only in accessible places; the balance of the filling must be done by strong Seabees wielding shovels. We see another crew culverting a road that had been hastily thrown across a ditch filled with stagnant water. Welders have made culvert tubing by welding empty oil drums together. Then, after a little shovel work in the ditch, water is made to flow freely toward the river, eliminating another egg-hatching hideout for Mrs. Anopheles.

This was the essence of malaria control as practiced by the 63rd NCB. Creeks and rivers were cleared of debris and allowed to run freely toward the sea. Swamps and bogs were drained back into the waterways. Lagoons, land-locked by sand-bars, were fitted with oil-drum culverts to permit excess water to escape to the ocean in the rainy season and to allow tidal fluctuations to vary the lagoon level. The inflow of salt water at high tide rendered lagoon water sufficiently alkaline to inhibit mosquito breeding.

The next day we watched a crew install a flume through a sandbar choking a large lagoon. Piling had been placed in parallel rows to hold the oil-drum flume secure against wave action. The piles had been jetted into the sand by the force of water sent surging through a nozzle by a portable gasoline fire pump. The nozzle-jet method could also be used to force a bed for the flume through the sandbar. Men were working in bathing trunks to anchor the seaward end of the flume in place. Strong waves broke over them but they seemed to enjoy their buffeting by the salt water. Anyway, they knew they were making Guadal-





canal safer for their brothers in service.

There was little fun on these jobs but there were some thrills. Will Hubert Shelton, Elmer Beard, W. E. Burdick, M. A. Sullivan and W. F. Miller ever forget the day the crocodile chased them out of the Tenaru river? It's no fish story! Chiefs Vosburg and Duplechan went gunning for the "critter," shot it and measured it. Ten feet!!

Meanwhile, the battalion was busy with other projects. A dock was built at Tetere Beach from piling, stringers and decking cut from the jungle while Chief "Dodo" Cates stood guard with his carbine. "Just in case," he said. The dock consisted of a 40-foot square stage with a 12-foot driveway extending 60 feet to shore. A ramp on the seaward side for bulldozers, tanks and other heavy equipment completed the installation.

Heavy equipment and operators were sent to Koli Field to help other units complete the strip and facilities for heavy bombers. Time was called, temporarily, in August, while the battalion assembled its gear to move 10 miles down the shore to Red Beach, at the tip of historic Henderson Field. Fresh from their Tetere successes, malaria control crews set to work making their new neighborhood safe from mosquitoes.

In July crews had been detached for construction work at Mobile Hospital 8, the 20th

Station Hospital and the 52nd Field Hospital. In each case they found confusion. Housing was painfully inadequate for the ill and wounded already on the scene. There was a constant influx of new casualties to add complications.

At the 20th Station Hospital, Chief Brevick's crew found just enough lumber to build one new ward. What facilities there were had been hastily erected under pressure. Only one of the tent wards had a concrete floor. The rest were earthen with sandbags used as stepping stones through puddles.

When word came that 400 patients were expected the next day, the 63rd crew went feverishly to work cutting poles from the jungle that would be suitable for tent frames. Well before nightfall the next day sufficient framing and canvas had been erected to house every one of the new patients. Refinements came later but by the end of August, 33 wards had been constructed, each measuring 18 by 48 feet. There were a covered theater and six office and clinical buildings. When the crew was increased in November, Quonset wards were erected on concrete decks.

Starting from scratch at MOB 8, 63rd men watched their small start grow into a fine, modern hospital with hutment wards, efficient operating rooms, and such conveniences as an elaborate water supply and sewerage system, sanitary showers, heads and a theatre.

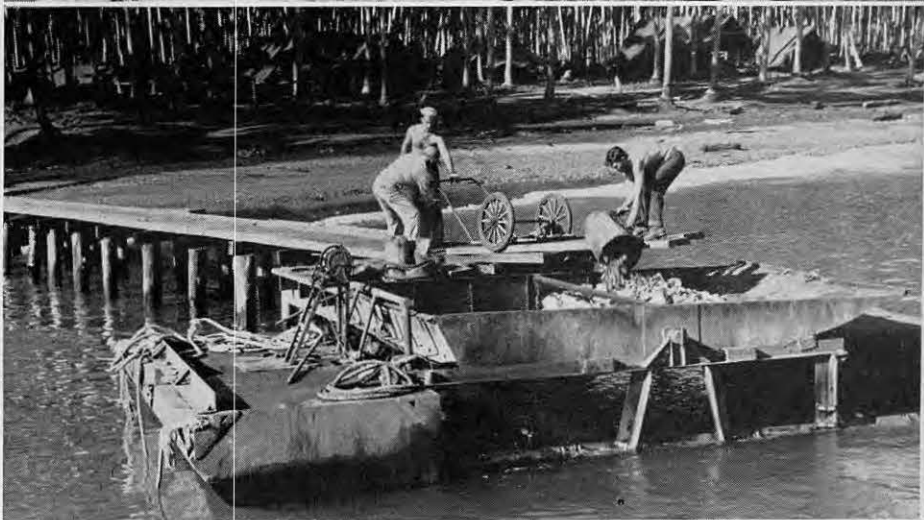


The early days were hectic, too, for men assigned to aid completion of the 52nd Field Hospital. The facility was overcrowded with patients, many of them wounded. Ill and wounded Japanese prisoners also had to be provided for. Overtime work and extra effort were expended by the Seabees to meet the emergency. On completion of their major projects, however, the men enjoyed a field day designing and making equipment for doctors and the hospital staff. They were within easy reach of two salvage dumps and took advantage of all their opportunities. The one which won most praise from surgeons was the operating room sink made from the pan of a Jap truck. It was equipped with a foot-operated faucet.

Perhaps the most precise and exacting assignment given the 63rd on Guadalcanal was construction of the sonic ray antennae and radio operations building near Carney Field. Lieut. Schurrer was in charge of construction with the aid of engineers from the Army Signal Corps and the Federal Communications Commission. Surveying started 10 July and the plant was in operation by the 1 September deadline despite nearly every possible obstacle.

Visiting the job on 31 July we found a scene resembling a beaver colony at work. Concrete mixers were rattling continuously, as Seabees working in pairs, pulled and pushed concrete-laden wheelbarrows up a 5-to-1 ramp to pour their loads into forms. Chief Don Petty told us that all steel reinforcement was salvaged — steel rods laboriously removed from rolls of steel mesh.

Pointing to the concrete piers of the five antenna masts, each of which was destined to reach up 135 feet when more structural steel arrived, the Chief told how shovel crews struck water virtually at the grass roots when they started excavating for tower foundations. He described how



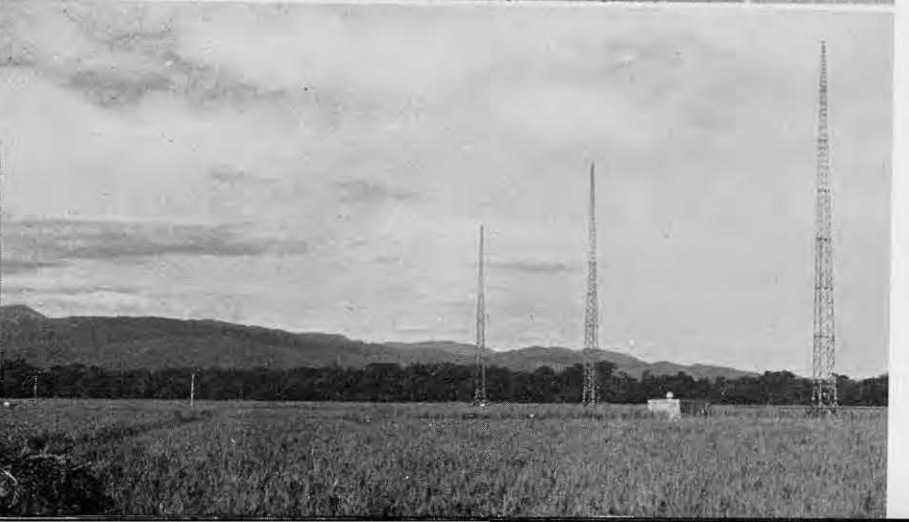


pumps were used to keep the water level low enough in each hole to permit the men to work; how sheet piling in a coffer-dam arrangement was forced into each excavation as work progressed to prevent men being buried by cave-ins; how lack of form lumber delayed concrete pouring for several anxious days. Finally, he explained how a canvas tremie tube was utilized to keep the concrete from disintegrating as it shot beneath the water.



Forms were removed from the operations building the first week in August. The building was found to be first rate despite the poor quality unwashed aggregate the men were forced to use for concrete. A coat of stucco was spread over the concrete. The heavy transmitters, motor generators and receivers were installed and connected. Ground wires still had to be buried in intricate and precise patterns beneath each tower.

We watched this process with interest because, with the deadline at hand, it was necessary to





save the man-hours which would have been involved in burying the ground leads by hand. Each tower must have a heavy copper wire encircling it on a 15-foot radius. From this ring, eight equally-spaced wires were to run out radially for 100 feet. Instead of ditching each line by hand, an extension was welded to the central scarifier tooth of a road patrol. The free end of a reel of wire placed at the terminus of a radial line was attached to the improvised plow. At a signal, the machine drove straight for the tower, laying and burying the wire a foot deep at the rate of 15 minutes for each line.

The payoff came on 31 August when the station was hooked in with the Carney Field control tower and found to be functioning perfectly as a landing beam for homing pilots. On 2 September, Comdr. Highleyman, Lieut. Schurrer, Chiefs Petty, Roberts and Brewer were taken aloft in a PBV and given an opportunity to hear the "dit-dot-dit" of the beam signal guiding the plane to the center of the runway for a perfect landing.

Assignment of a detail to build and outfit Air Corps Supply facilities, early in August, was another Guadalcanal project. Under the direction of Chief Henry, the men built a paint shop, loading dock, storage buildings and tool cribs. Several thousand storage bins were installed in already-constructed warehouses.

During all this time, men were subject to the ravages of malaria and the troublesome infections and sores resulting from their work in mud, water and stifling jungle. Air alerts, sometimes several in one night, with the usual quota of nuisance bombings, did nothing to relieve the tension. There was excitement and a growing feeling of exhilaration, however, in watching Jap air power dwindle beneath the spouting guns of Yank night fighters and the capture of their Central Solomons airfields and troop bastions by our assault troops.

The night of 21 September was one to remember! There were two conditions red. The first came at 0015 and lasted until 0230. No raiders came. At 0355 the sirens screamed again. Some poked their heads from foxholes in time to see three searchlight beams center on a plane almost directly overhead. They could tell from the unsynchronized whine of its engines that it was a Jap twin-engined bomber.

Smack in the center of the beams he was when they saw fiery tracers stream into him from above and to the rear. As the Yank pilot poured hot steel into the enemy, the Jap plane lighted up like a rocket. Stricken, it lurched, winged over and started a deafening dive toward the earth with throttles wide open. There was a roar and a spurt of livid flame as it exploded in mid-dive, disintegrating before their eyes.

A second Jap plane started a game of hide and seek with the searchlights. The excitement rivaled that of a college football game as men poured cheering from their foxholes to watch the chase. Caught again, this plane reeled and slid into a slow glide as the alert Yank again turned on the heat. Tracers sliced through its fuselage and a red glow appeared. Flames increased their intensity as the doomed ship shot out of control and plummeted earthward like a blazing meteor. Exploding bombs added to the din of the crash, very near the 63rd camp.

Early next day Seabees swarmed to the scene, saw one of the dead airmen and stripped souvenir material from the tangled-heat-warped wreckage. It was learned later that Admiral Halsey witnessed the fight and awarded the Navy Silver Star to Lt. Henry Meigs, 22-year-old New Yorker, for his feat in shooting two Jap bombers out of the air in 59 seconds.

Hell's Point Ammunition Dump proved it was aptly named, when, on 26 November, the lunchtime lull in 63rd-land was shattered by heavy detonations which increased in tempo by the minute. Shell fragments and shrapnel began to whistle as men took to their foxholes with mingled feelings. By 1330 it was known

that the ammo dump was in flames and that all enlisted personnel were to be evacuated to places of safety. Many officers remained in camp, however, and spent 13 quaking hours in their foxholes listening to tremendous explosions which sent showers of earth on them as sandbags over their heads split from concussion and vibration.

The terrific cacophony continued until after midnight. About 0130 a slackening was noted and by morning the only danger lay in unexploded ammunition and debris scattered throughout the tattered tents and mutilated trees of the camp. Chiefs Seever and Flach directed crews which picked up more than two tons of ammunition and fragments — enough to have brought horrible casualties if men had not been evacuated. Many a cozy Seabee "home" looked as though a combined forest fire and typhoon had come to visit.

By the time malaria control had been well established and Army crews trained by 63rd personnel to maintain the projects, the men were in a receptive state for Comdr. Highleyman's announcement on Christmas that the battalion was slated, soon, for a recreational leave. It came in January when weary men shipped for a refreshing interlude in New Zealand.



# NEW ZEALAND

**H**ARD-BITTEN by months of work in the dirt and ditches of Guadalcanal, men of the 63rd Seabees were inclined to regard their opportunity for a rehabilitation leave in New Zealand as "just another trip to one of them damn South Pacific Islands." It was to be their pleasure to discover, however, that the slogan "New Zealand Has Everything," contains considerable basis in fact.

Even what few of the men knew from advance reading that New Zealand has been called "lotus-land" were prepared to be disillusioned after their experiences at other "island paradises." But they, along with the rest, were nearly overwhelmed by what they saw as their ship steamed through Hauraki Gulf and into Waitemata Harbor where Auckland, a gem of beauty, was presented to them in a soft, blue setting of sea and hills as lovely as Naples or Rio.

While they were being established in a comfortable camp and stuffing themselves with an abundance of milk, eggs, ice cream, fresh fruits, meats and vegetables, they had time to learn that there are no big cities in New Zealand. The largest, 220,000, is Auckland, their host city, and the only others of

size importance are Wellington, seat of the government, Christchurch and Dunedin.

When leaves started there was so much to see, so much to do, so much mud, blood, sweat and corruption to forget, that men of the 63rd absorbed the charm of New Zealand as thirsty men grasp for water — as men released from the rigors and confining elements of military life have always done. They soon learned to enjoy warm New Zealand beer and how to stock up to prevent going dry under a wartime regulation on late business hours for purveyors of beverages. They found New Zealand cities sobered by war but eager to extend every possible courtesy and to relax every possible civilian restriction for the benefit of service men.

Seabees found New Zealanders to be extraordinary folk with an open-handed hospitality similar to that of our West in frontier days. They were anxious to be of service — to comfort the forlorn or homesick. Not all of the "Sheilas" carried, as one did, that idea to the extreme of singing "Marching Through Georgia" to an Atlanta boy, but their attempts were heartwarming. To his everlasting credit be it said that the boy from Atlanta





didn't start the Civil War all over again in New Zealand.

Basking in such hospitality and with the hollows in their faces and frames somewhat filled by good New Zealand cooking, exhilarating air and the sights and sounds of men, women and children of their own kind, the men literally swarmed to all parts of the Dominion by rail, bus, bicycle, jeep and boat. They enjoyed the trains especially — government owned “toy” trains on narrow-gauge tracks — because they stopped every 50 miles or so for tea and sandwiches sold from track-side depots also operated by the government. Again to their credit, he it said that very few Seabees left the country with the NZR cups and saucers as souvenirs. Liquor was technically forbidden on trains but the government diplomatically sidestepped the issue by requesting passengers to refrain from throwing bottles from train windows to prevent injury to track workers.

The Yank travelers became adventurers — exploring natural wonders which heretofore existed only in their imaginations. Each day they stumbled upon something new and alluring, for into the relatively small New Zealand territory is packed a little of nearly every country in the world. In the north are foliage and white, sunny beaches like those of Hawaii; there are sub-tropical jungles, snow-capped mountains, geysers as spectacular as those of Yellowstone; there are lakes and fishing streams rivaling those of Maine and

Canada. On South Island the tourist can enjoy mountaineering and skiing; in Central Otago is a region which rivals the deserts of Arizona or Libya; far to the South, fjords are found almost as spectacular as those of Norway.

Many 63rd men visited that natural wonderland, Rotorua, where guides introduced them to geysers of sparkling water, colorful steaming hot springs, boiling mud, lakes with currents of very hot and extremely cold water — hot enough on one side to scald the hand, and cold enough on the other side to be the habitat of large game fish.

Here, also, Seabees saw Maori village life in all its engaging simplicity and charm, in the fantastic natural wonderland which by treaty is forever the domain of the first settlers of New Zealand. The Maoris enjoy entertaining their visitors, and exhibit their love of dancing and singing by frequent concerts and dances in which men, women and children all take part. Their graciousness extended so far as to include a concert staged within the 63rd camp in Auckland.

While at Rotorua, the men could see the havoc wrought by natural forces running amuck. They walked across a two-mile-wide valley which had sunk 30 feet in the violent eruption of Mt. Tarawera in 1886. In other places could be seen fissures 40 feet wide and about as deep, rent in the rock by the volcanic outburst. They descended, also, into a

village buried beneath tons of volcanic debris which had been partially excavated.

There are snowfields and glaciers on both North and South Islands but the men found the most spectacular mountains in the Southern Alps where Mt. Cook rises proudly to 12,349 feet. In the vicinity are 29 glaciers where snow and ice brought nostalgic memories of White Christmases in the U.S.A.

Some Seabees penetrated the farming regions where they learned from the "cockies" (farmers) that while New Zealand has no predatory animals to menace flocks and herds, nature still has its threats in the form of dense, constantly-encroaching forests with ferns poisonous to grazing stock, blackberry vines which over-run and choke pasture land, and a superabundance of tree-girdling rabbits and deer. Consequently, forest fires are encouraged and fought only when they endanger human life and property.





To the visitor, however, New Zealand is nothing but charming. It is hard for him to believe that the forests, called "the bush" by islanders, are a constant threat to the agricultural economy of the nation. The visitor comes to love the lyrical names bestowed by the Maori on every living thing, every mountain, stream and plant — names which blend perfectly with the beauties they describe and which have been retained by the white inhabitants.

New Zealand's cities were equally as popular with Seabees eager to see as much of this new land as possible. It was difficult for them to realize in Napier, however, that in 1931 the Napier-Hastings area was leveled by a tremendous earthquake which took 255 lives and that this beautiful city with broad streets, beautiful buildings, attractive homes and eye-filling parks, has been virtually rebuilt from rubble.

Wellington, with its imposing Parliament buildings and residence of the Governor-General, representing the British King, was another point of interest but its lower Summer temperature kept Seabees hopping to keep warm after their sojourn in blood-thinning Guadalcanal heat. Despite the threat of increasing cold as they went farther south, some men crossed historic Cook Strait to South Island to see the beautiful cities of Christchurch and Dunedin, places which in some ways have retained more of the British tradition than North Island population centers.

Others were attracted to the west coast communities where world-ranging American whaling and sealing vessels made their headquarters long before there was any semblance of European civilization on the islands. Those who spent all or any portion of their free time in the smaller communities of New Plymouth, Hamilton, Hastings and others,





were pleased with the home-like atmosphere and cordiality of their hosts.

Who could blame Seabees for reveling in the freedom, hospitality and attractions of such a country; for postponing research into the beneath-the-surface New Zealand until quieter hours after their return to lonely tropical outposts? Their knowledge of the geography, climate, economy and government of New Zealand was thus acquired from the guidebooks purchased on their travels and studied diligently in leisure hours on Guadalcanal and Emirau.

They found that New Zealand is virtually an empire in itself, a Dominion within the British Commonwealth of Nations, having control of territory ranging from a portion of tropical Samoa to the Antarctic Ross Sea. New Zealand proper, the three islands called North, South, and Stewart, include an area roughly the size of Colorado. The total Maori and white population is 1,641,000 — about the size of Detroit.

Ranging from 34 to 48 degrees south latitude, the main islands resemble a ridge in the sea — a volcanic mass covered with fertile soil, primeval forests and lush vegetation, lofty, snow-capped mountains and an active volcano, hot springs and geyser basins — all to be enjoyed without the inhibitions arising from pestilent insects, carnivorous animals or poisonous reptiles.

New Zealand's climate closely resembles that of Great Britain, remembering, of course, the antipodean reversal of seasons which brings a mid-summer Christmas, Easter in the Fall and Thanksgiving in the Spring. There is one exception, however. The northern portion of North Island, including Auckland, is near enough to the torrid zone to be classed as sub-tropical. This region is a winter playground for New Zealanders, similar to

Florida and Southern California. Still, with the mid-summer Auckland temperature seldom as low as 60 degrees, 63rd men found it comfortable to sleep in their clothing under two blankets.

So far as can be determined, New Zealand was first peopled by Maori tribes emigrating from Polynesian Islands as far removed as Tahiti, making tremendously long voyages by war canoe 150 years before Columbus discovered America. Abel Tasman, a Dutch explorer, was the first white man to visit the group and named it New Zealand after a province in his homeland. Holland took no advantage of the discovery, however, and the territory was claimed for Britain in 1769 by Captain James Cook.

The Napoleonic Wars and difficulties with American colonists had so deflated Britain's traditional colonial policy that her new acquisition was ignored for many years. This did not prevent whaling and sealing captains from making their headquarters along the west coast for easy excursions into nearby waters abounding with marine wealth. Several lawless settlements were established and early relations with the Maoris were marred by mutual treachery and bloodshed.

Missionaries arrived in 1814 and aided somewhat in restoration of order but it was not until 1840 that British sovereignty was established and a formal attempt at colonization made at Wellington. From the first, Britain dealt with the Maoris as a sovereign nation aiming at acquisition of farm lands by purchase through terms of the Treaty of Waitangi.

Colonists were of a high type, generally. They respected the customs, loyalties and courage of their aboriginal predecessors but strife was inevitable in colonization of a territory so far removed from the seat of gov-





ernment in London. It took the fastest sailing vessels several months to make a one-way trip between London and Wellington. The Maori Wars were bloody, similar to the Indian Wars of the U. S. Once a settlement was reached, however, the issue was forgotten and the finest of relationships between whites and Maoris has existed to the present.

The Maori of colonial days was a splendid physical specimen, an excellent boatman and navigator and capable of unbelievable feats of endurance. Until the introduction of metals and gunpowder by the whaling crews, he lived a Stone Age existence in small tribes or communities governed by chiefs and priests. Military virtues were paramount and constant inter-tribal warfare was the principal pastime. Slain warriors provided food for the conquerors.

The natives were eager to learn the white man's methods. Under the guidance of missionaries and a co-operative governmental policy, they began to more rapidly recom-

mend themselves to their British neighbors because of their natural sense of humor, innate friendliness, dignity and aristocratic manners. Present British-Maori relationships, where the natives are accepted as equals in every way, are based on mutual admiration and respect.

Except for a rich but rapidly depleted gold strike in 1861, New Zealand's world-famous fertility has been its major resource. Pasture land which needs re-seeding only every dozen years or so maintained huge flocks of sheep in early days. Later, however, dairying became by far the most important industry and is today New Zealand's chief contribution to the world. The nation has developed an almost complete agricultural economy, sending the products of its grazing lands to the mother country in return for manufactured articles. The Dominion's per capita trade value is the greatest in the world.

The New Zealand government, established as a Dominion in 1907, has been called one





of the most enlightened and progressive in the history of mankind. The Maori is represented in Parliament and has the privilege of voting. Woman suffrage has been permitted by statute since 1893. Free, compulsory and secular education has been the rule since 1877.

The government has been labeled "socialism without the doctrines," illustrated by the practice of levying taxes so high as to literally force private wealth out of existence. There are no very rich people and no very poor people. The old-age pension system is the most liberal in the world. Medical treatment, medicines, and hospital service are free. The government owns 90 per cent of all hospitals but if a patient prefers a private institution, £2 is provided per week for his care.

In these ways has New Zealand anticipated and surpassed the New Deal policies of the United States. In addition, the government controls railroads, natural resources, and has virtual control of banking and insurance. It

is a labor government and union membership is compulsory.

Prices are fixed by the government. For example, farmers know in advance what their incomes will be because they are assured of uniform prices for their produce. The State has built more than 10,000 modern homes that range in price from \$6000 to \$8500 in cost. These may be rented for amounts from \$3.25 to \$5.70 per week. To those who wish to build their own homes, the government will loan up to 90 per cent of the cost of land and building, extending the repayment for as long as 36 years. The interest rate is about 4 per cent.

Because of its salubrious climate, enlightened medical measures and governmental assistance, New Zealand has the lowest infant mortality and the highest life-expectancy rates in the world. Considerable pre-war sentiment against immigration took expression in the slogan "New Zealand for New Zealanders," but a different viewpoint may





be affected by war casualties and an extremely low birth rate which, before the war, had slumped to an annual figure of 17 births per thousand population.

Despite its independence and love of progressive experiments in government, New Zealand's deep-seated love for the mother country is exemplified in her support of the last two years. The Dominion rallied in every way to the defense of Britain in World War I. It financed the battle cruiser New Zealand, besides its usual annual contribution of £20,000 for the British Navy and support of its own fleet. The nation also placed 100,000 men in the field as the New Zealand Expeditionary Force which performed in exemplary fashion at Gallipoli and in many other theaters of war. This force represented 10 per cent of the total population and nearly 40 per cent of the male population between the ages of 20 and 45.

In World War II, 25 per cent of the male population was in uniform. More than 100,000

served overseas. In order to match New Zealand's mobilization on a per capita basis, the United States would have had an Army and Navy of 13,000,000 men and a Home Defense Reserve of 8,000,000.

In its youth and progressiveness New Zealand has already given the world much food for thought in the field of government. Undoubtedly her participation in the most recent war has helped her to become more aware of herself as a nation. Her land and people, both white and Maori, can render tremendous service to international society, not alone in the realms of human relationships, racial tolerance and government, but also in the circles of art, literature and music. Like the soil, these refinements await only further cultivation to make them outstanding.

The 63rd Seabees, tremendously grateful for their pleasant interlude in New Zealand, extend to the government and people of "God's other country" their best wishes for unlimited national health, wealth and peace for all the future days.



## FIRST REPLACEMENTS

**C**ASUAL Draft 2234, later known to men of the original 63rd NCB as "Lend-Lease Boots," was born at Camp Peary exactly a year after arrival of 63rd veterans at that quivering quagmire. An account of their experiences before joining the battalion on Guadalcanal is here interposed.

Made up about equally of seamen and firemen newly ripped from the loving arms of boot camp chiefs, and of assorted rated men who had been languishing in replacement "holes," the group of about 900 was assembled in B-6 drill hall on 8 December 1943. With no ceremony they were told they were to be granted 10-day leaves and urged to avail themselves of the privilege "because it'll be your last chance for a long, long time."

From then until its arrival at Guadalcanal CD 2234 might have been more accurately classified as "Orphan Draft 000" because in all that time it was a ship without a rudder — no permanent officers and only a sketchy organization with first-class men acting as chiefs.

The draft idled in B-6 area for three weeks awaiting return of leave stragglers. Two offshoots were detached, one going to the West Coast and the other to Camp Endicott. The balance, by far the largest share, entrained 8 January for an undisclosed destination which proved, three days later, to be Gulfport, Miss.

Training at Gulfport was intensive, confined exclusively to military tactics, numerous conditioning hikes of infamous memory and a tussle with carbines at the ABD rifle range where intense cold chalked up several "cat fever" casualties.

It seemed impossible that the Lend-Leasers could be on their way "over there" on 7 February when they shouldered mountainous packs of foul weather and other tropic gear, slung carbines and set off on a three mile stroll to West Pier. It was unknown at the time, but the pretty Southern girls who lined the route to wave farewell were the last white women to be seen for a long time. When the S.S. Jean LaFitte was boarded and bunks assigned that evening, the consensus was that



Port Hueneme was the ship's destination, via the Panama Canal.

The big C-3 Merchant Marine cargo transport, brand new, eased from her berth at 0900 the next day. She headed far out into the Gulf of Mexico but gradually swung west until the Mississippi delta lowland was in sight. The LaFitte took on a pilot and negotiated the largest arm of the delta to New Orleans where she lay for two nights and a day being degaussed, fueled and supplied. There were more than 1500 troops aboard including three CBMU's and 200 casual officers.

At 0730 on 10 February the LaFitte swung list into a line of three well-leeled C-3 ships and, escorted by five SC-type Coast Guard craft, foamed south into the broad Gulf. As she passed the Coast Guard station at the river's mouth porpoises played in the bow waves — a favorable omen, it was hoped.

The passage through the Gulf, especially in the narrow gut between the Peninsula of Yucatan and Cuba, was the toughest of the voyage and only the hardiest escaped seasickness. Some were ill enough to be entirely unconcerned by the submarine menace of Torpedo Junction which the convoy was timed to negotiate at night.

The picturesque Canal Zone coastline loomed early on the morning of 13 January and it was not long before the ship had broken convoy, picked its way through a labyrinth of anti-torpedo defenses, passed through the harbor and into the canal channel.

