UNITED STATES NAVAL CONSTRUCTION BATTALION
67th
Pictorial LOG

67TH NAVAL CONSTRUCTION BATTALION
BATTALION COMMANDER

T. J. POGGIANI

LIEUT. COMMANDER—CEC, USNR
This, the pictorial record of the history of the 67th Battalion, has been published with the hope that during the years to come it will be a cherished volume. Cherished because it will bring back memories of the time spent together in the early days of formation, of training, of preparation for the task this battalion was destined to perform in the final victory over Japan, the travel over land and sea to reach our "Islands X," the long and hard hours spent in carrying out our missions, and the pleasant hours in camaraderie. All hands can remember with pride the accomplishments of the 67th—how every one pulled together and struggled to accomplish seemingly impossible assignments, and then to coast along when the going was not so tough. Our future remains uncertain but in retrospect each man can indeed be proud, as I am, of the accomplishments of the 67th Battalion. The 67th, along with others, DID.

T. J. POGGIANI
EXECUTIVE OFFICER

R. H. LINDSAY

Lieutenant, CEC, USNR
OFFICERS
OF THE
67TH BATTALION
ERNEST G. TOPPING
Lt. (jg), CEC, USNR

ARTHUR H. GREEN
Ensign, CEC, USNR

FENTON G. KEYES
Ensign, CEC, USNR

BRUCE A. LAMBERTON
Ensign, CEC, USNR

MELVIN O. NELSON
Ensign, CEC, USNR
COMMUNICATIONS SECTION

HEADQUARTERS COMPANY


INTELLIGENCE SECTION

HEADQUARTERS COMPANY

SUPPLY SECTION

HEADQUARTERS COMPANY

HEADQUARTERS PLATOON

HEADQUARTERS COMPANY

30 CAL. MACHINE GUN PLATOON

HEADQUARTERS COMPANY
20 MM.
ANTIAIRCRAFT
PLATOON

HEADQUARTERS
COMPANY

HEADQUARTERS
SECTION

HEADQUARTERS
COMPANY

MORTAR SQUAD
81 MM.

HEADQUARTERS
COMPANY

SECOND ROW: Lewis, W. P.; Carlson, J. B.; Barrett, H. E.; Eschenfelder, A. H.; Font, G. B.; Armstrong, L. W.; Faith, C.
BACK ROW: Liming, D. R.; Connell, L. R. E.; Cole, D. B.; Ruddick, L. C.

FIRST ROW: Sanders, J. R.; Bruce, R. E.; Everitt, G. G.; Marden, D. J.; Roff, G. F.
SECOND ROW: Marciano, A. J.; Schaefer, J. W.; Clarke, P. B.; Foust, C. R.; Schuyler, N. B.; Friedman, E. I.

Chaffin, J. W.; Emmanuelle, J. A.; Sarno, A. J.; SECOND ROW: Blank, V. M.;
Gehr, C. L.; Byrd, M. L.; Fitch, J. D.; Linneman, E. F.; Bystry, P. J.; Spooner, L. J.
COMPANY A • • • PLATOON ONE


COMPANY A • • • PLATOON TWO

COMPANY A • • • • PLATOON THREE


COMPANY A • • • • PLATOON FOUR

COMPANY A • • • • PLATOON FIVE


COMPANY A • • • • PLATOON SIX

COMPANY B • • • • PLATOON ONE


COMPANY B • • • • PLATOON TWO

COMPANY B • • • • PLATOON THREE


COMPANY B • • • • PLATOON FOUR

COMPANY B • • • • • PLATOON FIVE


COMPANY B • • • • • PLATOON SIX


COMPANY C • • • PLATOON THREE


COMPANY C • • • PLATOON FOUR

COMPANY C • • • • PLATOON FIVE


COMPANY C • • • • PLATOON SIX

COMPANY D • • • PLATOON ONE


COMPANY D • • • PLATOON TWO

COMPANY D • • • PLATOON THREE


COMPANY D • • • PLATOON FOUR

CAMP ENDICOTT, RHODE ISLAND

31 JULY, 10 OCT., 1943

BATTALION REVIEW

KEEP YOUR HEAD DOWN!

