

*The*  
**Log**  
*of the*  
**107**  
**SEABEES**



# MAP

SHOWING WITH  
CONSIDERABLE FIDELITY  
THE PROGRESS OF THE  
107<sup>th</sup> U.S. NAVAL  
CONSTRUCTION BATTALION  
IN THE JOURNEY TO TOKYO

U. S. S. R.

OUTER MONGOLIA

MANCHUKO  
CHOSEN  
Japan

North Pacific Ocean

CHINA

INDIA

FRENCH INDO CHINA  
THAILAND

PHILLIPINE ISLANDS

SUMATRA

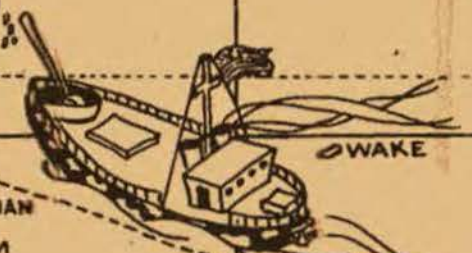
BORNEO

DUTCH EAST INDIES

NEW GUINEA

Coral Sea

AUSTRALIA



MIDWAY IS

TROPIC OF CANCER

Honolulu  
Pearl Harbor

SAIPAN  
TINIAN  
GUAM  
ENIWETOK  
MARSHALL IS

KWAJALEIN

GILBERT IS

SUNDAY  
MONDAY

NEW HEBRIDES

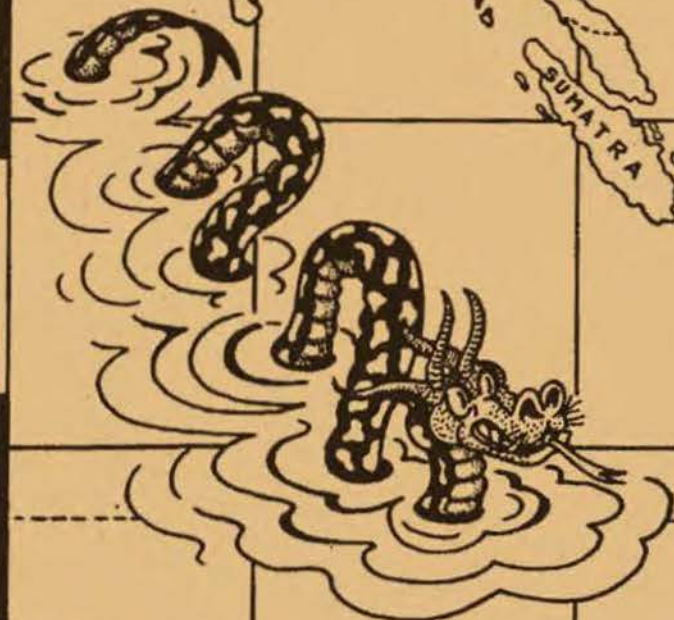
FIJI IS

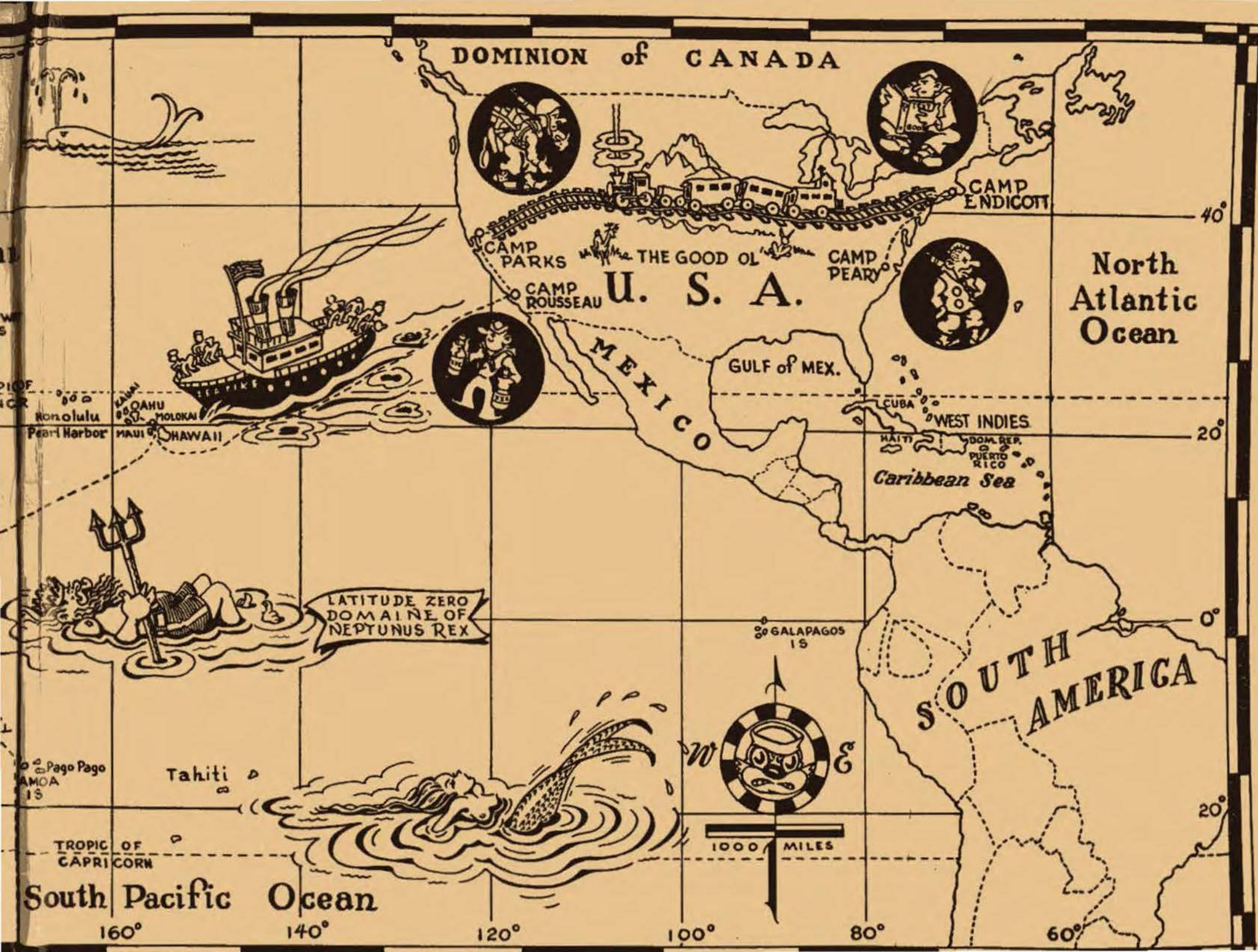
NEW CALEDONIA

PAGO PAGO  
SAMOA

TROPIC OF CAUCASIA

OUT





Frank Nose Co. H. 5/23/85

Norman K. Joseph Co. D - Platoon 6 Nov. 9, 1971

Charles E. Taylor, Hdq 1 March 22, 1972<sup>A<sub>N</sub>B</sup> Charles E. Taylor 8/30/90

Frank Kullen <sup>ALLEDALE, N.J.</sup> Co. B. PLAT #1 August 25<sup>TH</sup> 1972 - Sept. 6<sup>TH</sup> 1977 - Sept 4<sup>TH</sup> 1990 - AUG 22<sup>ND</sup> 93

Paul Mitchell 4-16-74

Paul Wimber 7-13-74 - Co. C

Joseph d. Albanese 2/25/75 Co. C Pl. 3

Frank Palladino 9/3/75 HQS Co.

Hedley Thompson 9/2/75 Co D. PLATOON 6, WOODCHIFF LAKE, N. Jersey.

Edward R. Sparaw 9/2/75 Co. A PLATOON 1 BROOKLYN, N. Y.

Joan Joseph 9/9/75 Co D - Pl 6 + her husband Norman Joseph 9/9/75 21st ac - union amirillo TEXAS

Paul E. Jones Co. B. Plat #1 11-4-75 Elyria, Ohio.

Sig Bessler Hdq. 5/16/76 Salt Lake Utah

Norman K. Joseph Sept 6th, 1977 Chicago, Ill. 60153

Vincent J. Masco Aug 26, 1980 E. Orange N.J. 07017

Vito Mastromarco Aug 26 1980 Newark N.J. 1007 CHESTNUT Jonesboro, Ark. 72401

Parker Dimwiddie Sept. 5 1981 227 N.W 8th Corvallis, Oreg.

Daniel D. Artman NOV. 19, 1981 5754 W. Monroe Glendale Calif

Wayne Harmon AUG 26, 1982

Ralph O. Smith Sept 8, 1982 Co. A Plt. 2 Omaha Neb

Norman K. Joseph Jan. 7, 1983 Co. D. Plt 6 Broadview 144 60153

Robert Wallentinus Jan. 10, 1983 Co H Spooner, Wisc 54801

Harry Woodard 107th  
9-2-90

Elmer T. Nixon 1611 Ridley Ave Hacienda Heights Calif 91745  
7/18/87 Phone 818-330-1102

# THE LOG • 1943 - 1945

A STORY OF A SEABEE BATTALION  
CONCEIVED IN WAR . . . DEDICATED TO PEACE!

Fredrick E Yoss  
802-02-25 107 CB  
Vincent J Marco Sept 4, 1990

Richard H. Kuehn Co B St. Paul, Minn. 11-2-83  
Gordon W. Williams Po. Box 843 Sect. 183 San Benito TX. 78586 8-29-87

Marion J. Bunkley P.O. Box 68 Jackson South Carolina 29831 - 8-29-87

Dick Crocker #1186 Duxbury Mass 02331

Rudy Valentin Co A-5 - Sept 12th - 1987  
Elsie Valentin (wife) 5624 S. Litch Ave 60525  
Robert A. Hoover - 4701 Hillside Ave  
La Canada CA 91011 } 4-19-93

William Blake 107th  
C.B.  
Jacob O. Funk 107th  
Chamberburg, Pa, B-1



Louis Kaplan 6/22/89  
1251 S.W. 134th Way #209  
Pembroke Pines, FL 33027

7/17/90 Harold A. Bernstein Company C  
Minneapolis, Minnesota

8/28/90 Cotton Chattin Co. B  
WASHINGTON IN.

8/28/90 "Wild" Bill Bailey Co. C  
SAN CARLOS CALIF.

8-28-90 R.L. "BOB" BEALS Co. B  
MEADOW VISTA, CA

8-28-90 GEORGE SEARLES JR  
SAN BENITO TX

George L. Dietz Box 843 - Sec A.51 A-6  
San Benito Texas 78586 9/1/90

Oiver M. Longate 9/1/90  
Lexington S.C. 29072

Edward H. Belzer Co A-5  
666 Locust St. CORONA, CA. 91719

Harry Schaefer Co C-1  
Hillsdale, N.J.  
Published by

Margaret Goulart  
5A Foster St.  
Florence, N.C. 01930

William P. Pauland  
GLoucester Mass.

107TH NAVAL CONSTRUCTION BATTALION

JAMES R. RITTER, Lieut. Comdr., CEC  
Officer-in-Charge

Wilfred F. Sprue 1990



OFFICER IN CHARGE, James R. Ritter, Lieutenant Commander, CEC, USNR, Alameda, Texas

1990  
Sept 4th  
Rudy Valentin  
A-5  
FROM countryside 122.  
Elsie Valentin (wife).

Norman K. Joseph  
Sept. 1, 1990 Co. D. Pt. 6

FRANK P. ROSE  
MAY 16, 1992 Co. A. Ptt 6  
Marion Rose Arcadia, CA.

SEPT. 4, 1990  
Edward & Margaret SPARANO  
A-1 BROOKLYN, NEW YORK

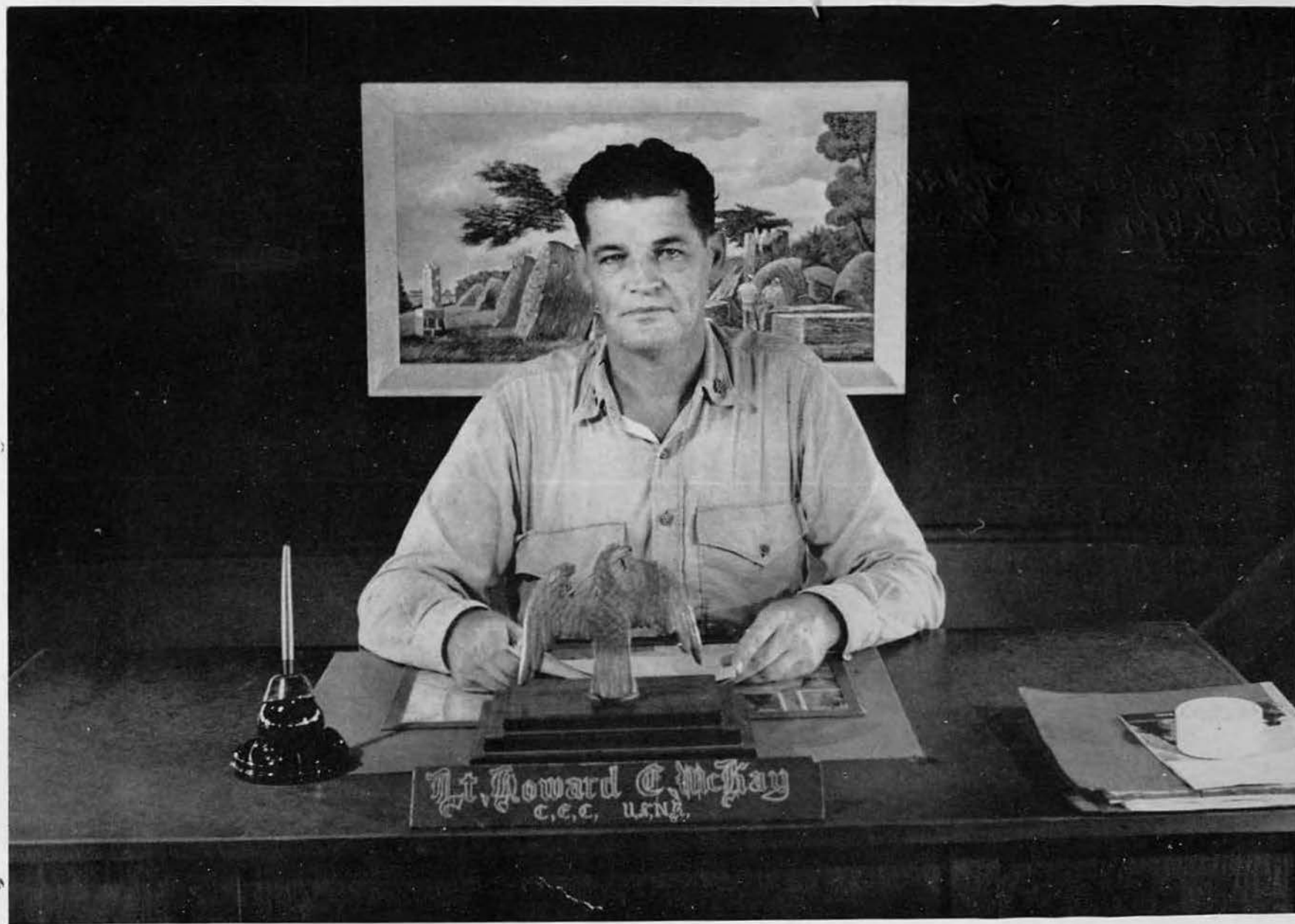
# PROLOGUE

Rudy Valentin  
MAY 16th - 1992  
AS countryside, IL  
Elsie Valentin (wife)  
MAY 16th 1992  
countryside, IL.

**T**HIS is your "Log"—the record of your battalion and your activities. Over two years ago, you began to lay the ground work for a team that never quit until the job was done and made every "deadline" imposed by military necessity. Now that the job is done, I salute you individually, and express the hope that this volume may serve to remind you of the thrill of accomplishment and the joy of pleasant associations, long after the hardships, frustrations, nostalgia, and loneliness have been forgotten. I shall always be grateful for the privilege of serving as your "Skipper," and for the rich experiences we have shared in this interlude of our lives.

Edward Sparano  
May 16, 1992  
Margaret Sparano  
Brooklyn, N.Y.

J. R. Pitter



EXECUTIVE OFFICER, Howard E. McKay, Lieutenant, CEC, USNR, 216 Leamy Ave., Springfield, Pennsylvania



## IN DEDICATION

**F**ROM Camp Peary in June, 1943, to Tinian in August, 1945, with a Seabee battalion is a long journey, no matter what the perspective. To us who have made the journey has come an unending course of memorable events—pleasant and unpleasant, humorous and sad, easy and difficult, but through it all we recognize and are conscious of the folks at home making the journey. To the ones we left at home, now far back in the States, a mixture of cares, anxiety, concern, and even messages of death have fallen from the path by which we travelled. So, in order to add something of reality, to dispel the haze of notions about our experiences, and to preserve the record for later years this history has been compiled.

As a tribute to those who wait at home—our wives, sweethearts, parents, whose untiring devotion evidenced by thousands of letters filled with fondest hopes and encouragement, by tons of parcels packed with bits of sunshine, make an inestimable contribution to render our service days less onerous—we, the officers and men of the 107th dedicate this volume.

In so dedicating this book we are not unmindful of the enduring traditions of skillful craftsmanship and mechanical excellence created and preserved through the efforts of American genius from the time of Paul Revere. On this heritage is founded the skill, dexterity, and perseverance making possible the record of the achievements of this Seabee unit and all Seabee units in the struggle on the road to lasting World Peace.

*Howard E. McKay*



## In Memoriam

EDMUND F. ZEPF, MM2c, Woodhaven, New York  
VAUGHN W. FULLWILER, S1c, Roseville, California  
ROBERT H. RENE, SC2c, Warren, Rhode Island

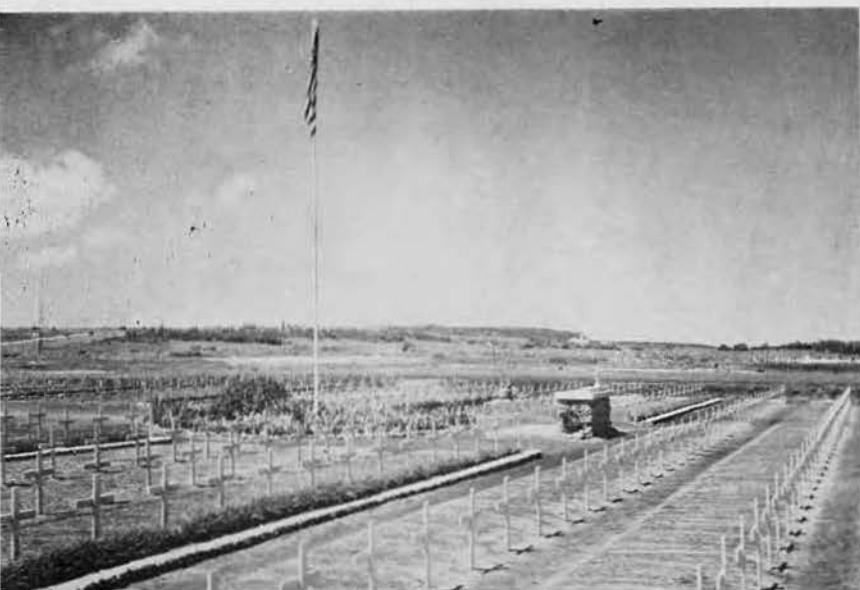
*May the Angels lead thee into Paradise;  
may the martyrs receive thee at thy coming,  
and take thee to Jerusalem the Holy City.  
May the choirs of the Angels receive thee,  
and mayest thou, with the once poor Lazarus,  
have rest everlasting.*



"May he rest in peace . . ."

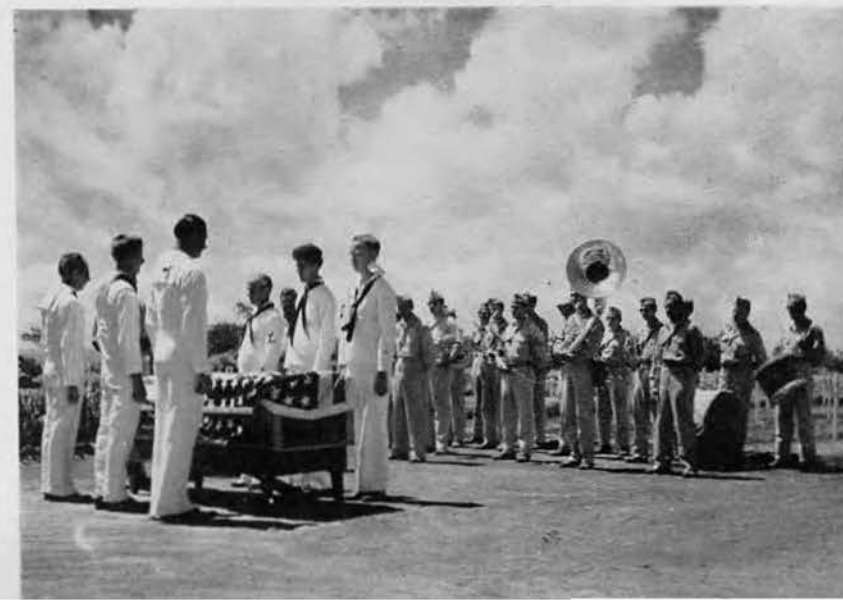


. . . Under God's care."



Left: "From the morning watch even  
unto night. . ."

Right: Full military honors





## HISTORIE

Being an account of the travels and adventuring of the men of the 107<sup>th</sup> Naval Construction Battalion in the Southern Sea during the warring between the Americans and the men of Cipangu in those parts.



IT was the afternoon of 17 July 1943, at Camp Peary, Williamsburg, Virginia, where for five long, hot weeks the broiling sun had warmed the very bones of future Seabee Battalions. Boot was over! A few days before Captain J. G. Ware, Officer in Charge of Camp Peary, headed an inspection party at an initial full white uniformed parade in the Navy. The training period had started in the hottest June weather Virginia could afford. Many long hours had been consumed talking about the "62," a leave for which travel plans were meticulously engineered only to be "ditched" in a single instant.

Yet it was a happy group of men that inhabited the D-10 Area of Camp Peary on that memorable day. They had come from 45 States of the Union and the District of Columbia, arriving about the 15th of June. All had heard the musical "You'll be sorry," had learned it, passed it on. The long walk through the woods to the receiving area mess hall was indelibly fixed, mostly because it was a first impression of the new life. In steady streams they had moved through the receiving mill where, one by one, they had heard the regular intonation: "Take a deep breath, hold it, next man," received the government issue, and laboriously lugged it to the barracks. That day they had indeed been sorry.

With the trials of being received completed, the last of the group was ushered to the D-10 Area late on 19 June, tired and bewildered, at peace with a promise that the hardest day of boot was over.

Without delay came the training program. Commencing the day with calisthenics before morning chow, followed by colors, morning drill, lectures, more drill and lectures in the afternoon (except for those attending technical schools), the long, hot days passed slowly by. Sure, there was ice cream and cold drinks at the Ship's Store, if you were there at the right time and could stand in line long enough. Maybe on work day your detail wouldn't be of the laboring variety, but all in all, it was not like home. Evenings the awkward squad was well filled, except now and then the drill master would only have two or three in need of special attention.

How vividly the camp scene endures in one's memory. Most of the camp streets were surfaced with black top, the deep, unplanted clay ditches paralleled the board walks forming a moat to protect pedes-



trians, although they needed no protection from stray vehicles. Carefully aligned in five groups with five buildings in the group stood the camp buildings. The "head" took the center position and barracks buildings about eighteen or twenty feet wide and 75 feet long stood near each of the corners of the head building. Huge drill halls, much like monstrous barns, were scattered conveniently through the camp. Here and there was a young tree, practically nothing more than a good sized twig, sticking up in sparsely growing grass.

In this scene something of military training was imparted. On the July day in question, it was hoped that every man understood the commands used in close-order and extended-order drill, the manual of arms (his ability to execute them with ease and precision was another problem) and had some idea of the responsibilities of the Service. Yes, so it was hoped, but to many it was an advanced stage of utter confusion. Hardly a man still believed that the words "Can Do" over a certain door in the mess hall named a particular K. P. duty. Some of the ties back home had been broken. New service friendships had been forged. On one thing all agreed, the quicker Camp Peary was left behind, the happier life would be. Expressions, publicly posted, but unprintable here, left little doubt on this subject.