The trip through the canal with its huge locks, Gatun and Miraflores Lakes, (where fresh-water showers were available to the nimble few who realized that the ship's pumps were raising fresh rather than salt water), the engineering masterpiece of Culebra Cut — all were of intense interest. Visible also was a deadly assortment of anti-aircraft weapons bristling from flower-covered emplacements. In the evening a display of searchlight plane spotting was enjoyed. The ship nosed into a slip at Balboa for the night to be refueled and loaded with added stores.

There was little doubt next morning that the rapidly-receding coastline of the "crossroads of the world" was to be the draft's last sight of U. S. soil for many a day as the LaFitte steamed rapidly south without escort. She plowed almost due west for the next two days through schools of porpoise and flying fish, but turned southwest on 18 February, the day before Neptuneus Rex altered the troops from a motely assortment of Polliwogs to barberscarred Shellbacks.

The ship crossed time zones every other day during its placid trip. On very few occasions was rough weather encountered but the pas-

sengers were treated to sights of watersprouts, an occasional whale, porpoises and sharks, the wonders and mysteries of tropical rain squalls and colorful sunsets. The first landfall visible from the weather deck was Samoa, looming far to starboard on 29 February. The next day the ship crossed the international dateline on a course altered to bear due west.

Zig-zagging north of the Fijis, the LaFitte rendezvoused with a destroyer escort and soon began to pick her way through countless islands which the amateur geographers aboard surmised correctly, were of the New Hebrides. The first glimpse of coconut plantations and a Seabee camp on "Island X" was obtained the evening of 5 March when the LaFitte dropped its hook in the beautiful harbor of Espiritu Santo.

The men were disappointed at the total lack of mail. It became apparent then, that the draft was indeed orphaned when it became known that the 15th NCB to which it had been assigned could take no more than 300 seamen as replacements in the 41st and 57th Battalions.

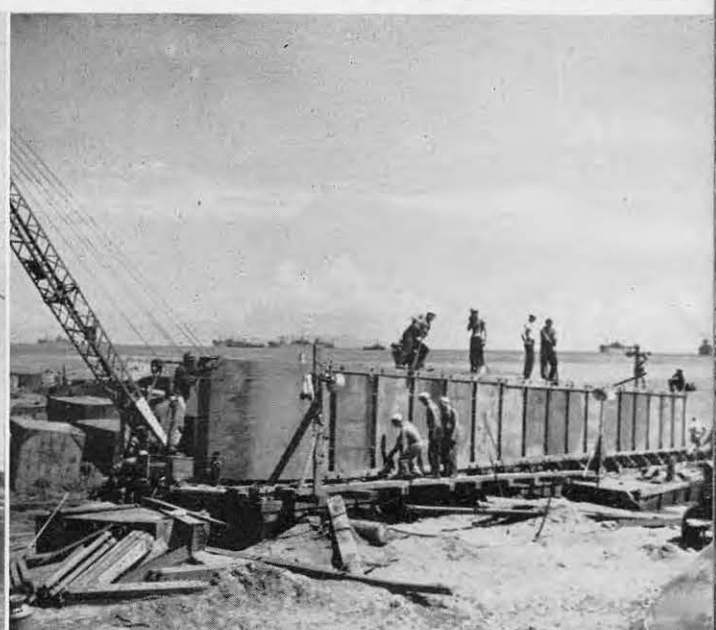
Separations came aboard but the LaFitte finally cleared port at 1530 on 7 March to steam north through a beautiful chain of the Southern Solomons until Guadalcanal was sighted and an anchorage secured off Lunga Beach on the forenoon of 9 March. The remnant of the draft disembarked and was transported to the camp of the 27th NCB of the 13th Regiment. There the men were permitted to dispatch air mail letters and were introduced to the stimulating wonders of coconut milk, atabrine, perspiration — and mud.

The men were put to work without delay to aid the 27th to prepare for its forward push. But on 14 March the final split was made and the draft divided between the 27th, 61st and 63rd Battalions.

The 100 men assigned to the 63rd were welcomed auspiciously that evening by being permitted to join the beer line. The next day the replacements were paid in full. The two gestures made the men feel very much at home, at least as much as possible.

# TRIP TO EMIRAU

**D**-DAY for the seizure and occupation of Emirau Island in the St. Matthias Group was 20 March 1944, one month after the occupation of Green Island and immediately following a 1000-ton naval bombardment of Kavieng, New Ireland, 84 miles south of Emirau. Two battalions of the 4th Marines secured the island without opposition. Main contingents of the 18th Naval Construction Regiment and four Construction Battalions arrived





with the second and third echelons on 25 and 30 March.

The interim between the return from New Zealand and the date of departure of the 63rd's first echelon was crowded with preparations for the move. Shifts worked around the clock, rain or shine, building pontoon strings which were then floated into the well deck of a Landing Ship, Dock. Two officers and 60 men went aboard and sailed with the LSD on 21 March.

Subsequent echelons of 63rd men were dispatched from Guadalcanal to reach Emirau at 5-day intervals from 25 March to 4 April. Some traveled in LCT's, subsisting on K-rations. Other more fortunate Seabees made the trip in LST's, eating their chow on deck after passing through the troop galley aft.

The 8-day voyage made by the fourth echelon, while typical, was spiced by several better-than-ordinary variations. Here are some recollections:

We embarked at Kukum on 28 March and proceeded directly to the Russell Islands. Soon after our arrival "doggies" from several outfits came aboard and took over the deck and some portside troop compartments. That night, when our deck cargo appeared on the wharf, the stevedore crew seemed unable to handle the loading to the satisfaction of our Coast Guard crew so the 63rd was asked to take over. In short order all gear was topside,



dogged down and secure. A day of waiting for more cargo brought no results. Our skipper took matters into his own hands and gave orders to sail at day-break.

Officers and crew gave us the run of the ship. Abandon ship and fire drills were infrequent and duty assignments were cut to a minimum. During the morning we picked up the balance of our convoy which consisted of Liberty Ships, LST's, destroyers, destroyer escorts and one tug.

The balance of the trip was not devoid of thrills even though the convoy was never in danger of attack. Personnel who remained topside at night were treated to the sight of tracers shooting skyward as we passed Empress Augusta Bay on Bougainville and the glow in the sky which we hoped was the result of bombings at Buka. Our course led past Green Island and near Jap bases on New Ireland and on past the island chain in that area.

Palm Sunday was calm and beautiful. The day ended in a manner satisfactory to all hands. About 20 minutes before time to darken ship a large airplane appeared rather high on the starboard quarter. Concern over the identity of the ship was evident and crews stood by their guns. It was noted by this time that the plane was a four-engined bomber but definite identification had not been made.



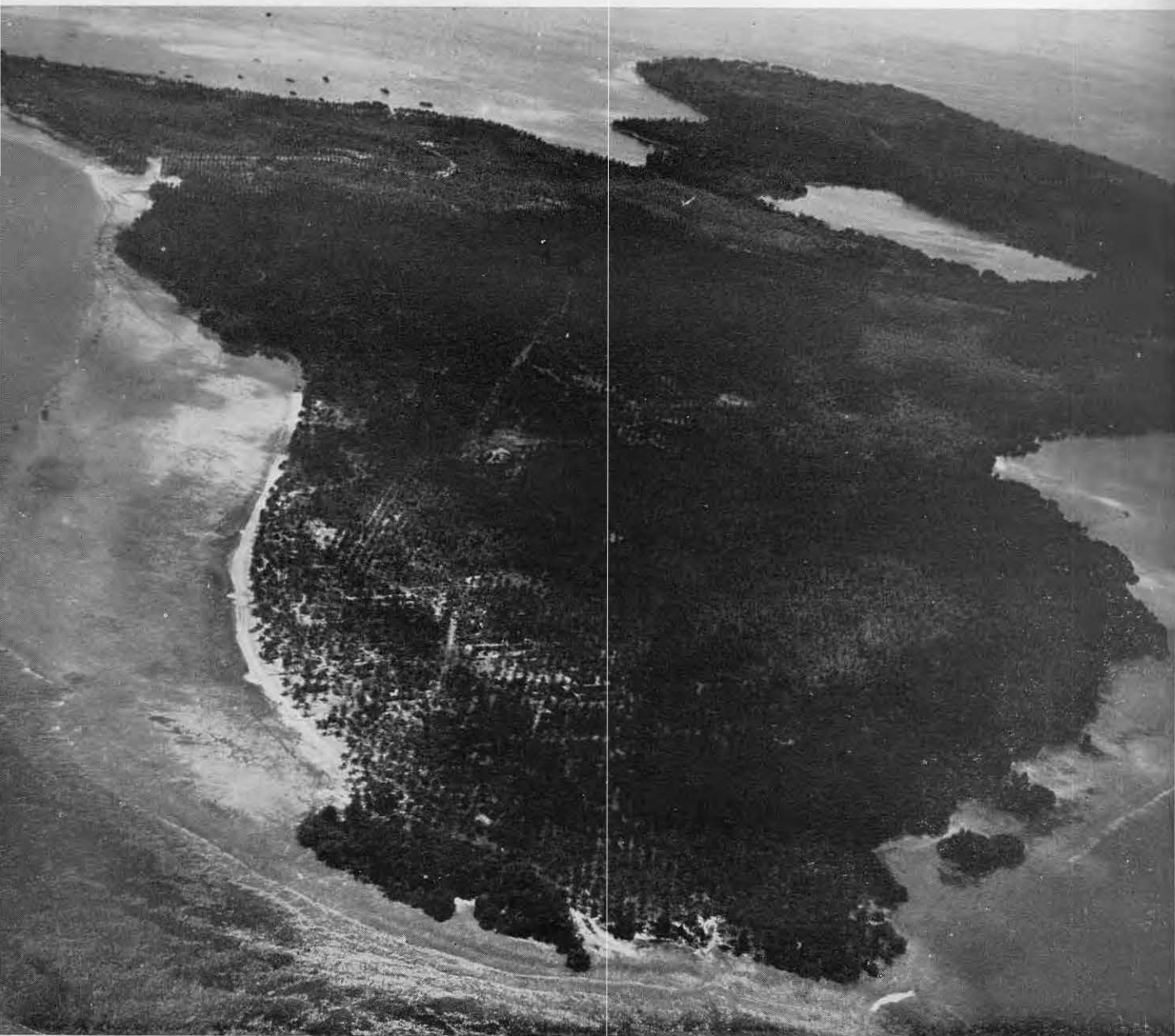
As the huge plane crossed the convoy's path, 10 parachutes blossomed in the sky at intervals as the crew "hit the silk" with an extra parachute for a rubber raft. All power boats were speedily manned and began criss-crossing the area to pick up the crew as the convoy came to a complete halt. The plane flew a few miles to port, gradually gliding toward the water, finally skip-hopping along the waves to her end.

Racing against darkness, the boats accomplished the rescue

of every airman just as the command came to darken and secure ship for the night.

On Monday night, 3 April, orders were passed for troops to eat their chow at 0330 to prepare for disembarkation at about 0800. Mussau and Emirau were sighted at dawn. Shortly thereafter we ground to a stop at the Black Beach LST landing. Going ashore in ankle-deep mud and traversing the almost impassable roads to camp did little to create a favorable first impression of Emirau.

There we learned that the LSD echelon had come to grief on a reef with their pontoon barge on 25 March, while the barge, loaded with gear and several pieces of heavy equipment, was being towed ashore. Unable to free the barge immediately they spent the night on the reef. Early the next day, they were hauled off by LCM's and turned their pontoons over to the Naval Advance Base. They established a camp at Yellow Beach where they remained until the battalion camp was laid out.



## EMIRAU CAMP LIFE

**B**Y the time the 63rd came to organize its camp on Emirau Island such activity had become more or less routine. There was little exception to the normal procedure, unless there was more rain and mud to make life miserable for the first few days.

The first echelons occupied shelter tents and jungle hammocks for a few nights until underbrush in the coconut grove chosen for the camp site could be cleared. Emirau was a danger zone and no open lights were permitted after dark. It was a simple life — just hit the sack after evening chow and stay there until morning. Simple life, perhaps, but not so simple to grope to and from breakfast in utter darkness.

Fortunately, the island's reputation for being waterless became a myth when 63rd well-diggers started to work. A good spring was located and never was the battalion without an ample supply of water good enough for all purposes. Those showers certainly helped to compensate for the mud, hungry flies and hard-hitting red ants. What was it we used to call 'em?

Gradually, with the erection of pyramidal tents, the camp took on a more ship-shape look. The galley, chow hall, sick bay and dispensary were complete and the chapel, St. Mary's-on-the-Hill, was erected in time for Easter services.

There were no tents, temporarily, for men of the fourth echelon. They remained fairly dry by improvising shelters from tarpaulins. No one was allowed to sleep on the ground, so, in lieu of cots, these fourth echeloners stretched their weary bones upon low plank trestles hastily constructed by the carpenter shop.

Island projects started immediately. Men worked, generally in six-hour shifts, alternating





morning and afternoon to allow 18 hours of rest between shifts. It was in these off-duty hours that the Emirau camp became a typical 63rd "home" with coral roads, sidewalks, flower beds, ornamental fences and other refinements.

Despite the fact that Japanese attacks by sea and air were possible — even promised by Tokyo Rose — foxholes were occupied on only three occasions. The pits were scooped from the hard coral by bulldozers.

Emirau Island, also known as Storm, Squally, Emira, Kerue, and Hunter Island, is only about eight miles long with an average width of two miles. Formed from an upthrust coral reef with a shallow earth surface over decayed coral, no part of the island is more than 200 feet above sea level. Emirau and Mussau, or St. Matthias Island, 15 miles to the west, are the only important pieces of land in the St. Matthias Group of the Bismarck Archipelago. Emirau is 1 degree, 39 minutes south of the Equator and is crossed by the 150th meridian of east longitude.

Although it is but a tiny dot in the vast expanse of the Pacific, Emirau was of immense strategic value in the campaign against the Japanese. Possession of the island cleared the way for surface ships to move freely in the Bismarck Sea and trapped Jap forces remaining in the Bismarcks and Solomons. With the Admiralties held to the west, the Solomons to the south and Green Island to the southeast, seizure of Emirau put the stopper in the northern end of a huge "bottle" containing Japs.

The original mission of the Naval Advance Base Unit which included the 63rd Battalion was to establish a base at Kavieng, New Ireland. This plan was changed on 18 March, just two days prior to the occupation of Emirau. Unhampered by enemy reprisals, construction battalions were able to proceed immediately with establishment of base facilities and then to the construction of two heavy

bomber airstrips with collateral facilities, harbor installations, a small-boat pool, motor torpedo boat base and a network of roads.

A look at the island five months after its seizure might give cause for belief that it had always been an outpost of civilization. This is far from the truth. When the island was occupied in late March the entire area was covered by jungle except for small sites planted to coconut trees and a few native clearings. The few existing roads were little more than trails and very muddy in wet weather.

Emirau is surrounded by coral reefs with one fair harbor called Hamburg Bay on the northwest coast. Numerous small islands lie nearby. Three beaches were usable for LST landings and a couple of others were suitable for LCT's.

The climate is tropical with a temperature generally between 73 and 90 throughout the year. Humidity is high and the annual rainfall is heavy. The Army weather station recorded approximately 85 inches of rain from 15 May to 1 October, 1944. There are periodic storms with prevailing winds from the northwest during the period from November to March and from the southeast from May until September. April and October are generally calm. Shortly after landing on Emirau a 63rder asked a native if it rained all the time. "No," he said, "sometimes three-day dry spell."

The native population of Emirau was normally about 300. Mainly Melanesians, their appearance, manners and customs were generally the same as those of the Solomon Islanders. There were four villages, two of which housed approximately 100 inhabitants each. The native population was evacuated to Mussau by the Marines but later a native camp was established at the eastern end of the island for male laborers. Micronesian natives, refugees from the Japs on New Ireland and New Hanover, were rescued by PT boats



and brought to Emirau where they were added to the labor camp under the direction of Australians.

Emirau was taken over by Australia under terms of the New Guinea Mandate of the League of Nations for German possessions in the Pacific south of the Equator. A man named Wilde started the coconut plantation on Emirau during the German regime. His wife was buried on the island. After Australian control was instituted, the groves were sold to Emirau Plantations Ltd., functioning under that management until Japanese visited the island in early 1942. The plantation manager escaped.

A man named Collett purchased timber rights in 1934 and operated a teak and ma-





hogany sawmill near Hamburg Bay until the Japs raided the island for native labor and machinery. He escaped to New Britain where he was captured by the Japs and killed. The same fate befell the pastor of a Seventh Day Adventist Mission which had functioned on Emirau from headquarters on Mussau.

The Japs established a radar and small float plane base on Emananus Island, near Mussau, during the early stages of their push. Operating personnel fled at the time of the Marine invasion of Emirau. The Japs were hunted down and destroyed at sea.

After the preliminary hardships and discomforts, men of the 63rd enjoyed exceptional

living and recreational facilities on the tiny island. Because no part was far from the sea, some relief from the stifling heat could be expected nearly every day. Few men were insensible to the grandeur of flaming dawns, sunsets of incomparable beauty and the majesty of monochromatic seascapes buttressed by huge cloud banks.

Many leisure hours were spent on the coral reefs collecting sea shells and cat eyes. Brilliantly-hued small fish could be admired in contrast to the white coral in shoal water. Fishing was a favorite sport until it became too noisy. It would seem that one stick of dynamite was insufficient for some ambitious Seabees who experimented with more and better charges until

sometimes a dozen sticks were bunched around a hand grenade detonator. Fortunately, the only casualties were fish and one first-class stripe from Company C.

By far the most spare-time interest, outside the nightly movies in "stupendous" Emirau Bowl, centered in athletics. After projects were well under control, equipment was available for grading an expansive area over the bluff from the galley. This site emerged as Lovejoy Field, well equipped with baseball diamonds.

In nearly every respect the campsite, living conditions and work on Emirau were more attractive to 63rd personnel than at the two camps on Guadalcanal.





## EMIRAU PROJECTS

**T**HE work experience of the 63rd NCB on Emirau Island was unique in the battalion's history because, for the first time, the men were on hand to take part in the first stages of transforming an isolated jungle island into a complete advance naval base — a headache to Nippon.

Because the need was urgent for speed in base construction, projects started immediately. Consequently only the essentials of a healthful, sanitary camp were established for the battalion until the pressure of work

was removed with completion of major projects and men were available for beautifying the battalion's "home."

The primary projects assigned to the battalion were establishment of camps for airmen and ground crews and the construction of roads to and including the airfield perimeter. Men worked in 6-hour shifts, two shifts a day. The possibility of attack made night work out of the question.

The immediate need for good roads was apparent to all men who endured the lurching,

slogging, crawling trips by truck to and from their projects, sometimes several miles from camp. At best no better than wheel ruts when the island was occupied, the roads became progressively worse under the combined onslaughts of heavy rain and essential transport.

An abundance of good coral gravel, procurable from pits convenient to construction sites, made road building on Emirau almost a pleasure. Rapid progress was made in clearing the rights of way, stripping, filling, grading and surfacing. Auxili-





any routes for access to projects were provided during the building of permanent roads. Approximately 40 miles of coral-surfaced highways were built on Emirau. The main arteries were all-weather surface, 60 feet wide on a 100-foot right of way.

Construction of camp facilities for aircraft units progressed rapidly in conjunction with the work of building two heavy-bomber airstrips by other battalions. Carving Marine Air Group and VM Ground Echelon campsites out of the jungle was reminiscent of malaria control on Guadalcanal. Men worked in all sorts of weather, with machetes, crosscuts and axes to clear out the underbrush, leaving as many large trees as possible to give cover from aerial observation.

Just as on Guadalcanal, this phase of operations was hampered by a lack of tractors and bulldozers. Most of the heavy equipment was, of necessity, hard at work on road and airstrip construction. Camp-clearance crews bent to their work, however, stacking underbrush behind them to be disposed of as bulldozers became available. Carpenter and plumbing crews moved in to build galley and messing facilities, pilot quarters and other camp appurtenances. Eventually, airfield camp facilities included screened and decked tent quarters and mess halls for 1050 officers and 4200 enlisted men.

Expanding its activities in the airstrip region, the battalion cleared 59 sites for bomb and aviation gasoline dumps with





18-foot access roads, erected steel magazines for pyrotechnic storage, established buildings and cleared area for torpedo storage and maintenance, completed hardstands and taxiways for the airstrips and established a complete Air Command camp with quarters for the commanding general. There were 16 buildings at this location complete with roads, revetments, dugouts, water supply and power.

By early May, a month after arrival, the battalion had set up its camp, hauled all gear eight miles from its bivouac at Blue Beach, was making rapid progress on the perimeter road cut through solid jungle, and had completed the MAG 12 and VM Ground Echelon camps including installation of roads, a drainage system, a well, hot and cold water supply with three 5000-gallon tanks, power generating and lighting plant, reefers and field ranges, besides all living and eating facilities.

In addition, assembly of pontoon strips into barges for installation as finger piers at Hamburg Bay had been completed. The battalion had established a permanent detachment at Blue Beach to control the Navy dump there, and details were performing unloading operations for other units at Black Beach. The bomb and gasoline dumps had been completed as well as all primary work in connection with the Air Command camp.

A look at harbor and busy port facilities at Purple Beach, on the Hamburg Bay shore,





three months after the 63rd started construction of pontoon finger piers would certainly give a false impression of the innumerable difficulties and vexations involved in that project.

The piers, firmly anchored to the shore, appear extremely docile as they dip and rise with the swell. But none of the men who moved those piers into position and secured them will ever forget how difficult to handle those long pontoons strings were when "on the loose."

They were "on the loose," too, on several occasions after they had been towed from NAB and anchored in lagoon backwater near the site of the proposed piers. Sudden storms and heavy seas broke the moorings several times and hurled the heavy strings crashing aground on reefs or beach. They were extricated, one by one, only after back-breaking toil by men with crow bars aided by a snorting bulldozer.



Eventually secured, the 18-pontoon strings were formed into 5-wide sections. Carefully, one at a time, they were pushed to the shore and anchored by heavy cable to buried log "dead men" on the beach. Huge concrete anchors were then picked off the piers by the bow crane of a net-tender and dropped into the sea to prevent side sway.

Four such piers were installed. One was later eliminated for construction of a slip, making total unloading accommodations for seven LCT's. Heavy seas later in the season broke or weakened the cables anchor-

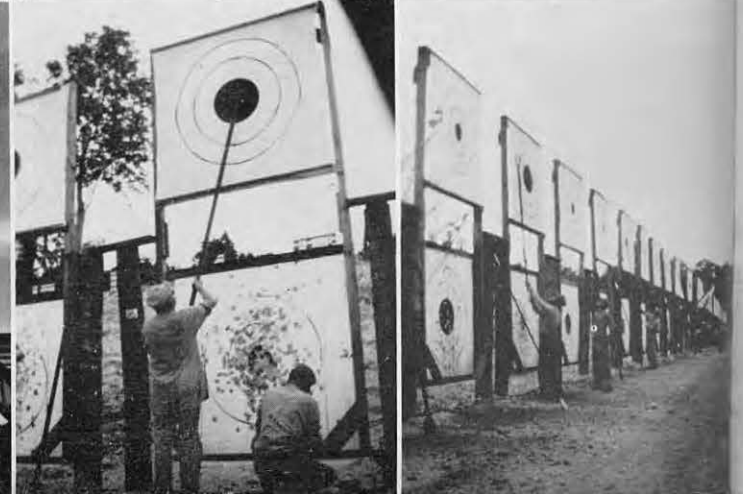




ing the piers to the beach to such an extent that heavy net chain was installed in substitution.

Early in the occupation the 63rd set up a sawmill near the airstrips under very primitive conditions and logged much hardwood off the strip sites. This unit operated continuously throughout the tour of duty.

Besides construction work at the Joint Army-Navy Communications Center, 63rd communi-





tions men were called upon for installation and maintenance of all island communications lines, with switchboards and instruments for Army, Navy and Marine Corps units.

One of the last major projects on Emirau for the 63rd was erection of six 40 by 100 Quonset warehouses at Purple Beach. Although every company was represented on the project muster, the job developed into a race between the two crews commanded by Lts. Schurrer and Hall of A and B Companies, respectively. Lt. Chloupek, commander of Company C, adopted a middle-of-the-road policy. His crew poured concrete for the rivals so the race could continue. The time limit for the job was 10 days.

The project started humbly enough but was destined to set a record for warehouse construction that is believed to be unexcelled. Steel was set as soon as foundations were firm enough to support it. Six and one-half days later the warehouses were finished and the project had become just another job. So close was the race that wherever 63rd men gather in the future there is certain to be heated discussions as to which "team" won the race.

With all base facilities completed, work was directed toward expansion and refinement. The battalion was alerted for movement during the entire month of August and did not engage in any work requiring the use of heavy equipment.

A bakery, laundry, galley, machine and metal shops, water heaters and a reefer were in-





stalled at the MAG 61 camp in the latter part of August. Two frame and one Quonset structures were erected for the Marine Photo Squadron and a post-office erected at MAG 12. Work of completing quarters, mess, and club facilities at headquarters of the island commander was also accomplished and two guest houses built.

Throughout August, men not assigned to other tasks participated in rifle marksmanship, military drills and learned the use of trench mortars, flame throwers and other infantry weapons. During this period time was available for construction of recreational facilities.

Ready to leave for their new assignment, men of the 63rd NCB looked back with pride upon their participation in an intensive work program which in a few short months had transformed a jungle wasteland into a military base of the first order, complete, clean and comfortable in every detail.





## MANUS

**T**HE trip to Manus in the Admiralty Group was but a "sleeper jump" in traveling salesmen's lingo, inasmuch as the destined spot was less than 200 miles from Emirau.

However, the jaunt required just as much preparation of troops and equipment as if the battalion had been headed for a month's voyage. While the unit had been alerted for movement since 1 August, it was not until Tuesday, 12 September, that orders were received to load the S.S. Carlos Carillo, which had anchored in Hamburg Bay early that morning.

Loading proceeded 24 hours a day with anticipation that Friday, 15 September, would be the sailing date. Loading required more time than was estimated and it was not until Saturday that troops were aboard and anchor weighed at 1800. Emirau's green-clad shores faded slowly with the sunset. Still in the harbor was the S.S. High Flyer upon which a rear echelon was to sail with heavy equipment.

The Admiralty Islands were in sight at dawn. Many men were on deck throughout a mild, starry night, preferring to sleep topside to avoid the closeness of troop compartments. The meals were good, eaten in a relatively cool messing compartment. The Carillo was a Liberty cargo transport operated by the Merchant Marine with a Navy

armed guard. Her maximum speed was 12 knots.

Steaming through Seadler Channel, the Carillo negotiated anti-torpedo nets and made her way slowly into Lorengau Harbor, dropping anchor at approximately 1130 off Lugos Mission, site of the first American invasion of Manus. The harbor was crowded with war and merchant ships. Several aircraft carriers were noted.

Headquarters and Company A troops went ashore during the afternoon. The balance of troops, except the unloading detail, disembarked the next day. Work parties stayed aboard until Thursday morning, 21 September, by which time all cargo holds had been secured. The rear echelon arrived 26 September.

Camp establishment at Manus was unique in 63rd history in that each man had a pyramidal tent over him from the start. The battalion shared a hilly area with two companies of the dispersed 140th NCB. Tents in the greater portion of the camp were left standing for 63rd use.

Crowding was inevitable. In some cases ten men slept in one tent. Despite daily rains, work parties were busy erecting new tents on plywood decks in hastily-cleared adjacent areas. These areas were completed by Sunday, 24 September, and Company D took possession of what came to be known as Atabrine

Flats. Headquarters, A, B, and C companies remained more or less crowded in the mess hall area until completion of a hillside camp several hundred yards from the chow hall. This area was known surreptitiously as "Spike's Peak," in honor of the Skipper.

Outside projects were started on Monday, 25 September, with crews setting up the sawmill and pouring concrete decks for Quonset huts and warehouses already erected on various parts of the base.

Meanwhile, public works crews were busy erecting tents, laying board walks and ladders in the "Spike's Peak" area and building new Ship's Service facilities for the 140th NCB. Upon their completion and construction of a theatre to be jointly used by both battalions, the 63rd took over part of the original 140th Ship's Service establishment and constructed a new chapel and administrative buildings.

The 63rd NCB started operating the galley and mess hall on Sunday, 1 October, the same day set aside for A and B Companies to move into their new camp site. By this time each department was operating at maximum efficiency, 15 days after arrival on Manus.

The Admiralty Islands, most northerly of the islands inhabited by Melanesian peoples, lie but 2 degrees south of the Equator.





tor, about 200 miles west of New Hanover. They were discovered by Schouten and Lemaire in 1616. Although the Admiralty group occupies an area of about 800 square miles, there is but one large island, Manus or Great Admiralty.

Manus is 60 miles long from east to west and 15 miles wide. It is of volcanic origin with peaks reaching an elevation of 3000 feet. Its red volcanic soil and steep slopes are ill adapted to gardening. It is densely wooded and no white man had ever penetrated the interior until an Australian government patrol crossed the island in 1927.

