USN

CONSTRUCTION BATTALION

Morocco
Algeria
Tunisia
North Africa
Salerno, Italy

Hawaiian Islands
Guam, Saipan
Russells, Ulithi
Philippines, Iwo Jima
Okinawa, Ie Shima
Japan, Korea, China

PACIFIC EDITION
This Book is gratefully dedicated to the wives, sweethearts, parents and children who so proudly sent the officers and men of this Battalion to the service of their country and now thank God for their victorious return.
ARTHUR J. BENLINE
COMMANDER, CEC, USNR
Officer in Charge

HERBERT M. POWELL
Lieutenant Commander, CEC, USNR
Executive Officer

ROBERT J. LODESKI
Lieutenant Commander, CEC, USNR
First Lieutenant
4 October 1945.

As we reverse the procedure of three years ago and begin the transition from Seabee to civilian life, officers and men of the 70th Seabees can look with pride upon the record of service of our battalion. We can accept, with due modesty, our share of the praise and tributes paid the Armed Forces by the President and other distinguished leaders. Our Chief, Admiral Ben Morell, has seen fit to commend us, as have other ranking officers of the Navy from the Mediterranean to the China Sea. They have honored us with their "Well Done!"

Because the Battalion was decommissioned while so many of its officers and men were still engaged in the occupation operations in Japan, Korea and China, it was impossible to assemble all hands for the traditional Navy ceremony. It is with regret that our association during these critical, exciting and dangerous years is terminated. I shall always recall with satisfaction and pleasure, my service with you. I take this opportunity to extend to all hands my sincere wish for a happy return home and for successful and prosperous careers, secure in the knowledge that they have served their country faithfully.

The 70th Battalion can rightfully be proud of the part it played in bringing about final victory over our enemies. Its long record of being "First" is enhanced by such further distinctions as being the first Pontoon Battalion, the first Seabee unit to be deployed from the European-African to the Asiatic-Pacific theatre, the first Construction Battalion to participate in assault landings, both on the European continent and on Japanese territory. These are but a few of the many events pioneered by the 70th and carried out in the best traditions of the Seabees and the Navy.

Our first overseas service was as a component of the command of Vice Admiral John L. Hall, Jr., in Northwest African waters. It was our privilege to serve again under this great naval leader in the Okinawa operation, thus engaging in the first and last assaults on the Axis on their own soil.

Additional Purple Hearts were awarded for injuries incurred at Iwo Jima and Okinawa, but we were indeed fortunate that no fatalities occurred in these latter operations. In the name of the Battalion, I extend our deepest sympathy to those of our mates who were seriously injured, with the wish that they will successfully overcome their handicaps.

It is once again fitting to remember those mates who lost their lives, with the hope that their families have derived some measure of comfort from the fact that they made the supreme sacrifice for the greatest cause of all.
HISTORY OF THE 70TH NAVAL CONSTRUCTION BATTALION

The 70th U. S. Naval Construction Battalion began its Pacific tour of duty when it left Camp Parks, California, on the morning of October 19, 1944. Returning from North Africa and the Mediterranean early in the year, the veterans of that campaign and the replacements that had carried on the many months of stateside duty with increasing impatience, eager to get away from the station force experts and anxious to get back to practical, useful work in the combat areas. Early that morning the entire battalion personnel and all its gear were transported in buses and trucks to Treasure Island in San Francisco Bay. After two days the 70th boarded the U.S.S. General E. T. Collins and found that they had the 42nd Battalion as shipmates. It was late afternoon when the ship passed through the Golden Gate but a heavy fog obscured our last look at the City of San Francisco and the great bridge.

The Pacific was quite calm and there was no seasickness among the seasoned veterans of rough Atlantic crossings but a few of the newer men were initiated. The crowded Navy transport kept the various details busy with the frequent calls for all hands to "turn to for clean sweepdown for and aft." One change from our LST and Liberty ship routine was the restriction to two meals a day and officers quarters were as crowded as those of the men. Our commander's detail as senior troop officer aboard gave him no special quarters and he had a top bunk with twenty others in a small cabin.

As the General Collins approached Oahu on the morning of October 27, general quarters sounded and every gun spurred anti-aircraft fire but fortunately, only at the targets towed by the fighter planes which welcomed us to Honolulu. Sailing by Diamond Head and Koko and into Pearl Harbor, the ship docked at Iroquois Point, which became the Battalion's home for the next two months.

Within a week a dilapidated camp was taken over and made shipshape. Company B turned to the camp maintenance and construction work at Iroquois, Company C relieved the 302nd Battalion at the Intrepid Point Pontoon Assembly Yard better known as AAPAY and Companies A and D were assigned the construction of a complete camp layout. Later, the entire 70th Battalion shared this camp with its fine barracks and facilities with the 302nd.

Liberty was granted almost every Sunday and trips arranged to all points of interest on the island of Oahu, such as the Nuuanu Pali Pass, the Mormon Temple and Waikiki beach, The Royal Hawaiian and Moana Hotels, the byways of Honolulu, the great Navy and Army installations, the Royal Hawaiian Band in Kapiohanl Park, the statue and palace of King Kamemehamea all came in for their share of attention. Chief Hanlon's North African All-Stars took the measure of other service baseball teams and began another winning streak that lasted throughout the Pacific campaign. There were not many hula girls but the pineapple and sugarcane fields, especially when being burnt over for harvest, were never-to-be-forgotten sights.