YOU CAN'T STOP EM!!

ADMINISTRATION
EVERY MAN A SWIMMER

PRACTICE MAKES PERFECT

ALL WORK AND NO PLAY ISN'T THE NAVY WAY
ACRES OF HUTS

AND MORE PRACTICE

OFF TO HOLLYWOOD!

NEXT STOP ISLAND — X
FIRST CAMP ON OAHU—WAIAWA GULCH

“My Thoughts are Far Away”

MESS HALL YET TO COME

COKES—SMOKES—CANDY
CONSTRUCTION AT
JOHN RODGERS AIR PORT

WAREHOUSES

BARRACKS

DRAINAGE

... AND A LITTLE FUN
AT WAIKIKI
ONE OF THE COMPANY BARRACKS AT MOANALUA RIDGE

FILLING IN FOR STRIP

FOUNDATIONS FOR OPERATIONS BUILDING
JOHN RODGERS
CONSTRUCTION

HANGARS

CONCRETE APRON

"THE BREAKERS" - WAIKIKI

A 'BEE IS AT HOME ANYWHERE

OPERATIONS BLDG.
JOHN RODGERS CONSTRUCTION

BOSS OR HELPER?!

SECTION OF CAMP AT MOANALUA

THE ROOF GANG

OPERATIONS ON MARINE OUTFALL SEWER
ALL ABOARD
FOR ISLAND - X No. 2

WHAT A MESS!!

"OUR TROOPS ARE MOVED IN ROOMY COMFORTABLE OCEAN LINERS!!"
MAKE WAY FOR A JEEP

ANYTHING FOR FRESH AIR

A DAY ENROUTE

OFF FOR THE BEACH
Jinian—in the Marianas
Island-X—No. Two

August 2, 1944—June 29, 1945
OUR FIRST VIEWS OF TINIAN

ONE THAT DIDN'T MAKE IT.

ZERO MINUS

JAP SUGAR MILL TINIAN TOWN (After D-Day)
OUR CHAPLAIN CONDUCTING SERVICES FOR KOREANS

A MARPO FARM

THE DOMESTIC LIFE ON TINIAN

MARPO SECTOR

SLOW BUT SURE
TOO LITTLE, TOO LATE

FORMER JAP HEADQUARTERS
AT AIRSTRIP

JAP TORPEDoes

SOME MUST FALL
(U. S. CEMETERY — TINIAN)
A Tinian Farm

The conquerors

An "Impregnable" Jap pill-box

Entrance to Shinto shrine
THIS IS THE LIFE!!

WATER – MORE PRECIOUS THAN GOLD

PART OF CAMP No. 2

HOME WAS NEVER LIKE THIS
AFTER A HEAVY DEW

MUD WON'T HURT YOU!

IT WASHES RIGHT OFF

CAMP No. 2
(Looking North)
FIRST "COLORS" AT CAMP NO. 2

HEAVY EQUIPMENT REPAIRS

RIGGERS

SURVEYORS
A JAP TRACTOR
OVERHAULED AND
IN REGULAR USE

ASSISTANCE
FROM THE JAPS

A RE-BUILT
JAP TRUCK

TIRE SPREADER
MADE ENTIRELY
FROM JAP PLANE
PARTS
BATTERY AND MOTOR SHOPS

CABINET WORK

TIN SHOP

"EVERY MAN A SPECIALIST"
A SLIGHT ADJUSTMENT

"KEEP IT HOT 'TILL WE GET THERE!!"