There are 38 coconut plantations on the island covering 24,000 acres. There is no other commercial crop but the coastal natives dive for trochus shell and the "gold-lip" pearl shell. Japanese poachers were frequently reported in the area before the war and are reported to have greatly damaged the shell beds.

Manus has three ports — the villages of Lorengau, Bundralis, and Sopa-Sopa. The native inland people, divided into numerous small groups, speak different dialects and are disdainfully known to the coastal and seafaring natives of the islands as Usiai (inland people). The light-skinned, scrawny and timid natives of the smaller islands of the group, also speak different dialects and have different customs. They are known as Matankors. The third group of Admiralty Islanders, called

Manus or "salt-water boys," are darker skinned and much more aggressive.

These coastal people are adventurous sailors and fishermen and ply long distances between islands in out-rigger canoes. They do not have gardens but trade fish and mollusks to the Usiai for sago, taro, net fiber, betel nuts and gourds. There are regular markets for exchange of land products for those of the sea.

Rambutyo, or Jesu Maria Island, is second in size, and lies 38 miles southeast of Manus. It is 8 by 10 miles in size. Natives of the archipelago have long used obsidian from this island for knife and spear points. A half-dozen islets and a scattering of coral reef dots complete the group which is scattered over an area about 70 by 150 miles in extent.

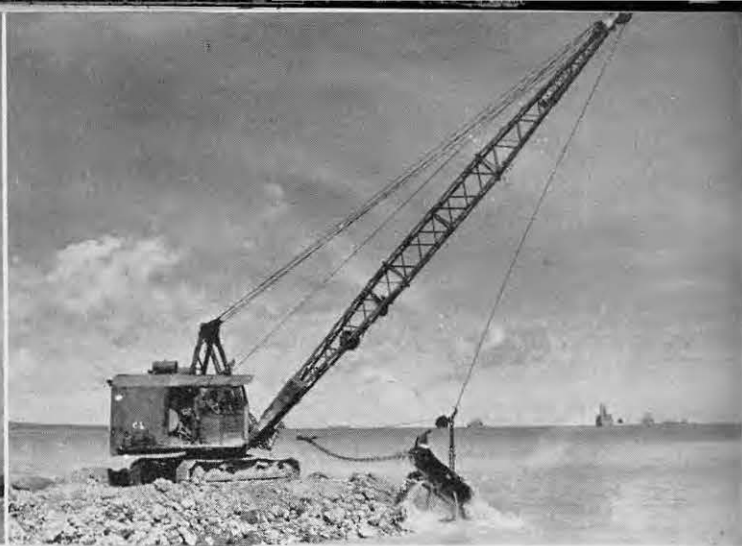
On Manus, the 63rd became acquainted with the Equatorial Summer which ranges generally between December and March. The battalion arrived in a rainy season. There were only four rainless days in September. Nearly 4 inches fell in one September day and the total for the month was 19.51 inches. The total dropped to 8.94 inches in October, but rose again to 13.88 and 13.44 in November and December, respectively. As the full heat of Summer came on, rainfall declined to 7.98 inches in January and to 5.18 inches in February. The "drought" created a condition of temporary emergency and indiscriminate use of water was restricted.

The conquest of the Admiralty Islands was a part of the same strategic plan as that for control of Emirau with the difference that Manus had far greater natural facilities for creation of a naval base. Its occupation by American forces in March 1944 was another step in the domination of the Bismarck area, sealing off Jap garrisons in the Northern Solomons, New Ireland and New Britain and providing a base for assaults on the Philippines.

The strongest Jap fortification in the Admiralty group was at Lorengau on Manus. But, as always, the American command intended to strike at the enemy's most vulnerable point. A heavy reconnaissance force composed of elements of the 1st Cavalry Division recognized this most vulnerable point as Momote airstrip at Los Negros, the small island to the east of Manus.

What started as a reconnaissance in force developed into a full-scale invasion. On 29 February 1944, troops landed at Momote and seized the airstrip. Bitter fighting developed but cavalymen stood their ground and chased the Japs inland. The strong Jap garrison at Manus, meanwhile, was expecting the Yanks to press the attack from Los Negros, and, instead of sending reinforcements to their weaker forces there, prepared for a defensive stand at Lorengau.

Again they were surprised. A second force of cavalymen landed at Lugos Mission, future site of the 63rd camp, and within



three days had pushed their way east to capture Lorengau airstrip and storm their way into the village. Seabees followed close behind and speedily transformed the Lorengau area into a naval base.

Work projects of the 63rd NCB on Manus were widely varied and afford an excellent example of the extreme range of construction battalion activities. Because the battalion arrived at a time when base facilities were nearing completion, maintenance of most of the base utilities were assigned to the 63rd in addition to construction projects.

When the main body arrived at Lugos Mission on 18 September, it was found that considerable work must be done at the camp site to enlarge it sufficiently to accommodate the entire 63rd and two companies of the 140th Battalion. The early days were rugged. Heavy, daily rains hampered erection of additional tents. It was not until 25 September that a real start could be made on outside projects. By that time, however, 160 decked tents had been erected as well as an Officers' Country. Board catwalks were laid to keep personnel out of the mud. An office and administration area was completed as well as a carpenter shop and armory. Plumbers had completed erection of a 3000-gallon water tank and approximately 200 feet of pipe to new heads and showers.

The new camp rapidly became ship-shape despite the rain and mud. Chow was excel-



lent, adding materially to the morale of the men. One of the best features of a somewhat "snakebit" original camp occupied by the 140th NCB was the mess hall and galley, modern and efficient in every detail. The 63rd utilized religious and recreational facilities installed by the 140th Battalion until a more commodious chapel and theatre could be constructed. There were daily religious services and movies each night from the first.

A decline in rainfall during October enabled the battalion to swing into something like its traditional construction efficiency even though a scarcity of material held up some jobs. Good progress was made on erection of ammunition storage magazines, each concrete decked and backfilled with earth. Living and messing facilities were installed for Naval Ammunition Depot personnel and a large ammunition sorting shed was constructed, also for NAD. Two large arch-rib structures were built at the Naval Supply Depot and roads and sidewalks installed at Naval Advance Base.

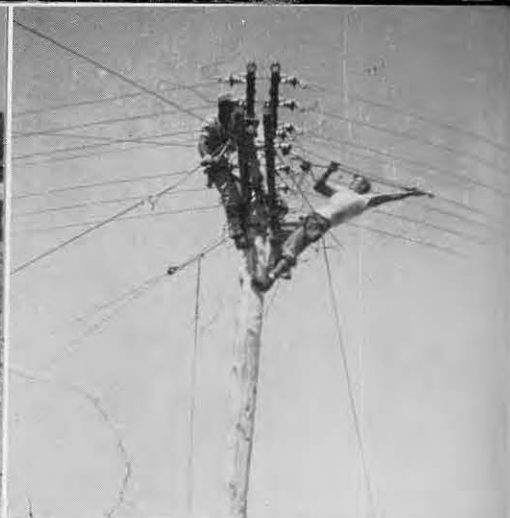
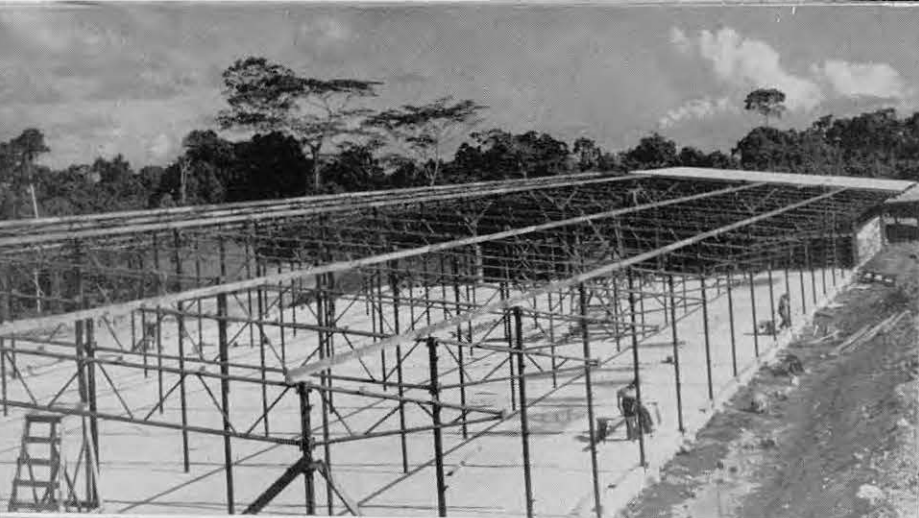


Meanwhile, crews were assigned to maintenance of all main arteries, access and camp roads; all electrical distribution lines west of Base Hospital 15; all naval base water supply lines; and submarine cable installations between various Admiralty Islands. Many of these maintenance projects involved construction of new or replacement facilities. In addition, the

battalion operated and maintained 4th Construction Brigade boats and had crews working 24 hours a day on coral excavation at the waterfront. The sawmill was operating efficiently and produced 233,000 feet of lumber, board measure, in October. During this period, Public Works crews completed ex-

pansion of camp facilities, including ship's store and a theatre in the 140th Battalion area. A frame chapel was also erected.

"The rains came" again in November but the men were able to endure the disagreeable weather in much better shape than previously because of a



duck-walked and well-drained camp area. However, most projects at this period called for extensive grading. The bulk of construction was being done in hill jungle areas with clay surfaces extremely difficult to work in wet weather.

Despite adverse conditions, the work of completing the large order for steel ammunition magazines was within 85 per cent of completion by the end of November. Construction was also well advanced on six large warehouses and a coral jetty and sheet piling dock for NAD and construction of four huge stran-steel warehouses at NSD.



Projects completed in November included 10 Quonset huts with head and shower, a Quonset type mess hall and galley, complete dispensary and sick bay facilities (Quonset), all for the NAD camp, and two additional storage buildings for NSD.

The routine of camp life was rudely interrupted in November by scuttlebutt reports of Japanese nuisance bombings on



Los Negros and at the 63rd's former base at Emirau. It was alleged the Japs were operating planes from Rabaul or Kavieng, having patched them up sufficiently to take the air after being damaged by routine American raids on their by-passed stronghold.

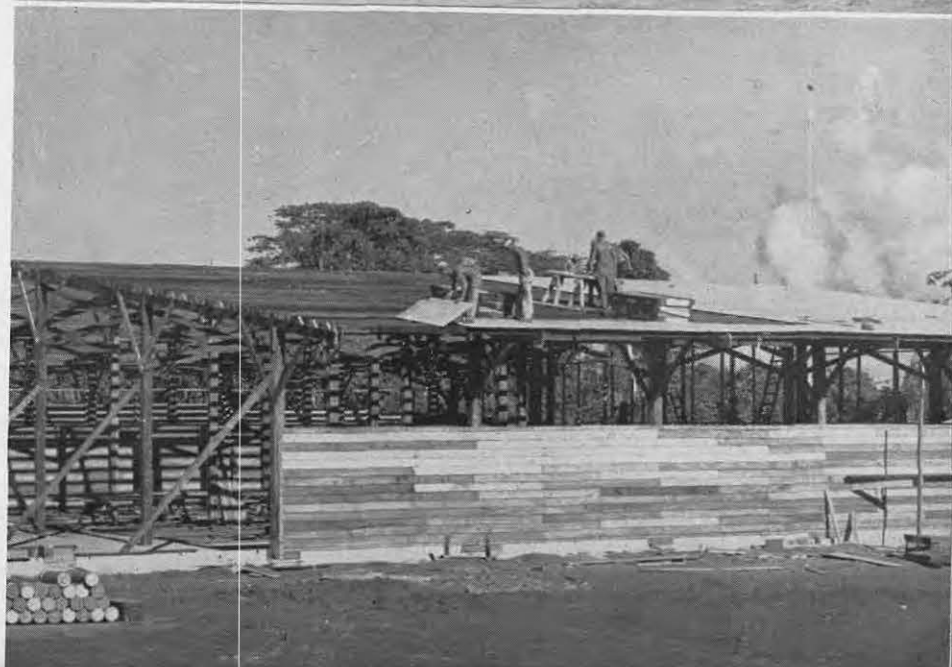
It was Friday, 10 November, that tragedy struck with a heavy hand at the ammunition ship Mount Hood at anchor a mile or so offshore within sight of the 63rd camp. Earth shocks were felt at approximately 0930. A few seconds later the camp was rocked by mighty concussion and terrific explosion. Horrified eyes saw an immense mushroom of heavy smoke billow from the surface of the harbor and red-hot fragments rain down from a considerable height.

Nothing was visible except a boiling inferno of water at the base of the tremendous smoke pall as it slowly lifted. Its top was visible through rifts in the overcast sky. The smoke mounted several thousand feet.

All ambulances, personnel carriers and other suitable vehicles were rushed to the naval base for transporting casualties to the hospital. Medical officers and corpsmen from all units accompanied the ambulances to render first aid. Chaplains were also busy ministering to the dying. No official report was released regarding the number of casualties or damage to other ships. Most of the casualties brought to the hospital were from ships in the vicinity of the Mt. Hood, the latter ship having disappeared completely.

The cause of the blast was well veiled in mystery. Reports were heard that the Mt. Hood had been 85 per cent unloaded and contained only 400 tons of high explosive. Had she been fully loaded at the time of the blast the 63rd camp might have been seriously damaged and its inhabitants injured.

Throughout this period the men were thrilled by daily reports of successful Philippine invasions and energetic prosecution of the war in all Pacific





theatres and on other fronts. Men watched with awe the assembly of huge convoys in the harbor and their departure under the guns of heavy warships and with the protection of aircraft carriers.

In December the battalion completed construction of 100 ammunition magazines — a project taken over from other units on arrival, finished the NAD dock and channel dredging and wound up construction of four double stran-steel NSD warehouses. A 20 by 72 foot base garbage disposal pier, 50 by 100 foot pipe-truss lumber shed and other smaller buildings were also written off the books as completed.

Construction was started on a new electric power line. Poles were 80 per cent set and anchored for 30,000 feet of line by the end of the month. Lack of material prevented completion of six NAD warehouses totaling 107,700 square feet of floor space. A complete concrete plant, producing 140 cubic yards a day was in operation.

Rain was heavy between Thanksgiving and Christmas and there were many impromptu feasts to augment chow hall fare from a multitude of Christmas packages. Work was secured for Thanksgiving Day when turkey dinners with appropriate trimmings were enjoyed by 63rd men, the remnant of the 140th Battalion still in camp and all of NAD personnel.

The battalion worked five hours on Christmas morning in compliance with a base order. There was no formal Christmas celebration but Christmas eve and afternoon services were conducted for both Protestants and Catholics. A choir of 63rd men broadcast carol programs over the public address system Christmas Eve and Christmas night.

Work was secured for New Year's Day and the men enjoyed another sumptuous dinner similar to those of Thanksgiving and Christmas. The new practice of opening the mess hall to coffee-drinking personnel in the

evenings was expanded on New Year's Eve to a late hour. There was no revelry in camp except a general hubbub at midnight when early-retirers were reminded forcibly that 1945 had arrived.

As January dragged to a torrid conclusion with 63rd projects gradually narrowing to the major tasks of completing a new 750-foot dock for NAD, the 30,000-foot base electric power line and the Manus-Los Negros Road, there was an upsurge of scuttlebutt hinting at a speedy return to the United States for a rehabilitation leave. This rumor came to a climax on Saturday evening, 3 February, when, at the dedication of the new theatre, Commander Highleyman told the battalion that work was progressing satisfactorily and that a strong recommendation had been issued that the unit be relieved. He set the tentative date as 1 April amid full-throated approval.

By Saturday evening, 24 February, when the commander again called the battalion together to announce that it would be secured and sent home in late March or early April, the men had rushed to completion the last rugged link in the

Manus-Los Negros Road, had completed six NAD warehouses (100x330, 100x240, 100x255 and 3-60x140); awaited only arrival of transformers to complete the power line project which required the stringing of 45 miles of wire; had finished two additional warehouses (30x200); concrete decked sheds at NSD; and driven the last spike in Mount Hood Dock.

Maintenance of roads, electric power, communications and water supply lines for the naval base were continued throughout the month. The concrete plant turned out more than 8,000 cubic yards of concrete for decks in ammunition magazines, storage sheds, warehouses and other buildings while the sawmill produced 966,000 board feet of lumber during its period of operation on Manus.

It fell to the lot of the 63rd to be the battalion on the job on two occasions when official commendations were made. The first occasion came on 11 February when Captain Dorrance Day, chief of staff, cut a ribbon stretched across Loniu Passage Bridge spanning a narrow strait separating Manus from Los Negros. The 63rd, taking over

the job of pushing the Manus end of the road to the bridge from other battalions, had worked hard the day before to permit motor traffic across the span. Shortly afterward, regular bus service was instituted between all naval base points on Manus, Lombrum Point and Los Negros. The bridge and highway saved many hours in transport of material which formerly was carried by sea between Manus and Los Negros.

Mt. Hood Dock was dedicated by Captain Day on Sunday morning, 25 February as 63rd men who had just finished the last section leaned on their tools to watch. Officers and men of the battalion were warmly commended by Captain Day who inferred that relief and rehabilitation in the United States could be expected shortly.

The men were jubilant as they signed their leave papers and argued the relative merits of reporting back from leave to Camp Parks or Camp Endicott, R. I.

There was a flurry of excitement on 27 February, when troops were routed from evening chow and ordered to evacuate camp because of fire



aboard an ammunition ship tied up at Mount Hood Dock. With visions of another disaster like that of the Mount Hood holocaust racing through their imaginations, Seabees needed no urging to literally "hit the hills."

As a drizzling rain started, news arrived that base firemen, augmented by the 63rd crew had secured the blaze at 1900. Men trickled back to camp most of the evening but a good many were on hand for the movie.

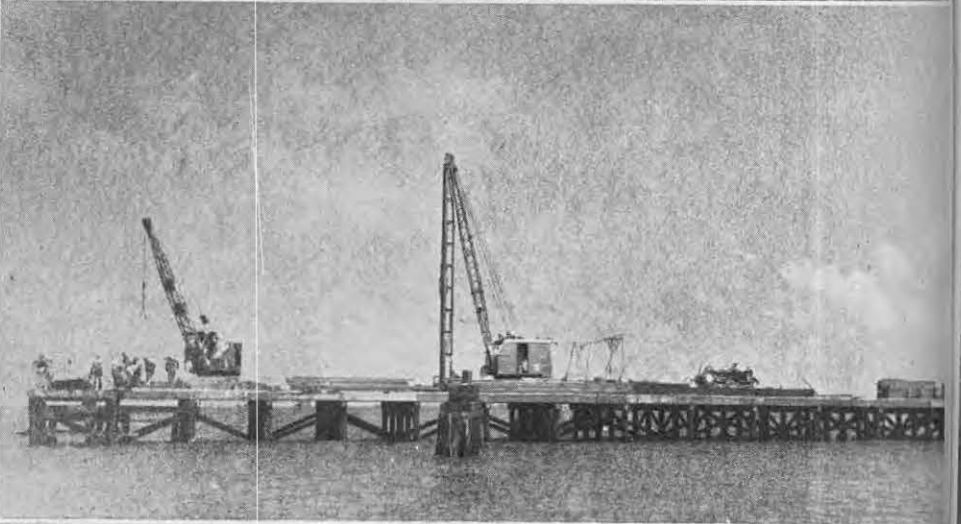
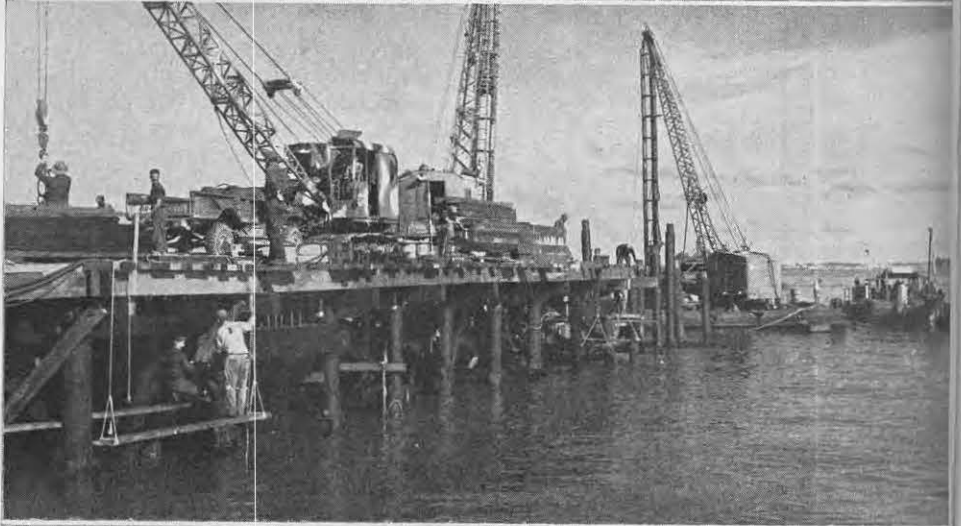
On 6 March, the men were stunned by news of the death of Hugh D. Kellackey CM3c, a member of the field electrical crew, who was accidentally electrocuted in line of duty. Hours of attempted resuscitation were unavailing.

The very next day, on the heels of sad funeral and committal services for Kellackey, came a message from Commander Highleyman confirming what had been an all-day scuttlebutt topic: That an emergency had risen which forced cancellation of plans for a return to the United States. A trip to Manila was on the docket instead. There were many downcast hearts that night and a host of "sad sack" letters home. It was hard to believe but all hands tightened their belts, tilted their chins and carried on.

Plague inoculations were administered to all hands and work clothing and bedding impregnated with dimethyl phthalate as protection against carriers of scrub typhus.

On 14 March, loading of heavy equipment started aboard the SS Adolph Sutro. Outgoing mail was secured at noon on 23 March and the battalion was alerted for movement at a moment's notice. Seabags and duffle bags went aboard the Sutro on 24 March and she sailed that afternoon for Hollandia for additional construction materials.

It was on a bright and sunny Sunday, 25 March, that troops boarded the SS Mexico with full infantry gear for the voyage to Manila.







## PHILIPPINES

**E**VEN though all personnel, except a crew of men aboard the Sutro and storekeepers transferred to the SS Josiah Earl boarded the Mexico on 25 March, she did not sail until 1600 the next day after fueling from a harbor tanker.

During the night rendezvous was made with three other large transports and four heavily-laden tankers, one of which bore a deck of P-38 fuselages. The convoy steamed approximately WNW with five destroyer-escorts screening ahead and on the flanks.

The Mexico was a fairly comfortable ship of 19,000 tons. She had been converted from a passenger liner on the "banana run" from New York to Vera Cruz, Mexico. In addition to regular troop compartments below decks, accommodations were available on enclosed promenade decks. The chow was only fair but considerably better than that served aboard the MorMacPort.

Gales and heavy seas hammered the convoy for four days. There was much seasickness and at one time cooks had to be relieved in the galley. The wind was estimated at 40 mph. So much spume was driven by the gale that visibility was extremely poor and speed was reduced considerably. Heavy seas broke over the bows, submerging the forward gun tubs of the tankers on several occasions. Even the high prow of the Mexico took its share of water, necessitating clearance of troops from the forward well deck.

Good Friday services were held despite intensification of the storm. It was not until Easter that the weather cleared enough to permit making an anchorage in San Pedro Bay in Leyte Gulf. Four church services were held.





The balance of the voyage, which started on Tuesday morning, 3 April, was pleasant and interesting. The convoy consisted of 57 ships of all types, protected from air attack by a dozen or more LST's. Threading Surigao Strait at night, troops could see lights ashore. The next day the convoy steamed west by south through Mindanao Sea, passing close to Mindanao Cape from which position the islands of Negros, Bohol and Cebu were visible. Smoke rising from Negros may have indicated aerial and artillery activity against the besieged Japs.



Day after day the Mexico steamed through the Philippine Archipelago in waters made historic by the war. The passage through the Sulu Sea gave views of Panay and Mindoro. Speed was reduced through Mindoro Strait while some ships of the convoy detached themselves and headed toward Paluan, one of the principal cities on Mindoro Island.



Slow progress was made in the South China Sea but Luzon loomed on the northeastern horizon in the early afternoon of Friday, 6 April. The Mexico detached herself from the convoy at the entrance to Manila Bay and steamed rapidly past Bataan, Corregidor, Ft. Drum and other mementos of the tragic history of the war's early days. Abandoned parachutes marked the rugged cliffs of Corregidor where air-borne Yanks had landed to trap the Jap garrison a short time earlier.



Saturday was spent at anchor and men amused themselves trying to count the innumerable bombed and burned hulks of Jap shipping accounted for by the savage attacks of Yank carrier planes. Trading with native "Gumboats" also occupied the idle men. A package of cigarettes would buy nearly anything in the line of fresh fruit.

Disembarking into LCT's on Sunday, troops were taken by truck to the site of the new camp in a suburb of Manila called Pasay, several miles south of the Pasig River and located

between Nichols and Nielson Fields. The route to camp showed the utter completeness of Manila's devastation. Hardly a building or facility of any sort was spared, either because of ruthless destruction by retreating Japanese or from the efficiency of Yank artillerymen.

The 63rd camp was in a large rice paddy utterly devoid of shade. Tents were erected in jig time, causing mutters of unbelief from a battalion of Army Aircraft Engineers across the road. The commander of the Army unit graciously opened shower facilities to Seabees and all hands took their first real bath since the start of their voyage two weeks before. K-rations were served for the first few meals until an open-air galley could be constructed. It was here that many Seabees made their first acquaintance with Filipinos — children especially — who invaded the camp, each with a little tin bucket in which to carry food back to their homes.

Their friendliness and good spirits at being liberated from the Japs were infectious. Many a Seabee shorted himself on rations to share with the kids. Speedy negotiations were made with native women to serve as "lavanderas" or laundresses. Filipino men and women also set up fruit stands on the camp fringes to sell watermelon, cantaloupe, mangoes, bananas and other items delectable to ration-parched Seabee gullets.

Shortly after dark each evening and in the early mornings intense artillery and aerial bombardments were visible in the mountains east of camp. It was only a matter of a couple of weeks, however, before all such close manifestations of war became negligible. Demolition crews had canvassed the camp neighborhood burying dead Japs and removing land mines, booby traps and other weapons. There were no casualties to military gear but there were occasional big heads from overindulgence in native "tuba" or coconut gin.





By 20 April, when the Josiah Earl arrived, all cargo had been discharged from the Sutro and much progress had been made toward construction of a traditionally comfortable 63rd camp. On Sunday, 29 April, the men enjoyed their first meals in the new chow hall, eating bacon and eggs at breakfast, pork chops at noon and the traditional Sunday night "Dutch Lunch."

By this time, all tents were decked, Officers' Country complete with ward room and mess hall, screened showers and heads for all hands, lights installed in all tents and the camp was complete. A recreation hall, chapel and basketball court were added in time for the battalion's second dance on 12 June.

To men of the 63rd, the Philippine interlude — that experience between their disappointment at failure to be sent home from Manus and their eventual arrival in the United States — was of widely-varying importance.

The opportunity to live and work in proximity to persons of a civilization nearly comparable to their own caused the time to pass rapidly and pleasantly. However, the fact that the men could observe the happiness of home and family life among cultured Filipinos and the Spanish aristocrats rendered many more lonely for their own families than ever before in their long separation.

Two types of Filipinos were observable by 63rders camped in the outskirts of Manila. They were much different in character, although hardly more so than Americans are in the same circumstances in their own homeland.

Visits to Manila brought contacts with sharp traders and those to whom dishonesty was just a way to earn an easy living, profiting by war's disruption and inflated values. In many cases it was easy to observe Filipinos more intent on rebuilding cabarets and honky-tonks than in the reconstruction



of a shattered city and its utilities.

At the other extreme, within the immediate neighborhood of the camp were several suburban barrios to Pasay where the farmer-natives were open-handed, extremely friendly, of high moral standards and community spirit. This was Filipino life at its best.

A study of authoritative works, such as the Smithsonian Institute's "Peoples of the Philippines," leads to the belief that while most Filipinos have the well-developed natural trading talents of the Indonesian peoples, it is only in urban areas that the foreigner finds the real "sharper" who, undoubtedly has been encouraged by American carelessness with money.

Hence, it is unfair to judge the entire pre-war native population of 16,356,000 by a fragment of the 700,000 population of Manila.

To the casual historian, there appear to be as many ethnographic groups in the Philippines as there are nations in the world, but these groups may be roughly lumped into three categories: Negritos; or small black people; Indios, or the peaceful, agricultural folk occupying the coastal plain and the valleys of Luzon and Visayan Islands; Moros, or the aggressive Mohammedan peoples of Jolo, and Mindanao.

Despite this simple classification the accurate separation of Filipinos into sharper groups has been the despair of experts. This is understood when it is realized that there are 42 separate and distinct native dialects in common use within the Philippine Archipelago.

The Tagalogs of the Manila area offer one of the most interesting Filipino studies because, by reason of their almost universal acceptance of Christianity and the Spanish and American influence, they have become highly Westernized. Generally their qualities are such as to make it understand-





able why many Americans are glad to call them "little brown brothers."

