Naval Construction Battalion Detachment 1007

Historical Information

"Construimus, Batuimus"
"We Build, We Fight"

NAVAL HISTORY & HERITAGE COMMAND

. 1007

28 May 1943 - Commissioned at NCTC, Camp Peary, Williamsburg, Va.
9 Jun 1943 - Entrained for ABD, Port Hueneme, Calif.
14 Jun 1943 - Arrived at ABD, Port Hueneme, Calif.
11 Jul 1943 - Embarked and departed ABD, Port Hueneme, Calif. for Espiritu Santo.
5 Aug 1943 - Arrived at Espiritu Santo.
8 Aug 1943 - Disembarked at Espiritu Santo.
13 Mar 1945 - Det. 1007 operating at Espiritu Santo and has been at this location since 8 Aug 1943.

(Above itinerary submitted by OinC Det. 1007 ltr dtd 13 Mar'45 Ser 170 to BuPers)

Det. 1007

Itinerary of CBD 1007 found under this card.

NCTC - Peary
ABD - Hueneme
Ready Date -
Left ABD - 20 Jul'43 **(Oct'43 Mo. Rep. says 11 Jul'43)
Location - EPIC Espiritu Santo

LOG

5-27-43 - Det. 1007 to depart Peary on 9 Jun'43. (Telegram from Camp Peary dtd 27 May to BuMed)
6- 3-43 - Budocks requests transfer of Det. 1007 from Camp Peary to ABDRB Hueneme on 9 Jun'43 (Budocks ltr to CNO dtd 3 Jun'43)
6-10-43 - Lt. Carroll ordered to report to Adv. Base EPIC for preparatory work rejoining Det. 1007 upon its arrival at EPIC. (Budocks ltr to BuPers dtd 2 Jun'43)
8- 5-43 - Det. 1007, 17 off. and 639 men embarked from Hueneme. (Disp 202308 July Com12)
12-18-43** 1 Nov'43 report of Det. 1007 - Embarked 11 Jul'43 and arrived EBON 8 Aug'43.
2-22-44 - 1 Feb'44 report of Det. 1007 - located at Espiritu Santo.
3-21-44 - 1 Mar'44 report of Det. 1007 - located at Espiritu Santo.
4-28-44 - 1 Apr'44 report of Det. 1007 - located at Espiritu Santo.
6- 2-44 - 1 May'44 report of Det. 1007 - located at Espiritu Santo.
7- 4-44 - 1 Jun'44 report of Det. 1007 - located at Espiritu Santo.
8- 1-44 - 1 Jul'44 report of Det. 1007 - located at Espiritu Santo.
8-28-44 - 1 Aug'44 report of Det. 1007 - located at Espiritu Santo.
9-25-44 - 1 Sep'44 report of Det. 1007 - located at Espiritu Santo.
11- 1-44 - 1 Oct'44 report of Det. 1007 - located at Espiritu Santo.

Det. 1007

11-18-44 - 1 Oct'44 report of Det. 1007 - Comseronsopac states in the 3nd end. that 150 men have been ordered to this unit in order to accomplish the extra work load.
12- 1-44 - 1 Nov'44 report of Det. 1007 - operating at Espiritu Santo.
12-12-44 - Det. 1007 located at Espiritu Santo. (CNB Santo Sec Disp to Comseronsopac 012231 dtd 9 Dec'44)
1-29-45 - 1 Jan'45 report of Det. 1007 - located at Espiritu Santo.
2- 3-45 - 1 Dec'44 report of Det. 1007 - located at Espiritu Santo.
2-22-45 - 1 Feb'45 report of Det. 1007 - located at Espiritu Santo.
3-17-45 - 1 Feb'45 report of Det. 1007 - located at Espiritu Santo. Unit left Hueneme 11 Jul'43 with 18 off. and 634 men. Arr'd Espiritu in Aug'43. Comseronsopacfor is effecting a rotation program for this unit.
3-17-45 -- CBD 1007 is scheduled for duty in the Sopac area or forward area for some time and it is proposed that this unit be held in the field and that rehabilitation be accomplished on the rotation program.(Comseronsopac Sec. ltr Ser. 00256 to Comserforpac dtd 6 Mar'45).
3-31-45 - 1 Mar'45 report of Det. 1007 - located at Espiritu Santo.
4-24-45 - 1 Apr'45 report of Det. 1007 - located at Espiritu Santo. On 22 Mar'45 a copy of orders were rec'd for the transfer of 170 men from the 47th CB to this Unit as replacements for the first draft under the rotation plan est for Det 1007. This transf is being delayed pending arrival of the replacements. Transfer orders for the first draft (170 men) to leave this unit were rec'd 27 and 31 Mar.
5- 9-45 - Det. 1007 is located at Espiritu Santo. To be assigned Samar 1 May'45. (Dirpacdocks S.F. Sec Rep of 15 Apr'45)

