18th SPECIAL
DEDICATED
TO
MICHAEL J. CAZOLA
AND
IEO J. Iaubach
PREFACE

All men are familiar with the circumstances of the originally planned "Cruise Book". It is deeply regretted that the sudden ending of the war made it impossible to complete this project. However, through the efforts of the staff of the Personnel Office the contents of this booklet were compiled with the interests of all hand of the 18th Special U. S. Naval Construction Battalion in mind.

Credit is due to BRETZ, F. H., BRAUN, J. L., BORY, L. P., and BOUDREAUX, L. J., who accomplished the work involved and to the Supply Department which supplied the necessary materials to make this possible.

As the inactivation of the battalion approaches it is my earnest hope that you accept this booklet as a remembrance of the 18th Special.

L. W. HALLENBECK
Officer in Charge
It was July, 1943. The war had been in progress almost four years. America was in. The Seabees had already distinguished themselves on many fronts. More were needed. From all over the country they were converging upon Camp Peary, Virginia. The 18th Special was being born in recruiting stations from Washington to Florida, from Vermont to Mexico. By the end of August our men were hitting the deck or marching in every area under Captain Ware's command. Their hair was gone; serum ran where once had trickled civilian blood; Articles for the Government of the Navy pounded in their heads. Confusion was the only thing they could be sure of. "Everything will be okay when you get into a battalion" was the only slogan that gave them any hope.

Four weeks of boot. Now the battalion! They had spoken too soon, for after their names in the final muster was a neat "Special Assignment" or "Replacement". A-2, B-1, B-2, 3, 4: code letters that meant Wainwright, K.P., Guard Duty, School—waiting. So this was working at your own trade! Swamps, wood-cutting, road-building, pots and pans—all received the attention of the future stevedores. They learned all about Masters at Arms there, too.

Then at last it came. After watching the bulletin board for weeks there it was: Assigned to the 18th Special Battalion. On Monday, September 29, 1943 over a thousand potential Seabee heroes moved into the Quonset huts of A-9 to begin advanced training. On Tuesday a handful of Marines took over the heroes and pointed out how much civilian they still had in them. But in three weeks they were slowly beaten into something resembling military shape. Close order drill, hikes, extended order, problems, company front (Will you ever forget that dust?), and whenever the opportunity offered, a brisk run
over the obstacle course. And let's not overlook that pleasant day in the James River when we played commando.

When ordered to represent the Seabees in the October 27th Navy Day parade in Williamsburg, the 18th Special proved it could present a military appearance. That company front never looked better.

During most of November the military was set aside and every morning at 0700 the men of the battalion mustered for many types of technical training schools: gunnery, refrigeration, Diesel, wire, and rope splicing, tanks and masts, mosquito control, camouflage, communications, etc. Even stevedore CB's must have men familiar with many abilities. -- But it was the stevedore training ship that had the most students. There, night and day, our men practiced the trade that would be theirs for the duration. And when the course was over the instructors agreed and so reported that the 18th Special was the best stevedore battalion they had trained to date.

On the morning of November 20th came the moment toward which we had been working. Reviewed by Commander Ransford and his aides, the 18th Special Naval Construction Battalion received its colors and standard. We were commissioned and ready.

But first -- Oh Happy Day! -- that ten days embarkation leave. The return to B 5-6 Drill Hall was not a particularly happy one, but when we arrived the excitement change everything. Companies B and D had been formed into Detachments 1034 and 1036. Companies A, C and Headquarters had become the 18th Special N.C.B., and next day very happily entrained for ABD, Camp Thomas, Davisville, Rhode Island. In that first change we lost well-respected officers and many friends. Detachments 1034 and 1036 were to perform meritorious cargo-handling jobs in advance areas. Two
officers we remember particularly are Commander Arthur, our first Cinc, who went to the 19th Special, and Chaplain Herman Ihley, who in our short six weeks in A-9 had endeared himself to us all. Commander Arthur's executive officer, Lieutenant H.J. Carpenter, had become our new Officer in Charge and Lieut. (Jg) G.L. Lytle his executive officer.