In the meanwhile, top-secret orders, which we later learned concerned the plans for the invasion of Iwo Jima, Okinawa and Le Shima, began to reflect themselves in the stepping up of production in the pontoon assembly yard. Platoons were organized and assigned aboard various ships. Company A being the first to leave, as is later recounted in these pages. Units of Companies C and D left for Banika in the Russel Islands while other units proceeded to Saipan and Tinian. Before the end of January 1945 Company B moved on to Guam to prepare and build the Battalion Headquarters and the Amphibious Forces Pontoon Assembly Yard there. Lt. Pallett and his surveyors and engineers had the camp layout well under way while the Japs were still in the nearby boarocks. The echelons of Headquarters and Company B who had been completing final details on Oahu soon were at work and their efforts were much appreciated by the platoons which returned from the invasions.

In January also, our Commander and Executive Officer were given additional duty as civil engineer officers on the staffs of the respective Amphibious Forces, with still other assignments as commander of LGMs and other landing craft. By this time, the 70th was truly a seagoing outfit.

From here on, the companies, platoons, repair crews, headquarters divisions and other units became so widely separated that there were times when their whereabouts was known only to the Amphibious Force with which they served. Even our always reliable Post Office was unable to account for each man but eventually managed to emulate the famed Herodotus and get the mail through. A general description of the activities of these scattered units must necessarily suffice; in fact, no record at all has been received of the travels of some of the platoons which were literally "at sea" at the time of the Battalion's inactivation. It is said that they rivaled those of Marco Polo.

Let us start with Company A. In passing it may be noted that Lt. Chester Lewis "shipped out" to the U. S. Navy as a regular Civil Engineer Corps officer.

This company was assigned to the Pontoon Assembly Yard soon after arrival at Oahu. Here they assembled thirty-eight barges of the "three by twelve" type and ten sets of causeways. These they loaded on LSTs for the coming invasions of Iwo Jima and Okinawa.

The entire company left Oahu early in January and spent nearly a month on practice maneuvers with the Marines off Maui and Kahoolawe. These rehearsals were very realistic and preceded the movement toward the target, Iwo Jima. The various groups sailed late that month for Eniwetok and Saipan. Final preparations were made at these points for the landings in February.

Company A men were aboard the first and only LST to beach on D-Day plus one which was loaded with urgently needed ammunition for the Marines. This unloading was performed under a devastating fire from the Jap mortars and Admiral Hill commended the LST crew and the Seabees for this action.

All hands took an active part in one of the toughest landings of the Pacific War. In all they operated twenty-two 2x12 pontoon barges and four causeways for the landing of personnel, supplies and equipment. The outfit worked twenty-four hours a day under the heaviest machine-gun, mortar and sniper fire, plus aircraft strafing and bomb- ing. Eight casualties were suffered during this operation. They operated side by side with the assault echelons.

All but two of the platoons returned to Guam in March. Most of the Company were assigned to the PAY yard where they built and loaded structures for the coming invasion of Okinawa and Japan. The carpenters, plumbers, electricians and other mechanics helped in camp construction and maintenance during this period. One A Company platoon had the distinction of engaging in both the Iwo Jima and Okinawa invasions. As the camp neared completion many of the
Company's mechanics and specialists were assigned to various types of work on the island. Company A had charge of the erection and building of Ad-Com-Phibs-Pacific permanent camp. They also devised a fire-engine, a centrifugal wringer and other necessary equipment for the Battalion and continued work in the PAY yard during May, June, July and part of August.

Late August found the greater part of the Company again headed for an invasion. This time it was Japan. When the war ended, Company A was on the high seas and aided in the occupation of Japan, Korea and other territories held by the Japs.

Company B. The job of constructing and maintaining the Battalion's camps in the Pacific area again fell to Company B. Their fine record for building excellent camps in the African theatre was surpassed by their work on Guam.

Upon landing on Oahu, B Company started in to repair and improve the barracks area assigned to the 70th. Their first work consisted of repairing the Quonset huts which entailed replacing flooring, making the shower baths work, rehanging doors and much painting. In addition to the above, roads had to be repaired and resurfaced; a post office, administration building, library, various shops and a chaplain's office had to be constructed. Company B was in charge of the guard details and the operation of all boilers, generators, transportation and general camp services.

The majority of the Company moved on to Guam in January to build and prepare a semi-permanent advance camp for the Battalion. Several specialized and trained groups were engaged in the invasion of Iwo Jima at this time. The trip to Guam was uneventful and the force arrived there in fine shape. They at once unloaded their equipment and went to work building up the new camp site. It rained continuously but this did not deter the outfit from working in the rain all day and sleeping in muddy gumbos at night. K rations were their only food during this period.

They had the camp fairly well completed when Headquarters and the administrative force arrived in the late part of February. Each day saw an improvement—such as lights, surfaced roads, mess and galley facilities, sick bays, showers and all those things that are necessary to the men's needs and comfort. The camp was in excellent shape when the force returned from the invasion of Iwo Jima. There were no K rations served, everyone had a place to sleep and a temporary movie theatre had been set up. There was adequate lighting, most of the roads had been surfaced with coral and the various shops were operating.