Mustering continued on Sunday the eighteenth and on Monday moving would be the principal occupation. Informed in advance, prepara-



tions were made to move within the camp, and it was a move to the B-7 Area. By truck and bus, platoon by platoon, the embryonic battalion was moved. How long the new quarters were to be used only scuttlebutters dared predict. The drill routine was resumed for all except those most active in getting the new battalion started. I. D. cards and dog tags which were passed out on Friday were again collected on Monday. A couple of days later steel helmets with liners were issued and promptly suspended from the springs of the upper bunks. At least a man could look a bit military by wearing his helmet. Here and there new faces appeared to fill

the initial quota of personnel.

Saturday 24 July rolled around, train musters were read, practice musters conducted, and about noon the trip to the camp railroad station was commenced. There, the Camp Peary band serenaded the departing men and entertained them while waiting for the two trains to pull in.

To many this was a day to rejoice for the destination was to be Camp Endicott, Rhode Island, a handy spot for New Yorkers and New Englanders. Suppose the Marines did prove to be hard masters, as instructors had predicted, what of it?

With a joyful ovation from the coaches the trains passed out through the camp gates and made a leisurely, dirty trip as far as Richmond and beyond. Finally, with a change of rail systems, came a change of engines and speed, a change in spirit. Once more there were civilians and civilian structures to view, scenery to enjoy. Now there was a sense of satisfaction in the belief that the trip was going to be short and speedy. Through Fredericksburg, Quantico, and Alexandria the trains raced, reaching Washington, D. C., about dusk. There, civilians could be viewed at close range, hawkers sold ice cream, there were sandwiches and milk—if you were lucky. Then on through the darkness sped the trains, with diners serving to the more fortunate meals such as camp cooks had not offered. Others only heard of the meal. Arrangements were made in the day coaches to get some “shut eye” and the “Can Do” spirit showed itself in a variety of schemes for sleeping accommodations, blanketed in the soot sifting through the windows.

Early next morning, the gate at Camp Endicott swung open and the trains passed through to unload the weary, perplexed passengers in a light mist. Eagerly and as if on a sightseeing tour they walked in questionable order past the WAVES' barracks, administration and other buildings to reach “J” area where one more phase of training was to be presented. Soon the reconnaissance parties were out, gathering the “latest” and learning camp customs and traditions, carrying back to their buddies the good and the bad. So it was that information about liberty every fourth day and every fourth weekend, movies, beer, bowling, and baseball came to be common knowledge. Compared with Camp Peary the travelers had come to a place of comparative comfort. There was Providence, only sixteen miles away and acceptable bus service each way. Of course, they stood in line who went to chow, to the movies, on liberty, and at numerous other times, but it was all part of military life by now, and life did seem warlike with planes constantly droning overhead, taking off and landing. The uniform of the day was customarily coveralls and helmet liners, except for evening shoppers and theatre goers where blues were in order.



The scene at Camp Endicott, in command of Captain Fred Rogers, was quite different from that at Camp Peary. The new camp was laid out with two-story, green barracks buildings, boasting of electric drinking fountains. The barracks lined broad streets, flat and smoothed, with a hard surface. The “suite” occupied by the battalion consisted of five barracks buildings, and an administration building.

The administration building (J-1) was on the north separated by a street from a broad expanse of drill field, also smoothly covered with a black-top. This building was the center of activity since it housed the offices, company and battalion, the personnel department, postoffice, M.A.A., sick bay and corpsmen, and the band, which was then in the early stages of development.

On the whole, it was a pleasant change after being at Camp Peary. There were the chow halls equipped to take care of all with dispatch, the recreation buildings housing Ship's Service Stores, barbers, cobblers, tailors, movies, library, gymnasium, and bowling alleys. Seabee field was close by and offered baseball fans their favorite entertainment. At a distance, but still available for those who so desired, was Narraganset Bay in which to swim, and a place where the usual beach frolics could be engaged in.

Amid all this opportunity for entertainment the training program was quickly under way. Advanced courses in some of the subjects taught at Camp Peary were offered, many new courses added, and opened to more of the personnel. Some made themselves at home on the obstacle course while others took up strictly military and technical studies of which there were approximately thirty different subjects.

On 31 July Rear Admiral Lewis B. Combs, CEC, USN, Assistant Chief of the Bureau of Yards and Docks, reviewed the battalion and presented the colors. All hands were out in white uniforms with neckerchiefs and leggings, a victory rifle at shoulder arms. It was unpleasantly hot that morning, even shoe soles would not protect feet from the hot pavement. In his speech, Admiral Combs told the men “You are not sailors and not Marines, you are Seabees,” and later the difference was learned. The object of the Seabees, as was later discovered, was to build the facilities needed by Uncle Sam's sea and air forces and to defend such facilities under attack by the enemy. The urge to fulfill the aims of Uncle Sam surged through the battalion as it stood at attention and passed for review.

Having achieved some proficiency at infantry problems, rifle training became the next all hands program. Three days indoors were spent

drilling in dry firing from sitting, kneeling and prone positions. On those three days every shot was a bull's eye, or at least it was claimed so by the mates. Dry firing finished, the battalion assembled and marched to Sun Valley rifle range, about seven miles from Camp Endicott. Here again was new experience.

When the 107th moved into Sun Valley (the Valley was not discovered and there was no sun most of the week), there were quonset huts for approximately one battalion. Now for the first time, the battalion was quartered, served chow, and ate in quonset huts or perhaps it would be more apt to say this was done from hut to hut. Nevertheless, that idea did not seem too repugnant, but poison ivy and poison oak were worse than merely repugnant. The plant poisons found no spot on the physique too dear to contaminate. In spite of it all, the battalion proved itself well equipped with marksmen and a fair number of sharpshooters. The expedition ended 14 August when the return march was made.

Having gained some experience in planning at Camp Peary, arrangements of the ten-day embarkation leave were efficiently put together. Bright and early on the morning of 21 August, all personnel planning to spend leave in the area east of San Antonio, Texas, departed from Camp Endicott; some on a "leave special" bound for New York City; there to be scattered all over the county with the four winds. This was indeed a bright day for the crew; think of thrills the folks back home would have! No, the real thrill was getting away from the scene which was forced and back to the homes all cherished so dearly.

This story could not possibly relate the reports of experiences on those days of leave. How wonderful it all seemed: table cloths, china dishes, drinking glasses, the favorite cook—so nice to come home to. Then there was the girl friend too, one who was sure to be thrilled. Those ten days sped by as if ten hours and all too soon it was, "All aboard for Camp Endicott." It might be noted here that a few seem to have missed that call; anyway, they were the first AWOL's from the 107th.

Leave completed, the battalion reassembled in "D" Area at Camp Endicott, stumbling in during the darkness of the morning of 31 August, a Tuesday. There was some competition between the scuttlebutt mongers and the "wows" just back from home, but the mongers had it



LEFT ON LEAVE. LEAVE LEFT  
TOO QUICK LEFT AGAIN!

from good authority that the battalion would leave on 2 September for what destination they could not agree. The few days between leave cational qualities. Said a mate, "Mac, we have seen a lot of Pullman and transfer were taken up with resting, packing and repacking, an inspection by the Skipper and sundry little duties. The battalion souvenir muster list was published and distributed during this interval. The movement westward was started on 4 September at 1830, delayed according to rumor, due to lack of proper transportation.

The first two days of the trip were spent in speculation over where the crew was going to land. "Reliable sources" said Camp Parks, California; pessimists, Gulfport, Mississippi. As time went on, cash resources changed hands, perhaps again and again, and the days were too filled with reading, writing, and speculating. Stretching and relaxation were accomplished when convenient, by marches at rail stops, and these marches were acceptable relief. The trip was not without educoaches, but no Pullman engines. I wonder where all the Pullman Company engines are?" In spite of better training every female creature along the way was hailed as if none had been seen for a long time. Always it was "Mabel," whether nine or ninety.

Camp Parks received a critical gaze as section two of the train came slowly to a halt just outside the fence on the morning of 9 September about 0930. Then came section one arriving out of the darkness at 0115 the following morning, followed by section three of the train some nine hours later. It was no vacation trip, but there had been some pleasant features to it. One does not often cross the continent from coast to coast in one trip. After all, the destination was the "Golden West," the land of perpetual sunshine. Eventually, however, some decided it was a state of "usual unusual weather," the first "wet sunshine" many of the crew had ever seen.

The new camp was laid out in quite a different setting, and was then known as a rehabilitation and redistribution depot. It was under the command of Adm. Norman K. Smith. On all sides the base was hemmed in by a ridge of mountains, the nearest being on the west and northwest. Overlooking the camp about 3 miles to the northeast were the water supply tanks. The summer sun had burned the vegetation to a char and in camp the earth was pulverized and much like loose sand.

Again, the 107th had the quarters nearest the main gate. The camp



Left: "J" Area barracks were our quarters for six weeks.



Right: The head and shower rooms were conveniently located in center of four two-story barracks.



The O.O.D. in the administration building of "D" Area logged in the Easterners from their leaves.



From these quarters it was a short way to Narragansett Bay.



Lieut. Comdr. Ritter and color guard accept our colors from Mrs. Combs.



Right: New colors for a new battalion.



Left: Passing in review under the watchful eyes of Rear Admiral Combs.



Right: "All present or accounted for."

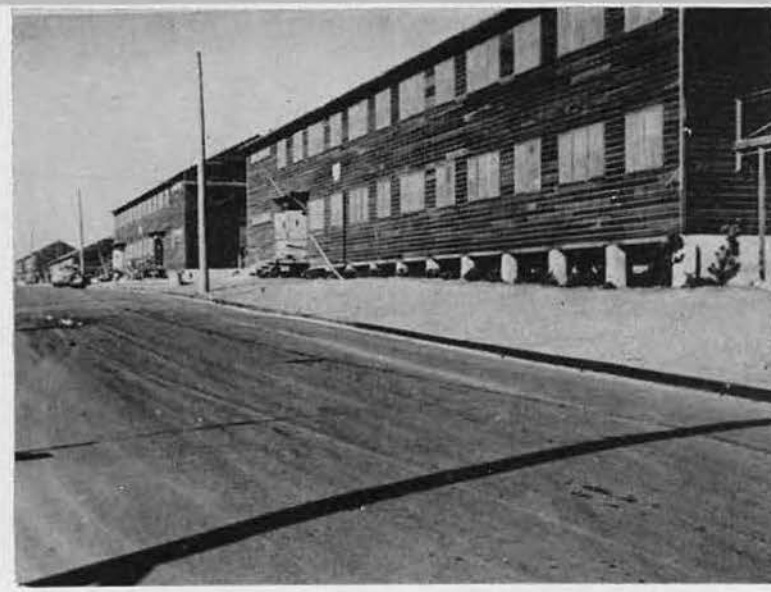




Left: In Camp Parks each company had two-story living quarters.



Right: Three platoons on the upper deck; three on the lower.



The buildings were blocked . . . . .



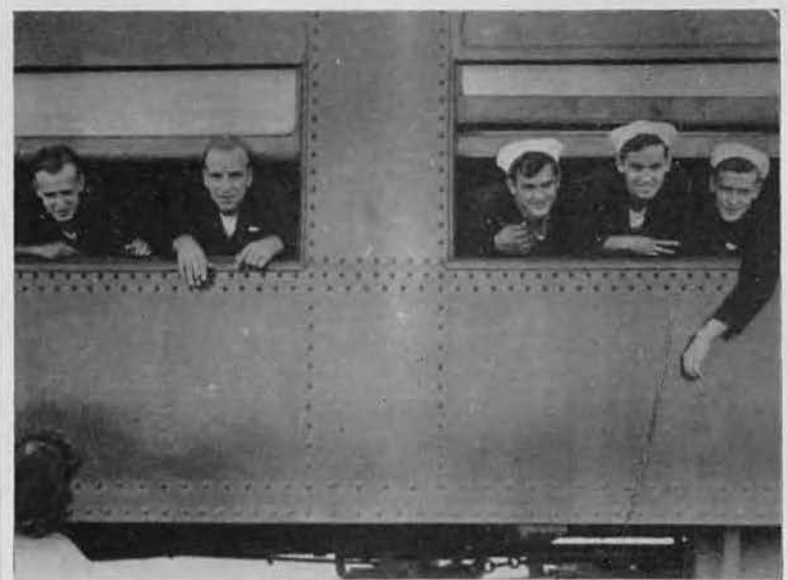
by a network of wide asphalt streets.



Left: The battalion mustered in blues with pack and rifle.



Right: Camp Parks was left in the wake.



The troop train waited just a short distance from camp.

Many men said good-bye to their loved ones from the train windows.

Port Hueneme, then a Seabee base in growing pains. A new section of portable frame huts had been erected and there the 107th collected itself for a brief stay. For the first meal only an escort to the mess halls, a series of quonsets, was provided, and for that first trip there was reason for a guide. The location would not have been found, otherwise.

Captain H. P. Needham was in command of the base and soon after battalions arrived it was his custom to assemble them and deliver his welcome, also some well-chosen words on portions of Los Angeles suitable for Seabee liberties, and some suggestions on the art of returning from liberty on time. Custom was followed for the 107th but later on it seemed at times other forces overcame the impression made there.

Life at Camp Rousseau was very different from the other camps where training had taken the outfit. It was a busy community, a small city in itself. Two huge tiers of pontoon gear stood like monuments to some future aquatic conveyance, yet to be conceived. They stood out in acres of sundry items required in the Naval Service and warehouses hiding untold mysteries. Then there was beehive activity in the dock area, an early objective for the new arrivals. Jeeps, command cars, trucks, buses, all operated with urbane hustle and bustle, but not quite as speedy as the slippery tongue scuttlebutters who now foretold an early sailing date.

Officer personnel was deeply occupied with problems of acquisition of battalion supplies and shipping while enlisted men again turned their attention to military training, rehearsing extended order drills and learning more on the subject of drawing a bead on a bull's eye. The swing band commenced its rise to public esteem by swinging it for USO dances at Oxnard, Ventura, and other nearby towns. Liberty hounds found themselves in a haven just made for them. The call of Los Angeles, Hollywood, and Santa Monica left enduring memories of such "hot spots" as Earl Carroll's, the Palladium, Hollywood Canteen, and the Hollywood USO with their hep cats and thrills of a lifetime.

In the fall of 1943, the training course at Camp Rousseau was not complete until a battalion had participated in a "West Coast Maneuver." In full battle dress—coveralls, duty belts without cartridges, and helmets—the weary crew was called out at 2300 to participate in the 19 November maneuvers. It was a moonless night as the crew moved off to



defend its sector against the enemy attack. In quiet wonderment the March led to the camp's 23rd Avenue and north to the edge of the base. Experts on the 20 mm. anti-aircraft weapons and mortars took up advanced positions while the main body crouched in damp darkness among stacks of lumber. Occasionally, a jeep with the minimum light would come bearing orders from headquarters. Peering steadily into the darkness ahead all that could be seen was the glow of floodlights being used at the docks. Apparently the enemy force was repulsed for by 0230 the weary souls were again back in the sack and no more was heard of the affair.

No sooner had the huts been made convenient with accessories when off the battalion moved again, this time to Splinter City, now Camp Bedillion, a suburb of Camp Rousseau just across the drainage ditch toward the ocean. It was a clear, bright 23 November and the march was with full regalia, including gas masks issued three days before. With mixed emotions the move into the "Restricted Area" was accomplished while the dopesters now foretold a stay of ten days, but not more than three weeks in the new quarters. For this they claimed established precedent in support.

Where or how Splinter City became so known was not of great concern. In official parlance it was known as an Acorn Training Detachment, the meaning of which was also not altogether clear. Be that as it may, the arrival was appropriately timed for the Thanksgiving festivities on the 25th, when a sumptuous traditional feast crowded trays as well as tummies; and there was dinner music too, by the swingsters. Business was better than usual with a longer liberty that day, and from then on liberty *was* a business coming as it did each second night. Where before liberties were few and far apart now there were more than enough for all, and through them grew attachments to the California scene.

Liberty was not the sole occupation, however. There was still work to be done, equipment and supplies to collect and package for shipment, yes, and guard duty for some, too. There was more range practice and gas mask testing, the latter often evoking a tear. All hands turned out for morning colors and the military band often furnished the music while the WAVES paraded to their position under the close watch of many pairs of discerning eyes.

Ten days came and went; three weeks passed; early December laid a snow cap on nearby peaks and signs of Yuletide came around. Many wives came to California for a sojourn near their husbands. The military band and the swingsters made phonograph recordings of "The



Seabee Song" and "Paper Dolly" and offered recordings to all interested. By now the dopesters were setting their sights ahead one month at a time. The battalion rolling equipment was set aside, labelled, and parked ready to go to the docks; except jeeps and a few weapons carriers. These blossomed out fresh and new with various female names painted conspicuously on the sides, rolling remembrances of the fairer sex at home. Details were sent to Point Mugu, Morro Bay, and Oakland Naval Supply Depot.

**N**EW Year's made history out of Christmas and each brought a share of three-day leaves in which to celebrate. Long distance telephone lines fell far behind in the rush of holiday calls. All the while, one humor replaced another in rapid succession, each growing as it passed from mouth to mouth. Eventually, the prophets did get a straight "scoop." They didn't know when, but the 107th was to be commissioned as part of Acorn 23. It happened on 13 January, 1944. After a little drill for practice, the occasion went off much like the review at Camp Endicott a few months before, except that this time the 107th's own band beat out the cadence and marching feet now rusty on martial maneuvers circled the parade ground under rifles at various slants resembling shoulder arms. It was a good outfit, though, Captain M. B. Gurney, Officer in Charge of Camp Bedillion, said so at the commissioning. The new Acorn unit was under the direction of Commander William R. Hopf, with Lieutenant Commander John B. Hentz as executive officer. The last echoes of the commissioning had hardly died when rumors flew thick and fast, that the new Acorn 23 would sail around 15 February.

There was scarcely any inkling of events to come and, except for mounting stockpiles labelled for 107th, there was little scurry to generate further utterances by the oracles. A detail sailed by LST to work on San Clemente Island, near San Diego, for about 18 days, there to build experimental models of Jap pillboxes and installations. A small carpentry crew erected a guest house at Splinter City's north gate. Military training, and leisure time found platoons on the beach or storming ashore in practice landings on the islands just out to sea.

Ultimately the deep, dark secret came out. The cooks said the departure would be "soon." Contingents of 'Bees returned to Splinter City from their off-base assignments. Those needing it received the needle loaded with toxins useful overseas. The embarkation physical examination was administered, reminding one of induction ceremonies

the summer before. A generous liberty schedule prevailed for the weekend of Lincoln's birthday and was followed by confinement to the area for the next week. Surely, the 107th was to be on its way this time. There was no doubt of it when the "Otto Mears" sailed on 17 February with a crew of equipment men aboard and excess personal gear was packaged up to go home. The day was not far off when, on Friday the 18th, each man consigned one bag of gear to the ship, there to be stowed for the voyage, and the battalion offices were secured in preparation for loading aboard ship.

If a rain itself is a good omen, then the 107th had a guarantee of a successful voyage, for the downpour commencing to fall on Saturday afternoon continued its patter all through the night. The morning of 20 February was dismal and decidedly wet. Through the drizzle and fog men ran for the mess hall to breakfast and ran back. Still washed by drenching rain, "Ritters Critters" crowded into the shelter of the new guest house waiting for a procession of trucks going to the dock. Lucky was the critter who drew a sheltered vehicle and a soaking was the price for him less fortunate. Unloading inside a giant dockside warehouse, curious figures bent with a load of infantry gear and poncho-draped formed a snaky file to pass the muster checker and mount the gangplank of the "Sea Pike," an Army Transport belonging to the Moore-McCormick Line. First come, first served, and deep in the prow they went to find a berth and a spot to unload bulky, worrisome packs, rifles, gas masks and sea bags, little realizing the toll of a voyage on a churning sea.

As the few civilian dock hands cast off the moorings at 1630, the "Sea Pike" slowly moved from the dock, through the submarine nets toward the vast ocean. There had been no band, no whistles blowing, no last-minute farewells—nothing but the confounded rain beating down on the grey, steel deck. A feeling of insecurity, doubt, and confusion perplexed every 'Bee as the troubled, green sea rolled the ship like a tiny cork. Huddled against the weather along the rail, everyone watched the shore. Not much to see. Just plain warehouses, docks and buildings, but something clearly remembered. A thousand things popped through the 'Bees' minds. Little things that never meant much before. Suddenly, the shoreline began to fade, vision was low, there was straining and peering—but there was nothing, nothing but water meeting the sky at the horizon.

Only a few miles from the coast, the ship ran into a heavy wind, the worst snowstorm in 51 years for Los Angeles and the neighboring coastline. The long, steel Liberty Ship began to toss high and bounce hard



Left: Rows of small wooden huts built on asphalt deck provided quarters at Splinter City.



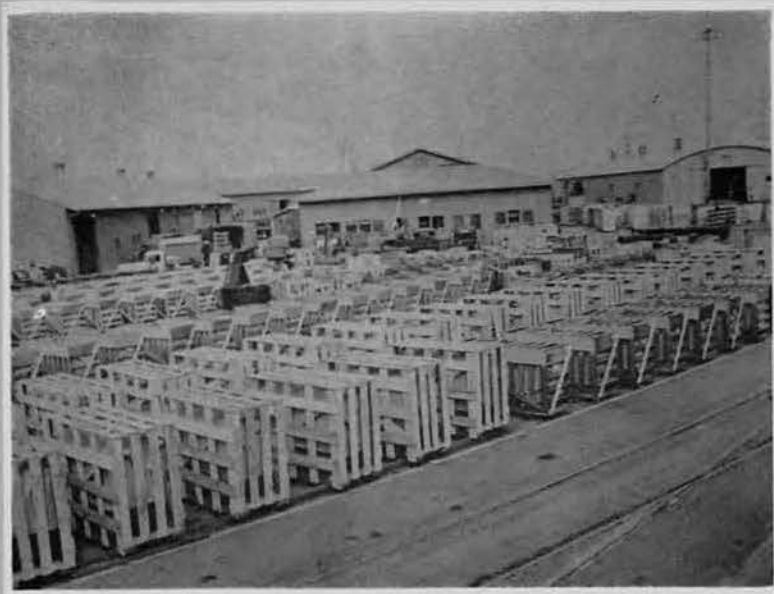
Right: Gate 8 near the theatre was a busy place.



From the air ADT looked



well planned and conveniently arranged.



Left: Piles of supplies marked the West Coast shipping center.



Right: Liberty buses at Camp Rousseau ran regular schedules to Oxnard.



Bard's Barn and Rousseau's theatre sponsored numerous dances.



The gangplank was a difficult bridge to cross.

on the rough water. Men—mariners and drylanders alike—crowded the “heads” and shower rooms since the top deck was secured and the rail was not handy. Hardly a Seabee survived the first twenty-four hours of the trip without a touch of seasickness. Without a doubt, the first night was an initiation from Neptunis Rex that made every man worthy of his sea legs.

**W**HEN the sea had calmed and the ship glided more peacefully, the perpetual chow line formed from early morning until late evening. Two meals and a single piece of fruit at noon was the ration of the day. An occasional gum drop or a hot Coca-Cola from the ship's store was a welcome supplement to the regular C-ration diet.

Time began to drag. No mail, the sight of endless water, little reading material, and inactivity brought disquietude to the men on the overcrowded ship. In a short time the chaplain arranged a “smoker”—the band played, the boxers worked out, the magicians performed, and the comedians told jokes under the hot, broiling sun. Day in and day out the routine was the same as the ship continued its westerly course.

After six days on the high seas, the “Sea Pike” had traveled some 2,300 miles to the Hawaiian Islands. On 26 February Oahu was sighted, emerging high above the ocean full of Naval vessels like a mother duck and a brood of ducklings. As the ship's public address system played Hawaiian music, and the band sounded forth with appropriate numbers, the transport docked at Iroquois Point, Pearl Harbor. The harbor was a hub of activity. Planes roared overhead, giant aircraft carriers steamed by, sleek submarines refueled, and construction crews worked on installations. From the weather deck innumerable landmarks—the famous Diamond Head, City of Honolulu, Pearl City, the stricken “Oklahoma,” the Royal Hawaiian Hotel, and Hickam Field, were in view. It was a welcome relief to see pleasant sights after staring at jumping fish in a sea of monotony for many tiresome days.

