

58th Naval Construction Battalion

*Historical
Information*



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



58th C.B.

NCTC - Magruder
 ABD - Hueneme
 Ready Date - 30 Mar'43
 Left ABD - Apr 14-43
 Location - ~~Peary-Harbor Russell-Is. Manus Los-Negros Guadalcanal-~~
 Okinawa

LOG

- 2- 8-43 - Tentative assignment - misc. projects P.H. area.
- 2-23-43 - Entrain for Hueneme from Peary.
- 4-14-43 - 58th CB sailed on U.S.S. LaSalle - Destination Cub 3.
- 5-11-43 - The 58th (Cub 3) is located at Nandi, Fiji (for staging). (ComNavBasesSoPac area to ComSoPac sec ltr dtd 5-11-43)
- 5-19-43 - 58th CB arrived Vunda Point, Fiji Islands on U.S.S. LaSalle and U.S.S. Auriga on 4 May'43. (ltr from CinC to Budocks dtd 19 May'43)
- 9-11-43 - The 58th is at Vella LaVella. (Comsopac disp. 010447 NCR 6654 to ADnavbase Vella Lavella) - Sep.
- 3- 9-44 - 1 Jan'44 report of 58th CB - preparing to move from Vella LaVella for rest and recuperation first part of Jan'44.
- 3-13-44 - 58th CB left Vella LaVella for recuperation on 2 Jan'44. (Jan'44 monthly report)
- 3-25-44 - 1 Mar'44 report of 58th CB - staging at Russell Islands.
- 5-18-44 - The 58th is at Manus. (AWS 5/16/44)
- 5-19-44 - 1 Apr'44 report of 58th CB - Staged at Pavuvu Is. Detail of 30 men at Vella LaVella for trans-shipment of equip. left there during staging. Balance of equip. shipped out 19 Mar'44. On 28 Mar'44, 85% of batt. embarked for advance base.

arrived base to be in Aug 43 - H. Moley -

58th C.B.

58th CB attached officially to 2nd Reg. 9 Mar'44. Operating at Manus at date of report (10 May'44).

- 22-44 - 58th CB report for Apr'44 - 1st Group of 4 officers and 125 men disembarked at Advance Base on 20 Apr'44. Balance of battalion disembarked 22 Apr'44. Located at Manus. 71 replacements received during Apr'44.
- 26-44 - 58th CB is located at Manus as of 31 May'44. (Comservfor7flt sec ltr A-9 over Ser BP-001407 to Dirpadocks dtd 8 Jun'44)
- 7-44 - 58th CB is located at Papitalai, Los Negros. (ComServFor7flt Sec. ltr A-9-4 over Ser 00673 to Budocks dtd 14 Jun'44)
- 23-44 - 1 Jul'44 report of 58th CB - operating at Manus.
- 25-44 - 58th CB located at Manus. Following data of SoPac as of 7/1/44:
 - May'43 - Arrived Fiji
 - Jul'43 - " Guadalcanal
 - Aug'43 - " Vella LaVella
 - Jan'44 - " Auckland
 - Feb'44 - " Russells.
 - May'44 - " Manus
- 29-44 - Scheduled return date of 58th CB to U.S. changed to 15 Nov'44. (Com7flt Sec. disp. 210103 NCR 951 to Cincpac dtd 21 Aug'44)
- 7-44 - 1 Aug'44 report of 58th CB - operating at Manus(Papitalai).
- 31-44 - 1 Sep'44 report of 58th CB - operating at Manus. Report endorsed by 2nd Reg. Endorsement by Comservfor7flt states that the batt's of the 4th Brig. are to return to the SoPac command upon completion of the present assignment in the Admiralty Is.
- 24-44 - 58th CB located at Papitalai Point, Los Negros Is. Estimated to be released about 15 Nov'44 to return to the Sopac. (Comservfor7flt monthly report for Aug'44 to Budocks Ser. BPO01815 Secret dtd 12 Sep'44).

58th C.B.

- 11- 8-44 - 58th CB is in the 2nd Reg. and is located at Los Negros. Estimated that the 58th CB can be released on 15 Nov'44 to return to the SoPac area. (Comserv7flt Sec. ltr A9-4 over Ser RP-001882 to Budocks dtd 12 Oct'44 monthly report for Sep'44)
- 1-29-44 - 58th CB is located at Manus. (Comserv7flt Sec Disp to CNO 150133 NCR 18921 dtd 24 Nov'44)
- 12-6-44 - The 58th CB ordered to report to CNB Guadalcanal for staging and outfitting and to report to the 6th MarDiv for temp. add. duty. (Comsopac Sec. Disp. to Com7flt and CNB Manus 010516 dtd 1 Dec'44)
- 12-12-44 - The following CB's requested to receive instructions in the use of Bailey and Treadway Bridges: 27th, 58th, 71st, 130th, and 145th. (Cincpoa Sec. Disp. to CNO, Comsopac and Comservpac 072356 dtd 8 Dec'44)
- 12-28-44 - The 58th CB is located at Papitalia Point, Los Negros. To be released in Nov'44. (Comserv7flt Sec. report for Oct'44 dtd 20 Nov'44)1
- 1-3-45 - 1 Oct'44 report of the 58th CB - located at Manus during Sep'44. Report endorsed by 2nd Regiment.
- 1-3-45 - Reg. "C" is comprised of the 58th, 71st, 130th and 145th CB's assigned temp duty with MarCorps. (Cincpoa Sec. disp to Comsopac 240131 dtd 24 Dec'44).
- 1-5-45 - 1 Nov'44 report of the 2nd Reg. - The 58th CB rec'd a draft of 122 men during Oct from the 35th CB.
- 1-11-45 - 1 Nov'44 report of the 58th CB - located at Manus. Report endorsed by 2nd Reg.
- 1-12-45 - The 58th CB is no longer located at Manus. (Comserv7flt Sec. disp to CNO 231053 dtd 5 Jan'45).
- 1-13-45 - The 58th and 71st CBs are at Guadalcanal - to substitute for the 37th and 37th CBs respectively. (Comservpac Sec Disp to AdCominpac 110201 dtd 11 Jan'45)

