The
13th SPECIAL
NCB
WORLD WAR II
The Birth of an Idea

IT WAS A BRIGHT SUNNY DAY IN MAY, 1935, WHEN I OPENED THE MASSIVE DOOR OF THE CEC AND SEABEE MUSEUM AT PORT HUENEME, CALIFORNIA. AS MY EYES ADJUSTED TO THE CHANGE OF LIGHT I FOUND MYSELF NOT JUST INSIDE BUT IN ANOTHER TIME AND PLACE... A VOYAGE INTO THE PAST.

IT WAS QUIET. I NOTICED THAT VISITORS WERE NOT JUST "WALKING THROUGH" BUT EACH WAS STANDING AT DIFFERENT DISPLAYS FOR LONG PERIODS OF TIME, DEEP IN THOUGHT. AS I WRITE THIS NOW, I REALIZE THAT IF EACH ONE OF THEM WERE TO BE INTERVIEWED, AH... WHAT A STORY THAT WOULD BRING. THE CIVIL ENGINEER CORPS AND THE SEABEES DID AFTER ALL SERVE ALL OVER THE WORLD.

AFTER VIEWING FROM FLOOR TO CEILING FOR AN EMOTIONAL FEW HOURS... I KNEW THAT I WOULD HAVE TO COME BACK "TOMORROW". I RESTED IN THE CHAPEL AND REMEMBER COMPARING THE QUIETNESS TO THE SOUNDS OF BATTLE AND BUILDING THAT HAD TO HAVE TAKEN PLACE IN TIMES PAST.

REFRESHED, I LEFT THE CHAPEL... WENT TO THE GIFT SHOP, AND WALKED BACK INTO TODAY. HERE I FOUND A BRIGHTLY LIGHTED SHOP FILLED WITH COLORFUL GIFTS OF EVERY POSSIBLE SORT... RANGING FROM TEN CENTS TO EXPENSIVE GOLD AND SILVER... EACH, REGARDLESS OF PRICE, EXQUISITELY DESIGNED.

THE AMBIENCE WAS WARM AND FRIENDLY... I WAS NO LONGER TIRED. MY EYE FELL UPON A BOOK. THE COVER TITLE WAS "CRUISE BOOK... 13TH NAVAL CONSTRUCTION BATTALION". WHAT IS THIS!!! I HAD NEVER SEEN ONE BEFORE. PERHAPS THEY HAVE ONE FOR THE 13TH SPECIAL NAVAL CONSTRUCTION BATTALION!!! WHAT A GIFT FOR MY BROTHER!!! I WAS TOLD "I'M SO SORRY... BUT WE DO NOT HAVE ONE".

AT THAT MOMENT I KNEW THAT I HAD TO CORRECT THE SITUATION AND MADE THE DETERMINATION TO DO SO. AND SO IT WAS THAT I WALKED INTO THE UNKNOWN AND CAME OUT WITH THE PAGES THAT FOLLOW... OVER TWO YEARS LATER. SINCE THE INSPIRATION CAME FROM THE MUSEUM... IT IS APPROPRIATE THAT I OPEN THE BOOK WITH A PHOTOGRAPH OF THE MUSEUM. I THANK ALL WHO HAD ANYTHING TO DO WITH IT'S EXISTENCE.

Information from the CEC/Seabees
Museum, Port
Hueneme, Calif.

AT THE END OF WORLD WAR II NUMEROUS SEABEE BATTALIONS AND GROUPS OF SEABEES, ON THEIR WAY HOME FROM OVERSEAS, PASSED THROUGH THE NAVAL CONSTRUCTION BATTALION AT PORT HUENEME, CALIFORNIA. THEY HAD WITH THEM A WEALTH OF HISTORICAL SOUVENIRS AND MEMENTOSS, VAST NUMBERS OF WHICH WERE LEFT AT PORT HUENEME. IN 1946 A MUSEUM WAS ESTABLISHED. THE FLOW OF GIFTS, EVER INCREASING, DETERMINED A NEED FOR LARGER QUARTERS AND A NEW MUSEUM WAS BUILT IN 1956. RENOVATION AND ENLARGEMENT IS CONSTANTLY TAKING PLACE. THE TOTAL STRUCTURE TOTALS APPROXIMATELY 24,000 SQUARE FEET. THE GIFT SHOP GENERATES THE MONIES FOR ALL NEW EXHIBITS, RESTORATION OF ARTIFACTS, GIFT SHOP EMPLOYEES, ETC., ETC., AND ET CETERA.
1941 Quonset Huts still in use by the Seabees at Port Hueneme.
THE "GRANDDADDY" OF THE C3'S

ADMIRAL BEN NORELL, A GRADUATE OF WASHINGTON UNIVERSITY IN ST. LOUIS, BEGAN HIS NAVY CAREER IN 1917, SERVING IN VARIOUS CAPACITIES WITH THE DEPT. OF PUBLIC WORKS AND THE BUREAU OF YARDS AND DOCKS.

DURING WORLD WAR II HE WAS CHIEF OF THE BUREAU OF YARDS AND DOCKS AND CHIEF OF CIVIL ENGINEERS OF THE NAVY.

IN 1941 HE ORGANIZED THE NAVY'S CONSTRUCTION BATTALION WHICH BECAME KNOWN AS THE SEABEES.

THE BRILLIANT PERFORMANCE OF THE SEABEES BROUGHT HIM NUMEROUS AWARDS AND CITATIONS.

NOT ONE TO SIT AT A DESK...HE WAS OUT WHERE THE MEN ARE....HE WAS REFERRED TO AS THE "KING BEE" BY FLEET ADMIRAL NIMITZ AND THAT HE WAS.....A KING AMONG HIS MEN, AND A MAN OF HISTORY.


 COURTESY OF NAVFAC P.H.
The Song Of The SEABEES

Lyric by
SAM M. LEWIS

Music by
PETER DE ROSE

Dedicated to the SEABEES
Construction and Fighting Men of the UNITED STATES NAVY

Printed for complimentary distribution by Bureau of Yards and Docks, United States Navy, by ROBBINS MUSIC CORPORATION 700 SEVENTH AVENUE - NEW YORK
THE SONG OF THE SEABEES

Lyric by SAM M. LEWIS
Moderately Bright (With Spirit)

We’re the Seabees of the Navy. We can build and we can
fight. We’ll pave a way to victory and guard it

day and night. And we promise that we’ll remember. The

“Seventh of December.” We’re the Seabees of the Navy.

Bees of the Seven Seas.
Original 1943 Barracks still in use in Gulfport, Mississippi. This photo was taken in 1974 by William Mills (P.F. 1943). Bill is in the Naval Reserve Mobile Construction Battalion No. 13. !!!

History, it seems, repeats itself. Bill says that many World War II barracks are still in use.

This is the same chapel that the 13th Special went to in 1943. Photo taken in 1974 while Bill Mills was on Active Duty with the 13th Mobile Construction Naval Reserve.
New Memorial to the C.E.C. and Seabees at Port Hueneme.

CONTRIBUTIONS FROM INDIVIDUALS

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Mr. & Mrs. Robert Arbon
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Mr. & Mrs. Clifford Gibson

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Mr. Leonard Kreyer - 82nd NC
Mr. & Mrs. David Thomas
Mr. Thomas Wegerer - 38th NC
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CONTRIBUTIONS FROM ORGANIZATIONS

CBC CPO Wives Club
CBC Officers Wives Club
Navy Wives Club of America, B.E., Liners No. 209
Seabees Team - U.S. Embassy, Algeria
Navy Wives Club of America, Moffett Field No. 173
WWII Veterans Association - Shreve, WI
WWII 5th Naval Construction Battalion
WWII 81st Naval Construction Battalion Reunion Group
Naval Construction Training Center - Port Hueneme
Seabees Veterans of America, National
CEC/Seabee Museum

Note: 13th Special NC, WWII
An invitation was received from Captain Black to attend the dedication ceremony of Heritage Park, 2/13/87. (See page 10)

In 1982 the Seabee Drill Team marched in Windsor, Connecticut. Map Rosen visited with them. They exchanged addresses and later these decals were sent from E03 Bevill of Davisville, Rhode Island C.B. (Camp) to Map.

Enclosed was this Area Map of Port Hueneme
FROM CALIFORNIA:  
(HOMETOWN: CONN.)  
I REMEMBER CHARLES LOWELL FROM LOWELL, MASS. HE WAS THE ONLY SEABEE THAT I EVER KNEW THAT RECEIVED AN ALLOWANCE FROM HIS MOTHER EVERY MONTH THAT HE WAS IN THE SERVICE.  
I REMEMBER OPEN AIR SHOWERS ON GUAM...AND GREAT HAMBURGERS AT THE ROYAL HAWAIIAN HOTEL. MY FIRST MEAL BACK IN THE STATES WAS....A HUGE SALAD!!!  
DANIEL H. PHELPS CO. D

FROM WISCONSIN:  
(HOMETOWN: ILL.)  
I RETAIN MANY FRAGRANT MEMORIES OF THE 13TH SPECIAL....LOVABLE, CO-OPERATIVE TROOPS. HAVING BEEN WITH THE BATTALION SINCE IT'S BEGINNING, I WAS INDEED SORRY TO HAVE BEEN TRANSFERRED. I WENT WITH THE 123RD N.C.B. IT WAS A GOOD OUTFIT. I WOULD LOVE TO SEE MY OLD BUDDIES FROM THE 13TH SPECIAL. WISH WE COULD HAVE A GET TOGETHER. I WOULD DO ANYTHING FOR THOSE BOYS. THEY CALLED ME "PADRE ROY". HOW ON EARTH DID YOU EVER FIND ME???

REVERAND ROY B. SCHMEICHEL CHAPLAIN

FROM MICHIGAN:  
(HOMETOWN: ILL.)  
I WAS NICKNAMED "BUNNY" BECAUSE MY PARENTS WOULD SEND ME RAW CARROTS THROUGH THE MAIL. I REMEMBER TAKING THE TRAIN TO SAN FRANCISCO AND GOING UNDER THE GOLDEN GATE BRIDGE. THEN ON TO THE TRANSPORT SHIP GENERAL G. O. SQUIER. ALL OF THE VEHICLES (TRUCKS AND JEEPS) HAD THEIR NUMBERS INSIDE A BLACK ACE OF SPADES. # 1 WAS THE COMMANDING OFFICER'S JEEP. WORKING 7 DAYS A WEEK AND 12 AND 13 HOURS A DAY WAS HARD WORK....BUT AFTER THE WAR, I TRANSFERRED AND ACTUALLY MISSED THE LONG HOURS (AFTER A WHILE). I FOUND THAT DOING HARD PHYSICAL LABOR MADE THE TIME PASS FASTER AND GETTING HOME SOONER.

RICHARD T. LUDWIG HDQRTS. CO
FROM CALIFORNIA: (HOMETOWN: N. J.)

WHILE IN GUAM I CONTACTED THE DEADLY "DENGUE FEVER". I WENT LOOKING WHERE THERE WAS NONE. I WENT TO SICK BAY BUT FOUND MYSELF ALL ALONE AND FELT SPOOKED, SO I LEFT. I FOUND MY WAY ON TO A LIBERTY SHIP LOOKING FOR HELP. I LAY THERE FOR A WHILE... BUT GOT OFF JUST IN TIME... IT WAS HEADED FOR NEW CALEDONIA!!!

I'LL ALWAYS REMEMBER THE RED MUD AT IROQUOIS POINT.

THANK YOU FOR THE "MARCH" BIRTHDAY CARD. I REALLY APPRECIATED IT. BUT IT HAPPENS TO BE THAT MY REAL BIRTHDAY IS IN DECEMBER. I WAS 17 YRS. OLD WHEN I TRIED TO ENLIST. WHEN I WALKED INTO THE INDUCTION CENTER, I WAS GREETED WITH "HAPPY BIRTHDAY... YOU ARE IN THE SERVICE NOW", SO I QUIT WHILE I WAS AHEAD AND LIED ABOUT MY BIRTHDAY.

CHARLES A WEBBERLEY CO. C

FROM MICHIGAN:


MABEL THOMAS WAS RESPONSIBLE FOR PUTTING ON SHOWS AND ALL ENTERTAINMENT BY THE USO WHILE WE WERE IN HAWAII.

"LUCKY" WAS PICKED UP IN PEARL HARBOR AND TRAVELED WITH US ABOARD SHIP WHEREVER WE WENT. IN GUAM, LUCKY FOUND THE FLOWERS OF ROMANCE AND HAD A FAMILY WITH EACH AND EVERY FEMALE DOG ON THE ISLAND. SO HE COULD NOT TRAVEL ANY LONGER, DUE TO MATRIMONY OF HIS HAREM.

OUR PRAYERS CONTINUE FOR ALL OF THE MEN OF THE 13TH SPECIAL. MAY THEIR DAYS BE FILLED WITH GOD'S LOVE AND BLESSINGS.

EDWARD L KERR HDORTS. CO.

FROM MISSISSIPPI: (HOMETOWN: TENN.)

I REMEMBER EDDIE RHODES. HE WAS AS FINE A BOY AS I HAVE EVER COME IN CONTACT WITH.

EDDIE AND REIMENSCHNEIDER WERE BEST BUDDIES. THEY WERE INSEPERABLE.

WE HAD TWO BOYS IN CO. B. WHO ENLISTED AT AGE 14. THEY WERE DISCHARGED AT CAMP PEARY. THEY WERE TWINS AND HELD THEIR OWN UNTIL THEY WERE DISCOVERED.

I CAME HOME ON "HE "SOUTHERN CROSS"... IT TOOK 30 DAYS.

GEORGE W. GLOTFELTER CO. B.
FROM CALIFORNIA: The 246 seashells that I sent to you are from Guam. While awaiting for transportation home, I remember that Eddie Hartzke and I went walking along the shore. We always wore our shoes, because it wasn't pleasant to step on some little squishy sea urchins. We would pull up the seaweed and these living shells would be underneath.

We'd take them back to camp and bury them in the soil. In a few days, the ants would have eaten them all clean. Then we washed the sand out and set them out to dry.

The little cloth bags that the shells are in are the bags we used on Guam that originally held an absorbent material to keep "parts" dry.

Everardus B. Wilson CO. B.

FROM MINNESOTA: In regard to the fighting Seabees movie photograph that you sent... I really don't seem to recognize any of the guys. I used a flashlight and a large magnifying glass, over and over again. Some of the men "look" familiar and there is some resemblance to the names that you mention... but I can't be absolutely sure.

I remember that we did some marching for that CB movie "The Fighting Seabees". We wore green overalls with our white hats. The tall men were placed in front.

Alver J. Uncini CO. A.

FROM NEW JERSEY: "Spam" kept me alive during the war and I still enjoy it with brown sugar and sweet potatoes. Well, once in a while.

I remember Betty Hutton on Guam... she was and still is a favorite of mine.

When the exciting news of the end of the war came to us, it was a joyous occasion. Some of the boys jumped over the side into the water... a few forgetting that they couldn't swim. Others were running around shaking hands... everyone was so happy.

We even stopped working for about 15 minutes.

Charles L. Murray CO. A.

FROM NEW YORK: It's hard to believe that I was once a "baby bee". In 1943 I weighed 165 pounds soaking wet.

William A. Mills CO. A.
FROM CONNECTICUT: I REMEMBER HOW HAPPY CHAPLAIN TOOMEY WAS WHEN WE PRESENTED HIM WITH A MUCH NEEDED MEANS OF TRANSPORTATION...A JEEP...WITH A FRESHLY PAINTED ACE OF SPADES ON IT. WE USED TO TEASE HIM...SAYING THAT WE WOULD COME TO MASS, IF WE COULD GET A SAMPLE OF HIS SACRAMENTAL WINE. ALSO, WHENEVER WE SAW HIM APPROACH, WE ALL WOULD KIDINGLY WHISPER OUT LOUD...SO HE'D BE SURE TO HEAR US..."SHUSH...NO CURSING...HERE COMES THE FATHER"!!! WHAT WE NEVER DID TELL HIM WAS THAT.....WE STOLE THE JEEP.

MAX ROSEN CO. B

FROM OHIO: IN TRYING TO IDENTIFY THE MEN IN THIS PHOTO THAT YOU SENT; THE ONLY THING THAT I CAN REMEMBER ABOUT THIS FELLOW WAS THAT HE HAD A GOLD RING IN HIS EAR. OUR BATTALION COMMANDER FITZGERALD TOOK HIS I.D. CARD, AND WOULD NOT ALLOW ME, AS GANG BOSS, TO GO ON LIBERTY UNTIL HE TOOK THE RING OUT.

JOE DELLA DONNA CO. A

FROM ARIZONA: I'D LIKE TO SAY "THANK YOU" TO JOHN MARTIN, A FELLOW C.B. IN MY SECTION, WHO INVITED ME TO SPEND OUR LIBERTY DAY AT HIS HOME IN HOLLYWOOD. WE WERE STATIONED AT FORT HUENEME AT THAT TIME. UPON ARRIVAL HE INTRODUCED ME TO HIS WIFE AND FAMILY, INCLUDING HIS WIFE'S MOTHER AND FATHER FROM ND. DAKOTA. DURING THE CONVERSATION I LEARNED THAT HIS WIFE AND SINGER PEGGY LEE WERE SISTERS. PEGGY WAS IN THE HOSPITAL AT THE TIME, HAVING JUST GIVEN BIRTH TO HER DAUGHTER. WE HAD A MOST DELICIOUS DINNER AND SUPPER...AND FRIENDLY STIMULATING CONVERSATION. WE SHIPPED OUT OF SAN DIEGO ON THE USS CABOT TO PEARL HARBOR. WHILE AT AIEA, I WAS AMONG THOSE WHO BUILT QUONSET HUTS ON RED HILL, A SHORT DISTANCE FROM AIEA. MY ONLY MEMORABILIA I HAVE, OTHER THAN THE PICTURES, IS A MENU FROM THE CABOT. IT'S YOURS!!!

RALPH R. MITCHELL CO. B

FROM OHIO: I WAS ASSIGNED TO THE 13TH SPECIAL ON GUAM IN JUNE OF 1945. BOY, WAS IT HOT!!! THE WORK WAS HARD WITH LONG HOURS. THE FIRST THING I DID AFTER I GOT HOME WAS TO TRY ON MY CIVVIES TO SEE IF THEY STILL FIT. THEY DID...BUT I THINK I HAD GROWN AN INCH OR TWO.

CARL W. OHLER CO. C
FROM MISSOURI:  I was on LST 244. There were four LST's in our group at the invasion of Guam. In addition, there was a troop ship that had just a few of our men aboard. We left the Marshall Islands ahead of time...about 30 days...we turned around and headed back in a hurry....

Yes, I was a chief master carpenter at the time of commission at Camp Peary. You are right...we built it all...housing, galley, show place, tables and benches for the chow hall, desks, monuments, officer's club, chapel; we poured the cement for the kitchen floor...just about anything you can think of...you name it, we built it. We also worked on the ships...shoring up different equipment.

Once a call came out for volunteers for sniper patrol. Two of my men and myself went....that was a little uncomfortable to say the least.

I have lots of good memories. I can't say that I had a special friend in particular. I tried to treat all of my men equally....for after all, we were all equal.

My worse memory is while we were unloading our LST under mortar fire, without any protection. That was at Agana Bay.

"Special men" were in the 13th Special...God bless them all.

Charles W. Ferber HDQRTS. CO.

FROM TEXAS:  By the way...notice all of the rocks on the ground around us when I was being pinned with the purple heart. He pinned me...I saluted...he returned it and I did an about face. My foot was on a round rock and I almost fell flat on my face!! Not very military....

I never even knew that there was a picture in existence of my being pinned. Thank you for sending it to me. Imagine that after all these years.

Harold E. Ueckert CO. A

FROM CONNECTICUT:  I can still remember our chief trying over and over...day after day...trying to pronounce John Przedzrecki's name. His face would get all red. Then one day he finally gave it all up and called him "Murphy".....from that day on, everyone called him "Murphy".....he was a great guy!!

Max Rosen CO. B.
FROM CALIFORNIA:  
(HOMETOWN: PENN.)
I LEFT PORT HUEMENE BY TROOP TRAIN TO SAN FRANCISCO AND BOARDED A TROOP SHIP FOR THE HIGH SEAS TO PEARL HARBOR. FOR THE INVASION OF GUAM I WAS ON THE LST 29. WE WERE ON THAT LST FROM JUNE 6, 1944 UNTIL WE LANDED ON GUAM ON JULY 27, 1944. I RETURNED TO SAN DIEGO IN NOV. OF 1945. AFTER THE BATTALION WAS DEACTIVATED, THOSE OF THE ORIGINAL OUTFIT RETURNED TO THE STATES. THOSE WHO JOINED AFTER WE WENT OVERSEAS WERE SENT TO OTHER UNITS THAT WERE STILL WORKING. (AS I RECALL). AFTER MY DISCHARGE, I WENT TO SAN JOSE STATE COLLEGE AND RECEIVED MY DEGREE. WHILE THERE, I JOINED THE AIR FORCE ROTC PROGRAM. I WAS CALLED TO ACTIVE DUTY FOR THE KOREAN WAR. FROM THEN ON I DID A LOT OF TRAVELING...ENGLAND..KOREA..PHILIPPINES..VIETNAM..CAMBODIA..THAILAND..INDONESIA..AUSTRALIA..GUAM AND BACK HOME. I SET UP POSTAL UNITS AND WAS ASSIGNED POSTAL INSPECTOR FOR SOUTHEAST ASIA. I RETIRED AS A MAJOR IN 1968...AND SERVED AS THE COUNTY OF SOLANO VETERANS OFFICER AND WILL RETIRE ON OCT. 11, 1985.  
JACK G. DENSEM CO. C.

FROM CALIFORNIA:  
(HOMETOWN: N. J.)
I JOINED THE NAVY IN 1939 AND JOINED UP WITH THE 13TH SPECIAL IN 1943 AT CAMP PEARY. MY HAPPIEST DAY WAS WHEN I MADE "CHIEF" WHILE IN HAWAII. AFTER THE WAR, I STAYED IN THE NAVY. THEY ASKED ME TO GO TO PORT HUEMENE TO ORGANIZE THE CONSTRUCTION TRAINING PROGRAM FOR SEABEES. THE NAVY WANTED TO CONTINUE HAVING CONSTRUCTION BATTALIONS FOR THE FUTURE, BECAUSE THEY DID SUCH A WONDERFUL JOB DURING THE WAR. THIS OFFER SOUNDED PRETTY GOOD TO ME, SO OFF I WENT IN 1945. I WAS THE FIRST CHIEF TO ORGANIZE THE SCHOOLS AT PORT HUEMENE. IN 1948 MY DUTIES TOOK ME TO JAPAN, SAIPAN, OKINOWA, ALASKA, ROTA SPAIN AND BACK TO PORT HUEMENE. I RETIRED AS CHIEF MASTER AT ARMS IN 1964 AND WORKED 10 YEARS AS ENGINEERING INSPECTOR FOR THE COUNTY OF VENTURA. NOW...I WORK SOME...PLAY SOME...MOSTLY I TRAVEL A LOT TO SEE MY 6 CHILDREN, 19 GRANDCHILDREN AND 11 GREAT-GRANDCHILDREN.  
JOSEPH A FRASCHELLA CO. C.
FROM NEW JERSEY: A POTPOURRI OF MEMORIES......

✓ OUR BOYS WHO WENT ON THE MARSHALL ISLANDS INVASION, RETURNED TO THE BASE AT IROQUOIS POINT ON 3-13-44. THEY HAD SOME SOUVENIRS WITH THEM.

✓ WHILE AT IROQUOIS POINT, HEADQUARTERS CO. HAD A PICNIC ON 3-22-44. COMPANY A HAD ONE A FEW DAYS LATER. IN BOTH CASES SOME OF THE MEN HAD TO WORK.

✓ HOWARD WYCKOFF...CO. A..HAD A WIFE NAMED "RUTH" AND LIKED TO GO HUNTING.

✓ SOME MARINES JOINED OUR OUTFIT AND 2 OF THEM STAYED IN MY HUT...4-27-44...WHILE WE WERE STILL AT IROQUOIS POINT. VERY NICE BOYS....THE "MENTAL PICTURE" IS VERY STRONG OF US SITTING AROUND TALKING...CAN'T QUITE RECALL THE CONVERSATION.

✓ MY LAST LETTER FROM HAWAII IS DATED 5-31-44.

✓ THE FIGHTING SEABEES MOVIE WITH JOHN WAYNE WAS SHOWN ON 3-2-44...ON IROQUOIS PT. YOU HAVE TO LOOK REAL FAST AS WE ARE ON THE SCREEN ALL OF 30 SECONDS. ALL OF THE REST OF THE FOOTAGE OF OUR GUYS MARCHING WOUND UP ON THE CUTTING ROOM FLOOR. ALL THE BOYS BOOED THE ENDING BECAUSE THE SEABEE DIDN'T GET THE GIRL.

✓ ABOUT MY NICKNAME "C J"...MY NAME WAS STENCILED ON EVERY PIECE OF CLOTHING I HAD...C. L. MURRAY...IN GULFPORT, SOMEONE MISTOOK THE L FOR A J, SO IT WAS "C J" FROM THEN ON. I NEVER TOLD THEM IT WAS AN "L".

✓ IN HAWAII I WOULD GO TO TOWN AND BUY A MALTED MILK AND SOME WESTERN MAGAZINES. THEN I'D WALK TO WAIKIKI FOR TWO BEERS AT THE BREAKERS CLUB. $2.00 WOULD TAKE CARE OF THE WHOLE DAY. BACK AT THE BASE I WOULD BUY AN ICE CREAM CONE. NICE WAY TO SPEND A SUNDAY.

✓ ON GUAM THE MOST THAT I EVER SPENT WAS 50 CENTS A WEEK FOR 3 BARS OF CANDY. CIGARETTES WERE FREE. ROLLIE WRIGHT...CO. A..WOULD GIVE 2 PACKS OF CAMELS FOR 1 PACK OF RALIEGHS. I WOULD SNATCH UP ALL OF THE RALIEGHS AND TRADE WITH HIM. A FUN GAME. I RARELY SMOKED. IT WAS JUST "SOMETHING TO DO".

✓ I WAS PICKING SEASHELLS AT ENIWETOK ISLAND ON 7-3-44. IT WAS MY FIRST DAY OFF IN 6 MONTHS...SO I REMEMBER IT WELL....

✓ GIVE THOSE BAKERS AN EXTRA BOOST FOR KEEPING US ALIVE WITH THEIR "STAFF OF LIFE". THEY SURE MADE GOOD CAKE, TOO.

✓ WE WERE ALWAYS MORE THAN HAPPY TO SEE THOSE NEW REPLACEMENTS COME IN. THEY WERE YOUNG AND HAD STRONG BACKS AND WILLING TO FALL RIGHT IN FOR THE HARD WORK. I WAS 23 YRS. OLD WHEN I JOINED UP AT CAMP PEARY. SOME OF OUR MEN WERE WELL INTO THEIR 50'S. YOUNG AND OLD ALIKE GOT ALONG AND DID HARD WORK TOGETHER BUT THE REPLACEMENTS MADE OUR LIVES EASIER THAT'S FOR SURE!!!

CHARLES L. MURRAY CO. A.
FROM NEW JERSEY: I'M ENCLOSING MY 8 PICTURES...WHICH IS ALL THAT I HAVE...NO ONE IN OUR HUT HAD A CAMERA. OUR BASE ON GUAM WAS JUST SOUTHWEST OF APRA HARBOR...ON OROTE PENINSULA...JUST BELOW THE FORMER JAPANESE AIR STRIP WHERE MARINE PLANES WERE BASED.

IN THE PHOTO OF THE TEN MEN ENTITLED "NO FAT ON THESE BLACK CATS" YOU CAN SEE APRA HARBOR IN THE BACKGROUND. SORRY I CAN'T REMEMBER MORE NAMES. I DO HOWEVER WELL REMEMBER THE MEN!!! SOME WERE NEW REPLACEMENTS...A WELCOME SIGHT ON GUAM, INDEED.

LOOKING FOR THE PHOTOS BROUGHT BACK MANY FOND AND SOME SCARY MEMORIES.

LEO J. GRADY CO. D

FROM CONNECTICUT: WHILE STATIONED ATIROQUOIS POINT, I WAS ONE OF THE MEN WHO WENT ON THE MARSHALL ISLANDS INVASION. THERE WERE 100 OF US...25 FROM EACH OF THE COMPANIES A-B-C-D-. NO ONE FROM HEADQUARTERS AND NO OFFICERS CAME ALONG. WHEN WE GOT THERE WE JUST UNLOADED ANYTHING THERE WAS...WITH NO ONE IN PARTICULAR IN COMMAND.

WHEN WE RETURNED TO PEARL HARBOR THE COMMANDER THERE SAID "WHO ARE YOU GUYS"?? HE CALLED UP THE 13TH HOURS. AND AFTER A FEW MORE HOURS, A TRUCK CAME AND PICKED US UP. THE SOUVENIRS WERE ALL JAP MADE.

A JAP PRISONER CAME BACK ON THE SHIP WITH US. SOME OF THE MEN TALKED TO HIM. HE SPOKE PRETTY GOOD ENGLISH AS HE WAS EDUCATED AT TEXAS A & M. THEY ASKED HIM WHO HE THOUGHT WOULD WIN THE WAR. HE QUICKLY REPLIED THAT OF COURSE THEY WOULD AND ACCORDING TO ALL OF THE INFORMATION HE HAD BEEN RECEIVING, JAPAN WAS ALREADY WINNING. HE ALSO CONCLUDED THAT THEY HAD SO MANY MORE MEN WHO WERE ANXIOUS TO DIE WITHOUT QUESTION.

EVIDENTLY HE WAS NOT ONE OF THEM.

MAX ROSEN CO. B

FROM PENN: I'M SENDING ALL OF THE PHOTOS THAT I HAVE. THANK YOU FOR THE ZEROX MATERIAL.
THE 13TH SPECIAL N.C.B. WERE THE GREATEST...AND ALL HARD WORKERS. GOOD LUCK TO ALL OF MY BUDDIES...THEY WERE SPECIAL IN ALL WAYS.

RAY J. WOZNIAK CO. A

FROM FLORIDA: THANK YOU FOR THE PHOTOGRAPHS OF THE SZABEE MUSEUM. I AM LOOKING FORWARD TO MAKING A VISIT THERE ON MY NEXT VACATION. JACK AND I WERE VERY CLOSE. I AM DELIGHTED THAT HE WILL BE REMEMBERED IN THE CRUISE BOOK.

( HOMETOWN: INDIANA) JACK'S SISTER

FLORA TOUSLEY GARN CO. A
I'VE BEEN APPOINTED "OFFICIAL LETTER WRITER" FOR MY "MAIN MAN" AND DARLING HUSBAND. PAT IS 77 YRS. OLD NOW. (OF COURSE, I'M MUCH YOUNGER). HA HA. I'M SENDING YOU SOME POETRY...PAT'S "MOTHER'S FLAG"...ALONG WITH SOME PICTURES AND ITEMS FROM HIS SCRAPBOOK THAT I KEPT FROM DAY # 1 UNTIL HIS DISCHARGE AFTER THE WAR WAS ENDED AND THE BATTALION DEACTIVATED.

THE FLAG WAS STORED IN MY CEDAR CHEST FOR ALL OF THESE YEARS. IT HUNG IN MY EAST WINDOW ALL THE TIME PAT WAS AWAY. IT MAY BE A LITTLE FADED BUT STILL LOOKS PRETTY GOOD TO ME. BELIEVE IT OR NOT...I KNEW EXACTLY WHERE IT WAS!!!

PAT'S FIRST LEAVE WAS AT CAMP PEARY. I WENT TO SEE HIM THERE. I CALL IT MY "SAFARI TO WILLIAMSBURG". I RECALL VENTURING INTO THE WILDS OF CAMP PEARY....THE TOWN WAS FILLED WITH SERVICEMEN, THEIR WIVES AND GIRL FRIENDS...HARDLY ANYPLACE TO RENT A ROOM. I WAS LUCKY...I FOUND A CLEAN ROOM WITH A PRIVATE SHOWER AND AN ELECTRIC FAN!!! IT WAS IN JULY AND VERY HOT...ESPECIALLY IN MY TALL TEXAS BOOTS!! (WELL NOT TOO TALL...I'M ONLY 5 FT 1 INCH).

PAT REFERS TO THE MEN AS "THAT OLD GANG OF MINE". WHEN PAT WAS INJURED WHILE UNLOADING A SHIP, HE WAS HOSPITALIZED AND ALBERT SALT DID HIS LETTER WRITING FOR HIM. HE WAS A GREAT HELP. I MET ALBERT AND MAXIE ROSEN AFTER THE WAR. WE STILL CORRESPOND WITH THOSE SEABEES ON THE LIST THAT I SENT TO YOU....WELL AT LEAST ONCE A YEAR.

WE WERE SO HAPPY TO RECEIVE THE PHOTO OF PAT ON GUAM AS DISPATCHER OF THE MOTOR POOL. WE HAD NEVER SEEN THAT PICTURE BEFORE. IT WAS SO THOUGHTFUL OF BILL MILLS TO SEND IT TO YOU. I HAVE ALREADY ANSWERED BILL'S LETTER. TALK ABOUT SURPRISES!!!!!!

WE SEND OUR LOVE TO ALL THE SEABEES OF THE 13TH SPECIAL!

ALYEEN AND PAT T. JOHNSON
CO. B

FROM TERELL, TASP....

WELL HERE IT IS...1986...AND I'M 83 YEARS OF AGE.
I STILL HAVE NO REGRETS. IT WAS QUITE AN EXPERIENCE...
SOMETHING NO ONE EVER CAN TAKE AWAY FROM ME. TAKING EACH DAY FOR WHAT IT WAS, I WAS NEVER A SAD SACK. HAD THE WAR NOT ENDED, I THINK THAT I WOULD HAVE STAYED IN THE SERVICE, ALTHOUGH I WAS ELIGIBLE FOR THE 44 POINT SYSTEM OF RETIREMENT.

I WAS ALWAYS A KIND OF "QUIET GUY" AND STILL AM. THERE WAS ONE FELLOW THAT I FELT A CLOSE ATTACHMENT TO. HE WAS A GOOD 25 YEARS YOUNGER THAN I.

BACK IN 1918 DURING THE FLU EPIDEMIC MY YOUNGER BROTHER DIED. I WAS PRETTY DEVASTATED...WE HAD BEEN "BEST BUDDIES".

SO THROUGH THE YEARS, ALTHOUGH I'VE HAD MANY FRIENDS AND AQUAINTANCES, I JUST NEVER HAD ANOTHER "BEST BUDDY".

NOW THIS YOUNG SEabee....THERE WAS SOMETHING ABOUT HIM THAT ALWAYS REMINDED ME OF MY KID BROTHER...

BECAUSE OF THIS I FELT A CLOSE ATTACHMENT TO HIM.

UNTIL THIS DAY, AFTER ALL THESE YEARS, I NEVER MET ANYONE THAT I FELT THAT WAY ABOUT.

I NEVER TOLD HIM....I'M SURE HE DOESN'T KNOW. PERHAPS ONE DAY HE'LL READ IT IN THIS BOOK.

DURING THE WAR, MY MOTHER AND HE BECAME "PEN PALS" AND MY WIFE AND I STILL EXCHANGE CHRISTMAS CARDS WITH HIM EACH YEAR.

OH YES....HIS NAME IS ALBERT SALT.

EVERARDUS B. WILSON
CO. B
I have searched the attic and the old trunks as you suggested, but could not find a photo of myself....

Circa 1943. I did however find one of Paul. D. Atkinson, a Marine buddy... who also became a Seabee with the 13th Special Battalion.

Paul worked in the paint shop under Max Rosen, who contributed the canvas of the Black Cat and the Thanksgiving menu. He is in the Marine uniform that we wore while attached to the Marine Corp.

I also found some V-Mail letters and some pictures of Guam. I can't remember how I came by the pictures.... but do know that no one in my tent had a camera and censorship was far stricter than people can imagine in this day and time.

