

# 46<sup>th</sup> Naval Construction Battalion

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*Historical  
Information*



*“Construimus, Batuimus”  
“We Build, We Fight”*



NCTC - Davisville  
 ABD - Hueneme  
 Ready Date - 12 Jan'43  
 Left ABD - 4 Feb'43 (left U.S. 3 Feb'43 - arrived Bevy 26 Mar'43 - 17th Reg.  
 Destination - ~~Lien-#1~~ New-Guinea, Finschhafen, Manus report for Apr'44)  
 Los Negros

LOG

- 12-17-42 - 46th CB to leave Davisville on 23 Dec'42 for Hueneme. (Budocks ltr to Supers dtd 17 Dec.)  
 2- 4-43 - Embarked and departed Bevy-Fold.  
 5-11-43 - The 46th CB is at Guadalcanal (Cub 2). (ComNavBasesSoPac area to ComSoPac sec. ltr dtd 5-11-43)  
 2- 1-44 - 1 Jan'44 report of 46th CB - arrived New Guinea 5 Jan'44, reporting to the 17th Reg.  
 2-18-44 - 1 Jan'44 report of the 17th Reg. - the 46th CB arrived Finschhafen area 6 Jan'44.  
 3-10-44 - 46th CB expected to move forward sometime in April'44. (Jan'44 monthly report)  
 4- 7-44 - 1 Mar'44 report of 46th CB - all jobs except pontoon assembly secured on 26 Feb'44 for movement.  
 5-17-44 - 46th CB is at Manus. (AES 5/16/44)  
 6- 7-44 - 1 Apr'44 report of 17th Reg. - 50 men and 3 officers of the 46th CB arrived with 1st Echelon of 17th Reg. 2 Mar'44 at Manus. Balance of Reg. arrived 9 Mar, 13 Mar and 30 Mar'44. Relief urgently requested.  
 6-14-44 - 1 May'44 report of 46th CB - operating at Los Negros Is.

46th C.B.

- 6-22-44 - 1 May'44 report of 46th CB - landed at Hyane Harbor with NABU #9 under enemy fire 2 Mar'44. Operated with 40th and 78th CBs on Momote Airstrip.  
 6-26-44 - 46th CB is located at Los Negros as of 31 May'44. (Comservfor7flt Sec. ltr A-2 over Ser. BP 001407 to Dirpaddock dtd 8 Jun'44)  
 8-23-44 - According to Com7flt 4th end. to 17th Reg. report for Jun'44 the 46th CB upon completion of assignment in Manus area will be returned to Comsopac area for their disposal. Comsopac will determine whether the 46th CB is to be returned to U.S. or not.  
 8-25-44 - 46th CB located at Manus. Following data of SoPac as of 1 Jul'44:  
     Arrived Guadalcanal Mar'43  
     " Finschhafen Jan'44  
     " Manus Mar'44  
 8-29-44 - Date of scheduled return to U.S. of 46th CB changed to 1 Oct'44. (Com7flt Sec. disp. 210103 NCR 951 to Cincpac dtd 21 Aug'44)  
 9-30-44 - 1 Sep'44 report of 17th Reg. - All present work assignments of the 46th CB will be completed before the end of August. Three drafts of replacements have been received by this batt - 51 men joined the batt on Aug'43, 98 in Sep'43, and 222 in Apr'44. A period of rehabilitation and rest in the States for this batt is recommended.  
 10- 3-44 - 1 Sep'44 report of 46th CB - operating at Manus. 4th end. by Comservfor7flt states that the batts presently attached to the 4th Brig. are to return to the SoPac command upon completion of the present assignment in the Admiralty Is.  
 10-24-44 - 46th CB is located at Los Negros - to be returned to SoPac about 1 Oct'44. Under the 17th Reg. (Comservfor7flt monthly report for Aug'44 to Budocks Ser. EP001515 Secret dtd 12 Sep'44).

46th C.B.