Orders came to prepare to go ashore and camp temporarily at the Advance Base Reship Depot. The food, which was plentiful here, was a Godsend to Seabee appetites, unsatisfied for days. It was here, too, that the battalion saw its first overseas motion picture, “The Lodger.” (Little did we realize how many times it would be shown again). After checking personal gear, cleaning the area, swabbing quonset hut floors, remaking the bunks, in general, “fixin’ up the place” for two days, all hands were alerted to move back on the ship. The 107th Seabees had received their orders to proceed to Island “X” number one.

On short notice, all personnel boarded the “Sea Pike,” this time according to company and platoon order. No sooner had the last man stepped aboard than the gangplank was pulled up and the ship moved from the dock at Oahu. Jupiter Pluvius sent rain and fog over the ocean as the 107th moved, and visibility was poor as the big, gray ship picked up its escort vessel, a small submarine chaser, and headed for the Central Pacific. Now, the trip was undertaken with added precaution. Sunrise and sunset found all hands “topside” as such hours were ideal for enemy sneak attacks. Life jackets were worn at all times, voluntarily. There was little change in activity on this final leg of the journey, except for the sea and air watches, booby hatch duty enforcing strict black-out regulations, and occasional gun drills and attack alerts.

The ship was now approaching unsafe waters and the captain took every precaution. During the day he would sound forth, “Knock off the smoke in the troop galley;” and at night, “Close the booby hatch on the portside” at regular intervals. Impatience and restlessness flushed through the ‘Bees as the objective was just a few days off.

On 3 March the destination was revealed—Ebeye Island, a small sand bar in the Kwajalein Atoll, Marshall Islands. 4 March became 6 March when the “Sea Pike” “cruised” across the International Date Line. (All personnel thereby becoming members of the “Order of Golden Dragons.”) Sailing in the Eastern Marshalls the ship was now where no other American ship had travelled in fifteen years. With the sighting of a plane on the distant horizon men lost no time in getting below decks—but fast. A sigh of relief came as the speck grew larger and proved to be a PYB on patrol.

The night of 6-7 March found all hands “on alert” as the “Sea Pike” proceeded full speed ahead past the brightly lighted Jap held island which was the last spot of enemy land before the final destination. That was the most intense night of the whole voyage. Everyone held his breath—and life jacket, too.

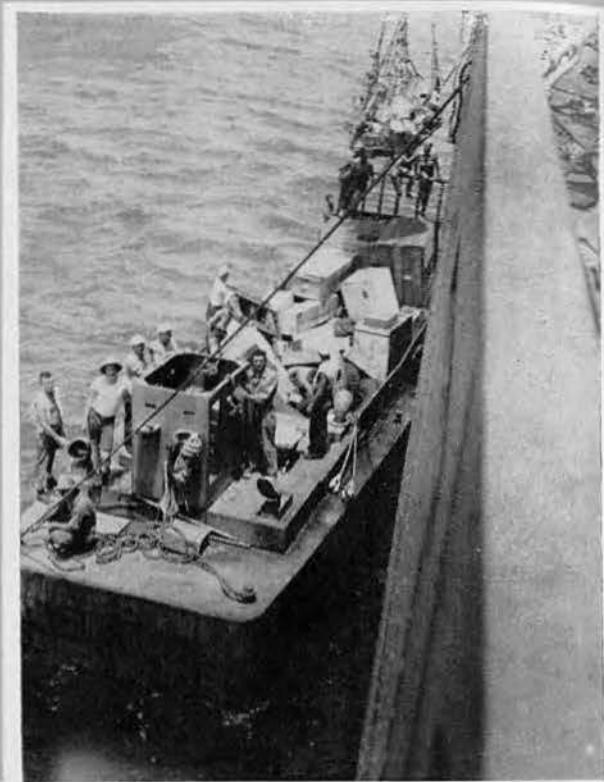
At 1500 7 March the Kwajalein Atoll was sighted. A long chain of tiny strips of land—some covered with ivy-green tropical jungle—and coconut trees; some apparently bare and sandy, appeared just short of the horizon. While the ship approached the atoll, officers discussed final plans and operations in the midship house. Automatic weapons men received ammunition, and anxious eyes tried to single out “our Island X.” Entering the large atoll, a natural harbor, through a small channel, the “Sea Pike” dropped anchor among scores of ships of all sizes and types from the largest warship to the smallest amphibious craft. From



Crowded LCVP's took early beach parties ashore.



Right: Food and necessary equipment received A-1 priority in unloading operations.



Right: The U. S. Fleet leveled and laid waste to Jap equipment on Ebeye Island.







The first building was an Acorn mess hall



Right: Jap cement was used for the deck.



Left: Tents popped up among shattered palm trees.



Right: A Jap cement mixer hitched to a truck was put into operation.

this point Island "X" could be seen two miles away. Even aboard this loaded transport, it was easy to see that there was plenty of work ahead. Utter destruction and foul odors from the shore bore witness to that.

**N**INE March a demolition squad and first advance detail of 240 men landed on Ebeye Island. Here lay a sight inconceivable to "green" Seabees. Before them was a tiny coral strand 4,500 feet long and 450 feet wide—a former Japanese defense arsenal laid waste by American assault forces. Giant pillboxes and blockhouses with yard thick reinforced concrete walls perforated and charred to rubble; machine gun positions and artillery emplacements burned and blasted to bits; tall coconut trees snapped and broken into splinters; the top soil sifted and loosened like a plowed field; cement buildings disintegrated around their standing foundations; steel hangers burnt and twisted, like spaghetti; wrecked Japanese planes, bearing the scarred Rising Sun dotted the island; but, far worse than all, a sickening, unforgettable stench of dead Japanese came from every dugout and rat hole. It was the job of the 107th to clear off this island, a "mass of absolute destruction," to repair a seaplane ramp and build installations, living quarters, and a dock for a Naval Air Base.

The first three weeks were tough. Sleeping in pup tents on the beach, eating "K" and "C" rations, with an occasional hot meal from the ship, the first detail made way for supply dumps. Thousands of flies and rodents crawling over the decayed matter required utmost precaution against disease and sickness. But, dengue fever and dysentery brought many to sick bay. Cement was poured for a chow hall with an old Jap cement mixer using Jap cement, and stevedore gangs were organized at an old dock; while an Acorn demolition squad combed the island for booby traps and duds. During this time, little fresh water was available and a half a ton of salt water soap and the Pacific ocean provided the only bathing and laundry facilities. Even though "Tokyo Rose" gave ten days to evacuate the Marshall Islands, the 107th stayed on.

Heavy equipment, supplies, and men began pouring ashore. Soon, the island was a hive of activity. Dozers, graders, and shovels were leveling the island and pushing debris into the sea. A large Japanese seaplane hangar damaged beyond salvage possibilities was "dozed" some three hundred feet to the ocean. Obstacles large or small were cleared away—Ebeye Island was restored for the reconstruction. The job had only begun, but a lot of sweat and hard work had already been put out. "We were still a green battalion with a lot of things to learn!"

When the first three hot weeks had passed by, six-man pyramidal tents began to go up, a temporary chow hall was functioning, and construction activity was in full swing. The old seaplane ramp was patched, rolled, smoothed, and extended and seaplanes were now on the little island in far greater number than ever anticipated. The Fleet Air Wings were operating against Wake Island and the Carolines from this base already. Still, work went on. Fresh food was coming in and fresh water was no longer a worry as the stills provided enough for all consumption. The dock was repaired to handle a large influx of shipping. Roads were built around the island; a parachute loft went up; tents and quonsets for flight personnel were erected. Whenever a carrier anchored in the lagoon with a number of damaged planes, pontoon rigs loaded and transported the planes to shore. Technicians repaired them for another strike at the "Rising Sun."

A large hospital consisting of double deck quonsets equipped for carrying out intricate surgical operations was set up. Hospital ships, which some day might send patients ashore, to regain health in the newly constructed dispensary, appeared in the atoll with a large task force assembling for another invasion somewhere. The new Ebeye Island was nearing completion.

Sunday, 14 May 1944, Ebeye Island was commissioned—Naval Air Base Number 807. At the ceremonies and review Admiral Bernhardt commented that he cruised by the island at dawn 31 January, 1944, and observed a beautiful, green, dense, palm grove, with green grass and woodland plants. A week later when he went to the island he said it was certainly a mass of devastation—far different in appearance from the first time he saw it. It took him ten minutes to push his launch to the beach through the collection of debris. His comment was that the accomplishments of one month on the island were unbelievable, and that he was happy to see the first American seaplane base in the Marshall Islands. In this exercise Lieut. Comdr. Ritter remarked that this duty "was the shakedown that any green battalion needed. NOW WE ARE READY!" (The Acorn 23 was on this date de-commissioned and carried on as the Naval Air Base unit.)

Soon, fifty men of Company "D" together with surveyors and demolition specialists moved to Bigej Island, a small knoll approximately ten miles north of Ebeye but still in the Kwajalein Atoll. Crews had been commuting there from Ebeye since 18 April. The new groups were to prepare a site for the battalion's eventual movement to that island. During the month of June headquarters departments moved to Bigej.



Left: Land crabs also found rest in pup tents on the beach.

Right: The Japs tried to build impregnable pill boxes.



Below: A bulldozer—  
No. 1 Seabee weapon—  
"finishes off" a heavy  
blockhouse.

Below: Anti-Aircraft  
guns were set up as  
well as quonset huts.



*Handwritten flourish or signature.*





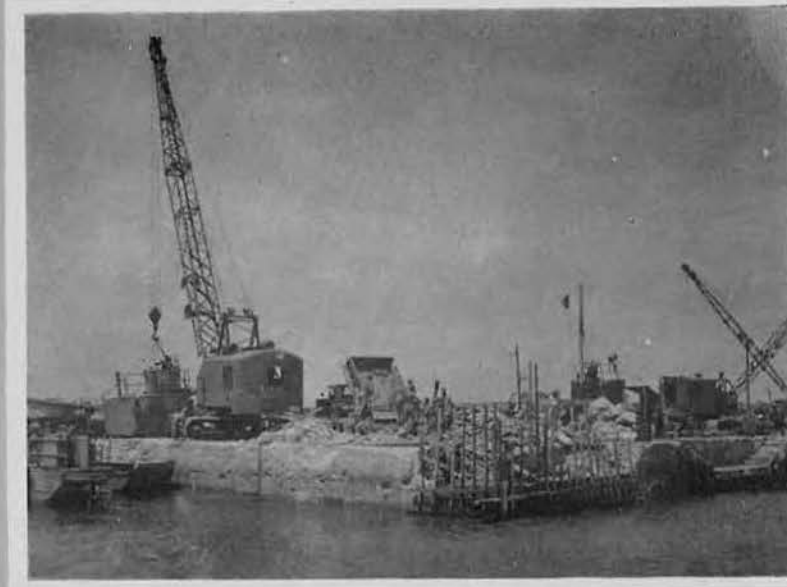
Left: Enemy reconditioned equipment provided concrete for important jobs.



Right: On the Seaplane ramp . . . .



On the dock.



Shattered from American shells.



Left: Increased activity necessitated enlargement of the old Jap ramp.



Right: Quonset huts and frame buildings housed aviation repair shops.



The battalion equipment compound utilized, for the most part



... portable machine shops and repair units.



Left: Supplies were moved in place with a "cherry-picker."



Right: The still—the only source of fresh water.



Fisher's and Wilson's Diner



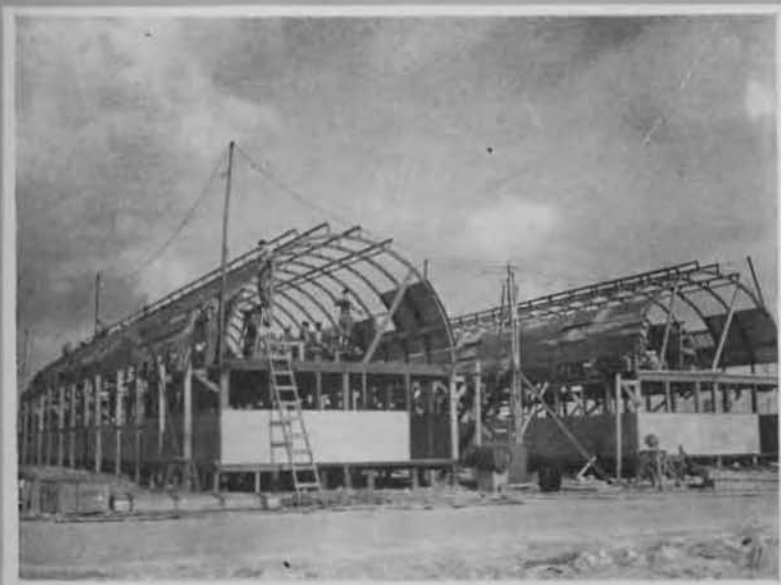
"Starved collars and creased pants"



Left: Quonsets were erected . . .



Right: for hospital galley . . .



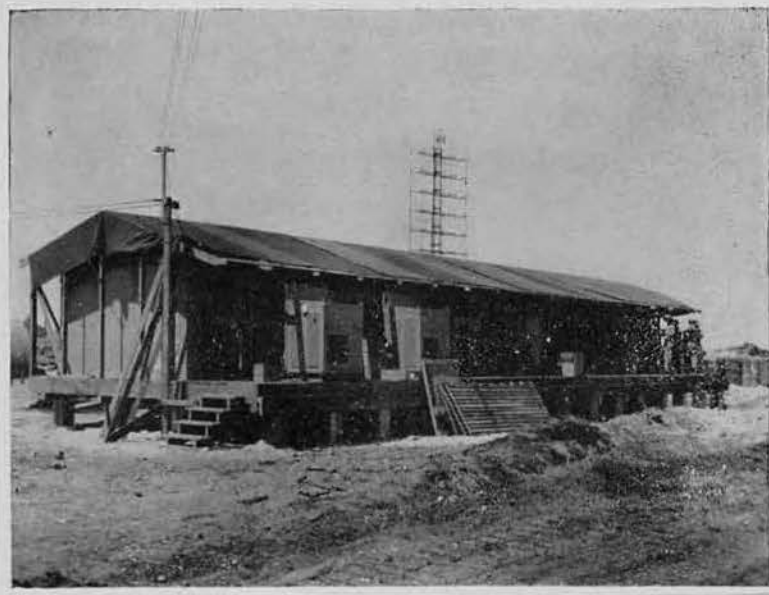
hospital wards . . .



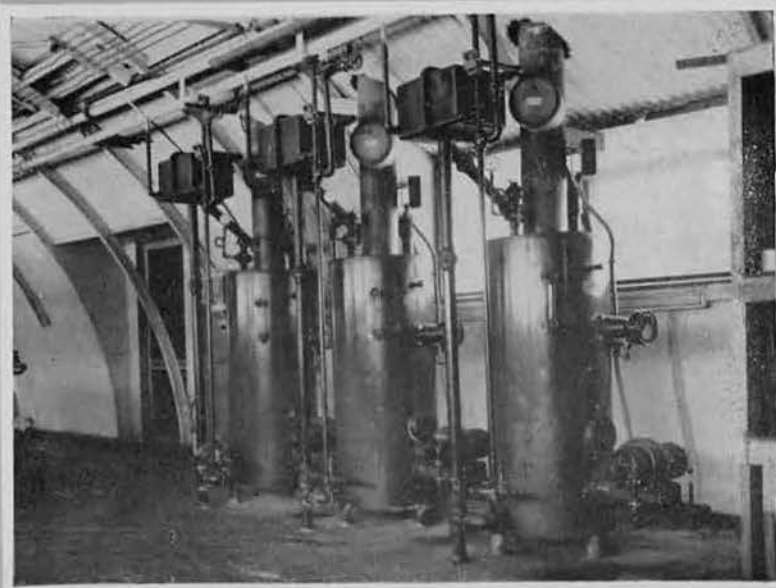
and flyers' quarters.



Refrigeration storage units were necessary to keep fresh food.



Galley stoves . . .



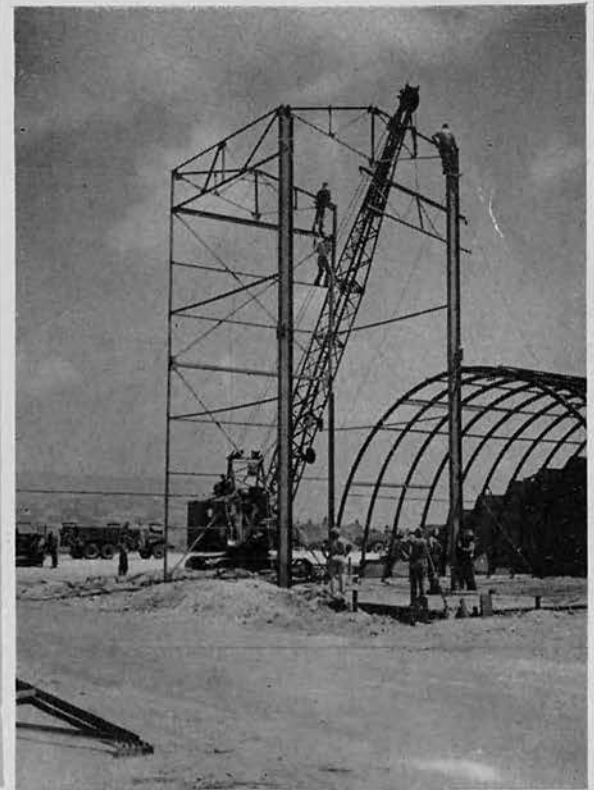
and water heaters in Acorn Mess Hall.





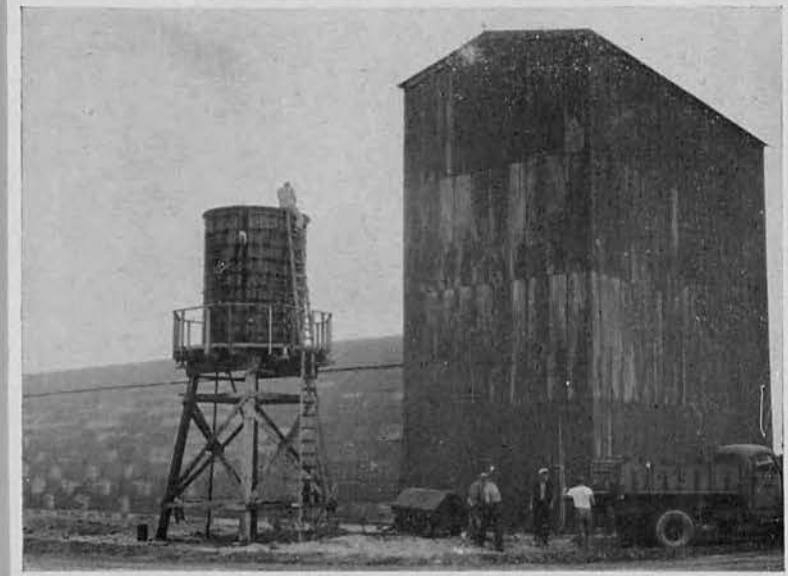
Left: Aerology and communication center.

Right: Riggers Aloft



Below: Ammunition storage.

Below: Parachute loft.



*cee*



Left: General view of dock area.



Right: LCT ferrying aviation gasoline from ship to shore.



Temporary fuel storage dums were replaced . . .



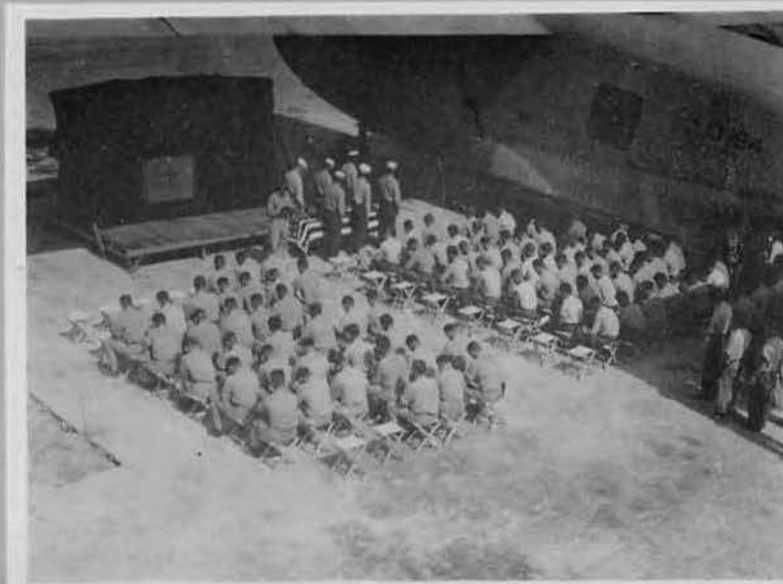
with tanks and pipe lines.



Acorn 23 Chapel was built for all Island personnel.



Sunday morning service in Seabee chapel.



Military rites for mate on Easter morning—1944.



Left: . . . "Now we are ready."

Right: Naval Air Base Number 807.

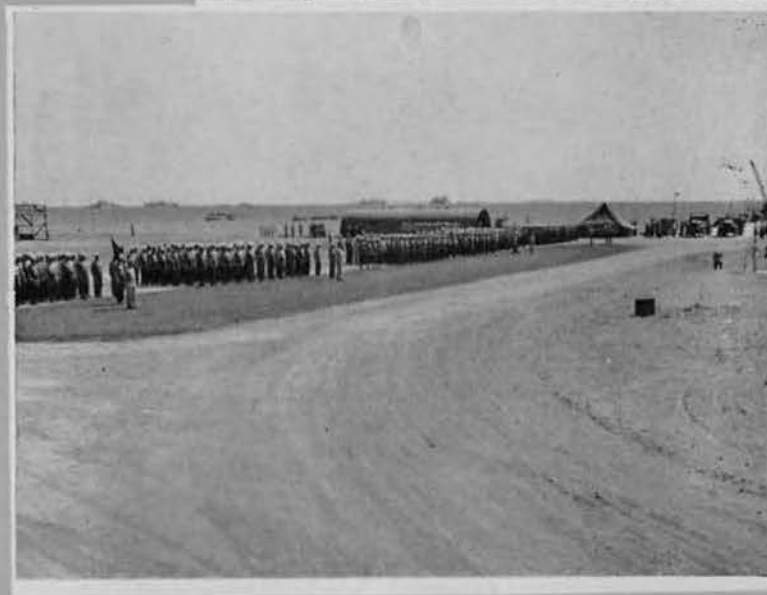


Below: Admiral Bernhardt spoke . . .

Below: at commissioning ceremonies.



*Se*

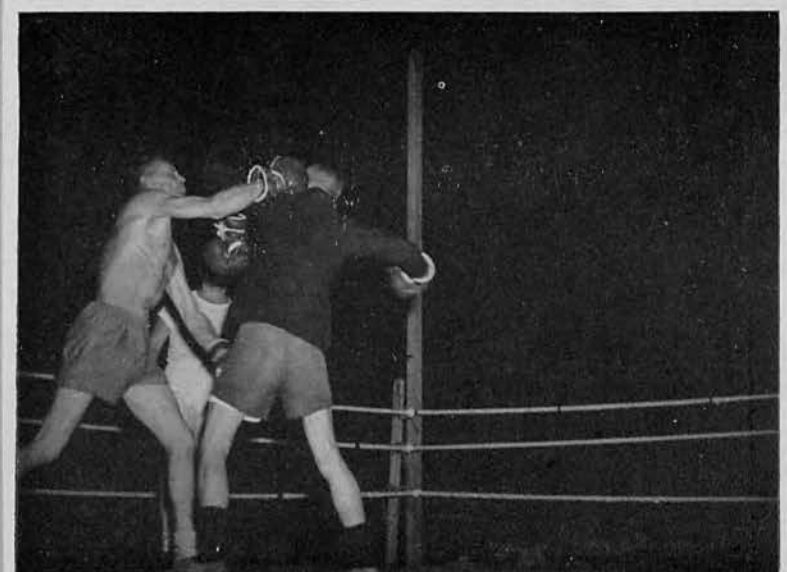




Boxing was the only highlight of athletic activity on the island.



Bill Blackwell—a 107th winner.



Old Timers' razzle-dazzle.



Left: General view of Ebeye Island . . . North . . .



Right: Northwest . . .



South . . .



Southeast . . .



Kwajalein Atoll, largest natural harbor in the world, could hold all of the world's major fleets.



Ocean breakers pounded Ebeye's ocean side.



Ebeye Island—a completed job.



COMPANY "D" was assigned the lead company there. Quonset huts and mess wings were set up as more men assembled on that island.