We arrived in Davisville at 0400, December 4th. For many of the boys it was the first experience with New England winter. They were destined to spend five months learning about it. The bus drivers were soon calling us 18th Station Force, when they knew where to drop us, for during those five months we moved around the camp six times. One of these moves was into the Sun Valley military training area. It looked like the real thing that week: rifle range to get used to the new carbines, conditioning hikes, field maneuvers, and at the end of the week, Restriction. But it was another false alarm and back we went to Camp Thomas to work.

Again commendation. A crew of our welders did such excellent work on a large base project that the officer in charge wanted to keep the men. A crew of our heavy equipment men were operating trucks, cranes, and bull-dozers on jobs throughout the station. We had been found dependable. But our chief contribution during those five months was stevedoring on the ABD deck. Putting into operation under actual conditions the lessons learned on the Peary training ship our gangs worked around the clock for several months to keep the cargo moving. Dock Superintendent Ferrol made a formal report of highest commendation and regretted that we could not be assigned as his permanent Seaboe stevedore gang.

A basketball team had been playing against base teams. Wolfe, Gonzales and Scullinco were job. Wolfe and Gonzales fought on boring bases. The 18th Special Banderman's direction was braving our company streets to ringing battalion newspaper BATHY CHATTER editor's chair and with a competent Chaplain Herbert Boardman had by him and the newspaper, the by Chief Cardinal and Larry Bory, mission Hall on the night of March music by Bob Biederman's dance organized and was making a crowd and was taking a crowd of boxers with such names as taking appearances and doing a good the Camp Thomas team against neighborhood military band under Bob the morning blasts of winter to set with martial music. In February the was born with Art Johnson in the ed- staff to keep the presses rolling. joined the battalion and sponsored battalion's second smoker, directed was given in the Camp Thomas Recrea-27th. Emceed by Johnny King and with band, the smoker played to a packed
house and was a tremendous success. — The Smoker occasioned the introduction of Lieut. Otto H. Johnson as Executive Officer, replacing Mr. Lytle.

The announcement by the Master of Ceremonies that the next band number "I'll Be Around" was the theme song of the 18th Special got a laugh but proved very untrue, however, for it was only a few days later that the battalion was really on its way.

While most of us left Camp Thomas with regret, thinking of weekend passes, Providence liberty and wives living in East Greenwich, we all knew it was time we were going out, doing our job and getting it over with. So at 1100, April 4th, loaded down with peacoats, packs, rifles, travelling bags, diddy bags, etc., and fortified by doughnuts and Red Cross coffee we rolled down the New Haven tracks on the first lap to Island X.

It was a cold, tired crew that boarded AP-46, the USS Knox, next morning in Norfolk, Va. Life on board ship was simple: sleeping, eating, reading, and sleeping (if you could find a place on deck to do it). Of course during the passage through the Caribbean Sea much of the eating and reading were given over to rail-leaning and sleeping it off. The day spent in the Panama Canal was undoubtedly the highlight of the trip. It must also be said that the 18th Special added another letter of commendation to an increasing file. During the trip many hours were put in by our shipfitters and splicers who did a typically Seabee job of showing Ship's Company how emergency repairs should be done.

On April 23rd land was sighted after much compass-watching and speculation as to destination. It was the Hawaiian Islands. No amount of eye-popping produced hula girls and grass shacks on the shore, but Diamond Head was unmistakable and across the unbelievably green water was the pink luster of the Royal Hawaiian Hotel. The smell of land and the sight of these long board-of-places was thrilling. As we docked there was the hula girl, too, only she was dressed on slacks and a very becoming sweater and was driving a dock jitney. During the subsequent months we were to add much to any previous ideas we had had about this Paradise of the Pacific.
Malihiinis quickly became haoleis as our men explored the city of Honolulu and surrounding areas, took innumerable pictures, became more or less acquainted with the native and white residents, went on many battalion picnics with swimming, sunburn and free beer. We moved only three times during those five months and at last settled in the best area we'd ever had: Navy Hospital No.128. We enjoyed our own beer garden, movies every night, a dance in cooperation with our old friends the Y.W.C.A., with music by our own dance band ably directed by Norm Campbell. For many of these privileges we were grateful to Chaplain John ("Father John") Przewoznik who had replaced Mr. Beardman soon after we arrived.