58th CB

- 1-13-45 - 71st CB to be released early in Dec'44 for return to the SoPac area. (Comserv7flt Sec report for Nov'44 dtd 15 Dec'44)
- 1-15-45 - The 58th CB located at Guadalcanal. (CNB Guadalcanal Sec Disp to Comseronsopac 022325 dtd 13 Jan'45)
- 1-30-45 --The 58th CB assigned to the 44th Reg. (CG 3rd Phib Corps to Cincpoa, CNO and 10th AB Army 090556Z dtd 18 Jan'45).
- 1-30-45 --The 58th CB is located at Guadalcanal. (CNB Guadalcanal Sec. disp to Comseronsopac 160250 dtd 26 Jan'45).
- 2-12-45 - 1 Dec'44 report of the 2nd Reg. - The 58th CB was detached from the Reg. on 2 Dec'44. Since arriving in the Admiralties (17 Apr'44), Batt has rec'd 187 replacements.
- 2-15-45 - The 58th CB is located at Guadalcanal. (CNB Guadalcanal Sec. disp to Comseronsopac 010255 dtd 9 Feb'45).
- 2-19-45 - 1 Jan'45 report of the 58th CB - located at Guadalcanal. 58th CB left Manus 9 Dec'44 and arrived at Guadalcanal 12 Dec'44.
- 3-31-45 - 1 Feb'45 report of the 58th CB - located at Guadalcanal. Batt was re-outfitted and staged at Guadalcanal because military necessity demanded that they train with the 6th MarDiv. Report end. by 44th Reg.
- 4-10-45 - 1 Mar'45 report of the 58th CB - Battalion on temporary additional duty with 6th Marine Division at Guadalcanal. Report end. by 44th Reg.
- 4-16-45 - The 58th CB has been ordered to the Cenpac area. (Comseronsopac Sec Rep dtd 1 Apr)
- 5- 1-45 - Dirpacdocks P Sec Rep of 1 Apr'45 shows the location of 58th CB as Okinawa with CG MarDiv.
- 5- 8-45 - The Dirpacdocks S.F. Sec Rep of 15 Apr'45 shows the 58th CB located at Okinawa with the 6th MarDiv.

Location - Guadalcanal, Okinawa

58th C.B.

- 5-16-45 - 1 May'45 report of the 58th CB - Batt was attached to the 6th MarDiv for initial operations at Okinawa. The batt's hdqtrs with 36 off. and 851 men moved from Guadalcanal on 12 March and arrived at Okinawa on 1 April. A rear echelon of 5 off. and 170 men was left at Guadalcanal for loading and handling of batt cargo. The rear echelon is expected to arrive at this base in the early part of May. On 6 April, temp addtl duty with the 6th MarDiv was completed and control of the batt trfd to the 44th Reg. and on 14 April came under the operational control, thru the Regiment, of Comdr Const Troops, IsCom. Report routed via 44th Reg. and 10th Brg.
- 6-15-45 - 1 Jun'45 report of the 58th CB - located at Okinawa. 95 men trfd to States for rehabilitation. In the report of 1 May, it was reported that a rear echelon of the batt was left at Guadalcanal for loading and handling batt cargo not carried with the forwd movement of the batt. On 1 May'45 2 off. and 60 men arrived at this base with a portion of the batt cargo. It is understood that the remaining 3 off. and 113 men have embarked along with the bal of the batt cargo and will arrive at this base during the coming month. Report via 44th Reg and 10th Brg.
- 7-14-45 - 58th CB detached 1 July from the 44th Reg. Ordered to proceed immediately and report to OinC 43rd Reg for duty. (10th Brg sec orders ser 00133 dtd 1 July to OinC 58th CB)
- 7-23-45 - The 58th CB assigned to the 10th Brg and 43rd Reg effective 10 July. (OCT APO 331 sec report on assignment of CB units ser 897 dtd 10 July)
- 8- 2-45 - The 58th CB reported to the 43rd Reg on 1 July for duty. (43rd Reg sec end ser 00582 dtd 1 July to OinC 58th CB)
- 8-20-45 - 1 Aug'45 report of the 58th CB - located at Okinawa. 45 men transfd for rehab leave. 16 men transfd for overage discharge. 44 replacements recd. Batt was detached from the 44th Reg on 1 July and ordered to report to the 43rd Reg. Report via the 43rd Reg and 10th Brg.

Location - Okinawa

58th CB

- 9-4-45 - 58th CB was detached from the 44th Reg. on 1 July'45 & reported to the 43rd Reg on orders of OCT, APO 331. (43rd Reg sec monthly report for July'45, supplement to).
- 9-19-45 - 1 Sept'45 report of 58th CB. Located at Okinawa. Report via 44th Reg & 10th Brg. 98 men transferred to the U.S. for leave & reassignment. 19 men transferred to U.S. for over-age discharges. 195 replacements were rec'd. On 15 Aug'45, 58th CB was detached from the 43rd Reg. & reassigned to the 44th Reg.
- 10-24-45 - 1 Oct'45 report of 58th CB - located at Okinawa. Report via 44th Reg. & 10th Brg. 160 men transferred to U.S. for leave & reassignment. 191 men transferred to U.S. for discharge under the point system. 5 men transferred to U.S. for over-age discharges. 159 replacements were rec'd. 146 men were rec'd from batts decommissioned on this island.
- 11-20-45 - 1 Nov'45 report of 58th CB - located at Okinawa. Report via 44th Reg. & 10th Brg. 174 men transferred to U.S. for discharge under the point system. 168 men were rec'd as replacements. 11 men rec'd from other units.
- 1-2-46 - CNOB, Okinawa directs Comservpac to release 58th CB on 1 Feb'46. (CNOB, Okinawa disp 302320 Dec'45 to Comservpac).
- 1-10-46 - Comservpac reqs NOB, Okinawa to ^{INACTIVATE} 58th CB. (Comservpac disp 072145 Jan'46 to NOB, Okinawa).
- 2-13-46 - Authority granted to defer inactivation of 58th CB. (Comservpac disp 080226 Feb. 46 to NOB Okinawa).
- 3-14-46 - Comservpac states states it is desirable to proceed with inactivation of 58th CB at earliest date. (Comservpac disp 140243/Mar to NOB Okinawa).
- 3-22-46 - 1 Mar 46 report of 58th CB - located at Okinawa. Report via 48th Reg.

Location - Okinawa

58th CB

4-3-46 - Comservpac orders NOB Okinawa to proceed with inactivation of 58th CB, previously deferred. (Comservpac disp 0221127 April to NOB Okinawa).

4-19-46 - 1 Apr 46 report of 58th CB - located at Okinawa. Report via 48th Regiment.

6-3-36 Inactivated 21 May 46- all pers transf inaccord ComNOB Navy 3256 & 48 NO Regt orders. (Ltr Cin C to CinC 48 Regt dtd 21 May 46)

6-12-46 - 1 May report of 58th CB- located at Okinawa. Report via 48th Regiment.

ITINERARY OF THE 58TH CONST. BATT.

- 14 Apr '43 - Departed Port Moresby for Sub 3.
- 4 May '43 - Arrived Vunda Point, Fiji Is.
- 13 Aug '43 - 1st Ech. (13 Off. & 524 men) left for Vella LaVella.
- 14 Aug '43 - 2nd Ech. (3 off & 157 men) left for Vella LaVella.
- 17 Aug '43 - 3rd Ech. (5 off & 214 men) left for Vella LaVella, Los-Negros Guadalcanal.
- 23 Aug '43 - 4th Ech. (1 off & 66 men) left for Vella LaVella.
- 2 Jan '44 - Left Vella LaVella for Auckland.
- Feb '44 - Went to Russells (date unknown)
- 20 Apr '44 - 1st Ech. arrived Manus.
- 22 Apr '44 - 2nd Ech. arrived Manus.
- 9 Dec '44 - Left Manus
- 12 Dec '44 - Arrived Guadalcanal.