By mid-July Company "C" had moved to Bigej—the last company to arrive. Behind the 107th Seabees now was the first overseas job on their first Island "X." Behind, they had built quonsets, Patsu's living quarters, the hospital, recreation facilities, a new plane repair base, as well as Acorn maintenance buildings (firehouse, warehouses, public works, aerology, photo, radar and radio)—all functioning toward the next offensive in the island hopping campaign to Tokyo!

Bigej Island, another coral strand in the Marshalls, just 600 yards wide and 2,000 yards long, was apparently of little importance to the Japanese. The enemy had two cable, mine and buoy factories, a large ammunition dump, a small gauge railroad and a large concrete dock there before the invasion. The island was hot and damp and full of green vegetation—underbrush and coconut trees from tip to tip, except in the center, where carrier planes had set off the ammunition dump, which left a large, empty crater across the middle of the "rock."

The job here was short. Earlier arrivals had set up a small chow hall, started work on a tank farm, the number one job, and had cleared jungle growth for the erection of six-man tents. The battalion began a re-staging program with the readying of equipment for another move ahead. While some men worked on the tanks and pipelines, others cleared the beaches, built a large canteen, laid out ball fields and other athletic activities—making a fleet recreation island for "line" personnel, the only one of its kind in the Kwajalein Atoll. During this time the 107th set up a sports schedule, the first relaxation in months of hard work.

Teams from ships in the newly-formed task force in the lagoon, came ashore and played company and battalion teams. Stage shows appeared on the island "Y" stage. Boxing cards were "Saturday Night Smoker" features. A boxing team flew to Roi-Namur Island to battle a Marine team. The 107th Swing Band played regularly at the Fleet Canteen, as well as at the Pacific radio Station, WXIG Kwajalein. In general, the battalion was getting a well-earned rest, while preparing for the next constructive assignment.

But the weather on this island was almost unbearably hot—often the temperature rose to 100° in the shade. The tank crews erecting the 10,000-bbl. fuel oil and diesel oil tanks and underwater pipelines, were

bothered in handling the large, burning hot steel plates. With the completion of this tedious task a firing range was built and all hands fired their '03's in target practice.

While life was moving along in a routine manner on Bigej Island, Admirals King and Nimitz were sitting in on a conference on "107th Built Ebeye." Before long, and breaking with the suddenness of a Pacific cloudburst, orders came—the battalion was on the move. Gear and tents were "ingeniously palletized" in the 107th Seabees' own pre-fabricated style. Three LST's tied up at the dock and in five days mechanized equipment, personal effects, and men were loaded aboard. 1 September 1944, the small convoy of three LST's moved from the Kwajalein Atoll via South Pass.

Great spans of water lay ahead! Even though crammed and jammed topside the LST, everyone knew what to expect! Nothing—in the way of accommodations. The top deck of each LST looked like a gypsy road camp with equipment piled on, and men trying to erect sleeping quarters with ponchos, tarpaulins, and shelter halves over their cots. Every night rain soaked the Seabees—and every day the hot sun dried them off.

In three days Eniwetok Atoll, a coral reef atoll in the Northwestern Marshall Islands, was passed. Gun drills and practice alarms were held by the LST crews, as the ships sailed in a northwest direction. After ten days on the course—the island of Saipan in the Marianas group appeared huge and majestically against the morning sky. The high mountains seemed fascinating—almost like the hills of California—for the 'Bees had been living on a tiny dot of sand for months. Farther south, Tinian came into sight. It was like a rolling, green plateau—just 38 square miles of coral rock. Tinian was the third Island "X." The three LST's pulled in the harbor at the time destroyers were shelling Aguijan, a small Jap-held island five miles from Tinian's southern tip.

12 September 1944, the first LST docked at a pontoon causeway and the first personnel went ashore. With the first step on Tinian soil—what had looked like dry land was a sea of mud. What had looked like neat, winding roads, were muddy, slippery trails. The rainy season had reached its climax. Before long, heavy equipment and trucks hauling supplies from ship to the camp site, which was the middle of a cane field, were bogged down in mud. At times several oxen and carts were used to transport supplies. At this point it is very fitting to note that the 107th Seabees have handled all loading and unloading of equipment on every move—never once calling on special stevedore gangs.

In two days the 107th Seabees were off and had pitched pup tents





Left: Low tide at Bigej.



Right: Concussion from exploded ordnance stripped foliage.



A direct hit on Jap mine dump . . .



. . . and cable factory.



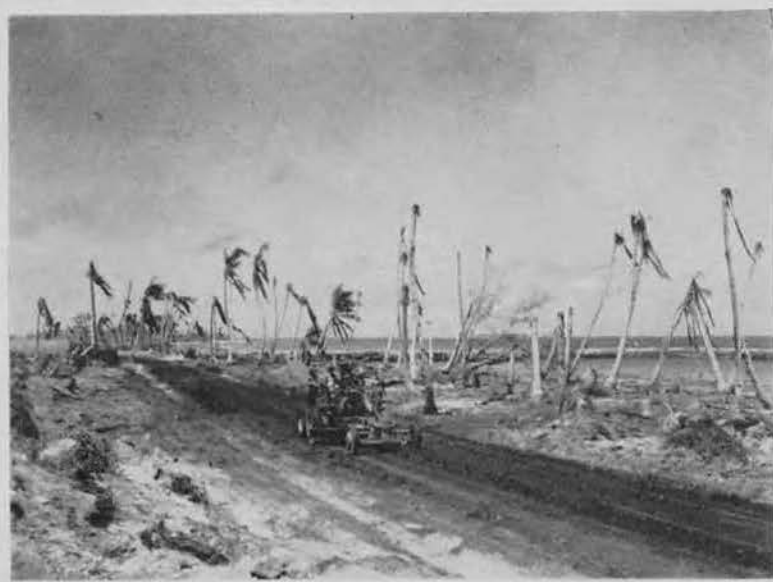
Left: Island "X" was charted.



Right: Tropical underbrush was cleared.



Bomb craters were filled.



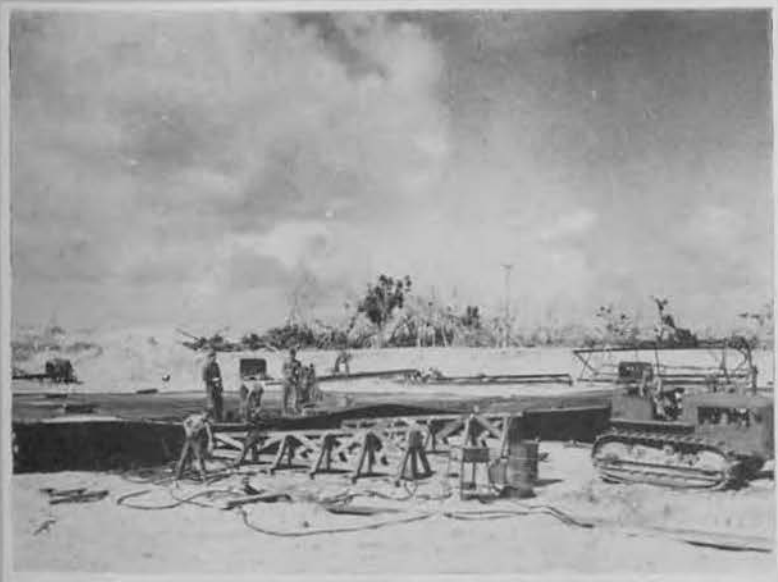
Roads were widened and graded.



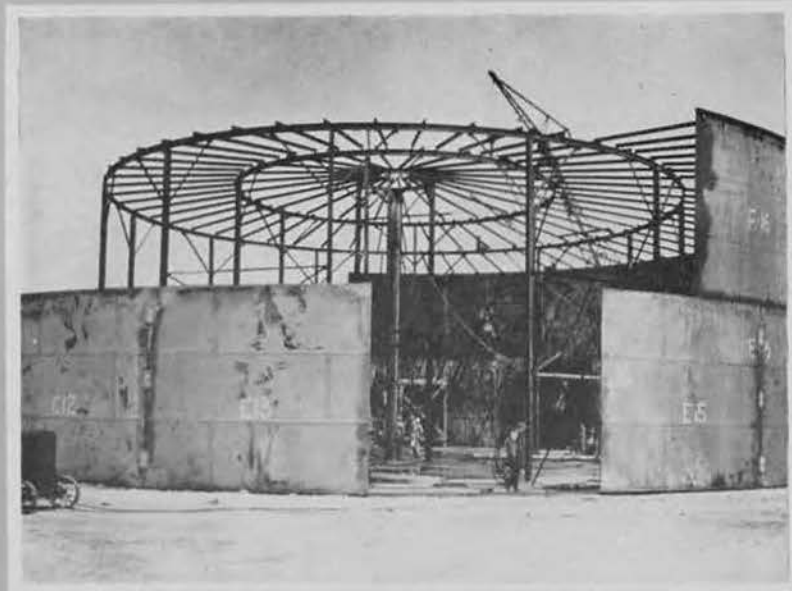
Left: Coral foundation was leveled . . .



Right: for 10,000-bbl. steel tank decks.



Riveting a deck . . .



. . . for a 50,000-bbl. tank.



Center tank ribs.



Right: Scaffold welding.



Interior of 50,000-bbl. storage tank.



Tank Farm.



Bigej was a narrow strand.



Bigej Supply Compound.



More sand and tanks.



Left: Palm trees afforded shady spot . . .



Right: . . . around wet canteen.



Canteen supply area.



The one and only Bigej Theatre—the 107th.



Left: Foundation for water tower.



Right: Galley quonset hut.



Tropical splendor—they said.



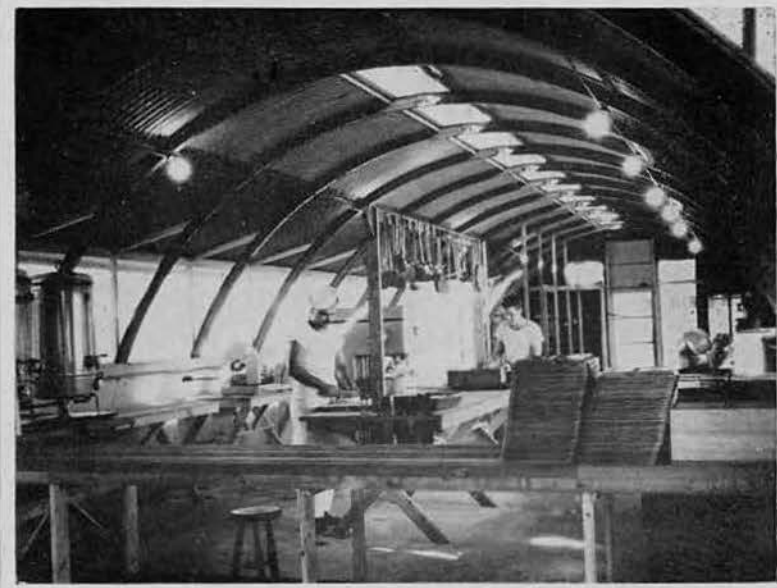
Fisher's and Wilson's Dining Room on Bigej.



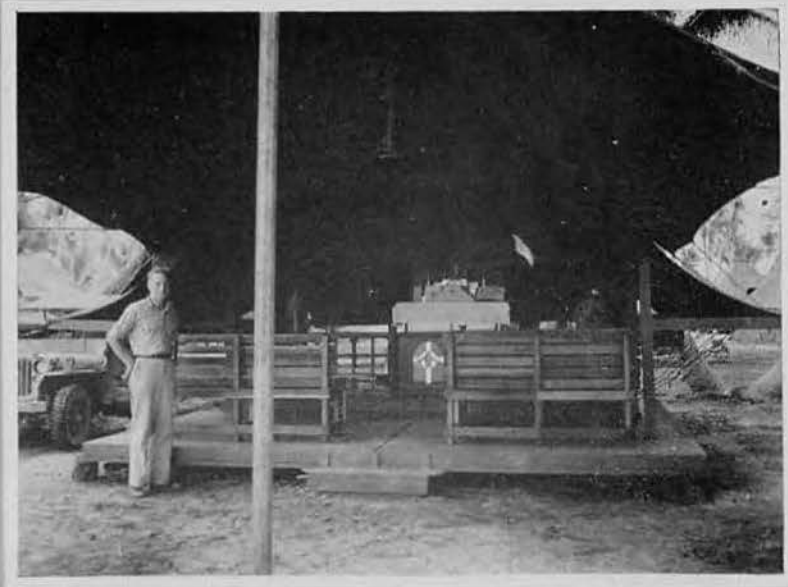
Left: Interior mess hall . . .



Right: . . . and galley.



Seabee-made altar in House of Worship.



Father Fonash at portable "Chapel by the Sea."





Left: Unloading supplies from LCM.

Right: Bigeij's most common inhabitant—the Hermit Crab.

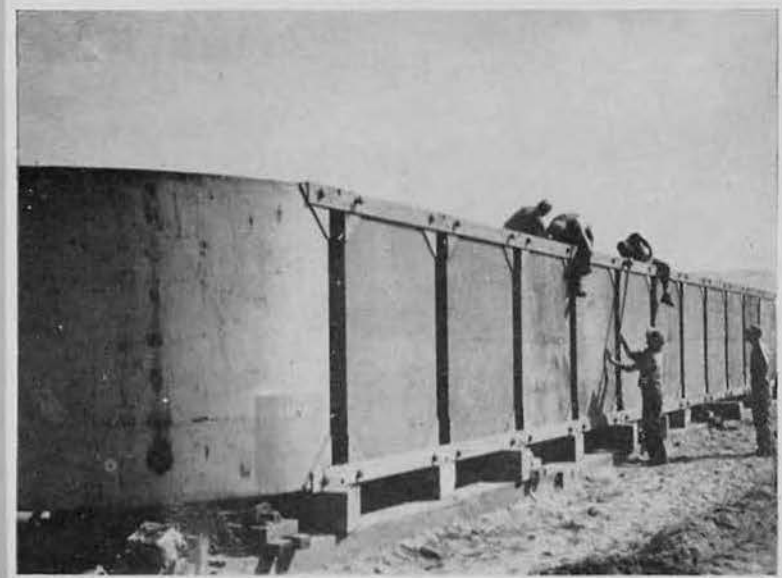


Below: Storekeepers display their motto.

Below: A section of a pontoon barge.



*ce*





Left: Maggie's boat.

Right: "Myrtle's" bird.



Below: Just another Chief.

Below: Soon—a ball field.



*ell*





Left: Military—was the new order.



Right: Mortar Practice.



Ready on the left . . .  
Ready on the right . . .



load and lock . . . unlock . . . fire.



Rex Ritter's Critters with . . .

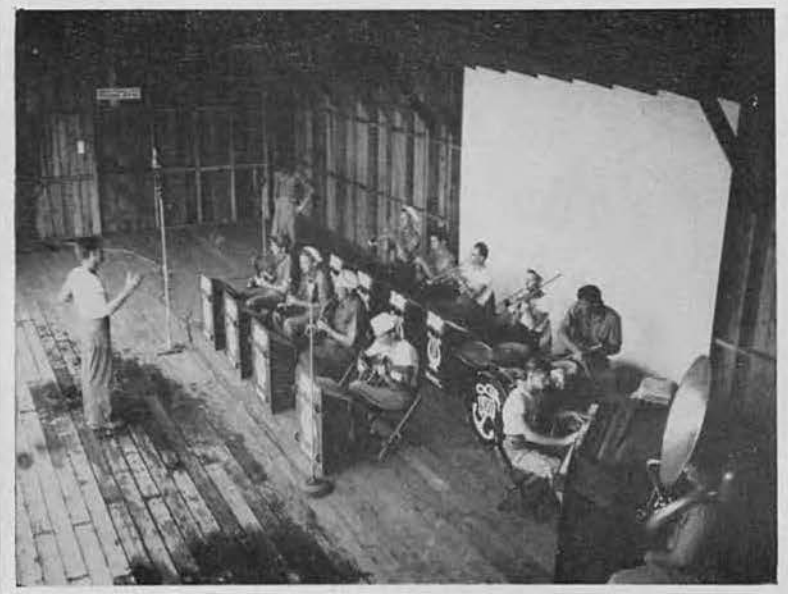




Left: The Bob Hope show on Kwajalein.



Right: Swing band broadcasting from radio station WXLG—Kwajalein.



Seabees entertain "line" personnel aboard U.S.S. "Aragon."



Bigej Champs—Company B Baseball Team.



"Tex" Ritter's gals.





on an old Jap fighter strip. Nevertheless, mud was still deep all around. "K" rations were served from a field kitchen for four days. On the second day, somewhat of a record was established when the plumbers rigged up a small shower on the side of a hill. On the fourth day, the "palletized" chow hall was set up. The Seabees had learned to do things.

**A**S the last piece of heavy equipment rolled off the LST and passed what was Tinian Town, now a flattened pile of wreckage, tents were going up in the camp. It wasn't long before the area was in good shape with equipment and administrative departments functioning.

"We were now fully engaged in construction activity on Tinian—which was to be the largest in the world."

Work continued on camp improvement, although from this time on such work was kept in a strictly subordinate status to the progress of the base as a whole. The island soon took on an aspect of frenzied activity with the men of the 107th as among the busiest 'Bees in the Seabee hive. New battalions continued to arrive and add their efforts to those of the Seabee battalions already on the island. Army garrison units and aviation units began to pour in and the arrival of each new unit raised the necessity for completion of another "impossible" task within the time limits set up by an "impossible" deadline. In all of this activity the 107th had a major share. The enemy was apparently waking up to the knowledge of the destruction which was being prepared for his cities and industry by the troops stationed on Tinian, since we had two air alerts on the 24th of September and another on the 25th. Rains continued to make the island a quagmire, yet construction crews working knee deep in mud continued to build roads, shops, and camps. The battalion was slowly digging itself out of the mud and with it a fair share of the other personnel on the island. The second day of October a typhoon warning was issued; although the typhoon failed to materialize, high winds and torrential rainfall added to the difficulties of carrying on construction. By the seventh of October, a few of the comforts of life were available to the men of the 107th; beer and Coca-Cola were sold for the first time and a routine of reveille, chow calls, tattoo, and taps had been inaugurated over the public address system. The scuttlebutt artists who had been lying low up to this time, now came out of cover and started the rumor that the battalion was headed for home; quite a few lads who allowed their optimism to govern their common sense were convinced that we would all be either in camp parks or at the very latest, en route to the U. S. within thirty days.

Early in the morning of 3 November the Japs struck back for the first time. There were apparently four raiders, two of which strafed the North Field which by now was in operation. These planes were successful in damaging a B-24. No other damage was done, although several men (not of this unit) were injured. On the 7th of November we experienced three raids; the last of these raiders zoomed over our water tanks coming out of the northwest and headed to southeast. This pilot was evidently burdened with weak eyesight since he passed over our camp and strafed a cane field inhabited exclusively by cattle and stray Japanese snipers. During these raids the South Field was strafed and bombs were dropped straddling the strip. Air alerts on the 8th and 9th of November proved to be false alarms. On 20 November one of the most beautiful fairy tales of the entire war was circulated over the island. The story: A Japanese plane painted snow-white and carrying two Japanese envoys en route to Washington landed on South Field. The envoys were met by a Marine guard who escorted them to the Island Command Headquarters. Later, their plane was refueled and they continued on their way. When this story was finally punctured another gained credence; this one was to the effect that the plane had indeed landed but was immediately covered by Seabee souvenir hunters who so thoroughly demolished it that it was unable to continue its journey—thus prolonging the war, no doubt. The 27th and 29th of November saw two more air raids; the North Field was again strafed. On the first of these raids ten enemy planes were shot down by AA fire and fighter planes. Quite a bit of flak dropped into our camp during the second of these raids—no one injured.

While these events were occurring the work was going ahead. The 107th was devoting the bulk of its attention to the construction of camps for the aviation units which continued to arrive on the island. With two heavy bomber fields in operation and one fighter strip the island began to take on the appearance of an established base. Additional strips continued to be built and much of the island was now occupied by housing for Army and Navy units of every type. Men of this and other battalions manned equipment which was rapidly turning the island's system of roads from a few muddy trails into a network of well built, well drained, coral roads over which moved a steady stream of supplies and personnel to further extend the base. Details from the 107th also were engaged in extending the facilities of the two airfields for the use of B-29 bombers. The time was shoved ahead one hour in order to secure every available daylight hour for work. Tinian time is now 10 hours ahead of Greenwich meridian time.



Left: Unloading operations on pontoon dock at Tinian.



Right: Personnel "ride out" of an LST on cargo truck.

Below: Every foot of space on the top deck was used.

Below: Heavy equipment rolls ashore to begin work on airfields.







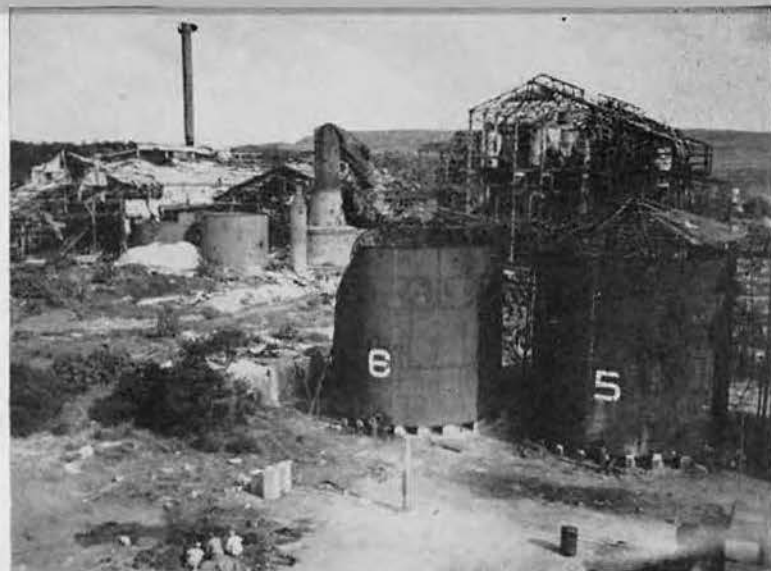
Left: Business corner in Tinian Town "closed for duration."



Right: Dwellings were flattened beyond recognition.



Sugar cane that didn't make the mill.



German-built mill that once comprised the South Sea Sugar Refinery Corporation of Japan.



Pre-historic monoliths.



Right: Stone tablet erected by Japanese records monolith history.



Tablet near Japanese memorial.



Monolith ruins.

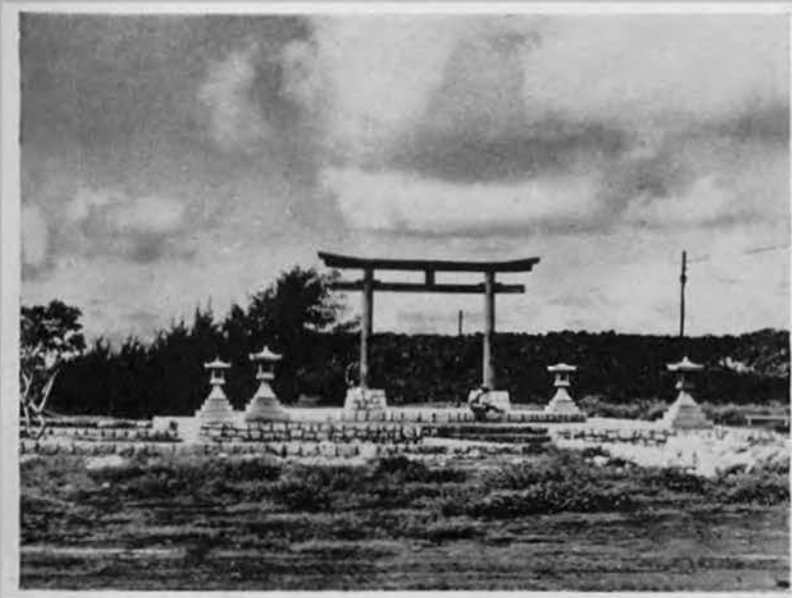


Various Shinto Shrines and Temples . . .