THE MATTRESS FIXERY

ALWAYS WORK TO BE DONE

WHAT'S UP, DOC?
JOBS FOR ALL

TAking Test samples of new airstrip

Testing laboratory

Plans are made to be changed

Painter Extraordinary
OPERATING ROOM

HOSPITAL SECTION

WARDS

READY FOR ANYTHING
SPECIAL SERVICES

NO HEMSTITCHING

SOLE SAVERS

FAR EAST LAUNDRY
DEDICATION OF LeBLANC-YOUNGS FIELD

HEAVY HITTERS

CHAMPS
SPORTS
(Basketball Department)

NIGHT GAME
CHAPLAIN MEEHLING'S ALTAR ON WHEELS
IN MOURNING
APRIL 13, 1945

THE NEW CAMP

CAMP SITE FROM
THE AIR

STREET SCENE

CRAFT AND HOBBY SHOP
OH BOY – FRESH MEAT!

FOR THE INNER MAN

THE MAKIN'S

FRESH EVERY DAY
AND ICE CREAM!

NOT LIKE HOME
BUT PRETTY GOOD –

NO SECONDS??

AND THEN TWO BEERS!
THEY'RE HOT!

ALL SET FOR MOVIES EVERY NIGHT RAIN OR NOT

OUR THEATRE

'BEES IN THE HOME HIVE
LUCKY DOG!

"GIRL CRAZY REVIEW"

"THREE'S A FAMILY"

MORE FUN!!
SUPPLY AND
SHIP'S SERVICE

SUPPLY YARD

HURRAY, IT WORKS !!!

SUPPLY YARD
NEW CAMP SCENES

FROM A B-29

THE WATER WORKS

COMPANY STREET
(By Moonlight)

NEW GALLEY
COMING UP
TINIAN ROADS

BEFORE

AND IT RAINED!!

HALF DONE

ALL DONE
THE BIG JOB STARTS

NORTH FIELD SITE SHORTLY AFTER START OF OPERATIONS

NORTH FIELD - JAP STRIP ABOUT D + 20

CLEARING CANE

B-29's WILL SOON LAND HERE
THEN THE DYNAMITE

FIRST THE DRILLS

THEN THE BLAST

THEN YARDS AND YARDS OF CORAL
PLENTY FOR ALL

Coral Pit Views

A Big Bite

No End in Sight

Open at All Hours
FROM PITS TO FIELD

DUMP IT HERE

BACK FOR MORE

SPREAD IT THICK

THERE'S PLENTY MORE
A SLIGHT CUT

MILES OF "PANS"

MORE PANS

A SMALL FILL
THE STRIP TAKES SHAPE

NEAR EAST END

SMOOTHING UP

WHITE AS SNOW

LOOKS LONG — AND IT IS
ON THE FIELD

HARDSTANDS FOR B-29's

WE WORKED
NIGHT AND DAY

JUST ONE OF
THE LONG STRIPS
SMOOTH AS SILK

NEARLY FINISHED

CLEAR THE STRIP!!

THE FIRST ONE IN
67th MEN AND THE
67th's OWN B-29

A QUICK CHECK-UP
THEN TOKYO!

THE JOB IS DONE!!
LOTS OF OTHER WORK, TOO

GAS FOR B-29's

CAMP FOR ACORN 39
WORK FOR OTHERS

READY FOR OCCUPANCY

FOR THE ARMY

ALL DONE
With the final phases on Tinian in sight, the 67th bids farewell to its home for almost a year and sets a course for the Marshall Islands and new construction projects.
LEAVING TINIAN

LOADING THE 67TH ABOARD LSTs AND LSMs
MORE LOADING

ANOTHER LOAD

SECURE ALL

READY TO GO
Eniwetok Atoll—Marshall Islands

Island-X—No. Three

June 28, 1945 to ???
ENIWETOK BOUND
THE TENT IS A SEABEE IDEA

THE BEACH AT PARRY ISLAND

A CONEY ISLAND ALL OUR OWN
CASTING FOOTINGS FOR NEW TENTS

SETTING UP CAMP ON PARRY
TEMPORARY QUARTERS
SANITARY FACILITIES

MACHINE SHOP FOUNDATIONS

CAMP WORK ON PARRY

PLANING MILL
DISTILLATION PLANT

PARRY CAMP WATER WORKS

WASH WATER
ON PARRY

SMALL, BUT EFFICIENT

(TELEPHONE SECTION)