Location - Espiritu Santo

Det. 1007

5-25-45 - 1 May'45 report of Det 1007 - located at Espiritu Santo. Replacements of 156 men were rec'd from the 47th CB on 23 Apr'45 to relieve the first draft under the rotation plan. The first draft of 170 men was transferred to the Rec Sta on 23 Apr'45.
6-25-45 - 1 Jun'45 report of Det 1007 - located at Espiritu Santo.
7-23-45 - Recommend CBD 1007 cease operations immediately. All personnel with 21 mos be retd to U.S. for rehab. Personnel with time overseas under 21 mos augmented by base forces as available proceed to dismantle and pack plant for forwd move. (Comsopac sec disp 172150 July to Cincpoa P)
8- 1-45 - 1 Jul'45 report of Det 1007 - located at Espiritu Santo as of 1 July.
8- 2-45 - Contemplate inactivating CBD 1007 Sep 15 and sending equipment to P.H. 70% of personnel being retd to mainland for rehab. (Comservpac conf disp 290017 July to Comserv7flt)
8-6-45 - Cincpoa P 230155 July approved immediate cessation CBD 1007 operations and cancellation of all unshipped items of spare parts orders. (ACEFD Santo sec disp 310546 July to Direastpacdocks S.F.)
8-21-45 - 1 Aug'45 report of Det 1007 - located at Espiritu Santo. In compliance with authority from ComSoPac approved by CincPOA Pearl, operations ceased as of 26 July 1945 and preparations began for detachment of all personnel with over 21 mos overseas for return to U.S. for rehab; personnel under 21 mos overseas to dismantle and pack units for forwd move.
8-21-45 - Desire to inactivate CBD 1007 on 20 Aug '45, if not urgently necessary Sowesmac. (Comservpac conf sndltr dtd 14 Aug '45 ser 04703 to Comserv7thflt).

Location- Espiritu Santo CBD 1007

8-27-45 - Comservpac requests Cincpac, P. approval to inactivate CBD 1007 dtd 20 Aug'45. (Comservpac conf spdltr ser 04801 dtd 20 Aug'45 to Cincpac, P.).

8-[illegible]-45 - Cincpac approves inactivation of CBD 1007. (Cincpac conf spdltr ser 032337 dtd 25 Aug'45 to Comservpac).

9-4-45 - Comservpac has ordered Comsopac to inactivate CBD 1007. (Comservpac conf disp 020057 Sept '45 to Comsopac). (Advise Comservpac of completion of inactivation).

9-19-45 - 1 Sept'45 report of CBD 1007 - located at Espiritu Santo. 4 Aug'45 all pers. with 21 months overseas were transferred to the U.S. for leave & reassignment. Ceased operations on 26 July'45, pers. now engaged in packing & crating.

9-24-45 - CBD 1007 - Operations ceased & authority requested to inactivate immediately. 452 pers detached 8/3/45 have been returned to W.C. for leave & reassignment. remaining pers are packing & dismantling plant & will move with equipment. (Comservsadn sec report ser 001018 dtd 31 Aug'45 to Comservforpac).

9-29-45 - CBD 1007 inactivated 20 Sept'45. (Comservronsopac conf disp 220442 Sept'45 to Comservpac).

10-8-45 - CBD 1007 to be inactivated on or about 20 Sept'45. Inform Comservpac when inactivation is completed. (Comservronsopac conf spdltr ser 01948 dtd 8 Sept'45 to CNB, Santo).