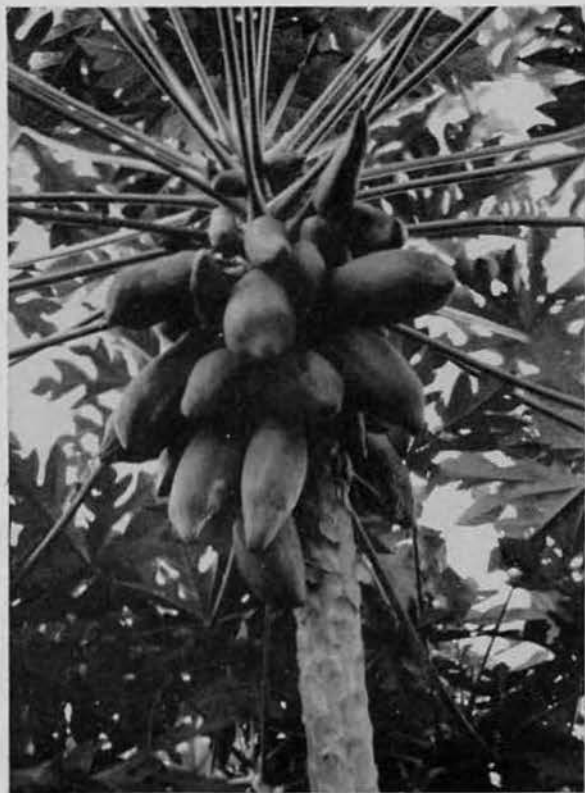


... about the island.



Left: Japanese Torii,  
built by Koreans—  
Broadway Circle, Tinian,  
Marianas Islands.





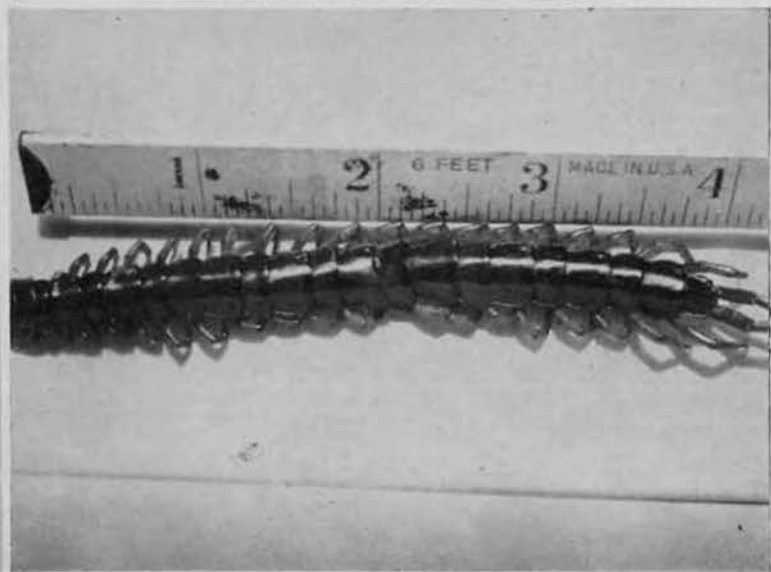
Left: Papayas are the island's most abundant fruit.

Right: Papaya blossom.



Below: A non-poisonous centipede.

Below: Tinian snail feeding on papaya.



*Centipede*





Left: Trail of molten lava.



Right: Volcanic rock and coral shells form the island's crust.

Lava peaks rise . . .  
. . . along the shore line.





Left: Agriculture is the Koreans' prime occupation.



Right: Farm implements are crude and primitive.



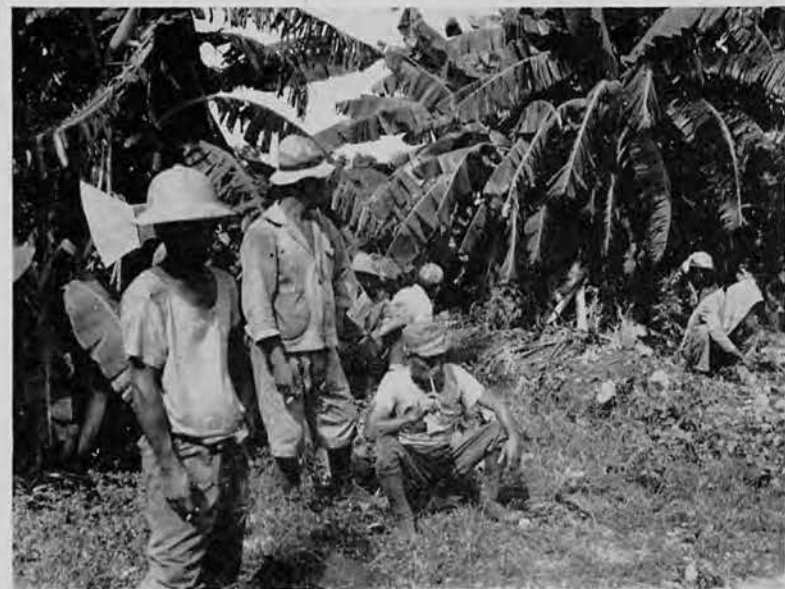
Sugar cane was the main crop . . .



. . . in the Marianas.



Koreans were 90 per cent of all civilian population.







Left: A field kitchen supplemented K-rations with hot soup.



Right: D plus 4.



A galley sprang up in a sea of mud.



Skipper's office was just a desk under a tarp.



§



The equipment compound was built . . .

. . . where a Korean village once stood.



S



The camp area was situated . . .

. . . on a sloping ridge of a sugar cane field



Left: Haul road trucks were rolling 24 hours a day.



Right: Jagged coral terrain took a heavy toll of construction equipment tires.



New 10-wheeler vs. old 2-wheeler.



Every available piece of equipment was placed on airfield construction.



Left: Birth of an airfield.



Right: First Liberator bomber to land on West Field.



Old Jap revetments were replaced . . .



. . . with smooth, level hardstands.





B-29's began operations upon immediate arrival.



Right: Seabees and 20th Air Force personnel became close companions.



The giant bombers operated for many months from the Tinian base under extreme secrecy.





The 107th "baby."



Mount Fujiyama—signpost on "Empire Run."



The Imperial Palace in the heart of Tokyo.

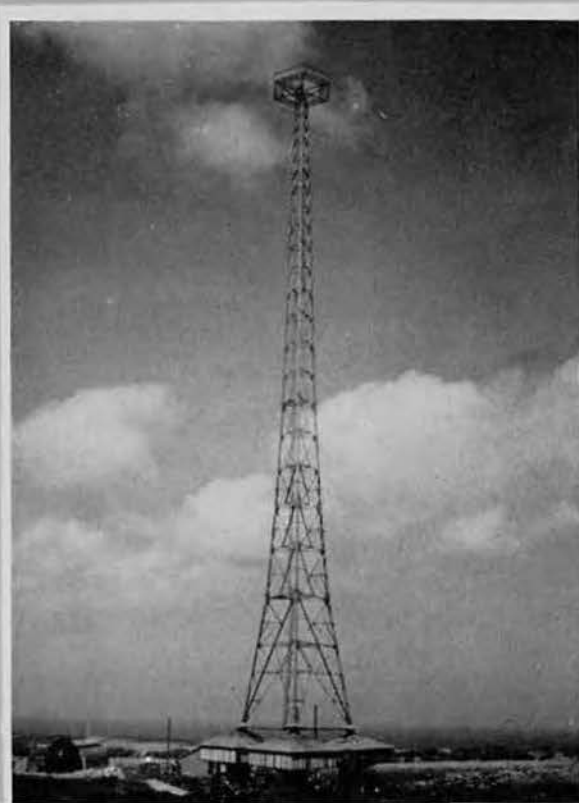


Left: A 200-foot VLR tower, a 107th job . . .

Right: . . . Guided squadrons of bombers back to their nest.

Below: Tons of cement were poured into the foundation . . .

Below: Designed to withstand earth tremors and high winds.



*ee*







Left: At Tinian's harbor  
30 acres of coral bottom  
were dredged . . .



Right: . . . and filled in  
to provide dock facilities  
for 8 ships at one time.



Upon completion of this project . . .



. . . commissioning exercises were held.



Narrow Jap roads were widened . . .

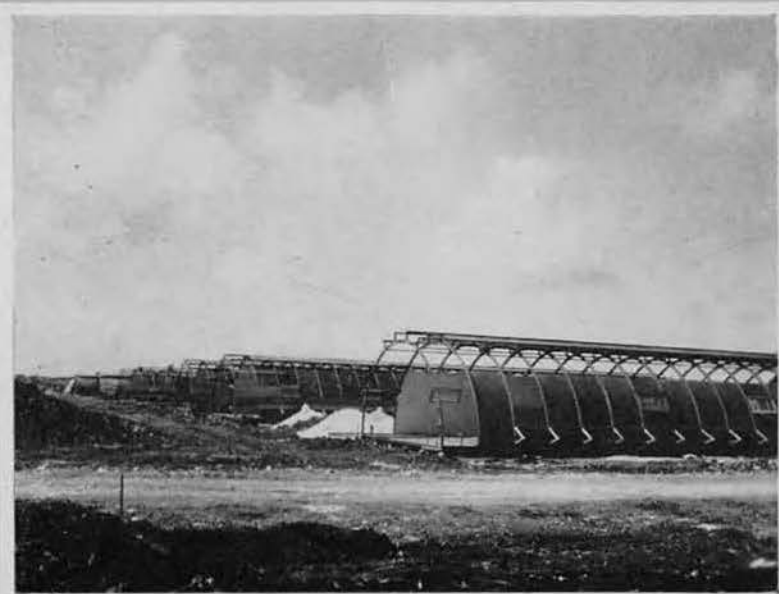


Right: . . . into smooth, coral highways.



B-29 lifeline.





Naval Base Hospital under construction.



Naval Operating Base . . .



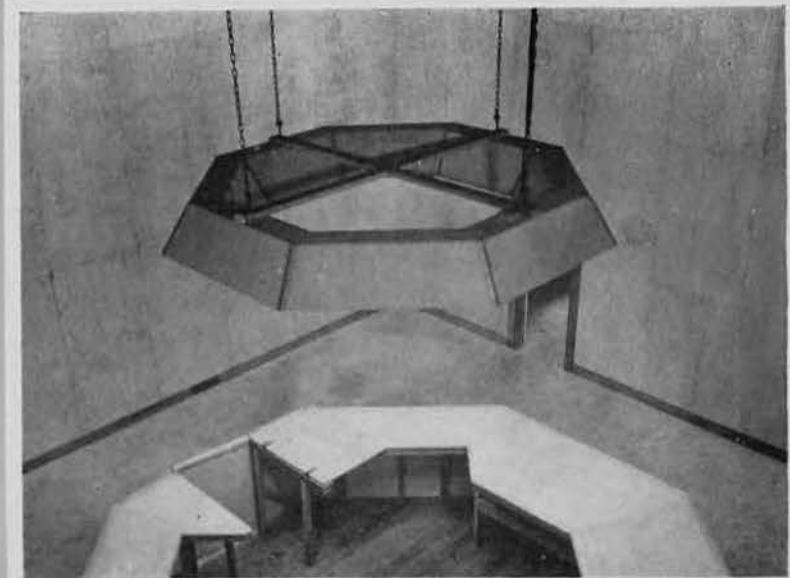
. . . under construction.



Air Force bombardment group camp area.



Air Force . . .



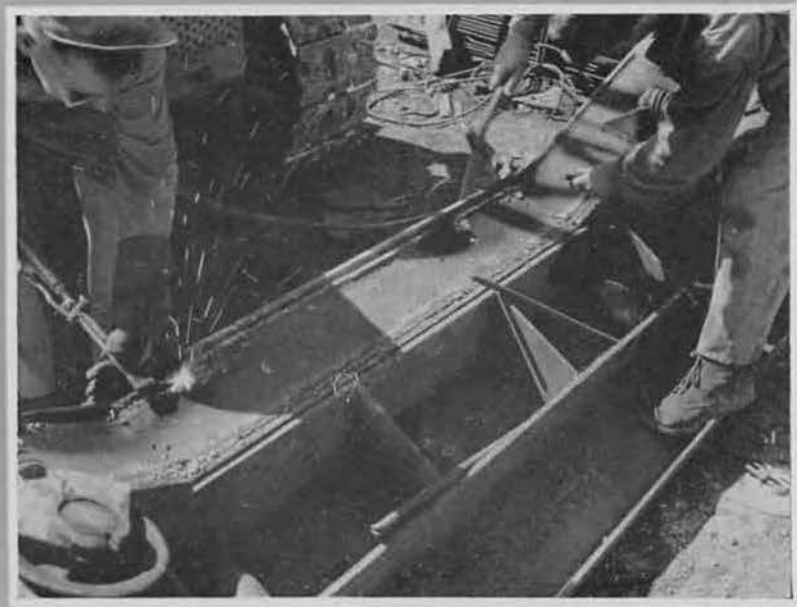
. . . administration buildings.



Seabee fire truck answers.



Right: Result of a short circuit in a north galley "reefer."



Welders played an important part in repairing heavy equipment on the job.

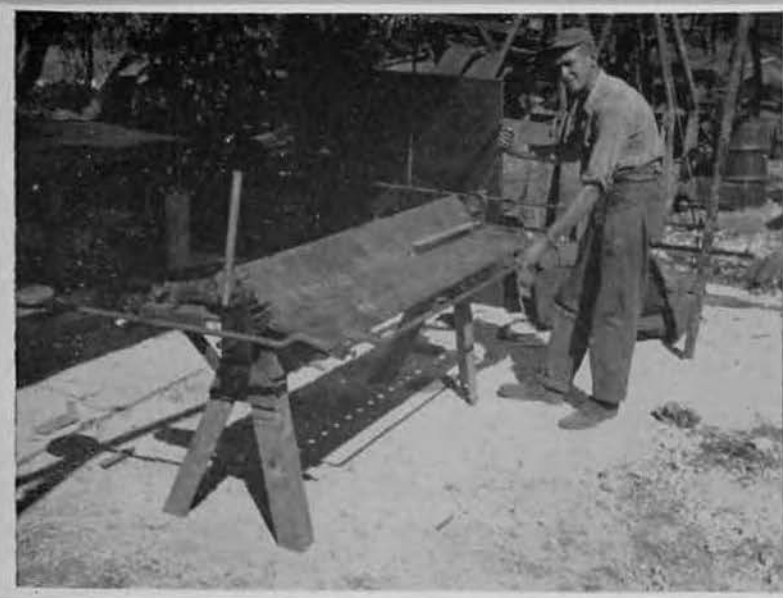




Chief Dutt and his power hack saw.



Right: Tom Hennen and his "mushine."



Chief Janninck and his metal brake.



CWO Cross and his power pipe threader.



Christmas time was not forgotten at the hospital.



Right: The welfare department provided gifts.



Our band and choir entertained at the hospital.



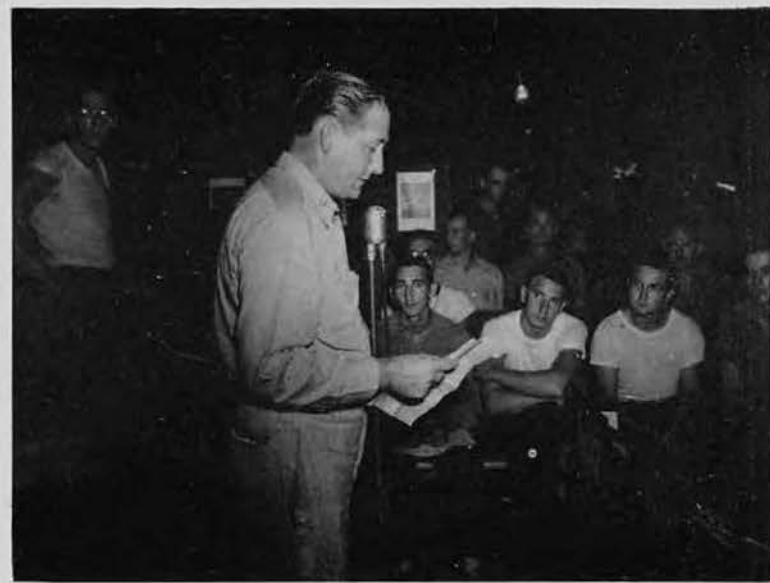
At the camp everyone awaited the Skipper's message.



Left: Christmas tableau on stage.



Right: Lieut. Comdr. Ritter delivers Christmas message over P. A. system.



Band provided Christmas music.



The choir sang Christmas carols.





Chaplain Eulberg arranged Catholic Christmas services for Korean civilians—their first opportunity in four years.




Acolyte procession enters Chapel . . .



. . . at Midnight High Mass on Christmas Eve.

1973 Seabee



**D**ECEMBER was ushered in with a raid on the 1st day of that month. On the 7th, Japanese raiders struck again; our AA fire accounted for three of the raiders and one ship in the harbor was set afire by Japanese bombs. Air raids occurred on the 5th and 7th. Christmas Day was marked by special services in the chapel and at the theatre. The Japanese also celebrated Christmas with a raid on Tinian and Saipan. Two B-29's were destroyed on the field at Saipan but our gunners accounted for five Jap bombers. The night of 26 December, Tinian was under attack twice; the ammunition dump at the South Field was hit, paint shop at that field was hit and demolished, three planes were destroyed on the ground. When the second alert came our night fighters succeeded in intercepting the enemy offshore and shot down five enemy planes. On 27 December the Commander announced that the intelligence section had information that the Japanese expected to attack the island within 24 hours. All units were alerted, but the expected attack failed to come off.

By the end of December, the B-29's were flying a regular schedule on the "Empire Run;" roaring off Seabee built airstrips to wreak destruction upon the Japanese mainland. It was obvious to observers that the tempo of bombings from the Tinian base was steadily increasing. However, there was as yet no slacking of the efforts of the construction battalions to increase the facilities of the base.

The new year was ushered in with much firing of weapons. An immediate result was a midnight muster. Early in January a B-29 was sponsored by the battalion. The big bomber, named the "Jackpot," made its first raid on January 2nd. On the 14th of January the 505th Bomber Group honored the 107th Seabees by dedicating a second B-29 in their honor. This second big bomber was the "Passion Wagon." On the 29th of January the 107th camp was shaken by the explosion of 120 tons of dynamite from a nearby airfield storage dump. During the month of February work continued without let-up on the housing and installations on the Tinian base. Better weather facilitated the progress of the work and excellent progress was made.

By early March there was some let-up in the work which up to this time had necessitated work schedules which kept workers on the job for shifts of from nine to fourteen hours daily. With this slackening came the opportunity for the organization of recreation. A new baseball diamond was initiated with a baseball game, Officers vs. C.P.O.'s. The game proved to be a runaway with the Chiefs on the long end of the

score with 25 runs against the Officers' 5 runs. A baseball league was organized with each company entering a team.

Basketball, volleyball, and tennis courts were built and put into use. Other recreation features were a library, theatre, and recreation tent. A brand new stage was put into use on the 17th of May. The stage was constructed largely of salvaged Japanese material. The battalion was fortunate enough to secure a U.S.O. show for the opening night.

Meanwhile, there had been quite a few changes in battalion personnel, other than those in Kwajalein Atoll. Early in June additional transfers were made to the battalion from the 18th USN Construction Battalion and shortly thereafter eighteen men were transferred to the 50th USN Construction Battalion from the 107th.

On 24 July, 1945, the battalion celebrated its second anniversary. Commander M. Y. Neely, Officer in Charge of the 29th USN Construction Regiment to which the 107th Battalion had been attached while on Tinian, addressed the battalion. His remarks were in accord with every Seabee's sentiments, for he expressed the importance of this, the greatest military airdrome in the world, built by battalions of Seabees attached to the 6th USN Construction Brigade under the command of Commodore Paul J. Halloran. Tinian Island, one of the big four of the Marianas, a chain of volcanic mountaintops—some of them rising out of a valley six miles below the surface of the Pacific, had been changed from an island of cane fields and truck gardens to an arsenal of air power. Six 8,500' B-29 fields plus endless taxiways and hardstands had required enough coral to build three Boulder Dams. The network of coral roads and highways, named after Manhattan's Avenues, totalled some 90 miles. Pipe lines and tank farms had been built to supply high octane gasoline to the Superforts, which used 5 million gallons on every 500 plane raid. Such were the accomplishments, in part, of the Seabees on Tinian in less than a year after American occupation. The 107th was proud to contribute to this great task.

All in all, during two years of organization, a partial list of the accomplishments of the battalion would include moving nearly one-half million cubic yards of coral; the erection of nearly one thousand quonset huts of various sizes; construction of many miles of pipe line; storage for several million gallons of petroleum products; and an almost astronomical number of framed tents and small buildings. In its second year of service as a battalion, the 107th Seabees are hoping for peace, but ready "to build to win" if the cards fall that way.



Above and Below: Opening day at 107th ball park.



Right: Skipper throws out first ball in opening game of battalion league.



Island table tennis champs.





Tinian battalion champs, Co. D.



Right: Hay and Hartzell, battalion tennis champs.



Battalion baseball All-Stars.



Battalion basketball champs.



USO stage show, "Time for Fun," opens new 107th theatre.





Gene Autrey and "Rufe" Davis with Variety Troupe.



*ce*





Left: Admirals Combs and Cotter with other high ranking officials visit our camp.



Right: Outstanding camp landmark is chapel and theatre areas.



Koreans built coral walk-ways around . . .



. . . Chapel area.



Administrative area.



Right: A Tinian landmark.



Battalion area near Garguan Point on Tinian.

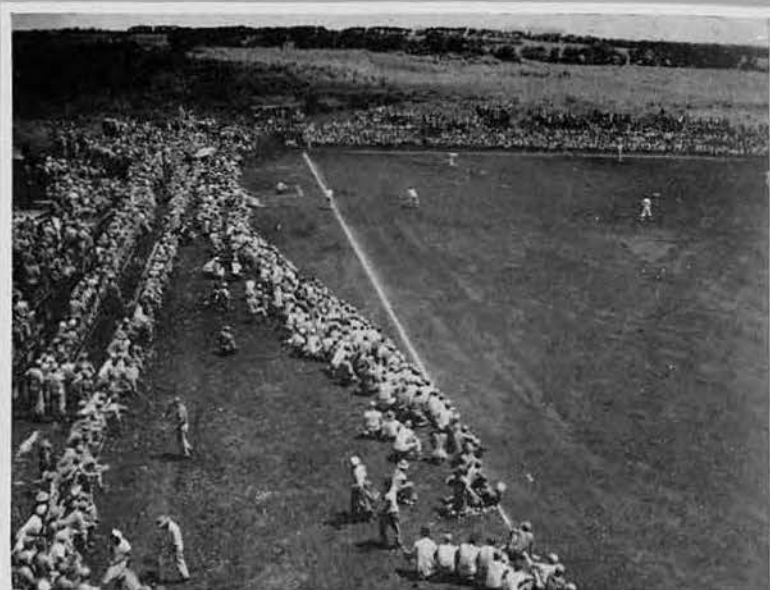






Left: Battalion second anniversary began with morning muster at colors . . .

Right: Saw Army-Navy all-star baseball game . . .



and tennis finals . . .



. . . for battalion championship.



At the theatre in the evening, Comdr. Neely presented Presidential Citation to R. Lehtinen, GM2c, for outstanding duty in Normandy.



107th talent . . .



. . . performed on the stage.



The beer garden offered a week's ration of beer on the second anniversary.