The Philippines, discovered by Magellan in 1512, and named by Legaspi in 1565 in honor of Philip II of Spain, lie off the coast of Southeast Asia, 500 miles east of Hong Kong across the China Sea and 600 miles east of Saigon. Of the 7,083 islands which extend 1150 miles from north to south and 682 miles from east to west, only 462 have an area of one square mile or more. The total area of the archipelago is about 115,600 square miles or somewhat less than the combined areas of Pennsylvania, Maryland, Virginia and West Virginia. Only 15 per cent of the land area is under cultivation. Farms are small and confined mostly to the coastal and valley regions.

The largest islands are Luzon in the north and Mindanao in the south. The Visayan Islands which lie between are also important. They include Samar, Leyte, Negros, Panay, Palawan,

Mindoro, Cebu, Bohol and Masbate. All are of volcanic origin. There are rugged mountains and dense forests throughout the archipelago.

The climate offers no exception to that of other tropical regions, except that in the mountainous regions of central Luzon there is relief from the stifling heat and humidity of the lowlands. The summer capital of the Philippines, Baguio, on a 4700-foot plateau, often is the scene of frosts in December and January. Rainy seasons oppose one another because of the effect of changing winds on the central mountain ranges. Winter is the dry season on the western side of the islands while the period of heaviest rainfall occurs in Summer east of the mountain axis.

The major assignment of the battalion in the Philippines was construction of a headquarters for the Seventh Fleet on a 40-acre site formerly occupied by the Manila Polo Club. The buildings were ruined and there

was considerable work involved in the removal of land mines and unexploded ammunition. More than 3300 cubic yards of debris and rubble were removed before building construction could start.

An indication of the huge scope of the headquarters building project can be gained by the following summary of facilities:

The equivalent of 60 standard (20' x 56') Quonset huts for use as quarters for officers, offices and administrative facilities, exclusive of large double-decked frame barracks for junior officers, chief petty officers and stewards; the equivalent of 16 standard (40' x 100') stran steel buildings for use as warehouses and offices; a mess hall and galley for 2300 enlisted men besides separate galley and messing facilities for officers; generator, laundry, garbage disposal, hospital, chapel, theater, athletic field and other facilities, the whole complete as to plumbing, water supply and fire protection.

A swimming pool was repaired and reconditioned and equipped with bath houses and terraces as part of the officers' club. Additional club and recreational facilities were erected for CPO's and enlisted men of the Anchor Section. Several miles of hard-surface roads and streets were built, the latter with curbing and gutters. Two deep wells were drilled and a 126,000-gallon water storage tank erected.

During the early phases of construction at Seventh Fleet Headquarters, the battalion also completed rehabilitation of Naval Base Headquarters in the down-town Manila Wilson Building by re-roofing the 8-deck structure and replacing broken window glass. A 5000-gallon water tank was erected over the elevator shaft and connected to the building supply lines.

The only other major assignments involved raising and repairing the roof of a 90' x 120' provision warehouse at Naval Base Motor Pool and the clear-

ing and gravel surfacing of a 640' x 900' area for use as a base motor pool. The project entailed removal of land mines, clearing away 7500 cubic yards of debris, leveling, fine grading and surfacing with 7000 cubic yards of gravel.

After arrival of the main body of the 35th NCB on 27 June, when work on the 7th Fleet project was far advanced, men of that unit started working in conjunction with 63rd personnel.

This procedure continued for nearly a month despite intermittent scuttlebutt that the 63rd was to be secured at any moment and sent home. But it was not until 20 July that the secure order came from Comdr. Parson.

Meanwhile, it had been decreed on 8 July that all replacements with overseas service less than 21 months would be transferred to other units but under temporary assignment to the 35th NCB. The transfers were effected 17 July.

On the drizzling Sunday of 22

July, Comdr. Highleyman addressed the battalion at the theater, read an inactivation order and a commendation from Commodore J. R. Perry. Comdr. Highleyman announced that the erstwhile 63rd NCB would return to the United States as Draft 63 with Comdr. Parson in charge.

Even though the men knew they were to start for home the next day, the night of Monday, 23 July, was strangely quiet. Men, bags and baggage were ready at high noon when trucks transported them to the ship.

As the ship weighed anchor, after a two-day layover in Manila Bay, and proceeded through the Visayan islands to Leyte, it became apparent that sea travel for troops had improved about 200 per cent since MorMacPort days. The chow was good, Scavatta's details functioned to perfection and the compartments and sanitation were excellent.

There was only a 10-hour layover at Leyte before the trip





was resumed toward Ulithi, where fuel and water were replenished and the voyage resumed before nightfall — alone and with running lights.

This was in strange contrast to the escorted part of the trip — when two very genuine submarine alerts were reported. Although depth charges were dropped by escorting vessels, it is not certain that any “kills” were credited. It will always be a source of conjecture whether the alerts were caused by the same U-boats which may have accounted for the USS Indianapolis on her ill-fated cruise from Guam to Leyte.

News of Russian entry into the war against Japan, the atomic bomb raids and the V-J-

Day announcement did nothing to make the arrival at San Francisco at 0345 on 15 August any less welcome. Personnel disembarked and ferried to Treasure Island where the balance of that day and all the next were devoted to preparation for leaves.

Papers were issued on 17 July and the bulk of the battalion boarded a special UP Challenger at 0730, arriving in Chicago at 1700 on 20 August.

Meanwhile, the Lend-Leasers, Half-Hitches and Boots were being scattered to the four Philippine winds. Some were permanently assigned to the 35th NCB, others to the 11th, 119th, 3rd Brigade, 3rd Regiment and other units. But the Jap peace

brought the hand-writing on the wall within their vision and they knew it wouldn't be long before they, too, would be traveling Stateside.

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Thus ends the history of the cruise of the 63rd Naval Construction Battalion. Those who have assisted in its preparation have enjoyed their work and trust that their enjoyment will be shared by readers. While they confess to possible sins of omission and commission, it is their hope that the history herein chronicled will serve at least as a refresher of 63rd NCB memories and as a background for many fireside yarns of the future.





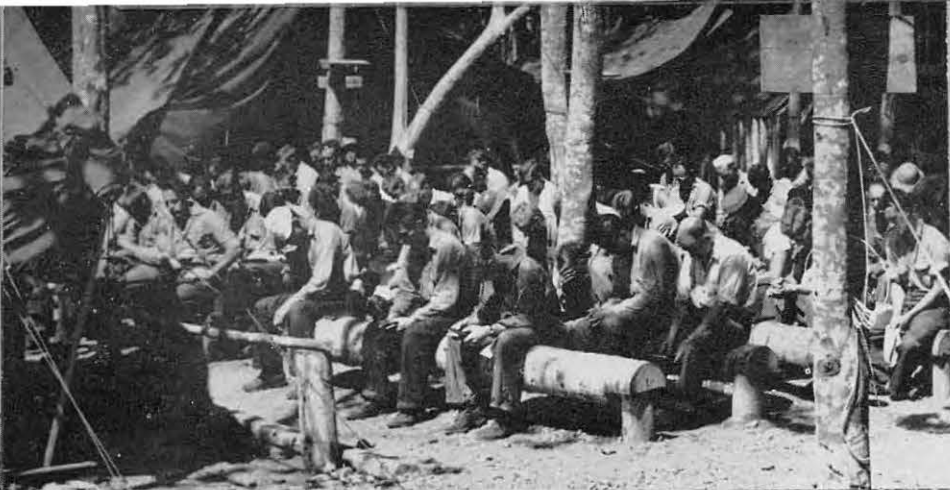
## RELIGION, MORALE & WELFARE

**W**ITH whoops of joy and roars of merriment, vast audiences of Seabees and other troops greeted the infrequent appearances of professional entertainers such as Bob Hope, Jack Benny, their comely feminine companions, and various USO troupes.

But the real task of providing for the spiritual, mental and physical welfare of lonely men fell into more prosaic lines — plain ordinary hard work, sacrifice and planning so that entertainment, comfort and enlightenment was available for all.

All work and no play makes for dull Seabees. With typical willingness to provide for themselves, 63rd men formed impromptu musical units as far back as boot camp at Camp Peary. A battalion news sheet was organized and two smokers held there. In February, Chaplain Amos T. Lundquist re-





ported aboard and started Sunday and mid-week religious services which continued on schedule whether the battalion was in camp, on trains or aboard ship.

At Port Hueneme came the first organized games of softball, volleyball and horseshoes and it was here, also, that men dug into their own pockets to buy instruments for the 63rd NCB Band which showed signs of adolescence. When the battalion sailed it was to the strains of "Anchors Aweigh" played by its own musicians. Daily rehearsals were held on shipboard.

From the very first days on Guadalcanal religious activities were given major attention. Chaplain Lundquist ministered to Protestants regularly. The spiritual needs of Catholic men were attended by Chaplain Redmond of the 1st and 4th Raider Marine Battalions. A more elaborate chapel was erected at the second Guadalcanal camp and progressively better ones at Emirau and Manus under the guidance of Chaplain Joseph W. Lyons who reported aboard in mid-December 1943. From that time the chaplain celebrated daily masses and two on Sundays when the unit was not on the move. Chaplain Lyons also conducted services regularly for Catholic men of neighboring units.

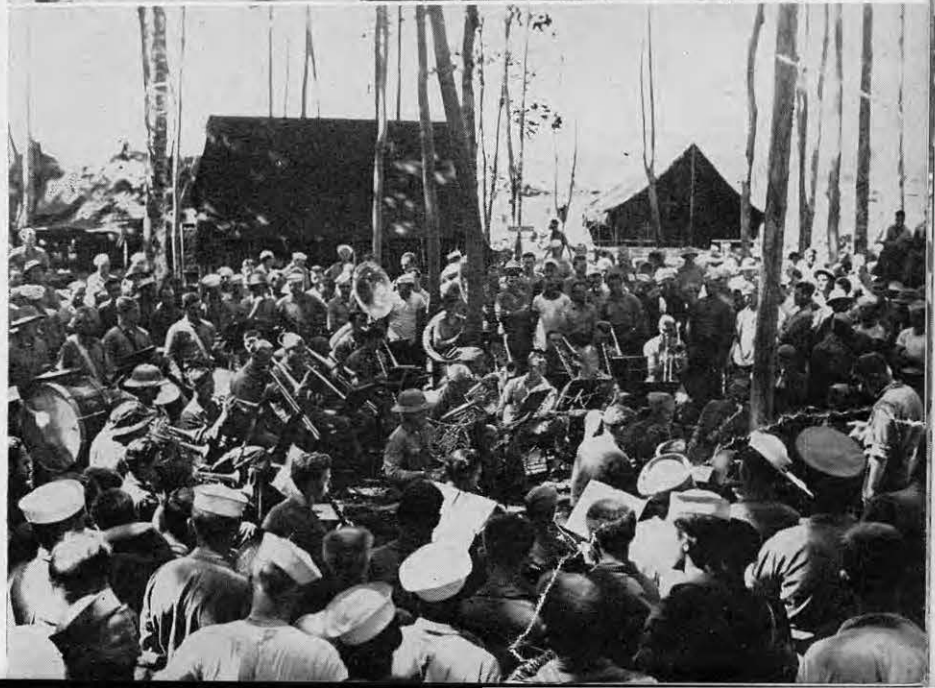
Moving picture theaters were constructed at every camp as soon as possible after arrival — those at Emirau and Manus being commodious and comfortable to a high degree. To many Seabees, too tired to engage in active sports, nightly movies and



the library were the major forms of recreation and diversion. For the more ambitious there was usually a well-rounded program of softball, baseball, basketball, boxing, ping-pong, volleyball and horseshoes. The sports program on Emirau, especially during the period when the battalion was awaiting its move to Manus, was such that every man had an opportunity to take part in the sports of his choice.

Under a well-planned welfare program were included weekly issues of the Coral Sea Barnacle, birthday parties for enlisted men, choirs for both Catholic and Protestant services, special events at Thanksgiving and Christmas and evening classes in algebra, economics, history, English and other subjects with instructors drawn from officer and enlisted personnel. On Manus, educational facilities were exceptional. The battalion amazed Base Education officers by furnishing 60 per cent of the total enrollment in the "College of the Admiralties."

Leisure-time study was encouraged by the Welfare Department in every way. More than 500 men of the battalion were enrolled at one time or another in Armed Forces Institute correspondence or self-teaching courses. It is well known that many men com-





pleted requirements for high school diplomas during their tropical sojourn.

Few 63rd men will ever forget the programs staged at Thanksgiving and Christmas on Guadalcanal by the wealth of musical and entertainment talent within the battalion. Dick Carter wrote and directed skits for the Thanksgiving show which included performances by Scotty Miller and the 63rd band, Nogle, Federico, Cook, Sharp, Leininger, White, Howell, Harris, Kiesel, Littrell, Weigle, Schweitzer, Lessard, and Moen, with the aid of Williams, Jones, Smith, Johnson and Byrne.



The Christmas program, at which Comdr. Highleyman broke the news of the impending trip to New Zealand, was also well received. "Pappy" Kilbride was master of ceremonies, introducing such renowned entertainers as Heffner, Lutz, Weigle, Moen & Carter, Harris, the Quiz Kids (Mullaney, Smith, Tobin, Brewer, Lackner, Rahilly and Hillock); The Bottlenecks (Kiesel, Littrell and Cook); "Elsie" Haverly, and many others who performed at the





Thanksgiving show and at many another impromptu affair at Guadalcanal.

Most of these entertainers had staged several shows at Camp Peary under the direction of Dick Green, working with the guidance of Lt. Roy A. Burgess who acted as welfare officer before a chaplain was available. They became so popular that they staged shows for several other battalions.

The record of entertainments given by 63rd musicians and other entertainers on Guadalcanal is impressive. There were 68 concerts and shows presented between 4 July and the end of the year. The 55,000 attendance figure has been verified by the Army Service Command.

These Seabee bandmen and entertainers, most of them expert tradesmen, worked all day long at their construction jobs. Then, returning to their tents, tired, dirty, and hungry, they ducked under showers, dressed in their best, bolted their chow an "took off" by truck to build morale for their brothers in arms.

The band traveled as far as 15 miles from camp in darkness augmented by clouds of dust arising from primitive roads — knowing that a Nip bombing might catch them before their return. They also knew how hard it would be to "hit the

deck" with the bugle at 0445 in the morning for another day of work. The troupe was known all over Guadalcanal as "The 63rd Band and Garbage Scow Revue." Pappy Kilbride was master of ceremonies.

Seabee ingenuity had conceived a mobile sound trailer equipped with two amplifying horns which folded inboard when not in use. The trailer included storage space for all instruments. Constructed from a salvaged "peep" trailer with a weld here and haywire there, the "garbage scow" sported a sound system fashioned from parts of five other delapidated units purchased or otherwise "procured."

After Christmas, the strain of playing engagements several nights a week — sleep interrupted by the rivalry of performances staged by Washing Machnie Charlie and his Nasty Nips and days of toil under tropical sun — took their toll. Of the original troupe of 32 only 24 remained — the rest transferred from the battalion because of illness and fatigue. The band took a welcome rest when USO shows, movies, and other entertainment penetrated the war zone.

The band was revived on Emirau and Manus, however, and prepared thoroughly for the Stateside beachhead. The 63rd was a better battalion be-



cause of its band and Garbage Scow Revue.

Although boxing shows had been conducted by various units prior to arrival of the 63rd on Guadalcanal, there had been no island tournaments to center competition. Paul Matchuny, former Cincinnati Golden Glove heavyweight champ (1939), with the aid of Ray Palmer, licensed boxing referee, started the wheels moving. A portable boxing ring was constructed and weekly shows were held in different camps.

A tournament was conducted in December 1943 with con-



testants battling for the championship of the South Pacific. Winners were crowned on Christmas night by Comdr. Gene Tunney, former world's heavy-weight champion. Championship medals were donated by such famous moving picture stars as Betty Grable, Alice Faye and Greer Garson.

The 63rd team made a good showing with Wes Pryor, 135-pound San Antonio Hurricane, winning the Guadalcanal championship before losing by a close decision in the finals for the South Pacific title. Harris Rus-sikoff, 126-pound Los Angeles boy, also was eliminated by a close verdict in the finals. Earl Harrington and Wayne Eccles were official timekeepers. Matchuny and Palmer served as referees. The Army Service Command staged weekly boxing shows in a ring built under the supervision of Matchuny and broadcasted the fights over

the island radio transmitter. Boxing was more or less sporadic on Emirau and Manus but a couple of good shows were held at Emirau Bowl, one excellent show on Manus and several in Manila.

Softball was a bell-wether for sports interest during the time of duty on Emirau, Manus and the Philippines. Excellent teams were developed, not only by the battalion as a whole but within companies and departments. Excellent facilities for sports were available at all three bases. On Emirau the battalion team won 19 and lost 14 games against Grade A opposition for an average of .575. The feud with the 27th NCB was historic and drew tremendous crowds. On Manus the opposition was of even higher caliber in many cases but even better results were netted. There, the series with the much-vaunted Base All-Stars, was historic. The 63rd men won the

first three games by shut-outs. All were extra-inning encounters. Night basketball was an innovation on Emirau and considerable interest was taken by many players and fans. There was less competition on Manus but several night games were played.

All in all, men of the 63rd enjoyed exceptional religious, recreational and educational benefits in the South Seas. Much credit for this is due to officers who believed in such activities and to men who were eager to sacrifice their own time to make life a little brighter for others less talented.

No account of welfare activities can be complete, however, without mention of the battalion dance in Auckland, when department funds were expended in good measure in an attempt to repay the generous hospitality extended by friends in Kiwi-land.





## PUBLIC WORKS

**T**HE term Public Works incorporates a multitude of benefits. Public Works is the first department on the job after landing and the last one to secure before sailing. The department includes the Carpenter Shop, the Electrical Shop, the Plumbing Shop, the Paint Shop, and the Metal Shop. There have been times when outsiders looked upon PW as in fact only a WPA, but this attitude has been changed since such a large percentage of personnel have at some time or other been assigned to the department. One of the greatest difficulties experienced by Public Works was the fact that when the greatest number of men was needed the least was available.

Shortly after arriving on Guadalcanal, Lt. Schurrer was made Public Works officer. He immediately proceeded to organize the shops under a central control. There was the old No. 1 enemy, lack of materials and equipment with which to do the job. Lumber was always a critical item. The first job was to construct a camp in the "grove". The Sick Bay had a high priority, due to the many cases of malaria and dysentery encoun-

tered during the first few weeks. The task of getting lumber and screen wire was a tough one but the job was finally done. Following this came the job of getting tents for the various offices, living quarters, Officers' Country, the officers' galley and mess hall, a water system including showers, and walks to keep from losing men in the mud. Bridges were thrown across the streams and a general clean-up program was put into effect.

Warrant Officer "Pop" Brown was added to the officer personnel as the activities of Public Works increased. Screened heads were built, wash pots for mess gear and new water lines laid. Wasseem and Slater begun to plaster the island with Atabrine and Malaria Control signs. Name and number were placed on all jeeps, trucks and heavy equipment. The battalion had no paint and could get none through the proper channels, but the 424th Heavy Bomber





Squadron had some. Just leave such a delicate matter as getting it to the Seabees!

After moving to the new camp near Henderson Field, Warrant Officer Hartmann joined the battalion and was made Public Works officer. Materials were a little easier to obtain and work at once picked up. Camp construction was given more consideration and the result was a much nicer camp than we had at first. A large stage and screen were built at one end of a row of coconut logs and a Chapel at the other. Thus, Public Works contributed to the religious life of the battalion as well as to its entertainment. More and better showers were installed and there was an arrangement made for running ice water. Probably the outstanding achievement of Public Works while on that island was the construction of the "Garbage Scow". Do you remember that one? The department also built the dock for it. The Carpenter and Paint Shops made the targets used on the rifle range at Guadalcanal.

When rumors informed PW that a trip to New Zealand was

in the offing, there was a mad rush for packing boxes and crates. The department reached its stride during these preparations, and worked up to the last minute storing gear left behind and crating that which was taken. All of this had to be repeated immediately after returning from New Zealand for the move to Emirau.

With each move the activities and responsibilities of Public Works became greater. The quality of the work progressed even more rapidly than the quantity. At Emirau Lt. Devon took over the job of running the department and continued to enlarge its operations. The first real chapel was built there and the theater was the best on the island. It was on Emirau that the boys in Public Works made the altar which would do honor to any Church, any place. There was more than craftsmanship put into that job. Many cabinets and other pieces of office furniture were made for the 18th Regiment. Finally came the same old story — more boxes and crates for the move to Manus.

Manus offered the greatest opportunities to Public Works in its history. Materials were easier to get and there was more to do. The problem of getting men was great due to the pressing need for manpower on major projects. Each job seemed to be a rush one, and at times the Carpenter Shop had only light duty men. After cutting all the corners the administration area was completed and living quarters were improved. Walks were built to keep some of the red mud out of the tents. Other specific jobs done by Public Works for the 63rd and other outfits were: The trailer to house and transport the 63rd Band, 2500 loading pallets, 500 bunks, and a lunch wagon mounted on four wheels to provide hot lunches and cold water to working parties who operated at great distances from camp. Maybe it's supposed to be taboo, but why not a mention of the foot lockers for officers and chiefs, suitcases for the other men, to say nothing of picture frames, all primarily from scraps. All these had to be painted and lettered, too. Here every reader should turn to the picture of the 63rd NCB Theatre on Manus, and then remember that 12 Chiefs and one mate made this noble contribution to the welfare and entertainment of the battalion.

Yes, many interesting things were done by men of Public Works. A lot happened in two years and to those who were permanently on duty with PW the overall picture is clear. These men probably knew better than any one else in the battalion that here was a war going on. The highest priority on every base was given to coffins. The order for them was the one order which every one knew would not be changed. Our Public Works department made a lot of them but the real purpose behind all the work of all the departments was to reach the place where no more coffins would be needed.



## WATER SUPPLY & PLUMBING

**O**N one of those occasions when you get out of the wrong side of bed and spend the rest of the day seeking a good argument, you can surely run into a bad one by dropping a line to any member of the water supply and plumbing departments of the 63rd NCB, merely hinting that sanitation or water purity were anything but Grade A-1 at any of the battalion's camps.

If you recall, it was the 63rd corps of "water tenders" which made "aqua pura" available aboard the USS LaSalle en route from the Fijis to Guadalcanal when the ship's distillation apparatus proved inadequate. That was just a minor problem, however, compared to their endeavors in establishing a practice water system amid the frost, mud and misery of Camp Peary's famed Island X after 30 hours of study.

Do you also remember how soon it was that good water was available at the first camp on Guadalcanal? That first well was dug by a clam shell. At 15 feet, the crew hit a stream yielding 18 gallons per minute. Not satisfied, however, the water department constantly sought to improve the quality and quantity of water by stretching long pipelines to rivers where the water was clear and fresh.

Unless you were one of these workmen, perhaps you don't recall all the tribulations of those early days at Guadalcanal; how the shortage of pipe, fittings, pumps, filters and other gear caused headache after headache; how the custodians of lonely water-points spent the long nights in fear of attack by wandering Japs.

Two of the water crew, Allen and DeCamp, were assigned for well drilling with the Army Service Command. The record of the number of shafts sunk with their rotary-hydraulic rig is in Army hands but they drilled plenty of water wells, supervised their casing by Army crews and instructed Army personnel in the "Seabee way" of doing the jobs.

On one occasion when construction projects were handicapped by a gravel shortage, Allen and DeCamp set their rig to drill holes into a gravel hill, sunk six shafts 50 feet deep, loaded each with 600 pounds of TNT and — wham there was gravel enough for all needs.

But to get back to the battalion once more, this time at the new Red Beach camp: Before the sharp-eyed plumbers discovered that they could recover more than 1000 yards of 4-inch Japanese pipe to run a water line to the near-



by river, they coupled into the river line used by a neighboring battalion. It was a makeshift arrangement of necessity, entirely inadequate for the needs of both battalions — especially when the other user closed the 63rd line to insure enough pressure for its commander's private shower. Glory, how the blue smoke rose from the 63rd camp!

Then, even after the strain had been relieved in New Zealand, wreaths of sulphurous smoke could be seen rising from the plumbing shop when it was discovered that a carefully-hoarded stock of tools and fittings had been pilfered during the vacation and that one of the CBMU outfits had tapped the 63rd line to put into operation its up-to-them most elaborate shower on Guadalcanal — all this when the CBMU's brand-new pumps, pipe and fittings were still in their crates.

However, the worst was over. Instead of being forced to set up sea-water distillation apparatus on Emirau which the Intelligence Department had warned was without springs, a single large well furnished plenty of water requiring only chlorination to make it suitable for all requirements. In addition, the crews established water-points at Purple and Blue Beaches and laid pipe lines through previously untrampled jungle to supply water for the 15,000 troops destined to garrison the new base.

On Manus, after expanding sanitary and water supply facilities to a point never before reached at a 63rd camp, the plumbers were called upon to maintain water supply lines laid to all parts of the huge base from a central reservoir and pumping station complete with an aerating fountain, the 63rd crew laid 3000 feet of 6-inch pipe for expanding NAB facilities.

Luxury reared its comely head in the 63rd camp for sure during the Manus tour. There the plumbers utilized their skill to fit out hot-water showers and the ultimate in South Sea sanitary facilities.

So they can all take a bow — every one of the gang from CWO George LaConte, Chiefs Whitehead, Wall and Dallas, on down to the lowest rating. Well done, "happy plumbers!!"

# COMMUNICATIONS

**T**HAT Fiji Island version of the old "finders keepers; losers weepers" game which swallowed up much of the equipment brought from Stateside by the 63rd affected the Communications Department no less than any other upon arrival at Guadalcanal.

The sad fact was that the battalion would have been without a link to the air-raid warning circuit had it not been for the co-operation of the Third Marine Raiders who supplied the OOD's Office with a field telephone set connected to their switchboard. When Washing Machine Charlie made his appearance, men of the 63rd were able to dive for cover as soon as the other cussing victims of Sleep-Shattering Charles and his Moonlight Madcaps.

However, it wasn't long before a 14-line switchboard was acquired from the Naval Operating Base in return for services rendered. This filled the gap until, at the time of the move to the Red Beach camp, a new 50-line magneto switchboard was drawn from the stockpile. From that point the battalion was always linked to important trunk circuits in addition to a close, inter-departmental hookup within the camp area.

A communications crew was soon detached to work for the Army Signal Corps in consolidation and expansion of facilities at the four principal Guadalcanal exchanges. At the same time, bomb damage to lines was repaired and the rotting temporary poles replaced with durable, creosoted stock. Work under the Army was arduous and sometimes hazardous, reaching a peak when swollen rivers forced linesmen to swim their wire across the swift current. Men of the 63rd won commendation from Col. Lee, Signal Corps officer in charge, for their enterprise and efficiency in this work.

The department was much better equipped for the forward movement to Emirau Island and on arrival was able to start immediately replacing the Marine battle telephone network with a permanent, pole-carried system

after establishment of exchanges for the 63rd Battalion and 18th NC Regiment. The work was hard, requiring extensive use of machetes to clear routes through the jungle. Between the hard-biting red ants, scorpions and centipedes infesting the trees which must be climbed to string lines, and the headaches resulting from falling coconuts and palm fronds, the men were accorded an unfriendly welcome by the worst of untraversed jungle. "Them damn red ants was the worst," according to the harrassed linesmen.

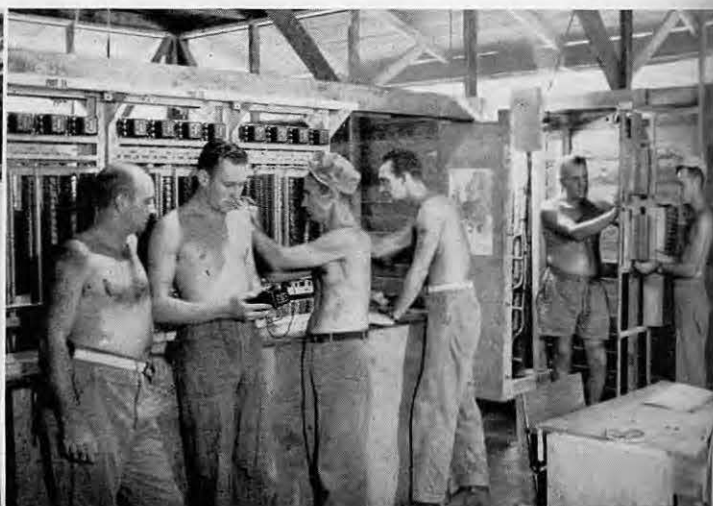
As on Guadalcanal, Army Signal Corps assignments followed completion of Seabee and Naval Base projects, the 63rd being already well recommended for its work on Guadalcanal.

An ingenious cable truck was devised so that ten reels of telephone wire unwound simultaneously as the vehicle progressed. The wires were clustered at 10-foot intervals to form a simple cable. By including extra wires in cases where expansion of facilities was deemed possible, many a newly-arrived garrison unit found itself with no more trouble than to hook its switchboard to a line which had been waiting for some time at the site of the new camp.