Improvements were made right along and soon the 70th had a shipshape camp as any outfit in the Pacific area, thanks to the hard work of Company B. While the main portion of the Company was working on Guam, two causeway platoons and a ship repair unit took part in the invasion of Iwo Jima. In the Okinawa invasion, a causeway platoon, a ship repair unit and some crane operators represented the Company. In addition to taking care of the camp maintenance and the carpenter, plumbing, machine, paint and electrical shops, B made all the road improvements, built culverts and ditches for the drainage and did some stovetending. Moreover this company did most of the construction on the AFPAY pontoon yard. B Company was relieved of camp duties by the other companies early in July. They prepared for their part in the invasion of Japan and left for the staging areas late in the month. Someone has made the remark, "The Japs must have heard that Company B was coming and that is why they folded up."

The platoons which started out for the invasion of Japan took part in the occupation of China, Korea and Japan.

Company C. On Oahu the members of C Company unloaded the gear, built pontoon strings, assembled the barges and causeways and towed them to Pearl Harbor where they loaded them aboard LSTs. In addition to this work they maintained the shops at Intrepid Point and developed reinforcements to support the motors in the launching of the barges.

The first detachment of six barge platoons left for Banika, in the Russel Islands, on December 5 to make up barges and causeways to be used in the invasion of Okinawa. This trip was the first leg of a very extensive tour of the Pacific. The first stop was Funafuti in the Ellice Islands and then on the Espiritu Santo in the New Hebrides. The detachment's Christmas was a merry one spent ashore at Noumea, New Caledonia. New Years was celebrated aloft and the group arrived at Banika on the sixth of January. It was necessary to beg, borrow and "procure" the materials and equipment to build a camp for themselves, with no assistance from P.A.D. No. 2.

The remainder of C Company and six platoons from Company D arrived at Banika on January 20, 1945. This detachment made stops at Espiritu Santo and Tulagi. Trading calls were made at Nui in the Ellice Islands and Ulawa, port of the Solomons. At Banika, Company C built sixty-eight barges, loaded them aboard LSTs and then sailed on to the target, Okinawa.

The first platoon of Company C embarked for operations on February 28, 1944. They proceeded to Tulagi for ammunition and then to Pavu in the Russel and on to Guadalcanal to pick up Marines and amtrackers.

A five day rehearsal was held at Guadalcanal and then off for Ulithi, the rendezvous area, leaving March 12 and arriving March 21,
1945. The final leg of the trip to Okinawa began on the morning of March 25. This was a rough trip and it was thought that the barges might be lost. Turnbuckles would snap, U-Bolts pop, and chains would break but, for every one that broke, two more would be put on. Then these would break. Company C finally arrived off Okinawa on April 1, Easter Sunday and L-Day.

It was found that a few of the barges had been so hard hit by the seas that an entire string of pontoons was crushed and flooded. Nevertheless, these badly damaged barges served well for the transfer of men and supplies. Most of the barges were launched between 4 hour and noon on L-Day and proceeded to their assigned jobs of lightering cargo and as floating platforms for the cranes.

A coral reef formation off Okinawa formed an effective barrier against landings by small craft. It was necessary to unload the supplies and equipment from the ships, carry them by barges to the reef and then unload them by crane into amtracks. On April 16, a group of ten barges proceeded to Ie Shima under their own power and took part in the landings there. These platrons worked on a twenty-four-hour basis for nearly two weeks before returning to the main force at Okinawa.

Pontoon operations at Okinawa and Ie Shima were generally considered the most successful in the Pacific Theatre. The 70th Seaabe received commendations from Admiral's Hall, Turner and Reifsnider for both Okinawa and Ie Shima for their handling of the lighters.

The main force remained at Okinawa and continued to operate off the Hagushi beaches until the latter part of May; when they were relieved by the 81st Battalion.

Company C arrived at Guam on May 22 and immediately went to work in the AFRAY pontoon yard, outfitting barges and causeways for the invasion of Japan, and loading aboard ship for the operation. About half the Company was aboard ship on V-J Day and took part in the occupation of Korea, Hokkaido, Honshu and China.

Company D, after landing at Okinawa, then proceeded to landing at Iwo Jima and later on Ie Shima. There the Company was engaged in the construction of the new Amphibious Forces camp and operations bases. The Company was then shipped to Okinawa and engaged in the construction of the new Amphibious Forces camp and operations bases. The Company was then shipped to Okinawa and engaged in the construction of the new Amphibious Forces camp and operations bases. The Company was then shipped to Okinawa and engaged in the construction of the new Amphibious Forces camp and operations bases. The Company was then shipped to Okinawa and engaged in the construction of the new Amphibious Forces camp and operations bases. The Company was then shipped to Okinawa and engaged in the construction of the new Amphibious Forces camp and operations bases. The Company was then shipped to Okinawa and engaged in the construction of the new Amphibious Forces camp and operations bases. 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men of this section not only keep these records but prepare the required reports, muster lists, process the recommendations for promotions and cooperate with all other sections in providing records. As we were attached to a Regiment, it was necessary to provide the Regiment with such service also. Awards and commendations are likewise recorded in the personal jacket but many recommendations for awards were disapproved by the Regiment despite the fact the officers of the 70th strongly felt that the men were entitled to them.