But first and foremost those five months were to be filled by the job we had come to do. Beginning on Debarkation Day plus 1 our stevedore gangs and crew of checkers worked night and day on every dock around Pearl Harbor. From the Navy Supply Depot Cargo Officer and from Lt. McElhan, officer in charge of Merry's Point, came letters attesting to the excellent work the 18th Special had done. And then as the day for moving on approached came the proudest commendation of all: a letter from Vice-Admiral Ghormley on the emergency job two of our gangs had done discharging and restowing a cargo of tangled telegraph cable.

Our reputation as a crack stevedore battalion, carried with us from Peary, had been upheld. We went to our next Island X confident that we could handle any job offered us.

The climax of the war in the Pacific was approaching: the drive on the Philippines. And although we were not then aware of it, we were to have a part in maintaining the successful march of Halsey's and MacArthur's forces on that objective.

Without ceremony and with the case that comes with practice we packed and vacated Pearl Harbor on September 19, 20, and 21st. It was a crowded convoy; we had to divide up into three units. Each of us has his memory of life on the S.S. Cushman K. Davis and the M.S. Sommoladijk. We won't
attempt to describe it here.

It was two weeks before land was sighted. Or was it land? Palm trees on a few grains of sand. It was our first sight of a battle area: Eniwetok Atoll in the Marshall Islands. A tremendous anchorage busy with war shipping! But Engebi, guardian island of the lagoon, bore mute testimony what a fierce battle had been fought to make that harbor safe for logistical use by the American fleets. Here was our job.

As we looked across the water at Eniwetok and the adjoining islands, we had visions of the rugged Island X life we'd been told about. Then all of a sudden scuttlebutt began to circulate, "No place to stay," They don't want us here." "Orders changed." It was true: the 18th was not just confused again; only reassigned: duty with Service Squadron Ten further west. But first the best surprise of all: the most palatial living quarters in the Pacific were to be ours: the APL-14, one of the Navy's new line of hotel barges, and we were the first Seabees to be bethed thus afloat. She was promptly named the Ritz Carlton. The Ritz was completely new and magnificently equipped with every convenience: laundry, ice cream dispenser, operating room, barber, fresh water, sleeping a able. It looked like 265 a good deal to us.

We stayed aboard a gear and recuperate before our gangs were not idle, got their introduction to climbing Jacob's Ladders, landing craft instead of few days to secure our the next trip. Meanwhile, Around the clock they going to work in an ICM; Transferring cargo to docks.

By October the fourth the 18th was on its way once more, this time more hopelessly separated than ever. Aboard ICM's, tankers, Liberty's, transports, in units of anywhere from ten to one hundred and twenty eight, the battalion set sail for its unknown destination. Again two slow weeks of uneventful sailing. How we longed for our Ritz Carlton as we tried furiously to soap up in salt water showers, or perspired in steaming compartments.
On Saturday, the 14th, land again! Another atoll and with an anchorage bigger than Eniwetok's. It was Ulithi, unknown to us till now. We were amazed to find it had been evacuated by the Japanese only a few days before. Already it was organized into a complete Naval depot, equipped to perform any kind of servicing. The enemy was no more than seventy-five miles off, but the service squadron was ready to work around the clock to keep the Fleets in operation. Our stevedores proceeded to their job as soon as they arrived. And this was the real thing. We were actually passing the shells for our fighting men. Day and night into the magazines of our mightiest warships went ammunition loaded by range of the 18th Special.

In the performance of this hazardous duty the battalion lost its second man. To the name of Michael J. Casola, lost in a Davisville accident, we added that of Chief Leo J. Leubach who was drowned when he fell from a lighter into a rough sea. We remember, also, Charley Mahig, a good friend since the organization of the battalion, who was seriously hurt in the hatch and returned to the States.