67TH BOAT REPAIRS
CLEARING GROUND FOR STRUCTURES TO COME

RUNIT ISLAND
THE BEACH-HEAD
RUNIT
CONSTRUCTION
'Neath Sheltering Palms
History of the 67th

On May 18, 1943, was born the present 67th Naval Construction Battalion, commissioned on that day at the U.S.N.C.T.C., at Camp Peary, Virginia. Twice before efforts had been made to commission a 67th Battalion: once at Camp Allen, near Norfolk, Virginia, in December of 42 and again at Camp Allen in February of 1943.

The 67th Battalion was finally formed on March 22, 1943, from Super. Battalion No. 1 and was destined from the first to be a Replacement Battalion and was then commanded by Lt. Commander H. Onsted, who had previously commanded a battalion in Alaska. He was succeeded by Lt. Commander C. G. DeSwarte on April 1, 1943.

During the advanced training period the battalion was employed on various construction projects around Camp Peary, ranging from experimental fire fighting tanks to Penniman Supply Depot to a training center for officers on the banks of the York River, designated as "Island X," a sample of what might be expected on a real Island X in a forward area.

Advanced training for the battalion was completed on May 4, 1943, and all hands departed for a ten-day leave period, after being told that the 67th would definitely be used as a Replacement Battalion and would serve as a part of the Station Force at Peary.

In May and June of '43 drafts to other units took the compliment of the 67th down to a mere 15 officers and slightly over a hundred men. Swelled soon after by a draft from another replacement group at Peary. Such activity continued for some time, with men and officers continually either joining or leaving, until on July 28, 1943, the battalion was again brought to full strength and shipped to Camp Endicott, Rhode Island, a move that made all hands feel that they were really to be given an opportunity to prove their worth on some foreign shore. The battalion entrained for Rhode Island on July 30, 1943, arriving there early the following morning; at that time Lt. Commander DeSwarte was still in command, with Lt. T. J. Poggiani as Executive Officer.

At Camp Endicott the fate of the battalion seemed to be sealed, as there again it was designated as a replacement battalion and assigned to station force work. Work projects were again varied, including quarters for a contingent of WAVES, repairs to many buildings, a guest house, building of roads and pipe lines and many other projects.

Again the personnel was reduced by drafts to other units, in turn to be replaced by new men from Peary. On September 9 another ten-day leave was granted. In the meantime drafts from Super. Battalions Eight and Nine brought the battalion to full strength again on October 1, soon after which orders were received to proceed to Camp Parks, California.

On October 6, 1943, with the first cold blasts of winter in the air, the 67th Battalion passed in review after being presented with the Colors that it carries to this day. Sunday, October 10, the battalion entrained for California, the move being made in three 8-car sections. The several trains traveled west by various and devious routes, carrying the units over a wide portion of the United States, to arrive at Camp Parks on Saturday, October 16.

The battalion was assigned to new barracks and lost no time in taking to the additional advanced training that had been scheduled for it. Immediately after the arrival those men residing in the western states were given their 10-day leave. When the training schedule really got into high gear the men found that here indeed was advanced training, with long and tedious hikes, actual firing on mortar and machine gun ranges, obstacle courses and even a phase of Judo training. After four battles on Misery Hill, the 67th was declared undisputed champions, with flags and pennants attesting to their prowess.

Even at Parks the battalion could not escape the effect of drafts taken from among our best men, but before orders came for the next move, late in December, the battalion was again brought to full strength by new men from Camp Peary. At this time also, the battalion was shocked to hear that it was to lose Commander DeSwarte, who was assigned as executive officer of a regiment in Australia.

The next move, the last of many in the States, took the battalion to Camp Rousseau, at Port Hueneme, California, arriving there early in the morning of December 22, to find a camp much lesser to our liking than any previous one, but accepted easily as a sort of preparation for the things to come.