Post Office—It is well recognized that much of the morale of any military outfit centers around the mail clerks and the 70th was no exception. It has been reported that the Seabees receive more mail than any service organization and we were fortunate in having competent and conscientious mail clerks. Under the direction of the security officer the Post Office staff controlled the censoring of all outgoing mail. Over 25,000 pieces of first class mail were handled each month; more than $50,000 in money orders were sent from our post office in one typical month. In contrast to our experiences in stateside camps, our own post office provided much better service overseas.

Mail Call was indeed a popular and welcome summons.

Master-At-Arms—the Navy's police force, even though the appellation "Jimmyslog" has fallen into disuse, may not popular with all hands, but like all policemen, it is comforting to have them available. This group must enforce the rules and regulations of the Navy, carry out the general orders of the command, and maintain order. They are responsible for the cleanliness of the camp, especially the galley and mess halls. In a compact organization they have, at times, doubled up with the sergeant of the quarterm and the buglers.

Pubinfo—is short for Public Information and in its wider field on the mainland also directed public relations. Stories were prepared and pictures selected for release to hometown newspapers and the service publications, of the activities of the 70th and its men. The battalion paper "The Sea Beaver" was always welcomed not only by the men but by their families until some efficient command decided that the doings and day-by-day experiences were too secret for release to the folks back home. Well, perhaps we were on the wrong island at the time. Besides, scuttlebutt played its own role and the inside stories always could be verified by any S2/c.

Recreation, Welfare, Education—were a few of the activities that the Chaplain and his co-workers endeavored to conduct for the benefit and morale of all hands. The 70th morale was never a difficult problem what with frequent movies, stage shows, boxing and wrestling, bingo parties, baseball games and the less frequent dances. The battalion library was always popular and well patronized by the educational services including the Armed Forces correspondence courses helped many who wished to help themselves. Radios and record-players kept us abreast of the latest jive box favorites.

Photography—Practically all the pictures in this book are the product of our own lens-lads and this is an appropriate place to give credit to our camarar twins, Kelman and Kendall; perhaps a few were left over from Ed Callahan's collection. All official Navy photographs were promptly forwarded to the various Bureaus in Washington and some then released to the public through the medium of papers, magazines and other publications. Our photographers covered all phases of the Battalions' work, including the invasion.

Supply—covers a wide range of activities, not only within the Supply Department itself but in its related and collateral functions. Procurement being the foremost, each other division depending on it, including general storekeeping, tools, transportation and other parts, patronage assembly materials, small stores, ship's store, ship's services, the very important commissary and last but not least the beer garden or "Hop Shop."

GSC—profiting by our experience in North Africa, adequate supplies of clothing, bedding, tools, maintenance materials, cleaning gear, galley and mess equipment and the thousands of other items listed in our Allowance List were carefully accumulated, stored and issued. Seldom did we go without anything essential to our work and well being except when the supply echelons at a higher level did not provide them.

Commissary—Feeding 1,200 men three times a day was not a simple proposition when the Battalion was together at one place, especially when extra meals had to be ready for the extra shifts when we were working around the clock. Our chow was always the envy of other outfits and marines, army and other naval personnel joined the chow line on the slightest pretext. In fact, it was difficult to keep Guamians and Japs from the boondocks off it. In an average month 36,000 pounds of meat, 8,000 pounds of potatoes, 4,000 pounds of butter and 8,000 loaves of bread were used. The Seabees were seldom, if ever, cutout. Sixty cooks, butchers, bakers, stewards and jacks-of-dust operated the galley with the usual kitchen police and messmen; they also went forward with the echelons on the invasions. And whenever the mix was available, ice cream machines worked at capacity.

Ship's Service—Just as on Main Street at home, the laundry, tailor, barber, cobbler set up business shops, the services being free where possible.

Ship's Store—Combining the general store and the 5 and 10, it had everything but the stove and crocker barrel. Cigarettes at 4½ cents per pack will probably always be remembered; cigars, candy, magazines, toilet articles, souvenirs and other items essential to comfort were always well stocked. The store did $15,000 worth of business in September, 1945, and the profits paid for the free issue of beer and the major cost of this souvenir book.

Hop Shop—or beer garden was open every night except Sunday. Next to the movies, this was the favorite spot to relax and "shoo the breez." Even the jive box records fall behind the harmony stirred up by a couple of cans of beer and all the old and new barber shop choruses including "Sweet Adeline," "Roll Out the Bar'l," "I Had a Dream" were heard. Here too the scuttlebutt brought forth amazing bits of information about the war. Fifty-eight thousand cans of beer were emptied during September 1945, besides the coke.

Disbursing—handled all pay accounts, allotments and allowances in addition to claims for lost gear, clothing, family travel and moving. Pay Call was probably second to mail call in interest even though money was not as essential a commodity on the Rock as it was in the stateside campus. The average monthly payroll for the 70th was around $120,000.