INACTIVATED

	ON BOARD		
DATE	OFFICERS	MEN	AUTHORITY
1 Jul'44	20	619	BNP625
1 Aug'44	19	618	BNP625 & MoR
1 Sep'44	19	616	BNP625 & R
1 Oct'44	19	639	MoR
1 Nov'44	17	674	MoR
1 Dec'44	19	779	MoR
1 Jan'45	19	775	MoR
1 Feb'45	20	767	MoR
1 Mar'45	20	742	MoR
1 Apr'45	19	739	MoR
1 May'45	18	725	BNP625 & R
1 Jun'45	23	716	BNP625 & R
1 Jul'45	17	715	BNP625 & R
1 Aug'45	20	693	BNP625 & R
1 Sept'45		228	BNP625

C.B. Detachment #1007 (Auto Repair) (INACTIVATED)

Prepared by C. W. Matthews
Completed: May 2, 1969

History of
United States Naval Construction Battalion Detachment 1007

Coherence, cooperation and consolidation were the objectives of United States armed forces representatives given the task of establishing truck- and jeep repair facilities throughout the South Pacific theatre early in 1943. Up to this time, every Naval shore unit, Marine command and Army organization had to set up its own facility for major vehicle repair or find a willing service garage or machine shop to do their jobs. Many major commands had such facilities, but many small units and detachments did not. The result was confusion, loss of time, excessive vehicle down time, abandonment of equipment, and duplication of repair effort and equipment.

To alleviate these problems, to reduce the number of automotive repair units and to make repair facilities available to all units of all the services, a directive was issued by the Commander, South Pacific, requiring the establishment of repair and overhaul facilities for all automotive equipment of all U. S. services. The Army Service Command was assigned responsibility for units at New Caledonia, Guadalcanal and Fiji; the Marine Corps was assigned the Samoan Islands area; and the Commander, Naval Advance Base, Espiritu Santo, was assigned responsibility for establishing and operating a unit for the New Hebrides.

Basic standards set for the facility--designated Automotive Repair and Overhaul Unit--was that it must be able to repair approximately 100 trucks and 100 jeeps monthly to factory overhaul standards, should be able to provide repairs to all construction equipment, and should be equipped to handle major tire repairs.

Personnel at the Bureau of Yards and Docks headquarters in Washington lost no time in getting underway with the unit at Espiritu Santo. Planners set about drawing designs for facilities and shop arrangements, while others worked up lists of equipment, with assistance from the Army engineers.

Personnel procurement got underway when personnel forms Construction Battalion Detachment 1007 was formed May 4-19, 1943 at the U. S. Naval Construction Training Center, Camp Peary, Williamsburg, Virginia. The detachment was led by CEC officers with mechanical engineering degrees and highly skilled mechanics and craftsmen in allied fields--all experienced in fleet maintenance or vehicle repair. The search for qualified men extended beyond Camp Peary to the Advance Base Depot at Davisville, Rhode Island and to other Seabee installations in the East.

Candidates were screened to determine their qualifications and most suitable assignment in the detachment. After acceptance, they were given abbreviated military training and technical training in mechanical and machine shop skills with standard military components and special shop equipment.

The detachment was activated May 28, 1943. After a 10-day pre-embarkation leave the men assembled at Camp Peary, where CBD 1007 was formally commissioned on June 9th and from where they departed the same day for the West coast. Lieutenant Commander Ward E. Guest, CEC V(S), USNR, headed the unit as officer in charge and Lieutenant John W. C. Carroll, CEC V(S), USNR, was executive officer. The 632 enlisted men and 18 officers of the detachment arrived at Camp Rousseau, Advance Base Depot, Port Hueneme, California on June 14th. Two days later most of the men began advanced military training, while others assisted in erecting Quonset huts and inspecting, conditioning and testing equipment prior to shipment to advance base depots overseas.

CBD 1007 embarked at Port Hueneme on July 11, 1943 and arrived at Espiritu Santo August 5. On disembarking August 8, the men were transported directly to a temporary camp already built for them by Naval Construction Battalion 44 at the U. S. Naval Advance Base. Then, until August 15, the detachment unloaded and delivered their gear, automotive machinery and spare parts.

Aided by NCB 44, which furnished all construction equipment and crews of 10 to 60 men, the detachment commenced construction of the Automotive and Construction Equipment Repair and Overhaul Unit. Among the tasks were grading and coral paving of the entire industrial, equipment storage and permanent camp areas. Other crews installed water mains, a sewage system, and underground electrical power and industrial air piping systems. Then came erection of industrial shops, storage facilities and a mess hall.

The industrial shops occupied 140,000 square feet of floor space in fifteen 40 by 100 foot arch rib steel buildings on concrete foundations and floor slabs. These facilities were on a 15-acre site adjacent to another 20 acres graded and paved for storage of waiting and repaired equipment.