- 10-31-44 - 1 Sep'44 report of the 17th Reg. = 46th CB has been overseas 19 months without leave.
- Mar'43 - Arrived Guadalcanal  
22 Nov'43 - Left " "  
6 Dec'43 - Arrived Milne Bay  
5 Jan'44 - Arrived Finschafen  
2,9,30 Mar'44 - Arrived Los Negros.
- 11-1-44 - 46th CB detached from the 17th Reg. and ordered to report to the 4th Brg. for duty. (4th Brg. conf. ltr P16-4/00/MM over Ser. C-00016 over RET/rb to CinC 46th CB dtd 11 Oct'44).
- 11-8-44 - 46th CB was located at Los Negros during Sep. It is estimated that the 46th CB can be released on 15 Nov'44 to return to the SoPac area. (Comserfor7flt Sec. ltr A9-4 over Ser BP-001882 to Budocks dtd 12 Oct'44 monthly report for Sep'44)
- 11-21-44 - 1 Sep'44 report of 46th CB - located at Manus. Report endorsed by 17th Reg.
- 11-29-44 - 46th CB is located at Manus. (Comserv7flt Sec Disp to CNO 150133 NCR 18921 dtd 24 Nov'44)
- 12-15-44 - 1 Oct'44 report of 46th CB - End. by Comserfor7flt states that the 46th will return to SoPac area upon completion of duty in the Admiralties. Report endorsed by 17th Reg.
- 12-28-44 - The 46th CB is located at Los Negros and Manus and preparing to return to the Sopac area early in Nov'44. (Comserfor7flt Sec. report for Oct'44 dtd 20 Nov'44).
- 1-12-45 - CNB Manus requested to order the 44th, 46th and 57th CB's to proceed and report to Noumea and to the 17th Reg. for staging. Request that this entire movement be expedited. (Comsopac Sec. disp to Com7flt and CNB Manus 080326 dtd 8 Jan'45).

46th CB

- 1-13-45 - 46th CB is in the 4th Brigade and is located at Los Negros and Manus; preparing to return to the Sopac area early in Dec'44. (Comserfor7flt Sec report for Nov'44 dtd 15 Dec'44)
- 1-22-45 - 1 Nov'44 report of the 46th CB - located at Manus. Report endorsed by the 4th Brg. Batt has been overseas 21 months.
- 1-30-45 -- Steps will be taken to obtain one regular and one special batt from the West Coast to permit the return of the 44th, 46th and 57th CB's for rehabilitation. (Cincpoa Sec. disp to Comsopac 180059 dtd 18 Jan'45).
- 1-30-45 -- Orders which assigned the 44th, 46th and 57th CB's to the 17th Reg. modified as follows: CNB Manus requested to transfer the 46th and 57th CB's to the U.S. direct. Any men who departed U.S. subsequent 31 Jan'44 to be assigned to 17th Reg. for further assignment. (Comsopac Sec. Disp to 44th CB, CNB Manus and CinC 17th Reg 220544 dtd 22 Jan'45).
- 2-13-45 -- The 46th CB ordered detached from Manus to proceed to the U.S. (NB Manus Sec. ltr Ser. 00244 dtd 31 Jan'45 to CinC 46th CB).
- 2-21-45 -- The 46th CB consisting of 25 officers and 971 men arrived Parks 18 Feb'45 from overseas. (Parks TWX 192226 Feb'45 to Bupers).
- 3-5-45 -- Parks directed to inactivate the 46th CB upon their return from rehabilitation leave. Personnel will be used to form new units and as replacements for Comservpac (Bupers conf. ltr Pers-2122D-CEC/lm to Parks dtd 1 Mar'45).
- 4-12-45 - 1 Feb'45 report of the 46th CB - Was detached from NB Manus on 31 Jan'45.
- 5-12-45 - The 46th CB inactivated 8 May'45. (Parks TWX 092246 May'45 to Bupers)

INACTIVATED

ON BOARD

<u>DATE</u>	<u>OFFICERS</u>	<u>MEN</u>	<u>AUTHORITY</u>
1 Jun'44	28	1049	MoR
1 Aug'44	33		R
1 Sep'44	27	1053	MoR
1 Oct'44	27	1051	Comserfor7flt Rep. for Sep'44
1 Nov'44	33	1023	MoR
1 Dec'44	32	1002	MoR
1 Jan'45	31	984	MoR
1 Feb'45	25	971	MoR
1 Mar'45		971	BNP625
1 Apr'45		964	BNP625
1 May'45		68	BNP625

46th Construction Battalion (INACTIVATED)

46th C. B.

