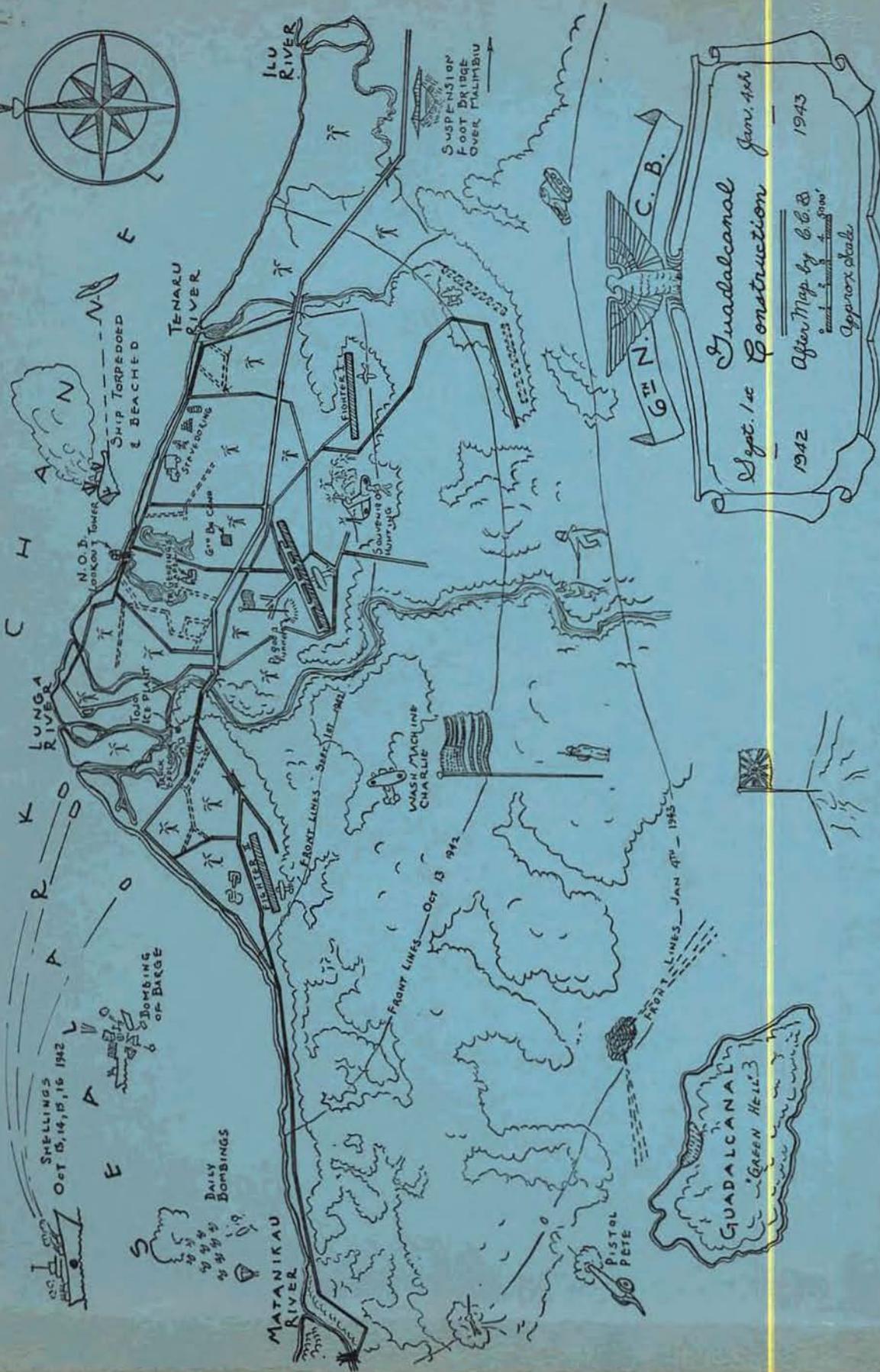
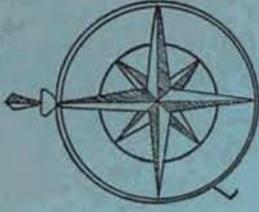


SAGA OF THE SIXTH

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6th N. C. B.

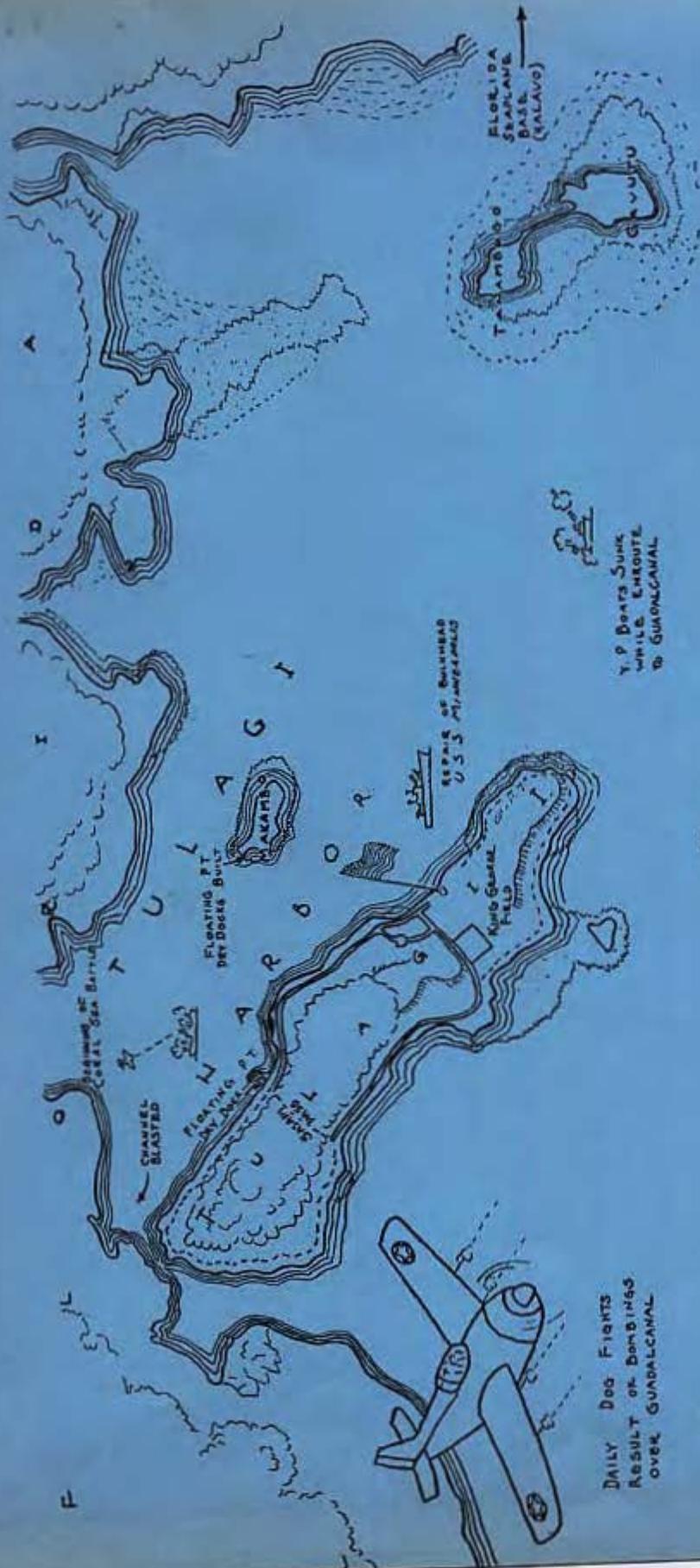
Sept. 1st Construction 1942

Jan. 4th 1943

After Map by C. B. B.

Approx. Scale

GUADALCANAL
"GREEN HELL"



DAILY DOG FIGHTS
RESULT OF BOMBINGS
OVER GUADALCANAL

C.B.

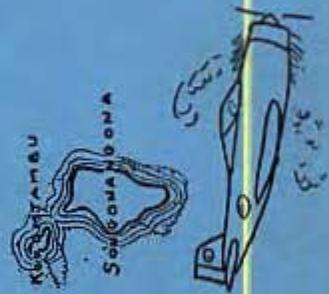
Tulagi

Step 1 Construction Jan 4 - 1943

Solomon Islands

After May by E.C.B. 1942

Approx. 1942



10



IN MEMORIAM

To the memory of our shipmates who gave their lives in the service of their country, this book is reverently dedicated.

Jules A. Addor	Frank E. Huber
Donald W. Augusterfer	Edwin B. Janney
Jack L. Brinker	Raleigh B. Jennings
Paul E. Brucker	Herluf V. Jensen
Joseph A. Deeks	Veikko Leivo
James E. DeJarnett	Lawrence C. Meyer
Thomas E. Dorsey	Justin J. Plas
Arthur W. Haldeman	Victor M. Snyder
John E. Helfrich	Jameso S. Stiverson
Henry L. Thompson	

PROLOGUE

This is the story of men whose deeds will long be remembered. Because it is a tale which needs no embellishing, we have tried to set it down exactly as it was. Great Lakes to Guadalcanal, Auckland to Okinawa, it is all here. There were giants among us in those days, and there were ordinary men who did their duty, and among them they made the Sixth a battalion without a peer. If our four months on Cactus bulks large in this history, it is because our time there, short by the calendar, was long in experience. Wherever Seabees and marines and airmen gather, the tale will be told again and again of "The Seabees on Henderson Field." This is their story.

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CHAPTER ONE

GREAT LAKES TO GUADALCANAL

IT WAS ON the 2nd and 3rd of May, 1942, that potential Seabees from every State in the Union poured into Great Lakes, Ill., and Camp Allen at Norfolk, Va. The excitement of the trip, the jokes of the men, and the fun of getting acquainted rapidly relieved the lonelinesses of parting from loved ones as we marched into the receiving stations where the first musters were held and bedding was issued.

The first night in boot camp will always be remembered. Many of us had never seen a hammock before—much less tried to sleep in one—with the result that during the night there was little sleeping, but lots of fun. The next few days were taken up with medical examinations, receiving Navy uniforms, vaccinations and inoculations, filling out insurance and other forms, and generally learning how to stand in line and wait—Navy fashion.

Guard duty was explained and posts were assigned. The Master-at-Arms, company clerks, and mail clerks were appointed. Cleanliness in the barracks was a major issue and inspections were rigid.

With most of the routine details accomplished, we were taken in hand by our C.P.O.'s and leading P.O.'s and given the fundamentals of drill. The next few days were uneventful except for fever and mild sickness from the typhoid shots. Leisure time was spent in writing letters and attending Happy Hours at which popular music and entertainment was furnished by Navy bands and various celebrities who donated their time and talents.

Sunday, May 10th, was a quiet day in camp. It was Mother's Day, and we spent most of our time writing to mothers and wives at home.

The last week at boot camp was spent on K. P. One company, number 331, was congratulated for neatness in the way they kept the galley, and a letter of commendation was posted so that the regular Navy could see that the Seabees had something on the ball.

May 22nd was twenty-four hour liberty day starting at noon. The following day was visitors' day and two hours were allowed to entertain guests at the Hostess House. On May 24th, we packed and moved to the Out Going Unit. Our brief stay at boot camp was over. During the evening of May 25th, we boarded trains bound in every direction. The battalion was split into ten groups, each group going its own way.

The first group to leave was composed entirely of yeomen being sent to Norfolk, Virginia, to start work on the battalion records and to be taught the Navy way of book-keeping.

The other nine groups, approximately one hundred men in each were sent to nine National Youth Association camps: Beltsville, Maryland; Benton Harbor, Michigan; Carrollton, Ohio; Dixon, Tennessee; Grafton, Illinois; New Castle, Pennsylvania; Reading, Pennsylvania; Tampa, Florida; and Savannah, Illinois.

Each contingent was under the command of a commissioned officer aided by two Marine corporals. We were

taught more advanced drilling, self defense and the use and care of firearms. This however was only half of the program, the rest of the time being spent in getting us used to working together by applying our skills in the construction and repair of buildings, roads, and shops and the maintenance of any pieces of machinery or equipment that needed attention.

It was the first time construction battalion recruits were sent to N. Y. A. camps, and the experiment was most successful. Much good was done for the camps as well as for us. We were treated well during our three weeks stay at the camps and were highly commended for efficient work by the officials of the N. Y. A. Memorial Day was celebrated during this period. We marched proudly in the parades of that day and the praise of the towns-folk was encouraging.

After spending three weeks scattered about the country, the battalion reunited at Camp Bradford in Norfolk, Virginia, arriving on Monday, June 15th. There we first met our battalion officers who had completed an indoctrination training program at Camp Allen, N.C.T.C., Norfolk, Virginia. Upon arrival, each man was assigned to a permanent company in the battalion, which was now definitely beginning to take form.

It is interesting at this point to note the type of personnel which made up the first roster of the Sixth Naval Construction Battalion. The men were largely skilled workers: building foremen, operators of heavy construction equipment, carpenters, electricians, clerks, cooks, truck drivers, painters, brick masons, and the like. The officers were professional men: civil engineers, construction superintendents, two doctors, a dentist, and a supply officer. There was promise of an outfit which could handle rough, tough construction work, but it remained to mold the battalion into a smoothly coordinated working unit. This latter objective was rapidly reached under the able leadership of Lieutenant Commander Blundon, the skipper of the Sixth.

At Camp Bradford there was drill and more drill, strenuous and distasteful to construction hands, but helping to shape the battalion into a smooth working military unit.

We were individually photographed for Naval Intelligence Records and were issued more clothing and equipment. One item in particular, the steel helmet, was accepted with humorous skepticism. Who had ever heard of a construction man wearing a steel helmet? It was little thought that before long, that helmet would become practically a bed partner.

After evening chow, we used to hike down to the bay for a swim. It was, to many, our first—but not the last—experience in salt water. Liberties at nearby Virginia Beach remain a pleasant memory.

On June 24th, gear was packed and the battalion mustered to leave at 8:00 P. M. The following day aboard train many wrote letters, but mailing them en route was prohibited. Precautions were taken by our battalion officers to keep secret all troop movements.

After a 48-hour train ride, we arrived on June 26th at the Advance Base Depot, Gulfport, Mississippi. We were the first battalion to occupy this camp, still in the early stages of construction. We were moved into barracks so new that beds had not yet been provided. For the first few nights we slept on the deck, moving our gear in the morning to give the painters room to work.

The battalion was welcomed to Gulfport by a speech from the Mayor. The patriotic enthusiasm of the people of that city was expressed by a flag designed and donated by the Women's Auxiliary—which traveled, however, over 8,000 miles before it caught up with us. We erected the flagpole at the Gulfport Camp and were the first battalion there to salute "Old Glory" in a military ceremony on July 4th.

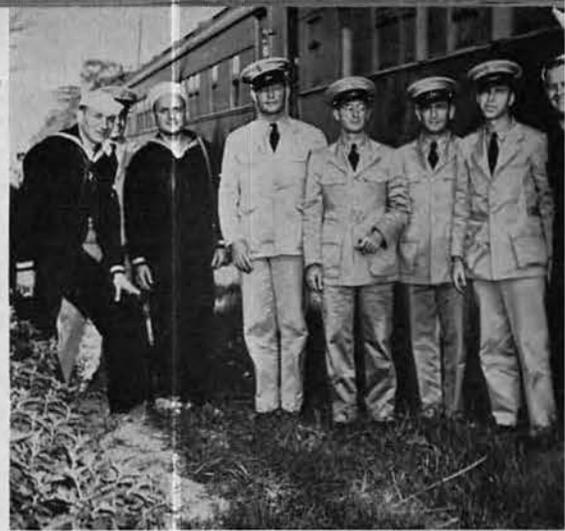
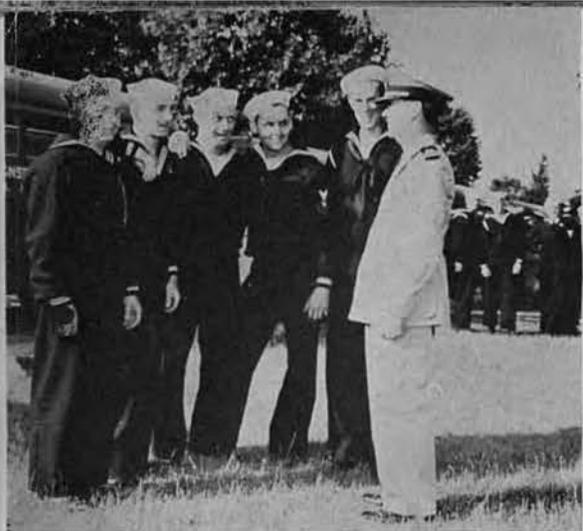
On the morning of July 6th, reveille was earlier than usual. Despite lack of previous scuttlebutt, we were again on the move. By 6:30 that evening, all gear was stowed aboard the trains and we were headed westward through Mississippi and Louisiana, through Texas into New Mexico and across the Rio Grande River on to Arizona. Many of us were seeing this part of the country for the first time and the scenery was beautiful, the food and service on the train deluxe. Leaving Arizona and traveling up the coast of Southern California, the train finally pulled into a siding at Moffett Field, the largest "lighter-than-air" patrol base on the coast.

On the first day at Moffett Field we were given a new mailing address: Navy U.U.B., c/o Fleet Postmaster, San Francisco, California. There was every indication that the stay here would be brief. Actually the battalion was awaiting only the loading of equipment on ships and the issuance of sailing orders.

At Moffett Field we were equipped with field packs, gas masks, cartridge belts, and mosquito netting; and about half were armed with Springfield rifles and bayonets. Lectures were given by experts in chemical warfare and we were instructed in the use of gas masks. Additional training with the rifles was given by Marines.

Cub One, a type of overseas base unit, was organized at Moffett Field, and the Sixth Construction Battalion was designated as the constructing agency. The remainder of the Cub One organization was made up of technicians such as radiomen, medical corpsmen, and aviation mechanics, who would maintain and operate the base as it was constructed.

The chaplain's department of Cub One, headed by Chaplain F. P. Gehring assisted by Chaplain B. B. Brown, won our respect and affection, and a good share of credit for the high morale in the Sixth should go to these men. In addition to holding divine services and providing counsel and assistance for men who needed help, they organized Happy Hours, boxing and wrestling matches, and recreational activities, using the books and musical instruments which Ensign Cavanaugh and Storekeeper Al Landes had collected in San Francisco, with the kind help of Mrs. Alma Spreckles Awl. Father Gehring later attained national fame for his work on Guadalcanal.



UL, UC, UR — Goodbye, Bradford, Gulfport, here we come

C — Aull

LL — Our guest star, the champ — Barney Ross

LR — The boys in the back room



On Monday morning, July 20th, 1942, we were ordered to stow our gear aboard train. Equipped as a combination of soldier, sailor, and construction worker, we were ready to tackle our first assignment.

Before the last outlines of the mammoth dirigible hangar faded from sight, all manner of scuttlebutt was rampant as to the destination of the outfit. In a matter of hours, the trains pulled into sidings at San Francisco and at Navy Pier, Oakland, California, and we were assigned to holds in both the S.S. *President Polk* and the U.S.S. *Wharton*. By 7:00 P. M. all were aboard, late chow had been served, and we were busy exploring our respective ships.

The loading of eggs, vegetables and equipment was rushed, until at noon the following day the lines were cast off and the two ships moved into the bay to lie at anchor for about three hours while other ships moved into position to form a convoy of seven ships escorted by the light cruiser U.S.S. *Helena*.

At 3:00 P. M. on the afternoon of July 21st, the convoy sailed out of San Francisco Bay. Life jackets were given us with orders to wear them at all times. At 5:00 P. M. while all hands were waiting in the chow line, the alarm was sounded for general quarters and our first boat drill. These were practiced each day and the time from the sound of the alarm until the last man was at his post was recorded. As days passed, this time decreased and the drills became more proficient.

Life on the ocean was much the same as in camp. Guards were posted, most of them on submarine watch. Work details were assigned to keep the ships clean as possible. Cooks and messmen were kept busy in the galley. The officers and yeomen set up an office in the ship's lounge where plans were studied, personnel qualifications reviewed and executive meetings held.

Feeding so many men from a cramped galley was a problem. The heat and crowded quarters made sleep difficult. The bunks were 4-tiered and equispaced between decks. With limited ventilation and the necessity for having a place to store our gear, many of us chose to spread our bedding topside and sleep under trucks or wherever space was available. Spare time was spent reading and playing games furnished by Chaplain Gehring aboard the *Polk*, and Chaplain Brown aboard the *Wharton*. A few days out, Chaplain Gehring appointed reporters and started a ship's paper for the amusement and entertainment of the men. This was attached to the ship's regular news bulletins and passed out twice a week.

Well attended religious services were held each morning in the ship's lounge and in the evenings Chaplain Gehring, his violin, and his orchestra provided music for Happy Hours.

Several times during the crossing, the escorting cruiser launched a seaplane towing a long sock to represent an enemy plane. The plane would fly overhead and the machine gun crews on each ship would fire at the sock. The fine marksmanship of these men was a comfort, considering that

the ship was in the danger zones. On July 30th, at the equator, all neophytes were initiated into the realm of King Neptune. Certificates of membership were given, showing that man had become a full-fledged shellback.

On August 3rd, the convoy stopped for about an hour while our officers conferred with those on other ships. With the ship standing still, some of the men tried their luck at fishing off the fantail. One of them had a strike and with much help hauled a four-foot shark to the rail, only to lose him when a blow on the head of the shark dealt by another fisherman caused the fish to become only another "big one that got away."

During the evening of August 4th, the convoy was joined by a British cruiser. We then split up and four of the ships left under the escort of the new arrival. The four remaining ships continued on, and the increased speed and subsequent pitching caused many cases of *mal de mer*.

At dawn the next morning, land was sighted, and after two weeks of "water, water everywhere," it was a welcome sight. We were approaching American Samoa. At 9:00 A. M., the ships were piloted through the mine fields and dropped anchors in the beautiful harbor of Pago-Pago on the island of Tutuila.

A 24-hour stop was made to pick up the Seventh Naval Construction Battalion. As the ships lay at anchor, several natives paddled their outrigger canoes to the ships and displayed souvenirs which some of us purchased at higher than market prices. Coconuts, for instance, cost us 25¢—about 15¢ more than they cost in the States. By 6:00 A. M., the following morning, August 6th, with the new men aboard, the convoy put to sea.

Out of Samoa, squalls caused the ships to roll and pitch with resulting loss of meals and other symptoms of sea sickness for many of us. However, in retrospect, it was fortunate that this was the extent of our troubles in crossing these enemy infested waters. On Friday, August 7th, we lost a day by crossing the International Date Line and the next morning became Sunday, August 9th.

On Monday the convoy was met by a Navy destroyer which escorted it all that night. The next morning, piloted by the destroyer, we moved through the mine fields and into Segond Canal, a natural harbor protected from the sea by the largest of the Nouvelles Hebrides Islands, Espiritu Santo.

At this point in the story, it is advisable to stop and relate a few facts so far unmentioned.

When the Sixth Battalion left the States, its destination (a deep secret at the time) was the Solomon Islands, at that time in Japanese control. The initial landing of the First Marine Division took place on August 7th, while the Sixth was still at sea.

Pending stabilization of the beach heads in the Solomons, the Sixth Battalion was held aboard the transports in the Hebrides, while the Seventh went ashore immediately upon arrival. The other half of the Sixth then came aboard the *Polk* from the *Wharton* and the whole battalion waited in



UL — Bishop Wade of the Solomons

UR — Christmas carols, 1942

C — Our padre — Fr. Géhring

LL — Noumea chapel

LR — What a difference a year makes — Christmas carols, 1943



Second Canal for a week, ready to move up to the Solomons as soon as the order was issued. Sitting idle on the ships, we became restless after 28 days afloat.

On Monday, August 17th, 300 of us were taken ashore on Espiritu Santo, followed by the rest of the battalion during the next few days. Camp was set up in a coconut grove, the area was policed, and work was begun on several projects, the first of which was a pier constructed of sand bags, reinforced by coconut logs. Two of these piers were built to enable trucks to get as close as possible to the Higgins boats hauling equipment ashore. Ships had to be unloaded and men were kept busy night and day. Other men were put to work constructing warehouses and Quonset huts to be used as hospitals. Casualties from the Solomons and from ships hit in enemy action filled the Quonset huts almost before they were completed.

With construction well under way and while awaiting the outcome of the August 7th action, the skipper, Lieutenant Commander Blundon, boarded a plane headed for the Solomons, landing on Guadalcanal August 20th, just 13 days after the Marines made their first landing. It took only a brief inspection of the area held by the Marines to see that if facilities for more air power were not soon established, the United States could never hold the island base. Commander Blundon examined the equipment and machinery left behind by the fleeing Japs, for attack had been so sudden that the enemy was unable to destroy his supplies. Time being the all-important factor, Commander Blundon sent back to Espiritu Santo for two companies and a few extra men trained for special details such as water purification and machinery repair. Expecting to return to the Hebrides before his men left, Commander Blundon found that his plane had departed ahead of schedule and he was forced to remain on Guadalcanal seven days longer than he expected.

During his stay, the commander slept on the ground, for there were only a few cots on the island, and no tents had been erected as they would provide targets for the enemy. Commander Blundon returned to the Hebrides on the next available plane, but it was too late to contact the first contingent of his men, who had already left for Guadalcanal.

The tale of their embarkation from Santo—humorous now in retrospect—is typical of the confusion and sudden changes in plans which attended those hectic days.

Early in the week which commenced on Monday, August 24th, directions were received from Commander South Pacific Amphibious Force to transfer four hundred "Cubs" to Cactus, two hundred each on the transport *Fuller* and the cargo ship *Betelgeuse*, which were to call at Santo in the near future. This order was correctly interpreted at Espiritu as referring to the Sixth, and A and D Companies were singled out to furnish the detail. Instructions given locally were to the effect that packs only were to be carried—no bags or hammocks. Accordingly, storage for all baggage of this expeditionary force was established in a 16 x 50 tent

and the pioneers stripped down to bare essentials in preparation for departure.

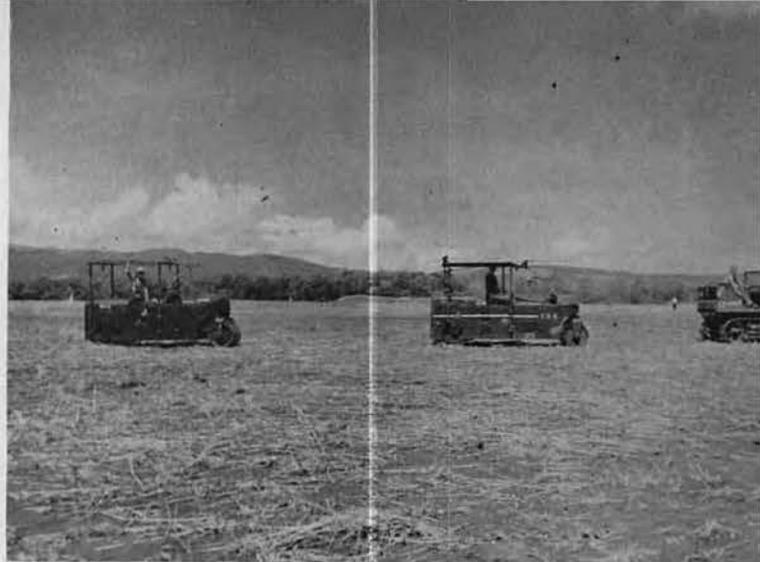
The *Betelgeuse* dropped anchor on Thursday and sent word ashore that she was sailing at 1645 on Saturday and would embark passengers between 0800 and 1400 on that day. Of the *Fuller*, no word. Everything seemed in order; the necessary camp gear and tools were crated and ready to go; heavy equipment was scheduled for shipment on the *Fomalhaut* a day or two later. Then came the storm.

Two bombshells were dropped without warning into Lieutenant Jordan's lap at the regular morning conference on Saturday. First, the men embarking for Guadalcanal were now to take with them all baggage. Second, no word had been received on the *Fuller's* arrival date, and all 400 were to sail on the *Betelgeuse* that afternoon!

From a simple march down the hill under heavy packs, with a truckload or two of crated gear to be hauled, the embarkation became in an instant a mad scramble. Now several tons of bags and hammocks were added to the cargo. To complicate the problem further, the trucking situation was under control of the Seventh, which had other demands on it as well. When vehicles were obtained, it was found that the heavy rain of Friday night had made the uphill road (trail, rather), which led by a roundabout route through the hospital area, the supply dump, up a steep grade and past the Cub One and Seventh Batt camps to our own, a greasy and temporarily impassable slide. Shanks' mare and strong backs was the final and reluctant answer, and the major portion of our gear, 150 pounds or more to a man, was lugged by sweating, cursing Seabees the better part of a mile to the embarkation point on 'Marcus Dock.' By the time we had it all down there, it was already past two o'clock and the transport was signalling the tower on the hill, "We are sailing at 1645, WITH OR WITHOUT PASSENGERS."

Then came the bottleneck of unloading the boats at the ship. While the cargo nets dipped slowly in and out the boats hung alongside under the booms for what seemed like hours and we on the beach sweated out their return for another load. The beachmaster was a tower of strength in those trying moments; sometimes he seemed capable of loading the boats singlehanded. This former skipper and survivor of the destroyer *Blue*, sunk only a few days before in the Solomons, knew what it was to be on a strange island with no gear except the clothes on his back, and none of us were going to Guadalcanal that way if he could help it.

Well, we almost made it; a few crates were still on the beach and the last boat was coming alongside the gangway when, at 4:45 on the button, the anchor of the *Betelgeuse* broke ground, her engines turned over, and away she went with five officers and forty men trying vainly to get aboard. They chased her down the harbor for a mile or so, to no avail; out she steamed, Cactus bound with 350 passengers—twice as many as she had bargained for. No one had notified her of any change—One officer (Carpenter Walt Gray) was in charge! He had no orders, muster lists, passenger lists,



UL — Plane dispersal, Guadalcanal

UR — Jap equipment builds Fighter One

C — Stamp

LL — Dirt-moving equipment — six man-power

LR — Juice for Henderson lights



or papers of any kind! They were in the hands of Lieutenant Stamp, who, having been detained on the beach to expedite the loading, was bobbing along in the wake in that last boat.

Every cloud has, fortunately, a silver lining. Lieutenant Stamp, with customary resourcefulness, sped out to the *Fomalhaut*, and in short order talked himself and his "rump" detachment into passage to Guadalcanal with our tractors and trucks. Lieutenant Jordan, on whose shoulders in the absence of Commander Blundon the whole thing rested, spent a bad half hour explaining to the base commander. Mr. Gray, his 350 passengers, and the astounded captain and crew of the *Betelgeuse*, after recovering from the initial shock, pulled themselves together and made the best of things. Some kind-hearted authority no doubt charged the whole thing to "fortunes of war," and a few days of work at Guadalcanal convinced everyone that the Sixth was not the sort of outfit to which such incidents were common.

But to this day, if you want to bring a smile to the faces of our officers, ask them if they ever heard of "The 'Beetle-juice'—she arrives on time and she sails on time!"

The first contingent of the 6th C.B. to land on Guadalcanal consisted of 387 men and five officers. Lieutenant (jg) T. L. Stamp was Officer in Charge of all operations.

Upon landing, we dug in immediately. The first camp was established in a narrow strip of coconut grove standing between two clearings now known as Henderson Field and Number One Fighter Strip. The erection of tents was at first prohibited as a matter of camouflage discipline, so we dug small shelters a couple of feet into the ground, and used our ponchos for shelter covers. During unloading operations a large part of the galley equipment disappeared, and until what was left could be made serviceable, we messed with A and B Marine Tank Companies.

As soon as camp had been set up, we were distributed to various sites to commence construction. The largest and most important project was Henderson Field.

CHAPTER TWO

C A C T U S

HENDERSON AIRFIELD

ON SEPTEMBER 2nd, a detail from the Sixth Construction Battalion under Lieutenant (jg) A. P. Pratt took over construction and maintenance of Henderson Airfield. We found a runway 3,800 feet long by 150 feet wide, with 150-foot clearance zones adjacent to the flight strip. The Japs had not yet completed grading and clearing about 600 feet of the flight strip near the center of the field, but the Marine Engineers had done enough grading to make the runway usable for fighter planes. The soil was generally an unstable, elastic, organic muck of which a small portion had been corrected with gravel base by the Japs. The field had been level graded and rolled by them with no provision for the drainage. Current use of the field by the Navy and Marine fighter planes, combined with intermittent rainy weather, created mud ruts which caused numerous plane crashes. At this time and in the days following, more planes were lost to the U. S. through landing field difficulties than in combat with the enemy.

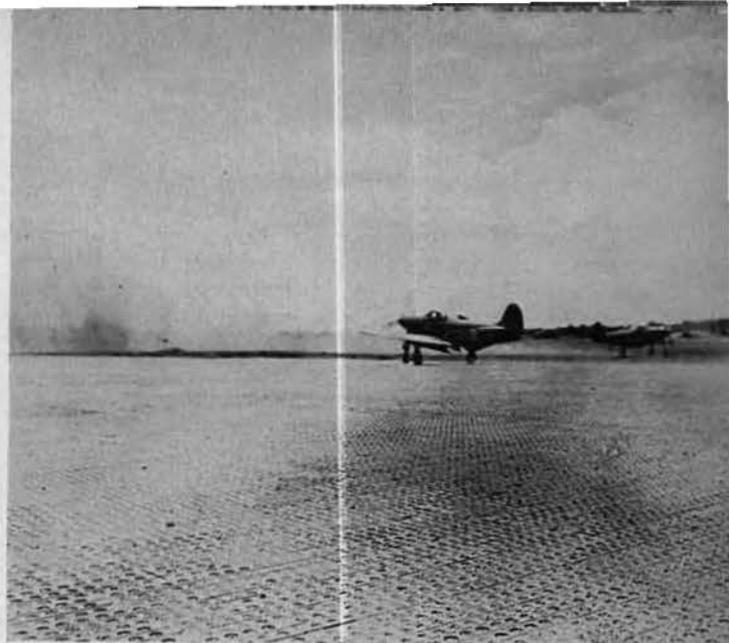
Work on the airfield was divided between clearing a 1,500 foot additional length of flight strip, building up a crown in the existing runway and surfacing with Marston

mat. Operations were complicated by the necessity of keeping the field open for flying at all times, and by shellings and bombings from the Japs who made the field one of their prime targets.