Shops included construction equipment repair, engine overhaul, paint, sheet metal and frame, electrical, blacksmithing and heat treating, welding, diesel engine and marine propulsion unit overhaul, storage warehouse, sail shop, woodworking, and racks for greasing and washing.

Additional steel rib buildings were erected for parts warehousing, public works storehouse, transportation, hot locker, administrative and service departments, officers quarters, and messing facilities. The machines and shop equipment were installed and the unit was substantially completed by October 1, 1943. Full service operation got underway on October 4.

Prior to this, the problems inherent in the warehousing, stocking and distribution of spare parts became apparent. CBD 1007 was manned for mechanical skills but not for extensive storekeeping. As a result, a spedial 400-man organization was established as Construction Battalion Detachment 1029 in time to take over the subsidiary Automotive and Construction Equipment Spare Parts Depot on October 6.

By the end of October, the Seabee mechanics had reconditioned or rebuilt 327 vehicles for 56 customers of the United States Navy, Army, Marines and merchant marine. At the same time, the detachment began establishing a reputation for versatility and service by rebuilding 17 amphibious truck bilge pumps, regrinding crankshafts from 17 PT boats which would ~~have~~ otherwise have had to be returned to the states, repairing several diesel-driven generator plants, repairing a battle-damaged LST, and manufacturing parts to repair an anti-aircraft gun from a submarine chaser.

Thus in their first four weeks, CBD 1007's craftsmen nearly doubled their assigned work load of 200 vehicles; they extended their services to merchant and Naval vessels; they accepted responsibility for power plant engines; they became manufacturers of impossible-to-find parts; and they did their jobs to the satisfaction of customers from every branch of the U. S. military services.

Again in January, 1944, the detachment reported significant performance averages far beyond original goals. Repair of vehicles and construction equipment was nearly 600--triple the number required. The men had completed 1038 orders, 20% of which were designated as major, for 48 customers. By this time, their official mission had been broadened "to provide and maintain area repair facilities for...refrigeration equipment, power plants, vessels assigned to the base or in the harbor (either Naval or Merchant Marine), to repair salvaged or damaged equipment for the Advance Base or other bases, and to act

as a central repair agency for shore-based equipment for the South Pacific area." They also handled a large amount of work on heavy equipment and rolling stock ordinarily used by the Bureau of Aeronautics and Army Ordnance.

The success of CBD 1007 in their high throughput ~~and~~ of services far beyond those originally called for served as a model for revisions and outfitting for future repair and overhaul units. The renown of the hand-picked craftsmen was based solidly on their basic services in vehicle and construction equipment repair, but their reputation for ingenuity and skill in special design earned them the respect of higher echelons ~~and~~ up to the Bureau of Yards and Docks headquarters.

Among their noteworthy accomplishments were included: the design of a new lift for a lumber carrier, building a pneumatic press from salvaged materials, improvising a sand blast machine, design and construction of testing apparatus for diesel fuel injection pumps, manufacture of a heavy-duty wrecker truck for the base, building a bench test set for testing 'Hydrovac' units used in truck brake systems, design of a mobile device for transporting 50 and 75 kilowatt diesel electric units, constructing a special trailer for transporting radar antenna masts, design of an oxygen tube drying box for the Air Corps, Construction of a mobile electro-magnetic pickup device for bomb fragments, building a trailer for transporting 32-foot long steel plates, and designing and constructing armored cabs for tractors to be used in invasion landings.

When parts were not available for critically needed equipment, the machine shop personnel made such items as bevel and pinion and spur gears, spline shafts, special power transmission drives, bushings and other devices.

An added capability of great value was the development of battery rebuilding facilities. When it was discovered that new batteries had not been included in the automotive spare parts stocks, the detachment was given the task of rebuilding them for all Army, Navy, Marine Corps and Air Corps units on the island. By March 31, they had rebuilt more than 3,000 storage batteries.

A unique side service was performed by one of the detachment's glass specialists. The unit was equipped with glass cutting equipment, but replacement glass for vehicles was not stocked. The equipment was put to use, however, to produce drinking glasses from beer bottles at the rate of 20 an hour.

For the Air Corps, CBD 1007 specialists built two portable generator units for use in operating training gun turrets.