Info furnished Enl. Pers. Files by CB Operations.

LaVella) - Sep.

- 3- 9-44 - 1 Jan '44 report of 58th CB - preparing to move from Vella LaVella for rest and recuperation first part of Jan '44.
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Sub 3. -
 staging). (ComNavBasesSoPac area
 .S. LaSalle and U.S.S. Auriga on
 3)
 0447 NCR 6654 to ADnavbase Vella

arrived Vella LaVella in Aug 43 - H. Maley -

HISTORY OF THE FIFTY-EIGHTH NAVAL CONSTRUCTION BATTALION

1942 — 1945

STATESIDE

During the discussion on the makeup of the Battalion Cruise Book, it suddenly occurred to us that there really had been a time when we had not been in the Navy.

In spite of what all of us thought and that our service was timeless, it is true however, that the Battalion was commissioned on 26, December 1942, at Camp Allen, Norfolk, Virginia. Of course to all intents and purposes that was the date we became a real part of the United States Navy. However, just a few weeks prior to the launching of the 58th, most of the "original gang" entered that horrible phase of Navy life known as "boot", on the 30, November 1942.

It was on this day that something new was added, for prior to then, we had always known that there were two ways to do something, "the right way" and "the wrong way." The new way we were soon to discover was the "NAVY WAY."

The main body or at least the East Coast gang arrived about 0530, the balance in all stages and times in the next few days. Upon the arrival of the advance group, we immediately lined up for chow, the first of what was to become the longest line in the world. As we stumbled through the dawn's early light, we were given the pass-word for welcome, "You'll be sorry—you'll be sorry." How true it was to be.

After chow, were assigned to particular barracks and, after several uncertain musters, each of us finally was assigned a company and platoon. Orders to fall in and, for heaven's sake, you jerks, try and look like sailors . . . we were off to the receiving hut of all boots . . . line up and strip down . . . take all your valuables, tie them in a handkerchief around your wrist and stow your civilian clothes in a cardboard box to send home or donate to the

Red Cross . . . (did they ever get home) . . . thus ended the last vestige of civilian life—what a sight—a few hundred guys standing around naked as the day they were born.

Some guy, we learned later was a corpsman, probably it was Mike Maloney, remember the shinner) or Johnny Riggs, painted a big red number on your chest and off you go for the physical—bend over—hop on one foot, now the other—cough—open wide—ouch! a shot—and out the door—boy, the Navy was hard up to pass us guys—into the clothing depot, take this, sure if it don't fit, you can exchange it—off to the barber, as they were called, and back to barracks for first assignments.

Our recollection of ourselves as a boot—was a sub-human with a close cropped haircut (for fifty cents, we will not cut off too much), ill-fitting clothes with not enough to keep warm at times—a very definite awe of our Seaman First as pushers . . . after a few days of wondering if we ever had a house or home . . . we heard our name mispronounced so many times we were not sure of it ourselves . . . our pride and dignity vanished upon being assigned the head detail . . . shots . . . mess cooking . . . shots . . . pearl diving . . . washed enough pots and pans to supply the City of New York . . . we hopped one, two, three, four, and your left until we were sure that the pusher was the Mother-in-Law we thought had been left behind.

Finally, when we did have time for ourselves, rest was out of the question because there was the laundry problem . . . in fact, the only joy we ever had in a life of a boot was to hear of the arrival of other boots . . . madly we rushed to the wire enclosures and practically spread-eagled ourselves on it screeching . . . "you'll be sorry" . . . "you'll be sorry."

Remember just before taps, the bull sessions . . . the women in our lives . . . and the swell job we left to come into this crum outfit . . . those wonderful Christmas packages from Mom, the Missus, Sis and the best gal that kept us from starving to death . . . But the day of liberation was soon on hand. On the evening of 26, December, 1942, after we had received our colors and passed in review, the gates were open and we were free . . . sailors at last . . . look out, Tojo, here we come.

The next morning, after scanning the bulletin boards for our permanent companies and platoons, we reported to our new Chiefs for orders . . . Dress Blues and off to . . .

CAMP PEARY, WILLIAMSBURG, VIRGINIA, 27 DECEMBER 1942.

Only one word is possible to describe our stay at Peary M — U — D — By now, we were well acquainted, and after a day or so of squaring away, we entered several weeks of military and technical training, which was designed to prepare us for overseas duty.

Those who were selected for schooling in "boot" at Camp Allen continued their courses and others were assigned to technical training that was not available while in "boot", such as small boat handling, cargo loading, water purification, deep sea diving and a number of other courses essential to the security and welfare of the battalion in the field.

The balance of the battalion were assigned to other details which in the most part consisted of building Camp Peary for future battalions. There may have been civilian contractors working in the Camp but they were not too visible to the 58th.

Living was rugged at Peary and heating was a problem and all hands hit the sack at night in full dress, socks, skivies, coveralls, peacoat and in some cases, gloves and watch caps. However, the 58th being very talented soon solved the heating problem

by striking oil in the right places and, shortly thereafter Quonset Huts were cheerfully lighted with oil stove glow and were comfortably warm.

Chow grew from bad to worse and then improved after the medical officers did a bit of checking. Sick bay lines were long and most everyone had some sort of a cold, as a result the first stop on liberty, was the local drug store for some recommended patented medicine.

Liberty was not the best in the world but it was liberty—and after a 5-mile hike to the main gate via thumb or foot, one was ready to turn back. The return was even more rugged and, after flopping in mud up to here, several times on the way in, you approached the catwalks leading to the barracks and some shipmate on guard duty would bellow out: "Halt, who goes there, etc.," and give you the business for about ten minutes. Guess some of us really tried to be salty or something or perhaps five minutes before the Sergeant of the guard had asked him what general order Number 4 was and neither of them knew it. (What the dickens was it any way). After much scuttlebutt from the Captain of the head, we learned that we were shipping out to Gulfport, Mississippi. Of course, leave was on everyone's mind.

Railroad arrangements were drawn up for a special train to take us from Gulfport to Boston, making stops enroute for the East Coast gang. However, this idea was short



STOPOVER EN ROUTE TO CALIFORNIA

lived and, in a few days, we checked our gear, got final shots, bought more clothes at small stores than we ever used, stood Captain's inspection by Captain Ware, had a dress parade, boarded buses to the Railroad Station at Williamsburg and off to California.



The battalion moved across country in three different train sections and this was a wonderful trip—as most of the East Coast gang had never crossed even the Hudson River heretofore. When we stopped at various towns along the way, the people there seemed genuinely glad to see us and loaded us down with magazines, cakes, cookies, candies and fruits.

CAMP ROSSEAU, PORT HUENEME, CALIFORNIA

We arrived at Camp Rosseau at Port Hueneme early on the morning of 29 February 1943 and it was a typical California day. We were directed to our camp area which was a cluster of Quonset Huts accommodating twelve men each, with Army cots as bunks.