Again at Hueneme officers and men received additional military training, with many hours spent on hikes, firing ranges, field fortification training and sessions in gas chambers.

On January 4, 1944, Commander J. P. Falconer joined the battalion as Officer in Charge and soon began directing operations preparatory to boarding ship for the first Island X. All heavy equipment, including every type of machinery for heavy construction work, was loaded aboard the MS Henry L. Grants, which sailed from Hueneme on January 28 with three officers and 12 men to guard and supervise the unloading at our destination.

Eight days later the supply ship nosed into Pearl Harbor and all gear was unloaded and stored in Waiau Gulch, six miles from Pearl Harbor, at a site destined to be the temporary home of the entire battalion.

The remainder of the battalion boarded a new naval transport, the SS Gen. J. R. Brooks, on the morning of February 23rd and sailed from Hueneme at noon on the 24th. Being a fast C-4 type vessel, the trip to Hawaii was made in comfort and good time, arriving at Pearl Harbor on March 1, with Oahu's famed Diamond Head first being raised to starboard with the early morning sun.

By mid-afternoon, all hands were ashore and busy at getting settled in the new tent quarters at Waiau Gulch, the camp site being on a slope of ground that afforded an imposing view of Pearl Harbor and the suburbs of Honolulu. As soon as the men had regaled their land-legs, shore liberty was granted and Honolulu and Waikiki had their first visits from the men of the 67th.

After about two weeks' work we had erected a new quonset-hut camp, only to occupy it for but two or three days, orders having been received that our battalion had received a new assignment.

The new project, a full strength assignment calling for the construction of the huge John Rodgers Airport, was received with enthusiasm, it being then the most ambitious undertaking in the Pacific Ocean area. Named then as the largest airfield in the world, the project called for three land runways over 7,000 feet long and three seaplane runways 1,000 feet wide and 10,000 feet long, all with appropriate shops, hangars and complete facilities.

Although the list is a long one, it is deemed of interest to all to give a short grouping of the various phases of the project at John Rodgers. This list included runways and taxiways, dredging for seaplane runways, piers, seaplane ramps, pro-cast concrete drainage systems, hangars capable of housing 10 huge four-motored C-84s, two-story terminal building, gas-tank farm, field lighting, communication lines, 24-inch cash-iron marine outfall sewer system and many less imposing projects. All work was done on a six-day-week basis, with Sunday liberties taking all hands to the many beauty spots on the Island of Oahu.

Soon word was received that our battalion had been selected to take part in the then projected Marianas campaign, whereupon a move was made to another camp nearby, on Moanalua Ridge,
located on the side of a mountain overlooking John Rodgers, Hickam Field and Pearl Harbor.

At Moanalua the 67th was engaged full time by two phases of the preparation for the real thing on the second Island X: more training and the task of loading a mass of equipment aboard ship for the long and dangerous run to the Jap-held Marianas. As all of our previous equipment had been left at John Rodgers, we took over the gear of the 101st Battalion, which meant that the ship would have to be reloaded to accommodate all new equipment, plus some which had been retained from our previous lot. All material was staged at Iriquois Point, on Pearl Harbor, and reloaded aboard ship, in which process several new wrinkles in stevedoring were introduced by our officers and men.

Again the supply ship preceded the main body, which boarded the MS Jean Lafitte on Sunday, June 18, 1944. The Lafitte was a Maritime Commission vessel, operated by a Merchant Marine crew and was somewhat different from the vessel in which we had left the mainland. Eight days after dropping Pearl Harbor and the beauties of Hawaii astern, we raised our flag in Tinian.

The 67th was engaged in mopping up remnants of the Jap forces on Saipan. Here, too, the 67th was engaged in a contest for the men who were to break through to Tinian and the batteries on Saipan, where the tired men were to break through to Tinian and the batteries on Saipan, to Tinian.