REF ID: A66985  
**DECLASSIFIED**

<u>Date</u>	<u>Organization</u>	<u>Location</u>	<u>Reference</u>	<u>Notes</u>
5/31/44	-	Admiralty Is. Lae Negubo	-	Left U.S. Feb. 1943.
7/25	-	DOTI - manus	Comserfor7flt sec. act. disp	
7/26	-	manus	110844 July. Com 7th flt sec disp. 200215	Date release manus Sept 1.
9/18	-	manus	July. Com 7th flt sec disp. 210103	Date release manus revised - Oct 1.
11/25	-	manus	Aug. Comserfor7flt sec act disp. no 150133.	
1/9	-	(Noumea)	Comlobac sec disp 080326 Jan	Request processed jag team to Noumea - 17th Regt.
1/23	-	(NB)	Comlobac sec. disp. 220544 Jan	modify 080326. Manus transfer directly US, except those leaving rd after 31 Jan - these to go to 17th regt at epic.

11/1 on C.B. Page 2

Date	Organization	Location	Reference	Notes
2/2	-	Banks	Burfocks memo 24 Feb 1945.	Returned re 2/18/45. Gen. ready date 6/1 no assignment
3/15	-	"	Burfocks memo 3/9.	Returned re 2/14. Being activated.

Aug report shows Inactivated

# **LOG of the 46th Seabees . . .**

You'll never forget your outfit—but memories sometimes get dusty. What better means of bringing back the gloss than this pictorial and chronological record of your tour of duty? From boot camp to the South and Southwest Pacific islands. From there back home. Those 28 months—October, 1942, through February, 1945—are compressed within this

Log which, in keeping with the "condition red" under which  
much of our work was done, we have named

**"THE ANXIETY"**

### CALL TO DUTY . . .

Officers and men, who later were to compose the Forty-sixth U. S. Naval Construction Battalion, got the call to active service 23 October, 1942. They had been waiting for it since their enlistment the preceding summer and fall—volunteers for a newly organized branch of the service, one whose initials were to become a byword, a symbol of rugged, combat-construction stiffs—The Seabees!

By late evening long troop trains were worming across the Central Southern States, converging on Camp Endicott, the Naval Construction Battalion Training Center at Davisville, Rhode Island.

### G'BYE TO BOOT . . .

Less than a month later, 18 November, 1942, came the end of "boot training," remember? A dress parade, presentation of colors, rigid attention, the snappy step to brisk music—cause enough for spines to tingle in members of this builder-fighter group.

It marked the end of the burdens of a "boot"—leggings were cast aside, and with them went the morning shout, "Hit the deck!" by a leather-lunged MAA; that GI haircut; endless lines

for clothing, allotments and insurance, and shots for all the ills and ailments that befall mankind. But perhaps the least-mourned loss was that torture rack—the million-mile march. Even now, just the mention of it starts leg muscles to twitching and corns to throbbing. Happiest realization of all, perhaps, was that now in advanced training there would be liberty at night!

Upon moving from "boot" area this group at last achieved identity as a unit, to be known and honored henceforth as the Forty-sixth Battalion. The program broadened. Long days were spent afield in Commando drills, judo, and use of firearms. There were endless lectures on tactics, irksome, perhaps, but soon to prove so valuable. The days were busy. Liberty night, with its escape from routine, found few hands still aboard.

### HUENEME NEXT . . .

All night, 23 December, 1942, trains of Pullman cars slipped from Camp Endicott sidings. In the pre-dawn lights the last echelon of the Forty-Sixth Battalion was loaded and headed for "destination unknown." The battalion evacuated with a complement of one thousand thirty-one officers and men.