In spite of the many weeks of past training, we found we still had much to learn and all entered into the advanced training with real spirit. One memorable event of this training was that hike with full packs and the sham battle on the beach.

After spending about ten days getting squared away, it was announced that all

were to receive a nine day leave. This order caused a flurry of excitement and all sorts of attempts to secure transportation back East for the majority of the battalion personnel. The distance and the shortness of leave caused many to return overleave and the less said about this the better.

With Hollywood, the Mecca of the entertainment world only sixty miles away, liberty was something to look forward to now. Remember the Hollywood Canteen with its array of glamorous stars from the movie colony, big name bands and radio celebrities. Here the gang danced with Betty Grable, Carole Landis and a host of others.

Hollywood, of course, was not the only town there was. Santa Paula . . . Camarillo . . . Ocean Park . . . Beverly Hills . . . Santa Monica . . . and of course good old Oxnard and Ventura where some of the boys were able to locate apartments and bring their wives in for a last visit.

Quite suddenly, we were secured, final letters home, and, on April 13, we boarded the U.S.S. LaSalle and shipped out overseas for Island X.

U.S.S. LA SALLE

Life on the LaSalle was not too pleasant, being overcrowded, chow lines were the longest in the world and, except for a few cases of seasickness, about the only event of importance on this trip, was the coming aboard of King Neptune's Court. Nearly all the gang were Pollywogs and it took all day to complete the ceremony of initiating all as shellbacks.

During the trip, we stood relief gun watches, held target practice, acquired a real sun tan, lost a few bucks in the various games of chance . . . had about ninety-eight general quarters' drills and sighted nothing but flying fish—most of the time was spent in the idle scuttlebutt as to our destinations and the navigators in the gang made all sorts of predictions as to our loca-

tion on the broad Pacific and even had definite news of another battalion, that left about the time we sailed being sunk with all hands lost. Early on the morning of 1, May, 1943, a small patrol boat was sighted and, from the roar that rang out, you'd thought we had come upon the whole Pacific Fleet. Shortly thereafter, we found out it was a pilot boat to guide us into the harbor of Lautoka off the Island of Viti Levu of the Fiji Group.

THE FIJIS

We laid in the harbor for twenty-four hours before any particular element of the battalion went ashore . . . much of this time was spent gazing at the sights along the shore line, expressing complete wonderment at the huge jelly-fish that floated by countless thousands, past the ship and some of the deep sea fishing experts threw some drop lines over the side to see what was biting. Native boats came alongside to garner some of the tourist trade and the boys as usual were taken for coconuts at twenty-five cents to a buck a nut. Other chaps who had not seen top side for the entire voyage exposed their green colored faces to the South Pacific sun for the first time.

After much ado about nothing, the gold braid decided that we had arrived at the proper place and cargo booms were set in operation and we began to discharge our cargo. As we cleaned out each hatch, it was discovered that the bulk of the outfit had been quartered directly over barrels of high octane gas which of course made everyone a bit squeamish of what might have happened if we got a fish on the way over.

After three or four days of unloading cargo, the battalion went ashore, was quartered in tents on a hilltop at Uvunda Point overlooking the harbor. We forgot to mention Cub 3, the outfit that made the trip with us, was also quartered

on the adjoining hill. The only real interest we had in this outfit was mainly that they had a motion picture projector and were left behind when we shoved off from the Fijis, otherwise the less said the better.

Company D of the 3rd Battalion was located down the road from our new camp site and much time was spent with them until they shipped out and were replaced by a C B M U Battalion.

Life in Fiji was pleasant and, after a few weeks of squaring away our camp site, we had time for sports, movies and liberty in Lautoka, Nandi and MBA. The weather was ideal rarely topping 90° or lower than 60° and, with the exception of one real heavy fall, we had little rain. Viti Levu, meaning big island, was the largest in the Fiji Group and contained three-fifths of the island group's population. The native Fijians were Melanesians, copper brown, fuzzy headed, tall, lithe, gentle and easy going. Their forefathers were the world's foremost head hunters and this particular custom was used to great advantage against the Japs in the Solomon's campaigns.

Shortly after setting up camp, our laundry problem was solved by having the natives do it; most of whom spoke very good English with a mixture of American cuss words. Boola was the new pass word and a pack of butts was the medium of exchange.

Liberty was granted and desired in the village of Lautoka which offered ice cream made from condensed milk and spiritous liquors made from something else. The bar at the local pub was filled to overflowing immediately upon opening and an amusing sight was to watch the native bartenders opening soda bottles with their teeth. After a few liberties, it was found necessary to establish a shore patrol to keep the battalion intact, as some of the boys would come out of the pub and overlook the fact that

there were steps (ladders to you old salts) and take off, the net result being a bruised and bloody return from liberty. Sick bay was quite a busy place and many much delayed operations were performed by Doctors Pelow and Brown. Doctor Brisken, the battalion dentist, hung out his shingle and overhauled many mouths. A softball league was formed and "D" Company took the championship with a few ringers from Headquarters—later they played several Army unit teams stationed on the island. One of the sporting highlights was the games, between Cub 3 officers and the 58th gold braid. Lt's. Reynolds and Carton formed the battery with Ensign Cox as Captain and Lt. Jaqua as cheer leader. Time passed very quickly and quite suddenly we received our orders and struck camp, loaded our gear on the U.S.S. John Penn and off to another Island X.

USS JOHN PENN

The trip on the John Penn was quite different than the LaSalle. She was a larger ship and we were her only passengers. Many of the crew were from the East Coast and they made us welcome aboard. Chow was good. In the morning, each platoon mustered on the top side to take atabrine a substitute for quinine as we were soon to enter malaria infested islands. We made a stop over of 24 hours at Numea, New Caledonia, to pick up a convoy and destroyer escort. When it was announced that we were in the Coral Sea, or "Iron Bottom Bay", as it was known to Navy men, we then realized that we were entering the real business part of the South Pacific War.

On 31, July, we dropped anchor in the roadstead off Koli Point, Guadalcanal, and over the side on cargo nets and into Higgins Boats for the landing. We were assigned a place on the beach alongside of the 24th Battalion rear echelon and had chow with the 4th Special Battalion.

Guadalcanal was still within the range of Japanese bombers from Vila on Kolom-

bangara and other enemy held airfields farther north on Bougainville and the Shortlands. They came down regularly on moonlit nights, dropping their bombs on dumps, shipping and airfields along the northern coast of the Island which was the only occupied part at that time. Here we were introduced to air raid warnings as sirens moaned a warning of approaching aircraft that were picked up by radar. Lights went out immediately, leaving only vague shapes of tents and trees as the men took to the foxholes.



WHAT, NO POWDERED EGGS?

Camps and dumps of material stretched for over sixty miles along the coast, and over the length of the island dust rose like mist on a summer's morning. A ceaseless stream of vehicles carried troops and supplies from dump to camp, and from camp to the loading beach. Night and day, this work went on. Guadalcanal in 1943 was a scene of continuous activity—as feverish as the colonies of ants which infested its earth and trees. Two years previously, barefooted natives padded silently through cathedral like aisles of coconut plantation, peacefully gathering fallen nuts, and only a few canoes and an occasional trading launch broke the tranquil surface of those sapphire waters between the Islands.