About noon of the 28th the anchor was dropped into the rough anchorage off Saipan, just abreast of Chon-Kanea, near enough to shore to witness the bustling activity of the Marines and soldiers who were still engaged in mopping up remnants of the Jap forces on Saipan. Here, too, the 67th had its first sight of heavy warfare, as large calibre shell fire burned itself out after salvoes of high explosives into the hills of Tinian, with every eye aboard ship noting the effect of our fire as cloud after cloud of smoke and dirt rose to mark the accuracy of our big guns.

Small Piper Cubs and Taylor-Crafts would weave back and forth between Tinian and the batteries on Saipan, radioing target information and corrections in range. Night after night the shelling continued, with star shells and shell bursts lighting the skies and the concussion of the big guns making itself felt even on the banks far down in the bays of the ship, each salvo causing the rightly drawn canvas to snap like so many drumheads.

While still anchored off Saipan a small party of surveyors from the 67th crossed the choppy channel to Tinian, to lay out roads and a camp site for the men who were to follow.

On the evening of August 1st word was received that Tinian was sufficiently subdued to permit our landing. Early morning of the 2nd saw the Lafitte slowly feeling its way toward the tiny harbor off Tinian Town, to be greeted by what was guessed to be light Jap mortar fire, causing the skipper to put about in haste for deeper water until it could be determined that it was safe to drop the anchor.

The hook was finally dropped about a mile offshore with the huge ground swells prevalent at that time of year giving all a good idea of what a difficult task the landing operations would be. LCTs soon came alongside and the first group of men clambered down the landing nets to drop onto the decks of the wildly swaying and heaving boats. Several times huge manila cables, securing the smaller LCTs to the ship, were snapped by the rough seas, but all of Headquarters Company and a part of A Company finally put in toward the beach as our first day at Tinian drew to a close.

Small units of Japs still roamed the island and our men were warned to be on the ready while passing through the shattered town and past the overhanging cliffs that bordered the road to the bivouac area at the north end of the island.

After setting up pup-tents and eating a late supper of K-rations, the tired men finally "hit the sack" about midnight, after first setting a perimeter security guard.

The next morning, August 3, the remainder of the battalion made its way to the beach and to the camp area, where pup-tents were set up on a site which a day or two earlier had been a Jap cane field.

Aside from the constant possibility of Jap infiltration, the greatest immediate problem was that of securing fresh water. As it had been expected, all former sources of fresh water had been destroyed by the Japs, making it necessary to depend upon the two hundred steel drums of fresh water which had been brought from Hawaii, but since these drums were slow in coming from the ship, all hands were put on a strict and light water ration, with the men falling into long lines to get their turn at the water drums, where the precious fluid was handled with the greatest care.

While still in pup-tents, details of men worked long hours, day and night, at tasks ranging from stevedoring to laying out the sites for the huge projects that awaited us. Other groups of men were struggling with the mud and the coral boulders in making a new camp site, so that on August 17 the first permanent camp had been set up and all hands gratefully left their pup-tents for the larger and better set up pyramid tents. The heavy rains soon after landing had made life in the tiny pup-tents, with the ground as a bed, a nightmare of knee-deep mud and blankets literally floating from off the tired, sleeping men.

By the 29th a mess hall was in operation in the new camp and the men were freed from the necessity of preparing their own meals of C and K rations. Two galleys and a bakery were constructed entirely of salvaged Jap material, although not one sheet of the very light-gauge corrugated iron was without at least a dozen bullet or shrapnel holes, making the labors of the cooks and bakers far from easy.

Shortly after arriving on Tinian, Commander Falconer received orders relieving him of command of the 67th and ordering him to take the post of Commander of the 30th Construction Regiment. Lt. Commander Poggiani was soon afterward named as Officer-in-Charge of the 67th, Lieut. C. D. Willman succeeding him as Executive Officer, which position the latter held until he was returned to the States; succeeding Lieut. Willman as Executive Officer was Lieut. R. H. Lindsay.