CBD 1007 serviced and overhauled the pumps and engines at the base's water pumping stations. Finally, when the badly-worn Continental and Chrysler engines for the pumps could no longer be repaired because of missing parts, a serious water shortage threatened until the detachment designers improvised special connections to enable use of GMC engines as substitutes.

In March, 1944, the detachment was officially charged with repair and overhaul of all marine propulsion units for the base's watercraft. They also contended with frequent demand for service on Hyster lifts, a problem which was finally eliminated when the detachment's designers developed a reinforced fitting for a part that had habitually failed under the loads imposed on the lifts.

The detachment continued through 1944 at a high rate of order completions. In August they set their record: 1490 orders. The total for 1944 was 15,824 jobs, of which 5,169 were major overhauls or component replacements. Beginning in September, however, serious shortages of replacement parts began to reverse the rate of completions, especially in the important major overhaul of vehicles and construction equipment.

By the end of November, Commander Guest reported that completion of repairs on trucks, jeeps and construction equipment had fallen to 358 units, due largely to missing parts. In that month, there were 1,800 vehicles on hand awaiting parts, with an additional 600 on the way. Frequently, partial shipments would produce all but the one vital part needed to enable the detachment to put the unit back in service.

The parts shortage created another problem that became noticeable in the early months of 1945. Partially completed jobs put into the yards to await missing components often remained there for months. As time went by, the tropical climate and inactivity led to deterioration--rusting metal, frozen engines, weathering of tires and fabric. It became increasingly necessary to send crews into the yards to inspect these vehicles, perform preventive maintenance, and---frequently--return badly deteriorated vehicles to the shops for rehabilitation, repainting, lubrication, ~~etc.~~ and so forth.

Despite these problems, order completions on auxiliary services enabled continuance of a high rate of monthly job output. ~~But~~ Nevertheless major overhauls had dropped to 98 in January, 1945, and continued declining in succeeding months.

On March 28, the authorized complement for CBD 1007 was increased to 780 enlisted men and 20 officers. LCDR Guest was transferred April 6, so greetings were extended to the new men on April 9 by Lieutenant Fay E. Powell, CEC, USNR,

who replaced Guest as officer in charge. But Powell's tenure in his new position was destined to be brief.

By order of the Commander, Service Squadron, South Pacific Forces, U.S. Pacific Fleet, all repair and overhaul operations of the Automotive and Construction Equipment Repair and Overhaul Unit were brought to a halt on July 26, 1945. By the same order, the men of the detachment began dismantling the machines and equipment to pack for shipment to the Advance Base Construction Depot on Guam.

Up to July 20, the detachment reported completion of 24,583 orders in a little over 21 months, an average of 1170 monthly or nearly six times greater than their original goal.

Men with over 21 months service overseas were transferred August 4 for return to the United States for leave and rehabilitation. Those with lesser periods of overseas duty continued packing and crating the automotive repair equipment and other tools of the detachment. This task was completed later in August and the men spent their remaining time at Espiritu Santo in readying automotive and construction equipment for the forward move to Guam.

On September 4, 1945, the Commander, South Pacific Area and Force, ordered the inactivation of Construction Battalion Detachment 1007. The last entry was put into the OOD log on September 20.

at Espiritu Santo to disestablishment was effective on September 20. of the detachment

Chronology

of

U.S. Naval Construction Battalion Detachment 1007

4-19 May 43	Men intended for U.S. Naval Construction Battalion Detachment 1007 were assembled at the Naval Construction Training Center, Camp Peary, Williamsburg, Virginia, and underwent boot training. The complement consisted of skilled mechanics and related craftsmen to man an Automotive and Construction Equipment Repair and Overhaul Unit being established at Espiritu Santo, New Hebrides. The overhaul unit was to be operated by the Navy to provide vehicle repair facilities for all branches of the United States armed forces on the island.
28 May 43	Naval Construction Battalion Detachment 1007 was officially established at Camp Peary with 632 enlisted men and 18 officers. Lieutenant Commander Ward E. Guest, CEC, USNR, was the officer in charge and Lieutenant John W.C. Carroll, CEC, USNR, was executive officer.
9 Jun 43	CBD 1007 departed Camp Peary in two sections.
14 Jun 43	The detachment arrived at Camp Rousseau, Advance Base Depot, Port Hueneme, California.
16 Jun 43	Advanced military and technical training were commenced at Port Hueneme.
11 Jul 43	The 1007th Detachment departed from Port Hueneme.