Equipment available for use on the field included two HD7 Bulldozers, six International 1½ yd. dump trucks, one Adams patrol grader, one traxcavator, and later on a 5-yd. Garwood carryall scraper and two small scrapers borrowed from the Marines. In addition, the Japs left 8 small tandem rollers, of which two were made to operate under their own power while the rest were pulled tandem by a "cat," two or three to a unit. There were also about 15 Jap trucks. The Jap equipment was similar in design to English or American equipment, but of cheaper construction, i.e., the trucks resembling Pontiac and Chevrolet models of about 1936.

The airfield story can best be told chronologically. On September 2nd, a crew under Chief Carpenter's Mate Floyd Johnson started maintenance work on the field, filling and grading ruts with a mixture of clay, rotten stone and coral. At 11 A. M., we had our first attack, a lone Jap bomber whose bombs missed the field by a wide margin. It was not until later in September that the Japs began to get the range.

In bombing raids there were generally two warnings: a



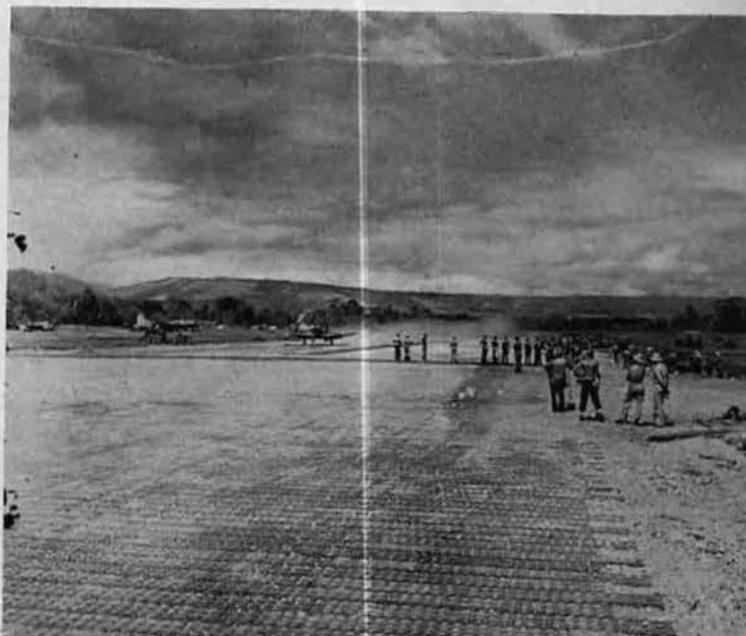
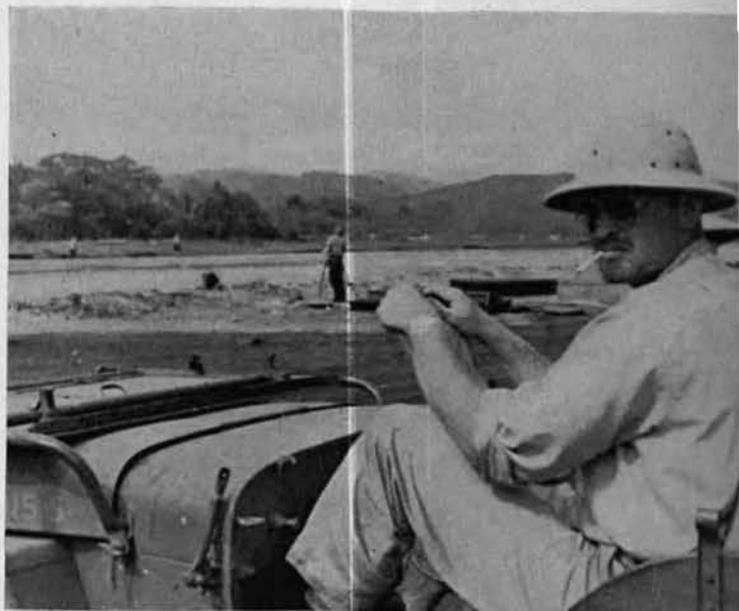
UL — Fighter Two

UR — P-39 on Henderson

C — Pratt, boss of the airfields

LL — You wreck 'em, Tojo, we'll fix 'em!

LR — Fighter scrambling, Henderson Field



"Condition Yellow" and a "Condition Red." "Condition Yellow" forewarned that enemy planes would be overhead in 30 to 45 minutes. "Condition Red" indicated the planes were in a position to bomb and called for an immediate retreat to the foxholes. The construction crews worked throughout "Condition Yellow," dispersing equipment or continuing at their tasks. Often "Condition Red" did not appear until the planes were overhead.

Crews under Chief Shipfitter Van Martin Sarver and Chief Carpenter's Mate Carl Rutherford began clearing an additional 1,300 feet of runway and building up the runway crown. Hundreds of coconut palms were cut and the stumps blasted with Jap powder. In locations where the soil was unsuitable for compaction, it was excavated to a depth of 21 inches and replaced with gravel, coral and clay. In addition, a 12 inch crown at the center of the runway made a total thickness of 33 inches of good base material. Grading for the crown was particularly difficult as it was necessary to maintain at all times a smooth transition between the flat portion of the runway and the 12 inch crown, in order to permit continued plane operation.

On September 4th, a landing fighter plane hit a high spot of ground, looped and burst into flames. The pilot was rescued by the Marines and Seabees.

To protect the field from bombings, the Marines manned gun emplacements at various locations along the flight strip. During an attack on October 3rd, "Bucky" Meyer, seaman second class, jumped into a machine gun pit, manned the gun and was credited with bringing down a Jap Zero. For this action he was posthumously decorated with the Silver Star, the first to be awarded to a Seabee. Meyer later was killed in an attack by a Jap plane while serving aboard a pontoon barge.

The first large scale laying of Marston mat began on September 25th, and about that time the Flying Fortresses started to use the field. Small sections of mat which previously had been laid over unstable base were removed, and the base corrected. This matting, although bent and curved under daily usage by the planes, had held together and served successfully to bridge over soft spots. In some locations, after the matting was placed, the corrected base would settle, resulting in a shallow, hollow area. It was found that these areas could be remedied by lifting the assembled mat with bars, and shaking additional fill material through the mesh. Work was also commenced on the matting of taxiway stubs to hard standing areas.

During the early part of October, a Jap offensive pushed the Marine lines back to the Lunga River at a point some 150 feet off the west end of the runway on Henderson Field. With the Marines entrenched and fighting at one end of the field, the Seabees were carrying on construction at the other.

In addition to air raids, which at first occurred so regularly every noon that "Condition Yellow" and "Red" could almost be anticipated, there was minor sniping from the adjacent hills and woods and a more serious annoyance

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The condition of the runways was not the only cause of plane accidents. On the 12th of October, three fighter planes took off in a cross wind. The first plane went part way down the runway, veered to the left and crashed into some coconut palms. The second gained enough altitude to clear the top of the trees and was caught in a gust of wind to crash in the woods. The third gained just sufficient altitude to clear the ground when it was blown off the runway and crashed into a parked water tank and burst into flames. The pilots of all three plans were rescued by the Marines and Seabees.

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October 13th and 14th were particularly busy days at Henderson Field. The Japs in the hills observed all activities on the island. Two days earlier, a large contingent of Army troops had landed on Guadalcanal. To prevent them from consolidating their positions, the Japs launched an all-out sea, air and land assault in an attempt to retake the island. The attack started at 11:45 A. M. on October 13th. Approximately 30 twin-engined Jap bombers dropped their bombs on the airfield, and with improved aim made several direct hits on the bomber strip.

U. S. fighter planes took off immediately in pursuit of Tojo's warbirds. As soon as the last plane left the ground the entire battalion turned out to assist in repairing the damage. Specially loaded trucks which were standing by for such an emergency carried gravel to help fill the bomb craters. Others carried equipment for repairing the Marston mat which had been torn and shattered by the bombs. Peavies were used to pull the pins which held the mat sections interlocked. Entire sections were replaced and fitted into the undamaged mat. Every man went to work, either picking up pieces of mat, pieces of shrapnel, or helping to backfill and compact the craters. Because there were not enough shovels to supply all the men—nearly every man in the battalion was there—many used their helmets to pick up earth fill and carry it to the bomb craters. Three planes had been hit, several fuel drums were afire and a number

"Condition Yellow" and a "Condition Red." "Condition Yellow" forewarned that enemy planes would be overhead in 30 to 45 minutes. "Condition Red" indicated the planes were in a position to bomb and called for an immediate retreat to the foxholes. The construction crews worked throughout "Condition Yellow," dispersing equipment or continuing at their tasks. Often "Condition Red" did not appear until the planes were overhead.

Crews under Chief Shipfitter Van Martin Sarver and Chief Carpenter's Mate Carl Rutherford began clearing an additional 1,300 feet of runway and building up the runway crown. Hundreds of coconut palms were cut and the stumps blasted with Jap powder. In locations where the soil was unsuitable for compaction, it was excavated to a depth of 21 inches and replaced with gravel, coral and clay. In addition, a 12 inch crown at the center of the runway made a total thickness of 33 inches of good base material. Grading for the crown was particularly difficult as it was necessary to maintain at all times a smooth transition between the flat portion of the runway and the 12 inch crown, in order to permit continued plane operation.

On September 4th, a landing fighter plane hit a high spot of ground, looped and burst into flames. The pilot was rescued by the Marines and Seabees.

To protect the field from bombings, the Marines manned gun emplacements at various locations along the flight strip. During an attack on October 3rd, "Bucky" Meyer, seaman second class, jumped into a machine gun pit, manned the gun and was credited with bringing down a Jap Zero. For this action he was posthumously decorated with the Silver Star, the first to be awarded to a Seabee. Meyer later was killed in an attack by a Jap plane while serving aboard a pontoon barge.

The first large scale laying of Marston mat began on September 25th, and about that time the Flying Fortresses started to use the field. Small sections of mat which previously had been laid over unstable base were removed, and the base corrected. This matting, although bent and curved under daily usage by the planes, had held together and served successfully to bridge over soft spots. In some locations, after the matting was placed, the corrected base would settle, resulting in a shallow, hollow area. It was found that these areas could be remedied by lifting the assembled mat with bars, and shaking additional fill material through the mesh. Work was also commenced on the matting of taxiway stubs to hard standing areas.

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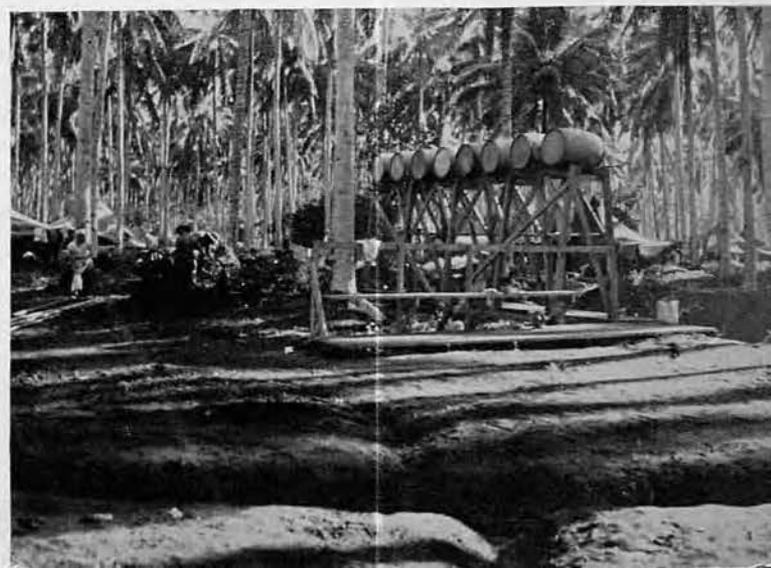
UL — The bell and the beaver — Heckenbach

UR — Our precious reefer (and Cassidy, the reefer man)

c — South Seas belle

LL — Condition RED!

LR — Comforts of home



of small ammunition dumps were left blazing, keeping small calibre shells popping for hours.

At 2:00 P. M., a second flight of Jap bombers hit the field and repeated the morning's depredations. At 2:45 P. M. there was another alarm, but the bombers were intercepted before getting to the field. The men worked all afternoon to get Henderson Field into service. After dark they returned to camp for noon chow.

That night, about midnight, the air raid alarm sounded, and shortly afterwards several star shells lit up the camp and Henderson Field. This marked the beginning of a barrage of 14-inch and smaller shells from a Jap fleet consisting of a battleship, cruisers and destroyer escort. The shelling lasted about two and one-half hours. One 14-inch shell struck and collapsed a foxhole sheltering six Seabees. Two men in a nearby foxhole, H. L. Osborn, SF1c, and D. L. Gillis, SF1c, hearing the cries for help, left their own shelter and rescued five of the men amid heavy shell fire. One shell exploded so close it splattered them with dirt. The sixth man in the hole, H. L. Thompson, CMM, died of suffocation. For their heroic action, Osborn and Gillis were recommended for a citation and received the Silver Star.

After the shelling, three waves of strong Jap aircraft concentrations bombed Henderson Field and the camp, this raid lasting until 5:30 A. M.

Henderson Field suffered 21 holes in the Marston mat, most of them due to the shelling. Of 16 Flying Fortresses which were on the field, only one was damaged. It was deemed essential to fly the rest out immediately. Using only 2,500 feet of runway, the remaining 15 skipped the shell craters and took off successfully except for one plane which cut a tire on some torn Marston matting and had to be abandoned.

Repairs to the damaged field began immediately after the flight of the Fortresses. Fortunately the Jap cruisers had used armor-piercing shells which made holes as deep as 15 and 20 feet but of relatively small diameter. Some of the bomb craters were 40 feet in diameter. The armor-piercing nose of the shells was found intact in a number of instances, even to the good condition of the threads which attached the nose to the casing.

At 9:30 A. M., noon, 1:00 P. M., 2:15 P. M., and again a little later, the field was bombed by enemy aircraft. "Pistol Pete" also kept banging away. Holes were put into the strip as fast as they could be repaired, then repaired as fast as they were made. Our aircraft used the field throughout the attacks.

Early on the morning of October 15th there was another heavy shelling by Jap cruisers lasting 50 minutes. We were forewarned that enemy transports were standing by and that if the Marines retreated, we were to fall back with them and aid in the defense of the island. With only one rifle available for every two Seabees, it was an unpleasant prospect which fortunately failed to materialize. The Jap bombers hit the runway again to make a total of 53 hits in 48 hours.

On October 16th and 17th the field was again shelled and bombed. On the 17th in a noon bombing by 47 Jap planes, 35 were downed by U. S. fighters and anti-aircraft defense. Three flight strips were constructed to supplement Henderson Field. Number One was a rolled turf strip 4,600 feet by 300 feet and was constructed in three days under Chief Carpenter's Mate Walter Joslyn. The sage was cut to a height of about 18 inches, hummocks leveled, old foxholes filled, and the field rolled. All equipment used in this work was Japanese. At one time in October when "Pistol Pete" made Henderson Field untenable, this fighter strip served all air traffic, including B-17's.

Number Two flight strip was a grading job accomplished with a single carryall and one bulldozer which pulled some Jap trusses rigged into a drag. Number Three was a rolled turf strip used for dispersal. These last two strips were on the front lines at the time they were constructed. Marine patrols set up emplacements and stood guard over the construction work. Work on Number Two was delayed by "Pistol Pete" and Jap snipers. Number Three was constructed in front of the barbed wire protecting the lines. Just prior to completion of Number Three, the job was secured one evening and on the night of the following day the Japs engaged U. S. Army troops across one end of the strip.

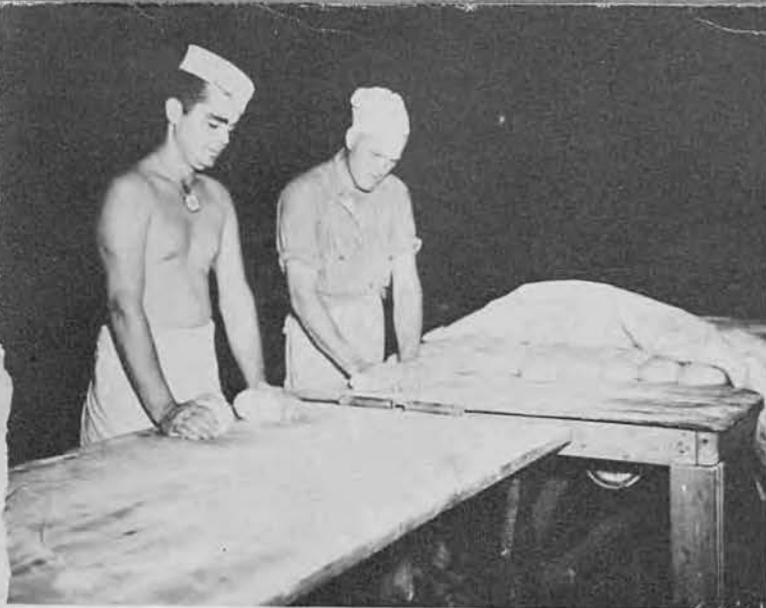
Bombings and shellings continued through the latter part of October and early November, but on a reduced scale. Toward the end of November, Henderson Field was turned over to the Marine Aviation Engineers. At that time, 3,400 feet of mat had been laid and the remainder of the flight strip improved to serve heavy traffic without the necessity of Marston mat.

It is the proud record of the Sixth that despite the shellings and bombings suffered by the field, it was never out of operation for more than four hours and was always kept in condition so that in emergencies fighter planes were able to land and take off as required.

GUADALCANAL CAMP

Within a week after landing, tents were erected and more elaborate foxholes constructed. The necessity for this latter item was learned the hard way.

During the first bombing, shortly after midnight on September 2nd, we took cover in shallow, open trench foxholes. Many turned on their backs and watched the show. This easy attitude continued for two or three days. Then came a bombing which found several Seabees and eleven Marines all in one shallow trench. The Marines decided the trench was too crowded and moved to a nearby gravel pit. An anti-personnel bomb fell nearby and killed all eleven men. These anti-personnel bombs, called "daisy cutters," were set to explode upon initial contact, and would clean a 50 foot diameter area at the surface of the ground, throwing



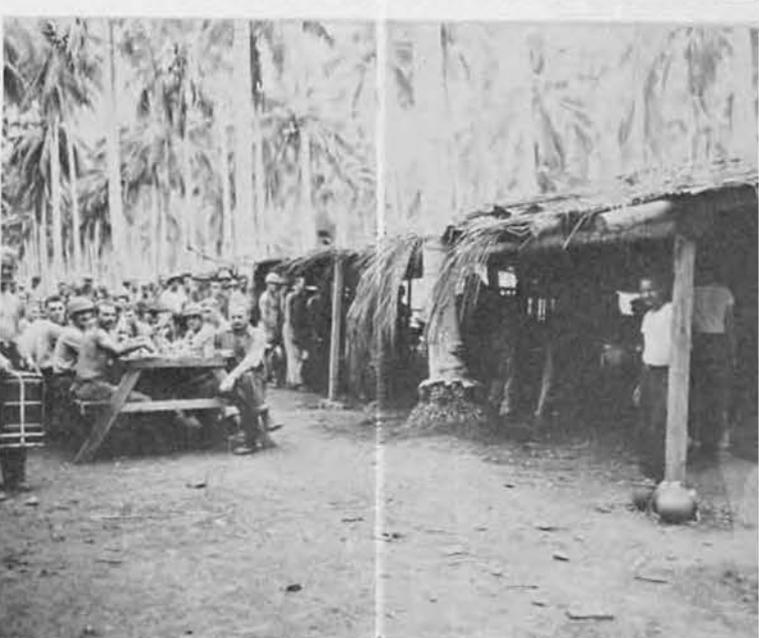
UL — Roll your own!

UR — Galley crew, Guadalcanal

C — The cow that attacked Chief Rudder

LL — "A bake oven out of an old Jap safe"

LR — Chow down!



shrapnel, bolts, razor blades and assorted debris. If they hit a tree they would explode and shower downward.

Foxholes of revised construction were at least 4 feet deep, 3 feet wide and 6 to 9 feet long. The top was covered with coconut logs and crowned with a 2 to 3 foot earth cover. Many were furnished with sleeping gear, cigarettes, and rations for all night use. Most were built with the entrance in or very close to the tents.

Food was an especially critical problem during the first three months of camp; in fact, the scarcity of food prevented bringing more men to the island at a time when every hand could have been used. Chief Commissary Steward Rudder, in charge of the Commissary Department, utilized available supplies to the utmost. Two meals a day consisting of captured Jap rice and oats or spaghetti, along with an occasional side dish of canned franks or "corned willie," made up the menu for nearly a month. There was boiled rice, rice pudding, chile and rice, tomatoes and rice, and rice with raisins. Unofficially, there were also rice weevils and worms which sometimes failed to rise to the surface for skimming when the rice was boiled. Native cattle on the island helped to furnish an occasional meal of fresh meat. The first hamburger was served shortly after a cow attacked Chief Rudder. Cattle hit by shell fragments were officially available for chow and, strangely enough the mortality among the non-tubercular cows was quite high. Sweets were limited to Jap sugar syrup candy of various flavors. For men working from dawn to dusk on construction work and living in foxholes in the evenings, it was pretty slim going. At the end of the first month, many ribs stood out like washboards.

Later, as refrigeration was set up and more supplies brought in, conditions improved so that it was possible to serve turkey dinners for Thanksgiving and Christmas.

During the first week in October, camp was transferred to a new location between Henderson Field and the beach, and set up in more permanent form. A battalion office and carpentry, photographic and sign shops were established. A sick bay, hospital, postoffice and repair shops rounded out the camp, making it a self-sufficient unit.

Plans and Surveys, under Lieutenant W. H. Day, turned out plans for roads, buildings and all construction projects. Job surveys were also made by this detail. In many instances, road location parties would run surveys up to the front lines. Two Jap transits and a Jap level were used extensively for layout work. The instruments were of good quality and similar in design to American made instruments.

At times there were as many as 100 carpenters working under Carpenters S. J. Higgins and C. M. Fletcher. Fourteen Quonset huts were built, several in the heart of the jungle, most of them for Marine Aviation galleys and messhalls, and for Naval hospitals. The hospital huts required special construction, partitions, and even running water. The first two huts built in the jungle were completely destroyed by an enemy 14-inch shell. Another shell, hitting a few feet from the huts and directly into a dugout, killed five officers from one flight squadron who were sleeping there. On a hill

adjacent to Henderson Field, the Japs had constructed a large pagoda-like building. From items found in this, it apparently had been used by the Japs as a pilots' club house. The carpenters remodeled the interior and put in desks and office furniture. Later when the Jap bombers began hitting the runway strip day after day, it was thought the building might serve the Japs as a guide in calculating a bomb release spot. For this reason, the building was razed and the lumber salvaged for other uses. The carpenters constructed a signal tower, radar and beacon masts for control of traffic at Henderson Field. They also constructed the chapel for Father Gehring, pictures of which were featured in Life magazine. It is interesting to note that every piece of lumber used by the Seabees and Marines in the first two months on the island was salvaged from Jap materials.

From the outset of work at Guadalcanal, it was considered desirable to obtain a photographic record of construction progress and unusual conditions encountered. This assignment was given to Frank deSimone, PhoM1c, who in private life operated his own studio. With a dark room slightly larger than a phone booth, and using a salvaged Jap motorcycle for transportation, he obtained hundreds of 4 x 5 prints, 35 mm Kodachrome and rolls of movie film. His excellent photographic work was acknowledged in a letter from BuDocks in Washington.

Another specialist from civil life who followed his own profession was Al Browne, Ptr1c, whose shop turned out signs for the Marines, Army, Navy and Australian Forces. Equipment stencils, road and grave markers, and educational cartoons were all in the days work. He also turned out a number of special designs in color, including a large Seabee insignia which not only advertised the Sixth, but gave evidence of its professional abilities.

The transportation and equipment center operated under Ensigns Augusterfer and Cavanaugh, and the affiliated shops constituted one of the most important departments in the camp. It was their job to keep the equipment distributed among the various jobs and, most important of all, to keep it running. Chief Machinist's Mates Helme and Farmer operated a garage and heavy equipment repair shop. Supplementing this was a blacksmith and welding shop operated by Chief Carpenter's Mate Huebner and Chief Shipfitter Huffman.

There were some 100 Jap 3-ton stake bodied trucks on the island with about 25 allotted to the 6th. These trucks had low beds which made them ideal for loading and unloading on the beach. Repairs were mostly a matter of interchanging parts. Incidentally, grease racks and many other garage accessories were furnished by the Japanese. Several 40 HP Jap "KATO" tractors, similar in design to "Cletracs," were used in the field, others salvaged for parts. Steering clutches and other units were adapted for use with American "AC" and "International" tractors. The upkeep of American equipment was most difficult because of lack of spare parts. The work of the blacksmith and welding shop was invaluable in making and remaking parts. There was fine cooperation and



UL — Day

UC — Barry (above); Ferry (below)

UR — Curtis and Gunn

C — Farrell

LL — Bolton trims the skipper

LR — Gravedigging by Tojo



mutual assistance between the Marines and the Seabees in helping to keep each other's equipment running.

The Jap rollers were 8-ton tandems powered with American-made Ford Model A and V-8 motors. In one case a motor was stripped down and the bearings removed and ground to fit an RD-8 tractor. Radiators were particularly vulnerable to shell fragments; however, repairs were expedited by H. A. Duvall, F1c, who made new radiators out of metal ammunition cases. At one time Chief Huebner made and rigged a 5-ton platform crane using tractor winches, Jap structural shapes and an amphibious tank motor. To distinguish it from the Northwest cranes in the battalion's equipment, this item was dubbed the "Southwest" crane.

The Seabees have been described as capable of fixing anything from a wristwatch to a steamshovel. This was literally true of the Sixth. The watch repairman, Herman Koester, S1c, had more work than he could handle, servicing watches for the Army, Navy and Marines. Watch repair had been his hobby before joining the Navy.

Night life in the 6th C.B. camp was anything but a quiet affair. The bombings and shellings aimed at Henderson Field included our camp, which was within a quarter of a mile. Beginning October 13th, and for nearly two weeks thereafter, most men spent the nights in their foxholes.

In addition to the heavy bombings and shellings, there were nuisance attacks nearly every day and night. It was a frequent occurrence for "Pistol Pete" to break up a chow line, or for a single small plane carrying two or three bombs, popularly called "Washing Machine Willie," to cause a nightly retreat to the foxholes. Another hazard during the months of September and October was the "trigger happy" condition of Marine and Seabee sentries, which made it very unwise to venture anywhere at night. On one black night Ensign Webb, Navy bomb disposal officer who lived with the Sixth and who faced death regularly in his work of disarming live bombs and torpedoes, spent an unhappy five minutes under the muzzle of the brig sentry's rifle—fortunately not loaded—before Chief Master at Arms Musen identified him.

The 6th suffered very few casualties in camp from the aforementioned shellings and bombings, principally because of their well-constructed foxholes. Marines, bivouacked in adjacent areas under temporary shelters, lost many men.

During the first months on Guadalcanal, the men worked long hours on meager rations and with little sleep. Their resistance became low and several hundred fell prey to malaria. Under the care however, of Doctor R. Tharp, Senior Medical Officer, and Doctor J. F. Maser, almost all cases were checked at an early stage. Only one man died of malaria. Prophylactic dosage of atabrine and mosquito control measures helped to hold the disease in check.

In all, 31 men in the 6th evacuated from Guadalcanal because of wounds or nervous breakdowns, 13 killed in action and 2 died of illness.

WATERFRONT OPERATIONS

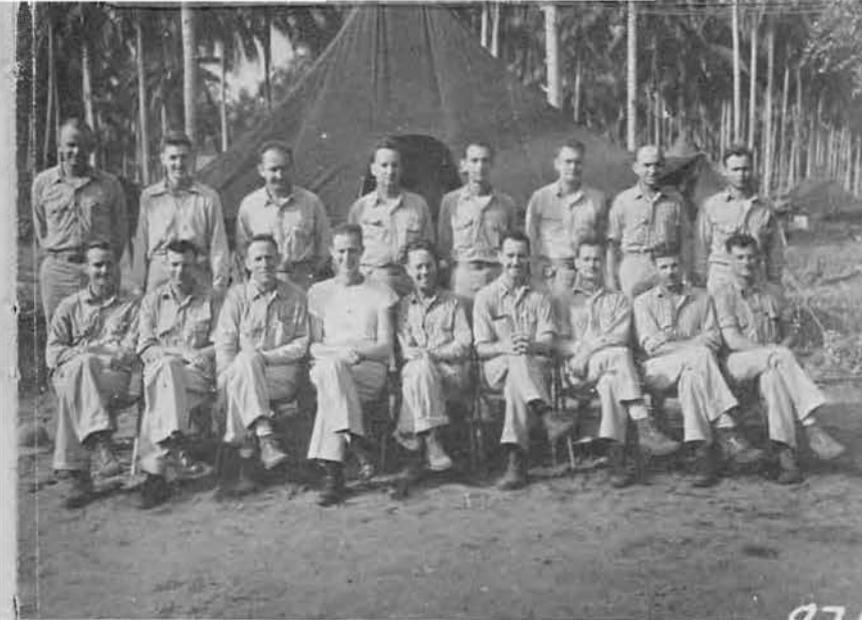
Unloading from ships to beaches was accomplished by means of Higgins boats, tank lighters and pontoon barges operated by Navy personnel. Working parties of Marines and Seabees generally did their own unloading except during critical periods when it was necessary for the Marines to man the front lines and the Seabees to take over. Initially, coconut log ramps about 35 feet long and wide enough to accommodate a truck, were constructed on the beach. These extended far enough into the water to float a Higgins boat at one end. Loading directly from the boat to trucks was accomplished by a power operated cable, which ran through a sheave, supported on an A-Frame at the end of the ramp, to a winch on the beach.

Later three piers of timber construction were built along the beach. The first job, under the supervision of Carpenter Fletcher, was to rebuild an existing pier at the "old N.O.B.," Kukum Beach. Creosoted telephone poles left by the Japs were used to replace damaged piling. Pile caps and stringers were 8" x 10" in section and the decking 2" x 6"—all furnished by Tojo. On the day it was completed, "Pistol Pete" got the range on N. O. B., wrecked a newly completed signal tower and forced the men working on the pier to scatter to foxholes. It was necessary to abandon N. O. B. and the pier was left unused for a considerable time.

In lieu of the above pier, two smaller piers 52 feet long by 25 feet wide were constructed: one at the "new N. O. B.," (Lunga Lagoon), the other at Red Beach. The pier at Lunga Lagoon was named "Jennings Landing" in honor of Chief Shipfitter Jennings.

During October there was an acute shortage of aviation gasoline on Guadalcanal, and it was necessary to ferry all gasoline from Tulagi in drums. Often the Seabees would be called upon to assist Navy and Marine personnel in unloading operations. On October 15, after dark, a detail was sent to the beach to unload gas brought in by a "Yippee" boat from Tulagi. The scene was suddenly lit by two aerial flares followed by a half dozen bombs or so from "Washing Machine Willie" and a friend. The men took shelter in Marine dugouts along the beach. About an hour after the planes disappeared, the Tulagi ferry arrived, and the gasoline was quickly unloaded and distributed in caches along the beach. The last drum had hardly reached the beach when Jap ships moved in and opened fire on Henderson Field. The shelling continued for over an hour until U. S. surface craft forced the Jap ships to run. There was no loss of personnel or gasoline during the two attacks.

The following day, October 16th, a detail of 17 men under Chief Shipfitter Jennings was sent two miles off Red Beach with a pontoon barge and fuel drums to unload gasoline from the now famous air craft tender, the converted destroyer McFarland. Just after the last drum was filled and before the lines could be cast off, Jap dive bombers swooped in. The first wave missed completely, the second hit the



UL — Officers, January 4, 1943

UR — Headquarters, Guadalcanal — Rhoads and Sheffey in background

C — Morale by the sack — Youmans and Perry

LL — Day and O'Dea

LR — Local residents, Guadalcanal



barge which burst into flames and the third scored a hit on the fantail of the McFarland, exploding the depth charges. In the strafing which accompanied the bombing, several planes were brought down by the McFarland's guns. Those on the barge who were able dived into the water and were picked up within three minutes by the crew of a Higgins boat. Both the Seabees and the crew of the McFarland were hit heavily. Of the men in the 6th, Veikko Leivo, R. J. Watson and S. B. Hale were severely burned by the flaming gasoline. D. J. Gillis, SF1c, suffered a ruptured ear drum, and eight men were killed in action. These were Chief Shipfitter Jennings, J. A. Addor, CM2c; J. L. Brinker, CM3c; J. A. Deeks, CM3c; H. V. Jensen, SF2c; J. J. Plas, S2c; E. B. Janney, S2c; and L. C. Meyer, S2c. In addition, Leivo died of his wounds after being transferred to the hospital. En route to the beach, W. J. Curry, S1c administered artificial respiration to Watson, who suffered from shock. On November 7th, while a crew of Seabees was building a pier at the new N. O. B. and another crew was unloading lighters along the beach nearby, a Jap submarine fired a torpedo at the cargo ship "Majaba" which was standing by. The torpedo missed the ship and beached itself not more than 50 feet from the men. It gave them quite a scare, but fortunately, failed to explode. A second torpedo was more accurately aimed and the ship was hit.

ROAD AND BRIDGE CONSTRUCTION

The 6th C. B. during its stay on Guadalcanal constructed and maintained about 24 miles of road. The principal road jobs were as follows: Fighter one to Fighter three, 1¼ miles; between the Tenaru and Lunga River, 4½ miles; from the Lunga River to the Matanikau River, 2½ miles; from the Lunga River to the beach, 2/3 miles; from the Lunga Lagoon to ½ mile beyond the Tenaru, 2¼ miles; and maintenance of 12 miles of road in the Lunga Lagoon-Tenaru River area. Almost all of the construction supervision was under Chief Petty Officers F. L. Johnson, J. E. Caffall and V. M. Sarver.