Besides helping to establish the main island telephone exchange, men of the 63rd serviced it on a 24-hour schedule until the regular Army maintenance crew arrived.

The department was by no means less busy during the tour of duty on Manus. On arrival a very good intra-camp network system was put into use. The weeks that passed found the battalion with its first dependable sound system giving such morale builders as radio and recorded programs during chow hours.

At Manus, also, the communications crew was given the task of laying submarine cable for the use of the naval base. Telephone men also installed the Lugos Mission Exchange, the second largest on the island. Throughout the Manus period a crew of men was detailed to the Base Communications Department for switchboard and line repair.



# TRANSPORTATION

**I**F the Army moves on its stomach and the Navy in ships, the writers of military adages must certainly amend their work to include the fact that Seabees move on and with heavy equipment. In the words of Admiral Nimitz "the roads to Tokyo were built by bulldozers."

The 63rd Battalion took pride in its equipment — a fact proven by recalling that at the time the unit finished Manus projects, 22 months after departure from the United States, a large percentage of its equipment was of the original issue.

The life span of motorized equipment in the hands of the military is notoriously short. Some waste is justifiable (*c'est la guerre*) but cases where good equipment is ruined after only a few months of non-combatant use appear shameful to true-blue operators and mechanics. Men of the 63rd Transportation Department can take pride in good stewardship.

The department embraces all mobile and mechanized vehicles and equipment, all shops and services for maintenance and all operating and shop personnel. The department may be broken down into six divisions: (1) Vehicle operation (trucks, jeeps, weapon carriers, etc.); (2) vehicle maintenance; (3) heavy equipment operation (tractors, cranes, etc.); (4) heavy equipment maintenance; (5) lubrication; (6) secondary maintenance shops. These latter included welding, blacksmith, cable, and machine shops.

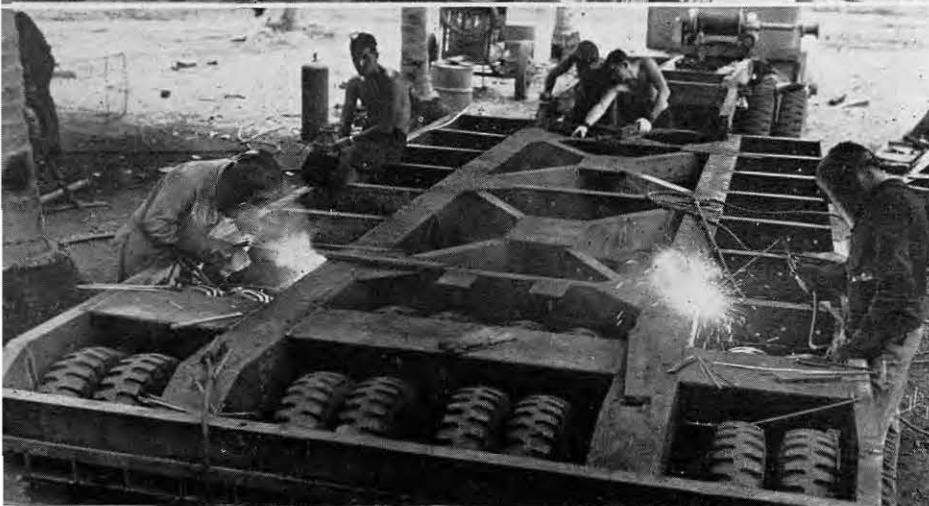
Each division operated as a unit responsible only to the transportation officer. Co-operation between the divisions was maintained to a high degree at all times under the leadership of Lt. (jg) Lovejoy and Warrant Officer Greenshields for the major part of the tour.

The department was responsible for 84 trucks and road vehicles and for their operation. Drivers were instructed to subject their vehicles to hazardous work only when conditions of emergency warranted. For the most part, men were assigned to the same machines to insure consistent operation, to promote a careful attitude and to balance responsibility.

The department's 33 dump

trucks were the real "work-horses" of the battalion. No record is available of the number of yard-miles of earth or coral moved by these vehicles but men of the department estimate the total as upwards of a million. Of the 17 original dump trucks issued, 15 were still in operation when operations ended on Manus. One was traded for another type and one was stolen. Sixteen more dump





trucks were added on Guadalcanal and Emirau.

Of the 11 cargo-type trucks with the battalion on Manus, three were original issue, two were commissioned from Guadalcanal salvage dumps by the exercise of Seabee skill, and six added at later dates. Trucks equipped with winches, some with A-frames and cranes made by battalion workmen, were often pressed into service to do the work of much heavier equipment as witnessed in Tetera Dock and malaria control projects. The 17 weapon carriers were usually assigned to shops and working units. Specialized equipment, such as the home-made diesel tractor lowboy which was capable of handling "cats" and cranes up to 20 tons, was also made in battalion shops. The battalion's 18 jeeps, water truck, grease truck, ambulance, and fuel tanker complete the roster.

This large fleet of vehicles was kept in apple-pie order only by the devoted attention of the department's 20 mechanics. Despite the early handicaps when attention to equipment was handicapped by the lack of tools and total absence of replacement parts, no vehicle was ever out of service for more than a week.

The answer was supplied by

salvage dumps which were the happy hunting grounds of Seabee mechanics determined to keep the wheels turning on those roads to Tokyo. When a tow-truck was desperately needed, these men somehow breathed life into the bleached remnants of some victim of Hill 66 or Bloody Knoll and it emerged from the shop as another piece of 63rd equipment. Yes, and when such "grave robbing" yielded no results there were always shrewd Seabee "hoss traders" to fill the bill in some manner. It boiled down to something like this: "You give us a roll of brake lining and we'll fix your transmission. What, you haven't any brake lining? Well, how about some tie-rod ends, then?"

The battery shop was attached to vehicle maintenance. For months at a time its operators, O'Donahue and DeLong, never saw a new battery. Those in use were constantly failing. They built new batteries from the remnants of old ones and charged them with a device of their own construction.

Heavy equipment, the backbone of Seabee endeavor, on Manus included 19 crawler type tractors, 11 cranes, 15 carry-alls, 7 power graders, 6 air compress-

sors, 2 power rollers, 2 concrete mixers, a rock crusher and numerous powerless devices. If any single machine has modified the nature of warfare it has been the crawler tractor and its companion bulldozer.

At the outset of the department was blessed with a surplus of experienced operators but cursed with a lack of equipment and a surfeit of jobs. Originally there were only three cranes, four caterpillar tractors, one farm tractor, four carryalls and incidental machines including two ditchers. Four tractors and a crane were loaned to the battalion when malaria control was launched on Guadalcanal and other pieces were gradually required. But during the entire tour of duty on Guadalcanal manpower had to be substituted for machines and the most possible hours of work wrung from each piece of equipment.

Always the machines had to fight those two worst enemies of steel — mud and salt water. Working as they did along streams and lagoons, equipment would often become mired despite every precaution. Frequently they were immersed by tides. Then there would be the arduous task of getting them out, removing mud, draining and

flushing housings to prevent salt corrosion of working parts. Operating conditions were hazardous. Injuries to operators and equipment alike were all too frequent. Falling trees took a heavy toll. Often unsound stream banks gave way under the weight of machines with serious damage resulting. Extensive dispersal of equipment all over Guadalcanal considerably complicated the problems of servicing and maintaining machines.

The same problems confronted heavy equipment maintenance mechanics as those which badgered working vehicle crews. They haunted salvage dumps, improvised and invented. When the gasoline starter engine on a D-7 Caterpillar tractor was hopelessly wrecked, they rebuilt the electric starter from a wrecked AC tractor and adapted it to the "cat". A State-side machine shop or perhaps even the Caterpillar Company, would say "it can't be done." It was done, and the tractor functioned every day thereafter. The shop needed an arbor press badly. The men took the cylinder from an abandoned "dozer", a hydraulic jack, some odds and ends from the salvage dump and, presto with help





from other Transportation shops, there was a press with a 60-ton squeeze.

Lubrication of all this equipment was also fraught with many handicaps. The department maintained a grease rack at the transportation center and serviced vehicles and equipment in the field by means of a completely-equipped truck. The department had a policy of lubricating a little more frequently and thoroughly than was recommended by the manufacturer which paid dividends in credit, shared with other departments, for the excellent condition of equipment when it was left behind at Manus. A have-not unit at the outset, the lubrication division evolved into a well-equipped part of the department. It also included tire service.

Too much cannot be said concerning the effective functioning of the various shops attached to the Transportation Department. Welders and blacksmiths made tools to fit the requirements of mechanics, constructed miles of culverting and flumes from de-headed gasoline and fuel drums — even built an oven for the battalion bakers out of a pontoon. Cable men kept the wheels turning during malaria control when light cable, best to be had at that time, kept snapping under the strain of stream and swamp clearance. The machine shop made replacement parts, altered others to fit the jobs, repaired typewriters and other precision equipment. These shops made themselves indispensable to the battalion in innumerable ways.

The history of the Transportation Department has thus been written by the men themselves. The outstanding work record of the 63rd NCB, without doubt, could not have been achieved without the sturdy and dependable service rendered by men who loved to keep machinery running smoothly. They deserved the new equipment provided for the Philippine job.

# SUPPLY AND SHIP'S SERVICE

**L**ONG before the speedy but sloppy sea-slut, the SS. MorMac-Port, shivered, shook, and shoved from her Port Hueneme dock, the 63rd Supply Department was up to its ears in business — the vital business of providing food, drink, clothing — even haircuts and trouser hems — to men of the battalion.

The storekeepers were glad to be summoned from that siege in replacement pool and assigned to the battalion in December 1942. The first supply officer, Ensign, later Lt. William H. Hermes, joined the battalion 15 February 1943, and rapidly organized work in the galley, supply rooms, tool room, and Supply Office. All but two of the supply crew took embarkation leaves at Gulfport.

That little game of hide and go seek, played with fellow travelers at the Fijis affected the Supply Department just about the same as other units of the battalion. The equipment loaded and ear-marked on departure from Hueneme just wasn't there in many cases when Guadalcanal was reached. For one thing, where in thunder did the bakers' oven go?

The gap was plugged by sending bakers over to the 14th NCB camp to work nights getting the "staff of life" ready for the hungry 63rd the next day. Meanwhile, the rest of the bakers went into a huddle with welders around a dock-type pontoon. What emerged was like a dream from Rube Goldberg — an oven made from a pontoon! But, boy, did it work? Ask anyone who ate the bread, cake and pies which were soon turned out. That oven remained in use until the real McCoy was found on Manus. It was the envy of many another unit and the design was copied several times by envious bakers. Yep, and the bakers used bread pans made from 5-gallon tins and dough troughs fabricated from the longitudinal halves of 55-gallon

fuel drums.

For another thing, the hauling of supplies and provisions to that Tetera Beach camp required a round trip of 40 miles and plenty of leg work around the camp but those "three squares" were on the line every day, come rain, shine, or more rain.

The tool room always functioned with efficiency, making every effort to procure, protect and maintain vital small equipment in the best manner possible. The same can be said for the Ship's Store, Clothing and Small Stores and GSK departments in all phases of the battalion's travels in the Pacific.

The tribulations of the commissary department were extensive and varied. The great trouble was that these tribulations were reflected to the men of the battalion only by what was set before them to eat. It was impossible for them to know, for example, that trouble was being experienced with galley equipment; that the reason they were offered so many meals of canned meat, beans, chili and similar concoctions was not because the cooks had a grudge against humanity but because there was no other food available.

Many of the cooks were philosophers enough to realize that a certain percentage of a group of 1000 men would not like the food even if it was procured, prepared and served in the grand manner of the Astorbilt-

Wiltshire but even they were comforted at the sight of the loudest "grippers" stowing away enough food for two men. Say this for the cooks: "They could take it!" They had to!

While on the subject of food, let's pay some tribute to the gang in the electrical and refrigeration departments who kept flowing the electric power so vital to the comfort of men and the preservation of their food.

They provided refinements beyond the ordinary essentials of life in the tropics, too. Whenever possible, tents were lighted and power was available for movies and recreational activi-





ties. Remember the night basketball games, the ice cream freezers, cold beer and "coke," unknown to the ordinary GI Joes who sweated out their ordeal in the tropics. The battalion owes a lot to its electricians and reefer experts.

Also roughly classed with departments rendering service to the battalion as a whole were the Tin Shop and Paint Shop, including those illustrious masters of the sign painters' art, Wasem and Slater. The metal-smiths performed valuable work for all departments; the painters brightened up the interiors of all buildings and decorated our home-made traveling cases; the sign painters built good will and respect for the 63rd in many ways with their bright and amusing handiwork.

The cobbler shop was always busy, half-soling, repairing and returning worn shoes to service. Many a victim of Small Stores where only two sizes, too large and too small, were obtainable, was made the least bit more human-looking by skillful alterations performed in the battalion tailor shop.

Here's a note on that much-

maligned Small Stores set-up:

Seabee: "One pair of dungarees, matey. I'd prefer something too small if you have it."

Storekeeper: "Believe I have just what you want. The waist will be a trifle small but the extra trouser length can be used to piece in the waist. I want you to know that's the last of such a good fit. You're lucky."

Seabee: "Gee, thanks! I sure appreciate that."

A Seabee barbershop was a wonderful place wherever located. Even operating at night in Camp Peary heads, the scuttlebutt ebbed and flowed, with emphasis on the flow. The two original barbers were soon installed in a regular shop, however, but still used their own equipment. The 15-cent price was much more reasonable than any of the men had been paying as civilians so they figured on one a week, little realizing that there were 1100 men of the same notion. Oh, well, the Battalion Welfare Fund really traveled in high gear for a while.

On Guadalcanal, the barbers had GI tools but solid wooden chairs absolutely inadaptable to

the "too longs and too shorts" in the battalion. So Red and Rudy, snatching a jeep seat here and an airplane pilot's seat there, a couple of hydraulic jacks, and with the aid of a ship-fitter, welded up two "ultra-modern" elevating and revolving barber chairs.

While in no sense a division of the Supply or Ship's Service Departments, the quiet and always efficient service rendered to the welfare and morale of the battalion by the Post Office cannot be over-emphasized.

Throughout the life of the battalion, postal clerks, censors and other functionaries of the department worked hard and efficiently, not only to deliver words of encouragement and love from home but also to speed departing letters on their way.

Little can be said of or by the battalion Censor Board. The members of this group had a difficult assignment. They handled it with tact and speed under the direction of Chief Keegan.

To all the men of all these departments can be applied the same expression of Seabee service: "Can Do, Will Do — Did."



## DISBURSING OFFICE

**T**HE disbursing office — you know that place where you went to find out about your pay — the place where one officer and seven men spent so much time trying to figure out a way to gyp you out of some money? It was also the place where so many lost their MAQ — we're sorry, did you hear that one? At the disbursing office any one could freely express opinion as to just how SNAFU things really were. Bet you never heard anything around the D.O. about your right index finger, now did you? But after all, the disbursing office had many experiences much more pleasant than those mentioned and it played a vital part in the activities of the battalion.

About the time the battalion reached Camp Peary, Ensign Glenn E. Whitaker was ordered to duty as the senior Supply officer. He was the only one until February when Ensign William H. Hermes joined the happy family. About this time Chief Juror G. Ingle was assigned to the battalion from replacement, and for a time it looked as though these three would be the entire force. However, when the 65th NCB was broken up there seemed to be more storekeepers than ever could be needed. Almost the entire group of 65th supply corps personnel was transferred to the 63rd when the battalion broke boot.

The first real work came when the accounts were taken up from Central Disbursing Office near the end of February. Before this time the accounts had been

handled on a "production line" basis by CDO. Few will forget the pay day held 28 February 1943. It was paid with Commander Trenholme's money, but Ensign Whitaker was the responsible officer and that \$50,000 didn't look like hay to him. The next day for pay was held at Gulfport and that time the disbursing officer was really worried. He came back from leave with a bad case of mumps with visions of his term at Portsmouth prison swelling as well as other things.

Probably the only time the disbursing office was really important was during the brief stay in Hueneme. With only 60 miles separating the battalion from Hollywood and all it stood for, there were hundreds of requests for special money and you can bet nobody missed a regular pay day. Some of the excuses for asking for the special monies were rich. They ranged

all the way from the old "dead grandmother" plea to the fellow who wanted money because his wife was going to have a baby. When asked when his wife expected the baby he replied, "I don't know, she never will unless I get this money".

When the time came to leave the States the disbursing officer could no longer call on base officers for pay money so the Government found a nice new safe for the 63rd. Ensign Whitaker went to Oxnard and cashed a check for a good portion of a million dollars and then the trouble began. Ensign Whitaker, being single, did not like the yoke of matrimony around his neck, even though it involved only an iron safe, looked around and noticed that hen-pecked look on "Stinky" Davis, so Stinky married that safe! (Who wouldn't get married for that much money?) He should have been able to buy the MorMac-





Port for that amount but it was far from worth it. Down to "upper-between" in old No. 4 went the safe and it wasn't such a swell place to take a bride. From there every man in the battalion received a \$5 pay on 20 May, regardless of the size of the fine he was paying as a result of those binges in Hollywood.

When it became evident that the 63rd was in that Fiji harbor for the duration, the disbursing office attempted to start functioning. There was a little room next to the Ship's Store, 8 x 10, in which the office was set up. Everything was fine for three days when it was decided to move over on the USS. LaSalle, that Palace of the Rich. Of course opening up equipment and records for three days, only to move again was a pleasure reserved for storekeepers only. An added bit of fame engulfed the D.O. boys when they were borrowed by Supply to help count the 18,273 bars of candy (5¢) and 1,471,941 cigarettes which were damaged in changing ships.

For several months the bright spots in the disbursing office were pay days at Cape Esperance; Ed Sennish with his little poultry farm and those delicious dinners made for gala occasions. On one trip the glove box of the jeep was filled with candy and cakes bought at an Army PX. Upon getting back to the office the cash showed a shortage of nearly \$5000. After hours of search it was suggested that the jeep be inspected. The jeep had been turned back to Transportation and was on another trip! When it came back

the glove box was empty as far as candy and cakes were concerned but there was a bundle of crisp new five dollar bills! Aren't some people lucky?

Shortly after returning to Guadalcanal from New Zealand, the Skipper received information from BuPers that Mr. Whitaker was being relieved and a new disbursing officer was on the way. Ensign Storer arrived and although he had a clan of "rebel" storekeepers to put up with he immediately became very popular with them and all other members of the battalion.

Eight more storekeepers joined the battalion on Guadalcanal when Casual Draft 2234 arrived and the D.O. was increased by another member who later was overcome by the rigors of the climate.

The D.O. has done as best it could to be a part of the service function of the 63rd. To all hands it has given pleasant assistance. To this end we trust all hands will always remember that pay days were regular and frequent.





## MEDICAL AND DENTAL

### MEDICAL DEPARTMENT

**W**ORK was the keynote of the 63rd NCB's Medical Department almost from the moment it was organized on 7 December 1942. We all remember those physical examinations, of course, and a good many of us remember the colds, cat fever and assorted other ailments which pestered personnel in those first hectic days. The medics and corpsmen labored late and long with inadequate facilities to treat the ailing. Besides respiratory troubles there were two cases of spinal meningitis.

The department was put to the test again soon after arrival on Guadalcanal when dysentery disabled many men and taxed ward facilities to the utmost before the condition was relieved. Malaria patients were numerous, also, in the first phases of the battalion's overseas history.

Corpsmen became progressively more proficient through courses of study and practice prescribed by the Naval Bureau of Medicine and Surgery. Problems encountered in the treatment of tropical diseases, especially dermatitis and similar infections, were solved as rapidly as possible and the men kept in as good health as possible at all times.

### DENTAL DEPARTMENT

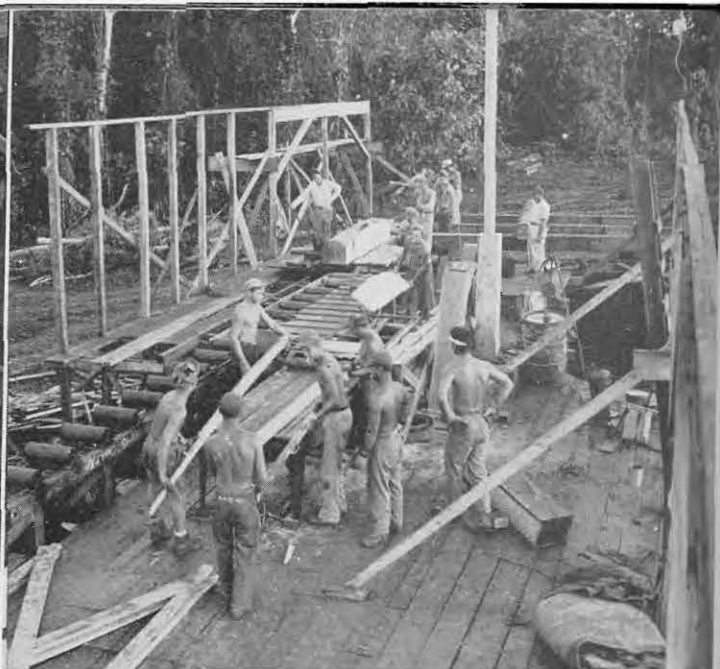
**H**ANDICAPPED by lack of time, the 63rd Dental Department was unable to undertake complete dental rehabilitation of all personnel before embarkation as is the case with general service men. The work was confined

largely to emergencies before the battalion embarked.

When the new dental apparatus was installed on Guadalcanal, however, some restorative work was accomplished while prosthetic cases were referred to other activities possessing laboratory facilities. After commissioning, approximately 200 restorations per month were made and an average of 30 teeth extracted per month.

Treatments for parodontosis and gingivitis were very numerous. Each patient reporting for treatment was instructed in dental and oral hygiene to keep mouth ailments at a minimum.





## SAWMILL

**U**TILIZATION of parts from three old and badly worn sawmills to construct one which could be operated efficiently to mill 400,000 fbm. of lumber in three months, was the accomplishment of rugged Seabee lumbermen of the 63rd Naval Construction Battalion on Emirau Island.

Problems of construction and transportation of the heavy equipment over more than 6 miles of jungle trail were prodigious. Two heavy tractors were required to move the mill over the worst of the route. All timber for setting up the plant was, of necessity, cut and hewn by hand from the jungle. Early stages of operation were hampered by heavy rains which turned roads into quagmires. Trucks required more than an hour each way to transport crews from camp to the mill site.

Situated as it was in the airfield area, the mill processed heavy timber cut during clearing operations for the airstrip, taxiways, and hardstands. When production started in earnest, three weeks after receipt of orders, 90,000 feet of logs were in the yard. More than 150,000 feet of timber was eventually

logged from the strip alone and sawing production averaged approximately 1000 fbm. per hour.

Work progressed in two shifts of six hours each, the mill being shut down for only one day while a new carriage was constructed. The original 48-inch saws were inadequate for the size of the logs being milled in many cases but eventually one 54-inch saw and a 60-inch hardwood saw were procured which speeded operations considerably.

About six weeks before the 63rd NCB moved from Emirau to Manus Island, operation of the mill was taken over by CBMU 502.

Still under the direction of W. O. Hinklin, the mill started operations early in the tour of duty at the next location of the 63rd NCB at Manus. Considerable delay was occasioned at times as the huge saws struck shrapnel or bomb fragments imbedded in the logs. The mill was able to average 10,000 fbm. in an 8-hour day, however. On several occasions at Manus as much as 15,000 fbm. were milled in a single day. The mill produced 966,668 board feet during its operations on Manus.





## PERSONNEL

**T**HE 63rd NCB was commissioned 1 March 1943 with 27 officers and 1082 enlisted personnel. When it departed for overseas duty there were 1059 enlisted men on the muster.

Losses by transfer were partially made up by receipt of 100 men from Casual Draft 2234 at Guadalcanal 14 March 1944 and by 25 men from Casual Draft 2275 who joined the battalion when on Emirau 26 June 1944. On 28 February 1945 when the battalion was ready to leave Manus, enlisted personnel totaled 936.

A survey conducted by the Historical Records Department on Emirau and Manus revealed interesting statistics on men of the battalion. For example, it disclosed that the average age of the 914 men who returned questionnaires was 30.4 years.

Facts gleaned from the survey also revealed that 491 men, or 54 per cent of those who filled out questionnaires were married. Of

that total 307 men, or 62 per cent of the married men were fathers.

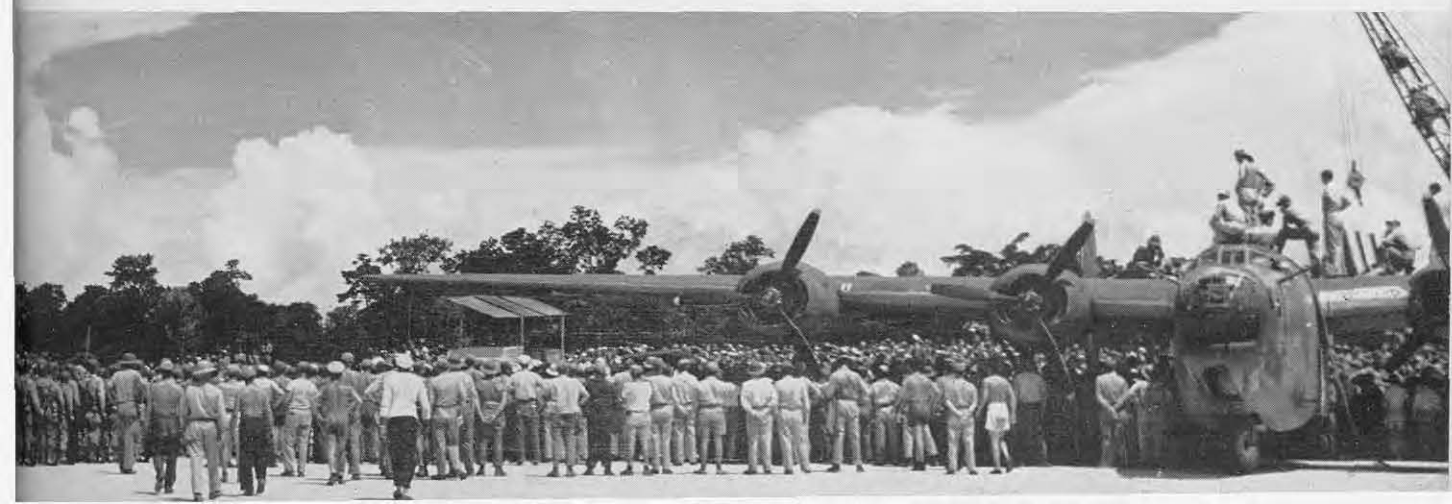
Men who attended high school numbered 385 or 42 per cent. Of the 118 men who attended college (13 per cent), 13 earned college or university degrees.

Twenty men were foreign born and 110, or 12 per cent, had experienced previous military service.

Sixty per cent of the men who returned questionnaires gave Protestant denominations as their religious preferences. Of the remainder, the great majority were Catholics with a sprinkling of Hebrew and other faiths.

Four enlisted men rose to the rank of warrant officer. They are: H. L. Arnold, C. C. Carpenter, W. J. Bashaw and R. W. Hinklin.

These men were transferred to the United States for commission purposes: A. R. Carter, W. C. Harbour, F. W. Michalski, N. A. Wilson.



## ONCE WAS NOT ENOUGH

**N**O history of the 63rd NCB could be complete without reference to members who were veterans of the first World War. This patriotic coterie of men who swore "never again" after the Armistice proved, however, to be like proverbial fire horses: The bell rang and the fight was on!

To those veterans goes much credit for providing the balance so necessary in an organization of this sort, especially in its early days. While Seabee battalions do not profess to be military units in the strictest sense of the word, the previous service and experience of these men was an important factor in the somewhat limited basic training, providing "wheelhorses" at times when confusion threatened.

From the Officer in Charge down, the roster of these officers and men reads like a League of Nations roll call. Besides members of the United States armed forces, our Allies of the past and most recent war are well represented — the latter proving by their service their loyalty to an adopted nation.

Included in the list will be found names of men who distinguished themselves in battle, receiving some of the highest honors their nations had to bestow. Others have answered the Last Roll Call, while on duty with the battalion or after survey. These we salute as the Honored Dead.

An effort has been made to include every veteran of World War I who served with the battalion since its inception. Some have left the unit via survey or transfer and in some cases it may be that important information is lacking. Any such errors or omissions are sincerely regretted.

The list of World War I veterans follows:

Frank J. Highleyman, Commander (CEC) USNR: Service with British Army 1917-'19 in England, France, Italy, India, and Mesopotamia. Holds Victory and British Active Service Medals.

Lieut. W. J. Elliott (CEC) USNR: Destroyer service with U. S. Navy 1917-'20. Holds Victory and Good Conduct Medals.

Chief Warrant Officer James Greenshields: Service with British Royal Engineers 1914-'19. One of the famous "Old Contemptibles," Mr. Greenshields served in Scotland, with the B. E. F. in France and Belgium and was later attached to French and Belgian artillery units. Holds the Mons Star (1914) and the Victory and British Active Service Medals.