The "last issue" of the cargo cable was still in the original envelope that I sent to my mother in Oct., 1945. It was Mother who saved these things all of these years. Her name is Mayne J. and she died on April 8, 1985. She would be happy to know that now her letters will have a good place to reside and be of use at the same time.

Mom had 4 sons... 3 in Service... 1 too young to serve.

I was 19 yrs. old when I joined the Seabees at Camp Peary, in Williamsburg, Va. When I finished boot camp, a group of us were sent to Camp Pendleton, Calif. For advanced training.

It seems that at one time, the 3rd Marine Division had some 4 Seabee battalions attached to them for construction purposes; as they advanced through the South Pacific. As I understand it, this is why our group of CB's were pulled from the ranks. But while at Pendleton, we were suddenly issued Marine uniforms... so evidently the casualties of the 4 CB battalions were not as heavy as expected.... we sent our Navy uniforms and gear home.

We then went to Camp Mathews in La Jolla, Calif. I understand that this base if no longer there. We took 3 weeks on the rifle range and from there we were sent to Hawaii. We were attached to the 5th Amphibious Corp.

At any rate... we became "surplus" after about 4 months.

It was at this time that I joined the 13th Special... so now I was a CB again!!! Others in our group joined various other outfits.

The 13th Special was at Iroquois Pt. at the time and was about ready to ship out. I was assigned to Co. C and boarded the LST # 29... the date was June 1, 1944, and we were headed for Guam.

It didn't matter what uniform you wore after that... we were always in "work clothes".

After some 57 days on the LST 29... stopping at Eniwetok in the Marshall Islands, where we went ashore on 1 or 2 occasions, we finally got to Guam.

I went ashore on July 27, 1944.

I was not on the LST 29 when it was shelled. Some of us had gone ashore and set up new tents and were called out to go aboard an ammunition ship and unload ammo for the fleet that was shelling the island continuously day and night.

We worked 12 hrs. a day loading and unloading the many ships in the harbor. There were day and night shifts, so somebody was working around the clock, 7 days a wk.

I remember one day on our way to work, we passed a small group of Jap prisoners. We were not supposed to talk to them, but we called out to them as we passed.
I WAS MORE THAN A LITTLE SURPRISED TO FIND ONE WHO SPOKE TO ME IN ENGLISH!!! HE WAS INTERESTED IN KNOWING ABOUT THE C.B. INSIGNA...THE "FIGHTING BEEF". I ASKED HIM HOW COME HE COULD SPEAK ENGLISH. HE SAID THAT HE USED TO LIVE IN CALIFORNIA.

THE 13TH SPECIAL WAS DECOMMISSIONED IN SEPT., 1945. I REMAINED ON GUAM UNTIL OCTOBER, 1945 AND RETURNED TO THE STATES ON THE USS BENNINGTON, AN AIRCRAFT CARRIER.

AFTER A HOME LEAVE, I REPORTED TO SAN DIEGO, CALIF. IN DEC. 1945, FULLY EXPECTING TO BE DISCHARGED. I WAS INSTEAD, PUT ON THE USS BAGLEY DD 396 AND SENT BACK TO HAWAII!!! THEY SAID MY RATE MM 3/C MACHINIST MATE WAS A "FROZEN RATE".

YOU CAN BE SURE THAT I WAS NOT TOO HAPPY ABOUT THIS TURN OF EVENTS...ESPECIALLY SINCE I NEVER DID UNDERSTAND IT....

SO I STOOD WATCH IN THE ENGINE ROOM AND GRIPPED ALL THE TIME ABOUT GETTING OUT OF THE NAVY.

THE USS BAGLEY DD396 WAS USED IN THE ATOMIC BOMB TEST IN THE MARSHALL-BIKINI ATOLL.

I WAS FINALLY RETURNED HOME IN APRIL, 1946 AND ULTIMATELY DISCHARGED.

IN 1948 I JOINED THE RESERVES TO SUPPLEMENT MY INCOME. 4 MONTHS LATER THEY MOBILIZED. I SERVED ON A TANKER, AO52 THAT WAS REFUELING THE FLEET OFF THE COAST OF KOREA. LATER A GROUP OF US RECOMMISSIONED THE USS OWEN DD 536 AT LONG BEACH. WE WENT THROUGH THE PANAMA CANAL AND JOINED THE ATLANTIC FLEET. WE THEN TOOK A RIDE TO NOVA SCOTIA.

NEEDLESS TO SAY....I NO LONGER JOIN ANYTHING..... THEY MIGHT MOBILIZE.....

GENE JONES SMITH CO. C

FROM ALTON, ILLINOIS......

THIS IS THE ONLY PHOTO THAT I HAVE....IT WAS TAKEN SOON AFTER WE ARRIVED AT HAWAII. IT WAS TAKEN BY A STREET PHOTOGRAPHER. IT SHOWS HOW THE STREETS LOOKED DURING THE WAR. IN THE RIGHT BACKGROUND, YOU CAN SEE ONE OF THOSE "ZOOT-SUITED" HAWAIIANS, WITH THE PLEATED SLACKS AND PEG BOTTOMS. MOST HAWAIIANS DIDN'T WEAR THEM, HOWEVER.

I WAS ON THE LST 29 FOR THE GUAM INVASION. I REMEMBER WELL WHEN WE WERE SHELLED OFF THE BEACH OF GUAM. A BUNCH OF US WERE OUT ON THE END OF THE "PONTOON CAUSEWAY" AND ABOUT 200 FEET FROM THE LST 29 WHEN THE "BOMBS CAME BURSTING IN AIR". I THINK ALL OF US BROKE THE WORLD'S RECORD GETTING BACK TO THE SHIP.

THE "CAPTAIN" WAS OUT THERE WITH US...HE BEAT US ALL.

WHEN WE WERE STILL STATIONED AT HAWAII, EARLY IN 1944, A LARGE DETACHMENT WENT OUT ON THE MARSHALL ISLANDS INVASION. THEY WERE AT KAWAJLEIN AND ENIWETOK. QUITE A FEW MEN FROM CO. C WENT. I ESPECIALLY REMEMBER THAT ALBERT KOEBER WAS ON THIS TOUR OF DUTY. THEY REJOINED US AFTER THE INVASION.

INCIDENTALLY, ONE OF CO. C...CLINTON J. KAUFFMAN, HAD BEEN A WELDER BEFORE HE JOINED UP. HE WAS FROM LANCASTER, PENNSYLVANIA.....HE HELPED BUILD THE LST 29..... JUST BEFORE WE LEFT FOR GUAM, I TOLD HIM THAT I HOPED HE DID SOME GOOD WELDING ON IT. I GUESS HE DID!!!!!!!

I REMEMBER TALKING TO SOLON HILL BEFORE THINGS GOT "HOT". WE ALL CALLED HIM "CHIEF"....NOT BECAUSE HE WAS ONE, BUT BECAUSE HE WAS A BLACKFOOT INDIAN FROM BISMARCK, NO. DAK. WE HAD A GREAT BUNCH OF MEN IN THE 13TH SPECIAL. I'LL NEVER FORGET THEM.

JESSE L. SELLIER CO. C
I was 35 years of age when I joined up with the 13th Special at Camp Peary, Va. and moved on to Gulfport. I was just old enough to be exempt from doing some of the obstacle course exercises. That was some real heavy duty training that the Marines gave us at Advanced Training. After Fort Huachuca, I shipped out on the "Cabot", from San Diego, Calif.

We went to Pearl Harbor and were stationed at Aiea, and then Iroquois Point. I worked the dock, loading and unloading. As a matter of fact, I worked as a stevedore just long enough to know that there had to be an easier way....and that when the chance came to do something else....I should take it!!!!

The chance didn't come until Dec. 1, 1944 when I transferred from Co. A to Headquarters Co. as a mess attendant and worked in the galley as a cook.

On June 18, 1944, I boarded the "Hawaiian Shipper". The men called it the USS "Starvation". I don't remember not having enough to eat, such as it was, but I did lose weight. More than the food, I remember that the soap was rationed. We got 1 slice of a bar of P & G soap, about one half an inch thick. Imagine how it lathered in salt water....it didn't.

We'd stand in line for a drink of water, where the ocean water was desalted. It was about the temperature of hot coffee. Then we'd stand in line again to go through for some more.

While on this ship, we helped to unload the "Sea Flier" which was grounded on the reefs of the Marshall Islands.

When we finally reached our destination,....Guam....my buddy, who was in transportation, took me to another camp for a fresh water "shower". Another battalion had fixed themselves a shower outfit....a barrel on a stand. That was an experience that I'll never forget.

I was very happy to receive the list of names of the cooks in the picture that I sent. I knew 16 of them. Our galley was made up of two quonset huts facing each other. So I knew half of the men a little better. When I looked at the picture, I could think of the first name, but not the last and vice versa. The list brought back what I could not remember.

"Mack" Macartney was head of the commissary.

The 13th Special also had a bakery and 2 or 3 butchers. Yes, we fed many soldiers and Marines...we never turned anyone away.

My best memory was when I learned that Japan had surrendered and I would soon be going home.

My worst memory was when I learned that my father-in-law had passed away and I couldn't be with my wife in her time of need.

Lina and I have been married since June 15, 1929 and we thank the good Lord for all of our blessings.

Oh....I almost forgot....on July 1, 1945, I advanced to ship's cook 2/C....the pay for that rank was $96.00 plus $20.00 for overseas.....$115.20 per month.

I'm still waiting for that question to come up on one of those T.V. game shows. You just never forget those kind of figures.

GOD BLESS ALL OF MY OLD BUDDIES OF THE 13TH SPECIAL!!!!!!

Heeman C. Goin, CO, A
& HQTRS, CO.
From St. Johnsbury, Vermont

WE FELT KIND OF SAD TO SEE OUR BATTALION SPLIT UP. WE ALL WERE READY AND WAITING TO MOVE ON. I WAS ON GUARD DUTY AT PORT HUENEME THE NIGHT THAT CO'S A...B AND D SHOVED OFF. I WAS IN CO. C AND WONDERED WHEN WE WOULD ALL BE TOGETHER AGAIN. I REMEMBER GOING INTO OXNARD THE FOLLOWING DAY...NOV. 24, 1943 AND BUYING THE HERALD EXAMINER. WAS I EVER SURPRISED WHEN I TURNED TO PAGE 8 TO FIND A PICTURE OF VERMONT...MY HOME STATE...AT THE HEIGHT OF A BLIZZARD AND COVERED WITH SNOW. IT TUGGED AT MY HEARTSTRINGS, TO BE SURE, BUT MADE ME WANT TO GET "ON WITH THE WAR" ALL THE MORE.

IT WOULD, HOWEVER, BE ANOTHER MONTH BEFORE WE WOULD LEAVE PORT HUENEME. WE CONTINUED OUR ADVANCED TRAINING.

BOB HOPE CAME TO ENTERTAIN US. IT WAS A GOOD SHOW AND WE REALLY APPRECIATED HIM.

WE LEFT BY TROOP TRAIN TO SAN FRANCISCO AND BOARDED THE USS GENERAL G. O. SQUIER. BEFORE THE WAR I WAS A DRAFTSMAN BUT I ALSO WAS A MUSICIAN AND HAD A LITTLE "BIG BAND". I COULDN'T FIT MY GUITAR INTO MY POCKET BUT I DID TAKE ALONG A HARMONICA. I USED TO PLAY FOR THE MEN UP ON DECK AS THEY WOULD CALL OUT REQUESTS FOR THEIR FAVORITE SONGS. THIS IS A VERY PLEASANT MEMORY!!!!!( I WOULD REPEAT IT ON THE WAY TO GUAM)

THEN I WENT BELOW DECK...WHERE THE BUNKS WERE...AND EVERYONE WAS SEASICK!! EVIDENTLY IT'S CONTAGIOUS...BECAUSE BEFORE I KNEW WHAT HIT ME, I ALSO WAS ONE OF THOSE USING THE FAMOUS OR "INFAMOUS" ...."G.I. CANS".

WHEN WE ARRIVED AT PEARL HARBOR WE WENT TO ALEA HEIGHTS. HERE WE WERE HOUSED IN NICE NEW QUONSET HUTS, BUILT BY THE 13TH SPECIALS THAT PRECEDED US, AND WENT TO WORK STEVENDORING AT PEARL HARBOR. SOON AFTERWARD, IROQUOIS POINT BECAME OUR "HOME AWAY FROM HOME" UNTIL WE LEFT FOR GUAM.

HAROLD J. MOORE CO. C

From Napa, California

ONE EVENING IN 1944...SHORTLY AFTER WE HAD "SETTLED IN" AT IROQUOIS POINT...AND WHILE STEVENDORING AT PEARL HARBOR...AND OFFICER CAME INTO OUR QUONSET HUT AND APPROACHED ME FOR A "SPECIAL ASSIGNMENT". I CLEARLY REMEMBER HIS WORDS, "CAN YOU BE READY BY THURSDAY?". I SAID "YES". I GUESS MY MATES WERE SURE THAT I WAS TO SEE SOME ACTION.

AS IT TURNED OUT, THE "SPECIAL ASSIGNMENT" WAS A RETURN TRIP TO FOR HUENEME, CALIF.!! IT SEEMED THAT THERE WAS EQUIPMENT AND DOCUMENTS THAT HAD BEEN LEFT THERE AT THE BASE AND WERE NOW NEEDED.

I BELIEVE THERE WERE 18 OF US THAT MADE THAT ROUND TRIP.

WHEN WE ARRIVED AT PORT HUENEME A GOOD HEARTED LIEUT. GAVE ME A LIMITED PASS (STRICTLY AGAINST THE RULES) TO MAKE A QUICK TRIP TO MY NAPA, CALIF. HOME.

I HITCHED RIDES, TOOK A TRAIN AND THEN A BUS AND WAS BREATHLESS...BUT I MADE IT. WAS MY WIFE, IDA, EVER SO SHOCKED, SURPRISED AND HAPPY WHEN I POPPED UP OUT OF NOWHERE....

AFTER A LOVING EMBRACE....I TOOK A BUS, A TRAIN AND HITCHED RIDES AND MADE IT BACK IN TIME TO THE BASE AT PORT HUENEME. I HAD TO RUSH, TO SAY THE LEAST, BUT IT WAS WORTH IT.

A FEW OF THE MEN WHO LIVED CLOSE ENOUGH HAD THE SAME EXPERIENCE.

WE LOADED UP AND SHIPPED BACK TO IROQUOIS POINT.

EVERARDUS B. WILSON CO. B
MY NAVAL SERVICE STARTED IN JANUARY OF 1945 AND
ENDED IN DECEMBER OF 1945.
I RECEIVED MY TRAINING AT GREAT LAKES N.T.S. AT
DAVISVILLE, R.I. AND CAMP ENDICOTT, R.I.. FROM THERE
WE WENT TO GULFPORT, MISS.; UPON ARRIVING THERE, WE TOOK
SHOWERS AND MARCHED TO A LARGE WAREHOUSE...TOLD TO FIND
A PLACE TO SLEEP. THE FOLLOWING MORNING AFTER BREAKFAST
WE MARCHED 2 MILES TO THE USS HUNLEY P.A.

WE SAILED THROUGH THE PANAMA CANAL AND 3 WKS. LATER
ARRIVED AT PEARL HARBOR. THEY PUT US UP IN THE BARRACKS
AT AIEA. WE SPENT 3 WKS. AT PEARL, THEN WE BOARDED A
SHIP AND SAILED FOR GUAM.

AT GUAM WE WERE SEPERATED TO VARIOUS SEABEE BATTALIONS.
I WAS ASSIGNED TO THE 2ND SPECIAL AND WHEN THEY WERE
DEACTIVATED IN JULY OF 1945, I WENT INTO THE 13TH SPECIAL.

BOY...WE WERE REALLY LOADING AND UNLOADING THE SHIPS...
WORK, WORK, WORK, AND BOY WAS IT HOT!!! I CONTACTED
WHAT LOOKED LIKE PRICKLY HEAT AND MY SWEAT GLANDS CLOSED
UP. PRETTY SOON I WAS HOSPITALIZED AT THE NAMRU NAVAL
MEDICAL RESEARCH UNIT. ON OCT. 7, 1945 I WAS SENT BACK TO
THE STATES. AFTER A STAY AT A SAN FRANCISCO HOSPITAL, I
WAS SENT TO POMPTH NAVAL HOSPITAL IN VIRGINIA.
I WAS DISCHARGED ON DEC. 21, 1945 AND HOME IN LOUISVILLE,
KENTUCKY ON DEC. 22, 1945 WHERE I WAS BORN AND RAISED.

THE ILLNESS I HAD WAS CALLED TROPICAL ANDROIDIC ASTHENA.
THE DOCTOR AT NAMRU WROTE A STORY ABOUT ME IN THE 1946
MEDICAL JOURNAL, WITH PICTURES OF ME, MY CONDITION AND A
12 PAGE CASE HISTORY.
I WROTE TO THE DOCTOR IN 1982 AND HE SENT MY CASE HISTORY
AND A NICE LETTER.
I'M ENCLOSING BOTH FOR YOU.

GEORGE N. COOPER CO. C

March 15, 1982

Mr. George N. Cooper
5400 Fieldbrook Drive
Greensboro, N.C. 27405

Dear Mr. Cooper:

Your letter of March 8, 1982 reached me and gave
me great pleasure. It arrived for my 87th birthday,
which was March 12th.

I am still working and still interested in medicine
and dermatology.

I remember you and your skin trouble very well
indeed, and, as you wrote, my associates and I
published the facts about your case.

I would greatly appreciate hearing from you as to
the course of your trouble. Did you begin to sweat
again normally? If so, did the sweating return
gradually or suddenly? Did it return first in
certain areas and later in others, and if so, what
was the sequence? Are you now entirely recovered
and able to stand heat and exercise like other
persons your age? Any information you can give
me about yourself and your health will be of interest
to me.

With best wishes and thanks again for your letter,
I am,

Cordially yours,

Marion S. Sulzberger, M.D.

Enclosure

P.S. I am enclosing the article about your case.
I thought that you might like to have it as
a souvenir.

* 12 Pages from Medical Journal enclosed*
THIS 1945 NEWSPAPER CLIPPING OF W. T. RAPLEE WAS SENT IN BY ARTHUR MILLS. "POP WAS ALWAYS ON THE GO. AT 48 YRS. OF AGE, THE DAYS WERE NEVER LONG ENOUGH...ALWAYS HELPING SOMEONE. HE SET UP THE AMERICAN LEGION POST ON GUAM AND COULD BE SEEN DASHING ABOUT DAY AND NIGHT. AMONG OTHER THINGS, HE HELPED THE YOUNG GUAMANIAN RECRUITS WHO JOINED THE NAVY WHILE WE WERE ON GUAM."

Headquarters Co.

From Secaucus, New Jersey

"As per your request in your Aug 13th, 1985 letter, I looked behind the old trunk and found another "older" trunk. Neatly packed away by my wife, Ruth, were every letter, card and miscellaneous item that I had sent home during the War. There are 150 letters. I couldn't fit everything in the photo - but here it is."

Charles L. Murray
Co. A.
FROM CALIFORNIA: HOW CAN I FORGET THIS ONE: A GROUP OF US DECIDED TO GET SOME TATTOOING DONE.
(HOMETOWN: N.J.) I DECIDED ON A DESIGN FOR MY CHEST...WHICH WAS NOT AS FAT AT THAT TIME.
ONE DAY ON GUAM, IT GAVE ME A LOT OF TROUBLE. WHILE I WAS TAKING SOME SUN AND
DREAMING OF HOME...I WAS SHOCKED TO REALITY WHEN THE NAVAL PATROL TRIED TO BLOW
ME OFF THE BEACH.
YOU SEE, MY BUDDIES HAD PLAYED A TRICK ON ME. WHILE I HAD CHOSEN AN ANCHOR AND
U.S. NAVY FOR MY CHEST...THEY HAD THE TATTOO ARTIST GIVE ME A...U.S. ARMY.
I TELL YOU I REALLY HAD TO HUSTLE AND SHOW THEM MY DOG TAGS TO FINALLY CONVINCE
THEM. I KEPT MY SHIRT ON AFTER THAT...EVEN IN THE SHOWER.
YES...I STILL HAVE THAT DARN TATTOO.

Joseph A. Frascella (C.C.)

HERE IS A NEWSPAPER CLIPPING OF ME BACK IN 1944...
JULY 31, AT PORT HUENEME, WHILE I AM REVIEWING THE
TROOPS FOR THE LAST TIME AS CHIEF MASTER AT ARMS OF
THE NAVY...UTCs.
I THOUGHT BACK TO THE FIRST TIME THAT I WAS AT PORT
HUENEME WITH THE 13TH SPECIAL NCB...AND LATER WHEN
I WAS THE FIRST CHIEF TO BE ASSIGNED TO THE NEWLY
ORGANIZED CONSTRUCTION TRAINING PROGRAM AFTER THE
WAR, IN 1945.
NOW I LIVE IN OXNARD...MINUTES AWAY FROM THE BASE.

Joseph A. Frascella Co. C
MAX ROSEN PTH. 1/C PAINTED THIS 3 X 5 FT. CANVAS OF THE 13TH SPECIAL'S BLACK CAT. MAX SAYS, "I DIDN'T CONCEIVE THE BLACK CAT INSIGNIA BUT MADE COPIES OF ONE THAT ALREADY EXISTED. I DON'T KNOW WHO PAINTED THE ORIGINAL. IT STOOD AT THE COD OFFICE AT IROQUOIS POINT. I PAINTED 2 THAT STOOD ON GUAM, BACK TO BACK, SO THE MEN COULD SEE THEM WHETHER COMING OR GOING TO CAMP. THIS IS ONE THAT WAS ON GUAM. I'M HAPPY TO SEND IT TO YOU KNOWING IT WILL HAVE A HAPPY HOME.

I AM ENCLOSING AN 8 X 10 LINE DRAWING BY LEON (MAC) MC FADDEN THAT APPEARED IN THE FEB. 1944 ISSUE OF THE CARGO CABLE. LEON WAS A COMMERCIAL ARTIST BEFORE ENLISTING.

THE ACE OF SPADES...WELL THAT WAS PAINTED ON EVERYTHING!!! NOW AT 78 YRS. OF AGE I CAN STILL HEAR..CLEAR AS A BELL..THE CONSTANT REQUESTS FOR THEM. YOU NAME IT...ALL TRUCKS, JEEPS, EQUIPMENT, HUTS, HOUSING, ETC., ETC... THE # IN THE CIRCLE WAS NOT ALWAYS 13. ON THE TRANSPORTATION JEEPS, FOR INSTANCE, THE COMMANDING OFFICER GOT A # 1...LIEUT. COMMDR...# 2 AND SO ON. THE TRACTORS ALSO HAD A SET OF VEHICLE NUMBERS.

I WAS 35 YRS. OLD AND HAD BEEN WORKING IN BERKUDA, BUILDING AN AIR FORCE BASE FOR THE NAVY, WHEN I JOINED THE 13TH SPECIAL. I WENT TO CAMOUFLAGE SCHOOL WHILE AT CAMP PEARY."
BEARD up BRAIDING

LEON MC FADDEN

 Appeared in Cargo Cable Feb. 1944.

13th Special Bn
Bad Luck For The Axis

Envelope - 1944
SPECIAL N.C.B.

Commission Aug. 1943
Camp Peary, Williamburg Va.,— Gulfport Miss.,— Port Hueneme, Calif.,— San Diego.
Aiea Hawaii, Marshalls Is., Kwajalein.
Eniwetok, Marianas Is., Guam.
Decommission Oct. 15 1945
THE BLACK CAT was "DRAFTED" by the 13th Special Naval Construction Battalion in August of 1943 at Camp Peary, Williamsburg, Virginia, as their "LUCKY" INSIGNIA and declared "OFFICIAL" at the time of the COMMISSIONING.

HE WENT THROUGH SOME CHANGES, AS YOU WILL SEE ON THE FOLLOWING PAGES, FROM HIS TIME AT CAMP PEARY BOOT CAMP.

HE TRAVELLED WITH THE MEN ON THEIR TOUR OF DUTY...ADJUSTED TO CHANGES...AND CAME THROUGH WITHOUT ANY MAJOR MISHAPS.

SINCE OCTOBER OF 1945 HE HAS BEEN ON "LIBERTY" AND NOW IS ON PERMANENT DISPLAY AT THE SEABEES MUSEUM AT PORT HUENEME, CALIFORNIA.

AS A STRONG MORALE BUILDER FOR THE MEN AND FOR SUSTAINING HIS DETERMINATION TO PUSH HIS CARGO THROUGH THE JAP LINES HE RECEIVES 5 STARS FOR HIS SERVICE TO HIS COUNTRY IN WORLD WAR II.

LETTER RECEIVED FROM...EVERARDUS WILSON CO. B

I REMEMBER WHEN MY FRIEND EDGAR HARTZKE CO. B, WHO HAD BEEN A FILM CUTTER AT M. G. M. PRIOR TO ENLISTING, AND I DISCUSSED THE NEED FOR AN INSIGNIA FOR THE 13TH SPECIAL BATTALION.

I SUGGESTED THE BLACK CAT Pushing A HAND CART. HARTZKE RELAYED THE IDEA TO AN ARTIST FRIEND, WHO WAS STATIONED AT CAMP PEARY. HIS FRIEND DREW THIS INSIGNIA WHICH WAS ADOPTED BY OUR BATTALION.

LETTER RECEIVED FROM...MRS. PAT T. JOHNSON CO. B

I AM ENCLOSING A COPY OF "BAD LUCK TO THE AXIS". I HAVE THE ORIGINAL PEN AND INK DRAWING BY THE ARTIST, FLOYD HILL.

HE GAVE IT TO PAT WHILE HE WAS AT CAMP PEARY AND PAT SENT IT HOME TO ME FOR SAFE KEEPING.

IN THE LOWER RIGHT HAND CORNER, IT IS SIGNED..."FLOYD HILL, CAMP PEARY, 8-43.

THE ZEROX PICKED UP ONLY HIS SIGNATURE.
Leon McFadden

Appeared in Cargo Cable Feb 1944.

Envelope - 1944
SPECIAL
N.C.B.

Commission Aug. 1943
Camp Peary, Williamsburg, Va.,—Gulfport Miss.—Port Hueneme, Calif.—San Diego.
Aiea Hawaii, Marshalls Is., Kwajalein.
Eniwetok.—Marianas Is., Guam.
Decommission Oct. 15 1945

2 ft x 3 ft Canvas sign painted by Max Rosen PTR 1st Co. B
Donated to the Seabee Museum at Port Hueneme, Calif.
Sign was painted while Max was awaiting transportation home.
THE BLACK CAT WAS "DRAFTED" BY THE 13TH SPECIAL NAVAL CONSTRUCTION BATTALION IN AUGUST OF 1943 AT CAMP PEARY, WILLIAMSBURG, VIRGINIA, AS THEIR "LUCKY" INSIGNIA AND DECLARED "OFFICIAL" AT THE TIME OF THE COMMISSIONING.

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THE ZEROX PICKED UP ONLY HIS SIGNATURE.
Camp Peary
Williamsburg, Virginia

June - July - Aug 1943 - October 4, 1943

Commissioned - August 1943
ORDER TO REPORT FOR INDUCTION

The President of the United States,

To

Thomas Johnson

(Full name)

(Middle name)

(Last name)

Order No. 1465

GREETING:

Having submitted yourself to a local board composed of your neighbors for the purpose of determining your availability for training and service in the land or naval forces of the United States, you are hereby notified that you have now been selected for training and service therein.

You will, therefore, report to the local board named above at City Hall Auditorium

(Place of reporting)

at 8:00 a.m., on the 24th day of May 1943

(Hour of reporting)

This local board will furnish transportation to an induction station. You will there be examined, and, if accepted for training and service, you will then be inducted into the land or naval forces.

Persons reporting to the induction station in some instances may be rejected for physical or other reasons. It is well to keep this in mind in arranging your affairs, to prevent any undue hardship if you are rejected at the induction station.

If you are employed, you should advise your employer of this notice and of the possibility that you may not be accepted at the induction station. Your employer can then be prepared to replace you if you are accepted, or to continue your employment if you are rejected.

Willful failure to report promptly to this local board at the hour and on the day named in this notice is a violation of the Selective Training and Service Act of 1940, as amended, and subjects the violator to fine and imprisonment.

If you are so far removed from your own local board that reporting in compliance with this order will be a serious hardship and you desire to report to a local board in the area of which you are now located, go immediately to that local board and make written request for transfer of your delivery for induction, taking this order with you.

Dr. B. S. Fox, M.D.

U.S. MEDICINE POLICIES OFFICE

App. not Req.

LOCAL BOARD NO. 1

Auburn County

Prepared in Duplicate

City Hall
Terrell

(Date of mailing)

LOCAL BOARD DATES TBErrMsg.

May 10, 1943

(Marked)

37
INDUCTION

SOON AFTER WE RECEIVED A LETTER FROM THE PRESIDENT SAYING "GREETINGS", WE HEADED FOR THE INDUCTION CENTER FOR A PHYSICAL. STRIPPING DOWN TO OUR SHORTS, WE PROCEEDED TO FILE PAST AN ARRAY OF DOCTORS WHO LOOKED DOWN OUR THROATS AND WHAT SEEMED LIKE UP OUR THROATS, EXCEPT FROM THE OTHER END. THEY POKED, PRODDED AND PEERED FROM ALL ANGLES, CHECKED EARS, EYES, ARCHES KNEES, KNUCKLES AND SPINE.

JUST WHEN YOU THINK THAT THE UNDERTAKER IS COMING TO GET YOU, SOMEBODY SAYS AN EXTRAORDINARY THING..."CONGRATULATIONS.....YOU HAVE PASSED THE TEST".

WHILE YOU ARE PUTTING YOUR PANTS ON WITH ONE HAND, THE OTHER HAND IS RAISED UP AND YOU ARE BEING SWORN INTO THE U.S. NAVY. AS YOU LEAVE THE BUILDING, YOU FEEL 10 FT. TALL BECAUSE YOU DIDN'T FAIL AND YOU REALLY BELONG.

YOU HAVE SEVEN DAYS TO PUT YOUR AFFAIRS IN ORDER BEFORE YOU SHIP OUT.

YOU HURRY HOME......

CHARLES L. MURRAY
CO. A

ADVANCED TRAINING.....CAMP PEARY

AFTER OUR 62 HR. LEAVE WE ARE BACK AT CAMP PEARL, BUT IN A NEW SECTION THAT IS SET UP FOR THE THINGS THAT WE HAVE TO LEARN NEXT. SUCH AS LOADING AND UNLOADING SHIPS, MAKING FRESH WATER FROM SALT WATER, COOKING AND BAKING, BUILDING BARRACKS, BULLDOZING, MIXING CONCRETE, BUILDING ROADS AND A HOST OF OTHER CRAFTS.

EVERYONE IS ASSIGNED TO CLASSES TO LEARN A SPECIALTY THAT WILL COME IN HANDY WHEN WE GO OVERSEAS.

BESIDES GOING TO SCHOOL, WE STILL CONTINUE TO DO OUR EXERCISE, HIKING, DRILLING, JUDO, FIGHTING, SWIMING, BAYONET PRACTICE AND "K.P."

AFTER 6 WEEKS OF MOST INTENSIVE TRAINING, WE ARE BECOMING A CLOSE KNIT OUTFIT.

THEN COMES THE DAY THAT WE HAVE BEEN WAITING FOR!!

ALL OF THE MEN ARE ASSEMBLED ON A LARGE FIELD, IN FULL DRESS UNIFORMS. WE PARADE AROUND FOR ABOUT AN HOUR. WE LINE UP INTO A MASSIVE FORMATION AND STAND AT ATTENTION WITH RIFLES ON OUR SHOULDERS. A GROUP OF OUR OFFICERS STEP OUT TO RECEIVE OUR BATTALION COLORS (FLAGS), FROM THE COMMANDER OF THE BASE.

AT THAT MOMENT THE 13TH SPECIAL BATTALION IS FORMED............

A 10 DAY LEAVE IS WELL DESERVED AND ACCEPTED.

*SWIMMING

CHARLES L. MURRAY
CO. A
THE BIG DAY HAS ARRIVED.
FRIENDS AND LOVED ONES GATHER AROUND TO BID YOU FAREWELL.
A FEW TEARS ARE SHED AS YOU BOARD THE TRAIN TO CAMP PEARLY.
NEVER HAVING BEEN ON A TRAIN BEFORE, THE STRANGE NEW FEELINGS HELP TO PICK UP YOUR SPIRITS, BEFORE ARRIVING AT THE CAMP.
THE REST OF THE DAY IS SPENT GOING TO SUPPER AT A REAL "CHOW HALL" AND BEING ASSIGNED TO A BARRACKS WITH BUNK BEDS.
YOU ARE IN THE NAVY NOW........
THE NEXT WEEK IS SPENT GETTING STUCK WITH NEEDLES....AT LEAST TWICE A DAY. SOME OF US FAINT....SOME JUST GET SICK.
THEN OUT TO A BIG FIELD WHERE WE LEARN TO MARCH IN UNISON.
"SHORT ORDER DRILL" THEY CALL IT.
WE TRAMPLE EACH OTHER UNTIL WE GET IT RIGHT. THERE IS SOME JOY IN PRECISION, WE FIND.
NEXT IN ORDER IS THE EXERCISE DRILLS...THE LONG MARCHES WITH BACK PACK....LEARNING TO SHOOT RIFLES...MAKING LANDING ON THE BEACHES.
THEN COMES THE "COMMANDO COURSE". IT IS THE ULTIMATE TEST FOR A ROOKIE.
IT CANNOT BE DONE WITHOUT THE HELP AND KNOW HOW OF THE U.S. MARINES, WHO ARE OUR INSTRUCTORS.
THEY ARE GREAT PEOPLE WHO HAVE BEEN IN BATTLE AND KNOW WHAT IT MEANS. THEY SHARE THEIR KNOWLEDGE OF THE FRONT LINES WITH US, TO HELP KEEP US ALIVE. AFTER 6 WEEKS OF INTENSIVE DRILLING AND LEARNING, WE ARE READY FOR ADVANCED TRAINING.
BUT FIRST WE CAN HAVE A 62 HOUR LEAVE. SOME, WHO ARE CLOSE TO HOME, GET TO SHOW OFF OUR UNIFORMS TO OUR FAMILY AND FRIENDS.
...OTHERS, WHO LIVE TOO FAR AWAY, CAN'T MAKE IT....

CHARLES L. MURRAY CO. A
GENERAL ORDERS

1. TO TAKE CHARGE OF THIS POST AND ALL GOVERNMENT PROPERTY IN VIEW.

2. TO WALK MY POST IN A MILITARY MANNER, KEEPING ALWAYS ON THE ALERT, AND OBSERVING EVERYTHING THAT TAKES PLACE WITHIN SIGHT OR HEARING.

3. TO REPORT ALL VIOLATIONS OF ORDERS I AM INSTRUCTED TO ENFORCE.

4. TO REPEAT ALL CALLS FROM POSTS MORE DISTANT FROM THE GUARDHOUSE THAN MY OWN.

5. TO QUIT MY POST ONLY WHEN PROPERLY RELIEVED.

6. TO RECEIVE, OBEY, AND PASS ON TO THE SENTINEL WHO RELIEVES ME ALL ORDERS, FROM THE COMMANDING OFFICER, FIELD OFFICER OF THE DAY, OFFICER OF THE DAY, AND OFFICERS AND FETTY (N.C.O.) OFFICERS OF THE GUARD ONLY.

7. TO TALK TO NO ONE EXCEPT IN LINE OF DUTY.

8. TO GIVE THE ALARM IN CASE OF FIRE OR DISORDER.

9. TO CALL THE CORPORAL OF THE GUARD IN ANY CASE NOT COVERED BY INSTRUCTIONS.

10. TO SALUTE ALL OFFICERS AND COLORS OR STANDARDS NOT CASED.

11. TO BE ESPECIALLY WATCHFUL AT NIGHT, AND DURING THE TIME FOR CHALLENGING TO CHALLENGE ALL PERSONS ON OR NEAR MY POST AND TO ALLOW NO ONE TO PASS WITHOUT PROPER AUTHORITY.