We were on our way at last. This, plus the recent separation from our families and thoughts of spending Christmas Day aboard train, left little room for gaiety. Dining car staffs did their best with the Christmas dinners but they had no antidote for homesickness.

The battalion arrived in the camp at Port Hueneeme on 28 and 29 De-



ember. Hueneme (Camp Rousseau) was an enormous sprawling city of Quonset huts where the 46th was quartered in an area prepared for it in advance. Huge warehouses and stacks of material and row on row of heavy equipment—the Seabees' prime weapons—presented an awesome sight.

At Camp Rousseau came more drilling, schooling and practice on the rifle ranges but the routine was softened by liberty trips to Los Angeles and to Hollywood. Meanwhile the ships that were to carry the 46th to its first assignment in the Pacific were being loaded with everything needed for the job.

#### ACROSS THE PACIFIC . . .

The battalion went aboard on 2 and 3 February. Each man, with his rifle and full pack, made himself as comfortable as possible. Space was limited and it was to be a long trip. We shoved off. No bands, no ceremony. We just pulled away. Long sunny days followed, monotonously, the weather became warmer all of the time.

The crossing of the Equator broke the routine. It was celebrated in the sea's traditional manner—hilariously. Some spent days getting rid of the axle-grease lather of the "Royal" barber and recovering from the welcome by attendants to H. R. H. Neptune. Then, too, when the International Date Line was crossed all hands had the novel experience of losing a day of the week (Thursday), and on the return voyage of making up this lost day with the result that there were two Fridays in that particular week.

More changeless days followed until one afternoon the hazy outline of

land, a thin blue something barely visible on the horizon appeared and every eye strained in that direction. In a few hours trees, buildings and even people could be distinguished. Everyone aboard was talking and pointing. It was a welcome sight. This was Espiritu Santo, New Hebrides which we reached after about fifteen days on the water.

For twenty-one days the ships lay at anchor, waiting for word to proceed, while we sweltered in the tropical heat. Rumor had it that Guadalcanal was our destination. Shore liberty, with a swim in the beautiful green-fringed river close by, or a walk through the palm groves, an opened coconut in hand helped pass the time.

Shortly after noon on 18 March the ships hoisted anchor, headed out to sea for convoy formation, and with their slim deadly escort vessels pointed their bows north.

#### BAPTISM . . .

Abandon ship, air-raid, torpedo and fire drills had been practiced almost daily during the crossing. So, when the alarm sounded on the second day out of the Hebrides we accepted it as just another drill.





But this was the real thing. It was an air raid. Just one plane—but it was the enemy we had come so far to fight. There it was, high over the ships as it knifed through the veil-like clouds. There, too, were the black wooly puffs of our escorts' anti-aircraft. No practice, this. Shrapnel hit the decks. Those who had been but spectators ran for cover. The ships swung to their rudders like drunken civilians. Suddenly, yellow geysers spouted between the ships where the bombs had fallen.

It was almost unbelievable, to us. Everything had been so peaceful. War had been so unreal out there on this vast ocean. It wasn't now. A follow-up raid by a larger force was expected, but the rest of the day and the night passed without incident. Morning brought us unharmed to the island that the U. S. Marines already had made famous—Guadalcanal.

As the ships anchored off the north beach, everyone was keyed to the highest pitch. Anything could be expected after the previous day's raid. The sky had become overcast and a cold rain pelted down. The realization that this was the time and the place gripped all hands. Every man wanted to be doing something.

### THE WORK STARTS . . .

Confusion gradually subsided. Details set to putting together barges—strings that had been brought along. Supplies and heavy equipment went over the sides and into the barges. Shore parties were formed for unloading, to drive trucks, to prepare a place for the camp, and for the thousand and one things that had to be done before a construction battalion could function.