Along the beaches, lay rusty craft and relics of ships and landing craft, scarred palms and trees told the tale of the bitter fighting that had taken place between the

Japs and our forces. We spent much of our free time here on sightseeing tours of the battlefield where even pieces of chrapnel were to be seen imbedded into the trunks of the trees.

VELLA LA VELLA

On August 11, 1943, the 58th prepared to embark from Guadalcanal for the landing on Vella LaVella. An advance party went ahead to survey the site for the air strip and mark the beach for the landing. This party was composed of the Skipper, Cdr. Lewis, Lt. Reynolds, Lt. (ig) Currie, W. O. Smith, W. Moss, CCM, and F. J. Dowling, CCM.

The scouting party boarded PT Boats at Canal on the afternoon of August 11 for the overnight run up to Vella LaVella. It was a rough trip and not only did the party suffer PT sickness but were spotted by Jap planes who bombed and strafed them for nearly two hours.



VELLA LaVELLA NATIVES

Lt. Reynolds said afterwards, "there was nothing else for us to do but lie under the torpedo tubes and pray. After awhile of praying that the bombs would not hit us, we thought better of it and decided that the bombs were not as bad as the sea sickness."

However, none were hurt and the party sneaked ashore just before daylight on

August 12. The island was alive with Jap patrols but they evaded them and began surveying the landing and air-strip sites. However, they did encounter some Japs, who were wiped out to the man. The skipper said, "we sure were looking forward to the 15th, when the first detachment of the battalion was due to land, because the patrols of Japs were becoming larger."

Well, if the advance party were having trouble with the Nips, so was the main landing party. The first detachment to embark boarded two LCI's and two LST's at Koli Point on August 13th. On the night of the thirteenth, the craft were lying off Lunga Point when Jap planes attacked them. The attack lasted three hours and, during it, the Nips sunk the John Penn, the ship we had come to the Canal from the Fiji's. We all were saddened by the loss of this veteran of European and Pacific warfare because of the many friendships made while aboard her. On the morning of the fourteenth, the convoy shoved off and, at dawn of the fifteenth, it approached the beach at Vella LaVella.

It was a beautiful sight. The tropical green of the Island was framed in the blue of the sea and the sky. Everything was quiet and the sun was just coming up like a burst of gold. Comment was heard on all sides, "Looks just like the Fiji's and just another Pacific Island."

We began to unload the cargo from the ships at Barakoma Village. The boys with the BAR's were acting as guards, and the unloading proceeded very swiftly as we had practiced it many times back on the Canal. As the ramps of the LST's came down, men and vehicles rolled out, as most of our equipment was on six wheelers, and bumped into the jungles. Bulldozers were sent ashore and soon coconut and palm trees came crashing down and pushed over with yards of coral to form ramps to the ships. Meanwhile, long lines of men waist-deep in water passed boxes of supplies

and equipment, for on LCI's all cargo must be man-handled. We all worked feverishly because we knew it was only a matter of a short space of time before the Jap planes would be on us as the whole landing operation could be observed from enemy lookouts on Kolombangara only thirteen miles across the water. Quite suddenly, the alarm was sounded and all hell broke loose. Every one took off for the boom-docks or the ships. High in the sky, planes zoomed and droned, their machine guns spitting leaden death. It seemed as if the sky were made of cloth which was violently being torn to shreds by giant invisible hands. The first attack lasted five minutes and seemed hours, then it began again, through some miracle, none of the gang were hurt. When this attack was over, we completed the unloading and moved up a hill to dig in for the night as best we could in "foxholes". There were so many attacks during all of the day and the night that it was a continual "Condition Red."

The second echelon landed on August 17 at 1800 and this landing was a mistake, since there was no air coverage from Munda at this late hour in the day. The only defense we had was the few anti-aircraft guns that had been set up. Attempts were made to unload the ships but the constant air attacks made this impossible. The LST's pulled off the beach and one of them was hit and had to be sunk. We lost considerable equipment on this ship. The next day, the remaining two were beached and were unloaded.

The third wave landed on August 22nd. This bunch really got the business for, by now, the Japs really had us spotted and knew what we were about to do.

In the early morning about 1000, they came over and bombed us at about 800 feet. At top speed, screaming eerily over the jungle, the Jap bombers flew to the attack. The ship's gunners returned their fire, but still the planes came in and re-

leased their loads of destruction. In a formation of six, one suddenly wavers and, to the cheers of the gang, it bursts into a bright pyre of flames as the gunners found their mark. The other five however broke through and plastered us. They didn't miss the target at this range and of the fifteen bombs that fell, not one was less than a hundred yards from the ships. It was a literal rain of death, when the bombers pulled out of their shrieking plunge, not a man on the ship's deck was left standing. The guns were either blasted to scrap or choked with coral dust.

While the smoke and dust of the explosions still blanketed the ships, the gang on the beach and below the decks swarmed aboard to clean up. They found the decks littered with coral boulders, wounded and dead shipmates. Many men of the battalion had manned guns during this raid and Roger Poulin, Sam Barker and Steve Pavlick of Company "D" were badly wounded and on the beach lay Bob Neumann, CM3C, our first fatal casualty of the enemy. This was a bitter blow for Bob was loved by all who had come in contact with him.

The fourth wave arrived on August 26th and the fifth on August 31st and by this time the raids were lessened due to the Marine Defense Battalion being set up in action.

During the first few days of the landings over 34 Jap planes were shot down with only a loss of two of ours.

After the landings, we set about to build a camp site and establish an airfield previously surveyed by the advance party. Our supplies and gear were strewed from one end of the beach to the other in haste to unload the landing ships and countless hours were spent locating this equipment. Slow progress was made because we were constantly under condition red because of the lack of air protection in the first few days. Vella LaVella was captured by by-

passing other islands fortified by the Japs, such as Kolombangara, Ganongga, Gizo and several other smaller islands north of Munda in the New Georgia group. The Munda airfield was still subject to night attacks which were quite frequent and, of course, Vella being north of Munda, the Japs had us coming or going.

Soon galleys were setup and the cooks got together something hot with which to start the day.

Slowly but surely the Camp took shape and the airfield began to look like something. Presently the center strip was completed and well bedded down with coral. This was not too soon for out of the skies one morning came a wounded Dauntless Dive Bomber. He buzzed over the strip and came in for a crash landing. We all were thrilled that he walked away from the wreck that was once a fighting ship. A few days later, a P38 crashed and the pilot also walked away from this one.

The night bombing by the Japs continued and, though they didn't do much damage to our installations, they did shatter our nervous systems. Chow got better as living improved and the lines at sick bay grew shorter. The overworked medical staff were great morale builders and the cheery smile of "Doc" Brown and his corpsmen Riggs, VanZandt, Harris, PeeWee and Doug Rubb were always welcome.