Warrant Officer R. W. Brown: U. S. Navy service 1915-'20 in Vera Cruz, China and Japan. Holds Victory, Mexican and Good Conduct Medals.

### ENLISTED MEN (Alphabetical List)

Stark Allen, CEM: U. S. Marine Corps service 1913-'17 in U. S. A., Mexico, Haiti,

and Cuba. U. S. Army 1920-'21 at Ft. Logan. Holds Mexican, Haitian, Cuban and Victory Medals. One son, Lt. (jg) Albert R. Allen is in Naval Service. Another son, Richard B. Allen, served in a Marine Air Section.

Robert Bleier, CEM: U. S. Army service 1914-'21 with China Expeditionary Force and the AEF in France. Holds Silver Star, Purple Heart, two Meritorious Service Citations, Divisional Citation, Victory Medal with four stars and Good Conduct Medal.

Lee Chaney, BM1c: U. S. Navy service afloat 1917-'18. Holds Victory Medal.

Frank Dean, CMM: U. S. Navy service at Great Lakes 1917-'21. Holds Victory and Good Conduct Medals.

L. G. Denny, CCM: U. S. Navy service at Great Lakes, Bremerton Navy Yard and afloat 1917-'20. Holds Victory Medal.

E. B. Doyle, CBM: U. S. Army service at Camp Wood 1918. Holds Victory Medal.

Paul Fallon, CBM: Service with U. S. Merchant Marine afloat, 1917-'18. Holds Victory Medal.

W. E. Flach, CCM: U. S. Navy service at Great Lakes, Philadelphia Navy Yard, England, France and Ireland 1918-'21. Holds Victory, Good Conduct and AEF Medals. Son, W. E. Flach, Jr., served in U. S. Naval Submarine Service.

E. G. Giltner, Sp(M)2c: U. S. Navy service 1917-'19 at Great Lakes and Atlantic Fleet. Original member of Sousa's Navy Band. Present at surrender of German High Seas Fleet, 21 November 1918. Hold Victory and Good Conduct Medals.

C. E. Givenrod, CCM: U. S. Army service 1917-'19 at Jefferson Barracks, Fremont, Calif., Ft. Sill, AEF in France. Holds AEF and Victory Medals. A son, C. C. Givenrod, was a bomber pilot in the USAAF.

Paul F. Henrickson, CCM: U. S. Navy service 1918-'21 at Bremerton Navy Yard and afloat. Holds Victory and Good Conduct Medals.

George V. Hillock, CBM: U. S. Army service 1917-'20 with AEF in France. Holds Victory Medal with three stars and Good Conduct Medal.

Casimer Hoinacke, Ptrlc: U. S. Navy service 1918-'22 at Great Lakes, Newport News and afloat. Holds Victory and Good Conduct Medals. A son, Raymond Hoinacke, served with the Army.

Ira C. Howard, CM2c: U. S. Army service 1918. Held Victory Medal. Died on being evacuated from Guadalcanal.

F. M. Jaskola, MM3c: U. S. Army service 1917-'19 at Ft. Lincoln, Camp Green, AEF in France. Holds Victory and AEF Medals.

Thomas Keegan, CCM: U. S. Navy service 1918-'19 at Newport Naval Station and Boston. Holds Victory Medal.

E. R. Kilbride, CBM: R.O.T.C. 1915-'18.

U. S. Navy 1918-'20 at Great Lakes. Holds Victory and Good Conduct Medals.

V. V. Kimery, SF2c: U. S. Army service 1918-'19 at Ft. Mead. Holds Victory Medal.

C. O. Korstad, SF3c: U. S. Army service 1915-'21 with AEF in France. Holds Purple Heart, Victory Medal and AEF Medal. Son in U. S. Navy, daughter in WAC.

William Kruize, CM1c: Service with French Navy 1917-'18 at sea.

George H. Kugler, MM1c: U. S. Navy service 1917-'21 at Great Lakes and with Atlantic Fleet. Holds Victory and Good Conduct Medals.

Charles A. Lang, SC2c: U. S. Army service 1918-'19 in France. Holds Victory Medal.

John Lucey, GM2c: U. S. Army service 1918-'19 at Camp Devens, Camp Upton, AEF in France. Holds Victory Medal.

John R. McConkey, SF2c: U. S. Army 1916-'19, AEF in France. U. S. Navy service, Cuba. Holds Victory and Good Conduct Medals.

E. P. Malloy, MM2c: N. Y. National Guard service 1917-'18. U. S. Navy 1919-'22 with Asiatic and Atlantic Fleets. Holds Victory Medal.

Thomas Marsden, CSF: U. S. Army service 1917-'20 in Mexico. Holds Mexican and Victory Medals.

R. J. Mullaney, CBM: U. S. Navy service 1918-'21 at Great Lakes and afloat. Holds Victory and Good Conduct Medals.

Russell B. Nichols, MM1c: U. S. Army service 1917-'19 with AEF in France. Holds Purple Heart, Victory and AEF Medals.

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Ferman, Floyd M.	119 14th St., N.E., Mason City, Iowa
Ficarra, Martin M.	2125 N. Damen Ave., Chicago, Ill.
Fisher, Mason E.	13½ West National St., Brazil, Ind.
Flick, Robert J.	3522 St. Charles Pl., Cincinnati, Ohio
Forbes, C. Robb	3505 Weirway St., Weirton, W. Va.
Forney, Woodrow W.	Allen, Okla.
Franks, Lester K.	Shreve, Ohio
Gantos, Abe	6114 Belvidere St., Cleveland, Ohio
Giles, Clyde J.	M.P.T. Co., Duluth, Minn.
Grant, E. G.	520 B. St., Hollister, Calif.
Gravert, Melvin M.	DeWitt, Iowa
Gust, Edison T.	1915 Seward, Detroit, Mich.
Guyette, E.	2800 W. Grand Blvd., Detroit, Mich.
Hackett, Neil K.	1222 E. 39th St., Kansas City, Mo.
Hardin, William T.	8341 S. Rhodes Ave., Chicago, Ill.
Harford, Thomas H.	Elkart, Kansas
Harsbman, Edgar	Route 4., Frankfort, Ind.
Helfrick, Alvin G.	Rural Route 2, Evansville, Ind.
Hellwig, Joseph P.	DeSoto, Mo.
Hillock, George V.	4015 Warnieh, Chicago, Illinois
Holman, E. A.	1430 Spruce St., Minneapolis, Minn.
Horaitis, James T.	613 W. Bruce St., Milwaukee, Wis.
Hosteller, Chester	206 Belden, Le Porte, Ind.
Hrovatin, Joseph	4312 S. Kirkwood Ave., Cudahy, Wis.
Hughes, M. V.	Cameron, Texas
Humble, James J.	Columbia, La.
Ijames, John Gny	Mill Spring, Mo.
Jackels, Robert T.	1522 W. Minnehaha Ave., St. Paul, Minn.
Jahnsen, James T.	2 Duncan Court, Jersey City, N. J.
Jasper, Rinold Matthew	Cazenovia, Wisc.
Jencks, Lee R.	Route 3, Box 468, Battle Creek, Mich.
Jensen, George	1058 N. Damen St., Chicago, Ill.
Joffre, Melvin L.	7777 State Road, Parma, Ohio
Johnson, Earl T.	814 W. Jefferson St., Bloomington, Ill.
Jones, Thomas P.	10527 Churchill, Cleveland, Ohio

Jordan, M. C.	303 N. Washington St., Janesville, Wis.
Judy, G. L.	4910 Paddock Road, Cincinnati, Ohio
Kane, Harold W.	Main Street, Honsatonic, Mass.
Kaplan, Louis	2131 W. 18th St., Kansas City, Mo.
Kasch, Charles B.	Freeport, Ill.
Katosh, Peter A., Jr.	6934 S. Yale Ave., Chicago, Ill.
Keller, Leo A.	Russell, Kansas
Kendricks, Stephen A.	8020 Wolcott St., Chicago, Ill.
Kent, Ivor M.	4446—16th St., Detroit, Mich.
Kerner, L. O.	1005 Main St., Beech Grove, Ind.
Kero, George Wm.	2263 Leslie, Detroit, Mich.
Kiley, John F., Jr.	517 Pleasant St., Pawtucket, R. I.
Kluth, Leroy M.	Frankfort, Ill.
Koppin, Donald B.	12533 Racine Ave., Detroit, Mich.
Kort, Alfred W.	13830 Park Ave., Dolton, Ill.
Koski, Vernie J.	Elm Street, Painesville, Ohio
Krause, John G.	Faith, S. D.
Krot, Adam	Adena, Ohio
Kudia, Charles J.	5324 S. Washtenaw Ave., Chicago, Ill.
Kuklinski, Herbert F.	128 West Ayer St., Ironwood, Mich.
Laird, Searcy	2417 Clinton Ave., Jackson, Miss.
Lambert, W. J.	Box 165, Buda, Ill.
Lampe, M. A.	Route 2, Fowler, Ind.
Lanahan, John Matthew	1054 N. Shore Ave., Chicago, Ill.
Larson, Leon M.	c/o Great Northern Rwy., Superior, Wis.
Lashley, James D.	238 W. 6th St., Jacksonville, Fla.
Lewis, Clarence P.	Mantua, Ohio
Lindstrom, G. L.	915 E. 41st St., Minneapolis, Minn.
Lott, G. E.	135 N. College, Salina, Kansas
Lucas, Peter O.	1552 Olive St., Indianapolis, Ind.
Lude, Stephen M.	1846 N. Richmond St., Chicago, Ill.
MacDonald, M. J.	168 W. Pacemont Rd., Columbus, Ohio
MacLean, John Robert	634 W. 59th St., Chicago, Ill.
Madden, Charles E.	3905 12th St., Des Moines, Iowa
Maggio, Ignazio	Box 128, Whippany, N. J.
Mahanes, Ernest M.	General Delivery, Vinita, Okla.
Mann, James E.	312 Cherry St., Wyandotte, Mich.
Markham, Thomas F.	5350 Morgan St., Chicago, Ill.
Marlatt, G. F.	2837 N.W. 12th, Oklahoma City, Okla.
Martin, Francis P.	Route 7, Evansville, Ind.
Martin, Wilfred E.	9400 Gaylord Ave., Cleveland, Ohio
Mata, Martin C.	359 Johnson St., N.E., Minneapolis, Minn.
Maurer, Richard H.	2908 15th St., Seattle, Wash.
Marx, Leonard	9400 Henley Place, Detroit, Mich.
McBride, Don P.	520 E. Front St., Monroe, Mich.
McCaslin, Ralph S.	Route 1, Box 823, Indianapolis, Ind.
McCormick, Dean K.	169 Chrisman Ave., Ventura, Calif.
McGovern, J. E.	No. Lowell Rd., Methuen, Mass.
Melvin, Jake	Racelond, Ky.
Mesaros, Michael P.	292 Mt. Grove St., Bridgeport, Conn.
Meyer, Albert J.	115 Genesee St., Attica, N. Y.
Michel, Theodore L.	R. D. No. 1, Louisville, Ohio
Midowski, E.	66 S. River St., Thompsonville, Conn.
Mikelonis, Charles	68 Glezen St., Worcester, Mass.
Miller, James W.	R. R. No. 2, Muskegon, Mich.
Mizell, William P.	Route 1, Box 105, Bogalusa, La.
Montgomery, William T.	2923 Glenway Ave., Cincinnati, Ohio
Morningstar, Wayne Mead	3709 Logan Ave., Ft. Wayne, Ind.
Morrison, Robert N.	140 Ford St., Monongah, W. Va.
Moser, F. L.	208 Brigham Rd., Dunkirk, N. Y.
Myers, Earl O.	Eagle, Neb.
Naple, Dominic L.	1214 Belmont Ave., Youngstown, Ohio
Nappen, M. N.	Lankin, N. Dakota
Neese, August H.	Route 1, Huron, Ohio
Norman, James W.	208½ Howard St., Hibbing, Minn.
Nowell, William R.	Clarksville, Texas
Ocker, Reed G.	Seranton, Iowa
O'Connell, Jack	1710 East Ivy Ave., St. Paul, Minn.
O'Connell, Harry O.	Hartford City, Ind.
Olson, Jerome E.	Unity, Wis.

Ondo, Steve A.	421 7th St., Fairport Harbor, O.
Papaik, John	State Game Warden, Hibbing, Minn.
Paquet, Norman W.	292 River Rd., Lincoln, R. I.
Paquette, Norman R.	Riverside, R. I.
Parry, Thomas L.	Route 1, Franklin, Ohio
Peterson, John	1317 W. Grace St., Chicago, Ill.
Person, Kenneth O.	867-55th St., Oakland, Calif.
Peterson, Floyd H.	Route 1, Box 192, Hayward, Wisc.
Peterson, Leonard R.	2215 Hammond Ave., Superior, Wis.
Pettibon, Paul Franklin	329 North 8th St., McAllen, Texas
Petty, Donald L.	Hot Springs, S. Dak.
Pfeiffer, William H.	336 Whittier Pl., Indianapolis, Ind.
Pryor, Wesley C.	118 D. Huff Ave., San Antonio, Texas
Quimby, Lewis E.	Route 1, Warren Ohio
Raetz, Arthur E.	410 Summit St., Lead, S. Dak.
Ramp, William J.	2254 W. 9th St., Marion, Ind.
Rawls, Edgar O.	12613 Woodland Ave., Cleveland, Ohio
Reams, Leslie I.	Mikado, Mich.
Redmond, Douglas	208 Merritt Ave., Syracuse, N. Y.
Reilly, James E.	200 Prospect St., Leavenworth, Kan.
Reilly, John M.	201 South 6th St., Terre Haute, Ind.
Rhoden, Robert C.	1301 Laurel St., Palatka, Fla.
Ricketts, C. M.	1710 W. 4th St., Marion, Ind.
Robb, Forbes C.	3505 Weir Way, Hollidays Cove, W. Va.
Roberts, George D.	Route 3, Clovis, N. M.
Roberts, Jack C.	Jolley, Iowa
Roberts, Ralph L.	Oskaloosa, Iowa
Robertson, John T., Jr.	Murray Route, Graham, Texas
Roland, Leonard	Bottineau, N. Dak.
Rouille, Robert	2 Myrtle Street, Burlington, Vt.
Salyer, Charles M.	Route 1, Burlington, Mich.
Sandrus, C. J.	1118-5th St., S.W., Canton, Ohio
Seavatta, James A.	5520 Wells St., St. Louis, Mo.
Schaeffer, Eugene W.	411-65th St., Houston, Texas
Schmillen, Paul	St. James, Minn.
Schnoebelen, Urban	1306 N. Parkside Ave., Chicago, Ill.
Schreiner, Norbert J.	384 Winslow Ave., St. Paul, Minn.
Scott, Clifford F.	1220-13th St., Bedford, Ind.
Seruggs, Thomas Odell	1096 Eastmoreland Ave., Memphis, Tenn.
Seibert, Keith	Scherville, Indiana
Shepard, Raymond L.	West Groton, Mass.
Shewmaker, D. W.	Cosby, Missouri
Skinner, Kenneth E.	Elm Creek, Neb.
Skinner, Robert E.	
Sloan, William T.	310 N. Delewar St., Indianapolis, Ind.
Sluka, James F.	1945 S. Kedzie Ave., Chicago, Ill.
Smith, Alan F.	20 Courtland St., Lowell, Mass.
Smith, William H., Sr.	
Smith, James G.	
Smith, Russell F.	Marissa, Ill.
Smith, Vernon E.	Leadwood, Ohio
Spetrino, Walter W.	3072 Mayfield Rd., Cleveland Hts., O.
Stadler, Leon L.	723-14-65, F 2/c, Inactive, 8-8-42
Stafford, Donald E.	1002 N. LaSalle St., Indianapolis, Ind.
Staricka, Donald	Swanville, Minn.
Steeves, Harvey G.	Aroostook Ave., Magic City, Maine
Stemper, Joseph E.	526 Indiana Ave., Hammond, Ind.
Stewart, Leonard C.	Fitchburg, Ky.
Stickney, L. H.	140 N. Union St., Aurora, Ill.
Stoppa, Angelo	21 N. Cicero Ave., Chicago, Ill.
Stoner, Walter James	1108 Quinn St., Moberly, Missouri
Stout, Rex P.	1004 Vienna Ave., Niles, Ohio
Stroh, R. V.	2105 W. 21st St., Topeka, Kansas
Sulzbach, Robert F.	1706 Rebecca, Sioux City, Iowa
Surawski, B. S.	41 Chandler St., Lawrence, Mass.
Sutton, Joseph E.	110 Myrtle Ave., Fitchburg, Mass.
Taylor, Norbert V.	242 Colorado Ave., Detroit, Mich.
Thomas, Harry Carl	Danville, Ky.
Thompson, Edwin A.	109 N. Rusk Ave., Viroqua, Wis.
Tremblay, Leon A.	13 Capron St. W., Warwick, R. I.



Tull, Clifford L.	804 S. Chestnut, McPherson, Kan.
Vaudreuil, Norman U.	55 Kenwood Ave., Worcester, Mass.
Von Wald, R. V.	316 Sawyer St., Lead, S. Dakota
Wade, Earl L.	5253 Ann St., Hammond, Ind.
Wakeford, John Dudley	615-37-36, St. 3/c
Wall, James C.	10225 Westnedge Ave., Kalamazoo, Mich.
Wall, Robert B.	90 South 2nd St., Camden, Ohio
Walsh, Joseph E.	811 Elgin St., Jackson, Mich.
West, Harvey M.	Walworth, Wis.
Whitman, Lloyd V.	3912 Grace St., East Chicago, Ind.
Wierzbicki, Frank S.	861 Nagold St., Grand Rapids, Mich.
Wiese, Leonard L.	629 E. Grant St., Appleton, Wis.
Wilamoski, J. A.	625 Madison Ave., Kewanee, Ill.
Wilson, Jack F.	
Woods, Jay H.	610 W. 6th St., Hattiesburg, Miss.
Wright, Harold G.	969 Davis, Akron, Ohio
Wright, Henry B.	Mayfield, Ky.
Yates, L. R.	1436 S. 10th St., St. Louis, Mo.
Zimmermann, George E.	3130 So. 57th St., Milwaukee, Wis.
Zoruba, Walter G.	14138 Thames Ave., Cleveland, Ohio

## COMPANY C

Albers, Robert J.	3272 W. Euclid Ave., Detroit, Mich.
Allen, Hugh H.	814 W. Randolph, Enid, Okla.
Baas, Joseph F.	Box 12, Slidell, La.
Baker, James D.	1309 High St., Ft. Wayne, Ind.
Baker, Melvin J.	1015 Gordon St., New Orleans, La.
Baldwin, Nathan E.	1028 Rector Ave., Hot Springs, Ark.
Beierle, Harold C.	1146 N. 33rd St., Milwaukee, Wis.
Bent, John Douglas	11917 Harvavrd Ave., Cleveland, Ohio
Beran, Edward J.	Box 156-A, Cary, Ill.
Biscoe, William B.	216 Arch St., Verona, Pa.
Bohs, Ervin H.	1622 Walnut St., Toledo, Ohio
Boileau, James H.	Ainsworth, Iowa
Bost, Robert A.	304 S. 15th St., Murphysboro, Ill.
Boyer, Henry A.	1920 Williams Rd., Columbus, Ohio
Broek, William R.	417 So. Future St., Marion, Ill.
Bryant, Will E.	Route 1, Boonville, Ind.
Bueche, Francis A.	423 E. 3rd St., Mishawaka, Ind.
Burdick, Wallace E.	Cross Mills, Charlestown, R. I.
Callahan, Thomas J.	Pleasant St., Concord, N. H.
Campbell, James L.	Box 334, Main P. O., Dearborn, Mich.
Card, Sidney L.	Route 2, Lake Villa, Ill.
Carver, Frank O.	R.F.D. No. 1, Springfield, Ill.
Clepper, Arthur E.	Box 91, Clinton, Iowa
Carpenter, Clifford J.	3239 Washington Ave. N., Minneapolis, Minn.
Clackum, William C.	R. D. No. 5, Box 113, Marietta, Ga.
Clausen, Lawrence H.	2334 Milwaukee Ave., Chicago, Ill.
Cleary, William J.	812 N. 18th St., St. Louis, Mo.
Clifford, Anthony F.	806 Park Ave., Wilmette, Ill.
Clydesdale, William E.	Route 1, LaSalle, Ill.
Coleson, Grant L.	704 Central Ave., Zeeland, Mich.
Collier, James R.	418 W. 3rd St., Lebanon, Mo.
Comeau, Joseph N.	5 Benjamin St., Haverhill, Mass.
Costa, Edward L.	74 Moore St., North Agawam, Mass.
Coy, Arvell D.	Stanley, Ky.
Crook, Robert F.	816 McMillian Ave., Birmingham, Ala.
Crooker, Robert M.	2608 Gratiot Ave., Port Huron, Mich.
Csontos, Julius	2648 E. 89th St., Cleveland, Ohio
Curran, Daniel P.	9024 University Ave., Chicago, Ill.
Daniels, George	Albion, Neb.
Deal, Dwight L.	Northport, Ala.
DeCamp, Merritt H.	Clearwater, Neb.
DeHoff, Kenneth O.	R.D. No. 2, Massillon, Ohio
Depke, Arthur S.	5118 S. Wood St., Chicago, Ill.
D'Hert, Arthur C.	602 Empire Ave., Benton Harbor, Mich.
Di Frangia, Mike V.	440 Delmar Ave., Akron, Ohio
Dimbleby, Roy	2703 Ayers St., Corpus Christi, Tex.
Doekman, George E.	864 S. St. Andrews Pl., Los Angeles, Calif.
Doorlag, Herman H.	133 W. Allegan St., Otsego, Mich.

Duncan, John S.	6638 S. Sangamon St., Chicago, Ill.
Duplechan, Napoleon	Sulphur, La.
Ellis, Harold J.	827 N. Broadway, Green Bay, Wis.
Erisman, Harry M.	569 Coplin, Detroit, Michigan
Etter, Carl R.	Box 2495, Williamson, W. Va.
Feldpausch, Lester	Fowler, Mich.
Fjelde, Joseph E.	320 "E" St. N.E., Brainerd, Minn.
Flach, William Erwin	415 So. Church St., Belleville, Ill.
Flegal, Lester A.	Route 1, Edon, Ohio
Fletcher, William W.	1737 N. 13th St., Paducah, Ky.
Foley, Edward J.	1137 Conty St., Fall River, Mass.
Fowler, Charles B.	507 First St., Shelby, Mich.
Galinete, Peter D.	6384 Oldham, Dearborn, Mich.
Gentry, Cleo H.	838 College Ave., Indianapolis, Ind.
Givenrod, Clifford E.	2747 Washington Ave., Granite City, Ill.
Grady, Joseph J.	3201 Library Ave., Cleveland, (9), Ohio
Gray, Ross O.	R.F.D. No. 2, Box 220, Waco, Texas
Greentree, Herbert	Ashtabula, Ohio
Groschen, Charles M.	Mound, Minn.
Group, Kenneth	Rural Route 1, Springfield, Ohio
Haas, Bernard C.	Beaver Dam, Wis.
Hall, Delmar D.	1524 Jordan St., Shreveport, La.
Hall, Walter C.	Republic, Ohio
Hall, William E.	3807 Central Ave., Nashville, Tenn.
Halverson, Clarence M.	Cook, Minn.
Hammerberg, Edw. H.	Bark River, Mich.
Hanneman, Herman J.	1113 English St., Racine, Wis.
Hansen, Neils K.	12048 Cloverlawn, Detroit, Mich.
Hansen, Otto C.	8258 Ridgeland Ave., Chicago, Ill.
Hargrove, Austin P.	109-37th Ave., Nashville, Tenn.
Harris, William J.	1999 Nokmis Ave., St. Paul, Minn.
Haskell, Joe E.	Route 1, Graecmont, Okla.
Hauber, Charles G.	2623 N. Nordica Ave., Chicago, Ill.
Haverly, Lehr C.	3210 W. Calhoun Blvd., Minneapolis, Minn.
Hayes, Thomas	402 Hutchinson St., Houston, Texas
Hegeman, Joseph O.	1505 Quincy Ave., Racine, Wis.
Herring, Philip C.	Route 1, Montpelier, Vt.
Hines, Chilton E.	523 Southwest Ave., Sioux Falls, S. D.
Hoinacke, Cassimer	2450 N. Hamlin Ave., Chicago, Ill.
Honick, John A.	4934 Harrison St., Pittsburgh, Pa.
Holcomb, Earl V.	136 Scioto Ave., Chillicothe, Ohio
Howard, Ira C.	198 Lincoln Ave., Marion, Ohio
Huff, Lloyd M.	925 Laurel, Des Moines, Iowa
Hutchings, Howard H.	Galena, Kansas
James, Alan C.	19415 Nyack Ct., Cleveland, Ohio
Jean, Herbert J.	11626 Woodward 2, Detroit, Michigan
Jewett, Everett T.	1077 Rex Ave., Flint, Mich.
Jutzi, Clarence L.	5317 So. Maplewood Ave., Chicago, Ill.
Keegan, Thomas L.	7557 Union Ave., Chicago, Ill.
Kilbride, Edward R.	1403 S. 2nd St., Springfield, Ill.
Kimbrough, John B.	Ocoee, Tenn.
Kimery, Victor V.	117 S. 7th St., Vandolia, Ill.
Kinney, Don C.	4219 Elmer Ave., Minneapolis, Minn.
Kinzly, Charles F.	192 Elmwood Ave., Lockport, N. Y.
Kirk, Alton J.	1614 Edmund St., St. Paul, Minn.
Kirk, Willard	Beecher City, Ill.
Konrad, Henry E.	2578 Fenkell, Detroit, Mich.
Koppelo, Walter R.	10023 Holmur Ave., Detroit, Mich.
Kormann, Eugene F.	Island Park, Minn.
Korstad, Carl O.	Wells, Minn.
Koschak, John V.	1212 6th St., Chisholm, Minn.
Lagasse, Geo. R.	76 Tucker St., Saylesville, R. I.
Lamb, John C.	Little Rock, Ark.
Ledoux, Harry C.	117 So. Salcedo St., New Orleans, La.
Longton, Marvin E.	1047 N. Lombard St., Oak Park, Ill.
Lundby, Christian H.	909 W. 6th Ave., Wihiston, N. D.
Lynch, Thomas L.	7924 So. Ashland Ave., Chicago, Ill.
Lysne, V. A.	845 15th St. S.E., Mason City, Iowa
Mahler, Gus Joe	601 So. Jackson, San Angelo, Texas
Mallo, Arthur F.	1442 Fernwood Ave., Toledo, Ohio

McConkey, John R. 907 S.E. 11th St., Des Moines, Iowa  
 McCullough, William B. 210 S. Baker St., Mt. Vernon, Wash.  
 McGowan, Everett J. 239 Highland Ave., Fitchburg, Mass.  
 McKee, Charles L. 415 W. Chalemer Ave., Youngstown, Ohio  
 McManus, Francis T. 97 Pidge Ave., Pawtucket, R. I.  
 McSwiggan, Daniel J. 716 W. Jefferson St., Louisville, Ky.  
 Meekins, William A. 355 Yacht Club Dr., Rocky River, Ohio  
 Miller, Alvin A. 201 Main St., Oxford, Ala.  
 Miller, Cyrus W. Route 2, Hermann, Mo.  
 Miller, James 3251 Washington Blvd., Chicago, Ill.  
 Miller, Stanley W. 311—8th St. N.E., Little Falls, Minn.  
 Molasion, David M. c/o Johns Manville, New Orleans, La.  
 Moore, Otis 1132 Grof St., Indianapolis, Ind.  
 Moritz, Amos L. 1816 Tilden Ave., Norwood, Ohio  
 Mulcahy, Joseph E. 4110 Woodleigh, Houston, Texas  
 Munns, Ralph J. Adrian, Minn.  
 Murray, Howard W. 94 Chitteden Ave., Columbus, Ohio  
 Myers, Everett C. Webster City, Iowa  
 Naus, Emil J. 3043 So. Kostner, Chicago, Ill.  
 Nerhaugen, T. A. 1039 Field Ave., Hammond, Ind.  
 Nichols, Russell B. 777 Seymour Ave., Columbus, Ohio  
 Niemeyer, Virgil H. 34573 Maimai St., St. Louis, Mo.  
 O'Daniell, Elmo L. 1438 Fairview Ave., Rockford, Ill.  
 O'Dell, Ivan L. Route 1, Lyons, Kansas  
 O'Donahue, R. P. 321 Earl St., Eau Claire, Wis.  
 Ortloff, Lester W. Mayer, Minn.  
 Osback, Frank G. 500 S. Plane St., Burlington, Iowa  
 Paisley, Eugene O. 81 W. California Ave., Columbus, Ohio  
 Palazzini, John J. 452 Maple St. S., Holyoke, Mass.  
 Pancake, Lloyd D. Box 8, Georgetown, Ind.  
 Papenfus, Paul A. c/o Mrs. Williams, 6005 Hough St., Cleveland, Ohio  
 Paulson, Darrell B. 1274 Grant St., Lincoln Park, Mich.  
 Pauly, Fred W. Box 214-B, Route 9, Springfield, Mo.  
 Peterson, Evan T. Hopkin, Minn.  
 Phaneuf, Roland N. 118 Boutwell St., Pawtucket, R. I.  
 Phillips, Charles K. 3121 Euclid Hts., Euclid Heights, O.  
 Pillow, Leroy 705 Morrell St., Goose Creek, Texas  
 Poole, Edw. L. Wilson's Mill Rd., South Euclid, Ohio  
 Putnam, Frank 3928 N. 20th St., Milwaukee, Wis.  
 Quehl, Roger G. Butler and Charlton St., St. Paul, Minn.  
 Quinn, Charles R. 2609 Third Ave. S., Minneapolis, Minn.  
 Raines, Howard H. 5330 Blackstone Ave., Chicago, Ill.  
 Rainey, Coral Grant Ford City, Mo.  
 Rainey, Labe B. Box 58, Route 2, Irving, Texas  
 Reiter, Henry L. 2134 N. Bissell St., Chicago, Ill.  
 Revill, Wesley 639 Woodville St., Toledo, Ohio  
 Reynolds, Walter C. 64 Chestnut St., Branford, Conn.  
 Roberts, Earl W. 211 Lyon Blvd., Youngstown, Ohio  
 Robey, Onis S. 305 S. Plum St., Zionsville, Ind.  
 Roessler, George F. Box 128, Trinway, Ohio  
 Roloff, Wm. P., Jr. 2702 S. Cuyler Ave., Berwyn, Ill.  
 Ross, Harrison M., Jr. 1004 W. Market St., Warren, Ohio  
 Russikoff, Harris 8852 Salurn St., Los Angeles, Cal.  
 Sands, Delbert W. 2612 Portland Ave., Minneapolis, Minn.  
 Schlabaugh, Earl L. 121 Manchester, Youngstown, Ohio  
 Schumacher, John H. 3005½ May St., Ft. Worth, Texas  
 Schumacher, William C. 129 N. Washington St., Carpentersville, Ill.  
 Seever, Raymond I. 1213 S. Ash, McPherson, Kansas  
 Sever, George 4433 S. Kedvale Ave., Chicago, Ill.  
 Shafer, Horace Warba, Minn.  
 Shanks, Lowell E. Martinsville, Ill.  
 Sharp, Donald R. R.F.D. 4, Morris, Ill.  
 Shay, Howard R. Box 270, Mantua, Ohio  
 Shearer, Harry M. 38 Willard Ave., Bradford, Pa.  
 Shell, Thomas E. Wolf, Wyoming  
 Shelton, Hubert Owensboro, Ky.  
 Skerry, Clarence L. 72 Eunice Ave., Worcester, Mass.  
 Sklaroff, Morris 378 Central Park West, New York, N. Y.  
 Skorupski, Ray 2962 McPherson, Detroit, Mich.  
 Smith, Arthur V. 827 S. Laclede St., Indianapolis, Ind.