The first few days were nightmarish. Long hours working waist deep in the surf, unloading, or plowing through the black, gummy mud churned by trucks and bulldozers. For those who might have slept there was little rest. The Japs saw to that with their nightly air raids from islands close by. Every man in the battalion soon provided himself with a foxhole and covering for protection against shrapnel—and spent much of his time therein.

Chaos gave way to order. The camp was soon being improved with coral walks and other conveniences. But before the first tent went up our crews had started on the major projects—airstrips, roads, piers, hospitals, housing for the overworked pilots and everything else needed to change the hump of coral into the great supply base and jumping-off point for which it had been captured.

Piers were built for the unloading of barges. Henderson Field was expanded and additional strips were carved out of the matted jungle. Pontoon barges, water supply systems, good roads, hospitals and housing and conveniences for the numerous other units occupying the island, and ware-

houses for supplies were in the making. Wharves in deep water so that ships could pull into the shore and unload directly into waiting trucks appeared as if by magic.

### NIPS BY NIGHT . . .

The air raids by the Japs were a nuisance. They pulled them almost every night during the first few months, and on occasion treated us to as many as eight in the same evening. The sight of our night fighters shooting down the bombers was a beautiful yet terrifying experience. The biggest raid and most costly one for the Japs, came during the daylight of 16 June, 1943.

The little sons of heaven had seen the gathering landing craft and increased activity and knew that a thrust into territory held by them was close at hand. They decided to interfere.

Shortly after noon on the 16th the alarms sounded. Every available fighter plane went aloft, but fast. Soon the Japs could be seen, high and coming in. Then all Hell broke loose. The sky was filled with swirling, dog-fighting, falling planes. The anchorage between Guadalcanal and Florida boiled with bombs. The sky mushroomed with ack-ack. Streamers of black smoke formed pyres for planes which had gone in. A Liberty ship had been hit and was smoking; an LST was burning from a hit by a dive bomber. It was hot over Tulagi way, too. Things of all kinds rained from the sky. The beach was strafed.

The Japs had sent 120 bombers and fighters. When things cooled off and scores could be checked, the Japs had



lost ninety-seven, we had lost six, saving some of the pilots of those. Little damage had been done to our shipping. The LST was beached, the fire put out and she left under her own power. The Liberty was damaged in only one hold, and other damage was slight. There had been a few casualties. This expensive lesson taught the Japs respect. Their attacks dwindled and, after the invasions of islands up the line, ceased altogether.

### CLOSER TO TOKYO . . .

The battalion's work on Guadalcanal had been finished, and it was needed on a new job closer to Tokyo. So, on 21 November, 1943, it boarded one ship after loading its equipment on cargo vessels, and again sailed for an unknown destination. Unknown to us, of course.

The New Hebrides were visited again and another battalion joined us. Then we docked at Noumea, New Caledonia, for additional supplies and equipment. From there we sailed for Milne Bay, New Guinea, which we reached 6 December, 1943.

The 46th was quartered in a temporary camp at Milne Bay since it was to be but a stopover. The time was spent in transferring equipment to the ships



which were to take us on, and in gathering supplies, including some badly needed small boats. A very unpleasant Christmas Day, the first anniversary since we began traveling, was spent in the temporary camp which lacked all the conveniences and the comparatively homelike things a Scabee can provide when time permits.

After New Year's Eve and New Year's Day aboard ship, Milne Bay was left behind on 3 January, 1944. It was a short trip this time: up the New Guinea coast with a halt for the night at Lae before proceeding to Finschhafen, where we arrived on 5 January.

We had mastered the technique of unloading, landing supplies and camp building by this time, and things went smoothly. A good camp was built quickly and, although our stay was to be a short one, and an invasion farther north was on our schedule, the construction gangs went to work making Finschhafen a naval base.