Editor's Note: On back of card is written: WE HAVE TO MEMORIZE THIS OR ELSE!!!
<table>
<thead>
<tr>
<th>LIST OF ITEMS GIVEN TO A RECRUIT</th>
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<tr>
<td><strong>BLUES</strong></td>
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<td>1...PEACOAT</td>
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<td>1...HAT</td>
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<td>4...PR. SOCKS</td>
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<td>2...PANTS</td>
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<td>2...SHIRTS</td>
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<td>1...PR. SHOES</td>
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<td>1...BELT</td>
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<td><strong>MISC.</strong></td>
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<td>1...PR. GLOVES</td>
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<td>1...ROPE</td>
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<td>1...KNIT HAT</td>
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<td>1...COMB</td>
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<td>1...DENTAL CREAM</td>
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<td><strong>WORK CLOTHES</strong></td>
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<td>2...COATS</td>
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<td>3...SHIRTS</td>
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<td>2...COVERALLS</td>
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<td>2...DUFFLEBAGS</td>
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<td><strong>MISC.</strong></td>
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<tr>
<td>1...SWIM SHORTS</td>
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<td>2...PR. LEGGINGS</td>
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<td>1...SWEATER</td>
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<td>2...TOWELS</td>
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<td>1...PR. RUBBERS</td>
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<td>1...BELT</td>
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<td><strong>WHITEES</strong></td>
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<td>3...HATS</td>
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<td>3...PR. SOCKS</td>
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<td>4...PANTS</td>
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<td>4...UNDERSHIRTS</td>
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<td>4...SHORTS</td>
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<td><strong>MISC.</strong></td>
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<td>1...NECKERCHIEF</td>
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<td>10...BUTTONS</td>
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<td>3...NEEDLES</td>
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<td><strong>WORK CLOTHES</strong></td>
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<td>2...COVERALLS</td>
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<tr>
<td>2...DUFFLEBAGS</td>
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</tbody>
</table>
Procedure Used In Fitting Recruits

(These steps are to be followed by recruits as directed by head fitter.)

A. Contents of bag to be dumped onto the deck in the rear section of the fitting booth assigned to you.

B. Head fitter will direct you:
1. Put on BLACK HIGH SHOES and PAIR OF SOCKS.
   (a) If high shoes fit—check to see if low shoes are same size.
2. Put on BLUE CLOTH TROUSERS.
   (a) If trousers fit—check to see that second pair is the same size.
3. Put on BLUE DRESS JUMPER (with white braid).
   (a) If this jumper fits—check to see that the blue undress jumper (without the white braid) is two sizes larger.
4. Put on BLUE FLAT CAP (found in brown stow box).
5. Put on OVERCOAT.

STAND BY UNTIL FITTER HAS CHECKED ALL GEAR THAT YOU ARE WEARING.

6. Put on WHITE JUMPER—WHITE TROUSER—WHITE HAT.
   (a) If these items fit—check to see that the balance of these items are the same size (Jumpers—3, Trousers—3, Hats—2.

STAND BY UNTIL FITTER HAS CHECKED ALL GEAR THAT YOU ARE WEARING.

7. Put on DUNGAREE TROUSER.
   (a) If this item fits—check to see that second pair is same size.
8. Put on CHAMBREY SHIRT.
9. Put on DUNGAREE JUMPER.
   (a) If this item fits—check to see that second Jumper is same size.

REFUSE TO ACCEPT ANY ITEM OF CLOTHING THAT DOES NOT FIT.

BEAR IN MIND:

CLOTHING ONCE STENCILED CANNOT BE EXCHANGED

Sleeve length on white jumpers and blue undress jumpers are supposed to be short.
Trouser lengths will be adjusted by Boot Tailor Shop at a future date.
The following men will report at 0430, 16 September at A-10 Mess Hall. These men will also report for Medical Inspection at 0900, 15 September at A-10 Sick Bay.

<table>
<thead>
<tr>
<th>NAME</th>
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<tr>
<td>Bernard, A.J.</td>
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<td>Murray, C.L.</td>
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<td>Galvin, O.L.</td>
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<td>W.Kid Webb, J.L.</td>
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<td>Netteis, L.E.</td>
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<td>Dishno, P.J.</td>
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<td>Velenzuela, H.Z.</td>
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<td>Blazek, G.J.</td>
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<td>Bird, J.J.</td>
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<td>Luscenti, V.</td>
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<td>Ormer, A.J.</td>
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<td>Landaal, R.F.</td>
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<td>Del Guidice, J.</td>
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<td>Leonard, F.J.</td>
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<td>Hicks, R.E.</td>
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<td>T.C.</td>
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<td>Woodford, D.H.</td>
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ALL MEN FROM 1 TO 33 INCLUSIVE WILL WEAR WHITE UNIFORMS.
13TH SPECIAL BATTALION

15 August 1943

RULES FOR HUTS AND HEADS

1. Door and window panels in racks and on hooks when not in use.


3. Turn out lights when leaving in the morning.

4. No personal gear on the tables, Nothing on stove. Papers and magazines neatly arranged.

5. No bathing or shaving after 2130. All lights out at 2130 with exception of one row over boilers in heads.


7. No clothing on sunning racks. Racks between huts to be used for mattresses, pillows, and blankets only.

8. Rubbish boxes to be emptied daily in large box in open area.

9. No one allowed without trunks on, Unless Under Shower.

W.R. SHRIVER
LT. COMDR. CEC USNR
REG. COMDR., AREA "A"
"The Little Blue Book of Company B."

Printed in 1943 while at Camp Peary, it contains 202 names and addresses and pages for autographs. Page 1 and 2 list Battalion Commander, Executive Officer, Company Officers, Chaplain and Chiefs.
One of the most interesting is that recently established for training seafarers. Made up of men who are members of Special Battalions which will deal exclusively with the loading and unloading of ships, this school has already built for itself an invisible reputation.

Like all “Seabee” schools, this one employs the method of practical experience in its teaching. Set up near the dock area on Queen’s Creek, is a hand-hewn replica of one of the new Liberty ships. Constructed along the same lines as the cargo carriers, this “shop” boasts the same hulls, compartments and loading equipment that we will have to load and use when we reach battle zones.

We start work immediately upon assignment to the school. Amid the realistic dockside scenes of shuttling jinneys, speaking winches and changing cargo hooks, we begin to find our way around with the help of an instructor.

In addition to doing practical work, we attend lectures on cargo handling and shop nomenclature. A thirteen and one-half foot Liberty Ship model with cutaway sides gives us a graphic picture of the various parts of the ship. Model trucks, tanks, and other cargo are stowed in the holds, so that we may see the proper methods of loading.

In addition to actual loading, we learn how to make our own slings, learn calking, splicing, rigging and many other trades allied with the art of seafaring.

The ship, the model, boiler room, warehouse and all the other facilities at this school were built by the “Seabees” themselves.

The Stevedore school is in operation twenty-four hours a day, and as soon as one shift completes its work, the next takes over. We work in all kinds of weather—rain, snow, heat and cold. Nearly as spectacular is the work that is done in the Heavy Equipment School. Here, mechanics work on tractor, crane and other types of machinery. Included in the laboratory apparatus are a number of machines that have passed the useful stage, but which are still good for practical overhaul jobs.

Recently, one of the large diesel-powered bulldozers broke a track. Men from the Heavy Equipment School were dispatched to make the necessary repair, which they did in the field. On other, more difficult, jobs they bring their equipment to their shops.

All of us “Seabees”, regardless of our specialty, are given an opportunity to put our training to practical use right here within the camp boundaries.

The Commanding Officer, Captain James Grady Woeas, U.S.N., is a native of Kentucky. He graduated from the Naval Academy at Annapolis, Maryland, in the class of 1910. His career has been that of a seagoing officer, this being the first big shore job that he has ever been assigned to.

During the First World War, as a junior Lieutenant, he commanded a destroyer in the war zone. Captain Wayne was decorated by his own government and by the French government with the Distinguished Service Medal and the French chevalier of the Legion of Honor. He has spent twenty-one years since 1910 at sea, during which time he has filled the day by day duties of an average seagoing line officer.

A firm believer in trying to help his fellow man, Captain Wayne feels that by training and equipping his men here, he will be using this center as a tool to help mankind find peace, freedom, and light.
Jewish
Divine Services
Captain J. G. WARE
Commanding

BURLINGTON M. LENNOX
Chaplain Area C-4

1943

Catholic
Divine Services
Captain J. G. WARE
Commanding

PAUL C. EDGAR, Senior Chaplain
W. M. B. W. D., Chaplain Area A
J. A. Yavorsky, Chaplain Area B
J. E. B. M. LAN, Chaplain Area C
J. A. SULLIVAN, Chaplain Area D

August 29, 1943
I am a "plank owner" (those assigned to a ship or a battalion at its' commissioning...so you see that there are quite a few), of the 13th Special Battalion, having been assigned to the battalion at Camp Peary, Williamsburg, Virginia in August of 1943.

I am forwarding some pictures of the battalion in Guam, and some of the equipment operators......also a "travel log" of the trip that the 13th Special made from the camp at Gulfport to Port Hueneme, in route to Pearl Harbor and Guam.

I have many fond memories of the 13th Special and have been a Seabee "at heart" all of my life, or at least since boot camp, when I was 17 years old. The Bees trained me as an equipment operator and I have been a crane operator for the International Union of Operating Engineers for 30 years.

Lieut. Joe Vuccarella, our legal officer, became Mayor of Mt. Vernon, New York, and helped me to get into the Union.

I've met a lot of ex-Seabees.....due to the fact that I generally put a Seabee sticker on my crane. But I never found one from the 13th Special.....so I felt great joy when I heard from you.

Before joining up, I had taught other high school students (at a farm school in New York City) tractor operations, so they could work summers in the "Farm Cadet Program".....so I was a "natural" for the Seabees.

Since I was only 17 years and 2 months old when I joined.....my parents had to sign so I could enlist. My Dad was "NAVY" for 10 years, starting with World War I and served with Lieut. Kolonoski, whom I am pictured with in Honolulu, on my 18th Birthday.

I was with Co. A and worked as a stevedore. When we left Pearl Harbor for the invasion of Guam on D Day I was on the LST 29. Has anyone mentioned that we were aboard for 54 days due to the invasion of Saipan? We lived and slept on deck...on a cot, on top of piles of field rations, under a canvas stretched from bow to deck house. Anyplace you could find became "home", and it was hot!!!

Into the second month, tempers sometimes became short and "smokers"....boxing matches......were held to solve the disputes among shipmates.

Our 4 "T"s distilled water and made bread for the four wooden mine sweepers and the one destroyer who were our entire escort for the 54 days.

I operated my first crane on Guam. As I came to the Bees' as an experienced tractor operator, even though I was just 17 yrs. old, I was unhappy as a stevedore and wanted to be a bulldozer operator. So I complained to the chiefs and to the Company C.O.. The chief disapproved of my "attitude" and found a way to punish me.

When I missed a muster.....I received a Deck Court Martial. I got 10 days in the brig and a $26.00 fine (which to me represented a month's pay, since I sent the remainder in an allotment to my family) and I spent the 10 days on a burial detail. I also had to help build the brig, as I was one of the first residents.....

On my return to the battalion, the Company C.O. asked if I was a Christian now......(whatever that meant)...and I said, "Yes Sir". He then asked if I still wanted to be in transportation, and I replied..."Yes".....

* My parents bought War Bonds for me...came in handy later.
AT THAT POINT IN MY LIFE I BECAME AN EQUIPMENT OPERATOR, AND HAVE BEEN ONE EVER SINCE.

SO YOU SEE WHAT THE BEES HAVE MEANT TO MY LIFE.

I THINK THAT I WAS TRANSFERRED TO CO. C AT THAT TIME.

YOU KNOW, AS TIME GOES BY, AND I THINK OF PAST TIMES, MY MEMORY CLICs AND A NAME POPS UP. THE COPY OF THE MUSTER ROLL REMINDED ME OF LOUIS MIKA. HE HAD BEEN AN ATHLETIC DIRECTOR AND INSTRUCTOR AT A NEARBY SCHOOL FOR MANY YEARS. NOW HE HAS RETIRED AND MOVED AWAY....I AM TRYING TO FIND OUT WHERE. AS WE GET OLDER THESE THINGS SEEM TO BECOME MORE IMPORTANT.

YES, I CERTAINLY DO REMEMBER PAT JOHNSON. HE WAS THE DISPATCHER ON GUAM. I'LL WRITE TO HIM AS SOON AS I FINISH THIS LETTER.

THAT MUSTER ROLL HAS A LOT OF NAMES OF MEN THAT I REMEMBER WELL.

ONE MAN THAT I DON'T NEED ANY "LIST" TO REMEMBER, IS "POP" RAPLEY....HE WAS ALWAYS HELPING SOMEBODY!!! HE WAS A #1 GREAT GUY. HE HELPED TO ORGANIZE A V.F.W. POST ON GUAM AMONG THE MANY NATIVES WHO HAD OR WERE SERVING...MOSTLY AS STEWARDS...IN THE NAVY.

THEY THREW HIM A BIG PARTY THE NIGHT BEFORE HE WAS TO BE ROTATED BACK TO THE STATES. BEING A LITTLE TIPSY, AND GIVEN THE ROUGH ROADS, HE DIDN'T REALIZE THAT HE HAD A FLAT TIRE ON THE VEHICLE WE HAD ARRANGED FOR HIM.....HE DROVE IT THE EIGHT MILES FROM AGANA.

NEEDED TO SAY, THE BOYS IN TRANSPORTATION DID A NICE COVERUP...OR "POP" MIGHT HAVE BEEN IN-ROTATED.

HE LIVED IN QUEENS, NEW YORK CITY, AND AFTER THE WAR HE INVITED US TO HIS HOME FOR A SMALL REUNION, BUT I CAN'T REMEMBER THE YEAR OR WHO WAS THERE.

NOW, GUESS WHAT?? I'M STILL A SEABEE!!!! SERVING WITH THE RESERVE NAVAL MOBILE CONSTRUCTION...AND ALMOST UNBELIEVABLE...WITH THE 13TH BATTALION.

IT'S LIKE HISTORY REPEATING ITSELF...ESPECIALLY WHEN I WAS STATIONED AT GULFPORT, MISSISSIPPI IN 1974, 1980 AND IN 1982 ON ACTIVE DUTY.

AS YOU WILL SEE BY THE PHOTOGRAPHS, SEVERAL OF THE ORIGINAL BARRACKS ARE STILL IN USE.

IN 1974 I WAS NAMED "SAILOR OF THE YEAR", SO I GUESS THAT I DID SOMETHING RIGHT.

PRETTY SOON I WILL BE "PIPED OVER THE SIDE".....A FORMAL RETIREMENT CEREMONY WHERE I REVIEW THE TROOPS AS MY NAVAL HISTORY IS READ TO THOSE ASSEMBLED.

A SHIP'S GANGWAY WITH SIDE BOYS AND A BOATSWAIN'S MATE WITH PIPE DOING THE HONORS.

A NICE TOUCH WITH FRIENDS AND RELATIVES JOINING IN A RECEPTION AFTERWARDS. ACTUALLY I HAVE TO ATTEND SEVERAL MORE DRILLS, BUT THIS IS ONLY DONE ONCE A YEAR.

MY DAUGHTER JUST GRADUATED COLLEGE AND WAS COMMISSIONED A 2ND LIEUT. IN THE ARMY.....SO AS I GO OUT...SHE IS IN.

I PINNED HER BARS ON AND WAS I A PROUD "POP".

I'VE HAD A GOOD LIFE.....GOOD WORK AND OUTLOOK ON LIFE....I GIVE THE CREDIT TO THE TRAINING I RECEIVED AS A SEABEE WITH THE 13TH SPECIAL.

SINCE I STARTED THIS LETTER, I RECEIVED THE "CARGO CABLE" CLIPPING THAT YOU SENT....ABOUT MY BEING A "BABY BEER".

IT'S HARD TO BELIEVE THAT NOW, AT 60 YRS. OF AGE, I'M THE "OLD TIMER" WHO GETS KIDDED BY THE YOUNGER MEN FOR TELLING WAR STORIES!!!!

WILLIAM A. MILLS
CO. A & C

Editor's note: THE "TRAVEL LOG" MENTIONED ON PAGE 1, IS THE "DEAREST MOTHER" LETTER WHICH FOLLOWS.
Dear Mother,

The time is 5:45 P.M. We are at the camp gate in the train. You on our way. I will let you know how the train is going to be. We will be at the Chief's quarters with one Chief. We just want to write the post card and type the letter. We will be home soon.

Well we are headed straight west. We will go three places today. Memphis and on. You will write soon and tell us when we will be there. We have a little money, which is very convenient. We will probably go west at St. Louis. Riding on a train, you will not know for sure how your are going to Texas. California

First and Last page of Original 15 page letter from Hallie to her Mother.
Oct 31-43 Nov 4-43
"First Day"

June 30th, 1913

Dear Beth:

The time is 3:45 P.M., we are at the camp gate in the train. We are on our way. Please P.O. Don't know. You will know by the time this letter is done. It is really going to be long.

Me off... I am sitting in the chief's quarters. He says we are just ten cars from the gate. Dick... (as I wrote this letter the opeat went again)

Well we are headed straight south. The train will go thru Jackson, Miss., Memphis and 300. You will notice that this letter is written as it is going to write with the train moving.

We have a table in here which is very convenient. The train will probably go new at 8:00. This is the railroad station. I am clear the route. I do know that it is going to be a long trip. It is almost dark now. Everyone is getting settled down, playing cards, etc. This is pretty good for me. I am in such a compartment. I have a letter of yours to answer. So I'll start now.

So you had a bad storm in New York. The weather has been fine since here. Roy is doing better. I hope you spoke about getting a new dog. If the horses are better and the house is a little higher, maybe you can go down this trip. If so, I will be advised. Get Mrs. Lorham's bill from the bank.

About the picture... I shall try to send you a small photo to put in the book. If the cover opens hard, take it to the jeweler and have him adjust the frame on the inside. I hope you like it. Don't let your fellow coverts make sure she is set on a fellow handle. If she does.

What did you have to eat today? I had cheese, at noon and cold cuts for supper. We are getting straightained out at last I think. They aren't holding any money out now. Wish you a happy birthday for me.

I heard of the fellow who is in jail. He was very busy last few days. In the way his outfit is moving out I believe. Don't eat anything for I am not sure. We are too near to get. I did make an attempt to eat in the dining car. I didn't have time to go further.

Well that about another your letter... etc...

We are just passing through a town. Miss., at 8:40 P.M., the porter is making the doors for is not too good. This is at 11:40 P.M. I just went to the head. There is a town here which I mentioned before called Jackson, Miss. It is a pretty big place. During the Civil War, it was the capital of the Confederacy. For a while, we are 50 miles from the Mississippi River. I think I shall stay up to see us cross.

Second Day... Nov. 1, 1913

Good Morning! Here we are at Shreveport, La. We are waiting to get breakfast as they move us around and change our direction from west to north. I imagine we shall go thru Arkansas. Last night a fellow the in our flat was supposed to talk to me when we crossed the Mississippi River. He fell asleep so I was out of luck. We crossed the river at Vicksburg, Miss. We are getting hungry, as it is 25 min. to 12 o'clock, which is late for me to eat.

11:45 A.M. Breakfast was very late. Just finished, still hungry. A few minutes ago we passed through Shreveport, Texas. The train has stopped at Shreveport, Texas. The sky is overcast and it may rain. Doctor said that we would pass thru Arkansas but we are on another route now. I think this idea is to keep the movement of this train as secret
AS PROMISED, I’LL SEND YOU A LETTER. THIS LETTER SHOULDN’T BE MAILED TILL I REACH CALIFORNIA.

12:43 P.M. . . . STOPPED AT MAGNOLIA, TEXAS. HAVE BEEN SLEEPING FOR AN HOUR AND A HALF. RAILROAD STEAM STOOD UP TO WEATHER. I JUST FOUND THAT I AM NOT ONLY IN THE 14TH STATION... AND THE FIRST CAR... BUT I SLEEP IN THE 4TH BUNK!!!!

DON’T THEY SAY THE COUNTRY IS HIGHER HERE. (THINK IT WOULD BE A GOOD IDEA TO SAVE THIS WHEN YOU GET IT. I SHOULDN’T LIKE TO READ IT SOMETIME.)

1:05 P.M. . . . PASSING THROUGH CONROE, TEXAS. WAITING FOR CHOR.

2:55 P.M. . . . WE ARE IN LIVINGSTON, TEXAS. EXPECT TO STAY A FEW MINUTES.

3:10 P.M. . . . JUST HAD SPAGHETTI AND MUSHROOMS AND STRAWBERRY SHERBET FOR CHOW. WE JUST STOPPED AT CLEVELAND, TEXAS. THIS STATION IS REALLY BIG. WE WOULDN’T BE OUT OF IT UNTIL DAWN. THERE ISN’T MUCH TO WRITE ABOUT. THE COUNTRY IS BETTER THAN MISSISSIPPI. IT IS GOING TO GET SUNNY TUESDAY BEFORE THE NIGHT IS OVER. THIS DEPARTMENT IS PRETTY WIDE. BUT....

4:30 P.M. . . . ARRIVING IN HOUSTON, TEXAS. WILL BE HERE AN HOUR. HOPING TO GET OUT THIS SAME EVENING. IT IS A PRETTY BIG PLACE.... BUT....

WELL I JUST GOT BACK ON THE TRAIN AFTER SOME P.M. AND DRINKING. WE MARCHED OUT OF THE STATION AND SAW SOME OF HOUSTON. NICE GIRL CHERRY. THEY LET US FALL OUT IN A CONTACT FOR A BOTTLE OF BEER. WE HAD TO STAY TO GET BACK ON THE TRAIN.

THE BEER REALLY TASTED GOOD....

THERE ARE QUITE A FEW LARGE BUILDINGS HERE. AS I SAW IT’S A BIG PLACE. WE ARE LEAVING THE CITY NOW. THERE REALLY IS NOT TOO MUCH TO SAY.... I SHALL WRITE AS WE PASS THINGS AND TOWNS HERE AND THERE.......

JUST CROSSED BAYOU RIVER AND CAME UP A TOWN CALLED RICHMOND.... IT IS PAINING NOW....

THE RAIN HAS STOPPED. I JUST RETURNED FROM CHURCH ABOUT 45 MIN. AND WE PASSED THE TRINITY RIVER A SHOCK waves. IT IS DARK NOW AND I CAN’T SEE ANYTHING. THE PORTER IS MAKING THE BUNKS NOW. DURING THE NIGHT WE SHALL STOP AT SAN ANTONIO. THIS TOWN IS THE HOME OF THE ALAMO WHERE THE TEJANO FIGHT THE MEXICANS SO BATTLE. ONE OF THE BIGGEST AIRFIELDS IN THE U.S. IS LOCATED HERE. IT IS RAYMOND FIELD; ALSO KELLY FIELD.

THE CITY IS KNOWN FOR ITS OLD SPANISH MISSIONS. IT WAS FOUNDED IN 1731. ALSO KNOWN FOR HAVING THE LARGEST MEXICAN POPULATION IN THE U.S. THE GROWTH OF THE COUNTRY WE ARE IN IS NOT PARTIALLY TO MEXICO.

I WOULD REALY LIKE TO GET A TRACT OF LAND HERE. I WOULD GO INTO FARMING AND RANCH CATTLE RAISING ON A LARGE SCALE.

I SHALL BE BETTER FOR THE NIGHT. I AM PRETTY TERRIBLE.... ONE MORE POINT OF INTEREST. THE SAN ANTONIO RIVER.... IT IS NOTHING MORE THAN A CREEK 15 TO 20 FT. WIDE. IT WINDS ALL THROUGH THE TOWN. THE BANKS ARE TERRACED AND PLANTED TO SHRUBS AND FLOWERS. SWIMMERS ARE BUILT OVER IT SO AS NOT TO DISTURB ITS COURSE. CONSIDERED TO BE ONE OF THE BEAUTIFUL TOWNS OF THE WEST.

PLEASANT DREAMS. I’LL CONTINUE IN THE MORNING.... BUT....

THIRD DAY. OCT. 3. 1943. TUESDAY

GOOD MORNING!!! THE TIME IS 7:00 A.M. WE ARE MOVING THROUGH A DESERT WHICH I SHALL DESCRIBE AS SOON AS IT GETS LIGHT.

THEY DON’T FEED US UNTIL 8:30 AND WE HAVE TO GET UP AT 6:00. WHICH AT 7:30 IS DARK. THE REASON IS TO STILL WORK AT 2:00 SO THAT WE ARE REACHING THE NEXT TIME ZONE.

AT 5:30 WHICH WE REACH ABOUT 5:00 PM. TODAY THERE SHALL BE A FIVE HOUR LAYOVER. WE SHALL HAVE THE OPPORTUNITY TO TAKE A SHOWER AND GET CLEANED UP....
HERE I AM BACK FROM CHIAPAS. PRETTY GOOD TOO. WELL, WE ARE PASSING thru THAT THE MEXICANS CALL MEXICA COUNTRY. MEXICA IS SPANISH FOR MEXICO. THE COUNTRY IS DOTTED WITH FLAT TOPS LIKE A PLATEAU, FROM WHICH THE TABLE MOUNTAINS/Stems.

JUST STOPPED IN CAMERON, TEXAS. EVERYONE GOT OFF FOR THE MILES. IT IS 9:15 NOW. WE DOUBLED TIME AROUND THE TOWN AND STOPPED TO GET BREAKFAST AND POST CARDS. NOT, THEY HAVE TREATED US WELL.....AS WE HAVE STOPPED HERE AND THERE...BEFORE LEAVING THE TRAIN.


I JUST GOT A SHORT LETTER OFF TO YOU AND TO GRANDPA. I BOUGHT A PICTURE FOLLER WHICH I WILL SEND YOU. THE COUNTRY IS VERY BEAUTIFUL. I HAVE A JOB WRITING AND SENDING THE STORY....OUT.....

10:15 A.M. SEEN TO BE COMING TO A SMALL RANGE OF MOUNTAINS. DESCRIPTION LATER.

1:15 P.M. A FLYING FIELD OF THE ARMY CALLED HAVANA. JUST ARRIVED PAST...THIS TRAIN IS REALLY MOVING AS I WRITE. THE COUNTRY HAS LINED UP AND YOU CAN SEE FOR MILES......OUT......

5:50 P.M., AT LATE DINNER. WHICH WAS VERY GOOD. WE STOPPED AT VALLEYS, TEXAS. IT WAS A SMALL TOWN WHICH IS ALL THERE IS IN THIS SECTION OF THE STATE. THERE IS A SPECTACULAR MOUNTAIN PEAK. I CAN SEE NOTHING BUT ROLLING PLAINS FOR MILES. SOON WE WILL HEAR THE SONG OF THE WATER JUST ACROSS THE RIVER (THE RIVER) FROM MEXICO. EL PASO IS THE NEXT BIG CITY AT WHICH WE WILL STOP.

EARLIER TODAY WE WENT THRU SOME VERY Picturesque Country. The Train Sound In And Out Of Some Hills Which Had Different Colored Rocks On The Rocks. Here And There I See

SNAKES IN THE CATTLE GRAZING. THAT IS ALL THIS LAND IS USED FOR. THERE ARE A FEW MILES PLACED IN VARIOUS PARTS OF THE FIELDS. THEY CATCH THE RAIN TO PROVIDE THE CATTLE WITH WATER.

ALSO, "SWAMPING" OUT THE LANDSCAPE. THEY PUMP UP WATER FOR FERTILIZING PURPOSES. THESE ARE ABSOLUTELY No HOUSES FOR MILES.

ONCE IN A WHILE YOU CAN SEE THE HOUSES OF A SOUTHERN VILLAGE FROM THE TRAIN TO THIS RANGE, WHICH IS SEVERAL MILES DISTANT. THERE IS A LARGE SIGHT IN SIGHT.....WE HAVE JUST ARRIVED TO A LITTLE TRAIN PASS. THE LAND BE AND DOWN ON IS THE SOUTHERN PACIFIC. OUR TRAIN HAS BEEN MOVING ALONG MOST OF THE TIME.

5:30 P.M......FOR THE LAST 25 MINUTES THE TRAIN HAS BEEN WINDING AND TURNING THRU FORESTS. THE TUNES WERE VERY BIG. WE DID NOT GO IN A STRAIGHT LINE FOR THE WHOLE 25 MILES.....BUT......

IT IS NOW 25 MINUTES TO 8 O'CLOCK P.M. THE TIME HAS BEEN SET BACK AN HOUR......BUT......

SUNDAY, NOV. 3RD, 1914

7:30 A.M. LAST NIGHT I HAD INTENDED TO WRITE A LOT ABOUT EL PASO BUT I AM OUT OF THE AND HAS HAD TO GET

ANY SMALL THE PORTER GOT SOME FOR US.

WE ARRIVED IN EL PASO ABOUT 8:30. THEY HAD US OUT OF THE TRAIN AND DUG A HOLE IN THE PLACE OF THE COUNTRY. IT IS A PRETTY BIG CITY. AS YOU LEAVE, THE TRAIN GOES ALONG PARALLEL TO THE BIG RIO GRANDE RIVER. ON THE OTHER SIDE I WAS ABLE TO SEE MEXICO! IT WAS A THRILL TO LOOK FROM THE U.S. INTO ANOTHER COUNTRY.

HE LAYED IN THE CITY TILL ABOUT 11:30 WAITING FOR A NEW EXPRESS CAR. THEY HAD INSTRUCTED TO TAKE US TO A PLACE WHERE WE COULD TAKE A SHOWER, BUT THERE WAS A TRAIN JUS'T HEADED OF TH EALL THE WAY TILL THE MILD PART OF TEXAS...I DO NOT FILL!, THEY DELAYED US FOR SEVERAL
HOURS, MAKING US MISS THE DINING CAR AS WE WERE SUPPOSED TO GET, AND KEPT US ABOARD THE TRAIN, IN EXPECTATION OF OTHERS.

WHILE I SLEPT LAST NIGHT, WE PASSED THROUGH PART OF NEW MEXICO AND INTO ARIZONA, WHICH WE ARE IN NOW. IT IS MUCH THE SAME AS TEXAS EXCEPT THAT THERE ARE MORE HILLS AND THERE SEEMS TO BE A HIGH MOUNTAIN RANGE IN THE DISTANCE.

THE PORTER SAYS THAT WE SHALL REACH HUENEME, CALIFORNIA TONIGHT, ABOUT MIDNIGHT. THAT WILL BE 4 O'CLOCK IN THE MORNING, YOUR TIME. THIS TRAIN WE ARE PASSING THRU, DOESN'T SEEM VERY PRETTY.

WE ARE WAITING FOR CHOW NOW WHICH WILL PROBABLY BE LATE TODAY. THIS AFTERNOON I EXPECT TO BE ABLE TO DESCRIBE SOME MOUNTAINS AS WE CROSS THE SIERRA NEVADA RANGE.... WHICH IS PART OF THE ROCKY MOUNTAIN RANGE....ECT....

AT 9:15 A.M. WE STOPPED AT TUCSON. IT WAS A PRETTY FAIR SIZED TOWN. EVERYONE GOT OFF AND DID SOME MARCHING THRU THE TOWN. I BOUGHT FEW CARDS AND GOT THEM OFF.

TUCSON IS SURROUNDED ON 4 SIDES BY MOUNTAINS. THE NORTH BY THE SANTA CATALINAS, EAST THE RIVERONS, TO THE SOUTH THE SANTA RITAS AND THE WEST THE TUCSON MOUNTAINS.

IT IS AT AN ELEVATION OF 2400 FEET. WE LEFT THERE AT 10:10 O'CLOCK. I'LL SEND OFF A SHORT NOTE TO YOU NOW....ECT....

1:00 P.M. JUST WOKE UP FROM A TWO HOUR SLEEP. WE PASSED A TOWN CALLED CHANDLER, ARIZONA, WHERE I MAILED SOME CARDS. THE PLACE SEEMS TO BE MORE AGRICULTURAL THAN BEFORE....ECT....

1:15 P.M. JUST WENT THRU TEMPLE, ARIZONA. NICE FARMING DISTRICT....EXTENSIVE IRRIGATION.

1:30 P.M. WE ARE NOW IN PHOENIX, ARIZONA. IT IS A VERY LARGE TOWN. THEY HAVEN'T GIVEN US CHOW YET....STARTING TO GET HUNGRY....

THIS SECTION OF ARIZONA IS THE HOME OF MANY OF THE BRANDS OF FRUIT YOU HEAR OF, SUCH AS THE BLUE GOOSE AND CAL-PAC.

JUST PULLED OUT OF PHOENIX. A GOOD LOOKING TOWN, PROBABLY HAS AN ARMY BASE NEARBY. NOT MUCH MORE TO SAY....TI HAD A FEW FOUNDRIES AND MACHINE SHOPS ALSO FERTILIZER PLANTS. THE SUN IS VERY HOT....ECT....

3:30 P.M. JUST STOPPED FOR WATER AT A PLACE JUST NO WHERE. THAT'S WHAT I THOUGHT, THEN I LOOKED AGAIN AND THERE WERE THOUSANDS OF TENTS. IT WAS AN ARMY CAMP!!! NOW THIS PLACE MAY BE EXACTLY WHERE JACK DEGEORIO IS. I'LL PROBABLY NEVER KNOW. IT IS VERY HOT AS WE ARE PASSING THRU A BIG EXPANSE OF DESERT....ECT....

WED. 5:00 P.M. JUST AWOKE TO FIND WE HAD LEFT THE DESERT AND WERE PASSING SOME HILL COUNTRY. WE PASS I CAN IMAGINE IT BEING USED YEARS AGO AS A BANDIT HIDE-OUT. IN 30 MINUTES WE SHALL BE IN YUMA, ARIZONA WHICH IS NOT FAR FROM THE COLORADO RIVER AND WHICH IS THE CALIFORNIA, ARIZONA BORDER. THE COUNTRY STILL SANDY, AS IT WAS ON THE DESERT, BUT NOT FLAT....ECT....

5:30 P.M. WE ARE NOW STOPPED IN YUMA, ARIZONA. A LITTLE AHEAD OF THE TRAIN THERE IS A BRIDGE. WHEN WE CROSS IT WE SHALL BE IN CALIFORNIA. THEY LET US OFF THE TRAIN FOR A FEW MINUTES JUST NOW.

THERE IS REALLY SOME DUSTY COUNTRY THRU HERE. EVERY THING IS COVERED WITH DUST. BEING THAT IT IS DUST ON A NAVY TRAIN...IT COULD BE CALLED "SEA DUST". I JUST Mailed A SHORT LETTER TO YOU FROM HERE.

WE ARE GOING TO THE BRIDGE OVER THE COLORADO RIVER NOW. YOU WILL REMEMBER THAT RIVER AS THE ONE THAT MADE THE GRAND CANYON....I AM NOW IN CALIFORNIA...THE LAND OF THE MOVIE STARS. THE COLORADO IS THE BIGGEST RIVER I HAVE SEEN SINCE LEAVING GULFPORT. IT HAS TO BE BIG TO MAKE ANYTHING LIKE THE GRAND CANYON....ECT....
IT IS NOW 20 TO 3 O'CLOCK P.M. WE HAVEN'T EATEN YET. THE TRAIN IS PASSING NEAR A BODY OF SALT WATER CALLED THE SALTON SEA. IT IS NOT USED FOR ANYTHING. FROM ITS NAME I MAKE OUT THAT IT MUST BE USELESS BECAUSE IT IS SALT WATER.

IT IS ALMOST DARK NOW. WE SHOULD REACH OUR DESTINATION SOME TIME IN THE EARLY HOURS OF TOMORROW (THURSDAY), MORNING. THERE WON'T BE MUCH TO WRITE ABOUT NOW. AS I WRITE I HOPE YOU AND SIS ARE WELL AND EVERYTHING IS O.K.