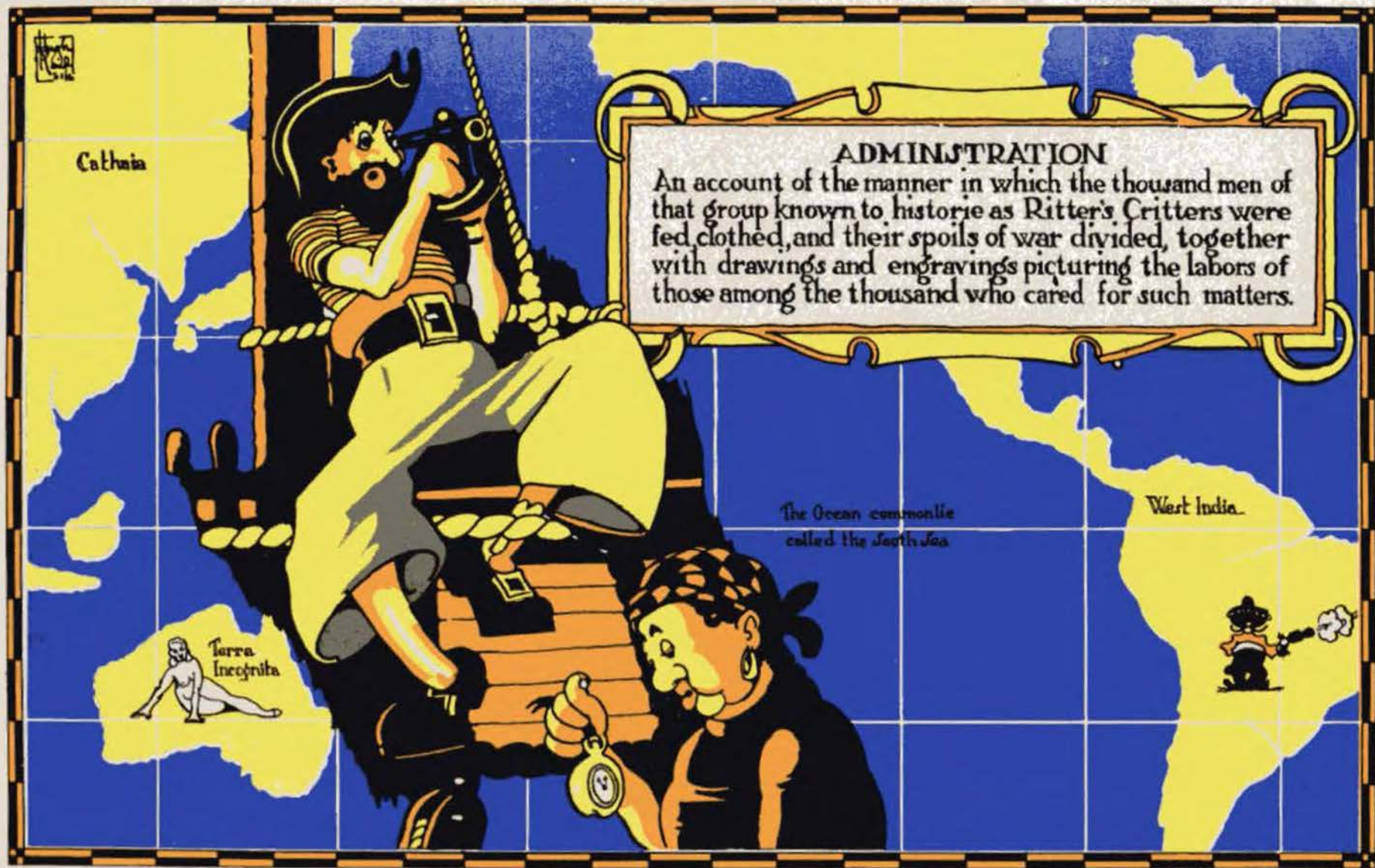
Frank X. Kellerman Jr 9/6/96



The beer garden . . .



. . . a daily siesta.



Cathain

### ADMINISTRATION

An account of the manner in which the thousand men of that group known to historie as Ritter's Critters were fed, clothed, and their spoils of war divided, together with drawings and engravings picturing the labors of those among the thousand who cared for such matters.

The Ocean commonlie  
called the South Sea

West India

Terra  
Incognita



HE Medical Department has responsibility for maintaining the health of the battalion. This involves much more than merely caring for those men who become ill; of equal, if not greater importance, is the prevention of disease through the elimination of insect pests, the destruction of vermin, and the maintenance of proper standards of cleanliness in the camp areas, living quarters, galleys, and mess halls. One of the Medical Department's greatest achievements has been the near eradication of mosquitoes on the island with the consequent lessening of the danger from dengue, malaria, and yellow fever. In general, the Medical Department is to the battalion what the public health officer's office is to a civilian community.

The 107th Medical Department is at present staffed by two commissioned officers, one Chief Pharmacist's Mate, and twelve other Naval ratings. The Chief is R. L. Bridges, CPhM; the other ratings are: A. R. Anderson, PhM1c; J. M. Murphy, PhM1c; H. R. Evans, PhM2c; C. S. Epstein, PhM2c; M. G. Burnham, PhM3c; R. L. Hartley, PhM3c; J. E. Pariza, PhM3c; E. R. Brastoff, HA1c; J. S. Slack, HA1c; W. H. Roebuck, PhM1c; Leland Meininger, MM2c, and E. P. Bain, BM1c.

There have been two commissioned officers and six enlisted men transferred out of the battalion since the organization of the department. Lieut. (jg) D. B. Freshwater left the battalion to go aboard ship in March of 1945. Lieut. (jg) R. D. Robbins left the battalion for duty aboard ship in March, 1945. S. A. Malfa, PhM1c was transferred to duty afloat 8 November 1943; H. W. Board left the battalion for V-12 officers' training on 5 February 1944; and J. E. Benson was given a medical survey during 1943. F. Merriam, PhM2c, J. Dokken, PhM3c, and H. Coy, PhM3c, were also transferred out of the battalion shortly after the department was organized.

On occasion, the corpsmen have never hesitated to lend a hand wherever they were needed; Murphy worked in the blacksmith shop and Evans chaperoned a jack-hammer for a month. They have also called in outside help when needed; for example, Meininger, a MM2c, was a registered nurse in civilian life and when the need for extra help in the sick bay arose was transferred to the medical department.

Bain was taken into the medical department to assist in mosquito control and received a commendation for his excellent work on this job from Major A. H. Ehrler, MC, USA, sanitation officer on Tinian.

Since 25 July, 1943, the medical department has cared for 841 patients in the battalion sick bay besides numerous out-patients. On the whole, the 107th medical department has functioned in a manner wor-

thy of the tradition of, "As many men at as many guns as many days as possible."

However, in considering the department's record too much stress should not be laid upon those patients whose illnesses or injuries were such that they were confined to sick bay. The bulk of the work of the department has been with the innumerable cases of those with slight illnesses and minor injuries which, though painful and uncomfortable, were not serious and would not become so if given the proper attention promptly. The doctors and corpsmen of the Medical furnished this care and attention when it was needed and when it would do the most good. It was this careful attention to minor ailments and injuries which in civilian life would, in most cases, never had any attention until they had developed into serious complications to which much of the good health record of the battalion may be attributed.

The battalion dentist, Dr. M. F. Harrigan, has been one of the busiest men in the battalion. Naval regulations insist upon regular periodical dental inspections for all personnel and the repair of all dental decay and defects discovered by these inspections. The responsibility for maintaining these standards rests upon the battalion Dental Officer and the job has made of Dr. Harrington and his assistant, A. R. Anderson, PhM1c, very busy 'Bees indeed.

The Medical Department is under the direction of Lieut. J. L. Hurlbut, MC(S) USNR, as Senior Medical Officer. Lieut. Hurlbut is a native of New York, received a B.A. degree from Amherst College in 1927 and an M.D. from the College of Physicians and Surgeons of Columbia University in 1931. While at Amherst he was a member of the varsity swimming team for three years. He served internships at Bellevue Hospital where he was an interne for two years; at the same institution for one year as resident on tuberculosis service; and as surgical resident in Doctor's Hospital of New York City for eighteen months. He has a wife and two daughters, Martha, aged 7, and Frances, aged 5, who are at present making their home in Salem, Virginia. Dr. Hurlbut practiced in Flushing, Long Island for eight years before entering the Navy.

Lieut. M. F. Harrigan, (DC) USNR is a native of New Orleans, Louisiana. He received his degree of D.D.S. from Loyola University of the South and also attended Louisiana State University. He left a practice in New Orleans to enter the service. Dr. Harrigan is married and is the father of a 22 months old boy.



# MEDICAL DEPARTMENT



Using field equipment, Dr. Harrigan drills to fill a molar.

Sick Call sees many preliminary medical check-ups.



THE CORPSMEN: (First Row) Anderson, Murphy, Evans, Hartley, Meininger. (Second Row) Pariza, Burnham, Brastoff, Epstein, Slack. Insets: Dr. Harrigan and Dr. Hurlbut.





# SUPPLY DEPARTMENT



General view of the Supply Yard on Tinian.



Storekeeper Lang checks the GI shoe stock for a good fit.



THE STOREKEEPERS: Handle everything from shoestrings to butcher knives in keeping the battalion equipped. Inset: Lt. Jack Heflin.





**T**HE Supply Department's importance to the battalion cannot be overestimated. This department is responsible not only for the receiving, distribution, and storage of all battalion supplies, but also for the feeding of battalion personnel through its control of the Commissary Department, which also functions under the supervision of the Supply Officer. The Supply Department also controls the operation of all Ship's Stores and Services.

The storekeeper's job is not merely one of keeping records, although that is an essential part of his job, but he must also know his stock. The value of a storekeeper to his organization increases as he learns the various types, grades, sizes, etc. of the supplies and equipment which he handles. His head must become a filing case stocked with technical terms dealing with several thousand items of electrical equipment, water supply and plumbing equipment, food, clothing, building materials, tools, and mechanical equipment and supplies. He must learn just what each of these terms signifies and should have some idea of the use to which each of these items will eventually be put. This part of his job is complicated by the fact that every craft has a terminology, partly technical and partly pure slang, all its own and many competent craftsmen who know certain items by the name given them within their own craft are not familiar with the name of that same item in general usage or with its correct technical designation. The storekeeper, on the other hand, has learned first the name of the item which the Navy or the manufacturer has given it and is probably unfamiliar with the slang which craftsmen in a particular trade have given to the item in question. In a construction battalion the storekeeper's job becomes even more complicated than that of his opposite number on a civilian job since the civilian has no need to concern himself with clothing, housekeeping stores, ordnance, etc.—all of which items add to the headaches of the Seabee storekeeper.

The Supply Officer through most of the battalion's life was Lieut. J. B. Gilbert, SC, USNR, who was transferred out of the battalion late in May of 1945. Lieut. Jack Heflin, SC, USNR, was placed in charge at that time.

Acting as office manager and in charge of procurement under the Supply Officer is J. J. Vaughan, CSK. With Chief Vaughan work L. S. Wailes, SK1c, in charge of Ship's Store warehouse; E. M. Baxter, SK1c, has charge of records, and R. D. Petrulli, SK3c, concerns himself with the section's correspondence while G. Dobben, SK2c, divides his time between correspondence and records. T. O. Christy, SK1c, has responsibility for the procurement and distribution of provisions to the galleys and mess halls; he is assisted in this work by T. A. Fogerty, SK3c, and

F. S. Jackson, S1c. B. G. Staires, SK3c, is a typist and record clerk and is now on loan to the Brigade Supply Department.

M. M. Ragsdale, CSK, acts as Yard Manager of the Supply Compound and is in charge of storage and issue for the supply officer. Chief Ragsdale is assisted by V. W. Long, SK1c, who acts as manager of the clothing office. With Long works B. W. Buxbaum, SK3c. W. H. Lang, SK3c, runs the issue room for construction supplies. The movement of supplies and materials is handled by J. B. Medina, S1c. T. H. Gravely, S1c, and O. H. Holloway, S1c, are yardmen for the supply compound.

Some idea of the immensity of the job which these men in the supply section have accomplished may be gained by considering the following statistics: The 107th Naval Construction Battalion's Supply Department has, since the organization of the battalion, furnished food for over 1,841,000 meals; issued nearly 9,000 pairs of shoes; about 12,000 pairs of trousers, and nearly 15,000 shirts. This department has procured bedding for nearly 600,000 man nights. In the construction field the supply department has been called upon to furnish equipment, tools, and building materials for 5,414,040 man hours of work. This added up to furnishing all items needed for the construction of nearly 1,000 buildings of various types. Enough electrical equipment has been handled by the supply department to furnish light and power for the average town of 15,000 population in the United States for over two years.

The handling of this volume of supplies and materials involved not only voluminous records and paper work but a great deal of actual back-breaking manual labor. The devotion of the storekeepers to their duty has been one of the bright spots in the battalion record and has contributed greatly to the successful completion of all battalion projects. Insofar as the battalion's morale is dependent upon the physical comfort and well being of the individuals who make up the battalion the supply department is the greatest single factor in determining the state of the battalion's morale. Though it is undoubtedly true that "man cannot live by bread alone" a good supply of the material necessities and comforts of life is extremely important and it is the function of the supply department to secure for the 107th personnel all of the necessities and as many of the luxuries as can be obtained in the remote localities which have been for many months the unit's sphere of action. In this respect the supply department's achievements have been outstanding.

Lt. Jack Heflin makes his home in Fonda, Iowa. He served in the Navy before Pearl Harbor, has seen duty on the Carrier Enterprise as a storekeeper, is recipient of the silver star in lieu of five bronze stars, and wears the presidential Unit Citation.





# FIRST LIEUTENANT



"Switchboard—107"



Morning colors rise in the  
Tinian skies.



The bugler, the guard, the messenger, the Master-at-Arms, the Assistant Officer of the Day, the maintenance man—all function in harmony among the departments. Inset: Lieut. (jg) C. G. Shiring.





**T**HE First Lieutenant's Department has responsibility for camp security, maintenance, and, in cooperation with the Medical Department, camp sanitation. This department also has supervision over the Chief Master-at-Arms who is to a military organization what the chief of police is to a civilian organization. Communications and a battalion fire department are also under the supervision of the First Lieutenant.

The Battalion First Lieutenant is Lieut. (jg) C. G. Shiring. Mr. Shiring's principal assistant is L. Bratager, CBM, Junior Officer of the Deck. Chief Bratager is in turn assisted by three Assistant Officers of the Deck: S. J. Connor, BM1c; J. Dyer, BM1c; and R. R. Freund, SF1c. These three men take eight hour watches, thus maintaining a 24-hour schedule. This group of men is responsible for the posting and inspection of a guard detail consisting of forty-four guards under the direct supervision of two Petty Officers of the Watch: C. W. Lemanski, SF2c, and F. A. Holmes, EM2c. The Junior O. O. D. and his assistants also maintain general supervision over the camp maintenance detail, messengers, bugler, and telephone switchboard operators; and maintain liaison between the First Lieutenant and the Chief-at-Master-Arms and the Fire Marshal.

Communications insofar as the 107th Naval Construction Battalion is concerned, consists of a group of messengers, a telephone system which, besides handling calls within the battalion is also able to handle messages to any other unit on the island; a bugler, and a public address system. The messengers are H. B. Liberty, CM3c; A. V. Hills, CM3c; and R. Bergerson, S1c. The men are on duty for eight-hour watches, one of them standing by in the O. O. D.'s Office at all times day or night. Their duties are indicated by their title; they carry messages through the camp area and, on occasion, to other units and parts of the island. Three switchboard operators also maintain 24-hour duty. In addition to taking care of all incoming and outgoing telephone calls, they also operate the public address system which makes announcements throughout the camp area, gives news broadcasts, and even helps out by broadcasting musical radio programs. The switchboard operators are A. L. Lilly, CM3c; H. F. Grommons, M3c; and P. H. Dinwiddie, CM3c. The battalion bugler, H. G. Schaefer, CM3c, blows the standard calls for every military organization: Reveille, Church Call, Pay Call, Chow Call, Tattoo, and Taps.

The Chief Master-at-Arms is J. B. Trussell, CBM. He is assisted by the following men designated as Masters-at-Arms: J. M. Alves, BM1c; J. F. Orand, BM2c; E. C. Grillo, BM2c; R. S. McPharlin, BM2c; W. B.

Turner, CM1c; and L. E. Segur, Cox. The Masters-at-Arms are the camp policemen. They are charged with the maintenance of order within the camp and also with maintaining the general cleanliness of the camp. A great deal depends upon the ability of these men to secure compliance with necessary regulations with a minimum of friction. They have handled a difficult job with a tactful firmness which has won for them the approbation of the battalion personnel. The Chief Master-at-Arms is also responsible for the transmission of orders and information from the First Lieutenant to the company masters-at-arms. The company masters-at-arms are Headquarters Company, I. H. Kravitt, CCM; Company "A," C. S. Pylant, SF1c; Company "B," D. C. Menut, CEM; Company "C," A. W. Willis, CCM; and Company "D," H. A. Bernier, BM2c. The company masters-at-arms are responsible for the maintenance of order and cleanliness within their respective areas; they are also responsible for the publication of orders received by the company from the battalion command.

A Battalion Fire Department is also maintained under the general supervision of the First Lieutenant. Chief Carpenter C. C. Guthner is battalion fire marshal. Chief Trussell adds the duties of fire chief to those of Chief Master-at-Arms and the permanent firemen are: C. G. Hamm, WT2c; W. L. Hollida, CM2c; G. F. Higgins, MM2c; W. P. Waring, CM3c; and H. Zibalese, S1c. The battalion fire department is responsible for fire control within the battalion area and in case of necessity, aids other fire departments over the entire island.

The First Lieutenant's Department has functioned well in co-ordinating the activities of its various component parts and in correlating the activities of all of the battalion's administrative departments and activities. This section, apparently a heterogenous collection of unrelated activities, has been welded together into a smoothly working team well able to carry on its varied functions in such a manner as to be of the greatest service to the battalion as a whole. More than the work of any other section within the battalion the job of this section can be compared to that of the linemen on a football team, running interference and taking out opposition for the members of the backfield who can be compared with the units of the battalion actually engaged in construction.

Lieut. (jg) C. G. Shiring of Pittsburgh, Pennsylvania, is the Battalion's First Lieutenant. Lieutenant Shiring is a graduate of the University of Pittsburgh from which institution he has a B.S. degree with a major in Petroleum Engineering and a minor in Civil Engineering.



# PERSONNEL OFFICE



A thousand service jackets are kept up to date by regular checking.

The total man hours per day is reported daily to headquarters.



THE YEOMEN: (First Row) Smith, Walters, Cunningham, Alhadeff, Winans, Bornheimer. (Second Row) Berryman, Horowitz, Birdsell, Givens, Hartnett. Inset: Lieut. (jg) M. A. Thurston.





## PERSONNEL DEPARTMENT

**T**HE Battalion Personnel Office, as would be assumed from its name, handles all matters pertaining to the personnel within the Battalion. Probably no administrative department has closer contact with the individual than the personnel department. When Joe Seabee is transferred, receives a discharge, is re-rated, cross-rated, broken a rate, makes a change in his allotment or insurance, is court-martialed or commended, it is the personnel office that carries the ball.

This section handles all transfers of personnel to and from the Battalion. It keeps service records of every individual up to date, entering upon each individual's record his bi-annual proficiency and conduct, grades, records of commendations, courts-martial, changes in rate or rank and any other data pertaining to his Naval Service.

Another important activity for which personnel takes responsibility is the submission of reports dealing with battalion personnel to higher echelons of command. This often entails a great deal of work; for example, it is customary to submit daily a report on the number of men actually ready for duty in the battalion, together with the projects on which they are employed.

The 107th personnel section is headed by Lieut. (jg) M. A. Thurston, and is staffed by one C.P.O. and seven other Naval ratings. Directly under Lieut. (jg) Thurston in charge of the work of the department is F. C. Cunningham, CY, who acts as office manager. I. H. Givens, Y1c, handles the work relating to courts and boards; F. L. Hartnett, Y1c, is record yeoman; R. R. Smith, Y2c, handles re-rates; J. L. Birdsell, Y2c, is corresponding yeoman; D. D. Berryman, Y2c, takes care of changes of personnel; H. R. Bornheimer, Y3c, handles Family Allowance, M. A. Q., and Insurance; and W. W. Winans acts as the Captain's writer and as stenographer for Captain's mast actions and courts-martial.

The personnel officer, Lieut. (jg) Thurston, is a native of Richfield, Utah. His wife and one son are making their home at Hyde Park, Utah, while Mr. Thurston is in the service. Mr. Thurston attended Utah State Agricultural College from which institution he holds the degree of B.S. in Civil Engineering. Before entering the Naval Service he was employed in the Soil Conservation Corps of the U. S. Department of Agriculture.

## DISBURSING DEPARTMENT

**J**UST as in civilian life, Seabees in the Navy get paid—not often and not much—but still, they do get paid and when that happens it is the battalion Disbursing Office that attends to the matter. The Disbursing Officer is responsible for handling all 107th Naval Construction Battalion funds.

Another collateral duty which falls upon the Finance Officer and his staff is the sale of War Savings Bonds. Service men buy quite a few bonds, particularly after leaving the U. S., as the opportunities for spending take a sharp drop downward. The Finance and Disbursing Office stands ready to sell any Seabee a bond any time he manages to accumulate as much as \$18.75.

This section also offers to the personnel of the 107th the accommodation of having a place in which to deposit cash funds belonging to the individuals or groups within the unit who have no safe place in which to keep their cash.

The Battalion Disbursing and Finance Office is staffed by one Commissioned Officer, one Chief Petty Officer, one Storekeeper First Class, and two Storekeepers Second Class.

While in the United States it was battalion practice to maintain a two pay day a month schedule; however, since coming overseas where opportunities for getting rid of money are limited to poker and African dominoes, the battalion pay days have been reduced to one a month. For convenience in paying off and to avoid unduly lengthy pay lines the battalion has been divided into two groups: those whose family name begins with one of the letters "A" through "K;" and those whose final initial falls into the group, "L" to "Z."

W. R. Smith has charge of personnel and audits; L. L. Rouguex, SK1c, handles M. A. Q., Family Allowance, and the pay roll group from "A" to "K;" T. S. Lyons, SK2c, handles the pay roll group from "L" to "Z," while R. S. Lavender, SK2c, takes care of returns, filing, correspondence and supplies.

Ensign D. M. Vairo, the 107th Battalion Finance and Disbursing Officer, is a native of Michigan, is married and the father of two children, Judy and Jerry, who make their home at Calumet, Michigan. Mr. Vairo took a B.C.S. degree from the University of Notre Dame, where he was a three year letterman in football. He was captain of the Irish in 1934. Prior to entering the Service Ensign Vairo was County Clerk of Houghton County, Michigan.

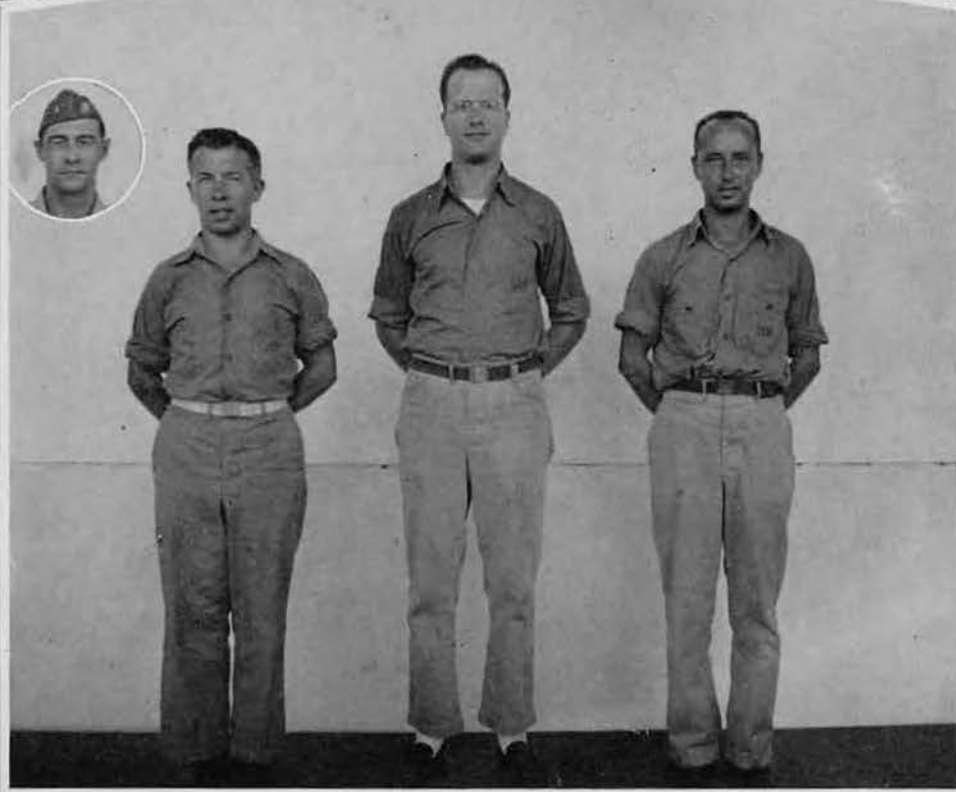


# DISBURSING DEPARTMENT



From this huddle emerges "most attractive" pay list.

The paymaster requires a line by alphabetical order.