Three Liberty ship wharves were built and a fourth almost completed, the battalion sawmill providing the lumber for these as well as for camps for ourselves and others. Many barges, oil jetties and piers and storage facili-

ties were constructed. A Liberty ship pontoon wharf was fabricated, to be towed to the new invasion point to provide immediate unloading facilities. The Pontoon Group instructed Army Engineers in the assembling of causeway strings to be used in the invasion of still another place by the Sixth Army. Every minute was put to good use, even though the battalion was supposed to be marking time awaiting the call to go in with the combat troops up the line. Air raids at Finschhafen were not as frequent nor as severe as they had been at Guadalcanal even though the Jap base of Rabaul was only a short distance away. Jap bases were being softened up or neutralized by our Army Air Force.

#### **ASSAULT on the ADMIRALTIES**

On 26 February the rumor of the battalion's participation in a new invasion proved true. The first echelon was ordered to prepare to board LSTs for the assault on the Admiralty Islands. The whole battalion was not to be thrown in at once, but was to go in echelons according to the need for specific groups of skilled workmen. The first echelon landed near Momote Airfield on Los Negros Island in the second wave on D-plus-2, following the first wave of ground troops.

This first echelon of 46th Battalion personnel, composed of fifty-four men and officers, was recommended for a War Department Citation for its outstanding work and action as battle troops by Major General Innis P. Swift, U. S. Army commander of the invading troops. These men, with members of another construction battalion, received that citation and per-

mission to wear the ribbon signifying such an honor.

The rest of the 46th followed shortly and began the work of making the Admiralties a great forward Naval base. The pre-built Liberty ship wharf was put in use and expanded by several piling wharves of great size. Fuel storage tanks, hundreds of Quonset huts and warehouses to serve base units were erected. Airstrip work, barges and sawmilling were in great demand. Once again an island of no previous value was being transformed. Work went on at an amazing pace. Though the progress was rapid, the men of the battalion were restless. They had what one of the doctors described as "anxiety." They were tense. They wanted to go home. They had now been serving in forward areas for nearly two years. Still they stayed and worked on. The word "anxiety" became a sardonic appellation for any ailment or discomfort. The men were tired. Christmas, the third one away from home, had come and gone. The New Year was well under way. The mere whisper of chances for an early departure for home was almost enough to provoke an argument.

### **HOMeward BOUND . . .**

Then, at about 1600 on 31 January, 1945, came the long-deferred and almost unbelievable news that the 46th was to board ship for home the following day at 0900. This had to be true. It was. A sort of hysterical happiness gripped the entire camp. There was plenty of action now. Office equipment and records were packed. Personal effects were tossed together. The bustle continued most of the night.

Few cared to waste time sleeping. The ship which was to carry us home was lying just a short distance off shore. Not a few kept watch to make sure she didn't slip away in the night.

Loading began about 1100 and by 1400 every man, with his gear in his hands or tied to him, had pranced up the gangplank. Another battalion boarded the following day, and the transport left the harbor in the Admiralties that same afternoon, 1 February, 1945.

The trip home was via the Marshall Islands and Pearl Harbor. Spirits were high. Anticipation of things at home threaded every conversation. The coast of California was sighted late in the morning of 18 February, we nosed through the Golden Gate, passed under the great bridge about noon, slipped through the gate in the submarine net—and there we were! San Francisco—at that moment the most beautiful city in the world.

We streamed down from the ship, eyes swinging in every direction. None of this must be missed. Buses were waiting, which took us to Camp Parks at Shoemaker, California, about thirty miles distant. We were back in the good old U. S. A. at last.



The next few days were a frenzy of buying new clothing, making telephone calls and getting ready for the 30 days leave that had been granted. The whole battalion tramped to the transportation office for tickets to home. Some were so eager to get there they insisted on traveling by air.

At 0800, 21 February, the first group loaded on buses and trucks in camp and headed for the railroad station, and were followed at intervals by the rest of the battalion. A far different group from that sober one which had last boarded a train 26 months before. Thirty days of nothing but doing what they'd dreamed of during those nights in the far Pacific.

On the first day of April they began

arriving back at Camp Parks. Everyone was filled with tales of the great time he had had at home. Many had brought their families back, determined not to be separated until sent out again. There was only one discordant note. The battalion they had served was to be decommissioned—broken up, and the men filtered to other outfits.