THIS HAS BEEN A LONG TRIP BUT I ENJOYED IT. THE SCENERY HAS BEEN BEAUTIFUL ALTHOUGH AT TIMES IT BECAME TIRESOME. WE WENT THRU A LOT OF DESERT AREA WHICH GOT VERY BORING AND ALSO DUSTY....ECT....

8:15 P.M....PACIFIC STANDARD TIME....THE TIME HAS BEEN SET BACK ANOTHER HOUR, AS I HAVE PREVIOUSLY EXPLAINED. SO IT IS 8:15 HERE AND 5:15 IN NEW YORK, AS I WRITE THIS. ORIGINALLY WE WEREN'T TO SLEEP ON THE TRAIN AGAIN TONIGHT BUT WE WON'T REACH HUENEME TILL 6 TOMORROW MORNING SO WE SHALL, ANYWAY. WE ATE LATE AGAIN TONIGHT AS I JUST CAME BACK FROM CHOW.

TODAY WE EXPECTED TO HAVE SOME LECTURES AS WE HAD YESTERDAY, BUT WE DID NOTHING IN THE WAY OF EDUCATION AT ALL. YESTERDAY WE ASKED AND ANSWERED QUESTIONS ABOUT SPECIAL WEAPONS...RIFLE, MORTARS, ECT.

WHILE I ATE WE WERE STOPPED AT A TOWN CALLED INDIOS, CALIFORNIA. IT WAS A MORE MODERN TOWN THAN THOSE I HAVE SEEN. THERE WERE SEVERAL MOVIE HOUSES AND NICE LOOKING STORES TO BE SEEN AS I LOOKED DOWN MAIN STREET. AT THE PRESENT TIME WE ARE AGAIN OUT ON A DESERT.

THERE ARE MANY SECTIONS LIKE THIS. YOU EXPECT A TOWN TO SPRING RIGHT UP IN FRONT OF YOU, BUT YOU TRAVEL FOR AN HOUR OR TWO WITHOUT SEEING A SOUL OR A BIT OF CIVILIZATION. JUST BRUSH AND SAND.

DURING THE AFTERNOON WE PASSED HERE AND THERE, SMALL DETACHMENTS OF SOLDIERS, ENCAMPED RIGHT OUT IN THE DESERT. THEY WERE COMPLETELY CUT OFF FROM ALL CIVILIZATION. THEY MIGHT HAVE HAD A RADIO...THAT IS ALL. THEIR SUPPLIES WERE BROUGHT ALONG AND STACKED OUT IN THE OPEN. TRAVELING FIELD KITCHENS WERE WORKING.....HEY...WHAT AM I DOING, RAMBLING ON ABOUT THE ARMY....I AM IN THE NAVY!! I'LL WRITE AGAIN TONIGHT, IF THERE IS ANYTHING NEW...ECT...

THURSDAY, NOV. 4, 1943.

ARRIVED HUENEME AT 4:45 A.M....JUST AN HOUR LESS THAN 3 AND ONE HALF DAYS. I WAS ON THE DETAIL ASSIGNED TO UNLOAD BAGGAGE. WE HAVE FINISHED AND EATEN CHOW. WE ARE WAITING TO BE ASSIGNED TO DEFINITE BARRACKS. IT IS 7:00 A.M. PACIFIC TIME.

THIS ENTIRE CAMP IS QUONSET HUTS. EVEN THE MESS HALLS. IT SEEMS LIKE A PRETTY NICE PLACE. WE ARE RIGHT NEAR THE WATER, AS WE WILL BE UNLOADING SHIPS HERE. I HAVE HEARD THAT WE SHALL BE HERE FOR ABOUT 3 WEEKS...THAT IS NOT DEFINITE.

SO JUST ONE HOUR LESS THAN 3 AND ONE HALF DAYS AFTER TRAVELING THRU MISSISSIPPI, LOUISIANA, TEXAS, NEW MEXICO, ARIZONA AND INTO CALIFORNIA, WE COME TO THE END OF MY BIOGRAPHY.

I HOPE YOU HAVE ENJOYED THE READING AS MUCH AS I DID THE WRITING. WHEN YOU FINISH I WISH YOU WOULD PRESERVE IT FOR ME.

SOME DAY, I WOULD LIKE TO READ IT OVER AND REMEMBER A VERY ENJOYABLE TRIP.

YOUR MOST LOVING SON,

WILLIAM ARTHUR MILLS 11-4-43
After a 10-day leave we all gathered at Camp Hollyday for 2 days, to pull the house back together. We had inspections to make sure we had all of our gear.

Boarded some coaches behind a coal burning steam engine that gave off a lot of smoke and fumes. It was hard to keep clean. Everything was covered with dust. The air was heavy with dust.

Enjoyed the ride so much we wanted to do it again.

At Gulfport we never in bunks barracks.

We learned to take care of the tents, hale, and bags. This was the first time we had experience in handling a ship.

There was a gigantic pile of wood nearby, and quite often we would spend 6 hours filing the boards up into a stack so they could be taken away and used. Then the order would come to throw it all back in the pile, piece by piece, any old way.

After a few days of this I decided what we didn't know how to set up a frame, wind down to the top of the pile and make a little cubicle and hide in there, until it was time to throw it all back.

We learned that we had just broken the color barrier.

The driver gave us a dirty look as we got off, but not a word was said by anyone.

Some of the southern boys got leaves to go home because they lived nearby.

Camp Hollyday

Gulfport, Mississippi

Oct. 6, 1943 - Oct. 31, 1943

Charles E. Murray Co. A
GULFPORT, MISSISSIPPI

AFTER A 10 DAY LEAVE WE ALL GATHERED AT CAMP PEARY FOR A FEW DAYS, TO PULL THE LOOSE ENDS TOGETHER. WE HAD INSPECTIONS TO MAKE SURE WE HAD ALL OF OUR GEAR.

BOARDED SOME COACHES BEHIND A COAL BURNING STEAM ENGINE THAT GAVE OFF A LOT OF SMOKE AND CINDER. IT WAS HARD TO KEEP CLEAN. EVERYTHING WAS COVERED WITH DUST. THE AIR WAS HEAVY WITH Soot.

ENJOYED THE RIDE SO MUCH, I'D LIKE TO DO IT AGAIN. ENJOYED THE RIDE SO MUCH, I'D LIKE TO DO IT AGAIN. ENJOYED THE RIDE SO MUCH, I'D LIKE TO DO IT AGAIN.

AT GULFPORT WE LIVED IN BIG BARRACKS. PRACTICED SHORT ORDER AND EXTENDED ORDER DRILLS. MOST OF US PRACTICED LOADING AND UNLOADING A CONCRETE DUMMY OF A SHIP. IT SET UP JUST LIKE A REAL BOAT.

WE LEARNED HOW TO RAISE AND LOWER THE BOOMS, RUN THE WINCHES, HANDLE CABLE, GUy WIRES, CLAMPS, BLOCK AND TACKLE. THIS GEAR WAS USED TO MOVE THE CARGO IN AND OUT.

THERE WAS A GIGANTIC PILE OF WOOD NEARBY, AND QUITE OFTEN WE WOULD SPEND 6 HOURS PILING THE BOARDS UP INTO "DRAFTS", SO THEY COULD BE TAKEN AWAY AND USED. THEN THE ORDER WOULD COME TO THROW IT ALL BACK IN THE PILE, PIECE BY PIECE, ANY OLD WAY.

AFTER A FEW DAYS OF THIS A BUDDY AND I DECIDED THAT WE NOW KNEW HOW TO SET UP "DRAFTS". WE'D CLIMB TO THE TOP OF THE PILE AND MAKE A LITTLE "CUBBYHOLE" AND HIDE IN THERE, UNTIL IT WAS TIME TO "THROW IT ALL BACK".

OUR LITTLE HIDEAWAY STARTED TO ENLARGE UNTIL IT BECAME A SORT OF "CLUB". THERE WERE ABOUT 10 OF US IN THERE.

BILOXI WAS THE "LIBERTY" TOWN FOR GULFPORT. SLOT MACHINES WERE ALLOWED, SO WE DID SOME GAMBLING.

BILOXI ALSO HAD A LOT OF SALOONS WHERE WE COULD GET A FEW BEERS AND LISTEN TO "THE BEER BARREL POLKA... A THOUSAND TIMES... IN THE JUKEBOXES.

IT WAS THERE THAT MY FRIEND, WILLIS LEE AND I GOT ON A TROLLEY CAR AND WENT TO THE REAR OF THE CAR AND SAT DOWN. WE WERE UNAWARE AT THAT TIME THAT THE REAR WAS RESERVED FOR COLORED FOLK. AS THE TROLLEY PROCEEDED, MORE COLORED FOLKS GOT ON AND PRETTY SOON ALL OF THE SEATS WERE TAKEN.

THEN TWO BLACK GIRLS ARRIVED, SO WILLIS AND I GOT UP AND OFFERED THEM OUR SEATS. JUST AS WE WERE TAUGHT TO DO BACK HOME. FOR SOME REASON, THEY STARTED GIGGLING.

THEN WE NOTICED THAT ALL OF THE BLACKS WERE SMILING AND LOOKING AT ONE ANOTHER.


WE REALIZED THEN THAT WE HAD JUST BROKEN THE COLOR BARRIER.

THE DRIVER GAVE US A DIRTY LOOK AS WE GOT OFF, BUT NOT A WORD WAS SAID BY ANYONE.

SOME OF THE SOUTHERN BOYS GOT LEAVES TO GO HOME BECAUSE THEY LIVED NEARBY.

CHARLES L. MURRAY CO.
TOUR OF THE UNITED STATES

WHEN THE 13TH SPECIAL LEFT VIRGINIA, WE HEADED SOUTH ON A RAILROAD COACH. THE KIND WITH THE CINDERS AND SOOT. WE PASSED THROUGH THE BACKYARDS OF A LOT OF POOR FOLKS IN THE SOUTH.

THEN WE STOPPED, QUITE A FEW PEOPLE SHOWED UP AT THE STATIONS. SOCIAL WORKERS PASSING OUT CIGARETTES, REGULAR CITIZENS WAVING AND WISHING US WELL, AND A FLOCK OF KIDS, MOSTLY COLORED, DANCING AND SINGING FOR COINS THAT WE WOULD THROW TO THEM.

NEVER A DULL MOMENT AS WE PASSED THROUGH NORTH CAROLINA, SOUTH CAROLINA, GEORGIA, ALABAMA, FLORIDA AND ARRIVED IN GULFPORT, MISSISSIPPI.

AFTER A FEW WEEKS, WE AGAIN BOARDED A TRAIN AND HEADED WEST. IT HAD SLEEPING BERTHS AND AN OCCASIONAL DINING CAR.

MOST OF THE TIME WE WOULD PULL INTO A RAILROAD YARD, DISSMABARK AND WALK INTO A TOWN TO EAT OUR MEALS.

SOME OF THE TOWNS WERE: SHREVEPORT, LOUISIANA; DALLAS, FORT WORTH AND AMARILLO, TEXAS; ALBUQUERQUE AND SANTA FE, NEW MEXICO; FLAGSTAFF, ARIZONA; NEEDLES, LOS ANGELES, AND THEN ON TO PORT HUENEME, CALIFORNIA.

THE TRIP TOOK ABOUT 4 DAYS. AT EVERY STOP SOMEONE WOULD SNEAK OFF TO TRY TO GET SOME BEER.

A FEW OF THE MEN WHO Couldn'T MAKE IT HOME FOR LEAVE WHILE ON THE EAST COAST, WERE GIVEN PERMISSION TO MAKE A QUICK TRIP HOME AS WE PASSED THEIR TOWNS. THEY CAUGHT UP WITH US IN LOS ANGELES.

IT WAS EARLY MORNING, BEFORE SUNRISE OF NOV. 4, 1943, WHEN WE ARRIVED AT PORT HUENEME.

CHARLES L. MURRAY CO. A
Coming from all over the country, the 13th Special left Camp Barry to Camp Hollyday, Gulfport, Mississippi. When they left Gulfport, they went to Shreveport, Louisiana at which point the troop trains took different courses, thus separating the Battalion. They did, however, arrive at the same time and place, Camp Rousseau, Port Hueneme, California!
H. L. Monson
28th Engineer Builg - Co. C - 1

U. S. MILITARY CONSTRUCTION TRAINING CENTER
LAND FORT
WILLIAMSBURG, VIRGINIA

Wed., 3 Mar, 1943

10:45 A.M. Termed by Co. C, saw big letter A on hill to right.

11:35 A.M. Phonics - 10, 500 + re - Army are here. (9) met some of them.

12:50 P.M. Division - pulled out of Phonics.

1:00 P.M. Saw some carrier train move on right.

2:00 P.M. Went to march. We could look at the Indian girls.

3:00 P.M. Went to march. We could look at the Indian girls.

5:00 P.M. Went to march. We could look at the Indian girls.

6:00 P.M. Went to march. We could look at the Indian girls.

7:00 P.M. Supper (very good)

8:00 P.M. Marched to camp. Stopped in yard. Mailed.

9:00 P.M. Went to bed at 11 P.M.

Thurs., 4 Mar, 1943

4:15 A.M. Heard go out from barracks

Train came right into camp.

CAMP H. W. HENRY
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FROM THE PERSONAL DIARY OF HAROLD J. MOORE  
Co. C Pl-1
FROM CAMP PEARY TO GULFPORT TO PORT HUENEME.

LEFT    CAMP PEARY 7 P.M. MON. OCT. 4, 1943
ARR.    RICHMOND, VA. 8 P.M.
LEFT    " " 10:30 P.M.
ARR.    RALEIGH, N.C. 5:30 TUES. OCT. 5, 1943
ARR.    CARY, N.C. 6 A.M. BREAKFAST
ARR.    SOUTHERN PINES, N.C. 8:45
ARR.    ABERDEEN, N.C. 9:10 A.M. GLIDERS
ARR.    HAMLET 10 A.M. 45 MI. FROM ALBERMARLE HAD P.T.
LEFT    "$ " 10:15 A.M.
ARR.    WADDESBORO, N.C. 11:35 A.M.
ARR.    MONROE, N.C. 12:30 P.M. DINNER IN YARDS, ON DINING CAR.
LEFT    MONROE, N.C. 1:15 P.M.
ARR.    CUSTIS, S.C. 2:30 P.M.
ARR.    CARLYLE, S.C. 2:55 P.M.
ARR.    WHITMIRE, S.C. 3:15 P.M.
ARR.    CLINTON, S.C. 3:50 P.M.
ARR.    CROSSHILL, S.C. 4:15 P.M.
ARR.    GREENWOOD, S.C. 4:30 P.M.
ARR.    ABBEVILLE, S.C. 5:05 P.M. TOOK ON CAR.
LEFT    " " 5:30 P.M.
ARR.    CALEBON FALLS, S.C. 6:10 P.M.
ARR.    ELBERTON, GA. 6:40 P.M. GRANITE COUNTRY. SUPPER 6:50 P.M.
ARR.    COLBERT, GA. 7:15 P.M.
ARR.    ATHENS, GA. 7:30 P.M. UNIVERSITY CITY A LOT LIKE MONTPELIER. HIGH BRIDGE OVER RIVER. TURNED IN AT 8:45 P.M.
COULD NOT GO TO ATLANTA AS TRAIN IS TOO LONG TO GO THRU THE TERMINAL STATION. INSTEAD WE ARE GOING TO AUGUSTA, GA. AND WE ARE 6 MI. FROM ATLANTA. HAVE BEEN READING.
10:30 DECATHUR (2 MIILES FROM ATLANTA, GA. ON WAY TO MONTGOMERY, ALABAMA).
11:30 LEFT DECATHUR.
6 A.M. WED. OCT. 6, 1943
WENT THROUGH R.R. YARDS WHERE I SAW WHITLEY HOTEL ALSO JEFFERSON DAVIS HOTEL SIGNS ON TOP OF BUILDINGS MUST HAVE BEEN MONTGOMERY, ALA.
7:30 LEOTECHACIE, ALA. 7:30 A.M.
7:50 CALHOUN, ALA.
8:25 A.M. GREENVILLE, ALA.
8:45 A.M. GEORGIAD, ALA.
9:30 A.M. GRIEGO , ALA.
9:45 A.M. OWASSA, ALA.
10:00 A.M. EVERGREEN, ALA.
11:00 A.M. BRENTON, ALA.
11:10 A.M. FOWARD, ALA.
11:35 A.M. FLOMONTON, ALA. TOOK ON WATER FOR ENGINE.
12:25 A.M. ATMORE, ALA. 40 ACRE TRACTS - $1 DOWN.
WALNUT HILL FARMS 10,000 ACRES TO SELECT FROM.

1:10 P.M. NIKOMIS, ALA. SOMEWHERE ALONG HERE THE LINE BETWEEN FLORIDA AND ALABAMA RAN DOWN THE MIDDLE OF THE TRACK.
1:30 P.M. DYES, ALA.
1:45 P.M. BAY MINETTE, ALA.
2:20 P.M. ALLA, ALA. TALL SWAMP GRASS 10 FT. TALL BESIDE R.R. STOP TO LET TWO TRAINS PASS. ONE A STREAM-LINER.
2:50 P.M. STARTED COMING INTO MOBILE, ALA.
DINNER
4:30 P.M. STARTED GOING OUT OF MOBILE, ALA.
4:45 P.M. THEODORE, ALA.
5:05 P.M. ALA.
5:25 P.M. ORANGE GROVE, ALA. VERY LEVEL SCATTERED GROWTH OF PINE.
5:40 P.M. KREOLE, ALA.
5:50 P.M. ASPAGAOULA, MISS. SHIP YARDS 3 MILES FROM GULFPORT. TRACKS RUN THROUGH LONG PINE MARSH LAND BORDERING THE GULF.
6:25 P.M. OCEAN SPRINGS, MISS. 18 MI. FROM GULFPORT.
6:50 P.M. BILKOI, MISS. SPANISH MOSS.
7:10 P.M. KEESELER FIELD - ARMY CAMP. AIR BASE.
7:30 P.M. EDGEBWATER PARK.
7:45 P.M. GULFPORT - HAD TO WAIT FOR TRUCKS TO COME ABOARD
8:45 P.M. WENT TO CAMP.
9:10 P.M. GOTT TO CAMP EASTERN WAR TIME. MADE BED AT 10:30 E.S.T. TIME.

GULFPORT, MISS. AT CAMP HOLLYDAY OCT. 31, 1943.
SUNDAY
1:00 P.M. DINNER
2:00 P.M. BEER TAVERN
3:00 P.M. MUSTER
4:00 P.M. LUNCH
4:30 P.M. LINED UP AND MARCHED TO TRACK
5:00 P.M. GOT ON TRAIN
5:30 P.M. PULLED OUT OF CAMP
6:00 P.M. GULFPORT. HEADED NORTH
8:15 P.M. HATTIESBURG, MISS.
10:30 P.M. JACKSON, MISS. (COFFEE AND CHEESE SANDWICH) LEFT 11:40 SAW THE FIRST SECTION IN STATION GOING WEST.
MON. NOV. 1, 1943
1:10 A.M. VICKSBURG, MISS. LEFT AT 1:50 TOOK ON WATER IN OUR CARS FOR WASHING.
2:00 A.M. ATE OUR MISSISSIPPI RIVER. SEARCHLIGHT LOOKED TRAIN OVER.
5:00 A.M. REVELLE (GOT UP)
7:00 A.M. SHREVEPORT, LOUISIANA. PULLED OUT AT 9:00 A.M. WITH DINING CAR.
10:30 A.M. BREAKFAST
10:40 A.M. LOGANSPORT, LOUISIANA
10:50 A.M. JOAQUIN, TEXAS. LEAVES JUST BEGINNING TO TURN ON THE TREES. GOING SOUTH.
11:00 A.M. TANAH, TEXAS. BALES OF COTTON IN A LARGE FIELD.
11:30 A.M. CALLAHAN, TEXAS. SAW TWO COWBOYS ON HORSES WITH A FEW COWS COMING INTO TOWN.
11:45 A.M. GARRISON, TEXAS.
12:15 P.M. NACOGDOCHES, TEXAS.
1:00 P.M. LUFIKIN, TEXAS.
2:00 P.M. CORRIGAN, TEXAS.
2:15 P.M. DINNER.
2:35 P.M. LIVINGSTON, TEXAS.
3:20 P.M. CLEVELAND, TEXAS.
3:50 P.M. NEW CANEY, TEXAS.
4:45 P.M. HOUSTON, TEXAS.
5:30 P.M. LEFT HOUSTON, TEXAS. BEER. CHIEF MARCHED INTO REAR OF TAVERN NEAR STATION.
5:40 P.M. OIL WELLS - VERY LEVEL LAND.
6:00 P.M. SUGARLAND, TEXAS - HOME OF IMPERIAL SUGAR CO.
6:15 P.M. RICHMOND, TEXAS - RAINING HARD.
6:20 P.M. ROSENBERG, TEXAS.
6:55 P.M. EAGLE LAKE, TEXAS.
7:20 P.M. COLUMBUS, TEXAS - BESIDE THE COLORADO RIVER.
(Texas)
7:30 P.M. HAD DINNER.
9:00 P.M. LULING, TEXAS.
10:50 P.M. SAN ANTONIO, TEXAS. LEFT AT 11:20.
11:30 P.M. KELLY FIELD.
12:00 P.M. WOKE UP NACENCI and WENT TO BED.
TUES. NOV. 2, 1943
5:30 A.M. GOT UP. DARK OUT.
6:30 A.M. DEL RIO.
7:50 A.M. DRYDEN.
8:15 A.M. SIDE TRACK - PICKED UP SOME BITTER WEED. A LOT OF CACTUS, SAGE, MESQUITE ALONGSIDE OF TRACK. A LOT OF SMALL FLAT TOP HILLS GREY IN COLOR. TRAIN WINDS IN AND OUT AMONG THEM.
9:00 A.M. SANDERSON, TEXAS - GOT OUT FOR P.T. MARCHED AROUND THE LITTLE VILLAGE - BOUGHT SOME CARDS AND CIGARS. LEFT AT 9:15 A.M.
10:00 A.M. CAN SEE MOUNTAINS IN DISTANCE. LOT OF CACTUS AND SAGE AND MESQUITE ALL AROUND.
11:00 A.M. LOTS OF GRASSLANDS AND HERDS OF CATTLE NOW INSTEAD OF SEMI-DESERT LANDS - MOUNTAINS STILL A LONG WAY OFF.
11:25 A.M. MARATHON, TEXAS - STOPPED A FEW MINUTES. GAVE SOME CARDS TO MEXICAN GIRLS TO MAIL. A FEW MILES OFF TO THE RIGHT ARE THE GLASS MOUNTAINS AND THE LEFT THE CATHOLIC MTS.
12:30 P.M. ALPINE, TEXAS. STOPPED A FEW MINUTES.
1:00 P.M. MARFA. WAS EATING DINNER AT THIS TIME ON TRAIN.
1:15 P.M. MARFA. SAW SOME COWBOYS ON HORSES.
1:25 P.M. VALENTINE, TEXAS. STOPPED HERE FOR WATER. BEEN DOWNWELL ALL THE WAY FROM MARFA.
5:00 P.M. SIERRA BLANCA. SAW WHITE CLOUDS ON HILL.
5:45 P.M. SUPPER MOUNTAINS ON THE LEFT WERE OVER IN OLD MEXICO.
6:30 P.M. IRRIGATED FIELDS NEAR THE RIO GRANDE NEAR EL PASO. BROAD FIELDS OF COTTON IN FULL BLOOM ON LEFT. TORNILLO AT SAME TIME - COTTON-GINNING PLANT ON LEFT. HUNDREDS OF LITTLE BALES OF ALFALFA IN FIELDS TO RIGHT. COTTON ON BOTH SIDES OF TRACK NOW. HORSES FEEDING IN FIELDS OF ALFALFA SOWING. LOTS OF COTTONWOOD TREES.
7:35 P.M. TIMBERLINE, TEXAS - JUAREZ, MEXICO IS JUST ACROSS THE RIVER. MARCHED AROUND ON THE STREETS ADJACENT TO THE TRACKS. WE WERE GONE JUST AN HOUR.
12:30 A.M. MOUNTAIN TIME. LEFT EL PASO SO THE BOYS SAY I Fell ASLEEP BEFORE WE LEFT.
11:30 P.M. MOUNTAIN TIME. LEFT EL PASO SO THE BOYS SAY I Fell ASLEEP BEFORE WE LEFT.
11:00 P.M. MOUNTAIN TIME. LEFT EL PASO SO THE BOYS SAY I Fell ASLEEP BEFORE WE LEFT.
12:30 A.M. MOUNTAIN TIME. LEFT EL PASO SO THE BOYS SAY I Fell ASLEEP BEFORE WE LEFT.
11:30 A.M. HEVEILLE - EARLY THIS MORNING STOPPED AT DOUGLAS, ARIZONA.
7:00 A.M. HEREFORD, ARIZ.
7:00 A.M. HEREFORD, ARIZ. STOPPED HERE. MARCHED AROUND TOWN. THERE WERE TWO COBBOY ON HORSES. I HAD TO HELP GUARD THE TRAIN. STAYED HERE 45 MINUTES. TURNED NORTH AT PINACHO, ARIZ.
12:00 P.M. COOLIDGE, ARIZ. CANAL WENT UNDER THE TRACK.
12:50 P.M. CHANDLER, ARIZ. SAW THE FIRST ORANGE GROVES.
1:05 P.M. MESA, ARIZ. LOTS OF CULTIVATED FIELDS.
1:15 P.M. MESA. FIELD DATE PALMS. SAN BERTHOD (A) ON HILL TO RIGHT.
1:25 P.M. PHOENIX, ARIZ. 10,500 - not sure about this?
1:55 P.M. DINNER - PULLED OUT OF PHOENIX. CAN SEE SIERRA NEVADA MOUNTAINS ON RIGHT. SAW SOME HILLS ON LEFT AND LOOKED LIKE HUGE BLOWS OF SALT. THERE WERE VEGETATION ON THEM. (VOLCANIC ROCK)
3:20 P.M. BIG ARMY CAMP IN TENTS ON THE RIGHT - MIDDLE OF DESERT. HYDER, ARIZ. THE TALL CACTUS IS THE SAHUARO; VERY DUSTY.
4:20 P.M. PALOMAS PLAINS AND MOUNTAINS ALSO THE GILA MTS. WELTON, ARIZ. SAW SOME PEPPER CUBS ACROSS FROM THE LITTLE STATION. ONE WAS LANDING. WILDEST, MOST BARREN DESERT AND MOUNTAIN COUNTRY IMAGINABLE. WATER FROM PARKER DAM IN THE COLORADO HAS BEEN BROUGHT DOWN IN CONCRETE CANAL TO THIS HUNDRED, ARIZ. IS JUST CULTIVATED. YUMA, ARIZ. STOPPED IN RAILROAD YARDS. CAN SEE COLORADO RIVER. CAN SEE OVER INTO LOWER CALIFORNIA. GOT OFF FOR 15 MIN. SAW INDIAN WOMAN SELLING BEADS AND SHELL NOVELTIES. TIME CHANGES AGAIN WHEN WE CROSS RIVER. SET BACK ANOTHER HOUR. NOW MCS ANSON WENT THE COLORADO DESERT IN CALIFORNIA, GOING N.W.
5:15 P.M. NILON, CAL. SALTERS IN DISTANCE.
6:25 P.M. SALT LAKE CITY IN DISTANCE.
7:00 P.M. SALT LAKE CITY IN DISTANCE.
8:00 P.M. SALT LAKE CITY IN DISTANCE.
10:00 P.M. SALT LAKE CITY IN DISTANCE.
11:00 A.M. OXNARD, CAL. GOT OUT OF OUR BERTHS. TRAIN CAME RIGHT INTO CAMP.
Camp Rousseau
Port Hueneme, California
Nov. 4, 1943 to 1st Echelon Nov. 23, 1943
2nd Echelon Dec. 25, 1943

Charles F. Murray, A1 and
6 mo. old daughter, Ruth
June, 1943

Pat J. Johnson in flag (Ca)5
Photographed in 1946
Donated to AB Museum, P.H. Calif.
THE PICTURES ON THESE THREE PAGES ARE REPRESENTATIVE OF ALL OF THE MEN OF THE 13TH SPECIAL N. C. B. WHO SAID "GOODBYE" TO THEIR CHILDREN, MOTHERS, FATHERS, WIVES, BROTHERS, SISTERS, SWEETHEARTS, RELATIVES AND FRIENDS.

"REPRESENTED" ALSO ARE THE MOTHERS AND WIVES WHO DISPLAYED THE SERVICE FLAGS IN THE WINDOWS ALL ACROSS THE COUNTRY AND ALL WHO PRAYED FOR THE SAFEKEEPING OF THEIR LOVED ONES.

"So Long—For Awhile . . . ."

Charles E. Murray, Co. A and 6 mo. old Daughter, Ruth.
June, 1943

Pat J. Johnson's flag (Co. C) photographed in 1946.
Donated to CB Museum, P. H., Calif.
On an overnight pass from Fort Hinneman, Co. 4 boys were lucky to have friends in Calif. to visit.

Left to Right:
Roy Dar Gibson, John Everard, Harold Uchert.
1943

Co. C. men and their wives who came to visit at Richmond, Virginia.
1. to Rt.
1. Harold  Moore + wife 4
2. + wife 5
3. Robert Mills + wife 6
July 1943
Harold's wife took the picture.
"Stars in the Window"

Mrs. Lucile Murray
 Proud Mother
"The one place on earth where you could be up to your hips in mud and have the sand blowing in your face." The vegetation was stripped off...that made it muddy...then it was covered with sand. The sun would drive it through the smallest crevices.

At night we would sweep the floor and by morning there would be two inches of dust on it.

More advanced training, jungle warfare, machine guns, bayonets, mortars, rifles, methods of attack, commando courses and drilling.

Some men went to special classes. John Wayne showed up for about two weeks...to make a movie.

GOT ONE OVERNIGHT PASS TO GO TO LOS ANGELES. BUSSSED TO OXNARD, BUT TRANSPORTATION WAS NOT AVAILABLE.

SO OUT TO THE HIGHWAY TO THUMB A RIDE. THE "THUMB LINE" WAS 2 MILES LONG AND REACHED WAY OUT OF TOWN.

AFTER ABOUT AN HOUR, A FARM TRUCK STOPPED AND THE DRIVER SAID "WANT A LIFT INTO TOWN?" "THANK YOU, YES SIR." IT WAS A FLATBED THAT HAD CARRIED HAY. I WONDERED WHY ONLY 3 MEN CLIMBED ON, WHEN IT COULD HAVE CARRIED 50....I FOUND OUT IN A HURRY, WHEN I WAS COVERED FROM HEAD TO FOOT WITH CHAFF....(SMALL PIECES OF HAY THAT STICK LIKE GLUE). I SPENT THE REST OF THE DAY TRYING TO GET CLEANED UP.

I WAS WEARING MY NAVY BLUES.

GOT OFF AT SAINT MONICA AND WALKED THE REST OF THE WAY TO DOWNTOWN LOS ANGELES.

The saloons had cold beer and cowboys singing my favorite song..."ROSE OF SAN ANTONIO"...NEXT STOP WAS A "FIRST" FOR ME....A BURLESQUE SHOW....THEN TO HOLLYWOOD AND VINE.
May 1985
thru
June 1987
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..............................
AND SO IT WAS... FROM PEARL HARBOR TO THE MARSHALLS TO THE MARIANAS... THEY UNLOADED FOOD, FUEL, T.N.T., GASOLINE, AMMUNITION, AIRPLANES, LUMBER, TRUCKS, TRAILERS, TANKS, MACHINERY, BOMBS, BULLDOZERS AND A VARIETY OF MISCELLANEOUS ITEMS.

THE MEN CONCENTRATED ON SPEED OF HANDLING THE CARGO AS THEIR PRIORITY AND DID THEMSELVES PROUD. THEY RECEIVED COMMENDATIONS FROM OTHER OUTFITS FOR THEIR FINE WORK. THEY BECAME KNOWN AS THE "FIREBALL OUTFIT" WHILE THEY WERE WORKING ON GUAM, WHERE THEY UNLOADED UNDER MORTAR FIRE.

THE SPAN OF AGE DIFFERENCE... OFFICIALLY 17 TO 50 HELPED THE BATTALION. YOUTH AND EXPERIENCE BLEND WELL WHEN PROPERLY USED. IN ACTUALITY, MEN LIED ABOUT THEIR AGES... SOME BEING WELL INTO THEIR LATE 50's AND SOME WERE YOUNGER THAN 17. WHILE ON GUAM ONE YOUNG MAN CELEBRATED HIS 16TH BIRTHDAY, SO HE MUST SURELY HAVE ENLISTED AT 14.

THE BATTALION REMAINDE PROUD... TIGHTLY KNIT AND LUCKY. NO ONE WAS "KILLED IN ACTION". ONE MAN WAS WOUNDED. THEY DID NOT, HOWEVER, ESCAPE--- DENGUE FEVER, FUNGUS AND BOILS ON ALL PARTS OF THE BODY, SPRAINS AND STRAINS, BROKEN BONES IN FINGERS, FEET, ARMS, LEGS, HANDS, B binary, NECKS AND SHOULDERS, APPENDICITIS, ULCERS OF THE STOMACH, UNIDENTIFIED ILLNESS, CAT FEVER, HEART PROBLEMS AND CANCER. ALL TOOK THEIR TOLL. MOST OF THE MEN RECOVERED AND RETURNED TO WORK. A FEW WENT STATESIDE.

WHILE AWAITING PASSAGE HOME AFTER THE PEACE TREATY WAS SIGNED, TWO YOUNG MEN WERE ACCIDENTALLY KILLED. ONE MAN DIED OF A HEART ATTACK... ONE MAN WHO COMPLAINED OF BEING TIRED, TOO OFTEN BUT WHEN AN AUTOPSY WAS PERFORMED, IT WAS DISCOVERED THAT HE DIED OF CANCER... AND ONE MAN DIED SIX DAYS AFTER HIS DISCHARGE WHILE THE BATTALION WAS STILL ON GUAM.

THE BATTALION REMAINED ON GUAM... HELPING IN THE REBUILDING OF GUAM... UNTIL IT WAS DEACTIVATED ON OCTOBER 15, 1945. SOME OF THE MEN WENT ON TO JOIN OTHER BATTALIONS BUT I DO NOT HAVE THAT PART OF THE STORY.

UNFORTUNATELY I WAS ABLE TO LOCATE ONLY ONE OFFICER... CHAPLAIN ROY B. SCHMEICHEL. PERHAPS ONE DAY, I OR SOMEONE WHO FOLLOWS, WILL LOCATE OTHERS IN THE EXECUTIVE BRANCH WHO WILL ADD TO THIS PRESENTATION.

THE 13TH SPECIAL BATTALION WAS SPECIAL... THEY WERE SPECIALISTS... THEY WERE STEVEDORES.

Mildred M. Murray
The 13th Special N.C.B.

This book was compiled from July 22-1985 through July 29-1987. It is a "representative" book of the men of the 13th Special Naval Construction Battalion of World War II. Necessitated by the 43 years that have passed since the events took place. Remember that as you see one photo, to multiply it many times with the faces of the other men of the battalion... and for each comment there are a thousand more.

The men wrote the book... all I did was put it together in a loose chronological order. I did keep all letters and telephone conversations confidential... in my care, so as not to influence the memory of each man. I did however mail out copies of photos in an attempt to identify men.

I selected the excerpts of letters so as not to be repetitive.

The research is correct. Volume 11 of "Building the Navy's Bases in W W II" printed in 1947... ch. 28, pg. #338 places the 13th Special NCB south of Orote Peninsula during the invasion of Guam on July 21, 1944. They did in fact land north of the Peninsula... which you will see herein.

A special bond of love and caring exists among the men today, as it did during the war. It started in 1943 when those men who were scheduled to become the 13th Special, wanted to serve but refused the number 13 as being unlucky and this superstition spilled over to the officers, who did not want charge of men who felt so strongly about it. Morale would surely be low.

Who made the final decision, I do not know... but if you remember the times and our history... it is easy to understand. As a result of this the 13th Special was formed after the 16th Special was formed. The scramble started, looking for enough men with the proper qualifications to fill the quota. Men were pulled from other battalions. For example... one CB was selected from 1000 men of another outfit because he had good shipping experience. This was not unusual.