Engineering and surveying, general drafting, refrigeration service man and other specialists were furnished by Headquarters but to repeat the observation made earlier, this book can but cover the high spots. Some overlapping of services became necessary when the Battalion was scattered and each Company at times, had to provide its own headquarters facilities as required. Likewise pay accounts and health records had to go along with the widely separated platforms, which ranged from Australia to Japan.

V-J Day came at a time when the 70th Battalion was reunited on Guam and all efforts were being given to the preparations for the assault landing on and the invasion of the Japanese home islands. In contrast to the hysteria of newer units, the 70th took V-J Day in its stride and the celebrations were quiet, ranging from prayers in the chapel to an extra issue of beer in the "Hop Shop." Seasoned veterans compared experiences at Salerno with Okinawa, North Africa with the Philippines, the Casabah off Algiers with Toulouse in Leyte or for that matter, Arew with Oahu and Bizte with Guam or Saipan. The plans for the invasion were converted to plans for the support of occupation forces, so that the actual cessation of hostilities did not change the overall program. While many compiled their points and awaited passage home, others volunteered to carry on for as long as they were needed. By October 15, 1945, a considerable number of man were aboard ship, heading for San Francisco.

Pursuant to orders, the 70th Battalion was officially inactivated and demobilized on October 17, 1945, on Guam. Appropriate ceremonies were held by the relatively small complement remaining, after which the deeds of the 70th became history. These lines are recognized as repetitious and as being totally inadequate to record the many experiences, the hardships and tribulations, the comradeship and satisfaction of being Seabees of the Navy in our greatest war. It must be left to each Seabee to better recount his individual and joint experiences, which doubtless will improve in telling, as time goes by.
THE BEACH AT WAIKIKI

United States Pacific Fleet
Imperial Domain of Golden Dragon
This is to certify that
70th U.S.N. Construction Batt.
was duly inducted into the SILENT MYSTERIES OF
THE FAR EAST, having crossed the 180th Meridian at
censored points in 1944-1945
in Latitude individually shown. Board the
unassigned ships of the
Amphibious Forces
for Golden Dragon
Capt. CEC USN
Great Ruler of the 180th Meridian
Aloha Tower

"Kilroy was here"
Raymond Kilroy, Jr., of the 70th Battalion

King Kamehameha

Below: The blow hole at Waikiki
Bottom: Pineapple field

Below: Picnic grove
Bottom: Street scene in Honolulu
Islands
Pontoon operations at Intrepid Point

INTREPID POINT

Towing Pontoon string

Barracks construction
Pontoon dry dock

Launching barge

OAHU

Completed barracks

Armored bulldozer
Aboard U. S. S. Cushman K. Davis December 11, 1944

SHELLBACK INITIATION

United States Pacific Fleet
Domain of Neptunus Rex
70th U.S.N. Const. Batt.
Iwo Jima & Okinawa 45
Aboard the U.S.S. Amnibious Forces
Censored

Know Ye that 70th U.S.N. Const. Batt.
on the U.S.S. Amnibious Forces
having been inspected and found worthy by My Royal Staff, I was
initiated into the Salem Mysteries of the Ancient Order of the Deep
I command my subjects to honor and respect the bearer of this
certificate as One Of Our Trippy Shellbacks.

Davy Jones
Neptunus Rex
His Royal Strike
Ruler of the Raging Main

Aboard U. S. S. Cushman K. Davis December 11, 1944
Russell Islands, February 1945

RUSSEL ISLANDS

Secured pontoon barges on the side of L.S.T.—Banika

Officer's quarters—Banika

Barge outfitting yard

Pontoon yard—Banika

The 70th camp at Banika
LAST CHURCH SERVICE ABOARD LST BEFORE IWO JIMA "D" DAY

First wave of Marine LVT's. Mt. Suribachi in background

Broached equipment on beach
Flag raising on Mt. Suribachi, 25 February 1945

Wounded Marine is taken out of tank
Jap LST broached on beach used as landmark

Transferring wounded from small boats to hospital barge
Iwo Jima "press club"
More broached equipment

A foxhole inn

Wounded soldier receiving blood plasma

Barge loaded with supplies going into beach

Lifting wounded to LST

Chow time on the beach
WHERE ERNIE PYLE DIED AT IE SHIMA

Civilian camp at Toya
Another view of civilian camp at Toya

Wrecked City Hall

Street scene in Hize
Truck pulls off the barge

Heavily loaded LST on way to Okinawa

An underwater demolition

Loading gasoline

Repairing motor
Barge loaded with engineers being taken ashore by CB's

Loaded barges waiting orders to beach

Unloading army on beach at le Shima

One of the PBM repair barges

Passing out hot coffee

Unloading LST
Upper right: Briefing crew of the 70th CB B-29 before flight over Tokyo.

1945

70th B-29 over Tokyo—what's left of it
70th sends incendiary bombs to Tokyo.
LETTERS OF COMMISSION

Commendation from Admiral Richmond Kelly Turner, USN, Commander Amphibious Forces, United States Pacific Fleet.