Along about the end of September, Dr. Pelow and Commander Lewis were relieved and sent to new commands and were replaced by Dr. Feldman and Lt. Cdr. Quayle. It was here at Vella we lost most of our shipmates through accidents or the result of the enemy bombing. Many of the men came down with various tropical diseases and were evacuated.

Scuttlebutt was the order of the day and all hoped to start home to the States by Christmas. However, after completing the

fighter strip, we packed our gear and left for a well earned rest in New Zealand.

It was many months before the 58th finally went home but even today, when ex-members meet, seldom is anything spoken of about our cruise in the Pacific except Vella LaVella. Every now and then an article will appear about the Pacific Warfare and reference is always made of this all-important outpost. Major General Twining, Commander of aircraft in the Solomons at that time said "it was the toughest, densest jungle in all the South Pacific," and the 58th CB's have constructed a modern field set up for bomber fighter transport craft, whipped the field in shape in record time making it the best in the Solomons although the hardest to construct."

On our trip to New Zealand on the USS Tryon, which was a hospital transport ship, the chief medical officer said, "we were the sorriest looking bunch," he ever saw and gave orders that all the men were not to have any duty whatsoever.

AUCKLAND, NEW ZEALAND



TOP OF QUEEN STREET

The harbor of Auckland was a wonderful sight and even more pleasant was the sight of white women with shoes on. We were billeted at what was formerly a race track and, though it was not much better than other camps, no one minded because we

seldom were there. After making alterations to our blues, which in the main now were much too large, off we went on liberty.

The people in Auckland were wonderful and opened their homes to us and many made lifelong friendships while there. They were a lot like us and enjoyed having Americans around. Into their two big islands is packed a little bit of almost every country in the world and all agreed that it was one country that would be nice to come back to after the War.

We were warned about tossing our dough around but, as usual, we bought everything we could lay our hands on including the famous "Tiki".

Quite a number found their way out of Auckland and the surrounding Village of Roturua where they took the baths, fished and climbed over mountains. Chow was great and meat was once again plentiful with Hash and Mae, our canine mascots, at long last having bones to gnaw on.

All too short was the stay here and on 8, February 1944, we held a "Farewell Dance" at the town hall, and as the committee put it:

"We came, we saw, we were conquered. Our sincere thanks to the hospitable and friendly people of New Zealand."

Again we packed our gear for another trip to parts unknown leaving behind in Mobile Hospital 4 and 6 a goodly number of men who were just too worn out to go back up again to the islands.

BANIKA, RUSSELL ISLANDS

After leaving Auckland, New Zealand we landed on Banika, of the Russell Islands, 17 February, 1944. Here we spent our time securing new equipment, small arms, etc., for our next job. This was the island that we lost our mascots, Hash and Mae, and



their sons and daughters for some gold braid didn't like dogs. We were all saddened by this loss for they had given all of us many a happy moment.

LOS NEGROS, ADMIRALTY ISLANDS

A major naval and air base, capable of service, supply, and repair forces afloat, air forces, and other allied units in the forward area, was established early in 1944 at Manus, in the Admiralty Islands, about 300 miles north of Lae, New Guinea, and, apart from the St. Matthias group, the northernmost group of islands in the Southwest Pacific area. Manus lay close to the enemy line of communication between Truk and Rabaul and also near the route between Kavieng and Wewak.

Manus and Los Negros comprise the major islands of the Admiralty group, which includes over 160 small islands and atolls and three first class harbors.

Seeadlee Harbor, one of the largest and best in the Southwest Pacific, lies within the ellipse formed by Manus, the curving shore of adjoining Los Negros. Its protected waters were capable of accommodating a large fleet of capital ships. Los Negros was separated from Manus by a narrow passage. The island was low and, for the most part, swampy, with coral just below the top soil.

We landed in the Admiralties 17 April, 1944, and were assigned a construction job at Papitalai Point. The next day, survey crews were sent ashore to select a camp site. Constant heavy rainfall and the unfavorable terrain, however, made progress difficult. Quarters were finally erected on coconut log footings at least two feet above the ground.

The first major construction assignment was the building of a 30-foot primary road from Lombrum Point to Papitalai Point.

For a dry dock storage area and personnel camp we built seven, 40 by 100 foot warehouses, 29 quonset huts, a mess hall, a galley, a water system, and a coconut-log, coral-fill jetty, 40 by 80 feet, the site of which required considerable fill.

Heavy rains, which turned the area into a mass of mud, considerably delayed construction of a PT-boat overhaul base and

personal camp. However, the lessons learned in the Fiji's and Vella in the use of coral came in handy and were put to use. Due to the lack of roads we built a jetty to this base by hand labor and when it was completed consisted of seven 40 by 100 foot warehouses, three quonset huts, one 30 by 50 woodframe building, and a frame galley and mess hall.



CB WAVE

The major project at Papitalai, a tank farm with sufficient storage of fuel and diesel oil to supply a large base and major units of the fleet, was begun June 23rd. Lack of suitable coral for surfacing, again proved a handicap. Material for tank foundations had to be ferried across the harbor, and roads deteriorated to such an extent that corduroying was the only solution. However, the 58th met the task head-on and by August 15th the first 25 tanks were completed on schedule and work continued until 63 tanks were erected, each having a 10,000 barrel capacity. A two-way pumping system and a drum filling plant completed the farm which was split into sections, making it possible to operate from any single unit or series of units.

Over four miles of pipe were installed throughout the area and well over two million bolts were used in the construction of the tanks. The job took over 38,000 man-hours to complete. The engineering gang under Lt. (jg) Gene Gieger were respon-



WORKING PARTY - ADMIRALTIES

sible for the layout and location of the tanks; Lt. (jg) Rudy Peters was in charge of tank construction, and C.W.O. Charlie Gartrell of piping and pumps. Lt. Reed, Officer in Charge of the Papitalai Fuel Dock, stated that, throughout the water testing and construction, the receiving and delivering of oil was carried on with a minimum of trouble, due to the excellent cooperation of the 58th crews."

Commander P.L.A. Keiser, Officer in Charge of the Second Construction Regiment, wrote to the 58th the following letter of commendation:

1. As the time approaches for the departure of the Second Construction Regiment from the Admiralty Islands, the Officer in Charge wishes to commend the officers and men of the 58th Construction Battalion for the excellent job they have accomplished in preparing this base for the needs of the fleet.

2. The fine spirit in which the men carried out early construction operations despite the fact that they were working with a minimum of equipment in a very muddy terrain was in keeping with the highest traditions of the Navy.

3. If the past performance of the 58th Construction Battalion is an indication of future operations, the Officer in Charge feels confident that the 58th Battalion, under the capable leadership of Lt. Comdr. Turrentine will be destined to be one of the best Seabee Battalions of the Navy.

While at Los Negros we found time from work to engage in boxing bouts, song fests, baseball games with the other units on the island. In addition, we purchased over \$32,000 of war bonds, the largest bond being bought by Earl Tupper MM 1/c, of W-W-1 the amount being \$2,675.