Initially, road work was limited due to the construction work which was under way at the airfields. However, after the battalion was relieved of airfield work in the middle of November, a great many men were diverted to road work. All of the roads, excepting that between the Lunga and Matanikau Rivers were gravel. Contrary to the road building practice, no attempt was made to remove the layer of organic material; i.e. dried leaves, plants, etc., which formed a sort of sub-base for most of the roads. A 12 to 18 inch clay blanket was filled over the organic, traffic-compacted and surfaced with 6 inches of gravel. The roads proved adequate for the traffic served, which was mostly light and heavy trucks and mobile armament.

The road between the Lunga and Matanikau was built up

and surfaced with 18 to 24 inches of coral. After traffic compaction and with slight maintenance in blading, it compared favorably with a surfaced highway.

Much of the delay in the road building was due to lack of equipment. At first there were only 4 bulldozers, 25-yd. scrapers, 1 patrol grader and several trucks. This equipment was at times entirely diverted to airfield work.

Typical of the difficult situations encountered was the construction of the "Mammy Yokum" bridge on the road between Fighter Strips One and Three. The bridge spanned a small creek over which the Marines had previously planked a crossing by sinking two amphibious tanks for piers. But the tanks kept sinking, so that it was necessary to build a new bridge. A Seabee crew under Chief Carpenter's Mate Jesse Caffall, using a pinch bar, cross cut saw, a double bit axe and some baling wire constructed a 40 foot bridge—two 20 foot spans—which was put into use for heavy truck traffic.

Under the general supervision of Carpenter Fletcher, the 6th C. B. constructed four major vehicle bridges ranging in length from 90 feet to over 200 feet. One of the most important spanned the fast flowing Lunga River on the Lunga River Road connecting the front lines near Henderson Field with the Marine Base Supply Camp and Hospital. In construction of this bridge, a pile driver was fabricated from Jap structural shapes. The completed bridge was 225 feet long with a 20-foot roadway.

Initially the Lunga was spanned by a narrow coconut-log bridge constructed by the Japs. It was not strong enough for trucks, which had to ford the river and would often get stuck, and in high water the stream was impassable. We began work on the bridge on September 14th. By October 11th, more than half of the piling had been driven when high water, resulting from the heavy rains in the hills, washed out the Jap bridge and carried it down stream to where the new bridge was being constructed. The Jap bridge hit the new work, sheared two piles, and tumbled the pile driver into the river.

This occurred just before the major Jap offensive to retake the island on October 13. Because of the immediate necessity for a bridge of some kind, men were put to work salvaging lumber from the old one. A temporary pontoon bridge was constructed using empty fuel drums and the Jap lumber. During the action of October 13th, 14th and 15th, the bridge carried traffic bearing casualties to the dressing stations at the rear and carrying ammunition to the front. It was kept in use until the new bridge was completed on October 25th.

The Lunga bridge was named Douglas Bridge after Chief Shipfitter Douglas, who supervised its construction. It was 20 feet above the river bed and was constructed of 5-pile bents. Creosoted Jap telephone poles of about 12-inch diameter were used for piling. Caps measuring 14 inches by 14 inches in sections were hewn from tropical lumber which ranged from good grades of teak and rosewood to a poor mahogany. Tojo also furnished I-beams for stringers and



UL — Farmer

UC — Marsolino

UR — Our trade mark

C — Augusterfer

LL — The photo kids — deSimone and Hartzberg

LR — Weaver and Co. — Transportation shop, Guadalcanal



most of the deck timber. The bridge was designed for a 20-ton loading but supported greater loads in carrying heavy artillery.

Less than two weeks after Douglas Bridge was constructed, we began work on another bridge of the same type. This bridge, measuring 209 feet in length, set 15 feet above the river bed and had a 20 foot roadway. It spanned the Tenaru River at a point where the Japs once tried to break through the Marine lines. The Marines estimated that over 400 Japs were buried in the muddy bed of the river just below the bridge. Trainer Bridge, so named in honor of Chief Shipfitter Trainer, who supervised its construction, presented greater problems than the first bridge in that the supply of Jap timber was becoming exhausted, and it was necessary to hew many of the timbers from trees out of the nearby jungle. Hatch covers from a torpedoed ship made part of the decking. Trainer Bridge was opened to traffic on December 5th, 18 days from the start of construction.

Work was started December 6th on a third bridge, spanning the Matanikau River, in which the girders were Jap steel roof trusses. This bridge was seventy-five percent completed when turned over to the 26th Battalion on January 2nd. The front lines were at one time less than a half-mile from the bridge. However, encounters with the Japs were limited to occasional mortar shells which fell in the nearby jungle.

Other bridges included a 90-foot trestle across a gulch on the road to Fighter Strip Two, and several foot bridges. The most interesting among the later was a 168-foot suspension span across the Malimbiu River. The bridge was supported by a $\frac{7}{8}$ inch cable pulled into position with a tractor and anchored to a "dead man." Cable clamps and turnbuckles salvaged from a torpedoed ship were used in the construction. Marston mat hung from $\frac{3}{8}$ inch hanger cables was the decking.

Hardware for all of the bridges was cut from Jap steel, heat treated and threaded in the battalion blacksmith shop.

PIPE LINES AND TANK FARMS

One of the most important supply operations involved the transporting and storage of aviation fuel for Henderson Field. At first, fuel drums were loaded from cargo vessels to landing barges, unloaded at the beach, and thence transported by truck to fuel dumps near the airfield. These operations were costly of man power, and in addition it was at times impossible to furnish by this method enough fuel to satisfy the requirements of aircraft operating from Henderson Field.

Late in October, work was begun on three 250-barrel tanks at Henderson Field. These tanks were so located that it was possible to roll drums from the trucks onto a rack and empty them by gravity into a trough and thence into the tank.

Fuel was drawn from the tanks by gravity flow into tank trucks for use on the airfield. In December, additional storage volume was provided through the erection of one 1,000-barrel and two 10,000-barrel tanks. The tanks were all of steel, pre-fabricated, bolted construction. To provide a measure of safety against air attack, the tops of the smaller tanks were covered with a blanket of coconut logs and sand.

The final step in the construction of the tank farm consisted of laying a 6-inch all-welded pipeline connecting a distributing point on the beach to the various tanks. The construction of the pipe lines and tanks was under the supervision of Lt.(jg) E. K. Smith, assisted by Lt. Paul Davis, attached to the battalion temporarily for this duty.

On November 21st, the unloading from the U.S.S. *Libya* of pipe and tank farm material for the 10,000 barrel tank was begun. By November 24th, the site for the first had been completed and work was started on the steel erection. This tank was completed on December 10th; completion of the second tank was accomplished in December. By November 24th, 350 feet of trench had been excavated for the 6-inch line. On this date, the trencher, a used and antiquated machine, suffered a broken drive shaft so that it was necessary to excavate by hand, using native labor. The trencher was repaired and placed into service, only to break down again beyond repair on December 3rd. Digging proceeded by hand until on December 6th a trencher was borrowed from a Marine aviation engineer unit to complete the job by December 19. The length of the 6-inch line from the beach to the tank farm was 5,219 feet, with a total rise of 24 feet. In addition, 2,910 feet of 4-inch screw-joint pipe was installed to carry fuel from the main tanks to the smaller tanks in the vicinity of Henderson Field. Pumping stations were installed near the beach and at Henderson Field.

Of particular interest was the twin 4-inch line connecting the main 6-inch line with tankers anchored off the beach. It extended 850 feet into the bay. At the seaward end a union joined the pipe to a flexible 6-inch hose, which in turn was anchored to a floating buoy by a five-inch manila line and a $\frac{3}{4}$ -inch chain. In construction, the 4-inch lines were welded, floated into place and then sunk and anchored. Upon completion of the project it was possible for a tanker to anchor near the buoy, pull the six-inch flexible hose over the side, and pump fuel directly to the storage tanks.

POWER

A group of electricians and diesel mechanics under Chief Electrician's Mate C. M. Fouts arrived with the first contingent on September 1st and immediately started work to place in operation a powerhouse which the Japs had constructed. The Jap generating unit consisted of a 4-cylinder,



UL — M. Erickson, Shamp, Halli, Englund

UC — (above) Group of Guadalcanal tourists
(below) Roundy and James

UR — "Southwest crane"

C — Koester, our watch-repair monopoly

LL — Zetzman, Dean Smith, and friend

LR — Guadalcanal Motor Repair, Inc.



full reversible marine diesel engine connected with a 100-kilowatt, 3300-volt, 3-phase generator which at one time bore a Westinghouse tag. By September 7th, the plant was in operation. The Japs also left numerous transformers ranging from 1/2-kilowatt to 30-kilowatt capacity.

This power plant served nearly all electrical appliances on the island excepting the anti-aircraft searchlights. The output averaged 60 KW with a 97 KW peak, and included among the major loads were the field lights for three airports, the base radio and transmitter, two ice plants, seven reefers, the Division Field Hospital, five Medical Corps units, the aviation machine shops and oxygen transfer, Naval Headquarters and several camp areas. The unit was in operation 24 hours a day and was maintained at all times by an eleven man crew.

On landing, it was found that the Japs had laid out about 1/3 of the necessary power lines. Seabee line crews were soon at work finishing the job. In jest at using a Jap truck, along with nearly all Jap electrical equipment, one crew painted a sign on its truck which read "Tojo Power and Light Co., Inc." Standby units for the main power plant included 4 American Caterpillar generators and another 100 KW Jap power plant.

The Japs were exceedingly generous in furnishing electrical equipment. They left two 6-cylinder Jap diesels and generators; several 1-cylinder, 15-HP Jap diesel and gasoline engines; and two 6-KW, 4-cylinder gasoline engine power plants. These small units were put to work generating power for portable pumps, sawmills, radio equipment and similar activities. Large stocks of both high and low voltage cable were left by the Japs. High voltage cables were usually installed about 18 inches below the ground surface. Low voltage cable ranged from single conductor to 50-pair telephone cable.

Special jobs handled by the electricians included repair of a 3300-volt oil switch for the airfield lights, the construction of a voltage regulator for the 90-mm AA range finder, making a motor generator set for charging radio and equipment batteries and even helping to set up a shower outside the power house. The shower utilized water from the diesel cooling system. At times it served as many as 700 to 1000 men a day.

The 6th C.B. operated the principal power facilities for the island during their stay and when they left, the job was turned over to the 26th C. B.

TUNNELS

During the month of September when air and sea defenses turned back one Japanese attempt after another to retake the island, bombings and shellings threatened vital radio and radar equipment, all of which was surface-housed. It was necessary to get the equipment beneath the surface of the ground as soon as possible.

The project was turned over to the Sixth Battalion, and a crew of men under Chief Carpenter's Mate W. H. Joslyn and Chief Machinist's Mate I. J. Rose began tunneling operations into the side of Pagoda Hill, just a few hundred feet from Henderson Field. Because of the urgency of the completion of this tunnel, three eight-hour shifts were put to work. Japanese 1/4-yard cars which ran on Jap rails were used to remove the dirt from the tunnel. Digging was done with air spades, air drills and hand shovels. The tunnel was shored on three foot centers, and had two entrances leading to three rooms. Number One entrance was 107 feet long and 5 by 7 feet in section. Number Two was approximately 68 feet long. One room, used for aviation operations, measured 12 by 20 by 8 feet; another, used as a switchboard room, was 5 by 4 by 7 feet. The third room, a radio communications room, was 12 by 12 by 8 feet. All inter-plane communications to Navy and Marine aircraft were conducted from this tunnel.

The digging of this tunnel, which was later named Joslyn Tunnel, was one project not interrupted by Pistol Pete. Although he shelled the vicinity several times, work went on as usual. Work was delayed for a short time however by a minor earthquake which caused a small cave-in, and excavation was stopped until the shoring crew could catch up and prevent further cave-ins. On October 14th, all equipment was moved from the Pagoda building on top of the hill into the tunnel. It was none too soon for that same night, Jap shells hit the Pagoda.

Joslyn Tunnel was the first of four tunnels excavated by the 6th C. B. Some of the features common to all the tunnels are worth noting at this time. In general, a tunnel consisted of two or more rooms with two exit drifts 60° to 180° apart. Two drifts were used to provide emergency exit in the event that one shaft was closed by a hit, and also to provide a relief from the concussion pressures created by shells bursting near the tunnel entrances. It was found that before the two tunnels were joined, an explosion near a tunnel outlet would sometimes deafen a man in the tunnel for several days. Ventilation was accomplished through vertical shafts, usually one to each tunnel and room.

In locations where soft earth formations were encountered, solid shoring was used along the wall and solid logging for ceilings. This was particularly necessary in the tunnel rooms, for nearby hits would cause the walls and ceilings to shake and jump violently. If the walls had not been framed solid, cave-ins would have resulted.

During the construction of the tunnels, it was necessary to use the utmost care in protecting the Chicago Pneumatic air compressor, which for a time was the only one on the island. At the first air raid warning, the compressor was concealed in palm groves, sometimes a quarter of a mile away. The wisdom of this practice was borne out when in construction of the third tunnel, an air raid occurred without the customary warning and the compressor was hit and damaged beyond repair. Fortunately, by that time, the Marines had a spare machine available.



UL — (above) W. W. Porter
(below) "Loaded for bear"

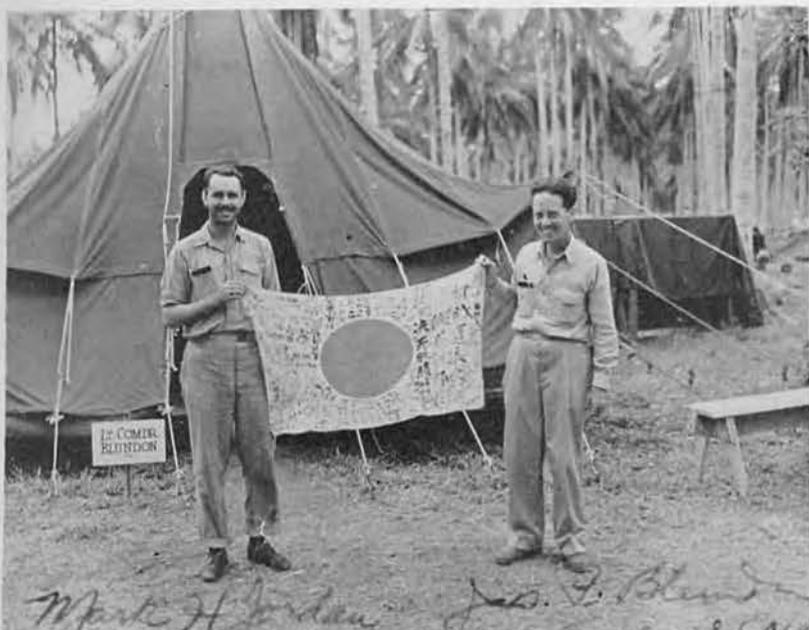
UC — S. R. Murphy

UR — Chow down on the tank job — Jap radar in background

C — Bloody Ridge the day after

LL — Genuine souvenir! — Jordan and Blundon

LR — The price of war



The second tunnel, used by the Naval Radio Station, was 168 feet long and led into two 8 by 30 by 8 foot rooms, and one 5 by 7 foot room. Number Three tunnel was dug for a division command post. The first shaft, 159 feet long, led into a large operations room measuring 12 by 20 by 8 feet. The original plan called for 189 feet; however, poor earth formation was encountered and thirty feet of the shaft was abandoned. On the second shaft, it was necessary to drill through solid coral. Every foot of the 205 feet was blasted.

After each blast it was necessary to wait until the shaft cleared of powder fumes. The cover on the rooms on Number Two tunnel was 40 feet, on Numbers Three and Four, 25 feet. Number Four tunnel was built for Naval Intelligence. It had two shafts 140 and 125 feet in length, leading to two 8 by 30 by 8 foot rooms, all blasted out of solid coral. Both rooms were solidly logged and shored. Number Three and Four tunnels were started by the 6th C. B. and turned over to the 26th C. B. for completion.



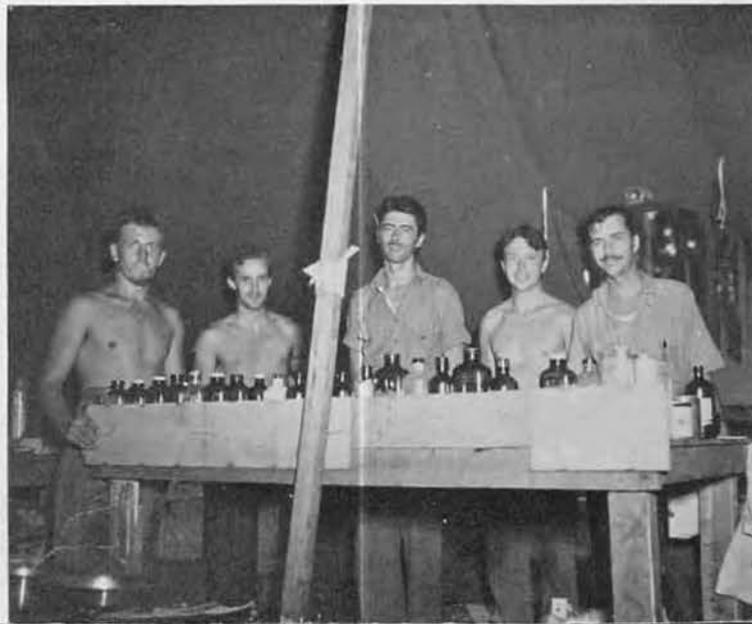
UL — Open wider, please! — Harris and Stamp

UR — Plans and Surveys crew, Guadalcanal

C — Tharp

LL — Plasma in our foxhole sickbay — Cassidy and Tharp

LR — The pill rollers, Guadalcanal



CHAPTER THREE

ESPIRITU SANTO ISLAND; MISCELLANEOUS SOLOMONS ACTIVITIES

DURING THE PERIOD between August 17 and October 12, a detachment of the 6th C. B. was maintained at Espiritu Santo Island pending their transfer to Guadalcanal. After the departure of Lieutenant Commander Blundon, this group was under the charge of Lt. M. H. Jordan. In company with the 7th C. B., it accomplished the initial basic construction for the island.

One of the most important operations of the unit was the unloading of ships. Winch operators and unloading details were furnished to work both ashore and aboard the ships. Cargoes from the ships' holds were placed on Higgins boats or pontoon barges, transported to shore and unloaded by hand or with the assistance of cranes and A-frames mounted on tractors. Most of the cargo was made up of heavy goods such as airport matting, magazine steel, Quonset hut steel, heavy gun mountings, thousands of drums of high test gasoline and fuel oil, depth charges, heavy calibre ammunition, food supplies and countless other items, many of which were later sent to the Solomons.

A necessary first construction project was the establishment of a drinking water supply. Two camouflaged evaporating units, each of 3,000 gallons capacity, were set up on a hill overlooking Segond Canal. Pumps were used to force the salt water from the canal through the units and thence to a 5,000 gallon wood stave storage tank from which water tanks on trucks were filled by gravity. An allotment of one gallon of water per man per day was made for all Marine, Army and Navy personnel.

Later, a small group of men made a reconnaissance through the jungle seeking a source of fresh water. After three trips, a suitable spring was found but the 6th left before a project to utilize it was developed.

Over a hundred wood bases for tents were built by the 6th Batt. on Santo. A complete transportation system was established with repair garage and battery shop. The transportation department was later turned over to the Seventh Battalion. In their travels, the 6th Batt. men on Santo came upon a French band-saw which was immediately repaired and put into service, an engine from an old Dodge truck furnishing the power. Planks were cut at the sawmill and used as mud sills for ammunition storage magazines. These magazines, built of No. 8 gauge corrugated steel sheeting and resembling Quonset huts in form, were constructed deep in the jungle.

In the large hospital area the 6th Batt. erected over 20 Quonset huts. Several of these required special construction to fit them for operating and X-ray rooms. One hut was built especially for a hospital laundry, another for a hospital galley. Others were used as wards for the wounded pending evacuation. These huts were camouflaged with green wire netting to conceal them from aerial observation. Five 40-by-100-foot steel warehouses were constructed: one for medical supplies and equipment; one for general stores such as food and clothing; one to house two 6,800-cubic foot refrigerators at Cub One; and two which were turned over to the Army to be used for commissary stores.

Besides all the wooden tent frames, carpenters also built medical supply cabinets, tables, chairs, shelves and countless other pieces of furniture for the hospitals and galleys. Construction of a large galley for Cub One was also under way. The carpenters built their own work benches, tool boxes, circular saw benches, and a long list of miscellaneous items.

Traversing swamp and jungle, electricians and communications men strung telephone lines and made power installa-



UL — Trainer's pirates build a wharf

UR — "The first job was to rebuild a pier at Kukum."

C — End of the line

LL — A helping hand from our Marine friends

LR — Heavy going on Kukum Beach



tions throughout the island. An unpleasant job which occasioned much griping was the policing of the grounds and the digging of foxholes for the Cub One unit. One of the last jobs done by the 6th on Santo was the assembling of three 50-ton barges for use in the unloading of cargo ships. A number of docks and piers were also constructed, two of which, Painter's Dock and Marcus Pier, were named in honor of the men in charge of their construction.

Evening blackouts were not required on Santo. On Sunday nights, the men of the various island units would gather around a well-illuminated stage to enjoy a Happy Hour staged by Chaplains Gehring and Brown. Music and entertainment included the 6th Batt. Band, boxing, dancing and comedy acts.

The Sixth Batt. suffered its first fatality on Santo on September 28 when Paul Brucker, Ptr3c, was struck by a bullet from an accidentally discharged rifle. It was a particularly tragic accident, not only because Brucker was well known and liked, but also because Harry Brucker, F2c, Paul's brother, was also in the Sixth Battalion.

On October 5th, Lt. Jordan departed for Guadalcanal on U. S. S. *Fuller* with all except 50 men. This group was through some mistake set ashore at Tulagi and was ferried across to Guadalcanal in small increments. On October 12th, Lt. (jg) Smith and the remaining men departed aboard the U. S. S. *Alchiba*, a Navy cargo ship. Another AK, two destroyers, a tug and a P. T. boat tender made up an accompanying convoy. On the evening of the 13th, the tug picked up the barge from the other AK and, escorted by one of the destroyers, the U. S. S. *Meredith*, proceeded towards Guadalcanal. The remainder of the convoy turned about and headed back for Santo, because of the heavy enemy action occurring at Guadalcanal at that time. At about 1000 on October 14th, a single enemy plane was sighted and fired upon. The barge attached to the *Alchiba* was then set adrift and the convoy proceeded at full speed for Santo. At 1700 of the same day, nine Jap planes dive-bombed the convoy without scoring any damaging hits. On October 15th, the convoy was attacked by submarines and again escaped damage. Subs were claimed to have been sunk by the destroyers and the PT boat tender. October 16th found the ships back at Santo. The men were kept aboard ship and sailed again on October 25th. Because of enemy action near Guadalcanal, the convoy followed a roundabout route, finally arriving at Guadalcanal on November 2nd. Thus was completed a trip of 21 days aboard a ship for a voyage normally requiring 36 hours.

Although the major construction effort by the Sixth Battalion was centered at Guadalcanal, numerous projects were undertaken on other islands of the Solomon group. At one time detachments were doing survey and construction work on seven different islands, including Santo, Guadalcanal, Tulagi, Florida, Tanambogo, Macambo and Gavutu.

About a month after the first arrival of the battalion on Guadalcanal, a detachment of 59 men under Lt. B. Marcus was sent to Tulagi to construct a patrol torpedo boat base.

Later the strength of the group was increased to 133 men and officers in order to accomplish additional construction projects.

Upon landing, a camp was set up and a galley large enough to serve 500 men was put into operation. All Naval personnel and large numbers of transients, ship-wrecked refugees, were fed from this galley. A five ton stiff leg derrick, built by the 6th from Jap structural steel shapes and powered by a salvaged Jap version of Chevrolet Motor, was installed on Government Wharf. A carpenter shop and saw mill were set up to turn out galley and camp furniture. Electricians set up a generator and linesmen strung power lines over the island. Telephone lines were installed and maintained on Tulagi, Gavutu, Tanambogo, and the Halavo seaplane base. Other lines reached to several disabled ships in the harbor, including at various times the cruisers *Pensacola*, *New Orleans*, and *Minneapolis*, the P. T. tender *Jamestown*, and the destroyer *McFarland*.

A seaplane base was built at Halavo, on Florida Island, by a small group under Carpenter Gray detailed for this task. These men and a handful of Marines were the only troops on Florida Island at the time. On several occasions when warnings were given that enemy troops might land during the night, Seabees and Marines shared the watches, half standing watch while the other half slept.

Keeping the PT boats in the adjacent coral-reefed waters in operation required continual maintenance, of which a good share was handled by the Sixth Battalion men. The piers for the PT boats were repaired, and two floating wharves were built to accommodate additional boats. Chief Carpenter's Mate Ingram and his crew were officially commended for the construction from pontoons of two badly needed PT boat dry docks.

A complete topographic survey of Tulagi, Gavutu and Tanambogo was accomplished by the survey crew under the supervision of Chief Carpenter's Mate M. P. Boswell.

One of the most laborious projects was the construction of a radio transformer and receiving station back in the hills on Tulagi. It was necessary to haul gravel and cement for concrete decks from Guadalcanal by barge. These materials were carried by hand in buckets and bags up a steep hillside to the site, where the concrete was hand-mixed and poured. The walls and roofs of the buildings were of corrugated iron salvaged from sheds previously demolished by shellfire in the original occupation of the island.

Two 50-ton barges were assembled at Tulagi. The most difficult feature of this job was the finding and collecting of the barge sections, which had been scattered on most of the adjacent islands prior to the arrival of the Sixth. An emergency outlet channel was dredged and blasted for Tulagi Harbor in order to guard against the bottling up of the PT boats by enemy warships.

In November it was decided to lay out a more adequate camp. Surveys were made, ditching and drainage started, and barracks were contracted for with native labor. A small dam forming a reservoir of 3,000 gallon capacity was constructed



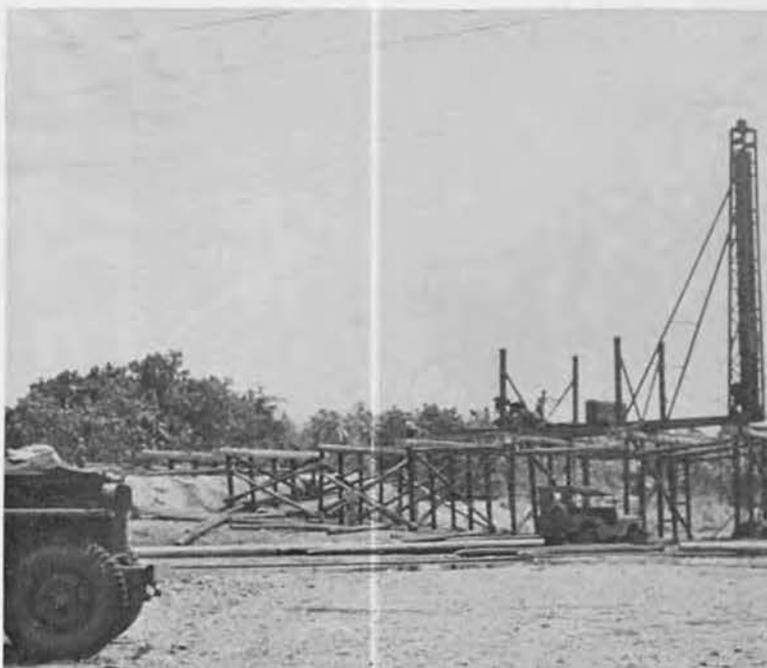
UL — Johnson Highway — "Before"

UR — "A temporary pontoon bridge of fuel drums and Jap lumber"

C — Douglas Bridge

LL — Pile clusters to fend off driftwood, Douglas Bridge

LR — Johnson Highway — "After"



to furnish facilities for washing and bathing near the campsite. A rock crusher was assembled and placed in operation to provide crushed gravel for such jobs as the concrete pier on Government Wharf, for installation of a 60-foot boom derrick, and for roads which were built by Marine engineer units.

Although the men on Tulagi were neither shelled nor bombed, it cannot be said that they failed to see action. From the top of the hill overlooking Savo Island and Guadalcanal, they viewed the great sea battles of October 11 and November 12 and 14. They witnessed the sinking of the cruiser *Atlanta*, and in their camp shared their extra clothes and gear with the survivors of the *Northampton*.

Delays in progress due to lack of equipment and personnel illness were even greater than at Guadalcanal. A progress report shows that between October 8 and December 19, 1,303 man-days were lost because of malaria and the general rundown condition of the men.

One of the highlights of life on the islands was the bi-weekly trading with the natives of Florida and Gavutu Islands. These natives would venture over to Tulagi with cargoes of coconuts, pineapples, bananas, papayas, and nuts. They preferred the barter system, although they would take American silver. A nickel would buy more than a dime, but the most preferred items of barter were pipes and tobacco. The Seabees were set wise to the ways of trading by Chief Warrant Officer M. I. Harper, R.A.N.R., who formerly owned an island plantation near Tulagi and who now acted as pilot for U. S. Naval craft.

New Year's eve found the Sixth Battalion Detachment on a ship headed back for Guadalcanal.

On November 12th, a month after the Japs made their first unsuccessful attempt to retake Guadalcanal, a Japanese task force again approached the area patrolled by the U. S. Naval forces. The two forces engaged in battle just off Savo Island. It was in this engagement that Admirals Callaghan and Scott were killed and we lost the cruisers *Juneau* and *Atlanta*. U. S. Forces repulsed the Japs and inflicted such severe damage to a Jap battleship that it was later scuttled.

At 1:30 A. M., November 14th, a reformed Jap task

force shelled Henderson Field for 45 minutes before being repulsed by U. S. forces. The Jap task force consisted of battleships, several cruisers and destroyers and 12 large transports. U. S. Naval surface craft, and Naval, Marine and Army planes from Henderson Field and other bases hammered the Jap forces constantly throughout the 13th, 14th and 15th, inflicting severe damage and heavy casualties to the Japs. Of the 12 transports, 8 were sunk outright on the 14th. The Japs finally beached the four remaining ships, only to have them thoroughly blasted and set afire by U. S. planes. It suffices to say that if this Jap task force had successfully effected a landing, the entire story of Guadalcanal would have been changed.

On December 21st a terrific explosion rocked the island. An army truck, heavily loaded with land mines, exploded near the Jap ice plant operated by the Sixth Battalion. The explosion killed F. E. Huber, EM2c and seriously injured H. H. Elwell, EM1c, who were filling sandbags nearby. Several soldiers on the truck and two riding close by in a jeep were killed.

Christmas Eve was celebrated with a midnight Mass offered by Chaplain Gehring. The words of the Chaplain, "Peace on earth and good will towards men," were all but drowned out by a flight of Fortresses winging their way north. Christmas day was celebrated with a feast of turkey and all the trimmings.

January 4th found us assembled in whites at the cemetery, paying a final tribute to the Seabees and Marines who lost their lives in the taking and holding of "Airport Island." At an altar in the center of the field, a requiem Mass was offered by Chaplain Gehring, taps were sounded with the battalion at hand salute, and the ceremony was closed with the reading of a letter of appreciation from Commander Compton, Commanding Officer of Cub One.

The battalion marched back to camp where orders were given for all hands to pack their gear and police the camp area. On January 5th, we were all up at dawn. Parties were dispatched to the beach to load the very few items of equipment to be taken with the battalion. At noon we embarked upon the U.S.S. *Hunter Liggett*, and in convoy weighed anchor for Auckland, New Zealand.



UL — "Trainer Bridge presented greater problems."
(Note hand-hewn timbers)

UR — "The most interesting was the suspension foot-
bridge across the Malimbiu"

C — Our home-made piledriver

LL — Matanikau Bridge. "The girders were Jap steel
roof trusses"

LR — "Trainer Bridge was opened in 18 days"



CHAPTER FOUR

AUCKLAND, NEW ZEALAND

THE STAY of the Sixth Battalion in Auckland, New Zealand, was intended as a rest, recreation and recuperation period. Quartered at a rest base, we were divided into port and starboard watches, with liberty for each watch on alternate nights.

The food served at the camp was unparalleled in all the travels of the Sixth. Fresh meat, butter, vegetables and cold milk were served in abundance, and along with the cooler climate, soon resulted in a very noticeable improvement of the physical condition of the men.

There were duties to perform even at rest base. Camp guards were posted, shore patrols were dispatched to the downtown area during liberty hours, and guard duty at the Navy Pier was taken over by the Sixth. Maintenance work was done on the main camp at Victoria Park, at the Domain, where Company D was stationed, and at a Navy Mobile Hospital.

Each day at rest camp was started with a period of calisthenics before breakfast. An hour of close order drill made up part of the morning's routine, and liberty for those who rated it began at 1 P. M. Shortly after arriving in Auckland, Ensign A. Kohn took over the direction of the battalion dance bands, and rehearsals were held daily. Before long, service men were dancing to music of the band at the Red Cross recreation center and at the reservation hall in Victoria Park, where dances were held for the Sixth Battalion personnel and their guests. Each program had an hour's floor show with Tom (Monty) Montgomery serving as Master of Ceremonies. Monty participated in practically every program presented by the Sixth Battalion and won the admiration of all hands with his witty stories and pointed remarks. The band played for a dance on St. Valentine's Day

at the Town Hall in Auckland, where their swing version of late American songs made a big hit with the servicemen and their New Zealand guests. Before leaving Auckland, the band's popularity landed them at radio station 1ZB where they put on a 45-minute program which was broadcast to the South Pacific area and was recorded for rebroadcast in the States.

During the stay in Auckland, every man in the battalion was given a complete physical examination, the results revealing that approximately 200 men were unfit for duty. These men were transferred to the hospital, where with good care many of them recovered and were returned to the battalion. Others were sent back to the States for further treatment or to receive medical discharges. Within two months in Auckland, in spite of an ideal climate and the absence of the Anopheles mosquito, approximately 150 cases of malaria were recorded in the battalion's medical records. These cases included recurrences as well as many new victims.