As a result, the men decided that they would take "13" their lucky number and proceeded to build on it. They adopted the "black cat and black aces of spades" as their insignia. They had also heard of the extraordinary exploits of the 13th NCB that preceded them.

The stevedores were made up of men who were experienced in shipping, dock workers, plumbers, electricians, cooks and bakers, typists, clerks, mechanics, carpenters, contractors, painters, crane operators, etc.

A battalion had to be a self-contained unit. Naturally as it happens in wartime... many of the men did not always get a chance to use the vast knowledge and experience... but no one escaped the loading and unloading of ships. That was the greatest need... which was the reason that the "specials" were started in the first place.
WITH DEEP RESPECT I DEDICATE THIS BOOK TO ALL OF THE OFFICERS AND ENLISTED PERSONNEL OF THE 13TH SPECIAL NAVAL CONSTRUCTION BATTALION OF WORLD WAR II.

THERE IS NO WAY THAT I CAN FULLY GIVE TO YOU WHAT YOU ARE DESERVING OF...BUT FOLLOWING YOUR "CAN DO" LEAD, I DID DO THE BEST THAT I COULD.

MY EFFORT HEREWTH IS MY WAY OF SAYING "THANK YOU" FROM ALL OF US WHO STAYED AT HOME AND SLEPT IN COMFORTABLE BEDS.

OVER 44 YEARS HAVE PAST AND MANY OF THE BATTALION ARE NO LONGER HERE. THEIR SPIRIT IS ALIVE AND STRONG AMONG US. I FELT IT IN THE LETTERS THAT I RECEIVED AND IN THE MEMORIES OF THE MEN WITH WHOM I HAVE BEEN IN CONTACT.

TO THE REMAINDER OF THE BATTALION, I ASK GOD TO BLESS ALL OF YOUR DAYS, AND ALL OF MINE, TOO.

THANK YOU FOR ALL OF THE INFORMATION, SUPPORT AND FOR SHARING A PART OF YOUR LIFE WITH ME.

"GETTING TO KNOW YOU" HAS BEEN MY REWARD.

MILDRED M. MURRAY

JULY 13, 1987

ALL OF THE PHOTOGRAPHS, EXCEPT THOSE NOTED OTHERWISE, HAVE BEEN REPRODUCED FROM THE ORIGINAL PHOTOS SENT IN BY THE MEN. THE ORIGINAL PHOTOS HAVE BEEN RETURNED. MANY OF THE PHOTOS WERE AS SMALL AS 2 INCHES AS CAMERAS WERE "TABOO"...ALL WERE ENLARGED BUT 2 HAD TO BE REDUCED (STUDIO PORTRAITS) TO "FIT" THE SPACE.

THE MEMORABILIA ARE THE ORIGINALS. "THANK YOU" TO THE FOLLOWING MEN FOR TRUSTING ME.

GEORGE N. COOPER
JOSEPH DELLA DONNA
JACK G. DEWSEN
CHARLES DERSEN
JOSEPH A. FRASCELLA
GEORGE W. GLOTFELTER
HERMAN C. GOIN
LEO GRADY
PAT T. JOHNSON

EDWARD L. KERR
RICHARD T. LUDWIG
WILLIAM A. MILLS
RALPH R. MITCHELL
HAROLD J. MOORE
CHARLES L. MURRAY
TIMOTHY F. O'CONNOR
CARL W. OHLER
DONALD H. PHELPS
MAX ROSEN

REVEREND ROY B. SCHMIEICH
JESSE L. SELLIER
GENE J. SMITH
HAROLD E. UECKERT
ALVER UNCINI
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CAROL A. MARSH, STAFF HISTORIAN, NAVFAC, PORT HUENEME, CALIFORNIA

SPECIAL THANKS TO CAROL A. MARSH WHO DONNED RAINGEAR AND BOOTS TO TREK THROUGH THE RAIN AND PUDDLES TO A QUONSET HUT FOR HISTORICAL RECORDS AND DOCUMENTED PHOTOS WITH GREAT CARE & EFFICIENCY.

SPECIAL THANKS TO LORETTA L. CAVANAUGH FOR THE INDIVIDUALLY PERSONALIZED LETTERS THAT SHE SENT TO EACH SEABEE WHO DONATED MEMORABILIA TO THE MUSEUM. LORETTA CATALOGUES AND MAINTAINS A SECURED PERMANENT FILE ON EVERY ITEM IN THE MUSEUM; EACH FILE CONTAINING PERTINENT INFORMATION AS TO DONOR.

SPECIAL THANKS TO MY BROTHER, CHARLES L. MURRAY-CON. A.. FOR ADVICE AND COUNSEL. HE WAS SO HAPPY WITH WHAT I WAS DOING...HE EXTENDED HIMSELF IN MANY WAYS. IN ADDITION TO WRITING EVERYTHING HE COULD RECALL...HE ENDED EACH LETTER WITH SOMETHING TO MAKE ME LAUGH...FOOD FOR MY SOUL.

WHILE I WAS LEARNING TO TYPE, HE TACKLED A STORY I FOUND TOO DIFFICULT. IT TOOK HIM THREE DAYS OF "HUNT & PECK" AND GOT THE JOB DONE. HE LOOKED FORWARD TO THE DAY WHEN ALL OF THE MEN WOULD HAVE A COPY OF THE BOOK. HE WAS NOT TO BE ABLE TO SHARE THAT...

HE DIED ON JULY 15, 1987. ON THE MORNING OF JULY 2, 1987, HE RECEIVED 237 ZEROXED PAGES AND WAS ABLE TO READ ABOUT ONE QUARTER OF THEM, PLUS PAGES 236 AND 237. HE TELEPHONED TO SAY, "I'M THRILLED...I WANT EVERYONE TO SEE IT".

SPECIAL THANKS TO MY SISTER, CAROLYN S. MURRAY WHO ONE DAY IN MAY, 1985 SAID "LET'S GO TO PORT HUENEME FOR THE WEEKEND. CHARLES WAS STATIONED THERE". I HAD TROUBLE WITH THE PRONUNCIATION. SHE SAID, "NO.. NOT HUKENNE, NO.. NOT YUENENE, NO.. NOT HUNIININE...IT'S Y NEE ME". WHEN WE ARRIVED, I SAID, "OH OXHARD...THAT'S EASY".

TODAY IS JULY 29, 1987... THIS IS MY LAST FEW LINES TO TYPE...THE LAST PAGE TO COMPLETION. MY THOUGHTS RETURN TO THAT DAY. CAROLYN SAYS SHE DOESN'T WANT ANY OF THE "CREDIT".

SO I MUST, IN A LIMITED WAY, SAY THANK YOU FOR YOUR UNLIMITED PSYCHOLOGICAL, SPIRITUAL AND FINANCIAL SUPPORT IN THE LAST TWO YEARS, WHICH WERE NOT UNLIKE ALL OF THE YEARS OF OUR FRIENDSHIP.

MILDRED M. MURRAY
ITENARY OF THE THIRTEENTH SPECIAL NAVAL CONSTRUCTION BATTALION

AUG. -1943....COMMISSIONED AT CAMP PEARY, WILLIAMSBURG, VIRGINIA.
SEPTEMBER 18-1943....10 DAY LEAVE.
OCT. 4-1943....LEFT CAMP PEARY BY TROOP TRAINS.
OCT. 6-1943....ARRIVED AT CAMP HOLLIDAY, GULFPORT, MISSISSIPPI.
OCT. 31-1943....LEAVE CAMP HOLLIDAY BY TROOP TRAINS. BATTALION TAKES 2 SEPERATE ROUTES UPON REACHING SHREVEPORT, LOUISIANA.
NOV. 4-1943....WHOLE BATTALION ARRIVES AT CAMP ROUSSEAU, PORT HUENEME, CALIFORNIA.
NOV. 23-1943....FIRST ECHELON LEAVES PORT HUENEME VIA SAN DIEGO, CALIF. AND BOARDS THE USS CABOT.
DEC. 25-1943....SECOND ECHELON LEAVES PORT HUENEME VIA SAN FRANCISCO, CALIF. AND BOARDS THE USS GENERAL G. O. SQUIER.
NOV. 27-1943....FIRST ECHELON ARRIVES AT PEARL HARBOR AND TO CAMP AT AIEA HEIGHTS, OAHU, HAWAII.
JAN. 1-1944....SECOND ECHELON ARRIVES AT PEARL HARBOR AND TO CAMP AT AIEA HEIGHTS, OAHU, HAWAII.
FEB. 1-1944....WHOLE BATTALION MOVES TO NEWLY CONSTRUCTED CAMP AT IROQUOIS POINT, AREA OF PUUALA, OAHU, TERRITORY OF HAWAII.
1944....PART OF BATTALION LEAVE PEARL HARBOR FOR KWAJALEIN, FOR INVASION OF THE MARSHALL ISLANDS.
FEB. 13-1944....PART OF BATTALION RETURN FROM MARSHALL ISLANDS TO PEARL HARBOR AND IROQUOIS POINT.
1944....GROUP OF MEN RETURN TO THE U.S. ON "SPECIAL ASSIGNMENT" TO PICK UP CARGO AND DOCUMENTS. ROUND TRIP...ONE MONTH DURATION.
JUNE 1-1944....BATTALION LEAVES IROQUOIS POINT FOR THE INVASION OF GUAM, MARIANAS ISLANDS. ARRIVING AT GUAM ONE MONTH EARLY, DUE TO COMPLEX CHANGES OF PLAN OF HIGH COMMAND DECISIONS AND HEAVY RESISTANCE ON SAIPAN, RETURN TO ENIWETOK, MARSHALL ISLANDS. DATE FOR D-DAY INVASION OF GUAM IS CHANGED.
JULY 21-1944....BATTALION ARRIVES AT GUAM FOR THE SECOND TIME. GUAM STILL UNDER FIRE.
JULY 27-1944....BATTALION COMES ASHORE AT ASAN BEACH, GUAM.
AUG. -1944....MEN WHO HAD MADE ROUND TRIP TO U.S. EARLIER ARRIVE AT AGAT BEACH, GUAM.
AUG. -1944....MEN WHO HAD MADE ROUND TRIP TO U.S. EARLIER COME ASHORE AT AGAT, GUAM.
AUG. 9-1944....GROUP OF MEN ARRIVE AND COME ASHORE AT ASAN BEACH, GUAM. WERE DETAINED BETWEEN ENIWETOK, MARSHALL ISLANDS AND GUAM, HELPING TO UNLOAD THE "SEA FLIER" WHICH WAS GROUNDED ON REEF.
AUG. 10-1944....WHOLE BATTALION MOVES TO NEWLY CONSTRUCTED CAMP AT OROTE PENINSULA, GUAM.
OCT. 15-1945....BATTALION DEACTIVATED.

THERE MAY WELL HAVE BEEN OTHER "MISSIONS" BETWEEN THE DATES SHOWN ABOVE. THE MARINES "BORROWED" MEN...
BUT I HAVE NOT BEEN ABLE TO DOCUMENT ANY OTHER THAN APPEARS HERE.
THE SAME APPLIES TO THE MEN WHO TRANSFERRED TO OTHER BATTALIONS WHILE ON GUAM. EDITOR'S NOTE
THE

13TH SPECIAL

N.C.B.

WORLD WAR II
The Officers and Crew of the
U.S.S. CABOT
extend
Thanksgiving Greetings
Captain W. P. SCHIEFFEL, U. S. NAVY
Commanding Officer

THANKSGIVING MENU

Turkey Noodle Soup
Salted Wafers
Hearts of Celery
Sweet Mixed Pickles
Ripe Olives
Green Olives
Lettuce Tomato Salad - Mayonnaise
Young Roast Tom Turkey
Cranberry Sauce
Sage Nut Dressing
Giblet Gravy
Candied Sweet Potatoes
Creamed Mash Potatoes
Buttered Asparagus
Buttered June Peas
Parker House Rolls
Fresh Country Butter
Apple Pie
Pumpkin Pie
Lemonade
Cigarettes

SOME OF THE MEN OF THE
11TH SPECIAL CELEBRATED
THANKSGIVING DAY ON THE
CABOT.

FOR THOSE WHO WERE NOT
SEASICK THERE WAS LOTS
OF TURKEY WITH ALL OF
THE TRIMMINGS.

NOT TOO MANY WERE IN-
TERESTED BUT IT WAS
NICE OF THEM TO ASK."

IN JAN. 1944 SHE JOINED TASK FORCE 58 TO BEGIN A CONSISTENTLY HIGH QUALITY OF SERVICE THAT WAS TO WIN HER THE PRESIDENTIAL UNIT CITATION. SHE PLAYED A MOST PROMINENT ROLE IN THE INVASIONS OF THE MARSHALLS AND MARIANAS, HER PLANES LAUNCHED IN AIR STRIKES THAT CRIPPLED THE JAPS. SHE WAS AT GUAM WHEN THE 13TH SPECIAL WAS THERE, LEAVING THE MARIANAS ON AUG. 9, 1944. A VERY LONG LIST OF CRUCIAL ATTACKS IN VARIOUS ISLANDS, TWO KAMAKAZE CRASHES ONTO HER DECK DID NOT STOP HER POWERFUL DEFENSE.

AFTER THE WAR THE CABOT WENT BACK TO GUAM TO TRANSPORT MEN AWAITING A "RIDE HOME" AND ARRIVED BACK AT SAN DIEGO ON NOV. 9, 1945, WITH NINE (9) BATTLE STARS. SO THIS LADY WAS "NEVER TOO FAR AWAY" FROM THE 13TH SPECIAL.
THE SECOND HALF OF THE BATTALION LEFT PORT HUENEME BY TROOP TRAIN TO SAN FRANCISCO AND BOARDED THE GENERAL G O SQUIER AND LEFT THE STATES ON CHRISTMAS DAY, DEC. 25, 1943. THE SHIP ARRIVED AT PEARL HARBOR ON JAN. 1, 1944 AND THE MEN WENT ON TO ALEA HEIGHTS TO JOIN THEIR MATES.

THE GENERAL G O SQUIER WAS COMMISSIONED ON OCTOBER 2, 1943. SHE MADE FOUR ROUND-TRIP TROOP-CARRYING TRIPS TO THE PACIFIC. HER FIRST TRIP WAS TO PEARL HARBOR CARRYING THE SECOND ECHELON OF THE 13TH SPECIAL. SHE ALSO TRANSPORTED MEN TO QUADALCANAL, WALLIS ISLAND, SAMOA, NOUMEA AND MILNE BAY.

AFTER HER 4TH ROUND TRIP SHE HEADED FOR THE EAST COAST, ARRIVING AT NORFOLK, VIRGINIA ON 6-2-44. ON JULY 1, 1944 THE SQUIER LEFT FOR ITALY WITH 3300 TROOPS AND DEBARKED THEM AT NAPLES, ITALY. SHE THEN JOINED TASK FORCE 87 FOR OPERATION "DRAGON", THE AMPHIBIOUS INVASION OF SOUTHERN FRANCE. ARRIVING OFF CAP CAMARAT ON AUG. 15, 1944, SHE DEBARKED TROOPS INTO WAITING LCT'S, WHICH PUT THEM AShORE FOR ANOTHER DEADLY PRONG THRUST DEEPLY INTO HITLER'S "HEARTLAND". THE NEXT DAY SHE HEADED FOR ORAN TO BRING NEARLY 3000 TROOPS BACK TO THE CAP CAMARAT BEACHHEAD.

THE GENERAL SQUIER RETURNED TO NEW YORK ON SEPT 26, 1944 WITH CASUALTIES AND PRISONERS OF WAR, EMBARKED AT NAPLES. SHE MADE 16 MORE "MAGIC CARPET" VOYAGES, BRINGING OUR MEN HOME, FROM THE FAR EAST AND EUROPE. THE GENERAL G O SQUIER WAS AWARDED ONE BATTLE STAR FOR HER WORLD WAR II SERVICE.
U.S.S. General G. O. Squier AP 130

The second half of the battalion left Port Hueneme by troop train to San Francisco and boarded the General G. O. Squier and left the States on Christmas Day, Dec. 25, 1943. The ship arrived at Pearl Harbor on Jan. 1, 1944 and the men went on to Aiea Heights to join their mates. The General G. O. Squier was commissioned on October 2, 1943. She made four round-trip troop-carrying trips to the Pacific. Her first trip was to Pearl Harbor carrying the second echelon of the 13th Special. She also transported men to Guadalcanal, Wallis Island, Samoa, Noumea and Milne Bay.

After her 4th round trip she headed for the east coast, arriving at Norfolk, Virginia on 6-2-44. On July 1, 1944 the Squier left for Italy with 3300 troops and disembarked them at Naples, Italy.

She then joined Task Force 87 for operation "Dracon", the amphibious invasion of southern France. Arriving off Cap Camarat on Aug. 15, 1944, she disembarked troops into waiting LCT's, which put them ashore for another deadly prong thrust deeply into Hitler's "Heartland". The next day she headed for Oran to bring nearly 3000 troops back to the Cap Camarat beachhead.

The General Squier returned to New York on Sept 26, 1944 with casualties and prisoners of war, embarked at Naples. She made 16 more "Magic Carpet" voyages, bringing our men home, from the far east and Europe. The General G. O. Squier was awarded one battle star for her World War II service.
Ailea Heights - 1st. Echelon - Nov. 27, 1943 - Feb. 1, 1944
2nd Echelon - Jan. 1, 1944 - Feb. 1, 1944

Iroquois Point - Feb. 1, 1944 - June 1, 1944

on

Oahu, Hawaii
1940 Panoramic view of Pearl Harbor showing the Sugar Cane fields of Aiea. The building is Aiea's Sugar Refinery.
Photo zproct from "The Saga of the Sandwich Islands" by Edward B. Scott, is courtesy of the University of Hawaii at Manoa.
After going through boot camp and advanced training, we had the feeling of being a strong unit. Ready to do a job, we did not like hanging around. Everyone wanted to be moving forward so we were happy to be headed for Hawaii. Approximately half of the battalion left Fort Hueneme by troop train for San Diego. The shades were drawn all the way, so we didn't see anything. We boarded the USS Cabot, a converted aircraft carrier, and shipped out. We were on our way.....the date was Nov. 22 or 23, 1943.

The ocean was rough and many of the men had never been on a real ship before. So the unexpected seasickness was not a pleasant experience. Of the 5000 men aboard, 3000 were seasick.

When Thanksgiving dinner was served not too many were at all interested in "turkey". But I can't remember any complaints, except "I wish I were dead".

As much as we wanted to move along, there was a problem. It seems that the further we went from home the stronger the "ties of home" became. It was like a rubber band; the more distance, the tighter it pulled. (After 12,000 miles and 2 years time some of the rubber bands started to wear thin, causing some to say "I want to go home". The more advanced in age, the sooner it would happen. Some of the men were well into their 60's, and good and tough...still working 12 hrs. a day...7 days a week. So all of this was much later.)

Now we were doubly happy to land on Hawaii.......It was a beautiful island with lovely people. Never stopped being amazed by the pretty girls that resulted from the melting pot of nationalities.

WE DID GET TO SEE THE COUNTRYSIDE, BEFORE THE TOURISTS, AND THE ENSUING CONCRETE JUNGLE. IT WAS LIKE GETTING THERE RIGHT AFTER "FLETCHER CHRISTIAN" AND "CAPTAIN BLIGH".

The flora and fauna of Waikiki was like a tropical paradise. The beach however was a disappointment for me, having been used to the vast white sand of the shores of New Jersey. Waikiki's beach had just a little bit of sand and a lot of lava rock.

I had my picture taken at a coin operated machine. One of my buddies, Henry Gutin, found a "little grass shack" for his.

When we saw the battleship Arizona sticking up out of the water, we knew why we were there. It was the start of our war effort......

From then on, we would rather be working than playing.

Hawaii was always a pleasure but when it came time to move forward, we were happy and anxious to go. Standing on the bow of a ship looking for new islands was a real thrill.

One outstanding spectacle was the sunsets at sea......Out there it is a 360 degree event. As the color keeps changing all around you, the only way to see it all, is to keep turning around in a circle.

You think that it can't get any better or prettier......but it does.....day after day.

Hawaii is a place that we all would like to come back to.....

..............

Charles L. Murray
Co. A
THE GOOD SHIP CUBOT DROPPED US AT PEARL HARBOR. Nov 27'43

THEN WE WERE TRUCKED TO AIEA NAVAL BARRACKS WHERE WE WERE QUARTERED IN TENTS WITH WOODEN FLOORS. APPROXIMATELY 6 OR 8 MEN TO A UNIT. THERE WAS ROOM FOR ONLY ABOUT 300 MEN, SO THERE WOULD NOT HAVE BEEN ENOUGH ROOM FOR THE WHOLE BATTALION.

THIS AREA WAS AT THE FOOT OF A MOUNTAIN THAT HELD THE CLOUDS BACK, UNTIL THEY DROPPED THEIR MOISTURE AND LIGHTENED ENOUGH TO RISE OVER THE TOP. ONCE THIS CAUSED IT TO RAIN FOR 14 DAYS WITHOUT STOPPING. EVERYTHING WE OWNED WAS SOAKING WET AND MUDDY.

THERE WAS A SMALL TOWN NEARBY CALLED AIEA...ABOUT 2 MILES LARGE. IT HAD A SMALL CHURCH AND ABOUT 20 HOUSES SPREAD ABOUT. THEY WERE ALL NATIVE HAWAIIANS.

THERE WAS A SMALL STORE WHERE WE BOUGHT CANS OF PINEAPPLE JUICE, AND DRANK IT UNTIL IT RAN OUT OF OUR EARS.

THE PINEAPPLE FIELDS CAME RIGHT UP TO THE BARRACKS.

AIEA WAS ABOUT 5 MILES FROM PEARL HARBOR, WHERE WE LOADED AND UNLOADED SHIPS. SOME OF THE MEN WERE BUSY CONSTRUCTING QUONSET HUTS UP ON RED HILL.

WE TRAVELED BACK AND FORTH BY TRUCK. OUR MOTOR POOL MEN ALSO WORKED AS STEVEDORES. I GUESS EVERYONE DID.

WE WERE ON THE SCHEDULE THAT WOULD CONTINUE UNTIL LATE 1945...SEVEN DAYS A WEEK...TWELVE HOURS A DAY.

(IN JULY OR AUGUST, 1943, IT TENTED TO SIX DAYS AND TWELVE HOURS A DAY FOR SOME OF THE MEN.)

WE HAD TO BUILD A LARGE CAMP FOR THE REMAINING MEN AT AIEA. THE REST OF THE BATTALION ARRIVED, THEN THE REST OF THE BATTALION ARRIVED, THEY KEPT THE SAME SCHEDULE OF HOURS. NO ONE EVER COMPLAINED OF LACK OF WORK.

CHARLES L. MURRAY CO A
I CAN REMEMBER RIDING A BUS THROUGH HICKAM FIELD, THEN
TAKING A NAVY LONG BOAT ACROSS SOME WATER THEN GETTING
ANOTHER BUS TO GO TO HONOLULU.
MAPS WERE TABOO DURING WAR TIME SO WE NEVER KNEW WHERE
WE WERE. ALSO FORBIDDEN WERE RADIOS AND CAMERAS. ENEMY
SUBS TUNED IN ON RADIOS ON A SHIP, AND SLIPPED YOU A
"FISH".
IROQUOIS POINT WAS MOSTLY FOR LOADING LST'S AND INVASION
SHIPS. WE LOADED BOATS FOR THE MARSHALL ISLAND BEACHHEAD.
SOME OF OUR MEN WENT WITH THEM TO UNLOAD.
A LOT OF MEN VOLUNTEERED....SO MANY WANTED TO GO, THERE
JUST WASN'T ENOUGH ROOM MANY OF US WERE DISAPPOINTED....
WANTING TO SEE SOME "ACTION".
I MENTIONED THAT THE REASON MY WHOLE OUTFIT DID NOT SHIP
OVER TO PEARL HARBOR TOGETHER WAS BECAUSE THERE WAS NOT
ENOUGH LIVING QUARTERS. WHEN WE WENT TO IROQUOIS PT.,
THE BULLDOZERS LEVELLED THE TREES AND FIELDS AS FAR AS THE
EYE COULD SEE, AND CLEARED IT TO THE GROUND. WHEN IT RAINED
THE MUD WAS 6 FEET DEEP. WOODEN SIDEWALKS BETWEEN THE HUTS
WERE MADE, SO WE DIDN'T LOSE TOO MANY MEN.
ONE FELLOW WAS UP TO HIS WAIST IN MUD SO I TRIED TO PULL
HIM OUT. I DIDN'T KNOW THAT HE WAS RIDING A HORSE.
IN OUR SPARE TIME WE WOULD GET SOME SHOVELS AND TAKE A LONG
RIDE ON OUR TRUCKS, ACROSS THE ISLAND TO A NICE SANDY BEACH.
WE WOULD TAKE A QUICK SWIM, PICK UP SOME SEA SHELLS AND FILL
THE TRUCK WITH SAND, WHICH WE BROUGHT BACK WITH US AND SPREAD
IT OVER THE MUD. IN TIME WE COVERED OUR WHOLE AREA AND THEN
IT BECAME LIVABLE.
DON'T KNOW WHERE THE BEACH WAS, BUT IT TOOK HALF AN HOUR TO
REACH IT. THE ROAD WAS FAIRLY DECENT.
WE HAD THE BEST EXPERT CRAFTSMEN IN ALL FIELDS. WE HAD A VERY
BEAUTIFUL MESS HALL...WHICH I REMEMBER WELL. I MANAGED TO GET
THE SAME SEAT EVERY DAY......I RAN ALL THE WAY.

MY OUTFIT WAS MADE UP OF MEN FROM EVERY STATE IN THE
UNION....SO WE HAD A GOOD MIX. IT WAS ALSO A GOOD EX-
PERIENCE TO GET TO KNOW PEOPLE WITH DIFFERENT BACK-
GROUNDS THAN OUR OWN. ALL OF THE MEN HUNG IN THERE TO-
GETHER, AND HELPED ONE ANOTHER.

BUT I MUST SAY THAT THE "SOUTHERN BOYS" WERE VERY FUNNY.
THEY HAD A KNACK FOR TELLING JOKES THAT KEPT US LAUGHING
FOR THE DURATION OF THE WAR.

THERE WERE NIGHTS AT IROQUOIS PT. WHEN WE WERE READY TO
GO TO SLEEP AND THE GOOD OLE BOYS WOULD START CRACKING
JOKES. THERE WERE AT LEAST 10 DOUBLE BUNKS ON EACH SIDE
OF THE QUONSET HUT (40 MEN). SOMEONE ON THE OTHER SIDE
WOULD START IT, THEN SOMEONE ON THIS SIDE WOULD TOP THAT.
BEFORE LONG THE JOKES WOULD BE BOUNCING OFF THE CEILING.
THIS WOULD GO ON FOR AN HOUR OR TWO AND EVERYONE WOULD
HAVE TEARS IN THEIR EYES FROM LAUGHING.
LITTLE BY LITTLE IT WOULD QUIET DOWN AS WE ALL FELL INTO
PEACEFUL SLEEP.

IT SURE HELPED TO KEEP OUR SPIRITS UP........

CHARLES L. MURRAY CO. A

The Whole Battalion moved from
Aiea to Iroquois Point on Feb. 1-1944.
#1. IS PROBABLY IROQUOIS PT. BUT THE WHOLE AREA WENT UNDER THAT NAME.

#2. THAT BIG FIELD LOOKS LIKE OUR CAMP AREA. ALL THE GREENERY WAS BULLDOZED OFF MAKING IT A SEA OF HUd.

#3. THE BEACHES ON THE OTHER SIDE OF THE ISLAND WHERE WE WENT FOR TRUCK-LOADS OF SAND.

#4. WHEN WE WENT ON "LIBERTY" TO HONOLULU A TRUCK TOOK US HERE, WHERE WE GOT ON A SMALL BOAT AND CROSSED TO

#5. WHERE WE GOT A BUS ACROSS HICKAM FIELD TO TOWN ABOUT 5 MILES AWAY.

OUR HUTS WERE IN A STRAIGHT LINE, NOT RANDOM AS THOSE IN THE PHOTO. NO TREES, SHRUBS OR BUILDINGS AT THAT TIME.

A LOT OF GUESSWORK GOES INTO THIS PHOTO SO DON'T "QUOTE" ME.

CHARLES L. MURRAY CO. A
Mess Hall at Iroquois Point: built by the 13th Special N.C.B.
March 1944. Kitchen is this side of Camera Eye.

Photo: NAVFAC Port Hueneme, Ca.
Sketch by Charles L. Murray CoA

It looks just like me steadying the load in the square of the hatch. That's where I spent many happy hours juggling wooden cases of nuts and bolts. They weigh between 50 and 120 lb. This must be the #1 hatch because the distance between the hatch and the railing is so small. The bow of the ship.
13TH SPECIAL NAVAL CONSTRUCTION BATTALION

Stevedoring Operations at Pearl Harbor while the Battalion was stationed at Iroquois Point.
March 1944
Photographs

From Camp Peary, thru Iroquois Point
Photo taken the day that the Battalion was commissioned.

Battalion Commander: William H. Fitzgerald  August - 1943

(Camp Peary, Virginia)
## The 13th Special Battalion...1943

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<td>3...LT.(JG) HENDERSON, C.C.</td>
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<td>7...ENS. ROEVENINCE, W.H.</td>
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<td>11...LT.(JG) WOOD, W.H.</td>
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<td>2...ENS.</td>
<td>12...LT.(JG) SCHMEICHEL, R.</td>
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<td>3...ENS. JENKS, C.W. JR.</td>
<td>13...W.O. HAGLIND, N.T.</td>
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<td>4...ENS. STEWART, J.W.</td>
<td>14...W.O. MCKEE, E.M.</td>
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<td>15...LT.(JG) O'NEIL, J.H.</td>
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<td>16...W.O. O'BRIEN, D.J.</td>
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Standing in front...Commander FITZ GERALD, W.H.
13TH. SPECIAL BATTALION

Top Row: 1 2 3 4 5

2nd Row: 6 7 8 9


Photo: NAVFAC Port Hueneme, Calif
Chaplains of The 13th Special N.C.B.

"They didn't just preach on Sundays"

As aside from visiting the sick, writing for the "Cargo Cable", and servicing men of all faiths, the Chaplain was one busy officer...on call around the clock...day and night...7 days a week.

When my grandmother passed away, while I was overseas, it was he who came to me with this sad news and stayed to console me.

He was the Liaison Officer between the men and the company co's and executive officers. If a man requested an emergency leave, it was the Chaplain he asked...the Chaplain would decide if the request should be granted and take it from there and get the job done.

When the men got homesick, he would listen and talk...he knew how to comfort and bring a smile. He wore a small gold cross on his lapel, but it mattered none what your religion was. He could make anyone laugh and walked among us always cheerful and you felt good as he passed your way. Everybody went to the Chaplain for everything!!!!!!

Richard T. Ludwig
HDTRS. Company
Camp Peary ...... 1943

"In Our Navy Blues"

Co. A.
Harold E. Veckert
Texas

Co. B.
Pat J. Johnson
Texas

Co. C.
Jack G. Dewsen
Pennsylvania

Co. D.
Donald H. Phelps
Connecticut
Camp Peary

1943

1... New Jersey
2... Oklahoma
3... California
4... Indiana
5... Oklahoma
6... Washington
7... Massachusetts

Joseph A. Flasella
Co. C

Gene Jones Smith
Co. C

Everardus B. Wilson
Co. B

John W. Stokes
Co. C

Jack Tonsley
Co. A

Daniel Lee Palmer
Co. C

Ralph R. Mitchell
Co. B
"Liberty" Train that went from Camp Peary, Williamsburg, Virginia to Richmond, Virginia. 1943

George Betts, Jr.  
Gulfport, Mississippi  
Oct. 1943

Harold J. Moore  
Near Broad St. Station  
Richmond, Va. 7/12/43
Camp Hollyday
Gulfport, Mississippi
10-4-1943 to
10-31-1943

Opposite Page: Headquarters Co.
Oct. 31, 1943

Standing - Lt to Rt:
1. Raymond J. Benecki
2. Anthony Banack Jr.
3. 
5. John Alrichter Jr.
6. Leslie M. Matthews
7. Guy S. Chapin
8. Antonio Manuel

Kneeling - Lt to Rt:
1. Ernest J. Martinez
2. Richard D. Kwarton
3. Louis J. Maurer
4. William J. Alfonso
5. Stanley W. Adamski
6. Earl W. Brady

Long photo of 49 men of Hqtrs Co. Donated to the CB's
Museum at Fort Hueman, Ca. by Richard T. Ludwig, Hqtrs Co.
Opposite Page: Headquarters Co.
Oct 31, 1943

Standing: Lt. to Rt.
1. Jack L. Bevington
2. Clifford Becher
3. James M. Bowles Jr.
4. Richard Lutz
5. La Roy Chas. Kinde
6. Glenn L. Kocher
7. Edgard L. Kerr
8. William A. Julian
9. Donald J. E. Koosle
10. Edgar L. McElhannon
11. Irwin W. Wecker
12. Joseph Mc Cormick

Kneeling: Lt. to Rt.
1. James Lee Cole
2. Gary Shontz
3. John C. Lotus
4. Robert C. Hilleth
5. Irving Schaffer
6. William R. Steger
7. Harold D. Goltem
8. Sam Willie Austin
9. Peter Paul Bernard
10. Samuel E. Brown
Opposite Page: Headquarters Co.

Oct 31, 1943

Standing: Lt. to Rt.
1. Elaine Lofgren
2. Richard J. Ludwig
3. Frederick E. Bernhardt
4. Vincent D. Mc Dermott
5. Howard Levy
6. Grant V. Levine
7. Albert S. Christensen

Kneeling: Lt. to Rt.
1. James R. Briggs
2. George K. Copple
3. Patrick J. Tierillo
4. Walter A. Joseph
5. Fred Allan Carter
6. James A. Bingham
Camp Hollyray
Gulfport, Mississippi
Oct 4-1943 to
Oct 31-1943

Standing: Lt to Lt
1. John I. Rosen
2. Fred O. Andersen
3. Albert J. Salt
4. Lawrence W. Reiter
5. Eugene J. Baran
6. George W. Blotflter
7. John S. Phipps
8. Vincent A. Lucas
9. Pat Thomas Johnson
10. Paul D. Kitchens

Kneeling: Lt to Lt
1. Wallace Beaumier
2. Ted Paul Pyszal
3. Philip A. Puccia
4. Hugh Speegle
5. Walter Jay Marilih
6. Weldon L. Reynolds
7. Harold W. Smith
8. John Irving Welsh

6 or 7 men missing from photo

Long photo of 32 men donated to CB's Museum at Port Hueneme, Ca. by George Blotflter and
Everardus Wilson
Opposite Page: Company B Pl. 2
Oct. 31, 1943

Standing: Lt. to Lt.
1. Lewis L. Dorenkamp
2. Paul H. Remenschneider
3. Everardus B. Wilson
4. John P. Pellegrini
5. Richard H. Samuels
6. Edwin David Rhodes
7. Robert L. Spears
8. Oliver J. Petroska

Kneeling: Lt. to Lt.
1. Edgar D. Hartyke
2. Joseph J. Kajen
3. John F. Przygodaeki
4. Dale Cook Petti
5. George L. Pierce
6. Donald P. Popham
Hawaii..... Oahu

"In Our Summer Whites"
1943-1944
Waikiki Beach

Charles L. Murray
Co. H
New Jersey

Vincent A. Cirbus
Co. C
Pennsylvania

Moe Rosen
Co. B
Connecticut

Albert Macoff
Norman J. Wall
Hqtrs. Co.
Richard J. Ludwig, Hqts Co., demonstrates how to avoid seasickness.