The first actual "project" work was commenced on August 5, a job that called for the extension of the existing Jap airstrip of 4,500 feet to a length of 8,500 feet. This strip was to be the first of the strips on the Main Field to accommodate the huge B-29s that were to soon put in their appearance. Two battalions undertook this work, the 121st being called upon to extend the old strip 1,000 feet to the west and the 67th to build a new portion 3,000 feet long to the east.

Here, then, was revealed the answer to a question many had asked: we were to take the leading part in the construction of strips for the Army's B-29s, the world's largest field for the world's largest and heaviest bombers. In preparing their small field the Japs had gone as far as their taste and ingenuity had permitted, which meant that our huge pans, bulldozers and restorers to break through acres and acres of flint-hard coral, with heavy dynamiting being the only course at many locations.
At one spot, 7,400 feet out along the proposed runway, a cut of 12 feet was needed, which cut was to fill sections on each side. Within a matter of a few days a strip 6,000 feet in length had been completed for the use of the Navy's Venturas and B-29s, which began arriving almost before our 'dossers and rollers had left the navy.

Another project was started on August 6—the erection of a hospital for the thousands of civilians, Koreans and Japanese, who were now in our care. 67th personnel was augmented by native labor and by September 1 framed hospital tents had been erected, in addition to surgical, dental and laboratory facilities.

On August 9, work was begun on a camp, near Acorn 35, at the extreme north end of the island, calling for building and surfacing of all roads, erection of tents, quonset hut galleys and mess halls, hospital facilities and electricity distribution for a unit of 3,000 men soon to come ashore.

During all of the above activity and most of that that followed, work was hampered by almost continuous rains and the need to be ever watchful for the small groups of Japs still holding out in the nearby caves and cane fields.

On September 12 work was started on a 12-tank tank farm for the storage of aviation gasoline; within 17 working days the farm was completed and pumps began pumping water for testing from Helo Lake nearby.

After seven weeks work on North Field, covering earthwork on Strip One, Strip Three and extension of an adjacent Jap fighter strip, equipment had been switched on September 9 to a new project near the center of the island, where orders called for construction of a 6,000-foot strip for exclusive use of Navy planes. This move was necessary so that Navy planes could operate without hampering the huge B-29s, which were scheduled to be on Tinian late in December. West Field was completed on November 15 and comprised what was months later also to be Strip Three of the second B-29 field on Tinian.

In the meantime another camp was being erected by men of the 67th for Acorn 39, which force was to operate the Navy's primary fuel, aviation gasoline. This work consisted entirely of quonset hut construction and was completed on December 5, with the finished camp comprising 290 separate structures.

Upon the completion of West Field, equipment was again moved back to North Field and work resumed of Strips One and Three; late in December Strip One received the first B-29, with Strip Three being completed about a month later.

In November Acorn 35 was decommissioned and the camp torn down. Two Army Service Groups operating North Field for the B-29s were to occupy this site and the 67th accordingly was given the task of constructing this camp, which was to house 3,000 men and be complete with tents, shop buildings, mess halls and hospital facilities.

As the original plans called for taxiways and hard-stands to cut right through the 67th camp, it was necessary to prepare to leave the old field. Work was started on the new camp on January 16 and everything was done to make this a real improvement over the old camp.

The move to the new camp, only a short distance from the old one, was made on March 3 and soon the 67th was settled in its best camp to date, on a site overlooking the green hills of central Tinian and the always-blue waters of Matapog Cove. The new camp was complete in all details, with large quonset hut galley and mess halls, adequate showers, electric lighting, office facilities, a library and other recreational facilities, outdoor theater, chapel, and complete shop and ship's stores facilities, with quarters consisting of floored and framed tents.

After working on North Field in the meantime, equipment was again taken to West Field on February 8 to work on heavy cut sections until the first part of April, then to return to North Field for the final phase. Work was started on the new field on June 17, and was then heralded as being the nucleus for an activity that would "end the war in four months."