While in Auckland, we were given five-day leaves either to see the country or to relax, as we saw fit. The warm hospitality, friendship and courtesies extended by the New Zealanders during these and other liberty hours will live forever in the hearts of the men of the Sixth Battalion.

Life at the rest base was just too good to last. On March 3rd, just after each company had completed a 5-mile hardening hike, announcement was made that we were on 24-hour sailing notice. Leaves were cancelled and on the morning of March 9th we were moved to the pier, where, after a bag inspection, we embarked on the U.S.S. *Pinkney*, the ship whose destination would be the next tour of duty for the battalion.



UL — Tank construction near Fighter Two

UR — Gasoline pipe line

C — Lt. Davis and local talent

LL — Floats for submarine pipe line, Kukum pier

LR — Hand excavation for tank near Henderson Field



CHAPTER FIVE

"PARIS OF THE PACIFIC"

NOUMEA, NEW CALEDONIA—"Paris of the Pacific"—was shortly revealed as the battalion's destination, and the evening of March 12th found us debarking at Ducos Peninsula, soon to become familiar to all of us, over a pontoon pier still under construction. Totally lacking as we were in camp equipment, we found the outfit again split up and parcelled out to "board" for a time on other organizations: A and D Companies at the Receiving Station, C with the 20th Batt, Headquarters and B with the 24th.

What a welcome the weather man gave us! The skies opened! Our hosts made shift as best they could with their unexpected guests, but space was at a premium, spare tents were not to be had, and for the night we crawled into any hole that offered a bit of shelter.

Morning brought small consolation. A Liberty ship was enroute from San Francisco with all our camp gear, but not due for ten days. No tentage was available from the Advanced Base Construction Depot; tarpaulins were all it had to offer; mosquito bars were conspicuous by their absence. We cadged a few tents from our landlords and rigged our tarps into some kind of shelter. For the mosquitoes, not malaria-bearing but ten times as numerous and pestiferous as the Guadalcanal breed, we built ineffective smudges and slapped and cursed. And the rain came down. Tents, unfloored, became morasses of mud. Mud permeated our beds, our gear, and our thoughts.

For a few days our sole outfit of equipment was the couple of tool kits which had served for camp maintenance at Victoria Park. Transportation was nonexistent; projects of our own were virtually out of the question. We found ourselves farmed out as labor to the other battalions—a necessary evil, looking back on it, but it seemed like harsh

treatment to the heroes of Guadalcanal. Then, happy day (March 23), our ship came in. Life began anew for the Sixth.

But not as easily as that. We had unloaded ships before, but it was still hard work. We turned to alongside the Second Special, which had accompanied our gear out, and learned to admire the way this stevedore outfit did its stuff. The hillside back of the 24th Batt's camp, where we now had squatter's rights, became in short order the battalion dump, heaped with tools, equipment, and material to put us back in the construction business and give us decent living conditions in the bargain. Beside the famine which had been Guadalcanal, this was indeed a feast.

The rains of the hurricane season turned our area at the 24th into a quagmire in which trucks slithered and skidded and had to be snaked around with bulldozers; but the gear got there—tents aplenty, mosquito nets, generators and jeeps and toolkits. Trucks and heavy equipment were still to come, but we were back in business on our own.

Work Project Number One (to our way of thinking) was our new camp. For our site Commander Blundon had chosen and obtained approval for the knoll beyond the 24th's camp, a hill with a sweeping view of the bay, the hills of the St. Louis area, and Mount Dore. Lieutenant Day and his surveyors and draftsmen set to work and laid out a camp set on terraces ringing the hill, centered on the compound which crowned the knob and which was ringed by the messes, offices, and other activities of common interest. Carpenter crews soon had tent floors coming off a production line; plumbers ran in an extension to the water main; for lack of a mixer, concrete for the mess hall, was mixed by hand. All of the buildings had tent or tarpaulin roofs to



UL — Gentil

UC — Barlow

UR — The new management

C — "Line crews were soon at work finishing the job"

LL — South Seas Power and Light Co. — Bill Evans, Pres.

LR — Fouts and power house crew



begin with, but the job went ahead with a will and by the latter part of April, when ten new officers joined us from the States, we were united again in one unit and established in our own home.

Other jobs there were in plenty. Downtown, adjacent to the Fleet Post Office, an old garden wall was being transformed into a warehouse under the eye of Lieutenant Stamp. Cement brick from the local factory served to raise the wall. All the brickmasons in the battalion were pressed into service for the job, and a few of the more likely hands were apprenticed to them to speed the work. After it was finished you could always tell which end of the building the novices had started at; but you could see the rapid improvement as they went down the line to the other end of the wall, too!

C Company, under Lieutenant Marcus, formed the bulk of the detachment which was sent to Mobile Hospital Seven, the "Mob Seven" of familiar memory, to hasten the growth of that ever-expanding activity. "Mob Five" also got its share of attention from the first. Other assignments of the early weeks on New Caledonia involved assistance to the 20th and 24th Batts, and such miscellaneous (and unwanted) chores as policing the recently vacated camp sites of other battalions.

Early May brought a major development for the better with the arrival of our transportation and earth-moving equipment, far better than any we had owned before. Almost simultaneously, the departure of the 20th and 24th for the Solomons left us heirs to the major construction contracts of the area. Now we were really back in the big time. From that time until our departure there was scarcely a development made within twenty miles of Noumea on which the Sixth did not leave its stamp.

Ducos Peninsula, where we had first set foot on New Caledonian soil, became almost overnight one of our major stamping grounds. The 24th had already made a considerable contribution to the development of this area with the construction of a four-mile stretch of road terminating at the floating pier which they had built. In addition, at the time of their departure they had completed a long fueling pier on the other side of the peninsula, and erected nearly half of the forty 10,000-barrel tanks planned for the fuel-oil tank farm. The 20th had made a start on the Supply Depot adjacent to the floating pier, and had the foundations already poured for a number of 40 x 100 Quonset warehouses; it also had established a rock crusher in operation not far from the main road. To our lot fell the prosecution of not only all these jobs, but also of the numerous other projects in the planned development of Ducos as an area of major importance in the support of the ships of Admiral Halsey's South Pacific Force.

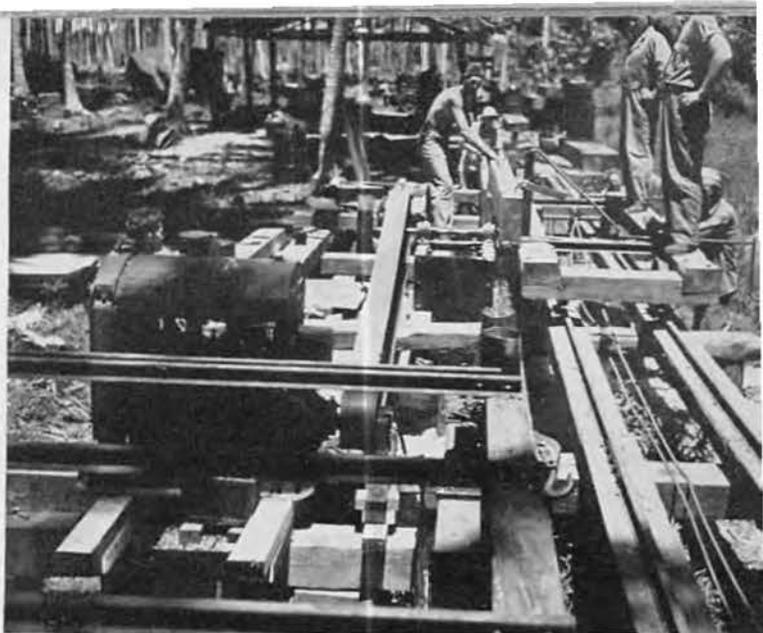
First in point of size among our Ducos contracts was the Supply Depot. From an original size of twenty-five storehouses, this activity mushroomed until it reached a total of sixty-odd 40 x 100's; a transit shed made of ten New Zealand-type prefabricated wooden buildings (52,000 square

feet of floor space), the superstructure of which was erected by the 11th; 136,000 cubic feet of refrigerated storage; and a power plant with an installed capacity of several hundred kilowatts. As a necessary adjunct to the depot, a 500-man camp was erected in a draw just over the hill.

Spoil from the excavation incident to the Supply Depot construction, and additional fill gouged from surrounding hillsides by the busily working Woolridge "pans" of the Sixth—tens of thousands of yards all told—was pushed out into Ducos Cove to form the area required for a busy Net-and-Boom Depot. During the early stages of this job the fill was used as a landing ramp for several LST's which discharged and loaded cargo at Ducos, and the Sixth's busy 'Bees were treated to the unusual sight of a barrage balloon in tow of one of them. In its final form the fill terminated against several hundred feet of timber pile and crib bulkhead, erected by our waterfront force, under Lt. Comdr Marcus, which served as a marginal pier for the net tenders, boats, and barges which were necessary adjuncts of the depot operations. Long before the fill was completed it became dotted with heaps of nets, buoys, and floats of all descriptions. In fact, this situation was true of almost all the "red-hot" projects which were the Sixth's meat during most of 1943; the customer was always treading on our heels, waiting only for us to get far enough along to allow him room to move in and get started with his particular portion of the job of winning the South Pacific war.

Along with construction of the depot went, of course, the inevitable camp, a Quonset hut development situated on a shelf on the hill immediately overlooking the depot. Contemporary with the Supply and Net Depots was the oil tank farm around the hill on the back side of Ducos peninsula. This project was well along when the 24th left it to us, with much of the piping in and about half the tanks up. With the urgency of the job what it always was in those days, the original contractors had selected all the easiest sites in the plan to work on first; to our lot fell those with the heavy side-hill excavation in rock, the ones that were least accessible and those which required the extension of a road out to the very tip of the peninsula. With its taste for tough jobs the Sixth took all these problems in its stride.

Early June brought a new job—as usual, marked "Rush." Cub Nine, outward bound from the States, was to stage at Noumea for its movement into the Solomons. Camp sites were now at a premium; the powers-that-were decided to locate the newcomers in the suburbs at the base of Mt. Dore, upon whose 2300-foot height we watched the rays of the setting sun each evening from across the bay. Sixth Batt to the rescue! Our dirt-moving men and equipment, having got Ducos well under control, now moved twenty miles to the scene of the new camp and turned to on the rush job of pushing a fill out on the flat beach to provide a landing for the Cub's barges and boats. Floodlights were rigged, and work went forward on two shifts until the arrival of the Cub, with the 75th and 88th Batts attached, released us for our next high-priority task.



UL — "Jap 1/4-yard cars on Jap rails moved the dirt"

UR — Sawmill near Jap power house

C — "The second tunnel was for the Naval Radio Station"

LL — Radio towers

LR — Over she goes!



During this period a number of personnel changes took place—except those due to hospitalization, the first we had experienced. They began with the arrival, a short time after we had reached New Cal, of ten new officers from the States to bring us closer to our authorized officer strength. Shortly thereafter Lieutenant Cavanaugh (newly promoted from ensign) went to the 20th to bring them some front-line experience for their move into the Solomons. With him went Lieutenant Joe Buirgy and Carpenter Earl Taylor, two of the newcomers. Early in June orders from Commander-in-Chief Pacific Fleet sent Lieutenant Pratt to duty at Pearl Harbor. A trade with ABCD brought us Lieutenant John Hulse (later to become our exec and finally skipper) in exchange for Lieutenant Drumm, another of the newcomers. Well-merited promotions for Lieutenants Marcus and Day were followed by their orders back to the States for further assignment, each eventually to become the skipper of his own battalion.

At about the same time a rare chance for rotation came the way of the Sixth, and a dozen fortunates were selected for return to the States. Hope arose that this move presaged a general policy of rotation of personnel, but (alas!) the fortunes of war decreed otherwise.

In this same period of our early months at Noumea rewards came for a number of outstanding chiefs who were advanced to officer rank as a consequence of their performance on the 'Canal. Included in this group were Leon Sparks, Roy Douglas, Luke Dodds, Carl Rutherford, Charles Fouts, and Duane Neuenschwander. Sparks became a junior-grade lieutenant, Neuenschwander an ensign, and the others warrant carpenters. At the same time Carpenters Fletcher and Gray were jumped to "j.g.," a step which Douglas followed late in the same year.

Late in June new neighbors moved into the biouvac area recently vacated by the 24th—the 11th Batt, transferred down from American Samoa, where we had made our one-day pause enroute from the States to pick up the 7th Batt. The war having left Samoa far in the rear, the 11th was now destined for a more active theatre. We found the newcomers easy people to get along with—an outfit which knew its business and was an asset to the community. Immediately upon arrival they set about to demonstrate the latter trait by constructing a handsome movie theatre, complete with stage, projection booth, and seats for two thousand, which promptly became the center of entertainment for the "Normandy Cafe" area. The 11th also demonstrated that they knew how to set up a properly equipped camp. The electric lights winking in every tent excited our deep envy and eventually provided the spur necessary to bring Mr. Edison's invention to 100 percent usage in our own camp.

Throughout the middle part of 1943 rush job followed rush job. Our work schedule was a steady six and one-half day week, with only Sunday afternoons for leisure. Urgent projects, (as a matter of course) went on under a seven-day, two-shift program. Many of us suffered from recurrence of the "bug," and the battalion's health record became

a subject of study by ComSoPac's medical researchers, since it afforded one of the few studies of recurrence records available to them. It is interesting to note that the rate of malaria recurrence appeared to have a definite relationship with living and working conditions. As living conditions improved, the proportion of relapses went down. During periods of particularly urgent and heavy work, particularly on the seven-day, two- or three-shift jobs, it rose again.

To recall all the projects, major and minor, to which we set our hands in these months would take pages. The principal dirt moving job for some period was the filling of the swamp at "Mob Five" hospital to create a site for a 1000-bed convalescent camp. In the course of a couple of months we took down a good-sized hill, moved it across the road, and spread it over several acres to eradicate a mosquito-breeding pesthole and create space for a vitally needed expansion to the hospital. Much of this fill was rock, and the drillers and blasters, under the supervision of such ace powdermen as Dave Jenkins, played an important role in this job.

The sanitary branch of our endeavor has heretofore gone unmentioned. The Base Water Department, operated under the supervision of the Naval Base Public Works Officer, was manned largely by men of the Sixth. In addition to the never-ending work of maintenance on the overloaded water-lines, these men made many contributions in this often overlooked but vital field. One of the earliest measures taken was the installation, under the guidance of Lieutenant Smith, of chlorinators at the City of Noumea reservoir, atop Semaphore Hill in the downtown region. Much of the work on the original booster pumping station located alongside "Route One" just outside Noumea, in the vicinity of the Nickel Docks, is to the credit of the Sixth. When the system, even with this addition, proved inadequate for the terrific demands placed on it by the military expansion of the New Caledonian population, a second booster station, located out in the brush beyond ABCD and the camp of the 37th Batt, was constructed in its entirety by the same Sixth, and manned by us on its completion. Other contributions along this same line included the erection of several 10,000-barrel steel tanks as reservoirs at strategic points on the distribution system, including the Receiving Station, Mob Five, and Mob Seven. At the other end of our sanitation endeavors were the sewage pumping station for Mob Five, and a sewerage system and septic tank for Mob Seven.

In the latter part of the year we began to find our well-known allies, the Army, among our best customers. In that respect we can claim to have been well ahead of the rest of the services in unification. With the expansion of the "SoPac General Depot," the Army equivalent of the Ducos Supply Depot, several sizeable contracts came our way from our brothers-in-arms, the bulk of them on our old stamping ground, the Ducos. Chief of these were Areas Two and Three, also designated as Seven and Seventeen—each a group of prefabricated wooden warehouses of New Zealand manufacture, with the necessary roads and accessories. For



UL — Ernie Smith

UR — "Ingram and his crew were commended for the drydocks"

INSET — Ingram

C — Gavutu Island

LL — Tulagi from Government wharf

LR — Sixth Batt camp, Tulagi



the earthmovers there was the task of grading the open storage areas at Mount Te. In September, Headquarters of the Depot became our neighbors by occupying the area immediately adjacent to the camp of the 11th Batt. This move was of particular interest to the few (?) beer-drinkers among us, who found that they could occasionally supplement their meager rations from the clearance sales (case lots only) which took place periodically at the SoPac Depot's PX.

Numerous other projects, many of lesser magnitude than those already cited, but each important in its own way in the winning of the war, can be mentioned. In the Ammunition Depot, our nearest Naval neighbors other than the various Seabee units which successively occupied the adjacent campsite, we erected magazines and built access roads. From the NAD, too, we got our worst scare of the Noumea "campaign" late one night, when several hundred tons of aircraft bombs went up with a roar that brought us from our bunks instinctively seeking nonexistent foxholes with the automatic reaction of "Here come those lousy Japs again—without even a 'Condition Red' sounded!" The best explanation for the bombing seemed to be that a truckload of five-hundred or thousand-pound bombs (unfuzed and "safe"—it says here) were being unloaded from a cargo truck by the simple expedient of dropping the tailgate and rolling them off, when something let go. No eye-witnesses (fortunately there were only a couple) survived; the truck was demolished. Every Frenchman in the area got a new set of windows, and splinters flew more than a mile (by accurate measurement), some landing in the camp of the 37th Batt, back of ABCD. Fortunately the rolling terrain of the Depot confined the major blast effects to the hollow in which the explosion occurred.

For ABCD, NAD's neighbor, we did a little road and bridge work, put up and floored a building or two, and in the earliest days of our stay, did some stevedoring. At the Receiving Station we made various minor improvements, notable among which was a base laundry and the supervision of a native-thatch-type officers' club, erected largely by transient personnel and native labor. The native thatch was deceptive; inside it was of a luxury befitting Broadway or Market Street. It was also an undeniable firetrap, and must have made a spectacular sight when it burned shortly after we left for home.

There were, in addition, numerous minor jobs for various activities which had learned that the Sixth was the outfit to call for assistance. The Marine transient camp and the Army's 109th Station Hospital in the St. Louis Valley and, further out in the same direction, the Red Cross rest camp at the base of Mt. Dore, were all scenes of our activity at one time or another. Our province extended over the hills to the Dumbea Valley, main source of high grade river gravel, which furnished us with concrete aggregate when the rock which fed our crusher on Ducos petered out. It was in this hauling that we suffered the only serious job casualty of our entire first tour overseas. During night shift operations connected with one of our urgent jobs in October '43, a

filled road shoulder, softened by repeated heavy rains, gave way under the wheel load of one of our hard-working Mack dump trucks, overturning the truck into a swamp with the driver, the popular Tom Dorsey, fatally pinned beneath it. As much as any of his comrades who fell at Guadalcanal, he gave his life for his country.

The most remote operation undertaken by the Sixth during its New Caledonia stay was a logging expedition to the Loyalty Islands in search of timber suitable for waterfront piling, a purpose for which the scrub trees of New Cal were of little value. While the poles which this hunt, conducted by Carpenter Roy Douglas and Chief Carpenter's Mate Forrest Jensen, produced fell somewhat short of filling the bill, it gave a few of us a chance to observe the Loyalty Islanders in a truly native South Seas habitat. Another task undertaken at a distance from home, and with more useful results, was a precise astronomical survey to determine the exact geographical location of a radio beacon at Plaine des Gaiacs air field, 150 miles up the island from Noumea. At the request of the Army, which for reasons of its own was not in position to undertake the work, we sent Chief Carpenter's Mate John Blydenburgh and a survey crew (by air transportation, courtesy of our allies) to P. de G., and after several laborious days and nights of observation of both the sun and stars, they determined a location guaranteed to be accurate within five seconds of arc, or about 500 feet—close enough for any aerial navigator on a globe of 25,000 miles circumference. Possibly one or more air crews owe their lives today to these men's painstaking work.

November, 1943, was in several ways an eventful month for the Sixth Batt. It opened literally with a bang, and a tremendous one—the explosion on November 1st of some thousands of tons of ammunition on the waterfront at the "Nickel Dock," where transports and cargo ships were busily engaged in loading for the climax of the Solomons campaign, the Bougainville invasion, which had commenced on the same day. Loss of life was heavy, particularly among the native labor employed around the Nickel Works, and among the forces working at the piers.

Fortune was with the Sixth for once—not a single man was within range of the blast, although several had been working in the vicinity a short time before. One of the first on the scene was Father McKeon, who fortunately was passing by at the moment and hastened to render last rites and spiritual comfort to the dying and injured. Within a few minutes Commander Blundon was surveying the wreckage with Commander Clark, Noumea Public Works Officer, and had received orders to take over the repair of the piers, which had suffered fire damage as well as buckling of the decks and possible severe structural injury.

Again the Sixth had an opportunity to strut its stuff, and once more it came through with flying colors. All other jobs deferred to the overriding priority given the emergency mission—"Get the piers back in operation!"

The explosion happened around 1415. By suppertime—hardly time for the firefighting and rescue crews to get their



UL — Native chapel, Espiritu Santo



UR — Church service, Cactus style

C — Final tribute for the fallen



LL — Happy hour

LR — Commander Compton



work in shape for the builders to move in on the repair job—Commander Blundon had his organization laid out and ready to go. Lieutenant Fletcher to lead off with the first shift; Lieutenant Hulse to follow with a fresh crew at 0100; Lieutenant Hessert on the daytime trick at 0800 with his force; and so around again, if need be.

Meanwhile, Lieutenants Stamp and Smith, armed with a "carte blanche" order on ABCD, expedited equipment and materials, while Roy Douglas and the waterfront gang squared away the floating pile driver to move in at daylight and go to work on any piling which had to be replaced.

The Supply Department, with its usual efficiency, turned out midnight chow for most of the battalion, and all hands pitched in with the old "Can Do" spirit to such effect that Admiral Shafroth, Admiral Halsey's deputy as Commander South Pacific, coming down to view the job at breakfast time next morning, was astounded to find both piers in usable condition and ready to receive ships alongside for loading operations.

Work was pushed throughout the day and by early afternoon—scarcely 24 hours after the big boom—the job was complete, the third shift was on its way home, and the Sixth had earned an official letter of praise for a task well done. Thus did the Sixth contribute to the completion of the conquest of the Solomon Islands.

On this most fitting note of accomplishment Commander Blundon closed his service with the battalion to which his leadership had contributed so much. Under his guidance it had grown from a heterogeneous group of construction men into a smoothly-working, superbly integrated team—a team of which all its members could be justifiably proud, and with a record of accomplishment under hardship and adversity which it could defy any battalion to match. Inevitably, the record had attracted attention in the Navy Department. Inevitably, too, the Department found a bigger job calling for the skill and experience which the Skipper had so amply demonstrated; so on 9 November, scarcely a week later, under orders transferring him back to the States for further assignment, Commander Blundon turned over command of the Sixth to Lieutenant Commander Jordan and took his departure from the outfit which he had served so well.

Late November brought still a further change in the activities of the battalion. The war was now entering a new phase. The first of the month had seen the beginning of the end in the South Pacific war with the invasion of Bougainville—a landing which called back to the Sixth memories of the grim joke which had circulated a year before at Guadalcanal, at the time of the skipper's trip to Noumea: "They called for bids on the Bougainville job; the Sixth was low, the Fourteenth was high, and the Seventh took out plans but didn't submit a figure." It suited the Sixth just as well that they rejected all bids and readvertised at a later date! Now, on the 20th of that same November, the Pacific war entered a new stage with the opening of the Central Pacific campaign—a campaign which began with the

battle which came to epitomize the bloodiest, most desperate kind of fighting known to man: Tarawa.

To the Sixth, however, and to the other inhabitants of Noumea, the start of the Central Pacific fighting meant that war was drawing farther away, and that bases now being left far in the rear must inevitably diminish in importance. So it was with Noumea. Scarcely a week after Tarawa came orders from the high command to cease all construction. The Army warehouse projects on the Ducos peninsula, almost completed, were dropped where they stood, some buildings up but unroofed, some with the framework half erected, some with foundations poured. For the Sixth these orders were the portent of the doldrums close at hand. For a time, however, there was still work a-plenty. Widening of a portion of Route One, the main road out of Noumea to Tontouta and the North, kept the dirt-movers busy for several weeks around Christmas. The endless work at the hospitals was still going on. On January 18, 1944, nature contributed a hand with a hurricane which wreaked havoc on the camp of the Sixth and throughout the Noumea area, and provided work for weeks to come.

For the Sixth, the storm really began when the roof blew off the bakery. Up to that point it was just a little harder wind than usual, with the promise of rain. Then everything suddenly began to come apart at the seams. Tarpaulin roofs ripped to shreds and disappeared. Tents began to go down. With a great noise of ripping timbers, the roof of the crew's mess took off across the compound, fetching up against the Ship's Store building with a jolt which dished in its corrugated iron skin and surely would have decapitated any passer-by who had ever gotten in the way. Soon flying sheets of galvanize iron—Quonset hut material, stored in the construction material dump—began to float through the air with the greatest of ease. The flimsy tent structures in which the Sixth lived and worked were neither protection for their occupants nor proof against this kind of weather. With flying debris creating a positive hazard to life and limb, many men sought shelter in the base carpenter shop, a 40 x 100 Quonset erected by the Eleventh and now operated by CBMU's 536 and 537. This building was not seriously threatened, and the chapel, Father McKeon's pride and joy, likewise weathered the storm, although its style of architecture featured so much ventilation that it received a rather thorough drenching.

The wake of the storm found devastation everywhere. In Headquarters, A and B Companies and officers' country scarcely a tent was standing. C and D Companies were little better off. The Executive and Supply Offices had escaped without severe damage, as had Ship's Service, but the Crew's Mess was completely wrecked, the galley, CPO Mess and Officers' Mess de-roofed, while Dr. Harris' dental office, with his equipment still bolted to the deck, was upside down in the road between officers' country and Headquarters Company, having carried another tent with it in its flight. Everywhere personal belongings were drenched and ruined.



UPPER — Auckland from Mt. Eden

C — The rag-time kids

LL — On to the battle of Queen Street

LR — Chairs, Hashagen, Marcus, Ernie Smith



Noumea as a whole—or at least the temporary military structures which comprised most of American Noumea—had suffered severely. Many of the frame New Zealand-type warehouses, erected by the Sixth on Ducos peninsula, and not designed for hurricane service, had lost roof or wall panels or worse. In the Naval Supply Depot's new camp on Ducos, Quonset huts had been moved bodily several feet; one, housing their officers' mess, was left overhanging the edge of the terrace on which it sat, and threatened with a tumble down a fifty-foot hill. From all directions came calls for assistance, and the spectre of unemployment was postponed for weeks while the Sixth dug in to dig the other units out.

Reconstruction from this catastrophe was out of the way just in time for a signal event in the history of the battalion—the visit in February of Admiral Moreell, Chief of the Bureau of Yards and Docks and "King Bee of the Seabees." In the course of a swing around the Pacific war zone, the Chief allotted a major portion of his twenty-four hours in Noumea to the Sixth. Given two hours notice to prepare for double the usual number of guests and a special menu fit for an admiral, the officers' cooks and stewards outdid themselves. Present at the gala dinner, in addition to the Admiral's party, were representatives of the civil engineering staff of Commander Service Squadron South Pacific and of all the Seabee units in New Caledonia, including the Second Regiment, the Third Battalion, the Second Special, ABCD, and CBMU's 536 and 537. To the great pride of all the Sixth officers, this assemblage heard Admiral Moreell tell of the special place in his heart which the battalion had earned by its performance at Guadalcanal. After dinner the Chief remained to enjoy the movies and to address all hands present. Despite some excited switching work on the stage lights and the temporary disconnecting of the sound system, Admiral Moreell's visit was an unqualified success.

The first week in March brought excitement of another kind—a kind which the battalion had not known for some time. The high command had determined upon the organization for a special mission of a combat team built around the new Fourth Marine Regiment, then in process of organization at Guadalcanal from the famed Marine raider battalions. It fell to the lot of the battalions at Noumea to furnish a reinforced Seabee company to round out the team. When it was proposed to levy upon the Third and Sixth Battalions equally to supply the men for this force, Lieutenant Comdr. Jordan countered with an offer in behalf of the Sixth to furnish the entire company, with the understanding that it would remain part of the Sixth and would return to it on completion of the operation being planned—an operation then scheduled to commence April 1st and to last three or four months. In view of the short time available to organize the company, and the obvious advantage of forming it entirely from officers and men already known to one another and used to working together, the offer was accepted and Company B designated for the job.

Then truly furious preparations began. The first inkling

of the assignment came to the O-in-C during the morning of Saturday, March 4th, and definite orders were received at noon on Sunday. The company was to be ready to sail for Guadalcanal to join the Fourth Marines on the following Friday, the 10th. First step was a physical screening of the entire battalion to select men to bring B Company up to full strength. At the same time new field equipment had to be drawn, trucks, tractors, and power shovels overhauled and brought to best possible condition, tools, spare parts, and miscellaneous equipment assembled, listed, checked, and crated. The dump in front of D Company's area grew hourly. The Supply and Transportation Departments did true yeoman work in this juncture to prepare the company for departure in first class condition on what was virtually a moment's notice.

Then came Wednesday and, as often happens with the best laid plans of mice and men—particularly in fighting a global war—changes. Departure was postponed a month. With four weeks gained in which to prepare, B Company settled down to intensive refresher military drill conducted with enthusiasm by a corps of Marine sergeants borrowed from Camp St. Louis a few miles down the road. As they crawled on their bellies through the brush and mosquitoes out on the point beyond camp the men of B were soon wishing that sailing had gone off on schedule. What they were wishing as they made the overnight hike to Mount Dore is not recorded. Whatever the wishes, some were not in vain, for at the eleventh hour, word came that the wheel of fortune had turned again—the operation was off (was it to have been the invasion of Kavieng, New Ireland?) and the boys of Company B could put their jungle greens away and go back to work.

What work? Storm damage had long since been repaired. Construction projects were now at a standstill; some minor cleanup work remained (remember all those old rusty barnacled pontoons over on the P. A. D. beach at Ile Nou waiting to be scraped and painted?) but the doldrums in truth were upon us. Military training was continued, a company at a time; most of our "projects" now involved prettifying existing installations. A school project was started, W.P.A. fashion, to keep idle hands busy. At long last, Sunday morning work went by the board, and everyone enjoyed the unparalleled luxury of a whole day off. Anticipating, more in hope than in certainty, our return to Camp Parks, the O-in-C started a regular Saturday afternoon program of inspection (in whites!) and dress parade. Doubtless this was the most unpopular portion of the entire week, even though it did get us off an hour and half earlier than regular working hours.

In this dull period there were, however, a few rays of sunshine. Many took advantage of the opportunity to form liberty groups for two- or three-day truck trips up the island. More of us went into town and sampled the delights (?) of civilization (!!!). The Transportation Shop turned to on the old swamp down below our softball field, and in short order we had the best baseball diamond in New



UL — Tripping the light fantastic
UR — Akright, Maser, Marcus, Tharp
C — Beggs and his banjo
LL — Jordan
LC — Gray
LR — Pratt, Higgins



Caledonia. To go along with it, we developed the best baseball team—naturally. Behind the big-league calibre pitching of Ray Hathaway and Ed Chapman, our nine took on and bested all comers. The softball team, not to be outdone, matched this record, while the basketball quintet twice won Island championships, going through two complete league seasons with a clean slate, and then winning the playoffs with a loss of only one game. Despite the handicap of meeting younger and supposedly more vigorous men from the Marines and other combat units on the island, the "old men" of the Sixth (average age of the team was 29) proved themselves superior in court craft as they already had in the construction game.

June 24, 1944, was a memorable day in the annals of the battalion. In honor of our second birthday, we took Saturday afternoon off, without even a parade to mar the day, and held a real old-fashioned outing. Principal ingredient, of course, was free beer—all you could drink. For the teetotalers, Coca Cola. The supply crew even had a couple of reefers set up down on the ball field to make sure that it would be plenty cold. The sports events started with a bang right after lunch when Frank Kunich won the greased pig race, and went on all afternoon—wheelbarrow race, foxhole digging race, sack race, baseball throw, tug-of-war, and so on. Points were awarded for each contest in a company competition, and perhaps it was company spirit which accounted for the big entry fields.

On the other hand, maybe the prizes—REAL STATE-SIDE WHISKEY—had something to do with it. After a year and a half of butterfly brandy, we weren't sure that we would recognize the taste of the genuine article—but a surprising number of us were willing to try. When the dust had finally cleared away, C Company was declared the winner, and just about then chow was down—steak sandwiches broiled over an open fire by John Sukurski's galley crew. The birthday cake on which the bakers had lavished tender care, was cut by Steward Macario Bitonio, chosen in honor of his thirty-two years of Naval service, and that climaxed the day.

One other notable event occurred at about this time. A feature of several of our parades had been the presentation of long-overdue Purple Heart medals, finally catching up with the men who had earned them in the grim Guadalcanal days. Finally the big award arrived—individual Presidential citations to be presented to each man who had served with the Sixth on "the Island" or at Tulagi. Here was a fine technical problem for the O-in-C. Such an award deserved the finest ceremony we could muster. If all the ribbons were passed out at a regular parade, about thirty of us would be left in ranks to pass in review before six hundred and fifty! Finally a compromise was arrived at. A representative group would be designated to receive individual honors in the name of the whole Sixth. Each company commander chose one chief and one other man to represent their mates. The officers drew lots for one of their number to join the group. On a sunny afternoon in July these eleven

marched proudly out in front of the massed battalion, escorted by the national colors, and Captain A. G. Bissett, Civil Engineer Corps, USN, the senior Seabee officer in the entire South Pacific area, representing ComSoPac, pinned on their breasts the coveted blue, gold, and red ribbon which they and their comrades, with sweat and blood, had helped to earn for the First Marine Division. It was, perhaps, the most thrilling moment of our entire overseas tour.