"On the Grounds of the Royal Hawaiian Hotel"

George Stockfelter and Lewis Dorenkamp
(Co. B)

Harold J. Moore and Joseph A. Trasella
(Co. L)

Ralph R. Mitchell
(Co. B)
Oakley C. Reed (Co. B)

Lawrence C. Mack (Co. B)

Arthur Brown (Co. B)

(Co. B. Oakley C. Reed
Lawrence C. Mack
Arthur Brown)

(Co. B. George W. Glotfelter
Pat J. Johnson
Oakley C. Reed
Jack A. Rusty
George W. Smiley
Oakley C. Reed)
"And everyone went shopping"

Co. D. Jesse L. Sellier buys a kimono for his wife.

Co. H. Ernest W. Riffle and Joseph Della Donna carrying gifts to take home.
And Had Their Pictures Taken

Four Good Buddies from Co. C.
Co. B. Lawrence C. Mack and Ralph R. Mitchell, after shopping, are captured in the eye of the ever-present "photographer on the corner".
Co. A. Harold C. Nechert

Co. B. Paul D. Atkinson in his Marine Uniform prior to joining the 13th Special C.B.

Marine Buddies
Gene Jones Smith on the right was later assigned to Co. C. in time to ship out to Guam.
A C.B. at Camp Perry, 1943, reassigned to Camp Pendleton to the Marine Corps, then a C.B. until... well, read the story on pages 22 and 23.
Aiea - Oahu, Hawaii

While the first half of the Battalion spent Christmas Day 1943 here... the second half was leaving the States on the same day.

Christmas Day Menu
December 25, 1943

U.S. NAVAL RECEIVING BARRACKS
Navy Number 13  c/o Fleet Post Office
San Francisco, California

Menu
Christmas 1943

* Fruit Cocktail
Ripe Olives  Sweet Pickles
Stuffed Celery Hearts
Roast Tom Turkey
Giblet Gravy  Oyster Dressing
Cranberry Sauce
Baked Spiced Ham
Buttered Peas  Asparagus Tips
Mashed Whip Potatoes
Hot Parker House Rolls  Fruit Cake
Neapolitan Ice Cream
Fruit Punch
Apples  Oranges
Christmas Candies  Mixed Nuts
Cigars  Cigarettes

* Hawaiian Censored
Welcome to our camp at Iroquois Point-Oahu, Hawaii. Yet, it is muddy, but we built it ourselves and it is large enough to house the whole battalion, so we call it "Home." February 1-1944

Co. H. Company Commander
Lt. Bergstrom

Lt. Col. with the support of the Insignia for the 13th Special NC B.

Standing: John Arthur Glover C.B.M.
Ralph Martin Brash C.B.M.
Frank Henry Finkaid C.B.M.

Kneeling: Everett E. Kobesmann C.B.M.
Joseph De Vincenzo C.B.M.
Charles William Ferber C.B.M.
Jroguous Point

Standing: "Chief Specialist"
Allevon C.
Richard C. Montour C.B.M.
John Arthur Sloves C.B.M.
Michael P. Quinn C.B.M.
Sam Willis Austin C.B.M.
William R. Steger C.B.K.
John Wilson Abbott C.C.M.
Otto Anthony Melka Jr. C.B.M.
Leo Almond Balaam C.B.M.

Kneeling:
Alfred Paul Gilbert C.M.M.
Floyd Marvin Sparks C.B.K.
Joseph A. Rasella C.S.F.
Walter Edward Cutting C.C.M.

13 Chiefs rise and shine on Easter Sunday, 1944.
Standing:
(Emmit Henderson, Oscar Wilkerson,
Paul Dishno, Rollie Wright,
Robert Walker, Jack Joesley,
Charles Murray, Howard Wyckoff.

Front Row:
Ora Selvin, Richard Kuerston,
Walter Perry, Clarence Walton,
Daniel Gunter, Clair Gathe,
Frank Leonard.

Top Row Standing:
Charles Murray, Howard Wyckoff,
Richard Kuerston, Daniel Gunter,
Clair Gathe, Paul Dishno.

Middle Row Standing:
Rollie Wright, Emmit Henderson.

Middle Row Seated:
Ray Miller, Frank Leonard.

Front Row Seated:
Cecil Hoow, Clarence Walton,
Walter Perry, Oscar Wilkerson.

Company A ---- Platoon #3
Iroquois Point .... Company A: Gang # 10

Standing:
Edward Balco, Ernest Sylvia, Herbert Ellis,
Marvin Dougherty, Harold Deckert.

Kneeling:
Willis Lee,
Richard Bracy,
Robert Wallace, George Gordon,
Sidney Brough, Alber Uncini.

Top Row:
Stanley Wickert, Le Roy Kinde,
Albin Radzie, Raymond Wozniak,
Edward Tok, Arthur Wilson,
Joseph Della Donna.

Middle Row:
Joseph Tokar, Vito Lucente,
Fred Racine, Eugene Warriner,
Williams Williams.

Bottom Row:
Joseph Spinella, David Wade,
Charles Cromwell, Ernest Riffle,
George Adams.

Co A. Picnic 3/17/44  Gang # 2
Iroquois Point

Co. A. Picnic
Harold Vicenti
Robert Wallace
Alver Uncini
Arthur Wilson

Co. A. Peter Judlin

Co. A. Raymond Woznisk

Co. A. David Wade
Raymond Woznisk
Eugene Warriner

Co. A. Herman Strin
Company A - C. P. O.

take time out for the Camera.

Peter Judlin
Alfred Gallert, C.M.M.
Ralph Brush, C.E.M.

Leo Balaam, C.B.M.
Joseph Tohar

St. Regis Point

Ralph Brush, C.E.M.
Richard Montyou, C.B.M.
Alfred Gallert, C.M.M.
Joseph Tohar

Leo Balaam, C.B.M.
ready for a dip;
Company Picnic
William, Millie in the center of photo celebrating his 18th Birthday on April 11, 1944 with a bottle of “Lucky with Good friends.

Lieut. Ed Kolonoski, on Bill’s right, Skipper of Divers Training School at Pearl Harbor, served in the Navy in World War I with Bill’s father.

Top Row:  
Joseph Della Donna  
Eugene Warriner  
Ernest Riffle

Bottom Row:  
William Wilkens  
Joseph Spinella  
Raymond Wayniak
Company B
at
Iroquois Point

Walter Reynolds
George W. Lotfelter
Paul Kitchens

(Everardus Wilson)

Lawrence Mack
Ralph Mitchell

Ted Paul Pytel

124 Vincent Lucas
Company C at Iroquois Point

and

Vincent Cirbus

Vincent Cirbus,

Jack Dewan,

Joseph Frascella,
the day he made Chief Shipfitter, at Kapakulu, T.H.
Company D
at
Iroquois Point

13 Men of Crew #7


Front: 1. W.C. Cain Bourg

Leo Grady

Billy Joe Hunter

Allyn Seamans
Headquarters Co.
at
Iroquois Point

Duncan Ingehart with Ace of Spades on hat.

Richard Ludwig in jeep with Ace of Spades on front and sides.

Albert MacRaff

"Traveling Man" Richard Ludwig: Ace of Spades on bike.

Richard Ludwig and Robert Le Pierre

Edward Kerr: Transferred from Co. B.
Headquarters (Company)

Richard Ludwig, Robert Le Pierré and Ferris Mack share a bike. Note dog in background.

Top Row: Irvin Wachner, Richard Ludwig, Elaine Lofgren, Edward Herr and

Kneeling: Leon McFadden, William Julien and Joseph Le Lugas

Top Row: Elaine Lofgren, Richard Ludwig, Irvin Wachner, Edward Herr and

Kneeling: Leon McFadden, William Julien and Joseph Le Lugas

Richard Ludwig, Henry Antonacci and Ferris Mack
While stationed at Iroquois Point, the first publication of the 13th Special Newspaper appeared.

"CARGO CABLE"
Publisher: Capt. H. H. FITZGERALD
Editor: Chaplain H. Schmeichel
Managing Editor: Chief Hillenstiel
STAFF
Artist: L. L. McFadden
Newswriter: F. C. Mack
Typist: Personal Staff

"Cargo Cable is the official publication of the 13th Special N.C. Battalion, published on the 1st and 15th of every month. Contributions of all kinds from members of our Battalion are solicited and welcome.

Paul F. Mundt

CONTEST WINNER

Paul F. Mundt, Sg, Co. C., was announced the winner of the "NAME ME" contest. His suggestions were helpful in selecting the winning name. The prize awarded will be a kind tested... PERMANENT EARLY CHOW PASS

Come and get it, Paul! Many appropriate names were received and the board, consisting of 13 judges, spent several hours deliberating before the vote was taken.

Editor's Note: Original copies of Cargo Cable are in a separate folder, donated to the Museum.

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THE THIRTEENTH SPECIAL N.C. BATTALION

'Twas a warm day in August
In the year of Forty Three,
That the 13th was formed,
And became Seabees Seabees.

Now this was back in Peary,
Where most Seabees are made
And started on their missions
With their complement of Gold Braid.

They loaded and unloaded boats
Morning, night, and day,
Until they thought that they would drop
From exhaustion, by the way.

After several weeks of training,
The Skipper gave orders,
"Tack your bags and belongings,
We are off to other lands."

The crew were very happy
They showed it by word of mouth,
But instead of "Go West, young man,"
The Battalion headed South.

They landed down South in Hollyday
In Gulfport by the Sea.
And there to learn a Navy trade
To become a "Special Seabee."

After several weeks of this end that
They were told they'd be going far,
But they ended up in Roussau
Near the homes of the Movie Star.

This time they found that liberty
Was the best they'd ever seen.
Because the crews could hob-nob,
With the Stars of the Silver Screen.

But all good things as we all know
Can never, never, last.
Again the Skipper gave his orders,
But this time tied them to the mast.

They sailed away by transport
From the good old U. S. shores.
To some far off island,
To start their Victory Chores.

So, On to Victory, Boys from here
No matter where to roam,
Until that good old Victory Day
When the Thirteenth Special goes home.

2/15/44
W. T. Replee, Se2c

PUBLICITY FOR 13-SPEC

A group picture of our last blood don- or group- was taken and published in a nearby daily paper.

13-SPEC DONATES BLOOD

On Wednesday 5 May, a second group from the 13th Special made a deposit at the blood bank. Company A was really on the ball this time, as 17 of the 27 donors were Lt. (jg) Bergstrom's men. Over 40 men from Company A had signed up but, owing to last minute-stevendore operations, 23 were unable to go, and many of the boys were obliged to miss their beauty nap in order to be present.

LIFESAVERS

The response to the blood donor appeal was very gratifying. Over forty men have expressed a desire to save a life, and on the 26 April, the following men gave their donation of good Seabee blood: Chief Sparks; J. Flanagan, Se2c; O. Copella, Se2c; L. Wadler, Se2c; E. Ludlow, Se2c; K. McNally, Sm3c; W. McCraney, Smc; C. Foster, Se2c; J. Stanfield, Se2c; F. C. Sams, Smc; R. Donnell, Se2c; Sam Phillips, Cox; H. Golden, Smc; W. Luke, Se2c; J. Leichtling, Smc; W. Julian, Cox; E. Hill, Smc; P. Magill, Smc; P. Galli, Nmsc; G. Clark, Smc.

On the following Wednesday, another group of 20 men will go to the blood bank and make a deposit. If there are more men who wish to make up another group, a third party will be arranged.

H. D. Golen, Se2c, Headquarters Clerk, has made his eleventh donation to the blood bank. Eleven plates of blood may save eleven lives. Here's many more steps donated G.O.T.E. They kept a pint F.O.G., some day SOON you may need it back!
We wish to extend belated birthday greetings to Chief Montoux, who celebrated his 17th birthday on 16 March. Also we extend congratulations on his 20th wedding anniversary, which was celebrated on 12 March. Monty was born in New York City, where he makes his home, with his wife, Lorette, and 13-year old daughter, Joan. The omission of his name in the last issue of "Cargo Cable" was an unavoidable error, and "Bett Fox" is only too glad to make this correction. Monty also has a 15-year old son, who has been in the US Army Air Force for over a year and he is a ball gunner on a Liberter bomber somewhere in the South West Pacific. Monty, who is a veteran of World War II, enlisted on 29 April 1943 in World War II to give his son a helping hand. We all hope this fighting father and son combination may soon have a happy meeting somewhere in the Pacific.

Mrs. Charles Sheridan, 517 Main St., Stoneham, Mass., writes: "Cargo Cable is one of the most entertaining magazines I have had the pleasure of reading. I very often cut articles from it to send to my husband and son who are in the service. My son, Charles Sheridan, Sr., is in the 13th Special, and his brother Robert is aboard a Destroyer, somewhere in the South Pacific. Charlie's father joined the Seabees in Nov., 1943, and is now stationed in Jacksonville, Florida.

Eugene Walter, Aerial, SEC, Co. A, Plct. C, is our "Leap Year Baby of 1908." He is 36 years old, married, and lives in Richmond Hill, N. Y. He is five feet ten and three quarters inches tall, weighs 156 lbs. and has blue eyes and brown hair. Gene was born on 29 Feb. 1908 and is our only man born on 29 Feb.

We have one set of twins. The Wonder boys Thomas Henry and William John were born Feb. 3, 1926 at Richmond Hill, N. Y.
REMEMBER ???

THE "MOVIES"

You could see almost as well behind the screen.

-- And these "show chairs"

Standing room only, unless you came a good three hours early.

-- For a while the room looked seemd to be with the screen.

How the gang converged on this off-hour recreation.

To pass time at the scrubbing table.

And who will forget drawing water from portable units??

Drawings by Louis McBride
Headquarters Co.
SATURDAY
11 March, 1944

Sunrise 0655
Sunset 1843

UNIFORM OF THE DAY:
Officers and C.P.O. - Khaki or grey working uniform, without
neckties, with lifebelts.
Crew - CLEAN dungarees, white hats, with lifebelts.
Troops and Seabees - Green fatigue or CLEAN dungarees, with
lifebelts.

Note: A complete uniform must be worn at meals. Men
entering mess deck with shorts or without shirts will
not be served.

DAILY AND SPECIAL ROUTINE:
Follow daily routine (At Sea) as per Ship's Memorandum No. 7.

0540 - Call all hands.
0555 - General Quarters - dawn alert
0655 - Sunrise - secure from General Quarters.
1000 - Captains inspection.
1300 - Holiday routine.
Outgoing mail averaged 1500 pieces daily, plus 375 packages and souvenir booklets. Incoming letters average 1100 daily, plus 3 sacks of packages.” Charles H. Spehr, SR(N)C.

May 15, 1944 Cargo Cable.

Bad Luck For The Ax

Mrs. C. Murray
307 Center Ave.
Secaucus
New Jersey.

Easter and Mother's Day were spent at Sequoia Point.
THE DISASTER AT "WEST LOCK" HAPPENED WHILE I WAS OFF DUTY AND SLEEPING IN A QUONSET HUT AT IROQUOIS POINT. I'VE NEVER HEARD THAT NAME USED BEFORE. EVERY EFFORT WAS MADE TO KEEP THE AFFAIR QUIET AND THIS IS THE FIRST TIME I HAVE HEARD MENTION OF IT. NOW THAT YOU ASK...I DO REMEMBER A FELLOW THAT I WORKED WITH AT COLGATE'S....HE WAS ON ONE OF THE LST'S WHEN THEY BLEW UP.

HE WAS BLOWN INTO THE WATER AND FLOATED AROUND UNTIL A BOAT CAME BY AND PICKED HIM UP. HE SPENT 6 MONTHS IN A HOSPITAL. HE SAID A WELDER'S TORCH SET A FIRE THAT CAUSED IT.

HALF OF MY OUTFIT WAS LOADING SOMEWHERE IN THE AREA, BUT NONE WERE ON THE LST'S, AND NONE OF OUR MEN WERE INJURED FROM THE Fallout.

AT THE SOUND OF THE EXPLOSION, ABOUT A MILE AWAY, I RAN OUT OF MY HUT TO SEE A VERY TALL PLUME OF SMOKE THAT LOOKED LIKE A MUSHROOM ON TOP. IT WAS AT LEAST 1000 FT. HIGH AND THE CONTINUING EXPLOSIONS KEPT FEEDING SMOKE AND FLAMES UP THE TUBE AND SENDING DEBRIS AND HUMAN BODIES FLYING OUT INTO THE AIR TO COME FLOATING DOWN TO THE GROUND. IT LOOKED LIKE AN ATOMIC BOMB. (NATURALLY, WE HAD NEVER SEEN AN ATOMIC BOMB AT THAT TIME).

THERE WAS NO DOUBT THAT IT WAS A CATASTROPHE; WE HEARD LATER THAT AN INSHORE AMMUNITION DUMP ALSO BLEW UP. IT LASTED ABOUT 20 MINUTES.

FOUR MORE LST'S WERE BROUGHT IN AND LOADED WITH FRESH MARINES.

THE 13TH SPECIAL SHIPPED OUT FROM THERE SHORTLY AFTERWARD FOR THE INVASION OF GUAM, ON 4 LST'S.

CHARLES L. MURRAY CO. A
So Long Hawaii

Thank you for your hospitality, but we are ready and anyhow to continue our journey. Perhaps one day when the war is over we shall come for a visit to say "Hello" and sample your pineapple once more."

Battalion Leaves Hawaii
June 1 - 1944
Meanwhile... Back at Home...

All Over The Country, Children of all ages, were growing up without their "Daddy".
This page is dedicated to them. These photos represent "all of them".

According to the 4/1/44 issue of the Censor Cable there were 3,022 children under 18 yrs. of age, of the men in the Battalion. A number of children were born after that date, accurate total not available. Also unavailable are those children over 18 yrs. Old, some of whom were also in the Armed Forces.

"The One He Left Behind in 1943."
1 year old Ruth Murray, 1/5/44

"One He'd wait to see: Born in June, 1944, while he was heading for Guam."
Barbara Ann Murray. They met for the first time after peace treaty was signed in 1945. Photo taken in 1944.
THE HANDS OF LITTLE CHILDREN WERE GUIDED BY YOUNG MOTHERS...TO WRITE THEIR NAMES AT THE FOOT OF A LETTER, WITH XXXXXs FOR KISSES.

OLDER CHILDREN SENT THEIR REPORT CARD MARKS FROM SCHOOL....IF THEY HAPPENED TO GET ANYTHING ABOVE AN 80 PERCENT GRADE.

TEENAGERS IN HIGH SCHOOL HAD "PEN PAL" CLUBS TO FOREIGN SHORES.

YOUNG WOMEN WROTE TO THEIR SWEETHEARTS, BROTHERS, COUSINS, FORMER CLASSMATES, NEIGHBORS AND FRIENDS.

WIVES, MOTHERS AND FATHERS NOT ONLY TOOK CARE OF THEIR OWN HUSBANDS AND SONS...BUT ALSO "ADOPTED" THEIR BUDDIES AND SENT PACKAGES OF "HOMEMADES", IN ADDITION TO THE MANY LETTERS.

EVERYONE PRAYED...A LOT...AND READ THAT DAILY DREADED LIST THAT APPEARED IN THE LOCAL NEWSPAPER.
Max Rosen, Now of Seabees, Wins Two Pacific Tourneys

Max Rosen, rugged Hartford amateur wrestler, who used to pin his opponents on the mat with regularity during his long career with Hartford YMCA teams, is doing the very same thing while in the service of Uncle Sam.

Max has been in the Pacific war theater for several months. According to letters just received here by friends, he has already won two titles.

His first victory came in the Hawaiian Open when he threw his opponent in 40 seconds. Then he entered the Central Pacific area all-service wrestling championship event in which some of the best amateur wrestlers of the nation competed. Max found going in this event a harried affair but he came through with flying colors, with the title in his grasp.

A Honolulu paper covering the match, called this bout one of the best of the entire tournament. Here is what it said: "One of the outstanding matches of the evening saw two Navy boys. Rosen and Streeter battle it out nip and tuck with Rosen taking the decision after ousting Streeter with a series of body slams. Rosen gained the right to meet Streeter by defeating private Hartson in quarter-finals of the 185-pound class amateur wrestling title.

Max Rosen

A 1944 photo of Max Rosen, now of Seabees, wins two Pacific Tourneys.

They got his name wrong, but this is Felix Bernard Nacewitz, Co. C.

"Harold More, in his Diary: Nov. 1-1943 - 1200 P.M. says "I woke up Nacewitz and went to bed." Harold saved this item for 42 years.

"And Local Newspapers Run "Keep in Touch Columns""
Guam
Marianas Islands
July 27, 1944 - Oct. 15, 1945

Battalion Deactivated Oct. 15, 1945
ON THE ISLAND OF GUAM, ON DECEMBER 7, 1941, THE UNITED STATES HAD ONLY A SMALL GARRISON OF A LITTLE MORE THAN 400 TOTAL, CONSISTING OF MARINES AND NAVY PERSONNEL.

AS EARLY AS OCTOBER, 1941 THE JAPANESE WERE PREPARING FOR THE INVASION TO COME. THEIR PLANS WERE COMPLETE BY NOV. 8, 1941, AT WHICH TIME THE JAPS BOMBED OROTE PENINSULA AND AGANA. GUAM FELL TO JAPAN ON DEC. 10, 1941.

THE ISLAND OF GUAM IS THE SOUTHERNMOST OF THE MARIANAS CHAIN. IT MEASURES 228 SQUARE MILES IN AREA. THE LENGTH IS ABOUT 34 MILES AND THE WIDTH VARIES FROM 5 TO 9 MILES.

SURROUNDED BY CORAL REEFS RANGING IN WIDTH FROM 25 TO 700 YARDS...EVEN THE LOWEST OF THESE IS COVERED AT HIGH TIDE BY ONLY 2 FEET OF WATER. MOST OF THE SHORE LINE OF THE ISLAND HAS SHEER CLIFFS RISING TO 600 FT. AND IN ADDITION, THE HEAVY FOUNGING WIND TO SURF, ALLOWED ABOUT 15 MILES OF THE WEST SHORE FEASIBLE TO BE APPROACHED BY SEA.

TWO AREAS WERE CHOSEN FOR THE AMPHIBIOUS INVASION. THEY WERE JUST NORTH AND SOUTH OF OROTE PENINSULA.

AT THE TIME OF THE INVASION, THE AREA WAS HEAVILY COVERED WITH TROPICAL FORESTS AND NARROW JUNGLE TRAILS.

THE ONE MAIN ROAD RAN FROM THE TOWN OF AGAT TO AGANA.

THE RAINY SEASON LASTED FROM JULY TO NOVEMBER. DURING THIS SUMMER MONSOON PERIOD, 20 TO 25 DAYS OUT OF EACH MONTH WERE RAINY. MEAN TEMPERATURE WAS ABOUT 87 DEGREES FAHRENHEIT AND THE AVERAGE HUMIDITY ABOUT 90 PERCENT.

ON JULY 29, 1944...THE AMERICAN FLAG WAS RAISED OVER THE REMAINS OF THE OLD MARINE BARRACKS. THE ORIGINAL MARINE FLANK WAS FOUND UNBROKEN.

THE ISLAND HOWEVER WAS NOT SECURED UNTIL AUGUST 10, 1944.

Reference: CAMPAIGN IN THE MARIANAS...U. S. ARMY IN WORLD WAR II..PHILIP A. CROWL
July - 1944

ENIWETOK...BEACH PARTY (OR WHO STOLE MY BEER)

HAVING ARRIVED AT GUAM A MONTH EARLY AND HAVING NO ONE TO GREET US EXCEPT JAPS, WE DECIDED TO TURN AROUND AND GO BACK TO ENIWETOK, WHERE IT WAS A LITTLE SAFER.

WHILE FLOATING AROUND THE HARBOR, IT WAS DECIDED TO GIVE THE MEN A BEACH PARTY.

EACH MAN WAS GIVEN 2 CANS OF BEER AND BOATED TO A SMALL ISLAND...ABOUT THREE BLOCKS LONG AND ONE BLOCK WIDE. THERE WAS A ROW OF PALM TREES DOWN THE MIDDLE...JUST THICK ENOUGH SO THE WATER ON THE FAR SIDE COULD NOT BE SEEN.

AS THE BEER WAS WARM, I THOUGHT IT WOULD BE A GOOD IDEA TO BURY IT IN THE GENTLE SURF TO COOL IT OFF.

PACKING THE FINE SAND AROUND IT, I KNEW IT COULDN'T GO ANYWHERE. THEN I TOOK A WALK DOWN THE BEACH, CROSSED OVER TO THE OTHER SIDE AND HEADED BACK.

AFTER COMPLETING THE CIRCUIT, I HEADED INTO THE WATER TO RETRIEVE MY GOODIES, AND ENJOY THE FIRST TASTE OF BEER IN TWO MONTHS. MUCH TO MY SURPRISE THE CACHE WAS EMPTY. ALL THAT WAS THERE WAS A HOLE IN THE SAND....

I STOOD THERE STARING IN DISBELIEF AT THE SPOT...FEELING RAGE, DISAPPOINTMENT AND DISGUST...WONDERING HOW ANYBODY COULD DO ANYTHING LIKE THIS. ESPECIALLY FRIENDS...IN A WAR ZONE. I LOOKED AROUND BUT COULDN'T SEE ANYONE WHO LOOKED GUILTY.

I KNEW IT WASN'T...* H E WOULD HAVE BEEN STANDING UP ON THE BEACH, WITH THE CAN UP TO HIS LIPS, WAVING TO ME AS HE DRANK THE LAST OF IT.

"C. J." THIRSTY

CHARLES L. MURRAY, CO A

EDITOR'S NOTE: I CALLED NEW JERSEY TO ASK HOW LONG HE STAYED ANGRY. HIS RESPONSE: "OH, I GUESS A GOOD HOUR!!" ALSO:"BUT IF YOU SOLVE THE MYSTERY...LET ME KNOW".

* Name withheld by Editor.
ONCE AGAIN WE ARE ON OUR WAY. WE LEFT ENIWETOK WITH OUR CONVOY OF... 4 LST'S... 4 PATROL BOATS... 1 DESTROYER. BESIDE CARRYING SUPPLIES FOR OURSELVES, WE SUPPLIED FOOD, WATER AND FUEL FOR THE PATROL BOATS, AS THEY WERE TOO SMALL TO HOLD RATIONS FOR MORE THAN A WEEK.

I WAS ON LST 334... MY GROUP WAS ASSIGNED BUNKS AT THE REAR OF THE BOAT, BUT IT WAS TOO HOT BELOW DECK SO MOST OF THE TIME I SLEPT UP ON THE UPPER DECK, ALONG WITH MANY OTHERS, LOOKING FOR A COOL BREEZE.

THERE WERE A FEW SUBMARINE SCARES....AND AT THE TIME, "TASK FORCE 58" WAS GOING ON SOME DISTANCE AWAY. ABOUT 300 JAP PLANES WERE SHOT DOWN BUT WE DIDN'T SEE THE ACTION. SOME "WAR NEWS" FILTERED DOWN FROM THE SHIP'S RADIO, SO WE HAD SOME IDEA OF WHAT WAS TAKING PLACE AROUND THE WORLD. THE TRIP WAS NOT WITHOUT A FEW THRILLS AND SOME APPREHENSION......

WE ARRIVED AT GUAM ON JULY 20 OR 21, 1944, FOR D-DAY. THE CODE NAME FOR THE OPERATION WAS "FORAGER". THE GROUPS TAKING PART (THE 13TH SPECIAL DIDN'T DO IT ALL!!!!) IN THE INVASION WERE:

THE 2ND MARINE DIVISION....THE 4TH MARINE DIVISION....
THE 1ST PROVISION MARINES....THE 27TH INFANTRY DIVISION....
THE 77TH INFANTRY DIVISION AND THE 3RD MARINE AMPHIANS.
I HOPE THAT I DID NOT LEAVE ANYONE OUT!!!!

THERE WERE TWO BEACHHEADS. ONE AT AGAT BEACH ON AGAT BAY, AND ONE AT ASAN BEACH ON AGANA BAY.

OUR 4 LST'S WERE ON ASAN BEACH...CLOSE TO ADELUP POINT; APPROXIMATELY A CITY BLOCK FROM THE OUTSKIRTS OF AGANA CITY. AGANA BAY REACHED FROM ASAN POINT TO SAUPON POINT. THE WHOLE AREA WAS REFERRED TO AS "AGANA".

WHEN THE BOMBS STARTED TO EXPLODE, THE FIRST ONE LANDED ABOUT 15 YARDS IN FRONT OF MY LST 334. WE WERE BOMBED A FEW DAYS IN A ROW. EACH TIME WE HAD TO RUN OUT TO SEA.

THE 4 LST'S WERE LINED UP IN A ROW BUT WOULD BE IN A DIFFERENT POSITION ON DIFFERENT DAYS.

I REMEMBER THE TUGBOAT COMING IN TO HELP. OUR LST HAD PONTOON CAUSEWAYS STRAPED TO BOTH SIDES AND THEY WERE CUT LOOSE AND TAKEN AWAY BY SOMEONE ELSE.

THE MAN NEXT TO ME WAS HIT ON THE HAND AND A VEIN BURST OPEN. AS I TURNED TO HELP HIM HE WAS ALREADY ON THE RUN IN SEARCH OF A MEDIC...I NEVER COULD FIND OUT HOW HE MADE OUT. HE WAS ATTACHED TO THE SHIP...NOT A C.B.. I HAVE NEVER FORGOTTEN ABOUT HIM AND WONDER HOW HE DID.

WHEN I LOOKED AROUND AND AT THE BEACH, I NOTICED THAT NOT ONE MAN WAS THERE IN SIGHT...ONLY A FEW OF OUR BOYS PUSHING DRUMS OF OIL THROUGH THE SURF. WE WERE CARRYING VAST QUANTITIES OF GASOLINE, AMONG OTHER THINGS.

THERE WAS A CEREMONY LATER TO AWARD PURPLE HEARTS, SO SOME OF OUR MEN MUST HAVE BEEN HURT. I WAS WORKING AT THE TIME DAY SHIFT...SO I'M NOT SURE HOW MANY. THE MEN WHO ATTENDED THE AWARD CEREMONY WERE FROM THE NIGHT SHIFT, IT WAS EASY TO LOSE TRACK OF YOUR BUDDIES...THINGS HAPPENED SO FAST...AND CONSTANTLY CHANGING, YOU DIDN'T FIND OUT ABOUT A LOT OF YOUR MATES.

WE SPENT THE NIGHT OF JULY 21, BETWEEN THE BATTLESHIP AND THE ISLAND OF GUAM. IMMENSE SHELLS TENT FLOATING OVER OUR HEADS TO LAND ON THE JAPS. THE SHELLS WERE LIKE BALLS OF FIRE SLOWLY ARCING THROUGH THE SKY TO LAND WITH A TREMENDOUS CRASH AS THEY HIT GUAM. WE WERE DEPENDENT ON OUR DESTROYER...OUR ONLY PROTECTION...THEY DID A GOOD JOB...
AT DAWN A LARGE WHITE FLARE LIT UP THE SKY AS A SIGNAL TO "CEASE FIRE"... THE LANDING HAD BEGUN. WHEN THE GUNS STOPPED, THE "DUCKS" HEADED FOR SHORE AND THE MARINES WERE ON THEIR WAY.

"DUCKS" WERE BOATS WITH WHEELS THAT COULD FLOAT THROUGH THE WATER AND RUN UP THE RAMP ON THE WHEELS... COME RIGHT INSIDE THE LST... GET RE-LOADED AND HEAD FOR SHORE. IT HAD A PROPELLER STICKING OUT THE REAR.

THE FIRST TWO DAYS THE SHELLS FROM MT. TENJO CHASED US OUT TO SEA. THE THIRD AND FOURTH DAYS MORTAR SHELLS FROM A WATER TOWER CHASED US TO SEA.

TANKS HAD TO GO INTO AGANA TO STOP THE JAPS FROM SHELLING US ON THE BEACH.

AGANA WAS TAKEN..... MT. TENJO WAS TAKEN......

BUT THE JAPS STILL HAD THE WATER TOWER. IT TOOK 5 DAYS FOR THE MARINES TO RID IT OF SNIPERS: AS SOON AS THEY WOULD CLEAR IT... AT NIGHT MORE SNIPERS WOULD SNEAK IN.

THE MARINES PROBABLY WOULD HAVE LIKED TO PRESERVE THE WATER TOWER FOR OUR OWN USE... BUT I GUESS IT HAD TO GO.

AFTER D-DAY + 5, WE UNLOADED THE LST'S AND WENT ASHORE. WE SET UP PUP TENTS. PAUL DISHNO AND I SHARED OURS. WE WERE CAMPED IN FRONT OF THE MARINES ARTILLERY CONSISTING OF 115MM AND 155MM MORTARS. THEY WERE FIRING ALL NIGHT. IT WAS TOUGH TO GET TO SLEEP.

PAUL AND I DECIDED TO TAKE ONE HOUR GUARD SHIFTS. AFTER A FEW HOURS OF TRYING TO STAY AWAKE AND WATCH OUT FOR JAPS, WE BOTH FELL ASLEEP.

OF COURSE WE DIDN'T KNOW THAT UNTIL WE WOKE UP IN THE MORN-ING.... WE WERE EVER SURPRISED TO BE ALIVE!!!!!

WE THEN WENT INTO THE HARBOR TO UNLOAD THE LARGER SHIPS.

THERE WERE A LOT OF SHIPS IN THE HARBOR.

MOST OF THE LST'S HAD A BULLDOZER IN THE FRONT, INSIDE THE HULL. IT WAS THE FIRST THING OUT TO BUILD UP A RAMP OF SAND, SO THE LANDING CRAFT AND SMALL TRUCKS COULD DRIVE IN AND OUT.

THE SMALL BOATS AND PONTOON BARGES COULDN'T CARRY MUCH FREIGHT AS IT WAS HARD FOR THEM TO UNLOAD ON THE BOMBED OUT BEACHES.

THERE WERE QUITE A FEW SHIPS ANCHORED IN AGANA HARBOR. BUT IT WAS TOO OPEN, SO AFTER A WEEK OR SO ALL SHIPS WERE SENT TO AFRA HARBOR WHICH WAS MORE SHELTERED BE-OF CABRAS ISLAND.

THE C.B.'S BUILT A CAUSEWAY TO PROTECT AFRA HARBOR TO PROTECT IT FROM THE 14 FEET HIGH WAVES. THIS MANMADE CAUSEWAY WAS A BIG HELP.

OUR NEW AREA WAS TO BE AT THE BASE OF GROTE PENI-SUMER WITH THE SUMAY HARBOR AS A BACKDROP. WHEN WE WENT DOWN TO TAKE A LOOK, WE FOUND A FORMER JUNGLE THAT HAD BEEN SHREDDED BY BULLETS AND BOMBS.

THERE WERE THOUSANDS OF DEAD JAPANESE SOLDIERS LAYING AMIDST THE RUINS OF COCONUT LOG "DUGOUTS". WORK HAD AL-READY BEEN STARTED TO CLEAN-UP. THE DEAD WERE BURIED AND BULLDOZERS WERE LEVELING THE GROUND AND TENTS WERE GOING UP.

WE SPENT A FEW DAYS HELPING OUT, WERE ASSIGNED A TENT, WASHED OUR CLOTHES AND WENT OUT TO UNLOAD SOME MORE SHIPS.

THERE WERE STILL A LOT OF SNIPERS ON GUAM.... NO ONE EN-JOYED GOING ON THOSE SNIPER HUNTS. A GROUP OF US WERE ASKED TO GO INTO THE JUNGLE BUT THE JAPS DROVE US OUT.

ANOTHER TIME THE MARINES CHASED US..... THEY SAID "YOU GUYS ARE GOING TO GET YOURSELVES KILLED".

A GROUP OF DRUNKEN JAPS MADE A HARI KARI CHARGE IN THE HOSPITAL TENT AND STABBED WOUNDED MARINES.
AS THE GUAMIAN NATIVES FILTERED OUT OF THE JUNGLE, THE 13TH SPECIAL GAVE THEM SHOES, CLOTHES AND FOOD, THEY WERE REALLY EMACIATED AND HALF STARVED. MANY OF THEM HAD OPEN SORES ON THEIR LEGS FROM RUNNING IN THE JUNGLE FOR 2 YRS. OUR DOCTORS AND DENTISTS TOOK CARE OF THEM. OUR COOKS FED THEM. THEY WERE CALLED "CHAMORROS". THEY GAVE US JAP MONEY FOR SOUVENIRS.