Although the above is only a quick sketch of the work actually done by the 67th, many phases of the work done, such as the huge fills on North and West Fields, have already been hailed as most outstanding by construction men the world over.

From the beginning of our stay on Tinian to the day we boarded ship to leave, we experienced a mixture of colorful, exciting life on a tropical island and a life of boredom on a former Jap possession many miles from home. Our first months were marked by short, sharp encounters with "die hard" Jap troops and the countless millions of Jap cane-flies and dengue-carrying mosquitoes, all aided and abetted by the torrential rains and steaming hot sun of Okinawa. Most disturbing of all to many men was the fear that their friends and families back home would never see them again.

In the first months of our stay on Tinian we began to feel that our tenancy would go unchallenged by the Jap, but our serenity was soon shattered by a raid by the 67th on November 2, 1944, with recurrent attacks from that date until early in January of 1945.

Few Jap bombers were able to penetrate our cordon of fighters, but several times planes were able to break through to bomb and strafe North and West Fields, with only slight damage to personnel or installations. The 67th soon became accustomed to the almost nightly alarms and the men would cheer the marksmanship of our antiaircraft guns as the searchlight batteries would keep the hostile planes in the all-revealing, powerful beams of light, with trays marking the activity of smaller antiaircraft fire, providing a display difficult to describe.

With little on the tiny island to provide diversion from the daily tasks, the men found slight relief in the repeated tours around the island over fine roads that they had built, a tour that could be made at moderate speed in an hour's time. The dense, verdant foliage and flowering trees and shrubs seemed only to add to the emptiness of life on this spot in the wide Pacific so that possibility of a move, even if on to more hostile shores, presented itself as an almost pleasing prospect.

Early in June, 1945, orders were received that we were to leave Tinian. To support action on Okinawa, or perhaps China or the Jap mainland? No! The move was to be eastward, to the Marshalls, where we were to recreate a Self-sustaining, self-contained island, complete with all facilities for the huge fleet that now roamed the Pacific.

The move to the Marshalls was made in a number of small ships, some to go by LSMs and others by LSTs. The first contingent, in three LSTs, landed on the beach of Parry Island, in Eniwetok Atoll, on June 28, with other ships nosing in from day to day to discharge cargo and men until the last ships had landed by July 8.

A tent camp was immediately set up on Parry, but groups of men were also taken by small craft to other islands in the atoll, on which certain units of the project were to be located. The Headquarters was on Parry, but fully half the personnel was housed on nearby Eniwetok, Runit, and Engebi Islands.

Runit Island was still intact as a former coconut plantation, providing an ideal setting for the quarters erected there, but those housed on Eniwetok, Parry, and Engebi Islands fared not so well, in that these three islands had borne the brunt of the American attacks early in 1944 with the result that bomb and shell had leveled the islands of every growing thing, leaving only sandy islets but a few feet above the surrounding light green waters of the lagoon and the heaving blue of open seas.

Construction work on Eniwetok Atoll included recreational housing facilities, a large quonset hospital area, small boat repair works, an open-air theater and several lesser projects.

It was from these islands that the first small contingents of our personnel turned their faces homeward for leave on "rotation" and it was here also that word was received of the end of all hostilities in the Pacific.

Many among us feel that the end of the 67th is near (in this summer of 1945), that we will soon disband and take our former places in civilian life, but all are firm in their belief that the record of accomplishments of this battalion will live forever in the annals of the Naval Construction Battalions as one of the outstanding battalions in the Pacific—able to point with pride at their works that hastened the end of the most destructive of wars—able to take their places alongside of fighting men and feel proud of having done, thoroughly and with neatness and dispatch, the tasks that were given to us to do.
God of our fathers, known of old,
Lord of our far-flung battle line
Beneath whose awful hand we hold
Dominion over palm and pine—
Lord God of Hosts, be with us yet
Lest we forget—lest we forget!

RUDYARD KIPLING

In memory of our comrades who made the supreme sacrifice in our country's service.