The Forty-Sixth U. S. Naval Construction Battalion now is but a memory. The members of that great unit are serving in spots all over the world, but the mention of that old number, "46," brings recollections flooding back, recollections of a bunch of great guys and their trials and accomplishments together.



## 46<sup>th</sup> Naval Construction Battalion

### Chronology

18 Nov 1942 Formed at N.C.T.C., Davisville, R.I.  
23 Dec 1942 Departed N.C.T.C., Davisville, R.I. for A.B.D., Port Hueneme, California.  
01 Feb 1943 1<sup>st</sup> echelon departed A.B.D., Port Hueneme and embarked for Guadalcanal. 3 officers and 186 enlisted personnel.  
2<sup>nd</sup> echelon departed A.B.D., Port Hueneme and embarked for Guadalcanal. 3 officers and 5 enlisted personnel.  
3 Feb 1943 3<sup>rd</sup> echelon departed A.B.D., Port Hueneme and embarked for Guadalcanal. 19 officers and 772 enlisted personnel.  
22 Feb 1943 4<sup>th</sup> echelon departed A.B.D., Port Hueneme and embarked for Guadalcanal. 1 officer and 20 enlisted personnel.  
27 Feb 1943 5<sup>th</sup> echelon departed A.B.D., Port Hueneme and embarked for Guadalcanal. 1 officer and 20 enlisted personnel.  
21 Mar 1943 1<sup>st</sup> and 3<sup>rd</sup> echelons arrived Guadalcanal.  
30 Apr 1943 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> echelons arrived Guadalcanal.  
16 Nov 1943 1<sup>st</sup> echelon departed Guadalcanal. 1 officer and 18 enlisted personnel.  
22 Nov 1943 2<sup>nd</sup> echelon departed Guadalcanal. 27 officers and 893 enlisted personnel.  
06 Dec 1943 2<sup>nd</sup> echelon arrived Milne Bay, New Guinea.  
03 Jan 1944 2<sup>nd</sup> echelon departed Milne Bay, New Guinea.  
29 Dec 1943 1<sup>st</sup> echelon arrived Finschhafen, New Guinea and reported to 17<sup>th</sup> Naval Construction Regiment.  
05 Jan 1944 2<sup>nd</sup> echelon arrived Finschhafen, New Guinea and reported to 17<sup>th</sup> Naval Construction Regiment.  
07 Mar 1944 2<sup>nd</sup> echelon departed Finschhafen. 11 officers and 255 enlisted personnel.  
11 Mar 1944 3<sup>rd</sup> echelon departed Finschhafen. 3 officers and 115 enlisted personnel.  
18 Mar 1944 4<sup>th</sup> echelon departed Finschhafen. 13 officers and 378 enlisted personnel.  
17 Apr 1944 5<sup>th</sup> echelon departed Finschhafen. 1 officer and 75 enlisted personnel.  
02 Mar 1944 1<sup>st</sup> echelon arrived Los Negros Is., Admiralty Is.  
09 Mar 1944 2<sup>nd</sup> echelon arrived Los Negros Is., Admiralty Is.  
13 Mar 1944 3<sup>rd</sup> echelon arrived Los Negros Is., Admiralty Is.  
30 Mar 1944 4<sup>th</sup> echelon arrived Los Negros Is., Admiralty Is.  
19 Apr 1944 5<sup>th</sup> echelon arrived Los Negros Is., Admiralty Is.

BUREAU OF NAVAL PERSONNEL  
NAVY DEPARTMENT

CONSTRUCTION BATTALION REPLACEMENT DEPOT  
CAMP PARKS, SHOEMAKER, CALIFORNIA

CB46/GJC:etk 46th Naval Construction <sup>10/5</sup>

**DECLASSIFIED**

7 April 1945

From: Officer in Charge.  
To: The Chief of Naval Personnel.

To: ~~XXXXXXXXXX~~  
S. Room 4  
CNO (NS) USN  
XXXXXXXXXX

Subject: Itinerary of 46th Naval Construction Battalion

Reference: BuPers Ltr. Pers-2122B-CEC/rc dated 28 Feb. 1945.