On November 20th the 18th Special marked the first anniversary of its commissioning by a toast between shifts with free beer. It was to be a long pull in Ulithi Atoll. The Fleets returned regularly for us to load up the shells and powder. From Victory ship and Navy ammo ship to IST and carrier or warship. Remember some of the names that appeared on the assignment list every day: Bucyrus, Manderson, Elmira, Cape Trinity, Plymouth, Iran, Mount Baker, Nitro? Can you forget the IST's in the South Anchorage? Official consensus was that the IST's couldn't be loaded with ammo in the time or manner planned. We introduced the greased chute—the old Can Do did it. And it soon became obvious what part we were playing in the drive to Tokyo. We had filled the magazines of the Essex class carriers, of the Iowa class BB's that mopped up the Japanese Navy in the Philippine Sea. We were behind the salvoes that prepared the way for the Marines on Iwo Jima. Our hands and sweat had been on the shells that softened Okinawa and sent hundreds of Nip fliers into the home waters of Hirohito. To put it bluntly we were doing two twelve hour shifts of dull, back-breaking work. When April 6th came we celebrated the anniversary we really cared about: one year overseas, and silently prayed for the prompt receipt from Uncle Sam of our return ticket when we hit that 18th month.

Concrete evidence of our job in Ulithi came not only in the news from the front but in commendations from Squadron Supply Officer, Captain W.J. Newinskie, from Commodore W.R. Carter and from Vice-Admiral Halsey, Commandant of the Third Fleet, himself. Then, too, Correspondent
E.G. Valens of the Associated Press in a syndicated article that appeared all over the country spared no adjectives in describing the fleet servicing of ServRon 10, calling it "Nimitz's Secret Weapon", and throwing in a special bouquet to the Seabees of the Ritz Carlton. Lowell Thomas, in his Blue Network news program, expanded on the article and gave figures on the amount of cargo we had handled. Our own figures showed 300,000 tons for ten months of our first year overseas.

Life on the barge had kept step. The receipt at year's end of 98 Firemen First Class (McMM) and (EM) raised our number to a normal 527. They soon stowed away their designations and became Seabees stevedores. All our ingenuity was mustered to make Christmas at least different from other days. A home-made tree, special chow and beer, 69 sacks of mail, festival divine services had the desired effect. When the schedule permitted there was liberty on Mog Mog, where five cans of beer, swimming, shell-hunting and fights with the Common Navy were featured. On New Year's Eve "The Eighteenth Specialities of 1945", our touring variety show was born. At the end of March the scuttlebutt about moving forward got as far as bulletin board orders. But we stayed to celebrate Easter. On April 16th we held the first of a series of examinations working toward the awarding of all the open rates, an objective which came closest to fulfillment during the last two months of the battalion. By now, also, YF 246, anchored close by, had been set up as the 18th Special Warehouse. In it were not only our supplies, but the Gobbler Shop, Issue Room, Carpenter Shop, Print Shop, Hobby Lobby and Rigging Loft.

Then came Embarkation Day again. On May 25th we headed west from Ulithi Atoll on the PA 192, the USS Rutland. The destination was Leyte Gulf in the Philippines, the newly opened advance base for the Seventh Fleet. Most of ComServRon Ten had preceded us: repair ships, tankers, etc., and the Seabee units necessary to construct shoreline installations. We arrived to take our place in the fleet servicing already begun.

We were not to see much of the Philippines, for the assignment was to be a short one. The scenery from the Ritz Carlton was much like that of Hawaii: undulating green hills. But there the similarity stopped. That green was dense tropical jungle. The climate was hot, humid and un-
The natives were friendly but pathetically low in living standards after years of Japanese domination. They had become shrewd traders, recognizing in the souvenir-minded American serviceman a source of clothing and other necessities of life. Their towns, as for example Tacloban, were a discordant mixture of Grecian-style state building and mud-surrounded shack.

Pelilui, in the Palau Islands, was to be the next stop, we learned, with a section of the outfit returning to Asor Island, Ulithi. But we didn't leave as soon as we had expected. Comsron 10 needed us to assist in the final preparations for the Naval push on Japan itself. The Third and Seventh Fleets were being serviced to move into the home waters.