PASS TO COMDR BENLINE X YOU ARE COMMENTED ON THE EFFICIENT MANNER IN WHICH YOUR ORGANIZATION PREVENTED POSSIBLE RACE FROM DRIFTING OR BEING Destroyed ON THE REEF DURING THE RECENT BAD WEATHER X WELL DONE

U. S. NAVY YARD
Pearl Harbor, T. H.

10 December 1944.

To: Comdt, NYPac.

From: Officer in Charge, Hawaiian Area Navy Construction Brigade.

SUB: Two (2) Runways Constructed on their own.

I. During the past three weeks specially qualified riveters from the 70th Construction Battalions have assisted the Yard in making major repairs to an important auxiliary ship of the Navy. The assistance rendered was of great value. In that the Yard was provided with men whose mental skill could not, at this time, be obtained elsewhere.

II. To the splendid display of your men helped to bring a very large task to an early completion and the Commandant wishes to express appreciation for your cooperation in providing these men and for the assistance which they rendered the Yard.

WILLIAM R. FURLONG

C. BROADBENT

U. S. LST NO. 779
Fleet Post Office
San Francisco, California

1 March 1945.

From: The Commanding Officer.

To: Ensign Edward P. LORAC, CEC, USNR, #04681.

Subject: Recommendation for a Commendation.

I. Your creditably participated in the invasion and occupation of two islands, Iwo Jima and Okinawa, on board this vessel, a which was the first and only LST to beach on D-Day plus one, under enemy artillery and mortar fire. The officers and men were verbally commended for this action by Rear Admiral W. H. Hall, Commander of Task Force 53, Attack Force.

J. A. Hopkins

U. S. LST 873
Fleet Post Office
San Francisco, California

30 March 1945.

From: Commanding Officer, U.S.S. LST 873.

To: Whom it may concern.

SUB: Recommendation for Award.

I. Special credit is due WILLIAMS, M. L., 532Q and YOUNG, M. E., Stc for their outstanding accomplishments and cooperative spirit in constructing two vitally important $90 col. gun tubes on the stem LST 873.

II. The quality of their work warrants special consideration for advancement in their respective fields.

III. The achievements and full cooperation of the entire battalion aboard, led by REMALET, W. G., CSM led of us a lasting and genuine feeling of respect and appreciation.

T. W. Thackery

U. S. S. LST 949
c/o Fleet Post Office
San Francisco, California

31 March 1945.

From: The Commanding Officer.

To: Whom It May Concern.

SUB: Recommendation for Award.

Plotted B-21, Detachment "C". 70th U. S. Naval Construction Battalion, Commanded by

I. Plotted B-21 and its Officer-in-Charge, Ensign Paul W. Cameron, were out of their way to assist this ship in carrying out its assigned mission. In addition to their regular duties, they volunteered and assisted with Ship's work.

II. During their three day aboard they accomplished the following projects: constructed two (2) runways on the Main Deck; Garbage sheds; cabinet in wardroom; canvas shelters on main deck for embark Moms and materials; and made alterations in the Officers' Pantry.

III. I commend this Construction Battalion for its unusually high spirit of cooperation, and their valuable help in promoting the welfare of the crew and embarked troops.

T. J. Twohig

U. S. S. LST 913
c/o Fleet Post Office
San Francisco, California

8 April 1945.

LST-1013/PI/50
Serial 217E-5.

From: The Commanding Officer.

To: Commander SEVENTEENTH Naval Construction Battalion.

SUB: Certificate to be a True Copy.

C. BROADBENT
Lt. Comdr. (CEC) USNR

AMPHIBIOUS GROUP TWELVE

From: Commanding Officer Amphibious Group TWELVE.

To: Commander Arthur J. BENLINE, CEC, USNR.

SUB: Recommendation.

I. Your excellent performance of duty during the assault and subsequent occupation of Western Okinawa, Ryuku Islands has been called to my attention. Your consistent and exemplary conduct of your organization prevented pontoon barges from drifting or being destroyed on the reef during the recent bad weather. Well done.

J. L. Hall, Jr.

U. S. S. CORONIS (ARL-10)
c/o Fleet Post Office
San Francisco, California

11 May 1945.

From: The Commanding Officer.

To: Whom it may concern.

SUB: Certificate to be a True Copy.

C. BROADBENT
Lt. Comdr. (CEC) USNR
PACIFIC PURPLE HEART AWARDS

IWO JIMA

LT. COMDR. CHARLES BROADBENT
BURVAL R. BAKER, CM2c
WILLIAM M. BALLARD, MoMM3c
ALOYSIUS J. BORRAS, SSMB3c
LEONARD N. BOYSON, S1c
WILLIAM J. BRUNNER, S1c
MARK E. FLYNN, PhM1c
NEILAN M. HAYNES, SF3c
LOYD W. KEITH, CM1c
RICHARD H. MORRIS, S1c
RONALD F. PANTON, CCM
DONALD I. TEMPLE, CM1c

OKINAWA

COMMANDER ARTHUR J. BENLINE
GEORGE G. BAILEY, SK1c
HENRI A. DORE, S1c
SAMUEL H. JAMES, CCM
ARTHUR G. JOHNSON, MMS3c
FRANK C. KLINE, CBM
JOHN KRUK, MM3c
RAYMOND C. LAPP, MoMM3c
RENE A. LA ROCHE, CM3c
SAMUEL W. MARTINO, S1c
WILLIAM M. MILLER, CM1c
LOSEY T. MUSE, CM2c

AWARDS

COMMENDATION RIBBONS

LIEUT. MATTHEWS B. JAMIN
ARTHUR J. MURPHY, CY

ANTHONY B. KOLODZIEJCZYK, CY
WILLIAM E. WILBERT, Y1c

BRONZE STAR MEDALS

COMDR. ARTHUR J. BENLINE
LT. COMDR. H. M. POWELL

NAVY AND MARINE CORPS MEDAL

NORMAN W. McCINTOCK, MM2c

Other commendations for awards were submitted prior to decommissioning of Battalion but to date no advice as to action of Navy Department has been received.
Comdr. Benline presents Purple Heart medals to Iwo Jima and Okinawa veterans.