Early in July we started our last major job, one which we were destined not to finish. Mount Dore had been selected as the site of a rehabilitation and reorganization camp for Seabee battalions in the Solomons and other advanced islands. Since the departure of the Third in May, the Sixth was now the only battalion at Noumea, and to us fell the job of planning and construction. The survey parties and draftsmen turned to with a will, the road builders following close upon them. A camp for four battalions, with possible expansion to six, was laid out in the area once occupied by Cub Nine and the Seventy-Fifth and Eighty-Eighth. Quonset huts started to go up, along with a 40 x 100 mess hall and galley. Lieutenant Smith and his tank and pipe men dammed a stream, stuck up a 10,000 barrel tank for storage, and brought in the water supply. Just as the job got well under way, however, the climax of our South Pacific tour brought it to an end.

For some months visions of home, seldom absent from our thoughts, had been looming larger and larger. The word in December of '43 that the Seventh, Fourteenth, and Twenty-Sixth—all old neighbors of ours at Santo and the 'Canal—had arrived in 'Frisco set us all wondering when our turn might come. After all, the Seventh had left the States less than a week ahead of us, and had never seen any shooting at all; the other two had spent almost a year in the Solomons, but had missed the rough part of it, those dark days of September, October, and November when the fate of the whole campaign hung in doubt. Surely our time was coming fast.

The inevitable scuttlebutt was strengthened when the First went home in February, the Second a month or two later, and our competitors from Ile Nou, the Third, in May. Departure of the latter left us to the undisputed and unenviable title of oldest settlers in the South Pacific. In July we would celebrate our second anniversary overseas—and where was this 18-month rotation that we had heard so much about?

Then a real blow fell. The word circulated that the powers had decided on a new policy. The South Pacific battalions were no longer to be returned to the States for rest and rehabilitation. Instead, they would reorganize and reequip at Noumea in preparation for the 1945 campaigns. Hence the camp which we were building at Mount Dore.

Along with the reorganization was scheduled a physical screening for each battalion, to weed out those whose arduous tropical duty had left them unfit for further combat service. Mob Five, scene of many of our labors, was designated for the task—and what a going-over we got! The



UL — Halli and Lindberg

UC — J. R. Miller

UR — "Spread it careful, Moe" — Helpers placing asphalt in Army warehouse, Ducos

C — Mother's Day, 1944

LL — Sixth Batt officers, Noumea, November 8, 1943

LR — Army warehouse area, Ducos



better to do their job, the medicos had a third of the battalion at a time move right into the hospital—the convalescent camp portion which our dirt-movers had created by moving the hill across the road into a swamp. Then the doctors went to work on us. They extracted blood by the quart for lab exams, poked into places we hardly knew existed, listened to our hopes, our fears, our aspirations—the latter mostly of home. Two years in the tropics, the Island, and those ever-recurring bouts with the “bug” had all taken their toll, and even the lads who were just “plumb fed up” got a most sympathetic ear. Many of the doctors were nearing the two-year mark which we had passed, and knew the fed-up feeling from first hand. When they were through, fifty per cent of us were in the hospital ticketed for the long voyage home. To those who remained, the Sixth would never seem quite the same.

Scarcely had those that were left of the third and final examination group returned to camp when a bolt fell from the blue. Orders from CinCPac at Pearl Harbor: RETURN THE SIXTH BATTALION TO THE STATES! After twenty-five months, “Home by Christmas” was a reality! A number of other veteran battalions were to go with us. The Nineteenth, which had succeeded us with the First Marine Division, moved in and—lucky fellows—somehow got out ahead of us. The Fortieth, heroes of the Admiralties campaign, landed at Mount Dore and took over one of the camp sites which we had been working on. The Thirty-Sixth, nine months on Bougainville, settled in the Magenta Bay area for a brief stay. Finally the great day arrived—September 4, 1944—and the USS *General Hugh L. Scott*, carrying the three battalions plus a group of hospital casualties which included a number of our erstwhile shipmates, stood out of Havannah Passage and headed North. Home by Christmas!

We had almost forgotten what troopship travel was like. As usual, it was no picnic, four-tiered bunks in close, stiflingly hot compartments, interminable waiting in chow lines, no place to sit down on deck. But this time it was a little different. This time we could almost stand it. And somehow we did, for fifteen days, until on September 18 (yes, that’s right—remember we crossed the Date Line and repeated a day?) we found the Golden Gate still there, just as we had remembered it. But what differences! What were these women in blues on the pier? Real honest-to-God Waves! So we waved at them, of course—also whistled and yelled. They waved back—of course. Admiral Cotter and Admiral Bruns were there to meet us, too. That was incidental. There were women bus drivers, a novelty to most of us. There was fresh milk on the pier for us to drink. Of course it ran out before anyone in the Sixth got down the gangway, but

after all the disappointments of the past year, that was to be expected. That was part of being the Sixth by this time.

So we were home again, or almost so. There was still the matter of a few days wait at Camp Parks while the authorities lined up trains for us. Wartime hardships in these United States were something we yet had to face—but we sure were willing to learn about them. Meantime we jammed the long distance switchboard and bought out the Ship’s Service. Those few lucky ones of us who lived on the Coast or had other plausible-sounding excuses talked our way into an early start on leave; the rest of us waited almost a week, and then found ourselves on a glorified cattle train which might have been resurrected from the boneyard especially for us. The Sixth Battalion luck again. But it got us home.

That was the most glorious month of our lives—no reveille, no details, no chow lines. We did all the things we had been planning for two and a half years—and in the middle of it all, in came a bonus in the form of a week and a half additional for travel time. For that one we owe a vote of thanks to Lieutenant Bob Gedney, who sacrificed half a week of his own leave to come back to Parks at his own expense and get the notices out to us.

But—as all good things must—it came to an end. Many of us elected to see how the other half lives, and reported in at Davisville at the end of our leave, where we found a number of our “alumni” with the situation well in hand. Our shipmates back at Parks were already into the camp routine—drill, school, rifle range, physical exams. We rubbed elbows with other veteran Seabees from every theatre of war; Alaska and the Aleutians, North Africa, France, and our own South Pacific area. More of our old neighbors turned up—the Seventh, ready to sail for overseas again, now commanded by our own Bill Day and therefore once more “respectable” in our eyes; the Fourteenth, once of Koli Point; the Twentieth and Twenty-Fourth, with which we had bunked in the rain and mud in those early discouraging days at Noumea; the Thirty-Seventh, another of the many which had called New Caledonia home. We found many of our old shipmates holding down Station Force jobs which we all hoped for ourselves. And wherever we went we took pride in the respect which the name “Sixth Batt” brought from all our fellow-Seabees.

At Parks we began to build up to strength again. New faces swelled our ranks daily; old ones left us. Many of the officers were transferred to other duties, among them our second Officer-in-Charge, Lieutenant Commander Jordan. Getting acquainted with our new skipper was, however, no problem, for Lieutenant Commander Hulse, who had joined us in Noumea and had become our exec when Commander Blundon left, took over as O-in-C.



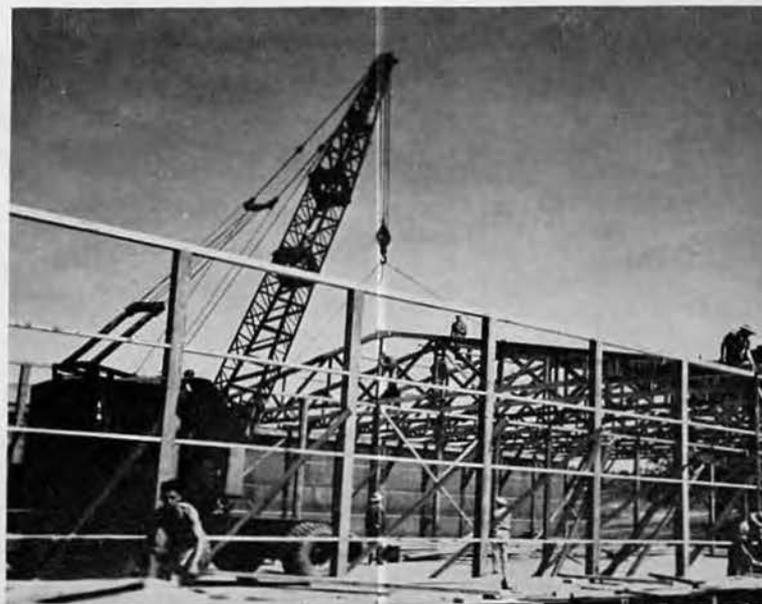
UL — Cline, Adams, and home-made shear

UR — Supply Depot, Ducos — "After"

C — Off the deep end — Diving School, Ducos

LL — "Mob Seven"

LR — "For ABCD we put up a building or two"



CHAPTER SIX

CAMP PARKS, HUENEME, AND OKINAWA

ON 28 NOVEMBER, 1944, at Camp Parks, in a brief ceremony before the assembled troops, Lt. Commander Hulse relieved Lt. Cmdr. Jordan. Shortly afterwards Lt. Roy Parker joined the battalion as Executive Officer. It is interesting to note the personnel comprising the Sixth Battalion at this time. Approximately 100 were original members of the Sixth. Reinforcing them were about 200 veterans of other battalions who had been separated from their outfits due to hospitalization or the reorganization of the various battalions to equalize the apportionment of skilled hands. The remainder of the Batt was made up of seamen—young fellows newly inducted into the service who as a whole were unskilled in any trade, and often with only a meagre educational background. In one batch of 300 newly assigned hands, over 20% were classified illiterate on the basis of the standard Navy literacy test. About 15 or 20 had to be taught how to write in order to sign for their pay vouchers. Their origin was widespread and included New York, Chicago, Los Angeles, and the deep South. Also included were a number of Mexican, Puerto Rican and Chinese lads.

An officer complement of Lieutenants and Warrants, plus a large percentage of CPO's, all with previous battalion experience, helped to stabilize the outfit. To this group were added a batch of pink-cheeked ensigns, fresh from 3 years of college, without practical experience but with an eager-beaver outlook on life. To them fell a great deal of the paperwork and training assignments.

Life at Camp Parks was a matter of training, drill, marching and formation. An effort was made to train men in crafts. However, an old hand going to a class would generally end up as an instructor. In spite of the Navy's best intentions it was hardly possible to do more than train a few mechanically inclined men in the art of truck driving. Every man was required to take a course in firing a carbine and to shoot at least once on the range. In addition numerous small groups learned the techniques of the 30- and 50-caliber machine guns, 20-mm Oerlikons and demolition of expended ammunition.

The stay at Camp Parks culminated with a battalion review before the Station Commander. The Sixth earned a

"well-done" and shortly afterwards, in the latter part of January, 1945, was transferred to the U. S. Naval Advance Base, Port Hueneme, California.

At Hueneme the Sixth was assigned to an outlying area called Point Mugu. As ever, the living quarters were a conglomeration of tents, plywood huts and ordinary shacks. Located about a mile inland from the ocean, the point was continuously swept by off-shore, dust-laden winds which saturated working and living quarters with layers of fine dirt. The only relief occurred during rainy periods when the paths turned into a sea of mud.

By this time the Battalion complement was close to 1100. The new men, who comprised 80 to 90% of the strength, were learning to find their companies, stand watches and meet the requirements of stateside life. Development of the camp area began; a 5,000-man septic tank with sewer lines was installed, along with plumbing and water lines. New living quarters were constructed, the galley and mess hall were improved and outside tasks such as the building of a new Point Mugu Dispensary were undertaken. The construction of a model sanitation unit, for demonstration of the finer points of building heads and sanitation under advance base conditions, kept us busy for some time.

With the improvement of the camp living quarters it was inevitable that the Battalion should be split into units for outside construction training duty. One detachment under Lt. Gray was assigned to N.A.S. 29 Palms, Cal., for an airstrip grading project and the laying of Marston Mat. A second group, under Lt. Bullock, was assigned to N.A.S. San Clemente Island to construct an asphalt surfacing project. A third group, under Lt. Fletcher, was assigned to general camp construction at N.O.B. Coronado, San Diego, Cal. A nucleus remained at Port Hueneme.

The ensuing training period lasted about six weeks, during which time officers and men came to know each other and their respective abilities a little better. It separated those who were mechanics from those who claimed to be mechanics. It also provided an opportunity for the seamen who lacked previous construction experience to find out what would be required of them.

About the last of April the Battalion reassembled at



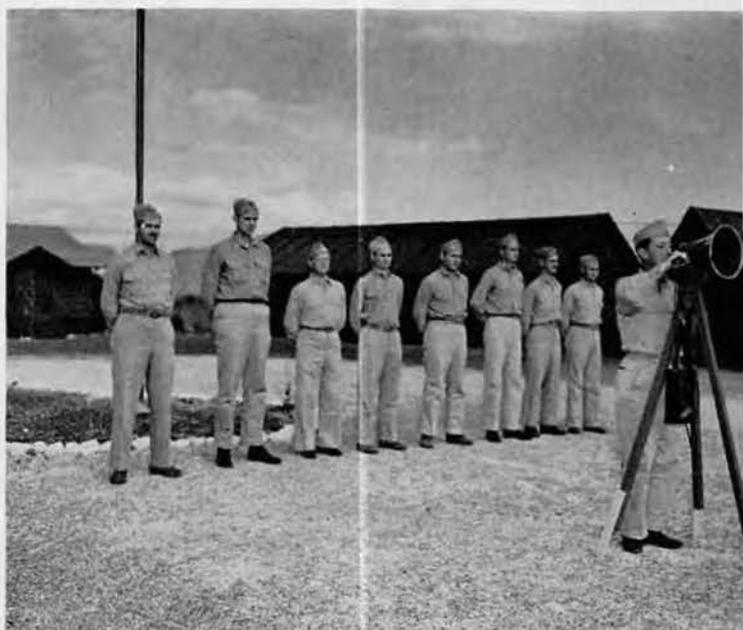
UL — Taps for a shipmate

UR — Softball champs

C — Skipper's farewell

LL — The Big Chief — Admiral Moreell

LR — Frosty Jensen and ally —
"Loyalty Islander in his native habitat"



Camp Rousseau. There was a brief period of intensive training which covered everything from rolling a pack, to intensive small arms and gas mask drill and traversing an obstacle course under live fire. There were a few hasty liberties—cargo checks—checks of equipment and personnel—preparation of sailing rosters and a host of other paper work. Finally, on May 28, four companies boarded the A.P.A. 57 and sailed westward. Company D, under Lt. Polson, sailed a few days later aboard another transport.

The A.P.A. 57 was a wartime product of the California Shipyards. Her capacity was about 800 and the complement of the Sixth filled her to capacity. Troops were quartered in five compartments, each of 150-plus capacity. The compartments were crammed with bunks hung in double rows in four tiers from the ceiling to the deck. About 18 inches separated each double row of bunks. With each man's gear hung at the end of his "sack," it meant that in order to accommodate all the occupants, at least 2/3 had to be lying in their sacks.

At the outset life aboard the transport was not too difficult. Life belts were distributed and stations were learned for general quarters, abandon ship and fire drills. Chow included fresh foods from shore and the weather was moderate. Work and guard details were set up and a ship-board routine established. Nearly everyone began writing long letters home and the struggle to outwit the censor board began.

Somehow or other the Navy's Censorship regulations did not seem to deal with realities. It was difficult for both men and officers to appreciate the necessity of deleting unfavorable aspects of Navy life or holding the name and sailing date of the ship secret, when it was common knowledge bandied about the taverns in Oxnard prior to sailing. However, rules were rules, and efforts to beat the censors ranged from quoting Scriptures to writing under the backs of postage stamps.

About a week at sea brought the Sixth in full view of Diamond Head as the ship made passage through the Hawaiian Islands. No stops were scheduled and so it was June 10 when the APA 57 came in sight of the Marshall Island group and dropped anchor off the island of Eniwetok. The coral atoll showed the scars of its recent capture by Marine and Naval forces. Virtually every tree and shrub had been leveled by air bombardment and off-shore shelling preceding its capture. Now in the hot tropic sun which blistered the island at 90° to 110°, the principal features were a white coral and sand air strip, roads, and buildings housing a Marine Garrison, Naval facilities, and a CBMU outfit which was rebuilding and extending the island installations. The harbor meanwhile was jammed with ships and convoys which arrived and departed daily.

For the troops aboard ships in the harbor, there was a chance to go ashore two or three times a week to drink beer or swim in the blue waters of the lagoon. The recreation area, with its dirty grey sand teeming with thousands of troops from transports, made recreation mostly a matter

of getting ashore and drinking up as much beer as was available in the time allotted. During daylight hours, time aboard ship was occupied with the eternal chipping, scraping and painting, the "clean sweep down," and work party details which go to make life aboard a Navy ship. At night, movies were shown and regulations relaxed to permit sleeping and smoking on deck.

Finally about the last of June, the APA 57 weighed anchor and sailed westward, this time as part of a convoy guarded by destroyers. On July 2nd the ship crossed the international date line just a few miles north of the equator. In the hot steaming sun the iron-hulled ship became a wallowing oven. All personnel were required to sleep in their bunks below decks at night. Battle discipline required strict blackouts and frequent drills for GQ, fire and abandon ship. Seabee crews stood gunwatches as alternates to the regular ship's crew. Fresh water was rationed, and as one chap wrote home "A compartment of 300 armpits and feet had to be smelled to be appreciated."

Under these conditions, tempers grew short and friction spots developed between the ship's crew and the Seabees, who were doing many of the menial chores. Finally the carpenters and riggers set up a boxing ring and after several series of bouts in which the Seabees managed to win most of the classes, an atmosphere of mutual respect was established.

Early in July, the ship dropped anchor near the island of Ulithi, a coral atoll in the northwest corner of the Carolines group. Ulithi had been spared the devastation of conquest and was a rather pleasant place, as compared to Eniwetok. The Island was shaded by palms and tropic vegetation. The harbor teemed with ships, and a great many tankers were anchored there to service the fleet. It seemed difficult to realize that the Jap naval base at Truk was only a few hundred miles away.

Liberty ashore was limited to only one or two visits, presumably due to a flu epidemic carried by ships which had stopped in the Hawaiian Islands. In the few liberties ashore, contact was established with the personnel of Company D who were aboard another ship in the harbor.

About the 10th of July the ship weighed anchor and set forth on the last lap of the voyage, this time as part of a large convoy stretching to the horizon. The reasons for the delay en route were becoming known. The original orders for the battalion had assigned the Sixth to land on Okinawa as a part of the 8th echelon of landing forces. But the great concentration of shipping at Okinawa and the limited port and harbor facilities available for unloading had jammed the harbor so that the Sixth had been relegated to a spot in the twelfth or thirteenth echelon.

The first day out of Ulithi the ships in the convoy fired at radio controlled model planes and target balloons. First down one side of the convoy and then the other, the ships filled the sky with tracers and bursts from the 20mm's, 40mm's and 3 inchers. The demonstration was noisy but not convincing, until the destroyers on the outskirts of the



The day of the big wind



convoy downed the target with just a few well-placed shots.

Among the last orders of business was to start all hands taking atabrine, and the conversion of U. S. currency to Military Currency in denominations of yen and sen. A yen was equivalent to 10 cents and 10 sen equivalent to one cent. All currency was in paper bills and the \$15.00 limit per man made a bulging pocketful.

About July 14th or 15th the shores of Okinawa were sighted. The transport skipper was anxious to unload and be away as Jap suicide planes and bombers were an active menace. At about 1400 on the 15th, the battalion carrying full pack, carbines and personal gear began debarking via ladders and nets to the ship's Higgins boats. As dusk gathered, the Sixth debarked on a pontoon pier and trudged to a bit of scraped-off ground to join several thousand other debarked troops. On the road adjacent to the troop area hundreds of trucks loaded with cargoes zipped by, but transportation for personnel seemed to be non-existent. However, Cmdr. Hulse maneuvered in and out of channels and at about 2000, a fleet of Seabee-manned trucks drove up and word was passed for the Sixth to get aboard . . . they were the first troops to leave the staging area.

For nearly an hour the trucks bumped along in a heavy stream of traffic and then turned off, followed a side road for a short distance and stopped. In the black of night, pierced only by the trucks' headlights, the word was passed "This is it, everybody off." But Company D had landed early in the afternoon and was already on the scene, having even managed to procure a truck or two, K rations and carbine ammunition. They had already pitched their pup tents and set up a perimeter guard. As the trucks pulled up, the personnel of each company were waved out into the general blackness of the night and told to pitch their tents. The dust from the trucks, the stacks of gear placed and misplaced, carbines, helmets and gear lying all around, and the confusion of a thousand men pitching tents in the darkness of the night are all a part of the memory of the first night ashore.

The early morning quiet was broken by occasional cracks of carbines as trigger-happy guards of the Sixth and other nearby battalions fired at imaginary Japs and shadows. In the morning, the 46th regiment gave the Sixth credit for pinning down an M. P. who was trying to direct traffic at a nearby intersection.

Daylight found the Sixth in a valley separated by a low ridge from Chimu Wan (bay). The ocean side of the ridge disclosed a scenic and compact site in which it was decided to locate the main camp. Grading operations were started immediately, using a borrowed bulldozer. Daylight also disclosed a number of Okinawan cave-like graves in the pup tent area. Some of the graves had freshly decomposing corpses at their entrances. The bulldozer and shovel squads soon closed the entrances—Okinawan traditions notwithstanding.

By the second night, K rations were being supplemented by hot dishes served from a temporary galley. On the third

night movies were being shown in a hillside amphitheatre. Within a week nearly all hands were housed in 16 x 16 pyramidal tents and sleeping on cots. An Administrative tent area had been set up and a supply yard established for the orderly stocking of battalion gear and equipment. Incoming mail was finally found on the second day and work slowed to a halt as all hands read their 50-day accumulation of mail.

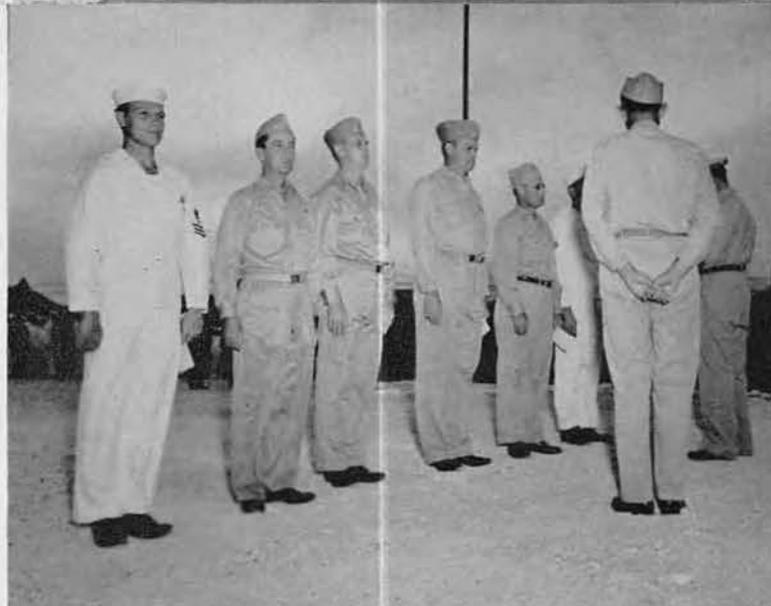
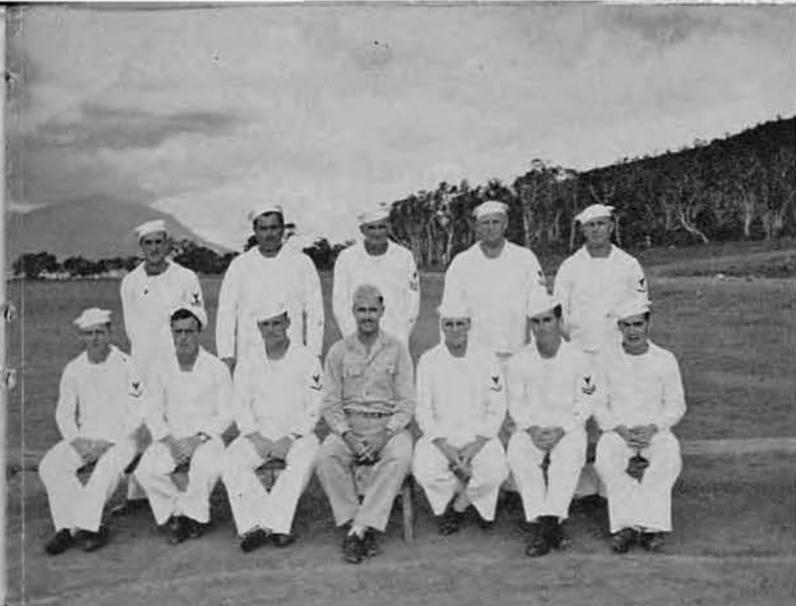
It might be well to pause and describe the situation in Okinawa at this time. Harbor facilities were jammed by record breaking volumes of shipping, all of which had to be handled by lighters, barges or amphibious craft. The southern part of the island had been secured, but in the north mopping-up operations were being continued. In the southern part of the island—where nearly all troops were stationed—there were large numbers of natives who were being cared for on reservations. There was still occasional activity by Jap snipers and holdout groups which required ordinary security measures to prevent pilfering at night.

For a time, there were almost regular flights by one or two evening "nuisance" bombers. The danger from these bombers was almost negligible as compared to the hazard of flying shrapnel from AA guns. For nearly three weeks the evening movie was generally halted due to blackouts resulting from activity of these night raiders. In the southern part of the island near the great concentrations of shipping and airfields, kamikaze and suicide planes were more active. The commodore's ship of the convoy that had brought the Sixth over, received a bomb down the stack while anchored near Naha Harbor.

There were between 50 and 60 thousand Seabees on the Island and perhaps 20 to 30 thousand Army Engineer troops in addition to the Tenth Army and large numbers of Marine combat troops and Naval shore personnel. Roads, and airfield and military installations were being constructed at a tremendous rate by one of the greatest concentrations of construction troops in history—all as part of the final effort for the invasion and conquest of Japan.

The Sixth Battalion was a unit of the 46th Naval Construction Regiment, Eighth Brigade. Along with about 10 other battalions its mission was to construct the buildings and facilities for a vast Naval Supply Depot. The size of the entire NSD project may be appreciated from some of the following rough statistics: 50 to 75 100 x 400 SSAR (Mae West) warehouses, each requiring about 3 acres of grading; 300 to 400 Quonset huts for personnel and administrative facilities; several miles of 12" water line and complete pumping, purifying, and distribution facilities; a meat refrigerator of several thousand cubic feet capacity; four to six finger piers; complete unloading, docking and handling facilities; and complete systems of roads, storage areas, utility installations and all other facilities necessary for operation of a NSD. The entire project covered about 10 square miles.

Much of the preliminary and initial construction was under way by the time the Sixth received enough of its



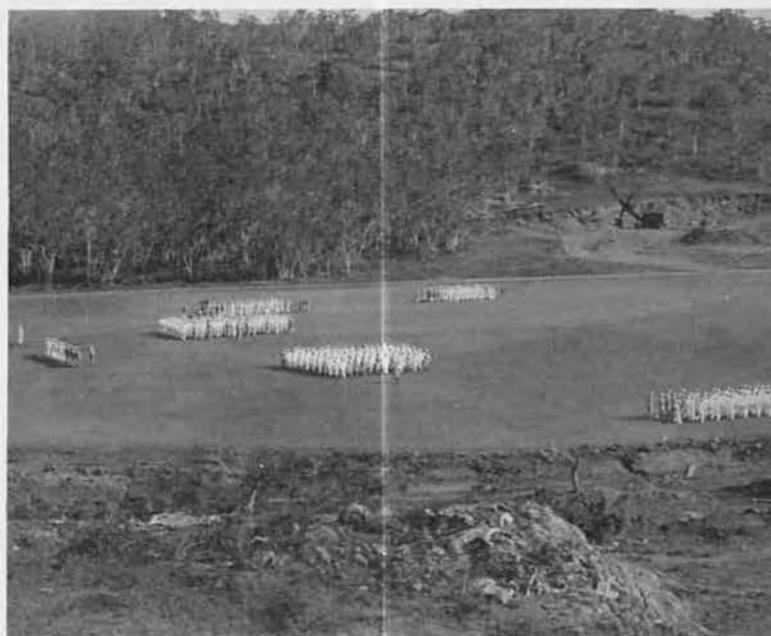
UL — Basketball champs

UR — Front and center for awards

C — Pass in review — the most unpopular event of the week

LL — Anse Vata Beach, near "Mob Five"

LR — Long-overdue Purple Hearts catch up



equipment to begin full scale participation in the above project. The principal projects assigned to the Sixth were the construction of two finger piers, the grading of the adjacent docking area, construction and grading construction projects, and a complete Quonset hut installation for NSD personnel.

The warehouse construction followed conventional SSAR construction except that the Sixth demonstrated a method of erection, whereby, utilizing an outrigger boom and an extra hook on a conventional boom, it was possible to speed up the installation of roof trusses, they could first be assembled and bolted together on the ground and then hoisted into place.

The waterfront construction was shared by the Sixth and 68th Batts. Each battalion was assigned the construction of two pile finger piers and the grading of an operations area extending several hundred feet back of the piers. The earth-work operations consisted of stripping the topsoil and shooting the hard underlying coral. After stripping, large areas were divided into a pattern of holes which were drilled with wagon drills and then shot. Following the blasting, 1½ and 2 cubic yard shovels were used to load heavy-duty rock trucks for dumping into the pier fill or to form a break-water intended to protect the piers. Large chunks of coral were shoved into the fill by bulldozers. The equipment for the project was excellent, being in all cases new or nearly new. However, long hours and multishifts made it necessary to spread experienced personnel extremely thin, and breakdowns due to abuse of equipment threw a heavy load on the shop personnel. Arbitrary demands by the Regiment for additional truck drivers on other jobs increased the complexity of getting work done.

The pier construction was a tough job from the outset. Procurement of materials for construction of a floating pile driver was a full time job for one Seabee detachment and ranged from finding the material lying around unguarded, to reefer deals and straight procurement. The pile driver consisted of a set of leads with steam drop hammer and boiler mounted on a 50 ton pontoon barge. The piers were to be about 500 ft. long and of conventional construction consisting of pile bents with wood girder and deck construction. In driving the pile bents near the shore line it was found impossible to penetrate the coral surface strata. However, shape (penetration) charges procured from the Army proved to be excellent starters, cracking the coral so that the piling could be driven sufficiently to form a firm bent. Penetration charges were used by the Army for driving holes in concrete pillboxes or tanks.

The Sixth did not have the operating personnel to run two and three shifts of dock construction as was desired by higher authority. But the young and inexperienced ensigns and seamen broke in rapidly and proved themselves good hands. It was found that some of the seamen who had the most trouble and difficulties with the stateside authorities, proved the best roughnecks when it came to handling the

piles in the leads, working in the rigging or wrestling the big timbers.

Major construction operations were just getting under way when early in August came news of the atomic bombings and then on the 10th of August V-J day. The night of V-J day marked a celebration which will long be remembered. The ships in the harbor let loose with streams of 20mm tracers crossing and criss crossing in the sky. Shore based troops fired thousands of rounds of ammunition into the air. Finally an alert was sounded, the island blacked out and the celebration simmered down.

At first operations were scheduled to go on with scarcely a reduction in scope. But, now that the emergency was over the work seemingly slowed of its own volition. Everyone was cussing and discussing the Navy Point system and how it affected him. The work week was cut to 6 days and transportation was made available for island sight seeing.

On September 7th the first draft of about 10% of the battalion personnel (70% of the key working personnel) received their stateside orders, Lt. Comdr. Hulse departed stateside on about the 10th and shortly afterwards orders were received for the decommissioning of the battalion. Lt. Parker supervised the decommissioning, which lasted until November or December 1945. The process of transferring the remaining equipment and personnel to other units proved a long and tedious job at a time when everyone's thoughts were set on going home.

In closing, the two hurricanes which occurred on the 15th of September and the 9th of October deserve to be noted. The first one caught the Batt. with practically no advance warning and lasted for about 30 hours. Rain and steady blows of 40 to 50 knots with gusts which ran to 80 knots created great havoc among the small craft in the area. Particularly it caught the pile drivers of the 6th and 68th Batts, which were moored at the ends of the newly constructed docks, and drove them around the ends of the dock and through the bents, completely demolishing the piers and the pile drivers. Left standing was a little island containing a crane, compressor and miscellaneous gear. The coral breakwater practically disappeared after the storm. Damage to the camp area was small due to its being sheltered, but the nearby 46th regiment on the hilltop was leveled.

On the 9th of October a more severe hurricane struck the island, this time producing gusts of 120 knots and steady winds of 100 knots. Numerous aircraft were damaged and ships as large as LSMs, LSTs and Liberty Ships were driven ashore or even on top of each other. The Naval Base area was littered with wreckage of pontoon piers and barges. Of particular interest to the Sixth was the large number of "Mae West" warehouses whose sides were blown off, tin partially stripped and frames sprung. Several 40 x 100 SSAR warehouses and Quonsets were completely leveled, tent campsites were left a maze of poles and torn canvas and great damage was done to installations all over the island.