1. Forwarded herewith additions and corrections to Enclosure (1) of reference (a):

Itinerary of the 46th Naval Construction Battalion

- 18 November 1942 Formed at M.C.T.C., Davisville, R. I.
- 23 December 1942 Departed M.C.T.C., Davisville, R.I. for A.B.D., Port Hueneme, California.
- 1 February 1943 1st echelon departed A.B.D., Port Hueneme and embarked for Guadalcanal.  
3 officers and 186 enlisted personnel.
- 2nd echelon departed A.B.D., Port Hueneme and embarked for Guadalcanal.  
3 officers and 5 enlisted personnel.
- 3 February 1943 3rd echelon departed A.B.D., Port Hueneme and embarked for Guadalcanal.  
19 officers and 772 enlisted personnel.
- 22 February 1943 4th echelon departed A.B.D., Port Hueneme and embarked for Guadalcanal.  
1 officer and 20 enlisted personnel.
- 27 February 1943 5th echelon departed A.B.D., Port Hueneme and embarked for Guadalcanal.  
1 officer and 20 enlisted personnel.
- 21 March 1943 1st and 3rd echelons arrived Guadalcanal.
- 30 April 1943 2nd echelon arrived Guadalcanal.  
3rd and 4th echelons arrived Guadalcanal.
- 16 November 1943 1st echelon departed Guadalcanal.  
1 officer and 18 enlisted personnel.

CERTIFIED TO BE A TRUE COPY

F. R. BORNHURST  
Lt. (jg), CDR, USNR

Rec'd to all  
2/1/45

**DECLASSIFIED**

Subject: Itinerary of 46th Naval Construction Battalion

- 
- 22 November 1943 2nd echelon departed Guadalcanal  
27 officers and 893 enlisted personnel.
  - 6 December 1943 2nd echelon arrived Milne Bay, New Guinea. *John S. Rosmuson*  
*Commander, USMC*
  - 3 January 1944 2nd echelon departed Milne Bay, New Guinea. *Signature*
  - 29 December 1943 1st echelon arrived Finschhafen, New Guinea  
and reported to 17th Naval Construction Regiment.
  - 5 January 1944 2nd echelon arrived Finschhafen, New Guinea and  
reported to 17th Naval Construction Regiment.
  - 29 February 1944 1st echelon departed Finschhafen.  
3 officers and 50 enlisted personnel.
  - 7 March 1944 2nd echelon departed Finschhafen.  
11 officers and 255 enlisted personnel.
  - 11 March 1944 3rd echelon departed Finschhafen.  
3 officers and 115 enlisted personnel.
  - 18 March 1944 4th echelon departed Finschhafen.  
13 officers and 378 enlisted personnel.
  - 17 April 1944 5th echelon departed Finschhafen.  
1 officer and 75 enlisted personnel.
  - 2 March 1944 1st echelon arrived Los Negros Is., Admiralty Is.
  - 9 March 1944 2nd echelon arrived Los Negros Is., Admiralty Is.
  - 13 March 1944 3rd echelon arrived Los Negros Is., Admiralty Is.
  - 30 March 1944 4th echelon arrived Los Negros Is., Admiralty Is.
  - 19 April 1944 5th echelon arrived Los Negros Is., Admiralty Is.
  - 1 February 1945 46th Naval Construction Battalion departed from  
Los Negros Is., Admiralty Is., embarked to contin-  
ental United States.  
25 officers and 971 enlisted personnel.
  - 18 February 1945 Arrived San Francisco, California and reported  
to M.C.B.M.D., San Francisco, California.

CERTIFIED TO BE A TRUE COPY

*F. R. BORNHURST*  
F. R. BORNHURST  
Lt.(jg), CER, USNR

NOTE:

*[Handwritten signature]*



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46<sup>th</sup>

SEABEES







46<sup>TH</sup> C.B. ON THE AIR  
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46<sup>TH</sup> C.B. June 25, '44

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