Capt. M. H. Little reads citation as Vice Admiral J. L. Hall presents Purple Heart to John Kruk aboard U.S.S. Titon at Okinawa.

PURPLE HEART AWARDS


Left: Lt. M. B. Jamin presents commendation ribbons.
SPECIAL AWARDS

Presentations by Lt. M. B. Jamin, acting officer-in-charge

Presentation of awards on Guam, October 1945
AERIAL VIEW OF CAMP ON GUAM
Top: Galley and Mess Hall  
Above: Camp Road Construction

Erection of power lines

Typical camp street before surfacing

Excavating coral

Supply yard
TRANSPORTATION AREA

Below: Mess-Hall and Galley Construction at Guam
Bottom: Original Mess Hall

Below: Camp water supply
Bottom: Guam tent erection
Pontoon yard outfitting

Raising barge-ready for launching

AFPAY

75 Ton crane raising barge on side of LST
Pontoon yard, launching ways

Causeways

Reading from top to bottom, at right: Concrete decks for quonset huts; supplies for the invasion; launching ways.

Transportation Building
Constructing Amphibious Forces' quarters

OUTSIDE CONSTRUCTION

Reading from top to bottom, at right: Harman Field hangar construction; Guam—quonset hut construction.

Below: Guam—Admiral's quarters construction
Bottom: Construction of mess hall and galley

Below: Adcomphibspace quonset hut construction
Bottom: Harman Field Administration Building
Carpenter shop

Welding

Paint shop and machine shop at Guam

Centrifugal wringer
Educational section—Ensign Pierson

CHAPLAIN'S DEPARTMENT

Chaplain Bourdow and Ylc Wyman

Our chaplain officiates at a native wedding

Inside chapel at Guam
The Theatre

Left: "Shapes Ahoy"
Right: The Battalion Dances

The Theatre

Gene Autry and Rufus Davis
Dedication of Hanlon Field

First temporary projection booth. Note the 16-mm projectors.

Our Baseball team

ATION

THE SEA BEAVER
SOUVENIR EXTRA
"WE DOED IT" SOUVENIR EXTRA

WAR ENDS VICTORY | CO. B LEAVES; JAP'S QUIT

THIS PUBLICATION MAY NOT BE SENT FROM THE ISLAND BECAUSE OF SECURITY REGULATIONS.
Volume 3
The Mariana, 14-14 July 1945 Extra
Enlisted men's dance

A real open air beer garden on Guam

We even had our own version of a juke box

A scene at enlisted men's dance

and library, too!
Pontoon barges en route to Ie Shima on D-Day under air attack at time photograph was made. The target was four Jap planes which do not show in the picture. April 16, 1945.

Moving bogged down tank destroyer on Okinawa

Administration area

Pontoon wharf in boat pool, Bishi Gawa

Vice Admirals Wright and Hill inspect armored bulldozer at Waillae, Oahu.
MEDICAL DEPARTMENT

Getting a checkup

This won't hurt a bit

Doctors, Dentists, Pharmacists, and Hospital Corps

More shots

Sick bay
BUTCHERS
BAKERS
AND
COOKS

Ice Cream!
PAY LINE

SHAVE AND HAIRCUT DEPARTMENT

Photography tent

Tailor shop
LAUNDRY

DISBURSING

GROUPS

ADMINISTRATIVE

DISBURSING
COMPANY B
Jungle

Guam Scenes

One of the beautiful beaches

Tent city

Below: Civilian transportation
Bottom: Water buffalo and calf
70TH BATTALION REVIEW AT CAMP PARKS

ON OPPOSITE PAGE: Decommissioning ceremony—Guam—October 15, 1945

HEADQUARTERS COMPANY IN REVIEW
A P.B.M. is lowered into barge

Armory group

70th's B-29 bomber crew

Making grass roof for beer garden

Chaplain in native cart

First men released at Guam upon reaching 42 years of age
70th anti-aircraft gun crew at Iwo

Boat Repairs at Guam

Guam Beach

Iwo Jima Beach

Wrecked tank on Okinawa

Setting up crane D-Day, Okinawa
Top: Command Post at Iwo
Center: Guam survey crew
Right: at Banika
Bottom: Fire Department provides water

Top: On beach at Iwo
Center: Chow aboard LST
Bottom: Markers for Iwo beaches
(Continued from page 31)

U.S.S. LST 787
Care of Fleet Post Office
San Francisco, Calif. 12 May 1945.