UL — Hashagen

UC — J. H. Miller

UR — Rickett

C — Jarmusch

CR — Mattke

LL — Norton

LC — D'Agosto, Barry, Shields

LR — Garvin



DECORATIONS

SILVER STAR MEDAL

Duncan J. Gillis
Lawrence C. Meyer
Howard L. Osborn

BRONZE STAR MEDAL

J. Paul Blundon	Mark H. Jordan
Willard H. Day	Walter H. Joslyn
Roy W. Douglas	Bernard Marcus
Charles M. Fouts	Robert L. Payne
Maxwell A. Fullerton	Alma P. Pratt
Walton G. Gray	Ernest K. Smith
Thomas L. Stamp	

LETTER OF COMMENDATION WITH RIBBON

J. Paul Blundon	Van M. Sarver
Alma P. Pratt	Thomas L. Stamp



UL — (above) Supply office gang, November, 1943
(below) Buth, Downey, Bunn

UC — Murray, Cunningham, Shamp

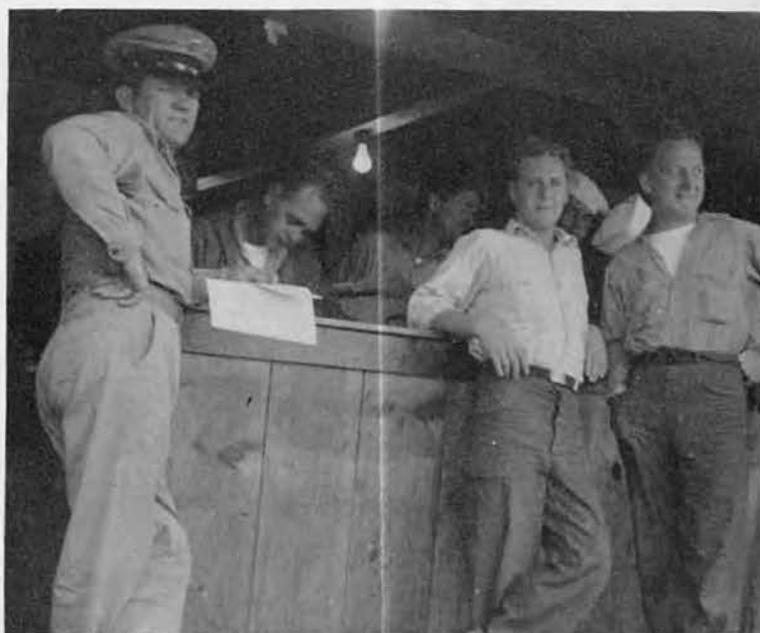
UR — Heine, Englund

C — Ship's service store

LL — Crane, James, Engleman

LC — Buth, Hudson, Brennan

LR — Halli, Hudson, Ralston, McGrath



GROUP PICTURE IDENTIFICATIONS

(NOTE: The editors regret that it has not been possible to print complete identifications of some pictures. To all shipmates whose names have been omitted, our sincere apologies.)

PAGE

- 11 *Upper left:* Griffin, ———, ———, Cox, Harding, Blundon.
Upper right: Landes, Boyle (obscured), Hartzberg, Pierce, L. O. Sparks, Huebner, Mundy, Madland.
Lower right: Rives, Boswell, Rickett, Blydenburgh, Barry, Gunn, Weinstock, Curtis, Aull.
- 13 *Upper right:* ———, Bickett (with hat), Neller, ———, Wilkins, W. H. Sweat.
Lower right: (front row) Joerling, Osborn, Shaffner, Rhoads, ———, Kramer, Landes (foot on platform).
- 21 *Upper right:* Rudder, Strain, ———, Dolmage, Shields, Rexroad, ———.
- 25 *Upper left:* second row, Pratt, Cavanaugh, Maser, Fletcher, Kohn, Higgins, Gray, Akright; first row, Hashagen, E. K. Smith, Marcus, Tharp, Blundon, Jordan, Harris, Day, Stamp.
- 29 *Upper center:* Stenson, deSimone, Zetzman, Hartzberg, Roy Johnson, Henderson, Swanson.
- 33 *Upper right:* Day, Harding, D. C. Thomson, Goetsch, Weinle, Kugel, Bankemper, Weinstock, ———.
Lower right: Shaltinski, ———, Moore, Feldt, Mundy.
- 55 *Upper left:* Third row, Jordan, Blundon, McKeon; second row, F. A. Smith, Bullock, Akright, Flournoy, Stubblebine, Hessert, Hashagen, Stamp, E. K. Smith, Hulse, Andrus, Tharp, Harris, Maser, Fletcher; first row, Cameron, McGowan, Parkin, Douglas, Dodds, Harder, Gedney, Kennedy, Espen.
- 59 *Upper right:* Third row, Crandall, Doley, Ziegler, Secore, Mattke; second row, Willis, Hulse, Jordan, Rose, Strain; first row, Mailler, Kunich, Gamber, Samuels, Montgomery, Heckenbach.
Center: Jordan, Tharp, McKeon, Harris, Maser, Hashagen, Stubblebine, Akright, Blundon.
- 63 *Upper right:* Osborn, Blundon, Stamp, Pratt, Sarver, Marcus (back to camera), Comdr. Strain (Naval Base).
Lower right: Jordan, Stout, R. I. C. Hale, Leberman, Stubblebine.
- 67 *Upper left:* Second row, Akright, Stubblebine, Hashagen, Garvin; first row, Wilkins, Heckenbach, Cramer, Zetzman, Nelson, Cox.
Center: Jaeger, Stenson, Damm, Daniels, Halsten (behind Daniels), Skindelien.



UL — Initial pup tent bivouac,
Headquarters and C Company

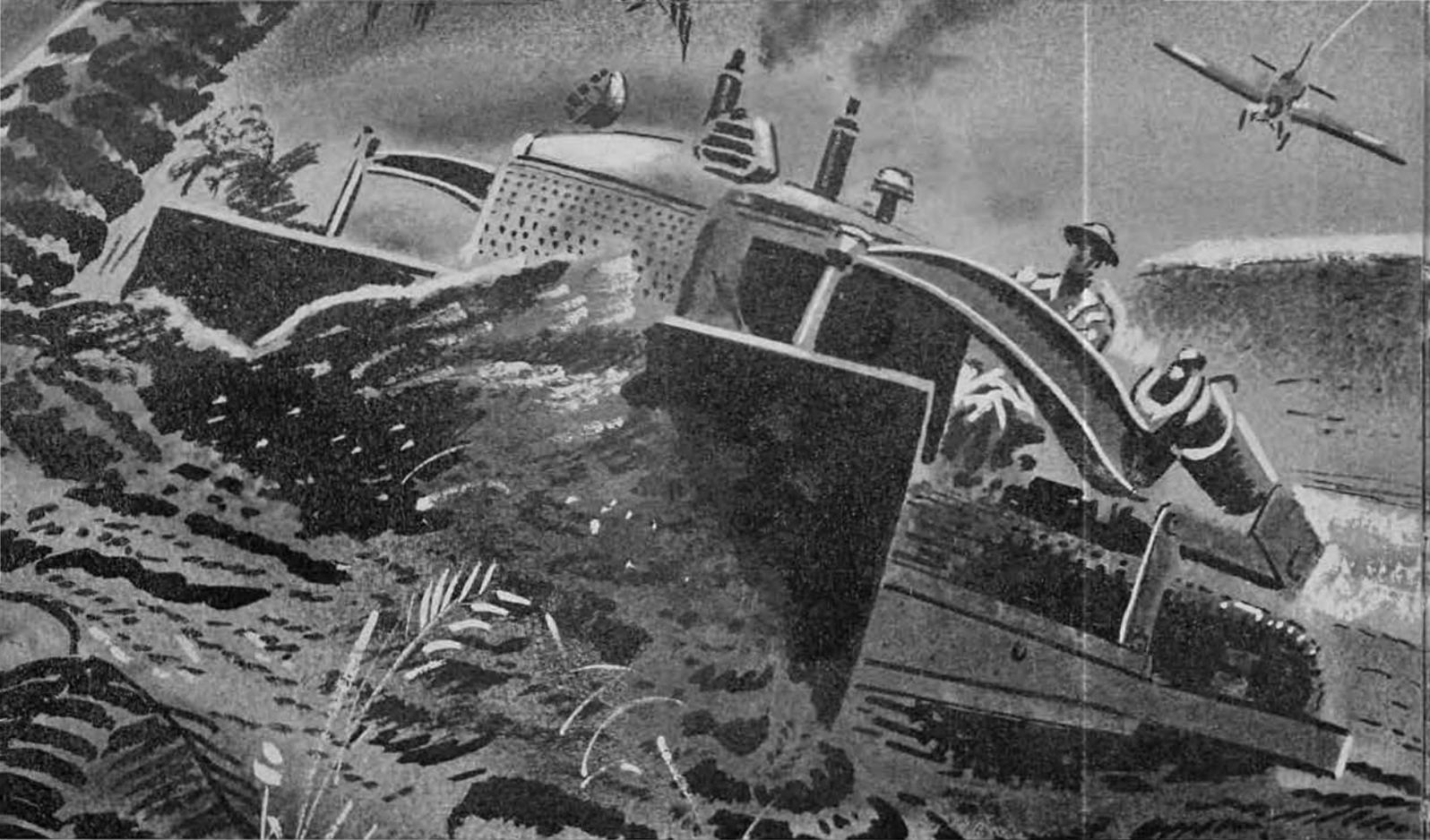
UR — Officers, August 1945 (Brunner's beer backed
the chaplain almost out of the picture!)

C — Hulse

LL — (above) "Of particular interest were the 'Mae
West' warehouses whose sides were blown off."
(below) Okinawan woman with typical heavy
loads.

LR — "Large shovels loaded heavy duty rock trucks
for dumping into the fill."







"The 6th Seabee Bn, 1100 strong, took over the airfield, proceeded to set it in order . . . they drained the field, laid concrete, built bridges and roads, amazed the marines."

ILLUSTRATION BY TECH. SGT. JOHN DEGRASSE, USMC
(courtesy Marine Corps Gazette)

AS THE PRESS SAW US

"This was a lot of work, but there were now men to do it; the Seabees had arrived, dribbling in a couple of hundred at a time aboard the APDs.

There were 1100 of them, the 6th Seabee Bn, a 'Cub' [sic!] under Comdr Joseph P. Blundon, the first unit of its kind to reach the wars. When they took over, the Marine engineers, who had been thinking pretty well of themselves, were amazed to see how these men beyond military age made the Marston strip fly on the airfield. They turned over all their exiguous construction material to the Seabees and relaxed into straight military engineering, and the Seabees did everything. They drained the field, they built revetments; they put in concrete around the CP and built roads. The old Jap bridge across the Lunga had been in the habit of going out with every rain; the Seabees built a new one, with piles made of coconut trees, with steel girders in it, that would carry a medium tank. They built a bake oven out of an old Jap safe and the Marines had fresh hot bread."

—"The Marines in the Pacific War," by FLETCHER PRATT,
Marine Corps Gazette, December 1946.

* * * * *

"The Seabee story of Guadalcanal begins on the afternoon of August 20, 1942, when wiry, 45-year-old Commander Joseph P. Blundon (CEC, USNR, Keyser, W. Va.) arrived in a PBY off Lunga Point and promptly reported to General A. A. Vandegrift of the Marines.

"I guess I was the first Seabee to go under fire," Commander Blundon recalled. "The Marines had been on Guadalcanal thirteen days, and they had a tiny beachhead around Henderson Field. While I was reporting to General Vandegrift, the Jap bombers came over and I hit my first foxhole. I just lay there and trembled with patriotism while the bombs fell around us.

"A few days later my Sixth Seabee Battalion arrived, and we assumed full responsibility for the completion and maintenance of Henderson Field. We had been given our medical shots, a little hasty military indoctrination, and then we had been formed into a battalion and rushed to the South Pacific. We didn't kid ourselves. We weren't a trained military organization; we were just 1100 *partially* armed civilians. We had one '03 rifle for each two men. That was all that could be spared us. But all of us were experienced construction men. We knew the value of team work. We knew how to take orders; and, more important, we knew how to execute orders. General Vandegrift assigned us a section of the beach to defend against Jap landings, and we figured we could defend that beach and still do the job at Henderson Field.

"In the final analysis, of course, it was the quality of

the men of the Sixth Battalion which enabled us to win the airfield battle. All of them had volunteered for front-line work—and that's very important. Less than 10 per cent of them proved unfit for duty under bombs. Compared to any outfit in the service, that's a low percentage. A few men just couldn't take it, but we weeded them out quickly. I think their number was miraculously low in view of the fact that we had no realistic military training and very little training of any sort.

"The average age of the men was about thirty-five. Many of us were old enough to have been the fathers of the Marines who did the fighting. But I regard this as an advantage rather than a disadvantage. I think the older men stood up better under bombing than the younger men. The man of thirty-eight who has spent his life in active construction work is tough. He doesn't have the physical stamina of the boy of eighteen; he's not as reckless. But when the chips really go down and a job has got to be done, I'll take the experienced, level-headed man of thirty-eight."

—"Can Do!," by WILLIAM BRADFORD HUIE.
(E. P. Dutton & Co., Inc., 1944.)

* * * * *

"August 7, 1942. That was the day American Marines went ashore on Guadalcanal, in the Solomons, to see what could be done about halting the Japs' southward advance. The Navy's construction men were close on their heels. The famous Sixth Battalion, led by Commander J. P. Blundon, (CEC) USNR, landed on Guadalcanal in August.

"The story of that assault on Guadalcanal and Tulagi is a familiar one now, told and retold from a score of viewpoints. There have been some contradictions, and some of the early rumors have now become 'facts' through repetition. One thing is certain, however; the enemy put up a stronger fight than expected—he had more men on the island than was generally believed—and during those early weeks of the campaign the fate of our first, and hence terribly important, counterattack hung by a thread.

"What saved us, of course, was Henderson Field. From Henderson our planes were able to keep the Japanese navy at bay. The Japs knew how important the airfield was to us. Their troops on the island tried with tooth and nail to retake it. Their bombers pounded it unmercifully. But their troops did not recapture the field; our Marines held them off. And the damage done by their bombers was repaired.

"Seabees of the Sixth Battalion did much of this repair work. Led by Commander Blundon, they kept doggedly at it while the bombs still fell, pausing in their work only long enough to shake their grimy fists and call the Japs names. Their defiance of danger was at times fantastic."

—"We Build, We Fight," by HUGH B. CAVE.
(Harper and Brothers.)

"It was during the bitter months at Guadalcanal that Marine and Seabee first went under fire together. The professional soldier and the essentially civilian machinist eyed each other skeptically until the Seabee saw the Marine operate on a Jap 'rat nest' and the Marine saw the Seabee operate under bombs and shells on Henderson Field. Then each decided that the other was good enough to play on his team. They shook hands and immediately started the joshing, never-ending argument as to which is the toughest and which one is 'winning the war.'

"Guadalcanal is the book illustration of how the Marine-Seabee team functions. The 6th Seabee Battalion, led by Commander Joseph P. Blundon, of Keyser, W. Va., arrived on Guadalcanal three weeks after the initial Marine landing. The Seabees pitched their tents around Henderson Field, which was still under Japanese artillery fire, and began a four-month battle in which they distinguished themselves as much for raw courage as for construction know-how.

"The battle was to turn on whether or not the Seabees could keep an airstrip operating under the almost constant Japanese attack. It was Japanese destruction versus American construction, with the Japs trying to blast holes faster than the Seabees could fill them.

"The supreme test for the Seabees came on Oct. 13-14, 1942, when 53 500-pound bombs hit the runway in 48 hours. Even the Seabee cooks had to leave the galleys and join the endless battle to fill craters. Often, during this man-killing stretch, our fighter planes soared over the field with near-empty fuel tanks while the Seabees fought to clear enough strip for them to land."

—"The Navy's Seabees," by WILLIAM BRADFORD HUIE,
LIFE Magazine, October 9, 1944.

* * * * *

On 1 September 1942 Marines posted on the Lunga waterfront observed Higgins boats, loaded to the gunwales with men and gear, putting off from transport Betelgeuse and heading for the beach. Curious leathernecks strolled to the water's edge, hoping to meet old friends among the newcomers. No such luck; these faces were those of "old men," frequently framed by gray hair. But their owners wore a quiet air of competence, as of men who had confronted life and bested its problems. These were the first Seabees, men of the Naval Construction Battalions, to reach an action area; and their good works would be a vital factor in the Guadalcanal campaign.

Rear Admiral Ben Moreell, Chief of the Bureau of Yards and Docks, was responsible for the organization of the Seabees two months before Pearl Harbor. Shortly after, experience of unarmed civilian workers at Wake, Midway

and Cavite, inefficient and useless in case of attack, proved that Moreell had the right idea. A large proportion of petty-officer ratings, a special insignia, and, most of all, the promise that they would be an integral part of the fighting Navy and provided with weapons, attracted skilled and patriotic artisans. Their officers, largely obtained from the Navy's Civil Engineer Corps or commissioned from the engineering professions, were granted full autonomy, a departure from the peace-time practice of allowing only line officers to command. The result of this effort was a military organization composed of carpenters, plumbers, metalsmiths, surveyors, road builders and the like, solid citizens of the average age of 31; men who could have stayed at home and earned high pay. All received basic military training, and so in case of need could substitute guns for tools, as they later proved both to delighted friend and discomfited foe.

The cadre which landed on Guadalcanal on 1 September consisted of a portion of the 6th Seabee Battalion, 387 men and five officers. Two bulldozers and other equipment came with them, and they promptly took over from the Marine Corps engineers the maintenance and improvement of Henderson Field. In addition they tackled road, wharf and bridge construction, electric power installation, building tank farms and fuel lines, developing camps, base and raid shelters.

The Seabees found many enemies besides Japanese. The soil, for instance, was an elastic and unstable muck which stimulated the toughest former road boss to new heights of profanity. Daily tropical rains taxed drainage ditches and kept the mud from drying. Equipment was long in arriving, so Japanese trucks and power rollers were pressed into service along with the American bulldozers, half a dozen dump trucks, a grader and an excavator. But the worst enemy was the almost daily Japanese naval and artillery bombardment. Yet no challenge remained unanswered by the Seabees. The existing portion of Henderson Field was put in shape by adding to the base material quantities of gravel, coral and clay and by raising a crown along the center. An extension was constructed by blasting coconut palms with Japanese powder and surfacing the new runway solid. Then a grid of Marston mat—perforated metal strips or "pierced plank"—was laid over the field to support planes in every kind of weather. A supplementary fighter strip, quickly constructed, handled all air traffic in October when Henderson Field was knocked out. Later, a second fighter strip was built. Work stopped only while bombs or shells were actually falling. Then the Seabees retired to foxholes and waited for the last explosive to "crump" before dashing back to the job. Trucks stood loaded with earth ready to fill new craters, but the Seabees also used their helmets as buckets.

—"The Struggle for Guadalcanal",
by SAMUEL ELIOT MORISON
Jonathan Trumbull Professor of
American History, Harvard University
(Little, Brown and Company, 1950)

AS THE BRASS SAW US

THE SECRETARY OF THE NAVY

WASHINGTON

4 February 1943.

Cited in the Name of

The President of the United States

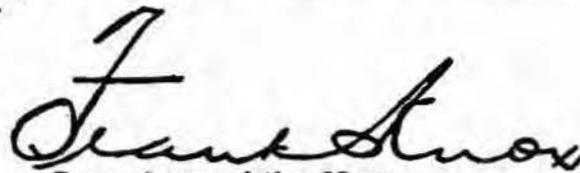
THE FIRST MARINE DIVISION, REINFORCED

Under command of

Major General Alexander A. Vandegrift, U.S.M.C.

CITATION:

“The officers and enlisted men of the First Marine Division, Reinforced, on August 7 to 9, 1942, demonstrated outstanding gallantry and determination in successfully executing forced landing assaults against a number of strongly defended Japanese positions on Tulagi, Gavutu, Tanambogo, Florida and Guadalcanal, British Solomon Islands, completely routing all the enemy forces and seizing a most valuable base and airfield within the enemy zone of operations in the South Pacific Ocean. From the above period until 9 December, 1942, this Reinforced Division not only held their important strategic positions despite determined and repeated Japanese naval, air and land attacks, but by a series of offensive operations against strong enemy resistance drove the Japanese from the proximity of the airfield and inflicted great losses on them by land and air attacks. The courage and determination displayed in these operations were of an inspiring order.”


Secretary of the Navy.

NAVY DEPARTMENT
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

Refer to No. Pers 328-mls
148847

June 3 1944

FROM: Chief of Naval Personnel.
TO: Construction Battalion Replacement Depot,
Camp Parks,
Shoemaker, California.
ATTN: Commander Joseph P. Blundon, U. S. Naval Reserve.
SUBJ: Presidential Unit Citation awarded the FIRST
MARINE DIVISION, Reinforced - transmittal of.
REF: (a) Navy Dept. Gen. Order #187 of 3 February
1943 as amended by Alnav #137 of 6 July 1943.

1. I take pleasure in forwarding with my congratulations, a facsimile of the Presidential Unit Citation awarded the FIRST MARINE DIVISION, Reinforced, for outstanding service 7 August to 9 December 1942.
2. In accordance with reference (a), as Commanding Officer of the SIXTH Construction Battalion attached to the FIRST MARINE DIVISION, Reinforced, you are entitled to wear the enclosed ribbon bar with the blue enameled star.
3. A copy of this letter and the citation have been made a part of your official record.

RANDALL JACOBS

CONSTRUCTION BATTALION REPLACEMENT DEPOT
CAMP PARKS, SHOEMAKER, CALIFORNIA

End-1

9 June 1944.

TO: Commander Joseph P. Blundon, U. S. Naval Reserve.
1. Delivered with congratulations.

J. D. WILSON
Officer in Charge.

Encls:
A. Presidential Unit Citation.
B. Ribbon Bar and Blue Enameled Star.
CC: OinC ConstBatRep Depot
Bd of Dec. & Medals.

NAVAL BASES
CACTUS—RINGBOLT

January 3, 1943

FROM: Commander J. P. Compton, U. S. Navy.
TO: Commanding Officer, Sixth Construction Battalion.
SUBJECT: Appreciation of Services.

1. On the eve of departure of the Sixth Construction Battalion, I wish to express my sincere admiration for this unit, both collectively as a military organization, and singly as individuals.

2. Our service together has been short by the calendar, but long in experience. From the confusion and haste of Moffett Field, you arrived at this base an organized determined unit. With no previous experience to call upon, and no fore runners to clear the field, you immediately established yourselves as the back-bone of development; and from all sides burdens and problems were thrown at you for settlement. With no equipment except your own bare hands and exceptional ability, plus Japanese scrap, you have performed wonders. Thru daily bombings and nightly shellings, rain, mud, dust and sickness, you have persevered and finished your job.

3. No matter what the future may hold you have done your part; made history. To you all I wish the best of luck, and to the Battalion: More Fame and Glory.

J. P. COMPTON

IN REPLY ADDRESS
THE BUREAU OF YARDS AND DOCKS
AND REFER TO NO.

NAVY DEPARTMENT
BUREAU OF YARDS AND DOCKS
WASHINGTON, D. C.

FEB 28 1943

My dear Blundon:

Repeated reports received from the South Pacific all are high in their praises of the work accomplished by the Sixth Construction Battalion on Guadalcanal. With no intention of belittling the individual efforts of the men comprising the Battalion, I know that much of which they have accomplished can be attributed to the leadership and organizational ability of the Commanding Officer. I, therefore, wish to extend to you, and through you to the men comprising your Battalion, my heartiest congratulations upon the performance of your unit.

Recommendation for your "spot" promotion to the rank of Commander has gone forward to the Bureau of Naval Personnel and I have every hope that same will be granted you in the very near future.

Keep up the good work and remember the Seabee motto "Can do".

With best regards, I am

Sincerely yours,

B. MOREELL.

Lt. Comdr. Joseph P. Blundon, CEC-V(S), USNR
Sixth Naval Construction Battalion
c/o Fleet Post Office
San Francisco, California

P. S. After writing the above, I received the attached from General Vandegrift. Again, heartiest congratulations.

B. MOREELL.

HEADQUARTERS U. S. MARINE CORPS
WASHINGTON

23 February 1943

My dear Admiral:

I wish to express at this time my appreciation for the work done by the Sixth Naval Construction Battalion at Guadalcanal. They were a splendid body of workmen who approached and successfully performed an unusual variety of tasks. Each of those tasks was intimately connected with the preparation of and maintenance of Guadalcanal as a base. The members of the Battalion with courage and willingness undertook construction work of all types; and when the demand arose, they cheerfully turned to other tasks where hands were needed. During one period the pressure of enemy forces against us was so great that troops could not be spared to handle stores on the beaches. Fighting had to go on and ships had to be unloaded. Construction workers voluntarily took over that work and performed it exceedingly well.

In addition to commenting upon the performance of duty by the "Seabees", I wish to commend the wisdom that foresaw the need for such an organization. In the war in the Pacific in seizing one base after another, few of us realized the great amount of construction which would be necessary. Need for this arises almost immediately after the initial landing, and becomes greater as the area seized is developed into a real base. I do not know how we would have gotten along without the "Seabees", and trust that they will be participants in every future operation in even larger numbers than at Guadalcanal.

Very sincerely yours,

A. A. VANDEGRIFT
Major General, USMC.

Rear Admiral B. Moreell, USN
Chief of Bureau of Yards and Docks
Navy Department
Washington, D. C.

SOUTH PACIFIC FORCE
OF THE UNITED STATES PACIFIC FLEET
HEADQUARTERS OF THE COMMANDER

fr
9 Nov 1943

COMSOPAC FILE
P15/(06)

SERIAL: 6086

FROM: The Commander South Pacific Area and
South Pacific Force.

TO: The Commanding Officer, SIXTH Construction
Battalion.

VIA: The Commander Service Squadron, South Pacific
Force.

SUBJECT: Repair of Damage - appreciation of.

1. The Commander South Pacific Area and South Pacific Force desires to express his sincere appreciation of the splendid work done by the Sixth Construction Battalion in connection with the repairing of damage at the Nickel Dock following the explosion on November 1, 1943. The alacrity with which all hands turned to, and the efficient repair work done to place the dock in working condition in a minimum of time so that the docks were available for use on the following morning, are a matter of pride, and in keeping with the outstanding record of the Construction Battalions and the best traditions of the Naval Service.

/s/ J. F. SHAFROTH
Deputy Commander
South Pacific

CONSTRUCTION BATTALION REPLACEMENT DEPOT
CAMP PARKS, SHOEMAKER, CALIFORNIA

NM24-CPKs
P15
DCS:waf

18 December 1944

TO: Officer in Charge, Sixth Naval Construction
Battalion.

SUBJ: Inspection and Review 16 December, Commendation
for.

1. The Civil Engineer Officer in Command wishes to commend you and the officers and men of the Sixth Naval Construction Battalion for their excellent appearance at the inspection and review held 16 December 1944.

2. All officers and enlisted personnel presented an outstanding appearance as to neatness, military bearing, and the smartness with which they executed the maneuvers of the review. It is evident that all personnel of the Sixth Battalion are proud of their outfit, and this pride is certainly well justified.

J. D. WILSON
Civil Engineer Officer in
Command

EPILOGUE

So ends the saga of the Sixth. Born in confusion, schooled in adversity, tempered in the heat of the war's most grueling campaign, the Sixth helped make the name "Seabee" a household word. At Guadalcanal we saw the beginnings of the Pacific offensive; at Okinawa we saw its climax. It was only fitting that it should be that way.

No book can be a monument to the Sixth; nor does it need one, for the Sixth lives on. In the jungle-lined field called Henderson; in the graves of the men who died to build it, and to fuel its planes; in the name "Seabees" itself, the Sixth can never die. Among fighting engineers, let no man seek higher praise than to have said of him, "He was in THE SIXTH!"

R O S T E R

OFFICERS

- AKRIGHT, Paul B., Ens. (SC)
c/o Bureau of Naval Personnel
Navy Dept., Washington, D. C.
- ALLEN, John M., Ens. (SC)
- ANDRUS, Jack J., Lieut.
- AUGUSTERFER, Donald W., Ens.
4422 New Hampshire Ave. NW, Washington, D. C.
- AULL, James L., Lt. Cdr.
Box 493, Walterboro, So. Carolina
- BARGE, Henry L. (Rev.), Lt. (jg) (ChC)
- BLUNDON, Joseph Paul, Comdr.
Box 268, Keyser, West Virginia
- BUIRGY, Joseph M., Lieut.
- BULLOCK, James E., Lieut.
108 South Walnut, Mechanicsburg, Penna.
- CAMERON, Donald F., Carp.
2545 Devonshire, Altadena, Calif.
- CAVANAUGH, David J., Ens.
5 Walcott, Holyoke, Mass.
- DAY, Willard H., Lt. Cdr.
South Strafford, Vermont
- DODDS, Luke B., Ch. Carp.
800 E. 16th, Ada, Okla.
- DOUGLAS, Roy W., Lt. (jg)
- DRUMM, Harold A., Lieut.
- ESPEN, Elmer J., Ch. Carp.
- FLETCHER, Culley M., Lieut.
St. Albans Hotel, Jacksonville, Fla.
- GEDNEY, Robert H., Lieut.
16323 — 28th NE, Seattle 55, Wash.
- GRAY, Walton G., Lieut.
301 North James, Aberdeen, Mississippi
- HARDER, Albert W., Carp.
4303 Concho St., Dallas, Texas
- HARRIS, William D., DDS, Lt. (DC)
Port Jefferson, Long Island, New York
- HASHAGEN, Ralph L., Lt. (SC)
c/o Bureau of Naval Personnel
Navy Dept., Washington, D. C.
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- HIGGINS, Sheldon J., Carp.
519 North Pine St., Lansing 15, Mich.
- HULSE, John H., Lt. Cdr.
Box 484, Manasquan, New Jersey
- JORDAN, Mark H., Lt. Cdr.
c/o Bureau of Naval Personnel
Navy Dept., Washington, D. C.
- KENNEDY, Thomas J., Ens.
- KOHN, Arthur, Ens.
c/o Fleming Steel Corp., New Castle, Penna.
- LEBERMAN, Odin F., D.D.S., Lieut. (DC)
c/o Bureau of Naval Personnel
Navy Dept., Washington, D. C.
- MARCUS, Bernard, Lt. Cdr.
c/o Board of Water Supply, Napanoch, New York
- MASER, James F., M.D., Lt. (MC)
Webster, Wisconsin
- McGOWAN, Thomas P., Carp.
- McKEON, Francis M. J. (Rev.) Lt. (ChC)
- NUCKOL, John, jr., Lieut.
c/o Bureau of Naval Personnel
Navy Dept., Washington, D. C.
- PARKER, Roy, Lieut.
- PARKIN, Ross, Ch. Carp.
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22727 Edgecliff Blvd., Cleveland 23, Ohio
- PRATT, Alma P., Lieut.
1345 North Olive, Ventura, Calif.
- RIVES, James H., Lt. (jg)
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119 Chadwell Road, Rochester, New York
- SMITH, Frederick A., Lt. (jg)
1651 East 78th St., Chicago 49, Ill.
- STAMP, Thomas L., Lieut.
c/o Bureau of Naval Personnel
Navy Dept., Washington, D. C.
- STUBBLEBINE, James H., Ens. (SC)
Worcester, Mass.
- SWEET, Robert W., Carp.
30 Maple Street, Canisteo, New York
- TAYLOR, Earl, Carp.
- THARP, Ray, M.D., Lt. (MC)
3202 North Meridian St., Indianapolis, Ind.
- YERG, Adam F., M.D., Lt. (MC)
Warren, Penna.

COMPANY A

ADDOR, Jules Alfred, CM2c
St. Louis, Mo.

AGEE, Paul Arthur, CM3c
Sioux City, Iowa

ANDERSON, Roy Stephen, Sea1c
Chicago, Illinois

ANNY, Salvatore Victor, Sea1c
Genoa, Wisconsin

ANTHONY, Asa Saunders Jr., EM2c
Oakland, California

AULTZ, Leroy William, Sea1c
Joliet, Illinois

BECKER, Gustav Emil, EM2c
Maspeth, New York

BEEMAN, George Stephens, SF1c
Chicago, Illinois

BOSCH, Edwin Joseph, Sea1c
Oak Park, Illinois

BOXBERGER, Theodore, BM2c
Russell, Kansas

BOYLE, Daniel Michael, CSF(AA)
Mitchell, Illinois

BRICKER, Kenneth Harold, CM3c
Columbus, Ohio

BROWN, Carl Lowen, MM2c
Louisville, Kentucky

BROWN, Charles Albert, GM1c
Knoxville, Tennessee

BROWNE, Alfred, Ptr1c
Nebraska City, Nebraska

BRZANA, Walter Thomas, CM3c
Chicago, Illinois

BURKE, Gordon Beecher, Sea1c
Franklin Park, Illinois

CAFFALL, Jesse Elmer, CCM(AA)
San Benito, Texas

CASSIDY, Daniel Aloysius Jr., EM2c
Morristown, N. J.

CHRISTENSON, Fred, EM2c

CISAR, John Howard, Sea2c
Berwyn, Illinois

CONERY, Robert Joseph, Sea2c
Rockford, Illinois

CUNNINGHAM, Clifford Edgar, SF2c
Antioch, Illinois

CUSHMAN, Alden Mellville, CM1c
Louisville, Kentucky

Ratings shown are, in general, those held at the time of the arrival of the battalion at Guadalcanal. The editors regret that it has been impossible to show for each man the highest rate held while in the battalion.