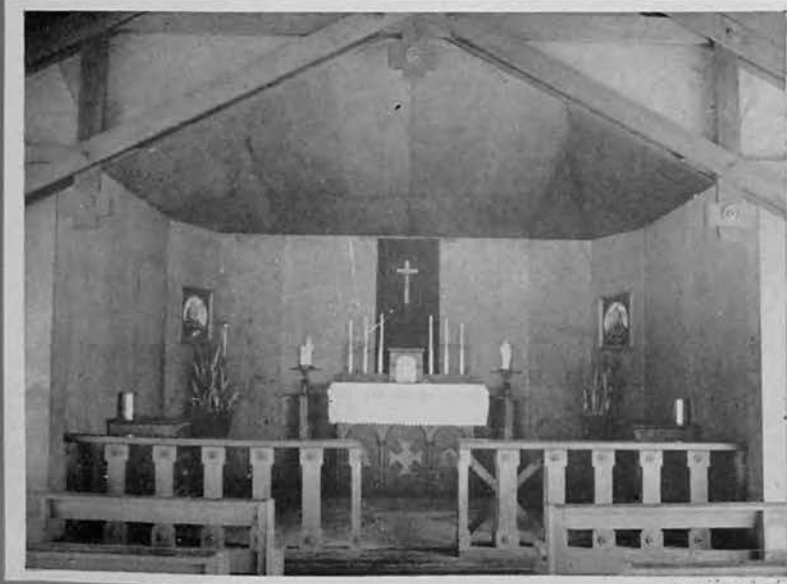
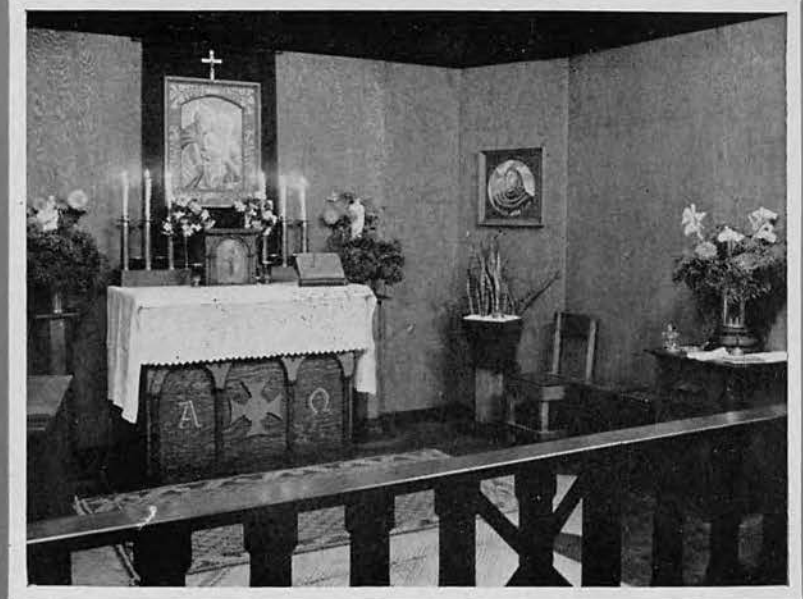
THE DISBURSING STOREKEEPERS: Lavender, Rougeaux, Lyons.  
Inset: Ens. D. M. Vairo.



## THE CHAPEL

Left: Catholic High Mass of Requiem.

Right: The Sanctuary always decorated beautifully with flowers and paintings.



The Chapel invited all religious faiths . . .

for daily prayer and worship.



**I**N this war men of all faiths and creeds have been brought closer together in the realization of the existence of One Supreme Being while at the same time adding strength to their own separate faiths. In the chaos and turmoil of battle a divine providence has given to each and everyone of them convincing proofs of its own existence. Men who walked daily in the shadow of a horrible death from which their own strength could not shield them turned, with an instinct which was itself the most convincing proof of the existence of a personal God; to the heart-warming thought of a Supreme Father of all mankind who would give to his children the precious gift of everlasting life in return for simple faith.

The men who accepted as a precious privilege the task of fanning this spark of belief into the strong flame of faith among the men of this battalion were the battalion chaplains, Father Joseph S. Fonash and Father John J. Eulberg.

Our chaplain has succeeded in having built a chapel which is generally considered one of the most beautiful on the island of Tinian. Religious services are conducted in this chapel daily. While the 107th chaplain is a Catholic priest he has been unremitting in his efforts to secure for men of other faiths the opportunity to worship in their own manner. Protestant services are conducted by chaplains of other units in the 107th chapel. Jewish services are conducted either by Jewish chaplains from other units stationed on the island or by some of the Jewish men within the battalion. Men belonging to the Church of Latter-Day Saints are given transportation to Island Command Headquarters where services of that faith are held.

The chapel is also utilized for the presentation of programs of classical music. These programs are presented weekly and last for one hour. Recordings of classical music are played and commentary is given by Cornelius L. Reid, CM3c who, before entering the Navy, was a concert artist and voice teacher in New York City and soloist in Trinity Church. Members of the audience receive souvenir programs which include not only the notes concerning the artists and composers and a list of the numbers to be presented, but elaborate illustrations. W. W. Winans, Y1c, the illustrator, was, before entering the Seabees, art director and designer to Devi Dja and her Javanese-Balinese Dance Troupe.

The battalion library, occupying a 16'x50' framed tent and including nearly 2,000 volumes in both pocket and standard size plus a good selection of magazines and periodicals is operated under the chaplain's su-

perision. Two full-time librarians staff the library; they are V. Strohman, S1c, and R. Walters, Y2c.

Our chaplain is also the battalion educational officer. In this capacity the chaplain and his yeomen advise and assist battalion personnel in selecting and applying for correspondence and home study courses through the U. S. Armed Forces Institute. The chaplain also makes application for and supervises examinations taken by those who have completed educational courses and wish to test their knowledge of a subject or wish to be recommended for college credit by the U.S.A.F.I.

Working in close cooperation with the American Red Cross, it is the battalion chaplain who secures emergency leaves for those whose presence at home is made necessary by illness, death, family troubles, financial troubles, or a combination of some or all of these.

The chaplain is also the advisory editor of the battalion publication, "The Pipeline," which is a weekly paper publishing news, features, and opinion both of the 107th Battalion and the Seabees and Navy as a whole.

Our chaplain also has given unsparingly of his time and effort to other units stationed nearby. He has conducted religious services for battalions and Army units which had no chaplain of the Catholic faith; he has given counsel and guidance to men of other organizations as well as to members of our own organization, and he has been both officer and friend to all of us.

In the administrative end of his job the chaplain has been ably assisted by his two yeomen, Thomas W. Hay, CM3c, and Robert McPharlin, BM2c; and by George Lavoie, GM2c, who has had charge of maintenance of the buildings and grounds used by the chaplain's department.

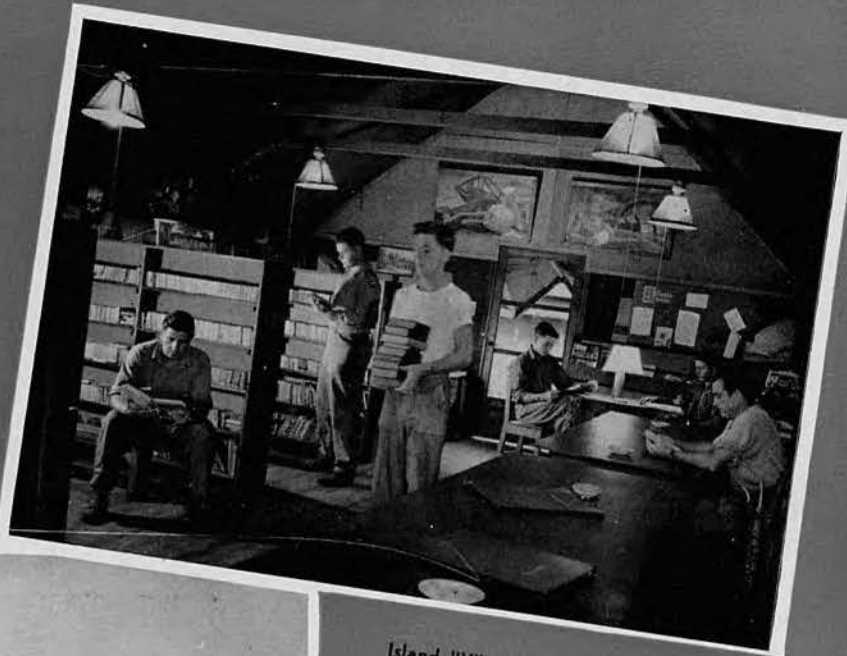
The battalion's first chaplain was Father Joseph S. Fonash of Ventnor City, New Jersey, who was transferred to another unit while the battalion was stationed on Bigej.

Father John J. Eulberg, who relieved Father Fonash, is the present Chaplain of the 107th Battalion. Father Eulberg was born at Portage, Wisconsin. He graduated from Loras College at Dubuque, Iowa, with the degree of B.A. in 1930, and then enrolled at the University of Wisconsin, where he did graduate work in English. Father Eulberg was ordained a Priest of the Dominican Order in 1939 at St. Joseph's Priory, Somerset, Ohio. He served at Youngstown, Ohio, Houston, Texas, and just prior to entering the Navy in August of 1943 was stationed at Blessed Sacrament Parish, 2131 Rowley Avenue, Madison, Wisconsin. Before joining with us Father Eulberg was chaplain for the 13th Naval Construction Battalion.



The Chaplain's Corner.

# CHAPLAIN'S DEPARTMENT



Island "X" Library is a quiet,  
favorite spot.



THE SKY PILOT'S CREW: (First Row) Hay, Kornfeind, Lavoie, McPharlin. (Second Row) Moore, Walters, Strohmman. Inset: Chaplain J. J. Eulberg.







**PERSONAL SERVICES**

The services which were given to the men of the 107<sup>th</sup> Naval Construction Battallon in the course of their wanderings in the region of the South Seas.





## Our "Skipper"

Lieutenant Commander James R. Ritter, CEC, USNR, is a native Texan, born at Murvaul in the eastern part of the state. Having graduated from high school at Carthage, Texas, he attended Draughon's Business College in Dallas and later graduated from the University of Texas at Austin, receiving the B.S. degree in Civil Engineering.

While attending the University of Texas our Skipper earned funds to purchase a second-hand motorcycle with a side car. With a buddy he decided to do graduate work at the University of California in Berkeley, taking up hydraulics. Together they set out on the motorcycle, taking turns driving and the venture proceeded without incident as far as Los Angeles.

There they landed with assets totaling thirty cents, the future Skipper with a nickel and his buddy a whole quarter, so the two decided they would ship on a pineapple boat to Hawaii hoping they might return with capital enough to get started at the hydraulics course. They found no pineapple boat on which to sail and a steady diet of coffee and donuts did not appeal to them. Determined in their decision to go to sea they boarded an oil tanker and sailed for New York.

With the Merchant Marine they were engaged in coastwise shipping through the Panama Canal for about a year, and made one voyage to England. Having been away from the Lone Star State a year and a half, the urge to see Texas once more gripped them and they set out on the motorcycle from Baltimore to Texas, the motorcycle breaking down about one mile from home.

Turning from the sea, Mr. Ritter went to work as a "rough neck" in the oil fields. Some time later he was employed by the City of Houston as a planning engineer, designing parks, zoos, and boulevards. This work was not exactly according to his fancy and he again went to the oil fields, this time with the Shell Oil Company "doodle-bugging," which is another name for oil exploration. After two and a half years at "doodle-bugging" came the days when many were "laid off" and jobs were not so easy to obtain. This was the plight of Mr. Ritter and he planned to get a part-time job and attend the University of Texas, but the venture ended up with the Skipper in a full-time job, no time for school. For a period of fourteen years he worked with the State Highway Department, designing, building, and maintaining highways and bridges in Texas.

Then came Pearl Harbor followed by the rush of the multitudes to "join up." Mr. Ritter was commissioned Lieutenant, CEC, USNR, started active duty on 10 April 1942, and reported on 15 April 1942, at Camp Allen, near Norfolk, Virginia. Training was completed in six weeks and orders came to move to Port Hueneme for embarkation, presumably to go to the South Pacific.

While Lieutenant Ritter and his unit were en route to California the Japs bombed Dutch Harbor and orders from Washington changed the destination, ordering the unit to Bremerton, Washington. As commander of Company "A," 4th Battalion, Lieutenant Ritter sailed for Dutch Harbor and arrived there 5 July 1942.

There was a big job to be done at Unalaska and Lieutenant Ritter was made Officer in Charge of Companies "A" and "D" of the 4th Battalion to carry out the mission. The job was to lay out and construct a complete Army Garrison, including streets, tunnels, all types of garrison buildings and utility services, all to accommodate 10,000 men. Late in October, 1942, came the call to go with the 1st Regiment on a four-day trip to Atka Island. The object of this trip was to arrange with an Army



Lieutenant Commander  
J. R. Ritter

base for the establishment of a Naval Air facility. On the return trip to Adak Island new orders overtook the Lieutenant and he was made officer in charge of all Naval construction in the area; his equipment—one Army jeep. For the rest he must rely on the Army.

The first landing at Amchitka, 65 miles from Dutch Harbor, was made by a party consisting of Lieutenant Ritter and five Seabees with one tent in which to live and one to work in, and the party went unnoticed by the Japs for several days. As officer in charge of Naval construction and a Naval Auxiliary Air Facility he received a "spot promotion" in January, 1943, to the rank of Lieutenant Commander. The unit received commendation from the Navy captain commandant of the sub sector for "excellent work in establishment of an advance base in the face of extreme weather and enemy air attacks."

In March, 1943, Lieutenant Commander Ritter was returned to Adak as executive officer of the newly formed 6th Regiment. Late in May the order came to return to Camp Peary, Virginia, USA. There he went through three weeks "boot" training and indoctrination in "E" Area and was assigned to the 107th Battalion.

A few days before the battalion left Camp Parks, the Skipper was quietly married unbeknown to the men. His wife has been a close follower of the doings of the battalion.

The Skipper's hobby is golf, at which he modestly claims to be a mediocre player. He is also interested in people, their actions and reactions.



Lieutenant  
H. E. McKay

## Our "Exec."

From the town of the famed old Liberty Bell in Penn State comes the "Exec" of the 107th. He was born and reared in Philadelphia and began his education in that city. While attending high school, Lieut. McKay was quite athletically inclined, for he won varsity letters in baseball, track and soccer. In the latter he excelled to a degree that he was selected for a team to represent the United States in the Olympic Games abroad.

Lieut. McKay's plans for college were delayed due to the intervention of the manpower demands of World War I. He enlisted in the Army and served as a "buck private" through the war. After the Armistice he entered Drexel Institute and was graduated from there in 1923 with a C.E. degree. For the next two years, Lieutenant McKay furthered his study in engineering by attending night classes at Temple University. His background was now complete, so actual engineering work in the field began. In his native state he drew plans for and constructed wharves, piers, disposal plants, dams, highways, and public buildings.

When the United States became involved in World War II, Lieutenant McKay applied for a commission in the United States Naval Reserve. The appointment of full Lieutenant soon followed and in March, 1943, he began his indoctrination courses at Camp Peary, Virginia. Upon completion the Lieutenant was sent to New York to study stevedoring. When Lieutenant McKay came back to Camp Peary, he was appointed adjutant of Area D-9 and later assigned to the 107th as Executive Officer.

Lieutenant McKay is married, the father of two sons who are in the Navy, and a young daughter. For twenty years he has been a member of the American Legion and during that time served as Post and District Commander.



# SHIP'S SERVICES



The boys who give everyone a trimming.



Where soles are cared for.



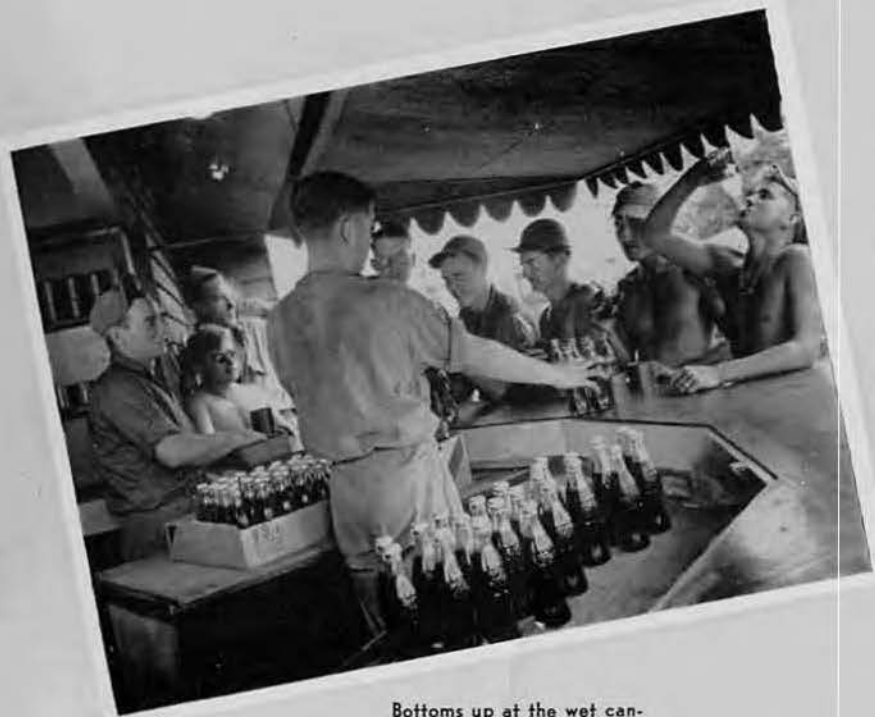
Washee, washee, allee timee.



Alterations while you wait.



## SHIP'S STORE



Bottoms up at the wet canteen.



General merchandise but no cracker barrel.



SHIP'S Services which are under the supervision of the Supply Officer, consist of the Laundry, Cobbler Shop, Tailor Shop, Barber Shop, and the Ship's Store.

The largest of these divisions in point of number of personnel employed is the laundry which employs sixteen men. The laundry is supervised by J. Mangio, MM2c. In the washing department are W. O. Hollida, CM2c; M. Turk, SSM(L)3c; N. Anagnostou, MM3c; O. Hoberman, SF3c; V. J. Paglione, WT2c; P. Wilson, SSM(L)3c; E. R. Hess, CM2c; A. Guittard, F1c; J. Panko, CM3c. The pressing is done by F. L. Correll, SSM(L)3c and F. A. D'Amelio, SSM(L)3c. Stenciling and marking is handled by R. B. Churgin, CM3c; F. Kosuth, S1c; A. Samuels, S1c, and D. Sheppard, EM3c. The laundry has, since its organization, handled 1,737,840 pounds of dry laundry.

The barber shop is in charge of E. A. Gagnon, SSM(B)1c, assisted by C. Wright, SSM(B)2c, and M. M. Lancaster, CM3c. J. M. Albritton, CM2c, who had worked in the barber shop up to that time was returned to the U. S. in June of 1945 under the BuPers directive permitting discharge of men over 42 years of age.

The Tailor Shop, which handles alterations and repairs of uniforms for the men is under the supervision of V. J. D'Autorio, SSM(T)2c, assisted by R. Glick, SSM(T)3c.

The Cobbler Shop is operated by C. E. Strong, SSM(C)2c, J. W. Valler, GM1c, and J. A. Zimmer, S1c.

The Ship's Store is the cross-roads store for the battalion. Here are placed on sale such accessories and conveniences as can be procured by the supply department for the men. No inconsiderable part of the functions of the Ship's Store is the sale of the carefully rationed beer and Coca-Cola issued to the battalion. In charge of sales in the Ship's Store is J. L. Witcher, SK2c. Witcher is assisted by R. F. Holmberg, SK3c and N. A. Campagna, CM3c.

All of the services listed above are run by the battalion for the comfort and convenience of its personnel. Revenue derived from the operation of these services is placed in the Battalion Ship's Store Profits Fund and is used to further the battalion activities such as the band, sports, etc.



## STEWARDS



Officers' mess wing. Inset:  
Lt. (jg) P. H. Atkins.

The Officers' Mess is taken care of by one of the hardest working groups in the 107th—the Officers' Stewards, Cooks, and Steward's Mates. They are responsible for the preparation of meals and for the cleanliness of quarters for the officers of the 107th. In charge of this group is J. L. Friday, Std2c.



Silver chords among the gold.

In charge of the officers' galley is V. C. Smith, OC2c, assisted by R. L. Toms, Std3c, T. Diggs, StM1c, and R. Williams, StM1c. Taking care of the bachelor officers' quarters is H. Allen, Std2c, assisted by R. Wells, StM1c, and J. Westbrook, StM1c.



THE STEWARDS: (First Row) J. Westbrook, H. Aleen, J. Friday. (Second Row) R. Toms, R. Wells, R. Williams, T. Diggs.



## COMMISSARY DEPARTMENT



Ice cream machines that arrived at a late date on Tinian.



Exterior view of battalion galley and mess hall

**T**HE Commissary Department of the 107th Naval Construction Battalion is under the general supervision of the battalion supply officer and, since 14 June 1945, the direct supervision of F. Fisher, CCS. Prior to 14 June 1945, this responsibility was shared by A. H. Wilsonis, CCS.

The Commissary Department operates two galleys and mess halls designated as the North Galley and the South Galley. The North Galley has attached to it a butcher shop in which meat is made ready for cooking for both galleys and there is a bakery shop attached to the South Galley; bread and pastries are prepared for both mess halls in this bakery. The commissary department also has responsibility for the operation of a Chief Petty Officers' mess hall and galley.

The North Galley watch captains are N. Milinovich, SC1c and W. D. Humphrey, SC1c. These two men are assisted by the following cooks and cook's strikers: R. B. Penn, SC2c; F. S. Bunteen, SC2c; R. L. Weller, SC2c; T. J. Mizell, SC2c; M. Spungin, SC3c; C. C. Felty, SC3c; R. Szozda, SC3c; R. J. Welby, SC3c; T. R. Tousignant, SC3c, and C. F. Weiss, SC3c. The Butcher Shop is manned by E. M. Snell, SC1c, as-

sisted by J. P. Ellington, SC2c. In the South Galley the watch captains are F. Palladino, SC1c, and Jack Cunningham, SC1c; they are assisted by R. H. Rene, SC2c; W. H. Gretsfield, SC2c; W. M. Hoffman, SC2c; E. A. Doane, SC2c; D. B. Haas, SC2c; L. B. Pooley, SC3c; J. Abondolo, SC3c; O. R. Oliphant, SC3c; W. J. Saltz, SC3c; E. Spiegler, SC3c; R. H. Johnson, SC3c; G. L. Hocker, S1c; and M. Perna, S1c. The watch captains for the bakery are H. M. Smith, Bkr1c and N. W. Wallentiny, Bkr1c, assisted by E. T. Creeden, Bkr2c; D. D. Evans, Bkr2c; R. Pash, Bkr2c; W. L. Kennard, Bkr2c; D. M. Gordon, Bkr3c; S. Baessler, Bkr3c; and N. A. Iezza, Bkr3c. The C. P. O. Mess and Galley is under the supervision of C. P. McNerney, SC1c.

The Commissary Department also requires the services of approximately fifty mess cooks. The mess cooks perform kitchen police duties and are assigned to this duty for three-month periods.

Chief Fisher estimates that in the course of preparing and serving 1,841,000 meals to the officers and men of the 107th Battalion the Commissary Department have prepared and served about 1,500 tons of fresh meat, opened approximately one million assorted cans, and peeled over 500,000 lbs. of potatoes.



Men cannot live by bread alone, but it helps.

Bea, baa, black mutton from New Zealand.



107th cooks and bakers.



Interior wing of mess hall.



"Chow is down."



A quonset hut houses the field ranges, refrigerators and other galley equipment.