LST787/PIS

From: Commanding Officer, 70th Naval Construction Battalion
To: Chief Carpenter James W. KRAMER, Jr., 270579, CEC, USNR; service aboard the USS LST 787.

1. Chief Carpenter KRAMER served aboard this vessel as a seaman's officer in charge of twenty-two men from 29 December 1944 to 21 April 1945.
2. At all times he fulfilled his duties aggressively and efficiently. His cooperation with ship's force was excellent.
3. Chief Carpenter KRAMER is fully qualified for promotion.

CERTIFIED TO BE A TRUE COPY
C. BROADBENT
Lt. Comdr. (CEC) USNR

CTU 51.15.4
c/o U.S.S. Mount McKinley
Fleet Post Office
San Francisco, Calif. 17 May 1945.

From: Commander Task Unit
To: Commanding Officer, 70th U.S. Navy Construction Battalion

1. Lt. DORFMAN has served with this unit since the beginning of hostilities by enemy air in the Kerama Retto Area. As Operations Officer, his services were of inestimable value and the unyielding determination and energy with which his every task was accomplished, of rare quality.
2. During the period of existence of the Unit, a considerable number of battle damaged ships were brought in and repaired under spasmodic enemy attack and under the most difficult circumstances.
3. The devotion to duty and complete disregard for his own safety as well as his intelligence and exceptional initiative has contributed to the operation of this Unit beyond expression.
4. His work in this area and his service to ships personnel in need of assistance is a tribute to the Organization of U.S.N.C.R. and observant of the highest commendation.

5. Your cooperation in extending the services of this officer is truly appreciated.

/s/ Carl H. Holm
CARL H. HOLM
Commander, U.S.N.R.

HEADQUARTERS
S.S. SEA FLASHER
Office of the Transport Commander 22 May 1945.

SUBJECT: Commendation.

TO: Commanding Officer, 70th U.S. Naval Construction Battalion
1. During the voyage just completed, Lieut. Matthew B. JAMIN was assigned to duty as Commanding Officer of Troops. In this capacity Lieut. JAMIN displayed a high degree of tact, leadership, and knowledge of organization. It was through his zealous effort that the voyage resulted in a harmonious and happy crossing.
2. It is requested that this letter become a part of his Next Efficiency Report and a copy placed in his personal file.

/s/ Eugene C. Foster
EUGENE C. FOSTER
Major, T.C.
Transport Commander

CERTIFIED TO BE A TRUE COPY
C. BROADBENT
Lt. Comdr. (CEC) USNR

From: ComPhibGroup FOUR (Rear Admiral L. Reifsnider, USN)
To: Lt. M. B. Jamin, Island Command Banika
Reference: Your Dispatch, Loading of barges on LSTs, efficient. Well done.
From: ComPhibGroup FOUR—U.S. 5, S. Paramith—le Shima.

Observed with satisfaction the manner in which poston barge group arrived today in formation and on time. seamanship and participation in assault operations well done.
COMMANDER A. J. BENLINE ........................................ Publisher
CHIEF WARRANT OFFICER J. E. O'NEIL ........................... Editor
LIEUTENANT K. M. HUEFTLE ........................................ Co-ordinator
ENSIGN E. H. ZUNKER ........................................... Staff Representative
LIEUTENANT (jg) E. A. CEDERBORG ............................... Co. A Representative
ENSIGN M. T. PIERSO .............................................. Co. B Representative
ENSIGN R. J. FLOOD ............................................... Co. C Representative
LIEUTENANT (jg) C. F. WELDAY ................................ Co. D Representative
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ZYMENYAK, A., 547 Collins Ave., East Pittsburgh, Pa.
ZORN, D. J., 337 Stockton St., Brooklyn, N. Y.
The sudden termination of the war and the subsequent inactivation of
the 70th Construction Battalion found Chief Warrant Officer J. G.
O’Neil and the Pubinfo staff with a large amount of incomplete material,
data and photographs which they were trying to work into shape for the
publication of this book. Mr. O’Neil graciously consented to carry on
after his return to civilian life.

The delay in publication and distribution is regretted but has been
unavoidable, due in part to difficulty in obtaining information from the
officers and men concerned.

To carry through the financial arrangements with the publishers and
souvenir manufacturer, a committee consisting of Commander A. J.
Benline, Lt. M. B. Jamin, Lt. (jg) J. E. Crabiel, Chief Warrant Officer
J. G. O’Neil and Chief Yeoman A. J. Murphy handled the disbursal of
funds and other details. When the distribution of the book is complete
and all payments made, it is the committee’s intention to contribute any
balance remaining, to the Navy Relief Society in the name of the 70th
U. S. Naval Construction Battalion.

Many changes have occurred since the decommissioning of the 70th
Battalion. Admiral Ben Moreell and Rear Admiral L. B. Combs have
been succeeded in the Bureau of Yards and Docks by Rear Admirals
J. J. Manning and J. F. Jelley; others of our superiors, associates and
friends have new peacet ime assignments. From time to time both before
and since the end of hostilities they have extended their felicitations to
the men of the 70th for a job well done and we in turn wish them well.
Unfortunately time and space do not permit further individual acknowl-
edgments.

A. J. BENLINE