DANIELS, Walter Edgar, SF2c
Hinsdale, Illinois

DeJARNETT, James Everett, Sea1c
Chicago, Illinois

DIEKE, Louis Henry, Sea1c
Hinsdale, Illinois

DUNN, Cletus Arsene, BM2c
Canton, Ohio

EARL, Robert James, F2c
Des Moines, Iowa

ENGLUND, Lawrence Erick, Sea1c
Minneapolis, Minnesota

ERICKSON, Edwin Englebert, EM1c
Bergenfield, New Jersey

EVANS, William Joseph, CEM(AA)
Tracy, California

FALLS, Herbert Ernest, CCM(AA)
Birmingham, Alabama

FIROH, Robert Ferdinand, SF1c
Chicago, Illinois

FINGER, Leander Fred, CM2c
Madison, Wisconsin

FISCHER, Arnold Bernard, MM2c
Tipton, Missouri

FORRESTER, Edward John, CM1c
Chicago, Illinois

FOUTS, Charles Mills, CEM(AA)
Grand Coulee, Washington

FOWLER, Coatney Robertson, F2c
Christopher, Illinois

FRASER, Ralph George, Sea2c

FRIDH, Melvin John, CM3c
Rockford, Illinois

FRONTZAK, Robert August, Sea2c
Chicago, Illinois

FULLERTON, Maxwell Allan, CSF(AA)
Oklahoma City, Oklahoma

GALER, Paul Wayne, F2c
Oelwein, Iowa

GAVIN, Glenn Thomas, SF3c
Chicago, Illinois

GILBERT, Charles Richard, QM2c
Milwaukee, Wisconsin

GINGER, Wallace Dean, CEM(AA)
Phoenix, Arizona

GITRE, Norman Sylvester, Sea2c
Brighton, Michigan

GOGGINS, Joseph, CM2c

GRAVES, Lorenzo Hamilton, CM1c
Batavia, Illinois

GUY, James Robert, Sea1c
Maywood, Illinois

HARMON, Marlin Everett, Sea2c
Woodward, Oklahoma

HART, Andrew Joseph, EM1c
Jersey City, New Jersey

HARTWELL, Arnold Butterfield, CSF(AA)
San Francisco, California

HATHAWAY, Ray Wilson, Sea2c
Dayton, Ohio

HELPER, Arlie George, MM2c
Hillsboro, Illinois

HELLER, Arthur, Sea2c
Parma, Ohio

HELME, Glenn Phinas, MM2c
Harrison, Nebraska

HELMER, Paul Joseph, SF3c
Covington, Kentucky

HENSCHEL, Gilford George, CM1c
Akron, Ohio

HERLIHY, William Joseph, Sea1c
Chicago, Illinois

HEXDALL, Gordon Raymond, Sea1c
Morris, Illinois

HICKS, Warren Earl, CM3c
Warren, Ohio

HIGH, Chester Lois, SF3c
Pembroke, Kentucky

HILLINGER, John Robert, Sea1c
Chicago, Illinois

HITE, Franklin Crady, Sea1c
Louisville, Kentucky

HITZ, Clyde Henry, Sea1c
Chicago, Illinois

HODGES, Claude Neal, EM1c
Dallas, Texas

HOLLINGSWORTH, Jonathan O., Sea2c
Oregonia, Ohio

HOLT, Leonard Lawrence, EM1c
West Palm Beach, Florida

HONNERT, James Matthias, CM2c
Cincinnati, Ohio

HOOVER, Arthur Murray, SF3c
New Albany, Indiana

HUGHES, Clarence Kintner, Jr., Sea1c
Louisville, Kentucky

JAEGER, Alvin Albert, CM2c
Glen Ellyn, Illinois

JANNEY, Edwin Bristol, Sea2c
Toledo, Ohio

JENSEN, Hurluf Valdemar, SF2c
Kimballton, Iowa

JOHNSTONE, James, Sea2c
Joliet, Illinois

JONES, Harvey Franklin, Ptr2c
Chicago, Illinois

JONES, Robert Reese, EM3c
Chicago, Ill.

JOSLYN, Walter Hugh, CCM(AA)
Chicago, Illinois

JUDY, Elmer Leroy, CM2c
Salem, Indiana

JURIC, George Michael, Sea2c
Cleveland, Ohio

KALDENBURG, Harold Herman, F2c
Pella, Iowa

KALKE, Erwin William, CM1c
Milwaukee, Wisconsin

KELSEY, Ralph Arden, Sea2c
Toledo, Ohio

KENNEDY, James John, Sea1c
Chicago, Illinois

KLJAICH, Joseph, BM2c
Lockport, Illinois

KOEHLER, Norman Conrad, F1c
Chicago, Illinois

KOZAREWICZ, Henry Carl, Sea2c
Chicago, Ill.

KUCHARSKI, Raymond, Sea1c
Milwaukee, Wisconsin

KUMIEGA, Theodore, SF3c
E. Chicago, Indiana

LARSON, Earl Algot, CM2c
Harvey, Illinois

LARSON, Knute Reinhold, CM3c
Chicago, Illinois

LARSON, Nels Albert, CM3c
Cambridge, Illinois

LAWLOR, James William Jr., Sea2c
Maywood, Illinois

LEEPER, Allen Thomas, BM2c
Mt. Carmel, Illinois

LEIVO, Veikko William, EM3c
Cadillac, Michigan

LEWIS, William Rositer, F1c
Jackson, Ohio

LINDLEY, John Horrace, Sea2c
Dallas, Texas

LINDQUIST, Alvar Herman, Sea2c
Chicago, Illinois

McDONNELL, Edward George, BM2c
Gary, Indiana

McGRATH, Robert Joseph, WT2c
Chicago, Illinois

LUBANOVICH, Frank Thomas, MM2c
Warrensville Heights, Ohio

McGUGAN, James Joseph, SF3c
Chicago, Illinois

MacKENZIE, Andrew Scotland, Sea1c
Cleveland, Ohio

MacKENZIE, Morrell, CCM(AA)
Muscatine, Iowa

MADDOX, Rueben Earl, Sea2c
Dalton, Missouri

MADEY, Louis Walter, Ptr3c
Rineland, Wisconsin

MALLOY, Marshall Samuel, Sea1c
Chicago, Illinois

MAREK, Robert Francis, Ptr3c
Milwaukee, Wisconsin

MARES, Charles John, Sea1c
Cleveland, Ohio

MARTINSON, Carl George, CM3c
Chicago, Illinois

MEYER, Christy Leonard, Sea2c
Cincinnati, Ohio

MEYER, Lawrence Christofer, Sea2c
Toledo, Ohio

MIGNOT, Donald Constance, CM3c
Gypsum, Kansas

MIHALIK, Anthony Joseph, Sea2c
Cleveland, Ohio

MILLE, Elmer, Msmth2c
Lakewood, Ohio

MILNE, Albert, Sea2c
Detroit, Michigan

MITOK, John Rudolph, Sea2c
Joliet, Illinois

MOLLOHAN, Franklin Martin, Sea2c
Richwood, West Virginia

MOREHEAD, Paul Cavanaugh, Sea1c
Chicago, Illinois

MORTENSON, Elmer Kenneth, F2c
Karlstad, Minnesota

MOTLEY, Owen Faye, Ptr3c

MULHOLLAND, Benner Owen, WT2c
Omaha, Nebraska

MURRAY, John Francis, Msmth2c
Chicago, Illinois

NEWMAN, Richard Paul, CM1c
Chicago, Illinois

NICHOLS, Gordon Weldon, Sea2c
Chicago, Illinois

OWEN, Roy Louis, MM2c
Chicago, Illinois

PAGORIA, Dominick, F1c
Chicago, Illinois

PARK, Dwight Gilbert, SF2c
Evanston, Illinois

PARTACZ, Walter Charles, CM3c
Chicago, Illinois

PARTEE, Robert Thomas, SF2c
Chicago, Illinois

PATTERMAN, Frederick Nicholas, Sea2c
Aurora, Illinois

PAWLOWSKY, Louis Paul, CM3c
Lexington, Kentucky

PAYNE, Robert Lee, MM1c
Lexington, Illinois

PEFFER, Arthur Duel Jr., CM2c
Cincinnati, Ohio

PEOPLES, Elmer Clayton, SF3c
Huron, South Dakota

PERKAUS, Albert William, SF3c
LaGrange, Illinois

PERRY, Alois Peter, MM2c
Omaha, Nebraska

PETERSON, Kenneth Arthur, SF3c
Minneapolis, Minnesota

PETRAK, Edward John, SF5c
Dayton, Ohio

PFÄFFINGER, Walter, CM3c
Blue Earth, Minnesota

PIELET, Arthur, Sea2c
Hinsdale, Illinois

PIERCE, Donald Wayne, F2c
Omaha, Nebraska

PINCELLI, Dow Birge, MM1c
Bainbridge, Ohio

PITTS, James Robert, Sea2c
Wabash, Indiana

PLAS, Justin John, Sea2c
Elyria, Ohio

POHL, Robert, CM2c
Coal City, Illinois

RAGLE, Olaf Alyous, CM2c
Decker, Indiana

RAMERMAN, Kenneth Garrett, MM1c
Westlake, Ohio

READEY, John Edward, SF2c
Chicago, Illinois

READY, John Mathew, SF2c
Newark, New Jersey

REDDIN, William George, CM2c
Neenah, Wisconsin

RICH, George Edward, EM2c
Jersey City, New Jersey

ROCKWELL, Dana Walter, WT1c
Mendota, Wisconsin

RODICK, Vernon Frederick, Msmth2c
Kansas City, Missouri

ROLSTON, William Glenn, SF1c
Cleveland, Ohio

ROMAINE, Claude Arthur, F2c
Chicago, Illinois

ROSE, Irvin Jennings, SF1c
Milwaukee, Wisconsin

RUETZ, Walter Edward, Sea2c
West Toledo, Ohio

RYAN, Richard Joseph, CM3c
Chicago, Illinois

SAMKOVITZ, Sol, EM2c
Chicago, Illinois

SASS, Alfred Francis, Sea2c
San Francisco, California

SAWYER, Quincy Keith, QM1c
Carroll, Iowa

SCANLAN, Roy Phillip, CM1c
Chicago, Illinois

SCHMIDT, Albert Leo, MM2c
Chicago, Illinois

SCHODROF, Herbert Gregory, CM3c
Chicago, Illinois

SCHWARTZ, Carl, Msmth2c
St. Louis, Missouri

SCHWITTERS, Emerson Edward, Msmth2c
Chicago, Illinois
SHANNON, Ray, CM3c
Kansas City, Missouri
SIGG, Earl, Sea2c
Archbold, Ohio
SIGNS, Fred Warren, CM3c
North Manchester, Indiana
SIMMONS, Duane Clifton, SF2c
St. Joseph, Missouri
SIMMONS, Lewis Glenwood, SF2c
East Chicago, Indiana
SPGUT, Arthur Henrik, CM2c
Chicago, Illinois
SPROLES, Henry, MM2c
Spencer, Indiana
STARN, Harold Munn, SF3c
Toledo, Ohio
STEELHAMMER, Oscar Paul, CM1c
Chicago, Illinois
STEIRO, Alfred William, CM1c
Wilson, Wisconsin
STEPHENSON, Glen Lorraine, MM2c
Reeder, North Dakota
STERLE, Frank Rudolph, CM3c
Eveleth, Minnesota
STEWART, Durwood Shaw, CM2c
Kempton, Illinois
STEWART, Ralph Elmer, MM2c
Hayes Center, Nebraska
STIRK, Joseph Patrick, MM2c
Norfolk, Nebraska
STIVERSON, James Samuel, MM2c
Riley, Kansas

STOCK, Harton Edward, CM3c
Defiance, Ohio
STOUGHTON, Arvid James, Sea2c
Kalamazoo, Michigan
STRAKA, Elmer Edward, MM1c
Cleveland, Ohio
SVOBODA, Charles Frank, EM2c
Omaha, Nebraska
SWOPE, Hubert Wayne, MM2c
Kansas City, Missouri

TANNER, Paul Vernon, Sea2c
Mansfield, Ohio
TARPEY, Hugh Michael, Sea2c
Oakland, California
TAVOADA, Joseph, Sea2c
Flagstaff, Arizona
TAYLOR, Alfred Vernon, MM1c
Fairfax, Missouri
TAYLOR, Donald LaVern, CM3c
Belvidere, Illinois
TAYLOR, James Andrew, F2c
Dayton, Illinois
TAYLOR, Lee Carl, SF3c
Pleasantville, Iowa
TENAGLIA, George Tullio, CM2c
Cleveland, Ohio
THOMAS, Bernard William, CM1c
Louisville, Kentucky
THOMPSON, Alvin Lloyd, MM2c
Tipton, Indiana
THORGUSEN, Robert Madsen, Sea1c
Oak Park, Illinois

UTHE, Harry Martin, CM2c
Tinley Park, Illinois

VAKSDAL, Thomas, CM1c
Morris, Illinois
VOIGHT, Frederick Carl Jr., Ptr2c
Marion, Indiana
VONCK, Victor High, CM2c
Kansas City, Missouri

WAGENBACH, John George, SF2c
Newark, New Jersey
WAGNER, Paul Ernest Jr., Sea1c
Port Arthur, Texas
WERBLOW, Morgan Alexander, CM2c
Freemont, Nebraska
WHEELER, Robert William, MM2c
Readstown, Wisconsin
WILLOUGHBY, Russell Willard, SF2c
Dillsboro, Indiana
WOOD, Lucian Glenn, MM2c
WRIGHT, Frank William, EM2c
Indianapolis, Indiana

YAUNEY, William Ray, CM1c
Lincoln, Nebraska

ZACCARDELLI, Elmo Joseph, Sea2c
Detroit, Michigan
ZIMMERMAN, Earl Melvin, CM3c
Washington, Illinois

COMPANY B

ADAMS, William Wallace, Sea1c
Canton, Ohio
ANDERSEN, Arne Kodal, CM1c
Chicago, Illinois
ANDERSON, George Elof, CM2c
Blue Island, Illinois
ARMSTRONG, Leland Frederick, MM2c
Peoria, Illinois

BAKER, Ellis Mann, MM1c
Larned, Kansas

BARNES, Francis Theodore, Sea1c
Freedom, Indiana
BARNET, David Ellis, CM3c
Rock Island, Illinois
BATO, Frank, BM2c
Joliet, Illinois
BAXTER, Carl Dee, MM1c
Tulsa, Oklahoma
BAYLIFF, Forest, Sea1c
Plainfield, Indiana
BEGGS, Harry Edward, CM3c
Evanston, Illinois

BENCKENDORF, Gladstone Glenn, F2c
Waterloo, Iowa
BERNING, Harold John, SF3c
Carrolton, Missouri
BOEMKER, George Francis, MM2c
St. Louis, Missouri
BOLTON, DeWitt Louis, F1c
Joliet, Illinois
BRAUCHT, Jean Irwin, CM2c
New Virginia, Iowa
BRUFACH, John Joseph, CM3c
Milwaukee, Wisconsin

BRUNO, Morton Wendell, EM2c
Cloquet, Minnesota
BUCKINGHAM, Cephed "L", CSF(AA)
Junction Citv. Kansas
BUTLER, Kenneth Edward, Sea2c
Toledo, Ohio
BYALL, Vernon Henry, SF3c
Russell, Kansas

CANTRELL, Denvil Edward, MM2c
Chicago, Illinois
CARBINE, Clarence Otto, SF2c
Chicago, Illinois
CAREY, Cornelius Harding Jr., CM1c
Warrenville, Illinois
CARLIN, Robert Maurice Jr., EM3c
Chicago, Illinois
CARLSON, Harold Gustav, CM1c
Chicago, Illinois
CARLSTAD, Alvin, CEM(AA)
Cathlamet, Washington
CARNEY, Alva Lawrence, WT2c
Cleveland, Ohio
CASEY, Robert Wright, F2c
Cleveland, Ohio
CASMEY, James Edward, CBM(AA)
Newark, New Jersey
CATOMIO, John Frank, CM1c
Chicago, Illinois
CAVITT, Albert Ross, Sea2c
Toledo, Ohio
CERNY, Robert Joseph, CM3c
Riverside, Illinois
CHAMBERS, James, Sea2c
Port Huron, Michigan
CHAY, Edmund Clarence, CM2c
Cleveland, Ohio
CHUDO, Joseph Stanley, Sea2c
Hamtramck, Michigan
COBLENTZ, Kenneth George, SF2c
Chicago, Illinois
COLLIER, Albert Lowell, CM3c
Ottumwa, Iowa
COX, Patrick William, MM1c
Collinsville, Mass.
CUMMING, Grant "L", CM2c
Hawkeye, Iowa

DELLENBACH, Ralph, MM1c
Wheelerburg, Ohio
DENHOLM, John James, EM2c
Cincinnati, Ohio
DENTON, Floyd Franklin, MM2c
Pana, Illinois
DEVORE, Robert Raymond, GM2c
Bowling Green, Kentucky
DICK, Thomas Moody, EM2c
Brooklyn, New York
DODDS, Luke Baird, CSF(AA)
Ada, Oklahoma

DOLEY, William Albert, Sea2c
Toledo, Ohio
DORICH, Nicholas, SF2c
Chicago, Illinois
DOUGLAS, Roy Wilson, CSF(AA)
Vallejo, California
DUFFY, James Timothy, CM1c
Los Angeles, California

EAKES, James Zachariah Jr., EM2c
Wake Forest, N. Carolina
ENDERS, Gottlieb John, Sea1c
Port Huron, Michigan
EPPERLY, James Roy, BM2c
Woodbury, New Jersey

FERGUSON, Leone, CM2c
Ames, Iowa
FLORIAN, Boid Burdett, F1c
St. Louis, Missouri
FOLDEN, John Andrew, CCM(AA)
Ferndale, Washington
FRANCIS, George Woodrow, MM2c
Rockwell, Iowa
FRANKS, Virgil William, Sea1c
Indianapolis, Indiana

GANTS, Isaac Estle, CM1c
Melvern, Kansas
GARDNER, Walter Albert Jr., EM2c
Jacksonville, Florida
GARRETT, Carl Edward, CM2c
Louisville, Kentucky
GENTIL, Armand Edward, CEM(AA)
Mineola, New York
GIBSON, Hugh George, SF1c
El Dorado, Kansas
GLEASON, William Malcolm, CM2c
Chicago, Illinois
GOETTSCH, Thomas Marvin, CM3c
Renwick, Iowa
GOLLIHER, Willard Otis, Sea1c
Paxton, Illinois
GORNEY, Victor Alexander, Ptr3c
Cicero, Illinois
GUNN, Robert Elmo, CCM(AA)
Meridian, Mississippi

HAALAND, Hans Helmihsen, CM3c
Radcliffe, Iowa
HAHTO, Auvo Alarik, EM2c
Bristol, New Hampshire
HALE, Samuel Basil, QM2c
Buckley, Illinois
HANSEN, Trygve Aamodt, Ptr2c
Chicago, Illinois
HARDESTY, Samuel Woodrow, SF3c
Woodlawn, Kentucky

HARDT, Kenneth Gabriel, EM2c
Louisville, Kentucky
HARTMAN, Elvin Russel, SF3c
HAYES, Clarence William, MM1c
Kansas City, Kansas
HEARNS, Harry Woodrow, SF3c
Akron, Ohio
HEEFNER, Darwin Lloyd, CM1c
Toddville, Iowa
HENDERSHOT, Kenneth H., Msmth1c
Navarre, Ohio
HENDERSON, Marshall Graham, SF3c
Cleveland, Ohio
HEPP, Jack Ralph, CM1c
Clear Lake, Iowa
HERAKOVICH, Paul Leonard, SF2c
Whiting, Indiana
HOFFNER, Elmer Paul, CM2c
Louisville, Kentucky
HOOVER, Joseph Frank, Sea2c
Youngstown, Ohio
HOREJS, Joseph Valentine, SF2c
Cicero, Illinois
HOVING, Alvin, Sea2c
Holland, Michigan
HUFFMAN, Fred George, SF1c
Bluffton, Indiana

JACKSON, Thomas Leslie, MM2c
Des Moines, Iowa
JANSEN, Clement Henry, Sea2c
St. Louis, Missouri
JOHNSON, Edward Carl, CM3c
Topeka, Kansas
JOHNSON, Robert Eilert, Sea2c
Chicago, Illinois
JOHNSON, Roy Herman, CM1c
Minneapolis, Minnesota
JOSEPH, Bertram Charles, EM1c
Brooklyn, N. Y.
JUEL, Arthur Julius, CM3c
New Hartford, Iowa

KALESSA, Harold Adolf, Msmth2c
Chicago, Illinois
KAMM, Abe, Sea1c
Pontiac, Michigan
KATT, Melvin Walter, Sea2c
Menfro, Missouri
KESSLER, Andrew Chester, SF2c
Indianola, Iowa
KING, Norman Patterson, Ptr2c
Chicago, Illinois
KOESTER, Herman, Sea1c
Detroit, Michigan
KOLAR, Joseph Victor, Jr., CM3c
Keewatin, Minnesota
KONTAK, Carl Frederick, Sea2c
Toledo, Ohio

KRAKAU, Frank Raymond, Sea1c
Toledo, Ohio
KRESS, Eugene Bertram, Sea2c
Buena Vista, Ohio
KUBE, Frederic Richard, Sea2c
Detroit, Michigan
KUGEL, Raymond Dean, Sea2c
Flint, Michigan
KULL, Robert Carl John, Sea2c
Mattoon, Illinois
KUZMAN, Victor, CM2c
Lakewood, Ohio

LA MANTIA, Tony Anthony Jr., CM3c
Des Moines, Iowa
LARSON, Alvin Vernon, Ptr1c
Chicago, Illinois
LARSON, Bryce Harris, CM2c
Cherry Valley, Illinois
LENNOX, Kenneth Ellis, CM3c
Coggon, Iowa
LESIEWICZ, Bernard, CM2c
Dowagiac, Michigan
LEWELLEN, Thomas Maurice, Sea2c
Moberly, Missouri
LINDHORST, Charles Homer, CM1c
Grinnell, Iowa
LOEW, Carl Jordan, Sea2c
Dorr, Michigan
LORENZ, Wilbur Wilken, CM3c
Gladbrook, Iowa

McGINNIS, Harold Louis, Sea1c
Bushnell, Illinois
McGRAW, Oscar Morris, Sea2c
St. Louis, Missouri

MAGILL, Clayton Eugene, SF1c
Elkhorn, Wisconsin
MAHAFFEY, Kenneth Charles, Sea1c
Topeka, Kansas
MAHAFFEY, Thomas James, Sea2c
Topeka, Kansas
MAHONEY, Thomas Joseph, F2c
Cleveland, Ohio
MAHONEY, William Joseph, Sea2c
Toledo, Ohio
MARTIN, Elmer Galen, Sea2c
Covington, Kentucky
MATZEN, John Roy, Sea2c
Dwight, Illinois
MERCER, Harold Glenn, MM2c
Cincinnati, Ohio
MEREDITH, Charles Edward, Sea1c
Cincinnati, Ohio
MICHALAK, Stephen John, Sea1c
Detroit, Michigan
MILLER, James Ray, QM2c
Mason City, Iowa

MILLIGAN, Robert Charles, MM2c
Peoria, Illinois
MINSON, Lawrence, Sea2c
Herrin, Illinois
MORRIS, Donald, Sea2c
Pompeys Pillar, Montana
MORRISON, Gail Hallman, Jr., Sea2c
MORTON, Ernest Lee, SF2c
Louisville, Kentucky

NEAGLE, James Patrick, MM1c
Chicago, Illinois
NEIHART, Floyd Alvin, F1c
Omaha, Nebraska
NEVITT, John William, Sea1c
Louisville, Kentucky
NIELSEN, Fred Andrew, MM2c
Chicago, Illinois

O'DEA, Michael Joseph, Jr., QM2c
Louisville, Kentucky
O'HARA, James Francis, EM1c
Belmont, Mass.
O'REILLY, Thomas Marvin, Sea2c
Toledo, Ohio
OTTO, Isa Elias, SF2c
Mentor, Ohio

PARKER, Kent Jerome, Msmth2c
Lima, Ohio
PECK, Kenneth Ralph, SF3c
Kansas City, Missouri
PEMBERTON, David William, BM2c
Louisville, Kentucky
PFEIFFER, Bernard George, CM2c
Sioux Falls, South Dakota
POLAK, Francis, Sea1c
Detroit, Michigan
PORTER, Lester Raymond, CM1c
Warren, Ohio
PORTER, Willis Wayne, WT1c
Cincinnati, Ohio
POTYE, George Anton, Sea2c
Mansfield, Ohio
PRIEBE, Henry Paul, CM3c
Chicago, Illinois

RADER, John Albert, EM1c
Washington, D. C.
RALSTON, Delva Darwin, CM2c
Kenia, Ohio
RAMBOW, Larry Russell, Sea2c
Climax, Michigan
RANDALL, Ralph Gordon, SF3c
Wauwatosa, Wisconsin
RIDDELL, Roger Thomas, EM2c
Lexington, Kentucky

RINGLE, Louis Charles, Sea2c
Detroit, Michigan
RUDIGIER, Francis Emil, SF3c
Aurora, Illinois

SAMUELS, Gilbert Warren, Msmth2c
Shively, Kentucky
SCHAACK, Mathias, Sea1c
San Diego, California
SCHROEDER, Eugene Milton, CM3c
Columbus, Nebraska
SCHUHMACHER, Paul Jacob, CM3c
Hartford City, Indiana
SCHULER, Edwin James, CM1c
Waynesville, Ohio
SCHUSTER, Phillip John, Sea2c
Swanton, Ohio
SCOTT, Charles, Sea1c
Indianapolis, Indiana
SECORE, Donald Frederick, Sea1c
Detroit, Michigan
SERUM, Louis Harry, SK2c
Chicago, Illinois
SHOTT, Albert, SF3c
New Philadelphia, Ohio
SHUE, Jouis Jerome, Ptr3c
Lima, Ohio
SKINDELIEN, Julian Oscar, Sea2c
Minneapolis, Minnesota
SKINNER, George Alexander, GM1c
Northport, Alabama
SMITH, Paul "E", MM2c
Coal City, Indiana
SONAGGERI, Joseph (n), Sea1c
Detroit, Michigan
STEFFEN, Nova, Sea2c
Steffenville, Missouri
STELZER, Earl Estes, CM3c
Mt. Carmel, Illinois
STEWART, Martin John, SF2c
Cleveland, Ohio
STUCHUL, John Wesley, Sea2c
Canton, Ohio
SWEAT, Lewis Edward, Sea2c
Sullivan, Illinois
SWEAT, William Harris, Sea2c
Sullivan, Illinois

TAYLOR, Larry Schamp, MM2c
Earlville, Illinois
TENER, Harold, CM2c
Brazil, Indiana
TIPTON, Ronald Ivan, SF2c
Pataskala, Ohio
TOMBAUGH, Milo Harvey, SF2c
Kearney, Nebraska
TRAUGH, Donald Waldo, CM1c
Akron, Ohio
TREVARTHEN, James Howard, Ptr3c
Cleveland, Ohio

TROXEL, Shirley Whitfield, Sea1c
Indianapolis, Indiana

ULRICH, Christian, SF1c
Luray, Kansas

URBAN, Paul, CM3c
Springfield, Illinois

VAN VALKENBURGH, Kenneth Roy, F1c
Fowlerville, Michigan

VITTITOW, Howard Richard, CM3c
Louisville, Kentucky

WALKER, Milton Udell, Sea1c
Benton Harbor, Michigan

WALTON, James Frederick, EM1c
Richland, Virginia

WAMPLER, Frank Carl, CM2c
Gesport, Indiana

WATSON, Lewis Edward, MM1c
Lowellville, Ohio

WEAVER, Lloyd Lane, Sea2c
Lebanon, Missouri

WEINER, Benjamin, MM2c
Chicago, Illinois

WELLER, Raymond Harry, MM2c
Sioux Falls, South Dakota

WERNER, Robert Roy, F1c
Winfield, Iowa

WHITE, Gerald Henry, SF3c
Chicago, Illinois

WHITE, William James, SF2c
Chicago, Illinois

WHITMORE, Bill Howard, MM2c
Kansas City, Missouri

WICK, John Ellef, Sea2c
Minneapolis, Minnesota

WILLIAMS, Carl Henry, F2c
Omaha, Nebraska

WILLIAMS, Ralph Lee, Sea2c
Royalton, Illinois

WILLIS, James Dean, BM2c
Canton, Ohio

WINTER, Benjamin, Msmth1c
Chicago, Illinois

WRIGHT, Darwin "B", EM1c
Alhambra, California

YARO, Mike John, MM2c
Cleveland, Ohio

ZYSK, Joseph Marion, Sea2c
Detroit, Michigan

COMPANY C

ADAMS, George Weston, Msmth1c
Benton Harbor, Michigan

ADAMS, Robert Elbridge, Sea2c
Minneapolis, Minnesota

ALBERS, Henry John, CM1c
Minneapolis, Minnesota

ANDERSON, Arden Clarence, Sea2c
Loogootee, Indiana

ANDERSON, Edward Vilner, MM2c
Omaha, Nebraska

ANDREW, Erwin Anthony, Jr., Sea2c
Wayne, Michigan

BAGGENSTOSS, Herman Edw., CCM(AA)
Tracy City, Tennessee

BARLOW, Nyle Everett, CEM(AA)
Solders Grove, Wisconsin

BENNETT, Adolf Oliver, Sea1c
Red Wing, Minnesota

BENTLER, Willis Henry, MM2c
Randall, Minnesota

BENTZ, Howard Ernest, MM1c
Fremont, Nebraska

BERGREN, Clifton Edward, MM2c
Granite Falls, Minnesota

BERNING, Philip Henry, F2c
Norborne, Missouri

BILBREY, William Eugene, EM2c
Crossville, Tennessee

BOWEN, Edgar Dale, CM2c
Sturgis, Michigan

BRAMLETT, James Turk, Sea1c
Georgetown, Kentucky

BRECHEISEN, William Henry, BM2c
Minneapolis, Minnesota

BRICKNER, William Wilson, EM2c
Camden, New Jersey

BRINKOETTER, Walter Donald, SF3c
Decatur, Illinois

BROBERG, Arthur Leonard, Sea2c
Alberta, Minnesota

BROWN, Alex Kenneth, EM1c
Tacoma, Washington

BRUCKER, Harry Clifford, F2c
Ecorse, Michigan

BRYANT, Charles "F", EM3c
Hopkins, Minnesota

BUCKLEY, James Thomas, MM2c
Minneapolis, Minnesota

BUCKNER, Forrest Wendell, MM2c
Marshall, Illinois

BUGELE, Lloyd Ervin, CM2c
St. Louis, Missouri

BUNN, Avery John, CM3c
Cleveland, Ohio

BURTON, Gladson, Ptr3c
Mahomet, Illinois

BUTH, Albert Frederick, CM3c
Wolverton, Minnesota

CANTRILL, Harry Edgar, SF2c
Flint, Michigan

CARICOLA, John Joseph, Sea2c
Flushing, New York

CAUFFIELD, Donald Harvey, Msmth2c
Warren, Ohio

CHAPMAN, Edwin Volney, CCM(AA)
Lambert, Mississippi

CORSER, Forrest Harold Jr., SF2c
Omaha, Nebraska

COYLE, Arthur Irvin, CBM(AA)
Corpus Christi, Texas

CRAIG, Edgar Elihu, MM1c
Hamilton, Texas

CRANE, Jack Halley, SF2c
Kansas City, Missouri

CRAWFORD, Ward Warren, CM3c
Dowagiac, Michigan

CRESS, Everett Estil, Msmth1c
Burlington, Kentucky

CUNNINGHAM, Francis Anthony, MM1c
Albert Lea, Michigan

D'AGOSTO, Alfonso, BM2c
Omaha, Nebraska

DAMM, Peter Thompson, CM3c
Racine, Wisconsin

DAVIN, Walter Scott, EM2c
Russell, Kansas

DAVIS, David Emmett, MM1c
Amarillo, Texas

DAVIS, Ernest Milton, F2c
Hillsboro, Illinois

DAWSON, William Robson, F1c
Benton, Wisconsin

DENNO, William Russell, Sea2c
Duluth, Minnesota

DONOFRIO, Vito Peter, Msmth2c
Bedford, Ohio

DORSEY, Thomas Edward, SF2c
Houston, Texas

DOWNEY, Ralph Sylvester, Sea1c
Jerseyville, Illinois

DUTKOWSKI, Raymond Stephen, Sea2c
Duluth, Minnesota

EADS, Walter Carl, QM2c
Melbourne, Kentucky

ELWELL, Herbert Harold, EM1c
Jamaica Plain, Massachusetts

ENGLEMANN, Henry Karl, Sea2c
Bismarck, North Dakota

ERICKSON, Melvin John, Ptr3c
Minneapolis, Minnesota

FARMER, William Anderson, MM1c
Andrews, Texas

FARR, Albert Lee, Sea2c
Gideon, Missouri

FAULK, Ralph Ellsworth, CM2c
Ashland, Ohio

FERRY, Glen Cornelius, CM3c
Valparaiso, Nebraska

FEUERBORN, John Christopher, SF2c
St. Louis, Missouri

FIENUP, Henry William, SK3c
St. Louis, Missouri

FISCHER, Wilbert, CM2c
Alameda, California

FLATKEN, Bernard Clement, Sea1c
Shrewsburg, Missouri

FRANXMAN, Edward Henry, Sea1c
Covington, Kentucky

GALUS, Henry Anthony, CM3c
Silver Creek, Nebraska

GAMMAGE, John Warren, Sea1c
Minneapolis, Minnesota

GARRETT, Franklin Leo, Sea1c
Sumner, Missouri

GAVRILOFF, Boris, CM1c
Cleveland, Ohio

GENUNG, Lewell Slater, CSF(AA)
Chicago, Illinois

GEERS, Charles Starling, SF3c
Royal, Nebraska

GIBSON, Clyde Paisley, SF2c
St. Louis, Missouri

GIBSON, Paul Mathew, SF2c
Flint, Michigan

GLAVIN, Joe, F1c
Washington, Missouri

GOEBEL, William Francis, Ptr2c
Kansas City, Missouri

GOERTZ, John Frank, F1c
Newton, Kansas

GOLDBERG, Percy, CCM(AA)
San Antonio, Texas

GOOD, Arthur Christian, CEM(AA)
Oswego, Oregon

GOODMAN, Lude Carrol, CCM(AA)
Tracy City, Tennessee

GOODNIGHT, Harry Carl, CCM(AA)
Battle Ground, Washington

GRAVES, James Douglas, Sea2c
Junction, Texas

GREEN, Henry Lee, CM3c
Bovian, Texas

GRIDLEY, Milo Horten, CEM(AA)

GRIFFIN, James Clark, Sea1c
Greenleaf, Kansas

GRIFFIN, Wilton Sylvester, CM2c
Minneapolis, Kansas

GUTTAU, Arthur Harry, Sea2c
Mondamin, Iowa

HALLI, Matt August, Sea2c
Duluth, Minnesota

HAMILTON, Howard, Sea2c
St. Louis, Missouri

HARRIMAN, Frank Talleyrand, Sea1c
Minneapolis, Minnesota

HARRIS, Donald Charles, SF3c
Des Moines, Iowa

HARRISON, Yhone Verdine, CM3c
Hibbing, Minnesota

HEINE, Kougo Adal, CM2c
Cloquet, Minnesota

HELFRICH, John Edward, Sea2c
Springfield, Ohio

HELM, John Hale, SF3c
Mishawaka, Indiana

HICHUK, Peter Stephen, CM3c
Minneapolis, Minnesota

HINSLEY, Nathan Leon, CM1c
Omaha, Nebraska

HITTNER, Aaron Jack, EM2c
New York City, New York

HOEFER, Arthur Joseph, Sea1c
Elgin, Nebraska

HOPEWELL, David, Sea2c
Cleveland, Ohio

HOUSER, Edgar William, GM2c
Minneapolis, Minnesota

HOUSH, Kermit Edwin, CM2c
Omaha, Nebraska

HOVEY, Emmet Clarence, Sea2c
Winona, Minnesota

HUBER, Frank Eugene, EM2c
Edgewater, New Jersey

HUDSON, Earl Iviil, F1c
Brainard, Minnesota

HUGHES, Hugh Loyd, EM2c
Columbia, Tennessee

INGRAM, Clifton Bruce, QM1c
Selma, Alabama

JAMES, Matthew Alfred, CM2c
Delano, Minnesota

JEFFERS, Raymond Verne, MM2c
Mahtowa, Minnesota

JENNINGS, Raleigh Baxter, CSF(AA)
Van Nuys, California

JENSEN, Louis, Sea1c
Erie, Pennsylvania

JENSON, Elmer Carl, SF3c
Springfield, Minnesota

JOHNSON, Virgil Whitford, WT1c
Liberal, Kansas

KEIL, Alfred Alvin, F2c
Minneapolis, Minnesota

KLAMMER, Arthur Peter, SF2c
Cleveland, Ohio

KNISLEY, Gordon Hugh, SF1c
Dayton, Ohio

KOPP, Jerome Joseph, CM3c
Prior Lake, Minnesota

KOTTKAMP, Gilbert Randolph, SF1c
St. Louis, Missouri

KUIVENHOVEN, Cornelius Peter, Sea2c
Kalamazoo, Michigan

LEHMANN, Lewis Eugene, EM2c
Hollywood, California

LINDBERG, Clifford Lindor, CM2c
Jamestown, North Dakota

LINVILLE, William Foltz, EM2c
Chicago, Illinois

LOVELL, Carle Amos, CM3c
Duluth, Minnesota

LUX, Louis Herman, BM2c
Canton, Ohio

McCOLLUM, Edward Charles, Sea2c
Cincinnati, Ohio

McFARLAND, Hobart Jack, EM3c
Akron, Ohio

McLEAN, Gilbert Levern, CM2c
Madison, Ohio

MADIGAN, James Russel, SF1c
Minneapolis, Minnesota

MADISON, Thomas Frank, MM2c
Minneapolis, Minnesota

MARKS, Edward Charles, EM2c
Chicago, Illinois

MARZOLINO, Antonio John, MM1c
Detroit, Michigan

MATTKE, Lyle Alfred, SF3c
Danube, Minn.