On the APL-14 the war was affecting us in a somewhat different manner. Bacillary dysentery had infiltrated among us and was striking down men on every deck. Lt. Comdr. Walter B. Vercos, who had replaced Lieut. Carpenter as CinC in June, gave the command to Dr. Hawken who organized the ship to battle painstaking processing, of treating gate wall from its peak in July ing treated. Every lar condition and flow at many mast the walls the APL-13 to keep Also, that Logistic relieved the 17th dores were sick. At dysentery had over 200 men be- ship in the harbor had a simi- the yellow jack of quarantine heads besides ours. All of dores had been transferred to the vital battle cargo moving. Support Units had arrived to Special and us and our steve- ing them in the handling of

Then came the day when that magnificent fleet moved slowly past us where we lay at the entrance to San Pedro Bay. We knew that the end for Japan was near: V-J Day was in sight. B-29's had pounded the home islands from the air. The fleet would pound them from the home waters in preparation for the landing of the Army. Suddenly this well-scheme pattern was made unnecessary by the atomic bomb, and the war was over. On Friday evening, August 14th came the momentous announcement that surrender had been offered by the Japs.
The tension of months IRIS: rel. a Jordan and the spontaneous celebration in the bay will always be a joyful memory for us. Every ship broke out pyrotechnics. The sky was alive with red, green and white rockets and flares and weaved searchlights. Free beer made us even happier. Now, we said; it was only a question of time before we'd be homeward bound. Next day the Navy's first point system was published in AINav 196: 44 points. No one had enough. But the outfit's 42 year olds were on the way anyway. Now the Navy must give points for overseas duty. All kinds of speculation and arguments were heard.

The most pertinent question, however, was whether we'd have to go to Peleliu and Asor. It was soon answered. By heroic measures the Medical Department had conquered the epidemic and the yellow jack came down the last week in August. Sailing orders arrived almost simultaneously. On August 31st the IST's 616 and 354 carried the 18th Special and its gear to Peleliu where we landed on D-Day plus 354 in a torrential downpour which continued for three days.

A small detachment of Headquarters men had been ashore for several weeks before our arrival working against great odds to prepare the old 17th Special camp for our accommodation. We had arrived at last on Island X as proper Seabees. Life on the barge had been getting cramped. This was more like downtown: quonset huts with natural ventilation, a movie area with plenty of seats, roads and transportation, space to move around. In a short time we were maintaining the camp and working the ships and the beach as if the war hadn't been terminated. C Company and 60 Headquarters men went on to Asor Island shortly as Detachment "A" under the command of Lieutenant Johnson. Mr. Vercoe had gotten his orders for home and had given the battalion into the hands of Lieut. Commander John R. Gehrig, former Exec of the 22nd Special. Under Mr. Gehrig's direction the battalion moved forward to finish its last mission with colors flying as proudly as they had in October 1943.

The island of Peleliu became of vast interest to us in our spare moments. We looked with respect and emotion at the places we had read and heard about: Bloody Nose Ridge, its caves, the reef beside our anchor where 700 Marines had died, the amazingly strong Jap emplacements and buildings, the white-crossed cemetery. This was a battleground for history.

But our most constant thoughts were not of history. They were at home. On September 13th
came A1Nav 252 giving ½ point for every month of Overseas Duty. This was the beginning of the end of the 18th Special. On September 16th forty five men embarked for discharge under the provisions of this A1Nav. More left from time to time. The outfit carried on. October brought the news we had been waiting for for two years: A1Nav 345 which lowered the basic point score to 41 points and gradual further lowering month by month was the first, but more stupendous was the dispatch announcing the inactivation of the battalion on December 1st. All of the old 18th Specialists would go home.

On November 10th C Company returned to finish the time with the outfit. Lt. Commander Gehrig, satisfied that all was in readiness for the inactivation, left for home, weeks later. Lieutenant Hallenbeck took up the task of being the last Officer in Charge of the 18th Special U. S. Naval Construction Battalion and the one who would take it home after an active existence of just two years.
Fungi-Cooler Oxfords

Off the Face Cap

Wicker Dangle

Shower Clogs

Wrap-Around Bra-Shirt

Bare-Midriff

Sea Breeze Styles
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