WHILE WE WERE UNLOADING A SHIP, I REMEMBER ERNEST SYLVIA GETTING STRUCK IN THE LIP WITH A WATER CAN, ACCIDENTALLY. THE CAN WOULD BE LOWERED DOWN SO THE MEN COULD GET A DRINK OF WATER.

SYLVIA HAD TO GO TO A NAVY SHIP FOR A FEW STICHES. WHEN HE RETURNED HE TOLD US SUCH A FUNNY STORY, WE LAUGHED UNTIL THE TEARS CAME OUT OF OUR EYES. WE LAUGHED FOR WEEKS ABOUT THAT STORY. IT WAS TOLD AND RETOLD HUNDREDS OF TIMES OVER AND OVER AND ALWAYS BROUGHT A FRESH ROUND OF LAUGHTER. IT SURE RELIEVED THE TENSION......A LOT!!!!!!!

I STILL LAUGH AS I NOW REMEMBER IT. CAN'T TELL IT TO A LADY. SORRY......

AFTER GUAM WAS SECURED THE BUILDING UP PERIOD BEGAN.... SNIPERS AND ALL.... WATER SUPPLY, ROADS, AIRSTRIP, VILLAGES, ETC.. THE NATIVES STARTED TO FILL OUT FROM ALL THE GOOD FOOD. A GREAT DEAL OF BUILDING WAS GOING ON ALL OVER THE PLACE. SOMEONE ELSE WILL HAVE MORE INFORMATION, FOR I WAS POSTY STEVEDORING AS THE SHIPS WERE COMING AND GOING WITH NEW AND DIFFERENT KINDS OF SUPPLIES.

I DO REMEMBER HELPING TO BUILD GIGANTIC "REEFERS". (REFRIGERATORS). AFTERWARD WHILE LOADING SOME FROZEN PORK, THE PORK WAS SO COLD, THAT WHEN YOU DROPPED IT ON THE FLOOR, IT WOULD SHATTER AND FLY TO PIECES. THEN WE WOULD TAKE A FEW PIECES BACK TO THE TENT AND TRY TO COOK IT.

UNSUCCESSFULLY, OF COURSE. CHARLES L. MURRAY CO. A

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HAVING WEATHERED FIFTY-EIGHT DAYS FLOATING ON THE PACIFIC, A WEEK OF STEADY BOMBING AND SHELLING ON GUAM, FOUR DAYS OF SHELLING ON THE BEACH AND ONE NIGHT OF SLEEPING UNDER THE MARINE HOWITZERS...... I THOUGHT NOTHING COULD BOTHER ME. BUT I WAS WRONG. THAT ONE NIGHT ON THE ISLAND EXPOSED ME TO A TINY ENEMY.... A MOSQUITO.... THAT GAVE ME A SMALL BUT VERY POTENT INJECTION.

THE NEXT DAY WHILE WORKING ON A CARGO SHIP, UNLOADING MORTAR SHELLS, I NOTICED MYSELF GETTING WEAKER AND WEAKER. I WAS CARRYING FOUR SHELLS, THEN THREE, THEN TWO. WHEN I COULDN'T PICK UP ONE, I KNEW SOMETHING WAS WRONG.

I TOLD THE HATCH BOSS, EMMET E. HENDERSON, THAT I WAS SICK AND WAS GOING TO LIE DOWN IN A CORNER ON A PIECE OF CARDBOARD.

THERE WERE NO CORPSMEN ON BOARD, SO I LAY ON THE STEEL DECK FOR 5 DAYS, WRACKED WITH CHILLS AND FEVER. MY BUDDIES BROUGHT ME FOOD AND COFFEE, BUT I COULD NOT SWALLOW ANYTHING. I LOST 20 LBS. AND MY TASTE FOR FOOD. (TASTE BUDS RETURNED AFTER 6 MONTHS). ON THE SIXTH DAY, THE SHIP UNLOADED, WE RETURNED TO CAMP, ON GOING TO THE CAMP HOSPITAL, I FOUND NO HELP. THE BEDS WERE ALL FULL AND THERE WAS NO MEDICINE FOR DENGUE FEVER. THE CORPSMAN SAID I'D BE ALRIGHT AS LONG AS I DID NOT GET BITTEN AGAIN. A SECOND ATTACK COULD BE FATAL.

IT IS CALLED "BREAKBONE FEVER". WELL NAMED BECAUSE EVERY BONE AND JOINT IN YOUR BODY ACHES AND YOU DON'T CARE IF YOU DIE. IT IS WHAT A GOOD "C.B." WOULD CALL A MEMORABLE EXPERIENCE.

I WAS NOT ALONE... MANY OF OUR MEN HAD IT ALSO...... CHARLES L. MURRAY CO. A

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DON'T REMEMBER.
ABOUT TWO MONTHS AFTER WE LANDED ON GUAM, WE WERE GIVEN A HIGGENS SPEEDBOAT AND A PONTOON BARGE. UP UNTIL THEN, WE HAD TO DEPEND ON OTHER PEOPLE TO TAKE US OUT TO THE CARGO SHIPS IN THE HARBOR.

ABOUT THAT TIME THERE WAS A BIG STORM...SMALL TYPHOON...THAT WASHED A LOT OF COXWAINES UP ON THE BEACH. SO OUR "GOLD BRAID" LOOKED THROUGH THE RECORDS FOR SOMEONE WHO COULD TAKE THEIR PLACE.

THEY CAME UP WITH SOMEONE WHO HAD "SMALL BOAT" EXPERIENCE AND GASOLINE ENGINES IN HIS RECORD. THAT WAS ME. SO THEY MADE ME A COXWAIN WITHOUT EVEN TAKING A TEST. IT MEANT MORE MONEY AND A STRIPE....BUT I HATED TO LEAVE MY GANG. I HAD TO MOVE TO HEADQUARTERS CO. BECAUSE THEY HAD CONTROL OF THE OPERATION.

THE SPEEDBOAT WAS USED BY THE OFFICERS TO GO OUT TO THE SHIPS TO MAKE ARRANGEMENTS TO UNLOAD. (SUCH AS TYPE OF CARGO, NUMBER OF MEN NEEDED, DESTINATION, ETC.). THEN WE WOULD LOAD THE BARGE WITH THE PROPER GEAR, WIRE STRAPS AND HARNESS, USED TO RAISE AND LOWER THE FREIGHT AND FIVE "GANGS" OF MEN TO DO THE WORK.

EACH GANG WAS MADE UP OF 20 MEN...EACH SHIP HAD 5 HATCHES. 100 MEN TOTAL.

THEN WE WOULD RUN THE BARGE OUT TO THE SHIP...THE MEN WOULD CLIMB ABOARD BY USING A ROPE LADDER, LANDING NETS AND ON THE LARGER SHIPS, A GANGPLANK. WE WOULD SET UP THE LOADING BOOMS AND SEND THE HOOK OVER THE SIDE TO PICK UP THE GEAR. WE'D TAKE THE BARGE BACK TO SHORE FOR ANOTHER TRIP TO A DIFFERENT SHIP.

IF WE WEREN'T TOO BUSY, WE WOULD TRANSPORT SOME OF THE CARGO ASHORE.

WE WERE ALWAYS NEEDED TO BRING IN AIRPLANES, BECAUSE THEY WOULD NOT FIT IN OTHER TYPES OF CRAFT.

THE PONTOON BARGE WAS MADE UP OF STEEL BOXES, SEALED TO BE WATERtight AND BOLTED TOGETHER. EACH BOX WAS ABOUT 8 SQ. FEET AND THERE WERE 16 BOXES. THREE ACROSS AND FIVE FEET DEEP...PLUS ONE WITH A CHRYSLER MARINE EIGHT ENGINE IN IT.

THE ONE WITH THE ENGINE IN IT, HAD A PROPELLER WHICH STUCK OUT OF THE BOTTOM, PLUS A RUDDER AND ALSO A STEERING WHEEL ON TOP.

THE PONTOON BARGE WAS VERY WELL CONSTRUCTED AND STRONG. IT NEVER SHOWED ANY SIGNS OF WEAKNESS. WE RAN IT SHIP TO SHORE FOR ABOUT SIX MONTHS UNTIL THE 29TH C.B.'S BUILT LOADING DOCKS ON SHORE, SO THE SHIPS COULD COME RIGHT IN AND TIE UP TO SHORE.

IT ELIMINATED THE NEED FOR THE MIDDLEMAN....(ME)

ONE NIGHT MY BUDDY — * SAID HE HAD TO GO OUT TO A CERTAIN SHIP FOR SOMETHING. WHEN WE GOT THERE, HE CLIMBED UP A ROPE THAT WAS HANGING OVER THE SIDE.....HAND OVER HAND UP HE WENT AND DISAPPEARED OVER THE SIDE... (30 FEET). TEN MINUTES LATER A BOX WAS LOWERED DOWN THE ROPE FOR ME TO UNTIE. I DID. MY BUDDY CAME DOWN THE ROPE VERY FAST, SAYING IN AN EXCITED VOICE, "HURRY UP. LET'S GO". SO I STARTED THE ENGINE AND TOOK OFF AMIDST A DIN OF HOLLERING AND SHOUTING. THE QUIET SHIP CAME ALIVE WITH LIGHTS AND SEARCHLIGHTS, AND SHOUTS OF "STOP THAT BOAT!!!!". I PUT IT IN HIGH SPEED FULLY EXPECTING BULLETS TO START FLYING. I HAD NO IDEA WHAT WAS GOING ON UNTIL WE GOT BACK AND ASKED — * WHAT WAS GOING DOWN.....HE HAD MADE A DEAL WITH A SAILOR TO BUY A CASE OF WHISKEY. I TOLD HIM TO TAKE THE WHISKEY AND HITCH A RIDE BACK TO CAMP, SO WE WOULDN'T GET CAUGHT WITH IT.

I NEVER DID GET ANY OF IT. A BOTTLE WOULD SELL FOR $80.00. 12 BOTTLES IN A CASE = $960.00.

IF WE HAD BEEN CAUGHT...IT WAS A COURT MARTIAL OFFENSE.

CHARLES L. MURRAY CO.

* Name withheld by Editor.
WE DID HANDLE THOUSANDS OF CASES OF T.N.T. (TRINITROTOLUENE) AND DYNAMITE CAPS. YOU ARE ONLY ALLOWED TO DROP ONE CASE.

JOSEPH DEL GUIDICE OF BROOKLYN, N.Y. USED TO SIT ON TOP OF A FILE OF DYNAMITE AND SMOKE HIS "LITTLE CIGAR" AND SAY, "DON'T WORRY ABOUT IT"...
I WOULDN'T SAY THAT THE MEN WERE NERVOUSLY WATCHING....BUT WE DID KNOW EXACTLY HOW MANY PUFFS HE TOOK, BEFORE HE GROUND IT OUT ON ONE OF THE BOXES.
THEN WE WOULD HURRY AND TRY TO UNLOAD THE REST OF IT BEFORE HE LIT UP ANOTHER.

AS FAST AS WE WERE UNLOADING IT, A CREW OF "BLASTERS" WERE LOWERING IT TO THE BOTTOM OF THE HARBOR AND "SHOOTING" 100 CASES AT A TIME.
WE WOULD HEAR A WHISTLE BLOW AND THE WATER WOULD EXPLODE...50 FEET INTO THE AIR. THEN A SHOCK WAVE WOULD HIT THE SIDES OF THE SHIP AND YOU WOULD THINK IT WOULD COLLAPSE.

THEY WERE CLEARING THE HARBOR SO THE LARGER SHIPS COULD COME IN TO LAND.
THE CORAL THAT WAS PULVERIZED, WAS SUCKED THROUGH PIPES AND DUMPED ON LAND TO MAKE DOCKS.
WHILE IN CAMP PEARY, UNDERWATER DEMOLITION TEAMS WERE FORMED FROM A GROUP OF VOLUNTEERS. THEY HAD TO BE IN THE BEST OF HEALTH AND OF SPECIAL TYPES AND SIZES. THEY TRAINED TWICE AS HARD AS OTHER SEABEES. THEY HAD TO "RUN" EVERY WHERE THAT THEY WENT, AND HAD TO GO THRU THE COMMANDO COURSE TWICE TO OUR ONCE. I REMEMBER ONE DYNAMITE MAN...."POP CHAPIN".)

THERE WAS ANOTHER EXPLOSION THAT WAS A CONCERN TO THE 13TH SPECIAL. IT HAPPENED AFTER WE WERE ON GUAM FOR QUITE A FEW MONTHS.
WHEN WE LANDED, THERE WAS A LARGE AMOUNT OF JAPANESE SHELLS AND BOMBS LAYING AROUND WITH THE POWDER LEAKING OUT. IT WAS A DANGEROUS SITUATION SO WE CLEANED IT UP AND FILED IT NEXT TO OUR AREA.
THEN IT SEEMED LIKE EVERYONE BROUGHT THEIR EXTRA EXPLOSIVES AND IT BECAME A REAL AMMO DUMP. WE USED TO WALK THROUGH IT LOOKING FOR SHELLS TO MAKE SOUVENIRS WITH. STEPPING ON LOOSE POWDER, WE REALIZED THAT A SPARK COULD SET IT OFF.

WELL ONE DAY WHEN WE WERE OUT IN THE HARBOR UNLOADING A SHIP, WE HEARD A LOUD EXPLOSION. WE LOOKED UP TO SEE THAT WHOLE AREA HEADING SKYWARD. A BIG BLACK PUFF OF SMOKE AND FLAMES WITH BULLETS AND SHELLS GOING OFF.
AFTER LOOKING AT THIS DISPLAY FOR A FEW MINUTES, SOMEONE SAID "HEY!!!!..THAT'S OUR AREA...THAT'S THE DUMP NEXT TO US", SURE ENOUGH, OUR TENTS HAD QUITE A FEW HOLES IN THEM WHEN WE RETURNED. CAN'T REMEMBER IF ANYONE WAS HURT.
GUESS WHAT KIND OF SHIP WE WERE UNLOADING AT THE TIME? AN AMMUNITION SHIP THAT WAS LOADED WITH TONS OF BOMBS, SHELLS, POWDER CANS AND DYNAMITE.
WE WERE ABOUT 2 MILES AWAY ON AN LST WITH A BROKEN MOTOR AND A LEAKY BOTTOM. WE SPENT 2 WEEKS ON IT, LOADING AND UNLOADING. IT WAS A "FLOATING WAREHOUSE".....A BATTLESHIP OR A DESTROYER WOULD PULL ALONGSIDE AND TAKE ON WHAT IT NEEDED.

I JUST REMEMBERED WHY I DON'T KNOW MORE ABOUT THE DAMAGE TO OUR AREA.....WE DIDN'T GET BACK TO CAMP FOR ABOUT 10 DAYS....

CHARLES L. MURRAY CO.

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PHOTOGRAPH OF GUAM

1. 13TH SPECIAL CAMP...ALL TENTS...NO CORAL OR QUONSET HUTS.
2. 13TH SPECIAL TRUCK POOL...OLD JAP AMMUNITION DUMP JUST BELOW TRUCK POOL. THE DUMP BLEW UP WHILE WE WERE THERE.
3. ADMINISTRATION AREA AND CHOW HALL. ALSO LARSON'S LOOP...THE CHURCH...

AND "OFFICERS'S COUNTRY".
4. REEFERS (REFRIGERATORS) BUILT BY THE 13TH SPECIAL IN OUR SPARE TIME. TO HOLD FROZEN MEAT AND SUPPLIES FOR GUAM.
5. OROTE POINT AIR FIELD. PLANES FLEW LOW ABOVE THE TENTS, MAKING THE CANVAS FLAP IN THE BREEZE. WAS RUN BY MARINE AIR GROUP # 21.
6. SHIP DOCKS BUILT BY SEABEES WITH CORAL BLASTED FROM THE HARBOR BOTTOM. STEEL PILING WERE DRIVEN INTO THE GROUND AND THE CORAL WAS SPAYED IN BEHIND AND THE WATER SEEPED OUT.
7. CABRAS ISLAND. HOME OF THE SIXTEENTH SPECIAL N.C.B.. HUGH DUMP TRUCKS CARRIED LOADS OF CORAL, NIGHT AND DAY FOR A YEAR, MAKING CABRAS ISLAND BEACH WITHIN 100 YARDS OF OROTE PENINSULA. SUBMARINE PROTECTION NETS WERE STRUNG UNDERWATER TO CLOSE OFF THE HARBOR.
8. BREAKWATER BUILT BY SEABEES TO ENCLODE HARBOR. IN THE EARLY DAYS, 14 FT. WAVES WERE NORMAL. AFTER THE BREAKWATER WAS BUILT, THE HARBOR WAS VERY QUIET.
9. WHITE HOSPITAL SHIP. AFTER IWO JIMA, 5 OR 6 HOSPITAL SHIPS WERE MAKING RUNS BACK AND FORTH WITH WOUNDED MEN. THEY HAD NAMES LIKE, FAITH...HOPE....MERCY....CHARITY.
10. FLOATING REPAIR DOCK. A CRUISER WITH ITS BOY BROKEN OFF WAS PUT INTO REPAIR DOCK AND FITTED WITH A FALSE BOY. IT THEN SAILD BACK TO THE STATES FOR A NEW BOY.
11. APRA HARBOR. WAS SHELLED QUITE OFTEN BY JAP AIRPLANES IN THE EARLY DAYS.
12. SUBMARINE TENDER. USED FOR FOOD AND SUPPLIES AND FUEL. THE 13TH SPECIAL USED TO BRING SUPPLIES TO IT ON OUR BARGE.
13. OROTE PENINSULA, GUAM.

CHARLES L. MURRAY CO. A
Aerial view of Guam taken on Sept. 5, 1945, after the C.B.W. built it up. Apra Harbor is filled with ships. At the left isrote Point Airstrip, now widened & lengthened. Details in opposite page.
6300 Miles West of California

Map of Guam as it appeared in the Pacific War College [4/1/45 - Pgs. 7]

1. 13th Special Camp
2. Asan Beach
3. Agat Beach
4. Water Tower

There were 2 beachheads.
One at Agat Beach on Agana Bay (#3), and one on Asan Beach at Agana Bay.
Our 4th Division were on Asan Beach close to Adelup Pt., about a city block from the outskirts of Agana City.
The Japs fired Mortar Shells from a water tower at #4.
Agana Bay reached from Asan Pt. to Saupe Pt.
The whole area was referred to as Agana.
The water tower was behind a hill away from point of origin.
"Memo: I drew this in the Water Tower, so you could "get the picture."

Actually the water tower was well behind a hill, and could not be seen. Although our LST's fired 20-40-50 shells, the Japs were shelling at us from behind the hill. There was nothing to "aim at," so we depended on our Destroyer. It took 4 days to completely wipe out the Tower, except for the Sinjars. That took longer."

Charles L. Murray
Co. A.

"P.S. I could see some of our men in the water off shore, when the Jap shelling started. I was on LST 334. Came ashore on July 27, 1944."
First two days shells from Mt. Tenjo chased us out to sea.

3rd-4th days shells from tower chased us to sea for the night.

Next day the town of Agana was taken.

July 21 - July 27

Drawing by Charles L. Murray A.F.
**LST-29**

LST-29 was laid down on 8 January 1943 at Pittsburgh, Pa., by the Dravo Corp.; launched on 17 May 1943; sponsored by Mrs. C. B. Lockton; and commissioned on 10 July 1943.

During World War II, LST-29 was assigned to the Asiatic-Pacific theater and participated in the following operations:

- Gilbert Islands operation—November and December 1943
- Marshall Islands operation:
  - (a) Occupation of Kwajalein and Majuro Atolls—January and February 1944
  - (b) Occupation of Eniwetok Atoll—February and March 1944
- Marianas operation:
  - (a) Capture and occupation of Guam—July and August 1944
  - (b) Assault and occupation of Okinawa Gunto—May 1945

LST-29 was decommissioned on 11 March 1946 and was struck from the Navy list on 8 May 1946. On 17 June 1946, she was sold to the Foss Launch & Tug Co. of Seattle, Wash.

LST-29 earned four battle stars for World War II service.

**LST-71**

LST-71 was laid down on 27 November 1942 at Jeffersonville, Ind., by the Jeffersonville Boat & Machine Co.; launched on 27 February 1943; sponsored by Mrs. Lew Murphy; and commissioned on 9 June 1943.

During World War II, LST-71 was assigned to the Asiatic-Pacific theater and participated in the following operations:

- Marianas operation:
  - (a) Capture and occupation of Guam—July and August 1944
- Treasury-Bougainville operation:
  - (a) Treasury Island landing—November 1944
  - (b) Assault and occupation of Okinawa Gunto—April 1945

LST-71 was decommissioned on 25 March 1946 and was struck from the Navy list on 8 May 1946. On 23 January 1948, she was sold to the Atlantic & Pacific Packing Co., of Seattle, Wash., and subsequently converted for merchant service.

LST-71 earned three battle stars for World War II service.

**LST-244**

LST-244 was laid down on 1 May 1943 at Evansville, Ind., by the Missouri Valley Bridge & Iron Co.; launched on 14 July 1943; sponsored by Mrs. H. C. Price; and commissioned on 13 August 1943.

During World War II, LST-244 was assigned to the Asiatic-Pacific theater and participated in the following operations:

- Gilbert Islands operation—November and December 1943
- Occupation of Kwajalein and Majuro Atolls—February 1944
- Capture and occupation of Guam—July and August 1944
- Assault and occupation of Okinawa Gunto—April 1945

LST-244 was decommissioned on 28 March 1946 and struck from the Navy list on 3 July 1946. On 11 June 1948, she was sold to the Sun Shipbuilding & Dry Dock Co., of Chester, Pa., for scrapping.

LST-244 earned four battle stars for World War II.

**LST-334**

LST-334 was laid down on 17 July 1942 at the Norfolk Navy Yard; launched on 15 October 1942; sponsored by Mrs. W. M. Thompson; and commissioned on 29 November 1942, Lt. George Alyward, USNR, in command.

During World War II, LST-334 was assigned to the Asiatic-Pacific theater and participated in the following operations:

- Vella Lavella occupation—October 1943
- Occupation and defense of Cape Torokina—November and December 1943
- Capture and occupation of Guam—July and August 1944
- Assault and occupation of Okinawa Gunto—April through June 1945

Following the war, LST-334 performed occupation duty in the Far East until mid-October 1945. Upon her return to the United States, the ship was decommissioned on 24 April 1946 and struck from the Navy list on 5 June 1946. On 22 April 1948, she was sold to the Bethlehem Steel Co., Bethlehem, Pa., for scrapping.

LST-334 earned four battle stars and the Navy Unit Commendation for World War II service.

Official National Archives Listings
Guam 1944. LST on right is # 29
July 27th
LST on left is # 334

Official National Archives Photo
I WAS 17 YEARS OLD WHEN I WENT INTO THE 13TH SPECIAL, SO ALL OF THE EXPERIENCES WERE NEW TO ME BUT I FELT PROUD & ADVENTUROUS AT THE SAME TIME. I SHALL TELL YOU ABOUT THE MOST MEMORABLE TIME WHICH I REMEMBER SO CLEARLY.

I AND OTHERS OF MY SQUAD HAD EARLIER WADED ASHORE WITH ENSIGN PRICE. WE HAD TO LEARN THAT WE COULD ABOUT THE UNDERWATER REEF BETWEEN THE FOUR LST'S AND AGAN BEACH.

ABOUT TEN YARDS FROM THE WATER'S EDGE, A MARINE OFFICER DEMANDED TO KNOW THE "PASSWORD". THE INCONGRUITY OF THE SITUATION DROVE IT CLEAR OUT OF OUR MINDS. WE SUFFERED A FEW BUT VERY LONG SECONDS OF CONSTERNATION, BEFORE OUR ANNAPOlis TRAINED ENSIGN PRICE CAME UP WITH IT........

SHORTLY THEREAFTER, WE STACKED ARMS AND STATIONED OURSELVES AT INTERVALS ALONG THE LINE OF THE CURVED REEF, SO THAT THE ROLLING CARGO COULD BE DRIVEN ASHORE.

I RECALL FEELING LIKE A "SITTING DUCK" OUT THERE.......THAT EMOTION BECAME INDELIBLE LATER THAT DAY AS I OBSERVED A HUGH WATER SPLASH NEAR THE LST'S. ANOTHER FOLLOWED AND I WAS PUZZLED.......UNTIL I LOOKED AROUND.......NOT A SINGLE COMBAT-NISE MARINE WAS IN SIGHT.

I YELLED THAT THE JAPS WERE SHELLING THE SHIPS, AND LED THE REST OF THE SQUAD TO GROUND AND INTO ONE OF THE NUMEROUS FOXHOLES IN THE AREA.

OUR SHIPS ERUPTED .......... WITH COUNTER BATTERY FIRE & ROCKET FIRING LCT'S LET GO SALVOS RIGHT OVER OUR HEADS TO SILENCE THE JAP GUNS. THREE LST'S CLOSED UP AND BACKED AWAY FROM THE BEACH; ONE HUNG UP AND A NAVY TUG RUSHED IN TO GIVE A HAND.

JUST BEFORE DARK, THE SQUAD LEFT THE BEACH AND DROVE TO THE BATTALION BIVOUAC AREA TO SPEND A NIGHT, RESTLESS NIGHT OF UTTER CONFUSION.

CHARLES A. WEBBERLEY
CO. C

LST # 29
THERE WERE 18 OF US WHO HAD RETURNED TO PORT HUENEME IN THE SPRING OF 1944. WE MADE A ROUND TRIP. WE WERE GONE EXACTLY 1 MONTH. WE WERE ABOARD THE USS ARA-AK 136.

WHEN WE RETURNED TO IROQUOIS POINT, WE WERE ASSIGNED TO GET BACK ABOARD THE ARA-AK 136 AND ALSO TO USE THE EXACT SAME BUNKS THAT WE HAD JUST VACATED. WE WERE NOW SEPERATED FROM OUR BATTALION AS WE SHIPPED OUT FOR GUAM. AS FAR AS I CAN REMEMBER, THE BATTALION HAD ALREADY LEFT FOR GUAM. THESE ARE THE SHIP'S MANIFEST FOR HATCH #4 AND HATCH #5, ALONG WITH THE SHIP'S "PLAN FOR THE DAY", WHICH ARE DATED. WE UNLOADED AT GUAM, SLEEPING ON THE SHIP UNTIL THE UNLOADING WAS COMPLETED.

EVERARDUS B. WILSON CO. B.
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<th>Commodity</th>
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<td>Graders (Austin)</td>
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<tr>
<td>7</td>
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<td>Trucks 2½ Ton Cargo-Dump</td>
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<td>2</td>
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<td>Road Roller (Austin)</td>
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<td>P&amp;G. Acid Battery Chargers</td>
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- We came in to Agat Beach, so we were still separated from ouruddled. When we finished unloading, we all got together again. Everyone was asking "Where have you been?" and "How anyone seen so and so?"

(Everard B. Wilson)

P.S. I can still remember accounting for all of that lumber.
Be it known to all Mermaids, Sharks, Whales, Sea Serpents, Crabs, Lobsters, Dolphins, and all other living things of the Sea, that on this the 23rd day of June, 1944, there appeared within our Royal Domain of the INTERNATIONAL DATE LINE, the Hawaiian Shipper, westward bound, on a mission of war against the Japanese Empire. On Board was:

TIMOTHY F. O’CONNOR

who having been found worthy to be numbered as one of our trusty subjects, and having been duly initiated into the solemn mysteries of the REALM OF THE GOLDEN DRAGON, is due honor and respect wherever he may be.

Given under our hand and seal, this the 17th day of July, 1944.

COURTS OF THE GOLDEN DRAGON

His Majesty’s Office

The "Hawaiian Shipper" landed at Guam on August 9, 1944, at Asan Beach. Some of the 130 Special were on board. They were held up somewhere on the high seas between Eniwetok and Guam. They helped to unload the "Sea Flier" that was grounded on the reefs of the Marshall Islands.
LIBERTY SHIP

- #1 HATCH
- #2 HATCH
- #3 SHIP'S CAPTAIN'S STORAGE
- AIRPLANE FOOD MOTOR
- FLARES
- BOOMS
- PIPE
- WIRE

#30 - 300 ft long

Liberty Ship - Stockholm

"All you can see, I'm not an ASST. but at least you will know what a 'hatch' is."

For Your Copy Only,

Charles E.T.
There were plenty of Liberty Ships to load and unload. Due to the interchangeable parts of this vessel, parts could be manufactured in different cities of the U.S. and shipped for assembly. The 1st Liberty took 254 days to be assembled and launched. Henry Kaiser reduced the time to 4 days.
CAPE TRINITY  THOMAS S. HOWELL
NATHANIEL CARRIER  SANTA CATARINA
ERIC V. HAUER  JEREMIAH J. BLACK
THOMAS P. HUNT  GEORGE C. WALDA
WILLIS VAN DENVANTER  KISI ARA (PAN BRACE)
THADEUS S. J. LEWIS  N. W. COOK
DAVID BELASCO  E. A. CHRISTENSEN
CAPE ALAVA  JUPITAR VICTORY
ANA CAPA  W. B. ROGERS
WILLIAM B. LEEDS  SANTA RITA
CORNELIUS VANDERBILT JAMES H. KIMBALL
FREDERICK LYNES  HENRY R. SCHOOLCRAFT
RALPH BARNES  SAN VINCENTE
GEORGE CRILEO  ESCOBAR VICTORY
GEORGE FLEAVEL  U.S.S. CETUS ABT 17
NATHANIEL BOWBROOK  SANTA ELISA
JOHN E. TOD  ANNA H. BRANCH
VAGRANT  ARANAC, P.O. 108
WILLIAM J. GRAY  GEORGE ROGERS CLARK
NARCISUS WHITMAN  BELGIAN VICTORY
JOSEPH L. MEIK  JOHN HENRY SIBLEY
PERIDA  KISI SABI
LEWIS A. JANEKELLER  L.S.T. 846
JOHN H. MCLAUGHLIN  AMERIGA VESPUCCI
CORNELIUS VANDERBILT  MARY E. KINNEY
ABERDEEN VICTORY  EXCHANGE
ROCHAMBEAU  JOSEPH SELLING
BARROWS P.A.W  KISI MELUTA
BLAINE P.A.W  BERKELEY VICTORY
WYANDOT K.A.A  A.K.126 LEONIS
RUSSELL SAGE  S. C. RUNNER
CAPE CLEAR  SANTA TERESA
JOHN B. ASHE  SANTA ANA
NOAAM  K.ISI 4 U.S.S. PAMNA
KISI KISI  JOHN B. ASHE
CAPE HENRY  JOHN F. SHAFROTH

GOLDEN RACER
A.K.S.-6 U.S.S. KOCHEV
U.S.A.T. "POE LAUREL"
T.S.M.V. "PORT JACKSON"
COEBR "DALENE VICTORY"
CLEVELAND ABBE
J. E. FLARK BROWN  I COPIED THIS
U.S.S. ALDEBARAN FIO LIST FROM NOTE
S.S. MATTHEW THURSTON  BOOK I HAD ON
S.S. EMILIE BERLINA  BOOK 51 YAN
S.S. CHIEF JOSEPH  DON'T WANT TO
S.S. DONA ANICITA  RETURN IT.
S.S. W.H. RAYMOND  LST 1128
F.S. 296 (ARMY)
S.S. EDWIN O. HOWARD
S.S. JOHN LAND
S.S. SEA CARDINAL
S.S. JOHN MARCHALL
S.S. RED RIVER
S.S. SANTA TERESA
S.S. RAYMOND VANTERMAN
F.S. 232
S.S. CHARLES A. DRAPER
S.S. EDWIN T. MEREDITH
K.I.122 BELTRAMI
L.S.M. 122
S.S. F. GABNON
KISI ARISES
AKA ANDROMEDA (AKA.15)
V.S.S. GWYNNE
S.S. SANTA INES
AKA 17 CENTAURUS
F.34 KERSTEN
THOMAS A. HENDERICKS

SOME SHIPS MADE 2 TRIPS.

Names of some of the ships unloaded on Guam, from the Log of Harold J. Moore... Company C.
WHEN I WAS WOUNDED, ROY DAN GIESON AND I WERE STANDING NEAR THE STARBOARD RAIL OF THE SHIP, ABOUT HALF-WAY BETWEEN THE BRIDGE AND THE BOW. WE WERE WATCHING SHELLING AND BLASTS GOING ON ASHORE... BUT ALL WAS QUIET AT OUR LOCATION.

THE L.S.T. WAS NOSED UP ON TO THE BEACH. THE SHELL EXPLODED IN THE AIR, AND GIB SHOWED ME ONE WAY AND HE WENT THE OTHER.

I WENT INSIDE THROUGH A BULKHEAD DOOR AND LATER I HEARD THAT GIB WENT DOWN A LADDER AT A HATCHWAY. IT WAS SOME SECONDS AFTER I GOT BELOW, THAT SOMEONE SAID "YOU ARE BLEEDING". WE SAW BLOOD ON MY SHIRT, AND THEY TOOK ME TO SICKBAY. THE CORPSMAN POUR-ED THE CUT FULL OF A SULFA DRUG AND PUT A BANDAGE ON IT.

HE GAVE ME A GLASS OF WATER AND AMMONIA AND SAID "DRINK THIS..... YOU ARE IN SHOCK".

I TOOK ONE SIP AND SAID, "IF I DRINK THAT, I WILL BE IN SHOCK".

THEY WANTED TO SEND ME TO A HOSPITAL SHIP, BUT I SAID NO.

I WAS NOT HURT THAT BAD... BUT ESPECIALLY DID NOT WANT TO BE SEPERATED FROM MY BUDDIES.

BEFORE THE 13TH SPECIAL WENT ASHORE, GIB AND I WENT ON DECK AND FOUND WHERE A LARGE PIECE OF THE SHELL HAD HIT THE BULKHEAD.... NOT FAR FROM WHERE WE HAD BEEN STANDING.

THE 13TH SPECIAL WENT ASHORE AHEAD OF ME AND I JOINED THEM A COUPLE OF DAYS LATER.

THE SHELL PIECE IS STILL IN MY SHOULDER, AND WHEN I HAVE AN X-RAY, IT SHAKES UP THE DOCTORS.

AT DISCHARGE I WAS OFFERED SOME DISABILITY, BUT TURNED IT DOWN, AS I DO NOT CONSIDER MYSELF DISABLED.

HAROLD E. UECKERT 51/C
CO. A

.............

(see page opposite)
Awarding of the Purple Heart to Harold E. Uckert C.O.
The "Night Shift" of the 13th Special got up to attend the ceremony. All others are at work.

Photo: NAFAC. P.H.
Orote
Peninsula
Aug. 1944

The Future Home of the 13th Special Battalion... Guam
Father Michael Rooney conducting the first Mass at the new campsite of the 13th Special before the men level and clear the terrain. Note deep crater in the right foreground.

Most of the men, not in attendance, are unloading ships, they slept aboard the ships at sea, while their new camp was being set up. Headquarters was in charge of transporting all of the men's gear, etc.
Chaplain Michael celebrating Mass at the newly constructed campsite of the 13th Special. The whole battalion was stationed here on approximately Aug. 10, 1944. Stronger housing would be built later.
COOKS AND BAKERS ON GUAM
(In Alphabetical Order)

CHIEF ROBERT C. HILLSETH
CHIEF WAYNE J. MC CARTNEY

STANLEY W. ADAMS
EDWARD E. BOURGAULT
FREDERICK E. EVERDEAN
MINER E. FEL
HERMAN C. GOIN
CARL GOLOCK
MARTIN F. HAGGERTY JR.
WOODROW C. JOHANSEN
WALTER A. JOSEPH
JOSEPH T. NICKLES
EDWARD A. PHALON
GLENN M. RILEY
CHARLES R. SHORT
CHARLES M. SLINEY
WILLIAM E. SOUDERS
WALLACE M. SMITH
WILLIAM H. TALMANT
EDMUND J. TARAS
PAUL E. VALEK
PAUL VALLEH
JAMES ZINK

Harold E. Wischmann
George Yonke Jr.