Smith, Donald D.	3221 Iroquois Ave., Flint, Mich.
Smith, George W.	606 Innes St. N.E., Grand Rapids, Mich.
Smith, Henry C.	4419 N. Drake Ave., Chicago, Ill.
Somers, Judson D.	2813 Harrison Rd., Rochester, Mich.
Spates, John J.	5625 42nd, S.W., Seattle, Washington
Speight, Harvey	4338 Drexel Blvd., Chicago, Ill.
Springer, Robert C.	3003 40th Ave., Meridian, Miss.
Sproles, John E.	Box 342, Magnolia, Miss.
Sprunk, Richard C.	3675 Oakman Blvd., Detroit, Mich.
Stahl, Albert L.	646—25th St., Des Moines, Iowa
Steadman, Frederick A.	Route 2, Webberville, Mich.
Stephenson, Lloyd W.	1928 16th St., Racine, Wis.
Stern, James J.	27 Sherman Pl., Morristown, N. J.
Stewart, William L.	506 Bellafontaine, Kansas City, Mo.
Stockman, Frank E.	6915 Bell Gardens Ave., Bell, Calif.
Strader, Eddie Artwood	2345 McCrosky Ave., Knoxville, Tenn.
Strandski, Edw. F.	636 York Ave., Avoca, Pa.
Straka, Edw. J.	4923 McBride Ave., Cleveland, Ohio
Sullivan, Martin A.	1208-A Ohio St., Walkerton, Ind.
Sullivan, William M.	1018 High St., Fall River, Mass.
Surdel, Edw. L.	1457 Avondale Ave., Toledo, Ohio
Susewitz, William A.	14882 Tracey Ave., Detroit, Mich.
Swan, Donald R.	530 W. 43rd St., Chicago, Ill.
Szaszowski, Henry J.	4414 Wabash Ave., Hammond, Ind.
Tanner, William J.	146 Doyle Ave., Providence, R. I.
Taylor, Richard C.	General Delivery, Idabel, Okla.
Teet, Donald M.	New Madrid, Mo.
Tella, Valentine	249 Pratt St., Meriden, Conn.
Tenopir, Donald C.	Western, Neb.
Timms, Richard A.	Route 2, Box 365, Kankakee, Ill.
Tomsic, Frank G.	Sta. HR 5, Box 156, Louisville, Ky.
Torbik, Joseph	2941 So. Loomis St., Chicago, Ill.
Traver, Arthur H.	50180 Ecorse Rd., Belleville, Mich.
Tremper, John H.	Front St., New Richmond, Ohio
Truesdell, Oscar E.	909 Thornton St., Dayton, Ky.
Valentine, R. J.	2312 Lexington Ave., Springfield, Ohio
Vasey, William J.	Pampa, Texas
Veale, Frederick K.	LeMars, Iowa
Vosburg, Truman A.	1325 Ferris St., Lawton, Okla.
Voyles, Bernard P.	1836 N. 15th St., Lafayette, Ind.
Wagner, Louis M.	Elkader, Iowa
Warnock, Horace E.	1401 9th St., Portsmouth, Ohio
Way, Jack S.	1233 7th St., Des Moines, Iowa
Weakley, Charles A.	106 Ford St., Providence, R. I.
Wegman, Edw. R.	Pocahontas, Ill.
Wesch, Frederick C.	North Bend, Neb.
Wesch, Herbert H.	North Bend, Neb.
Whitaker, Leroy C.	4739 Baltimore Ave., Hammond, Ind.
Whitaker, Press (n)	Uluah, Ky.
White, James A.	Thornville, Ohio
White, Virgil L.	617 W. 6th St., Waterloo, Iowa
Whitehead, Eugene S.	2528 Belt Ave., St. Louis, Mo.
Wiley, Ralph E.	1708 W. 80th St., Chicago, Ill.
Williams, M. R.	1009 North 2nd St., Nashville, Tenn.
Williams, Storey D.	2336 Lincoln Ave., Chicago, Ill.
Wing, Seth P.	5 Mt. Washington St., Derry, N. H.
Wood, Melvin C.	Marshall, Ind.
Zwayer, Clarence W.	Route 3, Box 564, Toledo, Ohio

## COMPANY D

Absher, Thomas F.	1505 S. Sharp St., Marshall, Mo.
Arnott, James S.	4 Burdick Ave., Westerly, R. I.
Ashford, Edmund E.	105 N. Pennsylvania, Lansing, Mich.
Baker, Valentine D.	2650 N. Colfax Ave., Minneapolis, Minn.
Adler, Robert E.	Amanda, Ohio
Almquist, Harold C.	Box 4, Morgan City, La.
Anderson, Gustaf	c/o Carl Anderson, Mot. Waff, Pa.
Anderson, C. R.	457 Cerritos Ave., Long Beach, Calif.

Andrews, L. D.	805 W. Faultner St., El Dorado, Ark.
Batko, A. D.	Ghun, Minn.
Beck, George H.	1001 Indiana St., Martins Ferry, O.
Bell, Dale M.	31 Green St., Fairfield, Ohio
Biggerstaff, James A.	Tahoka, Texas
Blanchette, Chas. J.	Sabin Street, Pawtucket, R. I.
Blazek, Raymond J.	802 E. 12th St., Yankton, S. Dak.
Blue, Walter S.	416 Jefferson St., Gary, Ind.
Boersma, Edward	3701 W. 115th St., Blue Island, Ill.
Boucher, Urbain J.	202 Elm St., Biddeford, Maine
Bradley, George H.	6212 Goodridge Ave., St. Louis Park, Minn.
Briere, Maurice J.	78½ Main St., Danielson, Conn.
Broderick, Redmond T.	2221 S. Keeler Ave., Chicago, Ill.
Brown, Ernest E.	R.F.D. 2, Gallipolis, Ohio
Burdine, C. G.	1321 State St., Little Rock, Ark.
Canham, Alfred R.	324 5th St. N., Wahpeton, No. Dak.
Cannon, Harold K.	Route 1, Loogoutee, Ind.
Capparelli, Joseph J.	9338 Manister Ave., Chicago, Ill.
Caputo, Anthony G.	127 Ledge St., Providence, R. I.
Carr, Vincent M.	Martens Ferry, Ohio
Caskey, Louis H.	730 S. 18th St., Louisville, Ky.
Chinelli, John S.	139 S. Cedar St., Niles, Ohio
Connelly, Robert S.	Shelbyville, Ill.
Cooly, Vernon P.	112 N. H St., Oskaloosa, Iowa
Conrad, Dale A.	1031 Wooster Rd. W., Barberton, Ohio
Cope, Elbert Wesley	730 E. 6th St., Alton, Ill.
Cottrell, Truman	504—16th St., Birmingham, Ala.
Courtney, Tom Hall	516 Flint St., Rock Hill, S. Carolina
Couwenhoven, J. J., Jr.	103 Bancroft Dr., Rochester, N. Y.
Crawford, Raymond Aloysius	1909 Newburg Rd., Louisville, Ky.
Crumley, Vernon K.	Route 3, Pendleton, Ind.
Danielson, Rodney L.	515 E. Minnehaha, St. Paul, Minn.
Davito, Peter	622 W. Erie St., Spring Valley, Ill.
Deiters, E. F.	1802 Sycamore, Cincinnati, Ohio
Denger, Kenneth E.	R.F.D. 2, Amherst, Ohio
Dilley, William H.	Oelwein, Iowa
Dispennet, Carl W.	Route 4, Newark, Ohio
Donovan, Leo F.	36 Oak St., Waterville, Maine
Dougherty, Vincent J.	Como Station Rt. 3, St. Paul, Minn.
Driskill, Homer	3905 So. E. 5th St., Des Moines, Iowa
Dunlap, Alfred J.	21101 Kenyon Dr., Maple Heights, O.
Eccles, Wayne W.	1416 S. 7th, Burlington, Iowa
Eklblad, Dayton H.	753 Ashland Ave., St. Paul, Minn.
Ellingboe, George	1741 Portland Ave., Minneapolis, Minn.
Embry, Wm. E., Jr.	622 S. 26th St., Louisville, Ky.
English, David M.	2612 N. Market St., St. Louis, Mo.
Erickson, Einar G.	Route 8, Minneapolis, Minn.
Erwin, Parker D.	134 Roger Ave., Akron, Ohio
Feran, Joseph A.	3558 E. 156th St., Shaker Hts., Ohio
Fisher, Cecil, Jr.	Main St., Basil, Ohio
Fisher, Edward V.	1420 Jefferson St., N.E., Minneapolis, Minn.
Flack, Charles S.	910 Nold Ave., Wooster, Ohio
Foerster, William O.	Cost, Texas
Ford, Chas. R.	125 So. Schuyler, Ottumua, Iowa
Freelin, James N.	1518 So. 61st Ave., Omaha, Neb.
Fuller, Geo. E.	2117 N. Albany Ave., Chicago, Ill.
Galusha, Eldon D.	Dalton, Mass.
George, B. D.	1204 Iram St., Brownwood, Texas
George, James R.	259 Eastwood St., Geneva, Ohio
Gilbert, John	c/o Gilbert Shoe Shop, Abilene, Texas
Giordano, Anthony	Branford, Conn.
Godlewski, Edmund G.	1331 Jefferson St., N.E., Minneapolis, Minn.
Goff, Robert L.	1329 Capitol Ave., Des Moines, Iowa
Gossen, Arthur O.	Rock Rapids, Iowa
Grant, Eamon E.	Winthros Ave., New Haven, Conn.
Grant, Samuel	415 W. Seneca, Nowata, Okla.
Gravell, Donald E.	37 Grover St., Centredale, R. I.
Green, Richard W.	15 Watch St., Rochdale, Mass.
Grenier, Joseph M.	117 Cottage St., Hillsgrove, R. I.
Greenlun, Ronald E.	Anoka R. R. No. 3, Anoka, Minn.

Gress, Don	Washington, Ind.
Gross, George Gustave	446 Kingston Ave., Brooklyn, N. Y.
Grothaus, Leo F.	2914-A Arsenal St., St. Louis, Mo.
Gustafson, Roy Ad.	3708 N. Kedvale Ave., Chicago, Ill.
Halek, Stanley C.	3972 Tyler St., N.E., Minneapolis, Minn.
Hand, O. H.	Kanopolis, Kansas
Harpster, Rex M.	312 12th, N.W., Mason City, Iowa
Harrington, Earl F.	1125 Monroe St., Ottumwa, Iowa
Harris, Samuel T.	5057 Kensington Ave., St. Louis, Mo.
Hattley, Joseph W.	1405 Lenox, Detroit, Mich.
Haven, Dewey N.	Beaver Dam, Ky.
Heffner, James C.	1815½ W. 12th, Little Rock, Ark.
Heinsch, L. J.	3532 Park Ave. So., Minneapolis, Minn.
Henrikson, Paul F.	2540 N. 65th St., Omaha, Neb.
Henry, Leo F.	3635 Lincoln Way, W., South Bend, Ind.
Heppner, Charles J.	3120 Perkins Ave., Cleveland, Ohio
Herrmann, Harold W.	R.R. No. 9, Sta. K. Coll. Hill, Cincinnati, Ohio
Hess, Lawrence W.	Route 1, Covington, Ohio
Hetherington, H. A.	Paris, Ill.
Hickman, Elbert C.	R.F.D. 1, Box 450, Battle Creek, Mich.
Hilder, W. A.	1320 35th St., Galveston, Texas
Hillman, George W.	c/o Earl Grimes, Marlette, Mich.
Holbert, D. D.	109 N. Wilbur Ave., Freeport, Ill.
Holmes, Douglas J.	1953 W. Henderson St., Chicago, Ill.
Howe, Olaf L.	3201 E. 50th St., Minneapolis, Minn.
Huesman, Walter F.	3912 Detroit Ave., Toledo, Ohio
Hughes, Shirley	1317 E. Main St., Muncie, Ind.
Jansa, Frank J.	27 Richards St., Worcester, Mass.
Jaroszewski, Francis M.	Box 95, Mount. Rd., Seymore, Conn.
Jaskola, Frank M.	Waumandee, Wis.
Johnson, Albert P.	1261—3rd St., No., Wisconsin Rapids, Wis.
Johnson, Harold J.	781 E. Orange Ave., St. Paul, Minn.
Johnson, Randolph A.	452 Center St., Winona, Minn.
Johnson, W. L.	1157 N. 13th St., Paducah, Ky.
Justus, Michael P.	2545 N. St. Louis Ave., Chicago, Ill.
Kearns, James M.	Anamosa, Iowa
Kelluckey, Hugh D.	9805 Bessemer Ave., Cleveland, Ohio
Kiesel, Merle Leroy	617 Morton Ave., Aurora, Ill.
Kliethoth, Henry C.	733 11th St., Beloit, Wis.
Knipper, J. W.	Route 3, Box 10, Warren, Ohio
Kozel, Carl J.	2743 Scranton Rd., Cleveland, Ohio
Lach, Frank J.	2107—5th St., N.E., Minneapolis, Minn.
Lanting, George	Route 1, Crown Point, Ind.
Lessner, Edward P.	757 Covington Dr., Detroit, Mich.
Lewis, Kenneth M.	1656 E. Michigan St., Evansville, Ind.
Lindgren, Arvid E.	3511 N. Sheffield Ave., Chicago, Ill.
Lindsey, James L.	626 Scotland Ave., Macomb, Ill.
Lindstrom, Jerome E.	Hamar, No. Dak.
Little, Robert A.	2455 Fairview Ave., Cincinnati, Ohio
Loblein, James V.	4315 Victory Blvd., Travis, S. I., N. Y.
Louis, Steve D.	3410 Augusta St., Flint, Mich.
Lovell, Walter R.	1023—8th Ave., So., St. Cloud, Minn.
Luhman, T. W.	Holbrook, Neb.
MacDonald, Roderick	4139 2nd Blvd., Detroit, Mich.
Maffeo, Robert	8815 Avis Ave., Detroit, Mich.
Malott, William O.	Route 5, Batavia, Ohio
Mangold, Vernon A.	618 3rd Ave. So., St. Paul, Minn.
Marliere, Arthur P.	430 So. Church St., Princeton, Ill.
Marsden, Thomas	4740 N. Karlov Ave., Chicago, Ill.
Mausser, Arthur J.	3707 Baltimore St., Toledo Ohio
Mayo, Edward	70 Crown St., Bridgeport, Conn.
McAllister, H.	1085 Seyburn Ave., Detroit, Mich.
McConnell, Fred G.	755 10th, Nevada, Iowa
McDonald, Gerald W.	1500 W. 33rd, Des Moines, Iowa
McFee, Robert M.	R.F.D. No. 2, Creston, Iowa
McMath, Neil T.	547 Mill St., N.E., Columbia Heights, Minn.
McPhillips, Arthur W.	1358 Dauphin St., Mobile, Ala.
McWhirt, Reubin R.	2227 Roosevelt Ave., Berkeley, Calif.
Merfeld, L. N.	Dougherty, Iowa
Milke, Lloyd J.	1346 "C" Ave., N.E., Cedar Rapids, Iowa

Miller, Frank O.	912 11th St., S.E., Washington, D. C.
Miller, James R.	P.O. Box 165, Lorman, Miss.
Miller, Wilbur F.	3578 Independence Rd., Cleveland, Ohio
Mimmack, James O.	1614 New England Ave., Chicago, Ill.
Moffat, Alexander	433 Plainfield, Providence, R. I.
Moffat, David M.	234 Baker, Providence, R. I.
Moriarty, David P.	4926 Congress St., Chicago, Ill.
Motsinger, Howard L.	Harrisburg, Ill.
Mullaney, Raymond J.	5043 W. Superior St., Chicago, Ill.
Murphy, Edward	1108 N. LaSalle St., Indianapolis, Ind.
Nelson, Carl B.	Apt. 29, Court Apts., Fort Dodge, Iowa
Nichols, Clarence Lee	914 Commerce St., Dallas, Texas
Nordby, Harold E.	530 State Road, Montevideo, Minn.
Nordgren, Elmo R.	69 Bedford St., S.E., Minneapolis, Minn.
Palmer, Perley P.	42090 B, Longview, Wash.
O'Donnell, James M.	5070 Ashley Ave., Detroit, Mich.
Palmer, Raymond	5100 E. Lotus St., St. Louis, Mo.
Pappas, Peter Kit	1582 Hart Ave., Detroit, Mich.
Parker, Moa B.	Wathena, Kansas
Parsons, James E.	44 Pine St., Bar Harbor, Maine
Patten, Joseph R.	5610 Park, Kansas City, Mo.
Paul, Joseph L.	6147 S. Racine Ave., Chicago, Ill.
Perkins, Raymond S.	413 W. Mechanic St., Shelbyville, Ind.
Petrillo, John P.	502 E. 32nd St., Lorain, Ohio
Pikal, Richard J.	325 9th Ave., No., Hopkins, Minn.
Pion, Norman L.	177 Beacon St., Worcester, Mass.
Pohlman, Arthur L.	2704-A Goodfellow Ave., St. Louis, Mo.
Pokopac, George S.	1144 E. 170th St., Cleveland, Ohio
Pollock, Charles A.	Wilsonville, Ill.
Pourcillie, Louis	6712-A Minnesota St., St. Louis, Mo.
Provost, Merrill J.	107 Second St., S.W., Crosby, Minn.
Raatjes, Henry	10920 S. Wabash Ave., Chicago, Ill.
Ranta, Leo Wm.	Box 355, Kinney, Minn.
Rasmussen, Arnold H.	Boelus, Neb.
Raymond, Dominic Joseph	18 Pearl St., Newton, Mass.
Reagan, William B.	Niantic, Conn.
Rempel, Henry C.	Lincoln, Neb.
Rennels, Robert T.	3008 117th, Toledo, Ohio
Reppond, Clifford O.	Marion, La.
Reynolds, Melvin C.	1430 S. Blvd., Rochester, Mich.
Rhode, Leo J.	320-A Collinsville Ave., East St. Louis, Ill.
Richmond, Albert P.	2225 W. Philadelphia, Detroit, Mich.
Roberts, Robt. Norman	1125 Blerrdon Pl., Richmond Heights, Mo.
Robertson, Robt. H.	714 West North St., Mayfield, Ky.
Robertson, Stewart F.	4738 W. Monroe St., Chicago, Ill.
Rollette, Robert C.	Cazenovia, Wis.
Rosendale, Harry Dewey	1914 Alvin St., Toledo, Ohio
Ross, Charles A.	909 Harrison St., Walkerton, Ind.
Ruhland, Francis J.	Detroit, Michigan
Schofield, David H.	R.F.D. 2, Laconia, N. H.
Schwab, John F.	244-12th Ave., N., Minneapolis, Minn.
Seidel, Charles E.	3716 N. Nordiga Ave., Chicago, Ill.
Sergeant, Earl D.	Atkinson, Ill.
Serrell, Grant J.	R.F.D., Rochester, Mich.
Sherman, Chester	788 Charles St., Galion, Ohio
Shimmin, Allen C.	3922 Waburn Ave., Cleveland, Ohio
Shostrom, Russell E.	Dayton, Ohio
Sides, Rudolph	212 E. Harrison, Royal Oak, Mich.
Simon, Claude F.	701 Shotwell St., San Francisco, Cal.
Slates, David L.	662 E. 123rd St., Cleveland, Ohio
Smith, Andrew C.	Idaho City Rd., Boise, Idaho
Smith, Gilbert M.	1201 E. Wilcox, Peoria, Ill.
Smith, James D.	Cottonwood, Minn.
Smith, Joseph R.	962 Moreland Ave., Indianapolis, Ind.
Southard, Frank L.	69 Archer St., Freeport, L. I., N. Y.
Snead, William T.	Coushatta, La.
Sparling, David E.	517 S. Cherokee St., Saylorville, Ill.
Spruytte, Calvin A.	843 Chesterfield, Mt. Clemens, Mich.
Stamp, Martin J.	55 Cranston St., Cranston, R. I.
Stevens, Harold S.	Box 27, Star Route, Brunswick, Maine

Stevenson, Ralph L.	216 4th St., Moorhead, Minn.
Stokes, Henry C.	399 San Diego St., Akron, Ohio
Strattman, Clarence C.	Hollywood, Kansas
Swan, Robert H.	Route 1, Nealsville, N. C.
Swartz, Leonard	1451 So. Avers Ave., Chicago, Ill.
Talbert, Ransom C.	211 W. 3rd St., Hastings, Neb.
Thomas, Cecil O.	Keosauqua, Iowa
Tobin, Walter W.	2016 Schiller Ave., Wilmette, Ill.
Tombaugh, George H.	1425 Collins Ave., Miami Beach, Fla.
Tonyan, Raymond P.	Fox Lake, Ill.
Traver, Charles W.	558 Lincoln Ave., Sangus, Mass.
Tyll, George W.	Route 8, Box 487, Toledo, Ohio
Valentine, Haskell J.	3250 Lime St., Riverside, Calif.
Vaughn, Charles C.	Route 3, Box 8, Huntingburg, Ind.
Wacker, Carl C.	174 East 131st, Cleveland, Ohio
Waiau, Leopold P.	Lihue, Kauai, Territory of Hawaii
Walker, Donald L.	Ivydale, W. Va.
Ward, Homer H.	Neches, Texas
Wareing, Leslie K.	1121 W. 7th Ave., Corsicana, Texas
Wargel, Claude H.	2520 W. Maryland St., Evansville, Ind.
Welshons, Albert H.	Runnells, Iowa
Westphal, Roger W.	Route 1, Box 327, Michigan City, Ind.
Wharton, H. C.	716 E. Townsend St., Milwaukee, Wis.
Wiant, Marshall S.	1230 Carrico Ave., Louisville, Ky.
Williams, Ernest W.	Sunset Hill, Bethel, Conn.
Wilson, Paris N.	Liberty, Mississippi
Zima, Edw. John	5233 S. Wolcott Ave., Chicago, Ill.

## HEADQUARTERS COMPANY

Abbott, Howard L.	514 South 21st St., Paducah, Ky.
Addington, R. P.	2501 N. Calvert St., Baltimore, Md.
Armstrong, Randolph	417 Aurora Ave., St. Paul, Minn.
Augustine, Leonard E.	37 Kermit St., Woonsocket, R. I.
Avallone, Frank, Jr.	1269 N. Rosedale Dr., Dayton, Ohio
Aydelotte, Thomas	Solomon, Kansas
Aylward, Joseph M.	2430 West 15th St., Cleveland, Ohio
Baker, Edward J.	733 No. Stevens St., Springfield, Ill.
Baker, George D.	1271 Osceola Ave., St. Paul, Minn.
Baker, Robt. D.	2574 Cypress Way, Cincinnati, Ohio
Baker, William C., Jr.	122 Halladay Ave., Suffield, Conn.
Barnaek, S. B.	Philadelphia, Tennessee
Barnes, Arthur L.	1292 Kentucky Ave., Akron, Ohio
Beck, Harold	19309 Exeter, Detroit, Mich.
Bell, Donald D.	103 Orlean Ave., S.E., Minneapolis, Minn.
Betlach, Jesse D.	629 N. Grant St., Indianapolis, Ind.
Birch, H. J.	1011 3rd St., Moorehead, Minn.
Bowman, Walter F.	1323 N. Rampart St., New Orleans, La.
Boudoin, V. J.	4103 Hartford, St. Louis, Mo.
Brewer, A. E.	636 Piedmont Dr., Shreveport, La.
Britt, Cecil E.	125 S.E. 30th St., Portland, Oregon
Brittendall, Walter F.	411 West 13th St., Trenton, Mo.
Brummitt, L. D.	General Delivery, Flynn, Texas
Buckner, Jack Morris	737 S. Edith St., Albuquerque, N. M.
Buday, Ludice L.	1823 Church St., Evanston, Ill.
Burlini, Rudolph John	4302 N. Classen Blvd., Oklahoma City, Okla.
Burruss, Chester H.	20 N. Stone St., Lagrange, Ill.
Busch, George Fritz	10337 S. Prairie Ave., Chicago, Ill.
Busho, Edward P.	Box 90, Route 4, Burlington, Wis.
Butt, Frank R.	Providence, R. I.
Calicchia, William E.	62 Sterling Ave., Providence, R. I.
Carter, Alfred G.	729 Raquette St., Nacadoches, Texas
Carter, A. R.	507 Lyons Ave., Jeffersonville, Ind.
Cavender, Maurice W.	5524 Hodiament Ave., St. Louis, Mo.
Chaney, Leo O.	3534 Harding, Detroit, Mich.
Charron, Thomas A.	Route 1, Dugger, Ind.
Clampitt, Curtis S.	Route 1, Winchester, Ky.
Clark, Kenneth P.	Valliant, Okla.
Clarkson, Chaille L.	3022 Columbus, Minneapolis, Minn.
Clauson, Walter N.	1450 21st Ave., San Francisco, Cal.
Cogger, S. M.	