5 Aug 43	CBD 1007 arrived at Espiritu Santo, New Hebrides.
8 Aug 43	Detachment personnel disembarked and were transported to their camp which had previously been built at the U.S. Navy Advance Base by Seabees of Naval Construction Battalion 44.
9-15 Aug 43	Aided by the Army's 1st Port of Embarkation, the detachment unloaded equipment and supplies as well as the specialized automotive repair machinery, spare parts and plant accessories.
16 Aug - 1 Oct 43	Land clearing, grading, paving of all industrial areas, construction of shops and warehouses and installation of machinery were performed by an average of 300 men of the detachment aided by NCB 44, which provided all construction equipment and crews.
4 Oct 43	The detachment put the Automotive and Construction Equipment Repair and Overhaul Unit into full service to meet its mission of handling up to 100 trucks and 100 Jeeps a month, as well as performing related mechanical and maintenance services.
6 Oct 43	The automotive and construction equipment spare parts depot with functions of stocking, maintaining and distributing was turned over to Construction Battalion Detachment 1029.
31 Jan 44	The job load for January was triple the original assigned volume, approaching 600 vehicles per month, of which about 50 percent were for major services. In addition, the detachment had been assigned added responsibilities for refrigeration units, all generators, battery rebuilding,

ship and boat repair, and manufacture of out-of-stock parts and special design items. Thus, the total job load for January was 1,038 orders, 20 percent of which were major work on vehicles, six on ships, and a large number of miscellaneous projects.

May 44 — The detachment handled 1,441 job orders for 87 military units and a merchant ship - their largest list of customers in a single month.

Aug 44 — CBD 1007 reported the completion of 1,490 jobs for 76 customers during the month, their greatest volume of orders in a month.

6 Apr 45 — Lieutenant Commander Guest was transferred and replaced as officer in charge by Lieutenant Fay E. Powell, CEC, USNR, the former executive officer.

9 Apr 45 — The manpower complement of CBD 1007 was increased from 633 men and 18 officers to 780 men and 20 officers to enable it to meet the excess obligations imposed by the expanded mission.

26 Jul 45 — All repair and overhaul operations ceased on orders from the Commander, Service Squadron, South Pacific Forces. Up to this time, the detachment had completed 24,583 orders, of which 4,919 were major repair or overhaul jobs. Men with less than 21 months overseas service commenced dismantling equipment and packing it for movement of the unit to Guam.

4 Sep 45 — The Commander, South Pacific Area and Force, ordered inactivation of the automotive repair detachment.

20 Sep 45 — Construction Battalion Detachment 1007 was inactivated at Espiritu Santo, New Hebrides.

U.S. Naval Construction Battalion Detachment 1007

Officers in Charge

Lieutenant Commander Ward E. Guest, CEC V(S), USNR	28 May 43 - 6 Apr 45
Lieutenant Fay E. Powell, CEC V(S), USNR	6 Apr 45 - 20 Sep 45

Executive Officers

Lieutenant John C.W. Carroll, CEC V(S), USNR	28 May 43 - 23 Apr 44
Lieutenant Carl A. Knoll, CEC, USNR	23 Apr 44 - 15 Oct 44
Lieutenant Robert H. Burchfield, CEC V(S), USNR	16 Oct 44 - 7 Jan 45
Lieutenant Fay E. Powell, CEC V(S), USNR	7 Jan 45 - 6 Apr 45
Lieutenant Donald T. Kean, CEC, USNR	21 Jul 45 - 20 Sep 45

DECLASSIFIED

ITINERARY OF CBD 1007 (COPIED FROM ITEM 4 - 1 JUNE '45 MoR)

28 May 1943	Date commissioned at NCTC, Camp Peary, Williamsburg, Va.
9 June 1943	Left Camp Peary.
11 July 1943	Embarked and departed ABD, Port Hueneme, Calif. for Espiritu Santo, N. H.
5 Aug 1943	Arrived Espiritu Santo,
8 Aug 1943	Disembarked Espiritu Santo.
31 May 1945	Detachment 1007 operating at Espiritu Santo, New Hebrides and has been at this location since 8 August 1943.
20 Sept 1945	Inactivated on or about this date.