MELUGIN, Berle Dalton, MM2c
Marble Rock, Iowa

MOORE, Milford Lloyd, WT2c
Perry, Iowa

MURRAY, Walter Edward, F1c
Homewood, Illinois

NAVRATIL, Edward James, Sea2c
Medina, Ohio

NAVRATILL, Victor Michael, Sea2c
Minneapolis, Minnesota

NEUENSCHWANDER, Duane H., CM1c
Davenport, Iowa

O'BRIEN, William Edward, Sea1c
Morrisonville, Illinois

O'KEEFE, James Francis, EM1c
New York City, New York

OLDS, Kenneth Allen, CM3c
Chicago, Illinois

OMLEY, Robert Ernest, Sea1c
Hanley Falls, Minnesota

OSTROM, George Winston, WT2c
Minneapolis, Minnesota

OSTROSKY, Kenneth Ellison, CM3c
Garfield Heights, Ohio

PAULY, Roman John, CM3c
Jordan, Minnesota

PETERSEN, Alfred Carl, Sea2c
Manilla, Iowa

PETERSEN, Henry Carl, Sea2c
Des Moines, Iowa

PETERSEN, Lawrence Christian, CM1c
Eureka, California

PONSFORD, Walter Vernon, CM3c
Annandale, Minnesota

PRESTON, Harry Rees, MM1c
Nebraska City, Neb.

PYGMAN, Raymond Theodore, SF2c
Minneapolis, Minnesota

RAMSEY, Claude Herman, CM3c
LaPorte, Indiana

RANDALL, Charles Kenneth, SF3c
Steelville, Illinois

RATHGEB, Albert Emile, Sea2c
Los Angeles, California

REXROAD, Pearl Giles, Sea1c
Nebraska City, Nebraska

REYNOLDS, Milton Jasper, Sea2c
Menlo, Iowa

RIDDLE, Albert William, Sea1c
Danvers, Massachusetts

RISSE, Anthony, Sea1c
Springfield, Illinois

ROLAN, Kenneth William, Sea1c
Des Moines, Iowa

ROUNDY, Wayne Willis, CM2c
Mason City, Iowa

ROXBURY, John Frederick, MM2c
Middle Village, New York

ROYER, Eugene Dwight, Sea2c
South Bend, Indiana

RUPPE, Emery Louis, Sea2c
Des Moines, Iowa

SCHAEFFER, John Albert, Ptr3c
Virginia, Illinois

SCHUNEMAN, John Paul, Sea2c
St. Paul, Minnesota

SCHNECKLOTH, William Theodore, CM3c
Correctionville, Iowa

SCHOOLING, Arthur Miller, CM1c
Spencer, Indiana

SHAMP, Donald Clinton, Sea1c
Minneapolis, Minnesota

SHIERY, Charles Melvin, Sea2c
Batavia, Iowa

SHULLEY, George Andrew, Ptr1c
Emporia, Kansas

SHUTTERS, Lawrence Ross, MM2c
Butlerville, Indiana

SJOSTEDT, Edwin Axel, SF3c
Mokena, Illinois

SMETANA, Frank, Msmth2c
Minneapolis, Minnesota

SMITH, Claude Maxwell, CM2c
Sellersburg, Indiana

SMITH, Richard Dale, CM2c
Omaha, Nebraska

SMITH, Verner Dean, Sea1c
Ashland, Ohio

SNYDER, Victor Mark, SF3c
Minneapolis, Minnesota

SPARKS, Wendell Orville, CM2c
Minneapolis, Minnesota

STAPLETON, James Jurgan, Sea2c
Denison, Iowa

STARFELT, Raymond Andrew, Sea1c
Webster Groves, Missouri

STOFFERS, William Otto, Sea2c
Davenport, Iowa

STRAWHACKER, Lawrence Fredk., Sea2c
Mediopolis, Iowa

STRUTHERS, Ralph Ronald, Sea1c
Ankeny, Iowa

SUCKOW, Dale Virgil, Sea2c
Pottsville, Iowa

SUHAR, Joseph, Sea2c
Euclid, Ohio

SULLIVAN, Bernard John, Sea2c
Spragueville, Iowa

SULLIVAN, Kenneth Rhea, BM2c
Indianapolis, Indiana

SULLIVAN, Ralph Mark, CM3c
Osage, Iowa

TENEYCK, William Cuthbert, Jr., CM1c
St. Louis Co., Missouri

THARP, Lair Asa, CM2c
Topeka, Kansas

THAYER, Carlton Carl, MM1c
Princeton, Minnesota

THOMAS, August Laverne, CM2c
Muskogee, Oklahoma

THOMPSON, Henry Lee, MM1c
Chariton, Iowa

TIMMER, Harry Harold, Sea2c
Dike, Iowa

TOIVONEN, William Walfred, Ptr2c
Minneapolis, Minnesota

TRICKEY, Harold Lavern, Sea1c
Iowa Falls, Iowa

TUBBS, George Stewart, Sea2c
Chicago, Illinois

UHL, Joe, SF1c
St. Louis, Missouri

ULLE, Edward William, CM3c
Fairport, Ohio

VINCA, Frank Martin, Sea2c
Cleveland, Ohio

WAKEFIELD, John Benjimen, SF3c
Plano, Iowa

WALDRON, Eugene Charles, CM1c
Fort Dodge, Iowa

WALLACE, Lloyd Albert, MM2c
Euclid, Minnesota

WALROD, William Junior, Sea2c
Belmond, Iowa

WALSTRA, Ralph, CM3c
DeMotte, Indiana

WARREN, William Rodney, Sea2c
Des Moines, Iowa

WATSON, Rex Junior, Sea1c
Minneapolis, Minnesota

WEAVER, Paul James, MM2c
Louisville, Kentucky

WEBB, Elbert, CM3c
Louisville, Kentucky

WESSELY, John Alfred, Sea1c
Chicago, Illinois

WHITENER, Harry Sylvester, Sea1c
St. Louis, Missouri

WILHELM, Leslie Forest, SF1c
Berea, Ohio

WOLD, Nolan Kenneth, CM3c
Burlington, Iowa

COMPANY D

ACKLEY, Elroy Luther, Sea2c
 Marble Rock, Iowa
 ADAMS, Cecil Dorwin, SF1c
 St. Louis, Missouri
 ADAMS, Guy Preston, Sea1c
 Davenport, Iowa
 AHART, Roy Victor, Sea2c
 Marble Rock, Iowa
 ALLISON, Clifton Wayne, SF2c
 Indianapolis, Indiana
 ALLISON, Ralph Dee, CM1c
 Indianapolis, Indiana
 ANDERSON, John Gerhart, Sea1c
 Osage, Iowa
 ARMSTRONG, McKinley, CM3c
 Indianapolis, Indiana
 AVERY, Stanley Walter, SF3c
 Evanston, Illinois

 BAILEY, John Roger, F2c
 Minneapolis, Indiana
 BANDSTRA, Bert Andrew, Sea2c
 Searsboro, Iowa
 BARGER, Lloyd Frank, MM2c
 Bonner Springs, Kansas
 BASFORD, James Wesley, MM2c
 Columbus, Ohio
 BAXTER, George Thomas, Sea2c
 Ayrshire, Iowa
 BESSER, William Arthur, Sea2c
 Louisville, Kentucky
 BICKETT, Earl Henry, Jr., Sea1c
 Chicago, Illinois
 BIRTWISTLE, William John, F2c
 Cresco, Iowa
 BLATTER, Fred William, CM1c
 Ripley, Ohio
 BLYDENBURGH, John Benjamin, CM1c
 Northport, New York
 BOES, Henry Constantine, Sea2c
 Louisville, Kentucky
 BOWANS, Edward Linton, Sea2c
 Davenport, Iowa
 BOYER, Clarence Delois, F1c
 St. Louis, Missouri
 BRAY, Carl Wendel, CM2c
 Vincennes, Indiana
 BREIT, Joseph Henry, Sea2c
 Louisville, Kentucky
 BRINKER, Jack LeRoy, CM3c
 Grabill, Indiana
 BROWN, Emory Herbert, CM2c
 Vicksburg, Michigan
 BURLINGAME, James Edward, MM1c
 Portland, Oregon
 BURNETT, Jesse Lee, Sea2c
 Louisville, Kentucky

 BUTTS, Oral Monroe, MM2c
 Anderson, Indiana

 CAMPBELL, Everett Wayne, SF2c
 Anderson, Indiana
 CARLISLE, Wayman Merrill, CM1c
 Morning View, Kentucky
 CHRISTIANSEN, Harry Carl, Sea2c
 Correctionville, Iowa
 CLINE, Fred LeRoy, Msmth1c
 Marion, Indiana
 CLOYD, Paul Carroll, Sea2c
 Junction City, Kentucky
 COBB, Blain, CEM(AA)
 Seattle, Washington
 COCHRAN, John Robert, Sea1c
 Paducah, Kentucky
 COOPER, Russel, Msmth1c
 Vincennes, Indiana
 COSTELLO, James Francis, Sea1c
 Cicero, Illinois
 CURRY, William Jackson, Sea2c
 Paducah, Kentucky

 DALY, Irwin Joseph, Sea2c
 Waupeton, Iowa
 DAVIS, Ranford Please, Sea1c
 St. Louis, Missouri
 DECKERT, Davis, Msmth2c
 Chicago, Illinois
 DEEKS, Joseph Andrew, CM2c
 Westlake, Ohio
 DIECKMANN, Carl Adolph, Ptr2c
 St. Louis, Missouri
 DOBYNS, William Herbert, CEM(AA)
 San Diego, California
 DOY, Bernard Theodore, CM3c
 Cambridge, Illinois
 DUNN, Edward Patrick, Sea1c
 St. Anthony, Iowa
 DUVALL, Harold Antoine, F2c
 Erie, Michigan

 EWINGER, Roger Ralph, Sea2c
 Burlington, Iowa

 FADLER, Earl Thomas, F2c
 St. Louis, Missouri
 FERRELL, Russell, SF3c
 Mansfield, Ohio
 FREY, Edward Forest, MM2c
 Pontiac, Michigan
 FRITZ, Arthur George, Prt2c
 Hamilton, Ohio

 GALBRAITH, Donald Dean, MM2c
 Greensburg, Indiana

 GILLELAND, Anson LeRoy, CM3c
 Alden, Michigan
 GILLIS, Duncan James, SF1c
 Detroit, Michigan
 GRANDQUIST, Donald Gunnard, Sea1c
 Des Moines, Iowa
 GUENTHER, Otto Joe, CCM(AA)
 Rusk, Texas

 HAGUE, Orville Vernon, SF1c
 Brookston, Indiana
 HALDEMAN, Arthur William, CCM(AA)
 Houston, Texas
 HALE, Robert Irving Cary, Jr., SF1c
 Zionville, Indiana
 HALL, Chester Morris, SF2c
 HALLORAN, Gerard Leo, CM1c
 Manchester, Massachusetts
 HARRIS, Emmet Stroman, CCM(AA)
 Corpus Christi, Texas
 HARRIS, Vergil Leon, CMM(AA)
 Flushing, New York
 HEADRICK, Harland Duane, CM3c
 St. Louis, Missouri
 HEALY, Raymond Arthur, Sea1c
 Farley, Iowa
 HECKENBACH, Robert Harold, Sea2c
 Chicago, Illinois
 HEIMBURGER, Wendell Earl, MM2c
 Indianapolis, Indiana
 HERRICK, William Elmer, BM2c
 Detroit, Michigan
 HERSOM, Ansil Warren, Sea1c
 Spirit Lake, Iowa
 HILDEBRAND, William John, EM1c
 Mantua Heights, New Jersey
 HODGE, Robert William, CM2c
 Ann Arbor, Michigan
 HOGAN, Oshal Thomas, CM3c
 Oran, Missouri
 HOOTEN, John Wesley, CM2c
 St. Louis, Missouri
 HUDNUT, James Lois, MM2c
 Williamstown, Missouri

 IZZOLENA, Jimmie Sam, Sea2c
 Des Moines, Iowa

 JAEGER, Henry Nicholas, EM1c
 Haines City, Florida
 JENKINS, David, GM2c
 Detroit, Michigan
 JENSEN, Forrest Otzen, CCM(AA)
 Bremerton, Washington
 JOERLING, Clemens Nick, Sea2c
 Cincinnati, Ohio

JOHANSON, Otto Ragnar, Sea2c
 Fort Dodge, Iowa
 JOHNSON, Floyd Lincoln, CCM(AA)
 Yakima, Washington
 JOHNSON, "R" Revon, EM3c
 Kalamazoo, Michigan
 JONES, Ivan Jesse, MM2c
 Cloverdale, Indiana
 JOSEPHSON, Lynn Frederick, S2c
 Wing, North Dakota

 KAMIN, Richard Franklin, MM2c
 Detroit, Michigan
 KAPPEL, Albert Donald, F1c
 Minneapolis, Minnesota
 KEHRER, Merton Henry, CM3c
 Watervliet, Michigan
 KEISTER, Louis Earl, CM3c
 Hoopeston, Illinois
 KING, Edward Robert, CM2c
 St. Louis, Missouri
 KLINE, Walter Demoine, Ptr3c
 Benton Harbor, Michigan
 KNORR, Charles Henry, CSF(AA)
 St. Louis, Missouri
 KOCH, Walter Henry, CM3c
 Newport, Kentucky
 KREIDER, William John Francis, SF2c
 Webster Groves, St. Louis, Missouri
 KUNICH, Frank Joseph, SF3c
 Granite City, Illinois
 KUPERSMITH, Robert Francis, SF3c
 Kansas City, Missouri

 LABAHN, Harold "W," Sea2c
 Merrill, Iowa
 LAMBERT, William Henry, Sea2c
 Springfield, Ohio
 LENNARTSON, Robert Vernon, Sea2c
 Minneapolis, Minnesota
 LEWIS, John Dean, CM2c
 Rennselaer, Indiana
 LIEBMAN, Abe, Sea1c
 Detroit, Michigan
 LIENTZ, Carl William, MM2c
 Decker, Indiana
 LYNN, Donald Edward, Sea1c
 Brookport, Illinois

 McAULIFFE, James Robert, SF2c
 Detroit, Michigan
 McCARTY, William Charles, Sea2c
 Perry, Iowa
 McCOY, Ross Shirley, CM2c
 Indianapolis, Indiana
 McGREW, Dan, F1c
 Dolton, Illinois
 McGUIRE, Dewitt Talmage, SF1c
 Blanchester, Ohio
 McKIMMEY, Raymond Eugene, Sea2c
 Rotan, Texas
 McKNIGHT, Clarence John, CM2c
 Alliance, Ohio

 MACEK, Frank, Sea1c
 Omaha, Nebraska
 MASTERSON, John Francis, Sea1c
 Derby, Kansas
 MERLO, Frank, CM2c
 Detroit, Michigan
 MERRILD, Lawrence Nels, CM3c
 Dowagiac, Michigan
 METZLER, Daniel Anthony, SF3c
 Red Wing, Michigan
 MILLER, Ralph Walter, Sea1c
 Nebraska City, Nebraska
 MILLHOUSE, Jerome Hudnut, CM1c
 West Union, Illinois
 MOODY, Dwight Alfred, QM2c
 Astoria, Oregon
 MOORE, James Joseph, CM3c
 Jersey City, New Jersey
 MORRISSEY, Paul John, EM2c
 New York, New York
 MURNER, Carl Winfred, Ptr3c

 NARDIN, John, CM3c
 Roseville, Michigan
 NELLER, Louis Emerson, Jr., CM2c
 Lansing, Michigan
 NEVILLE, Patrick, MM2c
 Detroit, Michigan
 NEWLIN, John Morris, SF3c
 St. Clairsville, Ohio
 NICOLAI, Noble Ole, MM2c
 Omaha, Nebraska
 NIEWOLD, Edgar Lloyd, CM3c
 Sycamore, Illinois
 NIXON, Virgil Fred, CM2c
 St. Louis, Missouri
 NOGRODY, John, Msmth2c
 Youngstown, Ohio

 O'CONNELL, Ralph Vincent, SF1c
 Shrewsbury, Missouri
 OEDER, Harry Raymond, Sea2c
 Sheldon, North Dakota
 OETERS, Frank Herman, CM3c
 Pacific, Missouri
 OSBORN, Howard Leonard, SF1c
 Dearborn, Michigan

 PALONIS, Charles Joseph, BM2c
 Chicago, Illinois
 PAISLEY, Paul Albion, BM2c
 Alton, Illinois
 PERKINS, Donald Eugene, SF3c
 Howell, Michigan
 PETERSON, Milton Stanley, Sea2c
 Minneapolis, Minnesota
 PINTO, James Theodore, Sea2c
 Chillicothe, Ohio
 PITCHFORD, Harrison Edward, CM1c
 Luinsburg, Michigan
 PRILL, Charles Albert, Sea1c
 Tipp City, Ohio

 PUDLOSKI, Harry Lawrence, SF1c
 St. Louis, Missouri
 PUTMAN, George Robert, CM2c
 Mt. Clemens, Michigan

 RALSTON, Herbert Jesse, MM1c
 Clayton, Missouri
 RANDEL, John Nace, CM3c
 Doniphan, Missouri
 RAYMOND, Kenneth Lester, F1c
 Garnett, Kansas
 REINARMAN, Frank Daniel, SF3c
 St. Louis, Missouri
 REYNOLDS, John Virgil, MM1c
 Springfield, Illinois
 RHOADES, Harold Lee, Sea2c
 Piqua, Ohio
 RICHARDS, Earl Denver, Sea2c
 Jackson, Ohio
 RICHARDSON, William Arnold, WT2c
 Indianapolis, Indiana
 RIDGEWAY, Vernon Dean, Sea2c
 Dexter, Minnesota
 RISING, Roy, MM2c
 Detroit, Michigan
 ROBERTS, Malcolm James, EM3c
 St. Louis, Missouri
 RUDNICK, James Florian, CM3c
 St. Joseph, Michigan
 RUGGERI, Salvatore Francis, Sea2c
 Midland, Pennsylvania
 RUSSELL, Edward Darr, CM3c
 Alton, Illinois
 RUTHERFORD, William Carl, CCM(AA)
 Eldorado, Illinois

 SAHN, Raymond Otto, SF2c
 Missouri Valley, Iowa
 SAMPLES, Harold, Ptr2c
 Royal Oak, Michigan
 SANDERS, Clyde Homer, SF2c
 Indianapolis, Indiana
 SARVER, Van Martin, CSF(AA)
 Kent, Washington
 SCHAFFNER, Hugh Fortune, Sea2c
 Cleveland, Ohio
 SCHIMWEG, Joseph Anthony, SF3c
 Jennings, Missouri
 SCHNEEKLOTH, Richard, SF3c
 Omaha, Nebraska
 SCHREIBER, Myer, MM2c
 Greensburg, Indiana
 SCHROEDER, Frederick Alexander, CM3c
 Reese, Michigan
 SCHUTTE, John Frederick, CM2c
 SHERMAN, James Wanton, Sea1c
 Canton, Ohio
 SHERRARD, Orville Earl, WT1c
 Indianapolis, Indiana
 SHORTILL, Joseph Allen, CM3c
 Vancouver, Washington

SHRADER, William "E," Sea2c
Dayton, Ohio
SHULL, Clyde Ezra, MM1c
Albany, Oklahoma
SMITH, Lucien William, Jr., BM1c
Merced, California
SMYKA, Walter Andrew, GM2c
Detroit, Michigan
SNOW, James Franklin, Jr., MM2c
Slater, South Carolina
SOLOMON, Leon, EM2c
Springfield, Mass.
SPISAK, Joseph Charles, Sea2c
Dayton, Ohio
SPITTLER, Philip Dean, MM2c
Marshall, Illinois
SPRINKLE, Theodore Roosevelt, EM2c
Detroit, Michigan
STOLL, Bernard Frederick, Sea2c
Johnstown, Nebraska
STOUT, Franklin Wayne, MM2c
Elk Point, South Dakota
STRAIT, Harry Harriss, CM1c
Webster Groves, Missouri
STRATTON, Edward Alvin, Sea2c
Hamilton, Ohio
SULLIVAN, James Benedict, Sea1c
Minneapolis, Minnesota

SWEETIN, Earl Grant, WT2c
St. Louis, Missouri
TAYLOR, Charles Lester, BM2c
Kalamazoo, Michigan
TETRICK, William Francis, Jr., Sea2c
Osborn, Ohio
THONANDER, John Ryberg, Sea2c
Excelsior, Minnesota
TRAINER, James Sylvester, SF1c
Steelville, Missouri
TREMPER, Roy Ethbert, Msmth2c
Detroit, Michigan
TROMBLEY, Blaine Henry, CM2c
Alpena, Michigan

UNGER, Albert Maxwell, F1c
Oak Forest, Illinois

VANCIL, Gene Dee, CM2c
Houston, Texas
VISWAT, Herman Lewis, CM3c
Kalamazoo, Michigan

WALLACE, Alfred Francis, SF3c
Euclid, Ohio
WALSH, Lawrence Raymond, CM3c
Chicago, Illinois

WALSH, Lynn Brown, Sea1c
Lincoln, Nebraska
WALTER, Roy Marshall, F1c
Detroit, Michigan
WARD, Henry Lloyd, QM1c
Port Aransas, Texas
WASIUKA, Wasil, CM3c
Cleveland, Ohio
WEAVER, Kenneth LeRoy, MM1c
Buffalo, New York
WEBSTER, Curtis, Sea2c
Cleves, Ohio
WELLS, Reese, Sea2c
Middletown, Ohio
WENTZ, Herman, Sea1c
Cincinnati, Ohio
WILLIAMS, Robert Edwin, EM2c
Bridgeport, Connecticut
WILSON, James Beauguard, MM1c
Washington, D. C.
WILSON, Raymond Herman, Sea1c
Chicago, Illinois
WRIGHT, Willard Thompson, Sea1c
Lockbourne, Ohio

ZIEGLER, Benjamin Lawrence, MM2c
Detroit, Michigan
ZUBKO, Andrew Edward, Ptr3c
Cleveland, Ohio

HEADQUARTERS COMPANY A & B

ANDERSON, Warner Andrew, CM1c
Chicago, Illinois
ARCHER, Peter Frank, SC2c
Indianapolis, Indiana

BANKEMPER, Carl Cyril "A", Sea2c
Newport, Kentucky
BARRY, William Neely, CCM(AA)
Rock Hill, South Carolina
BITONIO, Marcario, OS1c
San Diego, California
BOBBITT, William Murlon, Bkr1c
Clinton, Oklahoma
BOSWELL, Maurice Price, CCM(AA)
Tuscaloosa, Alabama
BROGAN, Phillip Howard, Sea1c
San Francisco, California
BURCH, Jack Otis, Sea2c
Youngstown, Ohio

CASSIDY, Frank Thomas, HA2c
Chicago, Illinois
CASTEEL, Fred George Jr., Bkr3c
Athens, Alabama
CIVETTA, James Joseph, Sea2c
CONLEY, Herbert Earl, CM2c
Merriam, Kansas
CRANDALL, Jack Howard, F2c
Antioch, Illinois
CUTTER, Robert Ferguson, Sea1c
Aurora, Indiana

DATTILO, Charles Peter, Sea1c
Cincinnati, Ohio
DAVIDSON, Raymond George, MM2c
Kansas City, Missouri
DESIMONE, Frank Charles, P1c
New Rochelle, New York
DOLMAGE, Robert Tennyson, SC2c
Detroit, Michigan

DUMAS, Christ John, SC3c
Vallejo, California

ELAM, Malcolm, SF1c
Cincinnati, Ohio
EMMERICH, Harold Albert, Sea1c
Amherst, Ohio
ERNST, Vernon William, Sea2c
Covington, Kentucky

FARRELL, James Aloysius, Y2c
New York, New York
FISHER, Marion Ellis, SC1c
The Dalles, Oregon
FITZKE, Clair Irving, MM2c
Harvard, Nebraska

GALLAGHER, John Robert, Sea2c
Chicago, Illinois

GERO, Edwin Joseph, Y2c
 Troy, New York
 GERSON, Phillip Richard, SK3c
 Cleveland, Ohio
 GREAVES, Thomas Alton, SC2c
 Quincy, Illinois

 HALSTEN, Harold Magnus, SK2c
 Chicago, Illinois
 HILL, Edgar Carl, Bkr2c
 Amarillo, Texas
 HINSHAW, Ernest Edward, Sea1c
 Bedford, Indiana
 HOUSE, William, OC1c
 San Francisco, California
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 JETMUND, Melvin Johann, Sea1c
 Dows, Iowa
 JOHNSON, Arthur Oscar, CM2c
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 KIRK, Kenneth William, Sea2c
 Chicago, Illinois
 LINDBERG, Bert Ernest, F2c
 Minneapolis, Minnesota

 McDANIEL, James, Matt3c
 Birmingham, Alabama

 MARESH, Joseph Clarence, SK3c
 Cleveland, Ohio

 MEAD, Joseph Alden, Sea1c
 Kennett, Missouri
 MELUGIN, Woodrow Wilson, SC3c
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 SUTHERLAND, Matthew Rozelius, Y3c
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 YOUMANS, Henry Lewis, Sea1c
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 ZETZMAN, David Rolland, SK2c
 Fall Creek, Wisconsin
 DAVIS, Ranford Pleese, SC3c
 St. Louis, Missouri
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 Kansas City, Missouri
 AKRIGHT, Paul Burnes, SK1c
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 ALEXANDER, Henry Lee, Matt3c
 Tyler, Texas
 ALMOND, Raymond Neeley, Bkr1c
 Shawnee, Oklahoma
 ANONUEVA, Francisco, OS2c
 San Pedro, California

 BILLARD, Wallace, SC2c
 Brookline, Massachusetts

 BRENNAN, Edward Howard, Sea2c
 Chicago, Illinois
 BRONSON, Arthur Walter, SC2c
 Denver, Colorado

 CALLAHAN, Donald, Sea1c
 Chicago, Illinois
 CARROLL, Joseph Mark, Sea2c
 LaVille, Wisconsin
 CARTER, Thomas Harvey, Sea2c
 Lexington, Ohio
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 Houston, Texas
 CHANCE, Archie Arnold, Bkr2c
 Indianapolis, Indiana

 COX, Arthur Willis, Y2c
 Youngstown, Ohio
 COX, Robert William, SC3c
 Houston, Texas
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 CROUCH, William Lawrence, Sea1c
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ROGAN, James Hugh, MM2c
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Paul Blundon, as chairman of the History Committee, was in general charge and handled business and financial matters.

The portion of the text covering the period from the beginning through our stay in Auckland was written overseas by Tom O'Reilly and edited by Bob Gedney. Mark Jordan wrote the section dealing with Noumea, and Bob Gedney the chapter on Parks, Hueneme, and Okinawa.

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The endpaper maps were drawn overseas by Claude Bankemper.

Mike O'Dea furnished the roster.

Mark Jordan did the general editing and assembly of the various sections into the complete book.

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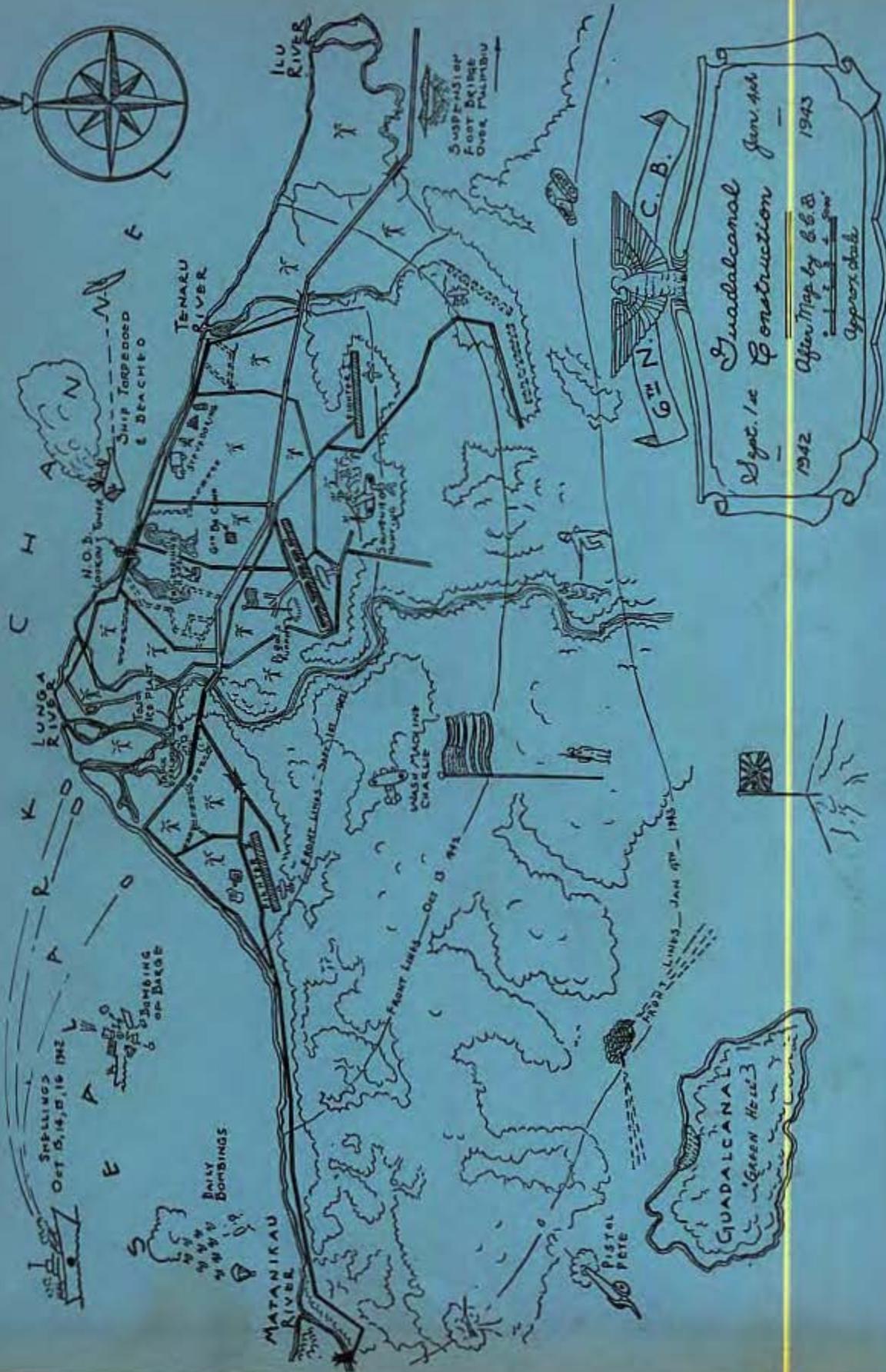
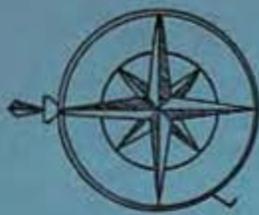
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 Construction
 Sept. 1st 1942
 After Map by G. E. B.
 1943
 Approx. scale

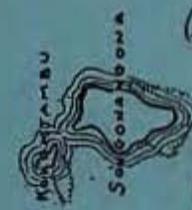


DAILY DOG FIGHTS
 RESULT OF BOMBING
 OVER GUADALCANAL

T.P. BEATS SUNK
 WHILE ENROUTE
 TO GUADALCANAL



Step 1
 1942
 Tulagi
 Construction
 Solomon Islands
 After Maps by R.C.B.
 4000'
 1943
 Jan 4



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