Having completed our task we hauled anchor again and set sail for a return trip to:



DOMA COVE, GUADALCANAL, arriving on December 14, 1944. It was here that we staged for Okinawa. A complete Jap village was skillfully assembled of forty wooden buildings, some of two stories, complete with bank, grog shop and a gisha house. This village was named Bonegville for its location on the banks of the Bonegre Line. This village was the training site of the 6th Marine Division and many a marine later at the battle for Naha expressed his undying gratitude to the 58th for the training he had received in this well simulated city.

We entered into real advanced training for the invasion of Okinawa and were completely briefed on this particular Island X that no one up to this time had ever heard of.

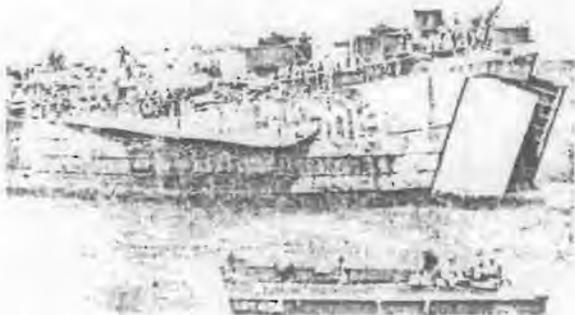
During March we shoved off for Okie in various groups for the biggest job in the 58th history.

OKINAWA

Easter Sunday, April 1, 1945, a day long to be held in our memories. The largest war fleet ever to sail the seas was assembled off the shores of Okinawa and the din of their heavy fire was deafening.

The landing was made with the assault troops and it was not to be compared at all with Vella LaVella, for by 1030 the Marines of the 6th Division had their days objective with few casualties.

Soon as we were ashore our work began, serving as combat engineers in support of ground troops, rehabilitating and improving native roads and bridges, and clearing enemy mines and demolitions. We located and developed, and operated water supply points for all units, installed communication systems and began the ground work for permanent installations. These activities were carried on night and day in spite of enemy sniper activity, artillery fire, and air attacks.



The Marines had quickly captured Yontan Airfield on "D" Day and shortly after evening chow they were amazed to see a Japanese plane circle the field and come in for a perfect landing. The pilot got out and started to walk away and then suddenly realized that something was amiss. He reached for his pistol and by doing so completed his last act in this world.

None of the words written up to this time can fully describe what the men of the Battalion had gone through and in a letter your editor received from Chaplain Shell during the make-up of this book I thought it would prove interesting to pause and listen to his opinions.

MEMORANDUM FROM JOHN L. SHELL
LT., ChC., USNR
Attached to 58 N. S. NCB
January 1945 - December 1945

I found a sad looking bunch of men when I joined the 58th CB's on Guadalcanal at the beginning of the year in 1945. The men had returned from the Admiralty Islands after many months of hard work in the South Pacific with the hope that they would soon be on their way home. Instead, rumors were flying around that the 58th would be attached to the 6th Marine Division for combat training for the next invasion. I will never forget the blue language that was used when these orders were officially announced at the movie—it was language that one could not use in the pulpit.

Then followed a week of outspoken griping on the part of practically all hands. From all corners you could hear such expressions as these: "I'm gonna blow my top and get out of this outfit", and "You have heard of the Lost Battalion, Mac. Well, this is it!" After a couple of weeks, the griping had strangely quieted down and the men settled down to hard work and preparation for the rough days ahead. The conversation took another turn as we all started speculating about where we would

hit for the invasion. The guesses ran anywhere from the South coast of China to Tokyo itself, but as the "scuttlebutt" sifted down everything seemed to point to an island by the name of Okinawa. Anyhow we were told if we ever managed to get on the beaches we would then have to fight poisonous snakes and deadly typhus, as well as the enemy. It sounded bad!

None of us will ever forget the unbelievable bombardment on Easter Sunday, 1945, that preceded the invasion of Okinawa. Then the work of the 58th really began in earnest! I saw men of the 58th, many already tired by long months of jungle warfare, buckle down to the hard job of building roads, building Yontan Airfield and a dozen other jobs. The work went forward in spite of the bombing, constant air raids at night, and mud that was sometimes knee deep. It was there I learned to know the men of the 58th, and I found them to be a wonderful bunch of men. I was pleased that so many found time for church services during those tiresome weeks. I found the deep comradeship within the Battalion when we buried our shipmate, David Applegate.

I am deeply proud to have served with the 58th. It was an experience that has enriched my life and reassured me of the faith that is to be found in the hearts of most men.

Sincerely yours,

JOHN L. SHELL



On April 3rd we took over the repair and new construction of the Yontan Airfield and on the next day April 4th, we had one strip ready for fighter operation.



During the latter part of April we resurfaced the existing runways and constructed taxiways, hardstands, warmup aprons, pilot housing, and gasoline storage facilities. Damage control parties filled bomb craters on one end of the runways while enemy planes were strafing the other end. In spite of enemy interference, the runways were thus kept serviceable almost without a break. At the end of April, construction was started on a new bomber strip at Yontan.

Although the initial landings were accomplished without great difficulty, the Japs thereafter did his utmost to harass our forces and hinder the occupation of the island and the development of the base.

There were 261 air raids in the period from April 1st to June 30th. Enemy night bombings were frequent and suicide attacks against shipping in the harbor damaged construction equipment and material making our task that much more difficult. Much danger was added to this by falling fragments from our own anti-aircraft shell bursts and misdirected automatic weapons fire from ships in the harbor.

However, in June all organized enemy resistance ceased and construction work moved forward rapidly.

Personnel of the 58th began now to shove off for home and very few of the original battalion were left. It would be impossible to cover every phase of the battalion activities at Okinawa, but all should be interested that by the close of 1945, naval facilities on Okinawa covered 20,000 acres, and included 4,180 lineal feet of wharves, 712,000 square feet of general covered storage, 11,778,000 square feet of open storage, 193,000 cubic feet of cold storage, as well as storage for 8,820,000 gallons of aviation gasoline, 30,000 barrels of diesel oil, 50,000 barrels of fuel oil, 13,000 square feet for ammunition. Aviation repair shops covered 324,000 square feet and general



repair shops 91,000 square feet. Hospital space amounted to 338,000 square feet and quarters 4,755,000 square feet. All of which the 58th had an important share.



Seabees

The navy needed fighters
And the navy needed men
So they organized the Seabees
Who could fight and work again.

They took welders, riggers, boilermen
Butchers, cooks, and bakers too
And they put them in the navy
And showed them what to do.

With a machine gun and a rifle
The Seabees learned to shoot
They used a big machete
A thousand things to boot.

They taught us how to march and drill
They taught us how to dress
And we even learned to manage
To get "seconds at the mess".

We learned the navy lingo
We called it "head, deck and swab"
We even learned to "knock it off"
Like an other job.

They taught us all these many things
In 13 weeks or less
And what they didn't teach us
We later had to guess.

When we were through our training
We left for Island "X"
We had all our equipment
It loaded down the deck.