~~Note: The above itinerary is based upon information available in the C.B. Operations Section of the Bureau of Naval Personnel.~~

15 October 1945

ENCLOSURE (A)

DECLASSIFIED

ITINERARY OF CONSTRUCTION BATTALION DETACHMENT 1007

28 May 1943	Detachment was commissioned at NCTC, Camp Peary, Williamsburg, Virginia.
9 June 1943	Entrained for ABD, Port Hueneme, Calif.
14 June 1943	Arrived at ABD, Port Hueneme, Calif.
11 July 1943	Embarked and departed ABD, Port Hueneme, Calif., for Espiritu Santo.
5 August 1943	Arrived at Espiritu Santo.
8 August 1943	Disembarked at Espiritu Santo.
Present Date 13 March 1945	CB Detachment 1007 operating at Espiritu Santo and has been at this location since 8 August 1943.

NOTE:

Certified a True Copy

Administrative Classification changed from: CONFIDENTIAL to RESTRICTED
By: Irvin S. Rasmusson
Comdr. CEC, USNR
Signature

CONFIDENTIAL

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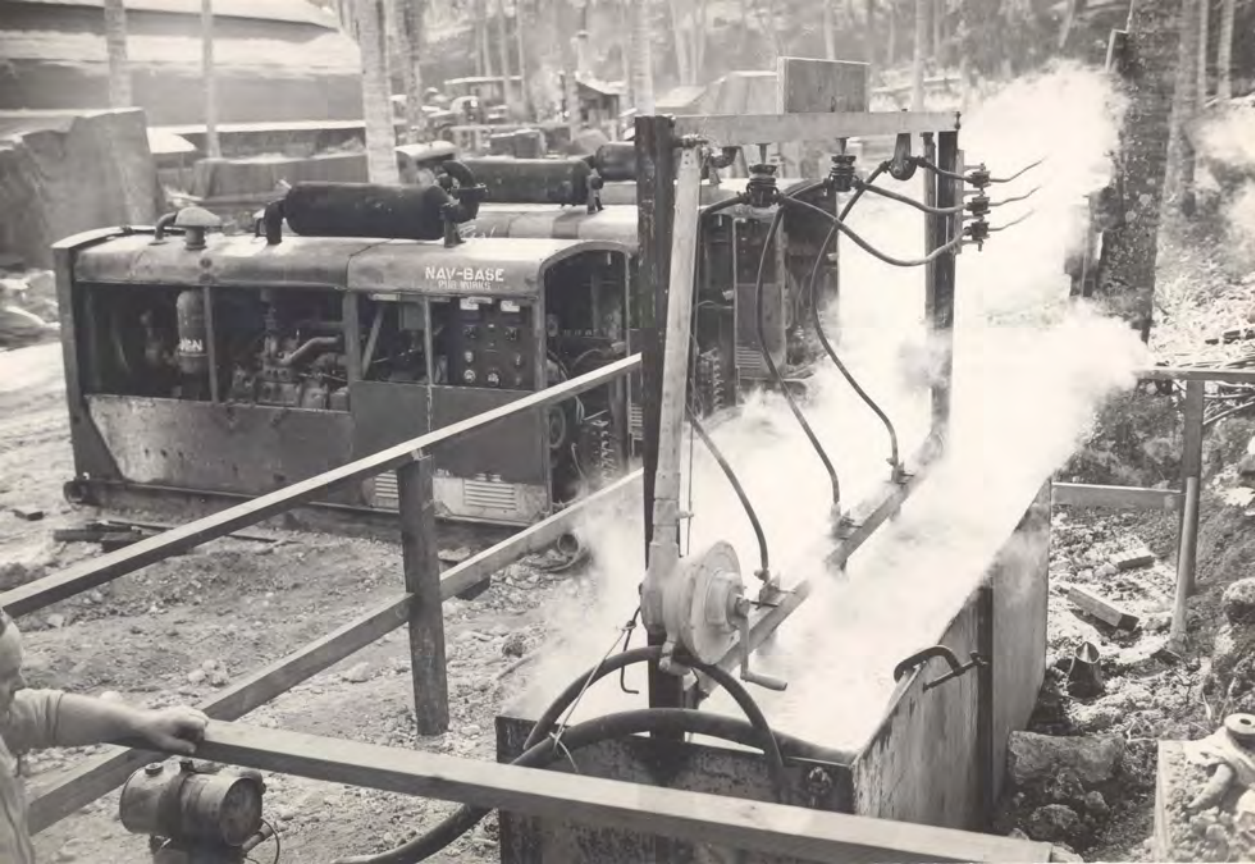
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