"They also worked where needed as Stevedores & helped build those "Freezers" on Guam." 171
THANKSGIVING MEAL

Island X
Thursday, 23 November, 1944

Hearts of Celery--

Olives Chicken Noodle Soup Pickles
Saloni Sliced Cheese
Roast Young Tom Turkey Cranberry Sauce

Sage Dressing Giblet Gravy
Snowflake Potatoes
Sugar Corn Buttered Peas
Asparagus Tips—Mayonnaise
Hot Pan Rolls Fresh Butter
Pumpkin Pie Ice Cream
Coffee Beer Coca Cola
Candy Cigars

---

"The cooks and bakers had no complaints on this menu! I managed to eat 2 pieces of pumpkin pie—thought of home."
On Nov. 25, 1944 - 2 days after Thanksgiving Day - A Jap Dive Bomber hit the deck of the USS Cabot CVE 28.

Hole on deck being repaired. USS Cabot 1/25/44

Burning plane on deck of the Cabot 1/25/44
The men of the 13th Special Naval Construction Battalion wish to pay tribute to the brave, talented and lovely actress and songstress, who arrived on Guam just a few weeks after their landing, to cheer and entertain them. She will always have their admiration.

Miss Betty Hutton

"We were allowed two colas and two beers each week. If you didn't like beer, you could swap for coke. But two beers was the limit."

Miss Betty Hutton and friend with USO on Guam
August - 1944
Photographs on Guam 1944-1945
"We wasted no time in setting up our Black Cat, 1944."

May Rosen ... Myers ... Joseph ... Michael
1944 - 1945

"We didn't think of taking any pictures. All we did was Work-Work-Work. In 1945 we still could not find a camera. In unloading all of that cargo, if there had been one, we surely would have found it."

"This is how we got to work. A truck would pick us up just outside the Camp entrance and take us to the Ships. Notice the Ace of Spades on truck."

1944

Harold Keckert standing above hatch, Apia Harbour.

Co. F.

Equipment yard - 1944
"Check-Out" Shack for the Motor Pool 1944

The "Olde Grease Rack" 1944

... Harold W. Smith, Calif. on a Liberty Ship. Good view of Apra Harbor 1944

Leslie Emil Jensen Co. E 1944
1944

William Mills in the driver's seat of his 1st big crane.

1944

Martin Voss... William Mills
Transportation: Pascal Bucci....
John Edwin Fischer.....
Joseph V. Columb...William A. Ford

Pat Johnson Co.B Aug. 6-1945

(Chubby) and
Thomas W. Bradshaw 1944
Transportation

William A. Mills 1944
"Check-Out" Shack for the Motor Pool. 1944

The "Olde Grease Rack" 1944

... Harold M. Helburn (Lt.) on a Liberty Ship. Good view of Apra Harbor. 1944

Leslie Emil Jensen Co. B. 1944
1944

William Mills in the driver's seat of his 1st big crane.

Martin Voss... William Mills
Transportation: Pascal Bucci.....
John Edwin Fischer.....
Joseph V. Columbe.....William A. Ford

Pat Johnson Co.B. Aug.6 1945

William R. Mills 1944

(Chubby) and
Thomas W. Bradshaw 1944
Transportation
James R. Dunmigan Ready for a Big Lift.
Aug. 6, 1945

Back Row:
Oscar Wilkerson
John Foulks

Front Row:
Richard O. Earnston
Claude E. Lathe

Co. A, March 1945

March 1945

Ernest Sylvia... Robert J. Wallace...
Harold Heckert... Alver Uncini

John Luga... Robert Wallace...
Alver Uncini... Ellis Herbert
Co. A, Mar. 1945
James R. Dunmgan Ready for a Big Lift
Aug. 6, 1945

Back Row:
Oscar Wilkerson
John Foulks

Front Row:
Richard D. Kueblum
Alva E. Gable

Co. A March 1945

March 1945

Ernest Sylvia...Robert J. Wallace...
Harold Neekert...Alver Uncini

John's Bega...Robert Wallace...
Alver Uncini...Ellis Herbert
Co. A Mar. 1945
"The Carpenters Shop" - Hadgts Company

Back Row: 0
3 Myers
Front Row: 0
2 Chief Charles Ferber

Gene Jones
Smith
George Smiley
Co C

Gene Jones, Smith & William Muller
Co C
James R. Dunmigan Ready for a Big Lift.
Aug. 6, 1945

Back Row:
Oscar Wilkerson
John Jonesley

Front Row:
Richard E. Kuersten
Claire E. Gathe

Co. A March 1945

March 1945

Ernest Sylvia... Robert J. Wallace...
Harold Hockert... Alver Uncini

John Buga... Robert Wallace...
Alver Uncini... Ellis Herbert
Co. A. Mar. 1945
James R. Dunigan Ready for a Big Lift
Aug. 6, 1945

Back Row:
Oscar Wilkerson
John Foulke

Front Row:
Richard D. Kerstetter
Claire E. Gatke

Co. A. March 1945

March 1945

Ernest Sylvia ... Robert L. Wallace
Harold Neiter .. Alver Uncini

John S. Bega ... Robert Wallace
Alver Uncini ... Ellis Herbert

Co. A. Mar. 1945
"The Carpenters Shop" - Adjuts. Company

Back Row: ①
② Myers
③
Front Row: ①
② Chief Charles Ferber

Gene Jones Smith & George Smiley
Co C

Gene Jones Smith & William Muller
Co C
Headquarters: Officers and gentlemen.
1945

Joseph Frasella...Anthony Cassavia
and George Munjaz

...Joseph Frasella
and George Munjaz at the "CB
Landing on Guam Monument."
1 2 3

0
Carl J. Fedczora
(Co. A)

Thomas P. Kelly
John P. Salley
Bert Patterson
Billy E. McGhman

Michael V. Lemma
(Co. E)
* Former Marine

Donald H. Phelps
(Co. D) 1945
Washday on Guam 1944

Rub a Dub - Cold at the tub;
or "Hand done Laundry"

Raymond Wojnick and Charles Murray
Co. A.

Charles Murray, CA
and Bot of Super Suds
with scrub brush.

William A. Kress and
Mrs. & Mrs. Sabalam and their four children in their newly constructed home.

Chamorros

"Mutual Respect and Admiration were shared."

The Guamanians were a big help in looking for snipers. Their friend was called "Chief."

Chief Frascella and friends Louis and Friday stop for a beer after some hard work.
Chief Joseph A. Frascella and his crew repaired, built and kept the Water Works in operation. "We did a lot of improvising, scouring the island for parts, if I had to — I 'borrowed' what I needed to make it work."
At Last .... A Real Shower

13-29.0 on Airfield near Camp
Men of 13th Special Constructing a pole raft.
First Barbershop on Guam for the 13th Special. The bandages on children’s legs show that they were in the jungle for a couple of years. Often cows were a usual sight, after Jap occupation of Guam.
Our Flag flies high in front of Administration Bldg.
Orote Peninsula - 13th Special NCB.

Photo - NAVFAC - PH. 193
"We built an office for Chaplain Rooney. Then we built a Chapel." The Chapel is seen in background right. Ace of Spades above 1st roof.

Photo-NAVFAC-P.H.
Chaplain Michael Journey celebrates Mass in our chapel.
The Confessional

Father Toomey gets to sit.

That is his Stole on the back of his Chair.
"And we built a First Rate Officers Club with all of the trimmings. Ace of Spades on the door and above reads '13th Special's Officers Ward Room' and a small Ace of Spades below these words".  
Photo NAVFAC-P.H.
Merry Christmas 1944

"We worked - had a good dinner and shared our packages from home."

Happy New Year 1945

5706 1945

ראש השנה התשחי

May it be God's will that the New Year bring you much happiness - and to the world a just and enduring peace

WE worked - had a good dinner and thought about home. Charlie Murray's Mom put some brandy in a cough medicine bottle and it got by the censors. We each had 1/2 of a nip to "Toast 1945"
10TH. SPECIAL BATTALION

Worn-out coveralls to be replaced

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W. W. VINES
Lt. (jg) D-V (S) USNR

200

List from NAVFAC-P.H.
1945
Guam
2 Views of Camp
Orote Peninsula,
Guam
On the day after Christmas 1943, Swordfish departed for her tenth war patrol, conducted in Tokyo Bay. On 14 January 1944, she sank the passenger-cargo ship Yamashita Maru and two days later sank the converted gunboat Delhi Maru. On 27 January, she fired two torpedoes at the converted salvage vessel Kansui Maru, which broke in half and sank. Swordfish terminated her tenth patrol at Pearl Harbor on 7 February.

Swordfish put to sea on 13 March for her eleventh war patrol, conducted in the Mariana Islands. Although several enemy ships were damaged during this patrol, no sinkings could be confirmed; and the submarine returned to Majuro on 29 April. Swordfish's twelfth war patrol was conducted in the area of the Bonin Islands. On 9 June, the submarine found the Japanese destructor Motokaze clearly silhouetted against the horizon and sank the enemy ship with two torpedoes from her bow tubes. On 15 June, she torpedoed and sank the cargo ship Kesenchi Maru. The remainder of the patrol was unproductive, and the submarine terminated her twelfth patrol at Pearl Harbor on 30 June.

On 22 December, Swordfish departed Pearl Harbor to conduct her thirteenth war patrol, in the vicinity of Naoetsu Shoto. On 2 January 1945, she was ordered to patrol clear of the Naoetsu Shoto area until completion of scheduled air strikes. She acknowledged receipt of these orders on 3 January. No further communication was received from the submarine. On 15 February, after repeated attempts to contact her by radio had failed, she was reported as presumed lost, the victim of unknown causes.

Swordfish (SS-193) earned eight battle stars for World War II service.

"The last time I saw my brother was the day we sailed from San Diego to Pearl Harbor. Our Company Commander, Bergonze, got hold of him at the Sub-Base. He was on the "Spikes" when it was commissioned. Later he transferred to the Swordfish. The Swordfish was "missing in action." He met a lot of the fellows in my Battalion the day we sailed."
"Everyone was very sad when we heard that F.D.R. died. It seemed indestructible."
ADMIRAL CHESTER A NIMITZ ON GUAM

U.S. NAVY PHOTO CAPTION READS...
"SIGNING A SHORTSHORTER"...

I RECALL THAT AIRPLANE PILOTS USED
TO HAVE PEOPLE SIGN THEIR AUTOGRAPHS
ON A DOLLAR BILL, OR ONE OF A HIGHER
DEMONINATION.
WHEN THE MONEY WAS ALL "SIGNED UP",
A FRESH BILL WAS ATTACHED WITH CLEAR
TAPE.
I HAVE SEEN PICTURES OF SOME THAT WERE
4 OR 5 FT. LONG. THEY COULD BE FOLDED
UP SO THAT THEY LOOKED LIKE A DECK OF
PLAYING CARDS.
WE UNLOADED QUITE A FEW AIRPLANES.

CHARLES L MURRAY
CO. A.
WHILE THIS BATTALION'S PRIMARY FUNCTION IS TO LOAD AND UNLOAD CARGO FROM THE HOLD OF SHIPS, WORKING AROUND THE CLOCK SEVEN DAYS A WEEK....A STRANGE ASSIGNMENT OPENED UP AN ENTIRELY NEW FIELD OF OPERATION, NEVER BEFORE ATTEMPTED BY A SPECIAL BATTALION....AND EQUALED BY BUT FEW CONSTRUCTION BATTALIONS.

ON NOVEMBER 1, 1944, THIS SPECIAL WAS ASSIGNED THE TASK OF CONSTRUCTING 420 REFRIGERATORS...OF VARIOUS SIZES....IN BATTERIES OF SIX; EACH BATTERY BEING 98 FEET LONG.

THE ASSIGNMENT WAS COMPLETED ON MAY 1, 1945.

ONLY PERSONNEL NOT ESSENTIAL IN STEVADING WERE AVAILABLE, FOR THIS WORK.

MOST OF THE EQUIPMENT HAD TO BE IMPROVISED.
CONCRETE BUGGIES WERE BUILT OUT OF TWO-WHEEL TRAILERS.
JITTNEYS WERE USED TO PULL THE BUGGIES FROM A CENTRAL MIXING PLANT, TO ITS FINAL RESTING PLACE IN THE FORMS.

STEVEDORES WERE USED AS CARPENTERS, CEMENT FINISHERS, ELECTRICAL WORKERS, AND HUNDREDS OF OTHER ODD ASSIGNMENTS.

SHOPPITTERS BECAME PLUMBERS.
JINCH DRIVERS BECAME CRANE OPERATORS.
TRUCK DRIVERS AND JINCH DRIVERS ALSO CAME FROM STEVEDORE GANGS.
ALL THESE AND MAINTENANCE CREWS, CHIPPED IN.

DURING THIS PERIOD OF SIX MONTHS, THE 13TH SPECIAL SEABEES HANDLED IN EXCESS OF 300,000 TONS OF CARGO....AND IN ADDITION POURED 1,520 CU. YDS. OF CEMENT SLABS, COVERING 134,500 SQ. FT. OF TOTAL SPACE. 10,640 BAGS OF CEMENT WERE NECESSARY TO COMPLETE THIS JOB.

FOUR GENERATOR STATIONS WERE BUILT TO SUPPLY 1,550 KW. OF POWER.
SEVEN MILES OF ELECTRIC LINES WERE PLACED.
ALL REFRIGERATORS WERE HOOKED UP TO A WATER SYSTEM....THREE MILES OF PIPES WERE LAID.

476,000 CU. FT. OF REEFER SPACE WAS PROVIDED.
STURDY ROOFS WERE BUILT FOR PROTECTION AGAINST THE TROPICAL SUN.
226,500 BD. FT. OF LUMBER WAS PREFABRICATED IN THE 13TH SPECIAL CARPENTER SHOP AND HAULED FROM THERE TO THE JOB, WHERE IT WERE ERECTED.
6,510 CRATES OF REEFER BOXES WERE HAULED TO THE SITE. MANY OF THESE WERE UNLOADED BY STEVEDORES OF THE 13TH SPECIAL.

A MERIT OF "WELL DONE" IS BESTOWED UPON US ALL.
THE MORAL LAW MUST GOVERN WORLD ORDER

THE ORGANIZATION OF A JUST PEACE DEPENDS UPON PRACTICAL RECOGNITION OF THE FACT THAT NOT ONLY INDIVIDUALS, BUT NATIONS, STATES AND INTERNATIONAL SOCIETY ARE SUBJECT TO THE SOVEREIGNTY OF GOD AND TO THE MORAL LAW THAT COMES FROM GOD.

THE WORLD TODAY IS A WORLD OF PEOPLE MAKING PLANS..... INTENT UPON SOME SCHEME THAT WILL ONCE AND FOR ALL, WIPE OUT THE DEEP-DOWN CAUSES OF WAR.

PRAISE AND HONOR TO THOSE WHO TRIED TO DEVELOP SCHEMES THAT WOULD MAKE FOR THE BETTERMENT OF THEIR FELLOWMAN.

WHY HAVE PLANS, CONFERENCES, SCHEMES, FAILED IN THE PAST?

WHY ARE MANY WELL INTENTIONED AGREEMENTS SLIPPING AWAY IN SMOKE RIGHT NOW?

THE REASON IS THAT THEY ARE ONLY SURFACE SOLUTIONS.

THE ONLY FIRM, SOLID, ULTIMATE FOUNDATION ON WHICH THEY CAN BUILD IS ON MAN HIMSELF....THE INDIVIDUAL. THEY MUST LOOK AT "MR. INDIVIDUAL MAN", IN HIS OBLIGATION TO HIS MAKER, HIS OBLIGATIONS TO EVERY OTHER FELLOW CITIZEN IN THE WORLD, AND HIS RIGHT AND DECENT ESTIMATE TO HIMSELF.

ADD UP THESE OBLIGATIONS AND JOIN THEM TO THE RIGHTS AND PRIVILEGES AND DIGNITY DUE TO EACH MAN, AND YOU HAVE WHAT WE CALL MORAL LAW.

THE MORAL LAW MUST BE THE FOUNDATION WHICH SUPPORTS AND SANCTIONS THE PLAN THAT WILL SUCCESSFULLY EFFECT HARMONY BETWEEN NATIONS.

THE MORAL LAW IS: "GOD'S UNCHANGING LAW FOR MAN IN HIS MANIFOLD RELATIONSHIPS, INDELIBLY ENGRAVED ON HIS INTELLECT, AND BINDING HIS WILL TO GOD WHAT IS GOOD AND TO AVOID THAT WHICH IS EVIL".

ESTABLISHING OUR PEACE-PLANS ON THE MORAL LAW IS HIGHLY REASONABLE AND INTELLIGENT. ANY FACT, ANY AGREEMENT, MUST BEGIN WITH WHAT THE CONTRACTING PARTIES HAVE IN COMMON.

WE DO HAVE IN COMMON, THE IDENTICAL PATTERN FOR WHAT IS RIGHT AND WHAT IS WRONG.


HENCE IT IS.....THAT ANY PLAN THAT DOESN'T LOOK TO MAN HIMSELF, IS ONLY A SURFACE SOLUTION.

.................
From: Commander, "B" Company,

To: Transportation Officer

Subject: Truck for Picnic, Request for and Permission to Use,

1. The following group of men are authorized to go on a picnic today and it is requested that they be permitted to use a truck from 1300 to 1700 this date:

- Wilson, E.B., SK3c (in charge of party)
- Carter, W.T., S2c
- Gomez, S2c
- Cookum, S2c
- Gee, S2c
- Collins, R.M., S2c
- Geoge, S2c
- Eccleston, S1c
- Farley, GM2c
- Grady, Jr., S2c
- Gregory, S2c
- Hlavaty, S1c
- Houmer, S2c
- Mc Adams, Hc
- Mc Dermott, S1c
- Mc Mahan, Cox
- McFallal, S1c
- Johnson, J.M., CM3c

P.S. "O.N.E.L. W.A. SIC"

Commander, Company "B"
THIS IS IT!—These are the faces of men who've heard the war is over. This moving moment of history was recorded by a Navy photographer in downtown Honolulu late yesterday. (U. S. Navy photo.)

The 13th Special N.C.B. are on Guam, having a celebration of their own.
**S. S. THOMAS A. HENDRICKS**

(C-36 - 11)  
(C-2711)  

**CARGO ROUTING BOOK**

Prepared from Advance Shipping Documents by  
**FREIGHT RECEIVING AND REDISTRIBUTION UNIT**  
Cargo Routing Division  
(Phone: BOSTON-2145)


(Weight Tons of 2000 lbs)

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**GRAND TOTAL**  

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*Copy of Harold J. Moore's Ships Manifest*  
*One of the last ships to be unloaded on*  
*June*  
*The 13th Special N.C.B.*  

\[ x^{2000} = 9,594,000 \text{ lbs} \]
247 Shells picked up by Company B's
everardus B. Wilson from the beach at Guam, 1945.
(story on Page 15)
1. American and Allied high-ranking officers await General MacArthur.
3. General MacArthur escorted to deck.
4. General MacArthur broadcasts the surrender.
5. After the signing.

(Chief Joseph A. Fosselli was given these photos by the photographer, in Sept. 1945.)
On the U.S.S. Missouri - BB-63 on September 2, 1945, Japanese Foreign Minister Kurihara Shigemitsu signs the surrender terms as General Douglas MacArthur broadcasts the ceremonies. High-ranking Allied officers are in the foreground and Japanese officers face the camera. U.S. Navy Photo 213.
FROM THE PERSONAL DIARY OF: EVERDUS B. WILSON...CO. B

LEAVING GUAM ABOARD THE USS PENNSYLVANIA: ENROUTE TO THE "PROMISED LAND"

OCTOBER 3, 1945
LEFT CAMP 10:45 A.M.
SHOVED OFF FROM BEACH 3:00 P.M.
SAILLED 11:45 A.M.
NEW MOON
FLYING FISH. COOLER PLEASANT DAY, SCATTERED CLOUDS.
TIME CHANGES 1 HR. AHEAD
INTERNATIONAL DATE LINE (180 MER)
(PURPOSED) (180 THURSDAYS)
PASSED KURE 12:15, 22 MILES AWAY
HEAVY SWELLS. SMALL BROWN SEA BIRD.
HALF WAY MARK 3:00 A.M.
TIME CHANGE 1 HR. AHEAD. HEAVY SWELLS
2 ALBATROSS
SUNDAY SWELLS SUBSIDING. LOVELY DAY, CLOUDLESS SKY. COOL. 3 ALBATROSS. LIGHTED SHIP
OFF STARBOARD." AM.
MONDAY APPROX. 780 MILES NORTH OF PEARL HARBOR.
TIME CHANGE.
TUESDAY BEAUTIFUL SUNRISE. STOPPED FOR REPAIRS.
SHARKS BEAUTIFUL RAINBOW AT SHORE.
ALBATROSS.
BREAKDOWN SHARKS. SEA CALM.
LOVELY DAY, WATER CALM. ALMOST GLASSY.
ALBATROSS LOOKED LIKE DUCKS. WHALES.
JAPANESE GLASS NET FLOAT.
FIRST HOT SHOWER BATH!
976 MILES FROM BREMERTON
50 MILES OFF SURFBOARDS. LIGHT SHIP AT
5:00 P.M., STATESIDE TIME.
DAYLIGHT OFF PORT ANGELES SEATTLE MOON
DOCKED AT BREMERON 3:52 P.M.
OFF SHIP 8:30 A.M. CALLED IDA AND ARTHUR.
STARTED PROCESSING...
CONTINUATION....
FINISHED APPROX. 1:15 P.M.
ON WAY... 1:30 P.M. "CIVILIAN"!
LEFT SEATTLE UNION STATION 4:30 P.M.
PORTLAND 9:40 P.M.
ARRIVED KLAMATH FALLS 8:15 A.M.
DUNSMUIR 12 NOON. WOODLAND 6:45 P.M.
DAVIES 7:10 P.M. MARTINEZ 8:10 P.M.
OAKLAND 9:15 P.M. SAN FRANCISCO 10:20 P.M.

OCTOBER 30, 1945
HOME NAPA 12:30 P.M.
*Editor's note... WIFE AND BROTHER

"There was no one at the dock to greet me. My wife made up for this disappointment!"

2144
The Last Cargo Cable issue was sent by Dave Jones Smith to his Mother.

27 Smith A. 1943
777 41st st.
Los Angeles, Calif.

Mrs. Mayme J. Smith
Kechi, Kansas
Pt. 2, Okla.

CARGO CABLE

Vol. 2 No. 10
1778 GEORGE N.E.
P. O. BOX 8283
SAN FRANCISCO, CALIF. 8 OCTOBER 1945

DIVINE SERVICES

PROTESTANT

8:00 a.m. Morning Worship
at 2950 Mission

CATHOLIC

0850-0900 Confessions
1000, Mass

EPISCOPAL

1100 ... Worship Service
at NoB

JEWISH


Final Issue of Cargo Cable, 10-8-1945.
Vol. 2 No. 10

"I'll Be Seeing You" Letter
from Donald H. Phelps C.D. to Mother

Oct 20, 1945

Dear Ma,

Well, it looks like I'm on a ship sometime tomorrow! And what I can figure it out is to take us about 35 days to reach the States. (I still can't figure out why it looks like we'll be on a ship for 35 days.) I assume to board the ship tomorrow at 7:30 tomorrow morning and the ship will leave the harbor by noon. I'm getting my bags all packed tonight so I'll start out tomorrow morning. I'm not quite sure when I'll be able to send your a letter (if I have time), but soon as I get to the States I'll let you know.

Donald

Postmark: San Francisco, Calif. 8 October 1945
Not enough "Ace of Spades" trucks —

packed up and ready to go!!!

_The Long Wait_ ………

_The USS Wharton AP-7_ finally pulled in at Guam. Transport ships had to come from the European Theater. Thousands of men wanted to return home. "Waiting was harder than working …… we kept reminding one another - we're going Home."

Photos on these 3 pages from Richard T. Ludvig

Heller Co
"U.S.S Wharton is docked. Looking down at U.S.F.A. started our hearts to pound." Richard T. Ludwig Hodge's Co.

"The Welcome Wagon was there with doughnuts and coffee and a parade but we didn't stay long. Everyone just wanted to get home." Richard T. Ludwig Hodge's Co.
"After I recovered, I put my uniform on before I stored it away for good."

George Cooper, C.C.

"Can't believe that I'm back in Calif., still waiting for a rest! This time for home. . . ."

Harold Hickert & Glenn Stevens, Co A, Friend

USS Bagley, BB 386

"Sure I am on the Bagley. When I went for my discharge, they shipped me back to Hawaii! You can see by the frown how happy I was about that. Never did figure that one out."

Gene Jones, Smith, Cal.
**Notice of Separation from the U.S. Naval Service**

**Name:** Max (Rosen)

**Rank and Classification:** Painter 1c (2) 376 USN

**Home Address:** 585 Abbey Ave., Hartford, Hartford Co., Conn.

**Date and Place of Birth:** 5-11-48 Hartford, Conn.

**Date and Place of Entry Into Active Service:** 6-2-43 Hartford, Conn.

**Home Address at Time of Entry Into Service:** 24 Garfield St., Hartford, Conn.

**Rate:** Painter

**Other Qualifications, Certificates Held, Etc.**

**Record of Naval Service**

**Ship or Station:** NH Hartford, Conn.

**Kind of Insurance:**

- **Amount of Premium:** $7.60
- **Invention of Veteran to Continue Insurance:**

- **Total Payment to Payer:** $3.98

**Remarks:**

**Name and Address of Last Employer:**

- **Date of Last Employment:** 1-42
- **Main Civilian Occupation:** Painter

**Vocational or Trade Courses考上:**

- **Length of Course:** 1 yr.

**Employment and Educational Data**

- **Exs Service Education (Years)**
- **College Credit:**

**Military Service Years:**

- **First Day:** 11-9-44

**Character of Separation:** Honorable

**Separation Date:** SAME AS NO

**Place of Separation:** USN Sep, Lido Beach, Liny
Honorable Discharge

from the
United States Navy

This is to certify that

Max Ross, U.S.N.

is honorably discharged from the
USN Personnel Separation Center
and from the Naval Service of the United States

This 9th day of November 1945

This certificate is awarded as a Testimonial of Fidelity and Obedience.

E. L. Fidd, Lieut., USNR for
Sydney S. Bunting, Capt., USN (Ret)

Commanding

NavPers. 650 (Revised August 1945)
Honorable Discharge
from the
United States Navy

This is to certify that

EDWARD LAWRENCE KERR

is Honorably Discharged from the
U.S. NAVAL PERSONNEL SEPARATION CENTER
GREAT LAKES, ILLINOIS
and from the Naval Service of the United States
this 9TH day of NOVEMBER 1945

This certificate is awarded as a Testimonial of Fidelity and
Obedience:

E.E. HEIDORN, ENSIGN, USN

Series C
C1300311

222
My dear Mr. Kerr:

I have addressed this letter to reach you after all the formalities of your separation from active service are completed. I have done so because, without formality but as clearly as I know how to say it, I want the Navy's pride in you, which it is my privilege to express, to reach into your civil life and to remain with you always.

You have served in the greatest Navy in the world.

It crushed two enemy fleets at once, receiving their surrenders only four months apart.

It brought our land-based airpower within bombing range of the enemy, and set our ground armies on the beachheads of final victory.

It performed the multitude of tasks necessary to support those military operations.

No other Navy at any time has done so much. For your part in these achievements you deserve to be proud as long as you live. The Nation which you served at a time of crisis will remember you with gratitude.

The best wishes of the Navy go with you into civilian life. Good luck!

Sincerely yours,

James Forrestal

Mr. Edward Laurence Kerr

"Everyone heard from Forrestal"
The Muster Roll

Received this date 2 October 1943
1018 1018 Men per attached list

*About the Muster Roll: Although the 13th Special N.C.B. was commissioned in August of 1943, this Muster dated Oct. 2, 1943 was the earliest one that I could find. These are photo copies of the original documents, reduced in size in order to fit on to the pages of this Book. I also have the last Muster Roll compiled on Oct 1, 1945 and all Quarterly reports and Changes in between Oct 2-43 and Oct 1-45. I picked up the men who joined up in Guam through 1944, they are listed separately in alphabetical order by the year and month, if they also appear on 1945 list. Records from NAVFAC P.H.

* Memo by Editor
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1943 Nov...Dec

BAILEY JOHN HENRY
BEAR JOHN SHERMAN
BENSON JOSEPH HAROLD
CHRISTIAN WOODFORD
COLEMAN WINDSOR WOODROW
CULLINAN STUART EDWARD
DONLEY WILLIAM PATRICK
LEVY LEONARD
MORRIS DAVID LOUIE
PASCOE THEO CHESTER
PENROSE THOMAS
PARDON JOHN JOSEPH
SANTAMATINO ANGELO
WILD WELFRED
WALLS JAMES JOSEPH

1944 Jan...March

ATENCIO HENRY
BROWN ERNEST
DU NING DONALD WETHERN
MATHES EDWARD ALBERT
MUNGEN RUSSELL PAUL
WILLIS JOHN DANIEL

1944 April

ATKINSON PAUL DANA
BABO EDWARD JOHN
BATZ THOMAS RICHARD
BECKER KENNETH FRANCIS
BOURBEAU EDWARD JOSEPH
BOYES NORMAN JAY
BUCHA JOHN
BULTINCK GABRIEL PAUL
CASTIGLIA SAMUEL PHILIP
CHAPMAN ADELBERT
COUSINS CHARLES
CUNNINGHAM WALTER
DEEKS DOUGLAS ADEN
DEEKS WILLIAM HUGH
DELLINGER KENNETH
GREEN CLYDE CRIGHTON
JOHNSON THEODORE CLARK
KEENAN ARTHUR
LIPINSKI JOHN
MATHES WALTER
MAY GEORGE EDMUND
MELNYK STEPHEN ANTHONY
MESTIERI GEORGE RALPH
MILLS "LM""HH"
1944 APRIL (CON'T)

MOTEN WARREN ALEX S2C
MYERS JAMES HERMAN CMIC
NELSON THOMAS HAROLD EM2C
OGDEN WALTER ROLAND MM3C
OPACIC ELI SIC
PITTMAN HORACE GEO MM3C
RAMBO CARLTON WALTER COX
RIGSBY BERNARD LLOYD S2C
REYNOLDS SAMUEL J SIC
SANDERS CHARLES JOSEPH MM3C
SAUER STANLEY JOSEPH MM3C
SCHIFFLER NORBERT L CM3C
SCHMIDT DONALD FRED MM3C
SCHRAM FRANKLIN RYAN CM3C
SEPCILKA EDWARD JOHN MM3C
SHERICK FRED WARREN MM3C
SMITH GENE JONES MM3C
SPORTELLI ALFRED JOS MM3C
STALBIRD RICHARD LEROY MM3C
STANG RUSSELL HARRY S2C
STIVER LA VERNE MM3C
TAILOR HERSHEY WAYNE PIC
TINE ANGELO MM3C
WHITE URBAN OUSLEY S2C
YOUNG HARRY JERMONE S2C
YOUNG RICHARD CHAS S2C

1944 MAY

ANTHES DONALD EMMET MM3C
BARKLEY RAWLIN AVEN MM2C
BATZ THOMAS RICHARD MM3C
BOLL HAROLD LE ROY MM3C
BRADSHAW JOHN LINDON MM2C
CARRERA JOHN RODRIGUES MM2C
COLEMAN JAMES SIC
COODY JOE CECIL JR SIC
DAVIS EDWARD EVERETT CCM(AA)
DOSENZUK ALEX JOSEPH MM3C
GALLAGHER WILLIAM EDWARD MM3C
GRUNDY JOHN DOUGLAS SK3C
HURLEY VICTOR PAUL CM3C
MILLARD CLARENCE ARTHUR SK3C
MOEN ALVIN MM3C
MUSE COLIN TILLMAN EM2C
RIVERS KENNETH WAYNE SF2C
ROLLINS EDWIN HENRY MM2C
SPENCER THOMAS ALFRED CM3C

1944 OCT.

BORMAN SAMUEL M SIC
REIDY GEORGE ARTHUR SIC
STOREZ ARTHUR GEORGE SIC

1944 DEC.

BALLARD RONALD A SIC
GEYER CHARLES R SIC
GIANNINI PASQUAL E SIC
GRASSIA SILVIO R SIC
GRAY JAMES F SIC
MULLY GEORGE SIMPSON SIC
SMITH EDDIE JUNIOR SIC
SULECKI JOSEPH IGGIE SIC

And all of those who came in 1945.
I trust that this list is complete and hope that
no one is left out. Edits note.
"We Stand at Attention"

FOR THE MEN OF THE THIRTEENTH SPECIAL NAVAL CONSTRUCTION BATTALION WHO DIED WHILE SERVING THEIR COUNTRY.
ALTHOUGH NOT "OFFICIALLY LISTED" AS "KILLED IN ACTION" THEY DID NONETHELESS DUE HEROES TO US ALL.

THEN I SAW A NEW HEAVEN AND A NEW EARTH. THE ANGEL THEN SHOWED ME THE RIVER OF LIFE-GIVING WATER...CLEAR AS CRYSTAL...WHICH ISSUED FROM THE THRONE OF GOD AND FLOWED DOWN THE MIDDLE OF THE STREETS.
ON EITHER SIDE OF THE RIVER GREW THE TREES OF LIFE WHICH PRODUCE FRUIT TWELVE TIMES A YEAR. THEIR LEAVES SERVE AS MEDICINE FOR THE NATIONS.
THE THRONE OF GOD SHALL BE FOUND THERE...AND HIS SERVANTS SHALL SERVE HIM FAITHFULLY.
THEY SHALL SEE HIM FACE TO FACE AND BEAR HIS NAME ON THEIR FOREHEADS.
THEY WILL NEED NO LIGHT FROM LAMPS OR FROM THE SUN...FOR GOD SHALL GIVE THEM LIGHT AND THEY SHALL REIGN FOREVER.

REVELATION VI: NEW CREATION 21-22

<table>
<thead>
<tr>
<th>Name</th>
<th>C. Served</th>
<th>Died</th>
</tr>
</thead>
<tbody>
<tr>
<td>William Roy O'Neill</td>
<td>B</td>
<td>1943 Gulfport, Mississippi 1943</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1943 Sept. 10, 1945 while awaiting</td>
</tr>
<tr>
<td></td>
<td></td>
<td>transportation, home, Guam</td>
</tr>
<tr>
<td>David Edwin Rhodes</td>
<td>B</td>
<td>1943 Home, Guam. Name appears on 45</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Master of 10/11/45</td>
</tr>
<tr>
<td>Henry A. Williams</td>
<td>C</td>
<td>1943 Died 6 days after discharge.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1943 Early 1945, Guam.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1943 Middle 1945, Guam.</td>
</tr>
</tbody>
</table>

Decals from P.H. Left Shop at Museum 233
Along about 1963 my 3 teenage daughters were taking turns wearing my dress coat from WWII. My wife, Ruth, decided to use my "hardly worn" Navy Blues to make this suit for my son (Charles). He could hardly wait to join the Navy.

Back from the Recruitment Office:
"What do they mean, I'm too young!" He became a Chemist.
Charles L. Murray Jr.

Once a "Baby Bee", proud "Pop" William Arthur Mills, pins his daughter Patricia as she was commissioned a 2nd Lieutenant in the U.S. Army. Friend Chris helps.
Date: June - 1986
Wife, Clare, took the picture, while 2 sons directed the action.
The Black Cat gets a new Oak frame made by carpenter, Ruben Villadeleon, of Los Angeles, who admires the painting and his work.

Ed. Note: The 'White' is reflection of fleshball.
Gordon W. Thomas
23843 Arroyo Park Dr. # 705
Valencia, CA  91355
Formerly Co. D.
May 24, 1991

James E. Seifried
501 S. Mud Springs Rd.
Puyallup, WA  98371
July 43 - March 46

Bob O'Homma
140-2  Stedwick Dr.
Budd Lake, N.J. 07828
July '43 to March '46