The Japs they held the island
When at last it hove in sight
We knew that they were ready
So we got prepared to fight.



*To the men of the 58th who lost
their lives in the service of
their country.*

PROUGH, Harold C. SF 1/2
NEUMAN, Robert F. CM 3/4
BUSBY, Walter F. CM 3/4
ARMSTRONG, Arthur CM 3/4
CHRISTIANSON, Loftus L. BM 1/2
JONDREAU, Clifford P. CM 3/4
BREIBY, Eric A. CM 3/4
HETRICK, Guy I. MM 1/2
LAZROVITCH, George S 3/4
WANDA, Joseph E. SF 1/2
LANDRY, Wilfred A. CM 3/4
APPLEGATE, David L. CM 1/2
WOOLIVER, Robert B. S 1/2

ITINERARY OF 58TH U.S.N. CONSTRUCTION BATTALION

13 April 1943 Departed Port Hueneme, California for Cub 3.

4 May 1943 Arrived Vunda Point, Fiji Islands.

23 July 1943 Departed Vunda Point, Fiji Islands.

30 July 1943 Arrived Guadalcanal, B.S.I.

August 1943 The 58th CB moved to Vella Lavella, B.S.I., in echelons as follows:

11 August 1943 Advance party, consisting of four (4) officers and two (2) enlisted men, embarked for Vella Lavella.

13 August 1943 1st echelon, consisting of thirteen (13) officers and five hundred twenty four (524) enlisted men, embarked for Vella Lavella.

14 August 1943 2nd echelon, consisting of three (3) officers and one hundred fifty seven (157) enlisted men, embarked for Vella Lavella.

17 August 1943 3rd echelon consisting of five (5) officers and two hundred fourteen (214) enlisted men, embarked for Vella Lavella.

23 August 1943 4th echelon, consisting of one (1) officer and sixty six (66) enlisted men, embarked for Vella Lavella.

2 January 1944 Departed Vella Lavella for Auckland, New Zealand.

9 January 1944 Arrived Auckland, New Zealand.

11 February 1944 Departed Auckland, New Zealand, for Russell Islands.

17 February 1944 Arrived Banika, Russell Islands.

28 March 1944 1st echelon departed Russell Islands for Admiralty Islands.

3 April 1944 2nd echelon departed Russell Islands for Admiralty Islands.

17 April 1944 Both echelons arrived Admiralty Islands.

20-22 April 1944 Debarked Los Negros Island, Admiralty group.

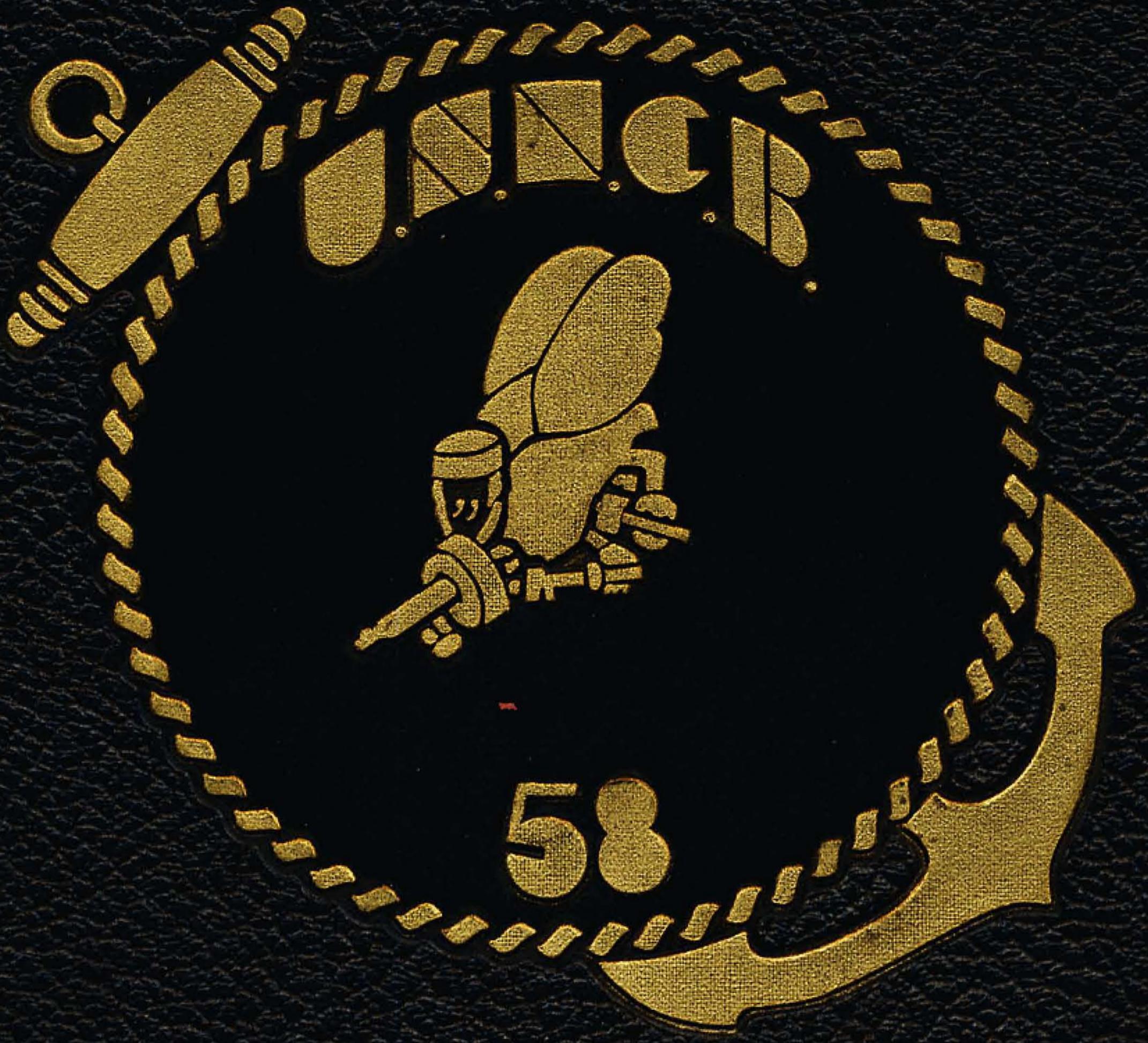
9 December 1944 Departed Los Negros Island for Guadalcanal.

12 December 1944 Arrived Guadalcanal.

11 March 1945 1st echelon, consisting of twenty six (26) officers and eight hundred fifty-one (851) men, departed Guadalcanal with Sixth Marine Division, for Okinawa Island, Ryukyu group.

1 April 1945 1st echelon, consisting of twenty six (26) officers and eight hundred forty-four (844) enlisted men, arrived at Okinawa in assault echelon of Sixth Marine Division.

21 May 1946 Inactivated at Okinawa on 21 May 1946.









4TH CONSTRUCTION BRIGADE
OFFICIAL NAVY PHOTOGRAPH