Collins, Boyd W.	130 Lorraine Ave., Neenah, Wis.
Cooper, C. R.	600 26th St., Richmond, Calif.
Cowan, Frank L.	Maverick, Texas
Crager, Richard E.	419 King Ave., Columbus, Ohio
Cregan, Ross W.	956 18th Ave., No., Seattle, Wash.
Cremer, James J.	Route 5, Andalusia, Ala.
Cummings, Irvin C.	5800 Drew Ave., S., Minneapolis, Minn.
Curran, Peter P.	4900 N. Hermitage Ave., Chicago, Ill.
Davis, Orris Ewin, Jr.	c/o Federal Reserve Bank, Nashville, Tenn.
DeGennaro, Dominic J.	43 Anson St., Derby, Conn.
Denenney, Raymond	Fargo, N. D.
Devries, Sid	738 Lynch St., S.W., Grand Rapids, Mich.
Dew, William E.	69 Dewhurst Ave., Bedford, Ohio
Dimattio, Marino	2815 10th S.W., Canton, Ohio
Dorweld, Edward F.	13026 Houston Ave., Detroit, Mich.
Doty, Robyn B.	Route 3, Box 358, Albuquerque, N. M.
Downey, Frank E.	28 Wilkins St., Hudson, Mass.
Dye, Clavin L.	R.R. No. 2, Dam 48, Evansville, Ind.
Ellery, Mark W.	1524 Chippena St., Flint, Mich.
Elliot, G. R.	Beaman, Iowa
Fallon, Paul	4348 Maypole Ave., Chicago, Ill.
Farr, Gaines W.	Wauchula, Fla.
Ferneau, John E.	945 N. Martha, Dearborn, Mich.
Fields, Joseph A.	202 Lobes Ave., Pacific Grove, Calif.
Fink, Frank J.	428 W. Chestnut, Louisville, Ky.
Fischer, C.	D-18 Victory Rd., Ogden, Utah
Forbes, Robert L.	732 Ohio St., Ashland, Ohio
Forrester, Thomas	902 N. Locust St., Mt. Vernon, Ind.
Foster, C. R.	Modesto, Calif.
Franklin, A. N.	1008 15th St., S.W., Birmingham, Ala.
Frevert, Robert E.	17950 Ridgewood Ave., Lansing, Ill.
Frisbie, Karl N.	2362 S.E. 59th Ave., Portland, Ore.
Fruen, Roger A.	1009 S. Cedar Lake Rd., Minneapolis, Minn.
Fulton, Lawrence E.	40 Autumn St., Everett, Mass.
Fussner, John H.	7407 Prairie Ave., Chicago, Ill.
Gaden, T. A.	6418 Mercer St., Houston, Texas
Garland, Richard F.	7701 S. Halsted St., Chicago, Ill.
Gideon, Richard K.	1241 Pennsylvania Ave., Washington, D. C.
Gillette, W. E.	Great Barrington, Mass.
Gilliam, William B.	508 10th St., Ballinger, Texas
Giltner, Ernest G.	2616 N. Haynes Ave., Chicago, Ill.
Grabert, George A.	Postoffice, Mt. Vernon, Ind.
Green, Bryant	Route 3, Fayette, Ala.
Greenlees, William	5120 Maple Lane, Indianapolis, Ind.
Gregory, R. V.	111 Rosegold St., Franklin Square, N. Y.
Grisak, Steve John	R.F.D. No. 2, Cadiz, Ohio
Gross, G. M.	Columbia County, Kinderhook, N. Y.
Grzanka, Walter J.	11508 St. Aubin, Detroit, Mich.
Hagene, W. H.	805 Clinton St., Flint, Mich.
Hak, Gustav J.	3396 E. Hancock, Detroit, Mich.
Harbour, William Clayton	7614 Suffolk Ave., Webster Groves, Mo.
Hardy, Wm. D., Jr.	2870 Black Rock Turnpike, Fairfield, Conn.
Harris, James H.	Fields Ldg., Box 135, California
Hester, Johnson	4207 Calumet, Chicago, Ill.
Hickle, Donald W.	1814 S. High St., Columbus, Ohio
Hindes, Carroll C.	420 S. Downing St., Denver 9, Col.
Hinman, Maurice C.	182 Berlin St., Montpelier, Vt.
Hitcheock, Ed.	3121 St. Elmo Ave., Chattanooga, Tenn.
Holmberg, Ralph E.	118 E. Water St., Decorah, Iowa
Hunkapillar, William A.	Ft. Smith, Arkansas
Hutt, Charles L.	2024 1st Ave., Perry, Iowa
Ingle, J. G.	603 So. Hoskins Ave., Charlotte, N. C.
Jackson, G. G.	Route 3, Wake Forest, N. C.
Jones, Richard H.	Natural Dam, Ark.
Jones, F. F.	6115 Broadway, Indianapolis, Ind.
Kempf, Orville J.	Route No. 12, Box 185, Kirkwood, Mo.
Kiefer, George W.	Lewiston, Minn.
Kleier, Raymond	2351 Dorma Ave., Louisville, Ky.
Klimowich, Andrew S.	2127 Page Blvd., Springfield, Mass.
Kutehai, Jacob H.	4343 Leslie, Detroit, Mich.

Kuiper, Clarence H.	527 W. Magnolia St., Compton, Calif.
Lackner, Herman H.	Winnetka, Ill.
Lane, Robert Goodloe	Route No. 3, Murfreesboro, Tenn.
Lang, Charles A.	2910 Glenn Ave., Sioux City, Iowa
Littrell, T. D.	Anniston, Mo.
Lyon, Harold L.	Independence, Iowa
Lyon, Howard W.	Independence, Iowa
Martin, John F.	
Martin, W. S.	151 Somers St., Brooklyn, N. Y.
Matchuny, Paul J.	323 Elm St., Newport, Ky.
McCright, Boyd	328 City Hall, Cincinnati, Ohio
McKandles, E. G.	Pottsville, Texas
McKnight, S. D.	500 Thompson St., Marion, Ohio
McWilliams, Earl D.	1307 Cedar Hill Ave., Dallas, Texas
Merrick, Harold C.	2746 Amelia St., New Orleans, La.
Michalski, Frank Walter	1615 S. Highland Ave., Berwyn, Ill.
Middleton, M. M.	Ackley, Iowa
Mitchell, A. B.	Compton, Calif.
Mock, Thomas Althens	424 Walnut Court, Jacksonville, Fla.
Myers, Emmett Roy	Route No. 3, Box 176, Ft. Smith, Ark.
New, Sam Douglas	4801 Kessler Rd., Fort Worth, Texas
Newman, Fred B.	306 Vivelle Ave., Nashville, Tenn.
Novak, Joseph J.	15722 Myrtle Ave., Harvey, Ill.
O'Neill, J. J.	3727 Oriole Ave., Chicago, Ill.
Paluszewski, John L.	1615 Castle Ave., Cleveland, Ohio
Perrin, J. R.	230 S. 6th St., West Bend, Wis.
Perzanowski, Leonard F.	1828 N. Paulina St., Chicago, Ill.
Peterson, Albert L.	4529 S. 9th St., Tacoma, Wash.
Phythian, Fred S.	1844 Palmercroft Way, N.W., Phoenix, Ariz.
Pumnea, Forrest D.	903 Poplar St., Helena, Mont.
Ragland, John G., Jr.	Martinsville, Va.
Rahilly, John J.	623 Grand Ave., St. Paul, Minn.
Ralston, Whit	665 Philip, Detroit, Mich.
Ramos, Edward	1050 S. Grandview St., Los Angeles, Cal.
Rautenkranz, R. E.	Huntington, Ind.
Renfrow, Lonnie A.	223 S. 30th St., Louisville, Ky.
Richards, Jeffery J.	Route 1, Box 106-A, Compti, La.
Robinson, Karl L.	307 W. Spring St., Anna, Ill.
Rudolph, C. B.	Dixon, Ill.
Sampson, Leo	Put-in-Bay, Ohio
Sayre, Charles E.	Pomeroy, Ohio
Schaad, Martin H.	Columbus Grove, Ohio
Schmidt, Lester R.	704 So. White St., Mount Pleasant, Iowa
Scott, John H.	4273 Neosho Ave., Venice, Calif.
Shaffer, Herman A.	Paducah, Ky.
Sennish, Edward J.	4481 W. 174th St., Cleveland, Ohio
Shepherd, Claud H.	Box 1074, Sullivan City, Texas
Short, Guy R.	P.O. Box 150, Vernon, Texas
Siciliano, Angelo M.	278 Clinton Ave., Albany, N. Y.
Simerly, Joe G.	1243 Anthony St., McKinney, Texas
Slaughter, Lloyd E.	3030 Telegraph Ave., Oakland, Calif.
Smith, John J.	229 W. Spencer St., Philadelphia, Pa.
Smith, W. C.	Route 1, Hillman, Minn.
Smith, W. C.	Route 1, Montezuma, Tenn.
Spletter, Leon W.	1626 E. John St., Appleton, Wis.
Sprouse, Fred H.	Route 1, Wellsville, Ohio
Square, Ell, Jr.	Route 1, Box 344, Shreveport, La.
Stanek, Edward A.	354 E. Elm St., Conshohocken, Pa.
Steed, William E.	Pickwick Hotel, Kansas City, Mo.
Steffens, Lawrence J.	7353 Gayola Pl., Maplewood, Mo.
Stephens, W. E.	1512 N. Penn. Indianapolis, Ind.
Storm, Aldie H.	35 Riverside Dr., Battle Creek, Mich.
Stortroen, Walter C.	Snohomish, Wash.
Steinfeld, Max	494 East 141st St., Bronx, N. Y.
Stevens, James P.	1885 Titus Ave., Rochester, N. Y.
Studna, Louis	3727 Forest, Kansas City, Mo.
Sullivan, Henry T.	406 S. Highland St., Arlington, Va.
Terry, A. J.	Pikeville, Tenn.
Terry, Robert E. Lee	1000 N. Eighth St., Waco, Texas
Thornton, J. M.	1452 E. Madison, Des Moines, Iowa

Trent, T. M.	Box 125, Appomattox, Va.
Twadell, B. O.	6243 McCommas Ave., Dallas, Texas
Uthe, Forest W.	Weatherly, Mo.
Viles, Grayson E.	1045 Campbell St., Kansas City, Mo.
Vogel, Alvin	Pringhar, Iowa
Wallett, A. R.	718 Euclid Ave., Santa Monica, Calif.
Wasem, Roy G.	3940 Lafayette St., St. Louis, Mo.
Washington, Miles S.	966 N. 46th St., Philadelphia, Pa.
Weaver, William	Route 4, Box 179, Coushatta, La.
Webb, Judson H.	290 6th St., Barberton, Ohio
Weber, John L.	Pomeroy, Iowa
Werkema, Clarence G.	1032 Baxter St. S.E., Grand Rapids, Mich.
Willard, Dan C.	107 Redington St., Swampscott, Mass.
Williams, Drebb B.	8311 W. Jefferson, Detroit, Mich.
Williams, Melvin	
Williams, Stanford A.	615 South 7th St., Tacoma, Wash.
Williams, Wayne C.	Hillman, Minn.
Wisenburg, E. P.	4221 Midvale, Seattle, Wash.
Worrell, Herbert R.	9 Hall Ave., Yakima, Wash.
Wright, Morris R.	356 Keasby St., Salem, N. J.
Zdvorak, LeRoy	1242 Pennsylvania Ave., University City, Mo.

## ROSTER OF MANUS REPLACEMENTS

Addington, R. P.	514 S. 21st St., Paducah, Ky.
Albright, F. E.	Route 1, Montevallo, Ala.
Andreson, W. I.	109 East Chamberlain, Dixon, Ill.
Aquilar, Antonio M.	Route 1, Box 796-B, Tucson, Ariz.
Arhlen, R. O.	1100 Merrill Ave., Fontana, Calif.
Annueller, J. T.	5360 W. Fondulac Ave., Milwaukee, Wis.
Austin, J. A., Jr.	410 E. Short St., Independence, Mo.
Bailey, O. J.	97 W. Steubenville, Cambridge, O.
Barnwell, E. W.	Crab Orchard, Tenn.
Beay, R.	1926 N. Second St., Milwaukee, Wis.
Beck, C. A.	115 W. Elliot St., Paris, Ill.
Beck, W. L.	10933 Rossiter St., Detroit (24), Mich.
Beckey, W. E.	114 Brobst St., Shillington, Pa.
Biggs, L. J.	Marlington, W. Va.
Birley, W. C.	5209 Florence Ave., Baltimore 15, Md.
Bledsoe, C. W.	Route 2, Hillsborow, Tex.
Bonanno, T.	102-30-87th Ave., Richmond Hill, N. Y.
Bounds, W. B.	Cotton Valley, La.
Bowes, R.	115 Burhans Ave., Yonkers, N. Y.
Bowman, L.	412 Stanley St., North Tonawanda, N. Y.
Boyles, L. J.	Route 5, Philippi, W. Va.
Broek, R. F., Jr.	1550 Cruft St., Indianapolis, Ind.
Brainard, R. L.	113 N. Hinkley Ave., Rockford, Ill.
Brooks, J. P.	1035 N. Second St., Watertown, Wis.
Brown, C. A., Jr.	1432 West Erie, Chicago, Ill.
Brown, E. E.	214 Virginia Ave., Corpus Christi, Tex.
Brown, Norman A.	Route 2, Napoleon, O.
Brown, W. A.	315 Bell Ave., LaGrange, Ill.
Buford, H. M.	1458 Duval St., Mobile, Ala.
Buker, C. F.	14516 Strachmore Ave., Cleveland, O.
Burchard, J. E.	Route 1, Melber, Ky.
Butler, R. L., Jr.	86 Second St., Wadesboro, N. C.
Carlisle, H. C.	Buell Postoffice, Buell, Va.
Cassidy, R. L.	210½ Cavin St., Lidonier, Ind.
Charette, R. A.	251 America St., Fall River, Mass.
Charneski, E.	Route 1, Stevens Point, Wis.
Choate, J. O.	General Delivery, Monroe, Tenn.
Collova, G. J.	1539 N. 35th St., Milwaukee, Wis.
Cowan, W. E.	3836 N. Bataan St., Apt. 12, Portland 3, Oregon
Cox, W. L.	154 Brumley St., Concord, N. C.
Crist, R. D.	Route 1, Blissfield, Mich.
Cryer, M. R.	Box 149, Dimmitt, Tex.
Cutshaw, J. A.	403 Cherry Lane, Frankfort, Ky.
Davis, E. L.	Liberty, S. C.
Davis, J.	Box 289, Olla, La.
Dawdy, R. E.	2738 Altura, LaCrescenta, Calif.
Dawson, W. A.	16201 Evergreen, East Detroit, Mich.
Dayvolt, T. H.	Route 3, New Greenriver Rd., Evansville, Ind.
deForest, T. L., Jr.	2295 Delaware Dr., Cleveland, O.
Dexter, K. S.	Lohrville, Wis.
DeWoody, E. L.	2434-28th St., Santa Monica, Calif.
Dickens, J. E.	Hse Route, Canon City, Colo.
Dietrich, W. M.	115 N. Mushogee, Claremore, Okla.
Dothage, O. L.	217 S. Indiana, Kansas City, Mo.
Dungan, W. C.	Route 7, Humboldt, Tenn.
Edwards, M. E.	Route 1, Mendenhall, Miss.
Ellis, G. W.	Route 2, Goodell, Mich.
Elmore, A. G.	153 Dover St., Ferndale, Mich.
Erhart, T. J.	Kalida, Ohio
Erickson, C. P.	Box 436, Issaquah, Wash.
Fagan, W. J.	62 Stevens St., New Haven, Conn.
Farnquist, D. P.	801 Sibley St., Litchfield, Minn.
Farrell, J. V.	15410 Birwood Ave., Detroit, Mich.
Finley, W. H.	4600 Custer, Box 6, Brookfield, Ill.
Fletcher, L. L.	3119 Marigold, Ft. Worth, Tex.
Fortman, T. A.	Route 1, Ft. Jennings, O.
Freese, E. W.	Winfield, Mo.
Fuller, Dan, Jr.	1301 A. Avenue, Lawton, Okla.

Geoghegan, J. G.	Route 3, Cynthiana, Ky.
Gerlick, W. D.	457 N. Smith St., St. Paul, Minn.
Gleeson, L. J.	2517 W. Broadway, Spokane, Wash.
Gonzales, Antonio	Mountainair, N. M.
Goodman, H. F.	224 East 13th St., Richmond, Va.
Gregory, L. H.	Black Mountain, N. C.
Griffen, R. A.	953 North Orlando, Los Angeles, Calif.
Griffin, J. F., Jr.	1761—42nd St., S., St. Petersburg, Fla.
Grutzkuhn, G. A.	137 W. 54th St., Bayonne, N. J.
Hansen, L. J.	Route 3, Whitewater, Wis.
Helms, C. A.	Route 1, Lincolnton, N. C.
Henderson, O. J.	916 N. Sylvania, Ft. Worth, Tex.
Hennessey, W. J.	159 Charles St., Bridgeport, Conn.
Henson, R. W.	321 W. High St., Piqua, Ohio
Herbert, L. R.	753 Henry St., Marion, O.
Herendeen, J. E.	625 First St., Proctor, Minn.
Hodge, G. W.	Ivanhoe, Va.
Hoffman, V. J.	121 W. Robinson St., Jackson, Mich.
Holland, L. H.	Route 1, Box 350-A, Norfolk, Va.
Hoover, L. J.	Route 1, Dowagiac, Mich.
House, W. H.	706 Filmore St., Taft, Calif.
Jacobson, A.	1550 Boulevard, New Haven, Conn.
Jenkin, C. G.	1913 N. Second St., Clinton, Iowa
Johnson, D. S.	526 Ninth Ave. E., Duluth 5, Minn.
Johnson, J. J.	5659—14th St., Detroit, Mich.
Jones, O. H.	Sidney, Mont.
Joyce, B. H.	619 Division St., Jeannette, Pa.
Kilian, J. S.	35 Kent St., Newark, N. J.
Koch, A. O.	2430 N. Lawrence, Philadelphia, Pa.
Lahn, P.	1303 E. Carey St., Philadelphia, Pa.
Lavery, J. E.	124—17th Ave., Newark 3, N. J.
Lynn, M. R.	1854 Losantiville, Cincinnati, O.
McBride, M. P.	Box 87, S. International Falls, Minn.
McConnell, T. E.	4021 Leonidas St., New Orleans, La.
McGee, J. H.	5436 Euclid Ave., St. Louis, Mo.
McKenna, F. T.	Route 1, Dallas, Pa.
Madden, J. S.	Route 2, Milton, W. Va.
Maine, I. P.	453 Hanover St., Manchester, N. H.
Mapes, H. N.	Alturas, Calif.
Markheim, S.	Old Bridge, N. J.
McRae, J. W.	507 Wilcox St., Marion, S. C.
Mihlbauer, A. C.	1204 S. Kolin Ave., Chicago, Ill.
Mills, C. H., Jr.	Box 282, Lisbon, Iowa
Moore, F. N.	The Plains, Va.
Morris, J. E.	1440 South 89th St., West Allis, Wis.
Myers, R. G.	815½ Washington St., Allentown, Pa.
Nutter, R. L.	108 N. 10th Ave., Marshalltown, Iowa
O'Donnell, R. J.	Box 129, N. Caribou Rd., Fort Fairfield, Maine
Owens, E. H.	918 East 6th St., N., Newton, Iowa
Palmer, T. E.	Highland St., New Albany, Miss.
Phillips, J. A.	1215 N.W. 18th St., Oklahoma City, Okla.
Pond, L. I.	Route 4, Minneapolis, Minn.
Price, R. S.	Route 2, Kirklint, Ind.
Ramey, D. J.	Box 272, Scappoose, Ore.
Randall, A. G.	Box 1235, Route 2, Camas, Wash.
Rawski, J. J.	387 Zion St., Hartford, Conn.
Regan, E. F.	99 Bigelow St., Binghamton, N. Y.
Reynolds, J. F.	Mt. Gilead St., Troy, N. C.
Roberts, W. G.	General Delivery, Crown King, Ariz.
Sawina, E. J.	54 Arch St., Meriden, Conn.
Schwartz, H. R.	116 E. Lexington Ave., High Point, N. C.
Shaw, D. E.	175 Watson Circle, S.E., Atlanta, Ga.
Singer, R. F.	2118 Beechwood, Portsmouth, Ohio
Smith, P. S.	615 East Windsor St., York, Pa.
Socalski, C. S.	2360 Finley, Detroit, Mich.
Soop, C. G.	4114 Fourth St., Detroit, Mich.
Stephens, H. R., Jr.	Route 1, Raleigh, N. C.
Summers, M. C.	Route 1, Shelbyville, Ill.
Watkins, J. H.	Box 174, Royse City, Texas

9-4-93  
New Sands  
P.O. Box 52  
Balsam Lake WI  
54810  
Reed Ocker, Redmond Rd  
Columbus Ohio 43228

Ken Singer  
Ohio Co. D.

## 12th Annual Seabee Reunion

Des Moines, Iowa

Sept. 5, 6, &amp; 7, 1959

Greetings from 1959 Committee

Greetings from Paul's Tape Recorder from boys in California

Remembrance of deceased

History Books are 2.00; new 1960 committee to put this in their first letter

Nominations for 1960 Reunion: Bud Connelly, Decatur; Mangold, St. Paul; Bollinger, St. Louis  
St. Paul 42; Decatur 29; St. Louis 12

It was made a motion by Matchuny and seconded by Mulaney that Mangold was to pick his  
co-chairmen and committee.

It was verified by vote that the women would have an equal vote to the location  
of each reunion.

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1949	Chicago	52
1950	St. Louis	99
1951	Cleveland	88
1952	Louisville	67
1953	Chicago	77
1954	Evansville	74
1955	Youngstown	69
1956	Detroit	75
1957	Indianapolis	68
1958	Louisville	55
1959	Des Moines	72

S. D. Louis  
1417 James St.  
Flint, Mich.

Harold Lyon  
c/o County Engr.  
Tipton, Iowa

V. A. Lysne  
845 15th S.E.  
Mason City, Iowa

John R. McConkey  
907 S.E. 11th  
Des Moines, Iowa

Fred G. McConnel  
1018 K Ave.  
Nevača, Iowa

Roderick McDonald  
4139 Second Blvd.  
Detroit, Mich.

W. G. McDonald  
400 1st Ave. S.W.  
Pocahontas, Iowa

Chas. Madden  
3905 12th  
Des Moines, Iowa

Robert Maffeo  
30640 Glenmore  
Farmington, Mich.

V. A. Mangold  
1147 Dodd Road  
St. Paul, Minn.

Tom Marsden  
5824 Forest Ave.  
Des Moines, Iowa

Paul Matchuny  
6108 Estelle Ct.  
Louisville 13, Ky.

A. A. Miller  
223 Central Ave.  
Oxford, Ala.

Raymond J. Mullaney  
5043 Superior St.  
Chicago 44, Ill.

August H. Neese  
2419 E. Perkins Ave.  
Sandusky, Ohio

Carl B. Nelson  
720 12th Ave. N.  
Fort Dodge, Iowa

Al Nordgren  
Milan, Minn.

D. T. Oberender  
115 S. 5th St.  
Adel, Iowa

Reed Ocker  
1421 9th Ave. S.  
Fort Dodge, Iowa

Ivan L. Odell  
321 N. Elm  
McPherson, Kan.

James O'Donnell  
6880 Estrella Ave.  
San Diego, 20, Calif.

Moa B. Parker  
2319 N. 18th  
St. Joseph, Mo.

Arnold Rasmussen  
Box 333A Rfd 2  
Grand Island, Nebr.

John M. Reilly  
1723 S. 26th St.  
Terra Haute, Ind.

Henry Rempel  
Jansen, Nebr.

Jack C. Roberts  
Jolley, Iowa

Stewart Robertson  
35 E. Washington  
Lombard, Ill.

Paul Schmillen  
1075 2nd Ave. S.  
St. James, Minn.

D. W. Shewmaker  
Cosby, Mo.

Russell Shostrum  
Dayton, Iowa

Ralph L. Stevenson  
106 Spruce Place  
Minneapolis, Minn.

Walter J. Stoner  
P.O. Box 465  
Moberly, Mo.

Everett L. Stottlemeyer  
3705 Sloan Ave.  
Anderson, Ind.

D. M. Teet  
940 Mott  
New Madrid, Mo.

Donald C. Tenopir  
Crete, Nebr.

J. M. Thornton  
1452 E. Madison  
Des Moines, Iowa

Frank Tomsic  
Cherry St.  
Caiveri City, Ky.

Jack S. Way  
2204 S.W. McKinley  
Des Moines, Iowa

Fred C. Wesch  
North Bend, Nebr.

Leonard Whitten  
401 Park St.  
Coon Rapids, Iowa

A. D. Wright  
Oakland, Iowa

1960 ST. PAUL  
See you there

SEND ALL CHANGES OF  
ADDRESS TO:  
L. H. Clausen  
2932 Belden Ave.  
Chicago, Ill.

THIS IS CONTINUATION FROM SHEET ON FRONT PAGE

OF ATTENDANCE AT DES MOINES - 1959

TOP OF PAGE WAS INCLUDED IN THE PRICE OF THE PREVIOUS EDITION



## Summary of the 12th Annual 63rd Seabee Reunion

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The 1959 63rd Seabee, 12th Annual Reunion was held at the Savery Hotel, Des Moines, Iowa September 5, 6, 7th. The dates of the Reunion seem unimportant by the early arrivals. It does make a good vacation.

In asking for the Reunion to come to Des Moines, the Committee felt that the potential for "new blood" should be great. Thanks to a lot of people, our convictions were confirmed. In all, 72 registered with 3 more just stopping by to visit. There were 25 who attended a reunion for the first time. It is to be sure that we will have a few more regular attenders.

The ball started rolling with the arrival of A.A. Miller on Wednesday, September 3rd. By Thursday there were 16 mates and ladies present. Friday the number grew, and that evening approximately 30 attended a dinner at one of the local supper clubs. After dinner we returned to the hotel and gathered in the hospitality suite to enjoy fellowship and greet arrivals until 2:30 a.m.

Officially the Reunion started Saturday Morning at 9:00 a.m. with the opening of the hospitality suite and the starting of Registration. The arrivals were somewhat slow Saturday Morning, but as the day progressed the tempo of the arrivals increased to the point that there were 67 by evening. It was day of good fellowship and renewing old acquaintances, as there were so many attending the Reunion for the first time.

Saturday Evening we enjoyed a delicious family style chicken dinner. After dinner a group of western style square dancers performed several dances for us, and during intermission persuaded several of our number to join them. Our favorite, "Paul", provided us with some of his splendid entertainment, "The Man from Outer Space". Even the Twins were crowding to the door to see his wonderful act. Largely thru the efforts of Jim Lindsey, the "Midwest Band of the Year", Don Hoy and his Orchestra, was secured for our pleasure. Dancing was from 9:30 to 1:30 a.m. and many felt that the evening was too short. Pictures of the entertainers and all of the tables were taken during the dinner hour; and a collection was taken to send flowers to Ferne Hayward who is in the VA Hospital at Cincinnati, Ohio. A card was also sent with our best wishes for his recovery.

It was the feeling of the Committee that Sunday should be kept open during the day, to attend Church and visit the local places of interest. Therefore, no group events were scheduled until the dinner dance on Sunday evening.

After the dinner Sunday Evening, the Business Meeting was held. Bud Connelly nominated Decatur, Illinois for 1960; Mangold nominated St. Paul; and Bollinger nominated St. Louis. The winning ways of the midwest was evident as the campaign by Mangold paid off, and St. Paul was chosen as the 1960 City. Mullaney nominated Mangold as Chairman, and was officially voted. Before the voting for the 1960 City, the question came up whether or not the ladies were entitled to vote. It was voted that the ladies will have an equal vote, and so they helped to choose our 1960 City.

Both Saturday and Sunday Evenings our guests were introduced so that all might become acquainted with them. The dance started at 8:30 Sunday Night, again with Don Hoy and his Orchestra; and it was official this time that the evening wasn't long enough, as a collection was taken up just before midnight to get the orchestra to stay for another hour. Even the Twins thought the music was so good that a few came to join us during the evening. Johnnie Cam acted as host for our visitors. Two of those joining us were the oldest twins at the National Twin Association being held at the Savery during our stay, being 84 years young.

Receipts and Disbursements for 1959 (12) Reunion, Des Moines, Iowa

	Receipts	Disbursements
Received from Paul Matchuny 1958 Chairman	76.77	
67 Registrations		
5 Registrations last day	2715.00	
Donations sent in		
A. F. Clifford	10.00	
Don Tenipor	2.00	
E. Sargemt	1.00	
Collection for orch. to stay late Sun.	105.00	
	<u>2909.77</u>	
Post Office 2500 stamped envelopes		99.00
Printing 1st. letter and returns on envelopes		26.80
Printing 2nd 3rd letters and programs		33.75
Lee Pen Co.		22.18
Park Studio, pictures		166.70
Phone calls, PP, etc.		26.40
Stencils, envelopes and postage for pictures		20.40
Don Hoy Orchestra		300.00
Orchestra 1 hr. overtime sun. nite		70.00
129 Sat nite dinners		524.00
4 children dinners		8.16
102 Sun nite dinners		357.00
Whiskey etc.		149.78
Mix & beer		216.24
Bartenders		62.10
Tip to bartenders		30.00
P.A. Sun nite		21.00
L. H. Clausen Recording Sec.		50.00
		<u>2433.11</u>
Turned over to V. A. Mangold 1960 Chairman		426.66
		<u>2909.77</u>

Committee  
 Vernon Cooley  
 James Lindsey  
 Fred McConnel

*Vernon Cooley*  
 Chairman

Tip on food was included in the price of the dinners

Even though we were up late Sunday night, departure started early Monday morning, and by the middle of the afternoon the hotel was almost deserted.  
 We, the 1959 Committee wish to thank all who attended to make the Reunion a success, and wish to thank all who helped in any way, and especially Knobby who was standing by to help at all times.

The 1959 Committee,

Vernon Cooley  
 James Lindsey  
 Fred McConnell