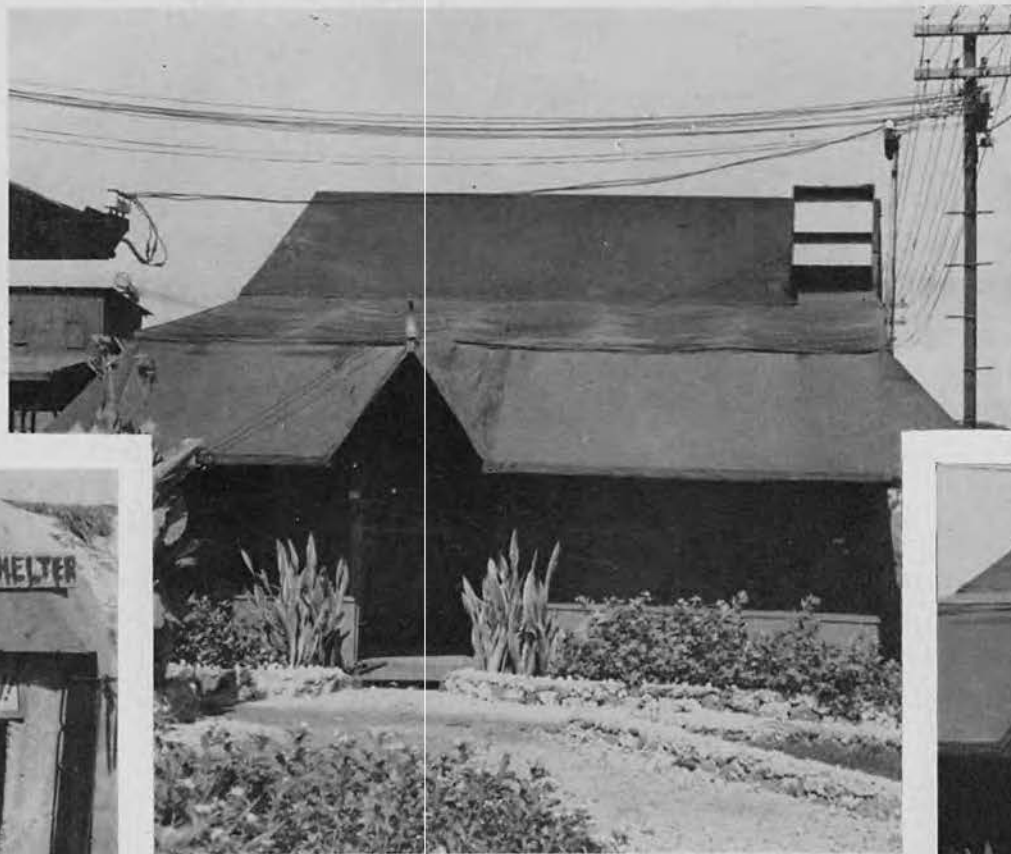
# T H E



# P H O T O L A B

The story of the photographic department is one, unknown to many, because basically, this activity is strictly official. Progress reports of the battalion's achievements on all construction projects are made photographically and sent to the Bureau of Yards & Docks each month. Therefore, it is essential that the photos be well planned and carefully produced for a maximum amount of explanation and clarity.

Walt Huebscher at Ebeye's improvised photo lab.



The first battalion photo lab was on Ebeye Island in the remains of a Japanese pillbox. Since all the equipment was short shipped, the photographers worked entirely with personal cameras, and supplies that could be procured from the Army. Conditions were very bad with no means of temperature control for their chemicals and no ventilation. When supplies came three months later a portable lab was designed and built. This "dark room" has been moved three times around the Pacific, but found a final resting place on Tinian.

Harry Magnuson at Battalion Lab. at Tinian.



This two-man shop, Walter Huebscher, PhoM2c, and Harry Magnuson, PhoM2c, was the first dark room in operation on Tinian. Much of the Brigade work was done here before facilities were set up elsewhere. For their good work they received a commendation from O in C, 29th USN Construction Regiment. All in all, and in Seabee words—the 107th Photographers have shown "maximum ingenuity with minimum equipment."





Left: Each battalion is allotted limited photographic supplies.



Right: Washing and film drying room.



The enlarging room.



The drying room.

# THE PIPELINE

The 107th PIPELINE is the news and views of the 107th U. S. Naval Construction Battalion published weekly at a Pacific Island "X."

PUBLISHER ..... Lt. Comdr. J. R. Ritter  
 ADVISORY EDITOR ..... Lt. J. Eulberg, ChC  
 MANAGING EDITOR ..... M. W. Moore  
 ASSOCIATE EDITOR ..... J. F. Kornfeind  
 ART ..... E. D. Wright  
 FEATURE WRITER ..... V. J. Masco  
 FEATURE WRITER ..... S. Bodell  
 FEATURE WRITER ..... F. E. Dubuisson  
 PHOTOGRAPHER ..... W. Huebscher  
 PHOTOGRAPHER ..... H. Magnuson  
 PRODUCTION ..... M. S. Alhadef  
 PRODUCTION ..... I. H. Givens  
 PRODUCTION ..... D. R. Johnson  
 PRODUCTION ..... M. Jacobson  
 PRODUCTION ..... T. Hay

It was at Camp Parks, California, 7 October 1943 that the first PIPELINE was printed. From that first simple one-page mimeo to the final twelve-page multigraph offset, the paper continued faithfully to chronicle the passing panorama of events, and to reflect the spirit and pride of the battalion.

The success of the paper was highlighted through many voluntary contributions from men assigned to other work. Though the staff changed many times, the deadline was always met.

Not only did the battalion paper provide information and enjoyment for personnel in the unit, but each week hundreds went through the mail to the folks at home—as a battalion record of experiences of work and travel.

In two years of publication 77 issues of the PIPELINE were printed and some 38,500 copies went home through the mail.



any can  
 good. A  
 Navy, and  
 will rule  
 may see  
 the coun  
 Middles  
 Alabam  
 Ellawor  
 Walton  
 Command  
 Army  
 lost of  
 with such  
 brother  
 scouted  
 the To  
 three oth  
 the line  
 Dartmou  
 and Co  
 the Tech  
 the, after  
 ward and  
 of last se  
 pend on  
 gnan, Ph  
 ma still  
 rge Sully  
 us of the  
 most part  
 rge of th  
 alle. Jo  
 is a  
 digered  
 dverted t  
 iple of br  
 Most of Fr  
 and Max  
 can play  
 with as h  
 fullback  
 the Nav  
 will be ab  
 Southern  
 Californi  
 have Veter  
 Cal will  
 ally of t  
 threw t  
 Navy col  
 hall of t  
 experie  
 for rov  
 se Bowl.  
 will mee  
 Navy train  
 No.  
 Wreck  
 Dixie  
 Southern Ca  
 pi Stat  
 a team  
 ckling a  
 Duke, M  
 Tech  
 such  
 ator  
 ed Bro  
 the lo

# 107<sup>TH</sup> PIPELINE



VOL. II ISSUE 42

TINIAN, MARIANAS

29 JULY 1945

## BATTALION MARKS SECOND YEAR

### ARMY NIPS NAVY 12-0

Army team majority and National players with the white Naval with Sea-Tues-12-0. uers, Vin-the

### REG'T'L. COMDR. NEELEY SPEAKS

24 July, 1945! The second anniversary of the 107th Seabees marked one of the better days spent on Tinian Island; for most men it was at least a half day of relaxation from the many months of monotony. This day was highlighted with the Military Band at reveille & colors, Battalion tennis singles and doubles champ-

ial Unit Citation to R. D. Lehtin GM2c, for outstanding performance under enemy fire during the invasion last year. LEY then 107 persons birthday ed to more" their a year overs



Back in the mimeograph days!

in right  
DON LAM  
Reds th  
who dro  
gers in  
ld. H  
St. Lou  
er, was  
for the  
2 hits.  
bee h  
mound

Photographers' and Editor's huddle.



ate  
e and  
Comdr  
many  
s of  
of the  
n since  
upation  
ago,  
sral  
P.3)

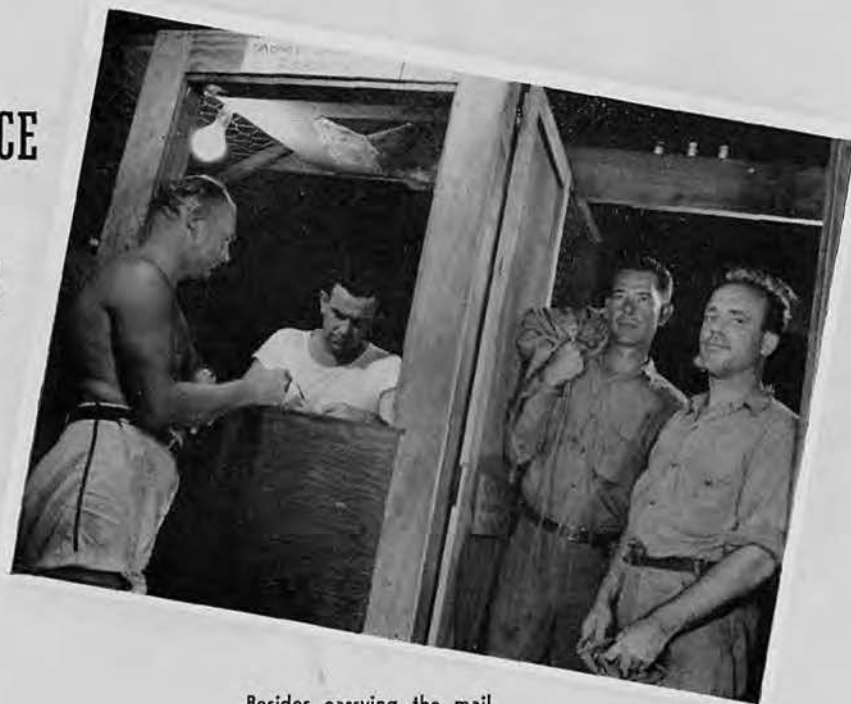


Folding: Last chore before circulation.



The censors are the battalion's most widely read staff.

## POST OFFICE AND CENSORS



Besides carrying the mail, the postmen handle thousands of dollars in money orders going home.



THE Battalion Post Office is the organization that handles both that letter from home and the one back to the folks in the United States when it comes into or leaves the battalion. No section within the battalion takes precedence over the post office in the hearts of the officers and men of the battalion. The importance of mail as a factor in the morale of the men cannot be overestimated; responsible sources have indicated that mail—its prompt handling and distribution—can be the largest single factor in building up or breaking down morale. The 107th Battalion post office handles mail for approximately 1,000 men, but all of these men are far from home; they are remote from their friends and relatives; therefore, the volume of mail is much greater than it would be if the post office were not their only contact with home. The mail specialists in the post office sort and handle a volume of mail out of all proportion to the number of men involved it may be truthfully said that they do their job well. These men literally "Carry the mail."

B. D. Wright, MaM1c, is in charge of the 107th N. C. B. Post Office; he is assisted by M. J. "Smoky" Stover, MaM2c; with R. W. Bishop, BM1c, acting as mail messenger and guard.

The censors have a job which is both one that carries with it the gravest responsibility and is at the same time a peculiarly thankless one. Their job is to read all outgoing mail and their responsibility is to see to it that no thoughtless Seabee endangers the life of his mates by sending out information which if it landed in the wrong place, might give aid or comfort to the enemies of the United States. The security of the 107th Battalion as well as that of other units associated with the 107th rests to a great extent upon the censors.

The Censors Office is under the supervision of M. S. Alhadeff, CY, as Chief in Charge. The censors are N. H. LaBelle, SK3c; R. W. Bennett, MM2c; E. S. Yankov, CM2c, and C. P. Mader, Cox.

The Officer in Charge of both the 107th N. C. B. Post Office and the Censors' Office is Lieut. (jg) C. H. Johnson, of Kingston, Pennsylvania.



Radio technicians have salvaged many replacements from wrecked planes and ships to carry on the communication system.



Thorough knowledge of movie projectors and film prevented many breakdowns during show time.

The theatre is the greatest morale builder and most utilized recreation activity in the battalion. A group of four men, two — Harold Kemp, EM3c, and Arthur Rodgers, EM3c, assigned to projection, and two— Kenneth Sinclair, SM2c, and Phillip Finley, CM2c —assigned to electrical maintenance as well as battalion communication and radio repair, under the supervision of N.



Hawk, CEM, began operations overseas on 19 April 1944 on Ebeye Island. Since that time they have made an outstanding record. In 64 weeks of running nightly movies, 516 feature pictures and 425 short subjects have been cast on the battalion screen. These 5,000 reels of motion picture film amounted to some five million feet of celluloid winding through the machines at 1.5 feet per second.

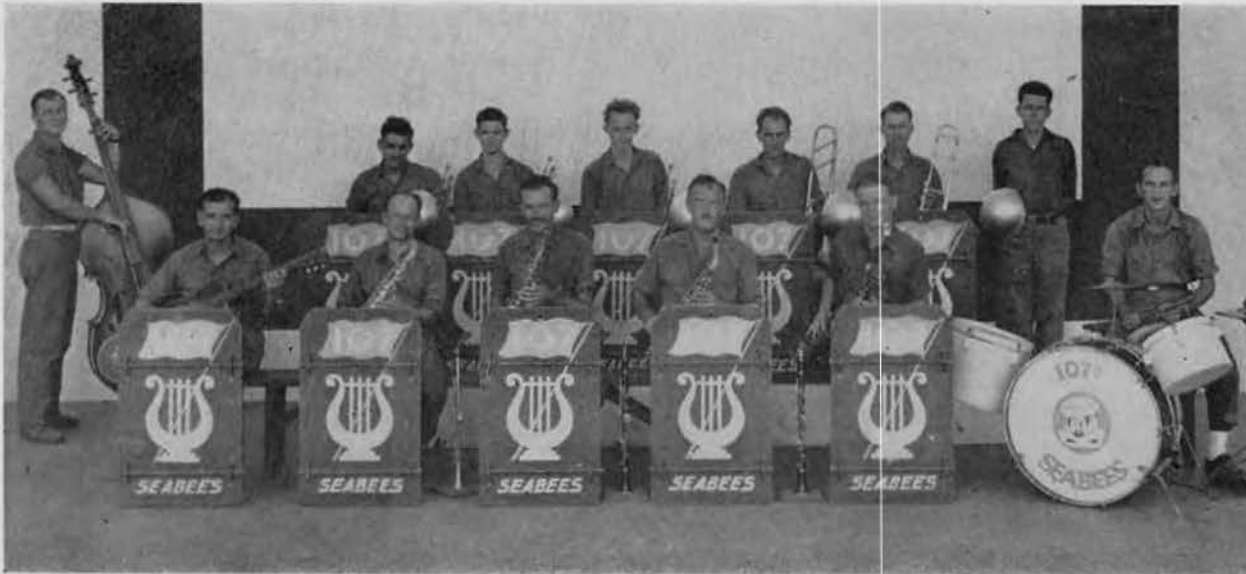
Our theatre at Tinian contributed immensely in supplying nightly entertainment for other service personnel as well as our "1,000 Seabees."

# T H E B A N D



107th Military Band (Left to Right): W. Huebscher, V. Paglione, F. Fisher, C. Strong, A. Gentner, E. Gagnon, W. Loy, C. Reid, W. Fortman, R. Gehres, H. Hellentall, W. Bailey, D. Allen, E. Hartley, F. Correll, J. Keeley, L. Harris, O. Hoberman, E. Ortman, C. Taylor, H. Grommons, D. Reed, K. Dietz

107th Swing Band. First Row: V. Paglione, E. Gagnon, W. Fortman, W. Huebscher, A. Gentner, F. Correll. Second Row: S. Komisary, K. Dietz, E. Ortman, H. Grommons, D. Reed, C. Taylor, C. Reid.



**N**OT long after the forming of the 107th Naval Construction Battalion a memorandum was sent out to all Company Commanders announcing the first meeting of those interested in playing in the Battalion Band. That same evening thirty-seven men reported to Lieut. B. H. Oliver, in charge of the activity, at one of the second-story rooms above the company offices at Camp Endicott. The enthusiasm shown at this meeting prompted Lieut. Oliver to procure from the Musical Instrument Exchange of New York the necessary basic instruments. A few of the men sent home for their own instruments and by 4 August 1943, the deck was cleared for the first rehearsal. Eleven men attended and C. R. Stevens, S2c, was chosen leader.

For the next few weeks the band progressed through the most difficult stages of its development. Only a few of the membership had played in recent years, some not having had any connection with music for as long as twelve years. First principles of band training were applied, and Lieut. Oliver opened the way for all subsequent development by obtaining the permission of Lieut. Comdr. J. R. Ritter to set up the band rehearsals on a full-time basis.

This training program was briefly interrupted when the battalion entrained for the West Coast and Camp Parks on 4 September. Stevens was transferred at this time and C. L. Reid, CM3c, was selected to take over the direction of the musical program. By this time it was obvious that sweeping changes must be made. Some of the original members were dropped while new players were added. These changes were made with a view to their capacity to develop, rather than an immediate usefulness in mind. Thus it occurred that a guitar player was made the bass drummer, one violinist was taught the alto; another, the baritone horn; a mandolin player was given a Glockenspiel to master, a pianist was assigned to the cymbals, while yet another who had recently learned to pick out a scale on the saxophone was taught the clarinet; a steel guitarist was given instruction in the playing of the trumpet. With the passing weeks and months the men of the band began to resemble a real musical organization and gave promise of becoming a worthwhile enterprise.

Early in November it was suggested that a dance orchestra be organized out of the personnel of the military band. Thirteen men were selected to form this unit and D. E. Reed, CM2c, was asked by the director of the military band to assist in working with this group.

Neither of the bands was very active, apart from rehearsals, until arriving at Camp Rousseau and Splinter City, Port Hueneme. After that playing morning colors was a daily chore for the military band. In the evening the dance orchestra made frequent appearances at such places as the Hollywood, Ventura, Pasadena, Oxnard, and Ojai USO's; the Ventura College Prom, at a dance for Marine Officer Candidates at

Occidental College, and similar parties. Before leaving Hueneme for overseas duty, Captain Gurney, in command of AATD, personally complimented the players and expressed the opinion that it was "the best band ever to have passed through the station."

Embarkation day finally arrived and after the flurry and excitement of departure had subsided the band instruments were broken out on shipboard. Pearl Harbor was saluted with a salvo of service songs by the military band, and almost nightly on the long trip the orchestra played and replayed their repertoire.

At our first overseas stop, Ebeye Island, both bands were relatively inactive, the only musical excitement being some impromptu swing sessions and the playing at the official commissioning exercises. On moving to Bigej Island, however, the band resumed playing morning colors, in addition to which a weekly concert of light classics were presented. Twice weekly the orchestra entertained at the wet canteen.

One of the high spots at Bigej was the battalion show. With Chief Kravitt as magician and master of ceremonies, Jim Bergeron the vocalist and a male quartette, the orchestra rounded out musical interludes. This show was taken to Ebeye, later broadcast over Station WXLG on Kwajalien, and given aboard many ships anchored in the harbor. The orchestra also provided a musical background for Harris and Long's big show of magic.

Heavy work schedules again reduced the utility of both musical organizations to a minimum on Tinian. Many continued to practice on their own time while new players became interested and, starting from scratch, sought to fill out the vacancies left by men who had transferred out of the battalion. First appearances on Tinian were made at Christmas time at hospital units for the wounded. When it was seen that these were favorably received the activity broadened its scope to include bi-weekly performances at wet canteens of ours, and other units.

Encouraged by the steady improvement of players old and new, another show was produced featuring L. Harris, CM3c and his magic, V. J. D'Autorio, SSM(T)2c and his tumbling act, and the ever reliable Jim Beregon, M1c. Cordially received on our own stage, this show was also presented for other outfits on the island. Perhaps the most inspired performance of our band, however, was given on that day in August when the news broke that Japan had had enough. After parading our own area the band was convoyed to serenade General Ramey, who was most appreciative. At his invitation the band returned at a later date to provide music for the All-Star baseball game. A final show, featuring talent from the Army Garrison Force and Air Corps units was especially well received and brings to a close another, and for many the final, phase of our battalion life.





## MICHAEL LOEW, PTric, BATTALION ARTIST

**M**ICHAEL LOEW, reproductions of whose paintings appear on this and the page facing, was assigned to make a pictorial record of battalion activities overseas. It is contemplated that these paintings will be installed in the Navy collection at Washington, D. C.

Loew was born in New York City in 1907. He studied at Art Students' League for five years and taught art for one year. In 1929 he was awarded a fellowship for study abroad. After two years in France and Italy he exhibited in New York and sold paintings to private and public collections. Murals painted during this period appear in New York's Textile High School and Pennsylvania Station. In 1938 he was commissioned to do two murals for the New York World's Fair; after executing this commission he travelled for a year in Mexico and Guatemala doing research on the art of that region. In 1942 competitions sponsored by the U. S. Section of Fine Arts resulted in the award of commissions for murals in the Amherst, Ohio, and Belle Vernon, Pennsylvania, post offices, which he completed before his induction into the Seabees in June of 1943.

Prehistoric Monoliths

TINIAN



Jap air field

EYEBE



Wash time

BENNETT





Knock off: Library



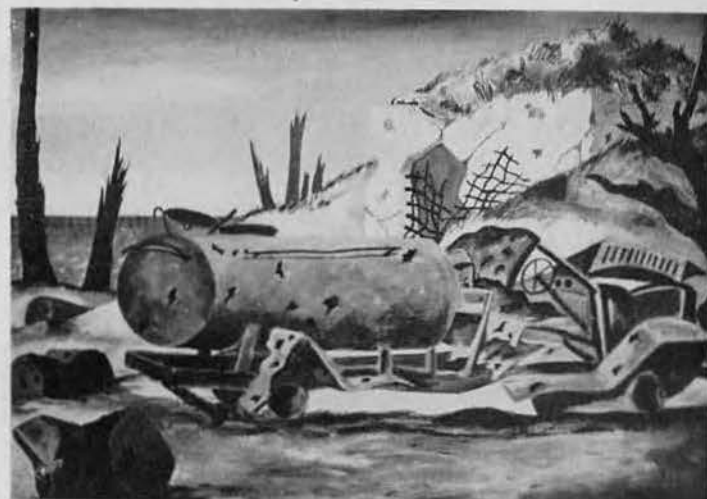
Rosary Chapel



Letter home: Library



Perimeter Guard Post: Tinian



Jap gas tank: Eyebe



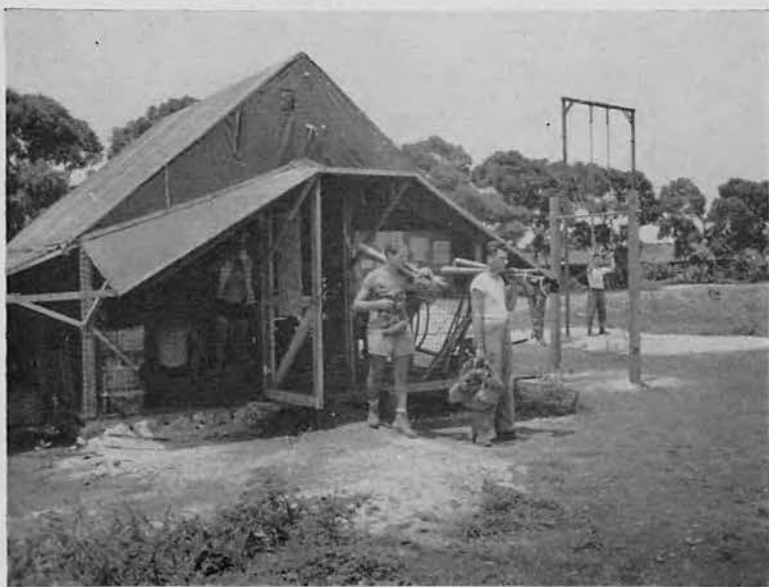
Saint Francis



D and S: Eyebe



Jap concrete mixer: Eyebe



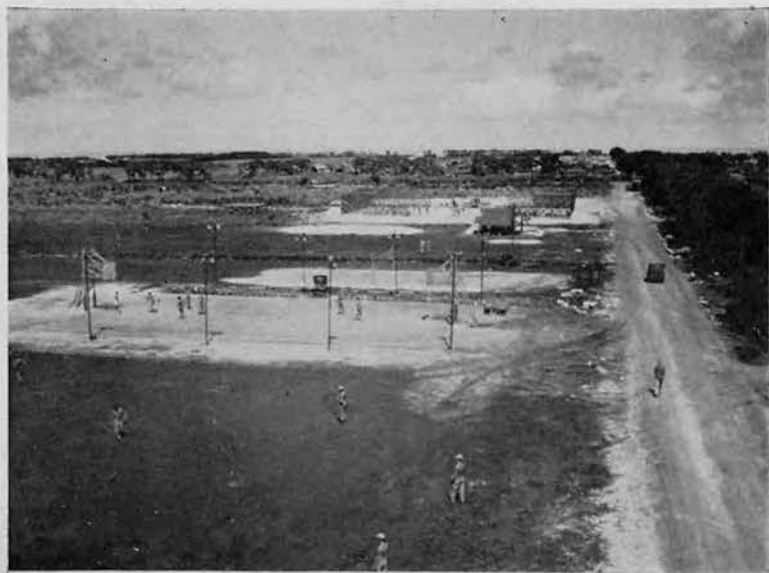
Left: The gear locker was at the site of activities.

## RECREATION DEPARTMENT

On Tinian the need and time for recreation boomed for the first time overseas. Under the direction of Lt. Eckles, Sam Bodell, CM3c, later assisted by A. J. Boutin, Sp(A)3c, and N. Greenberg, S1c, maintained programs in all types of athletics. Very good teams emerged from the battalion to win over various island competition. Their job was a very necessary one and one "well done."



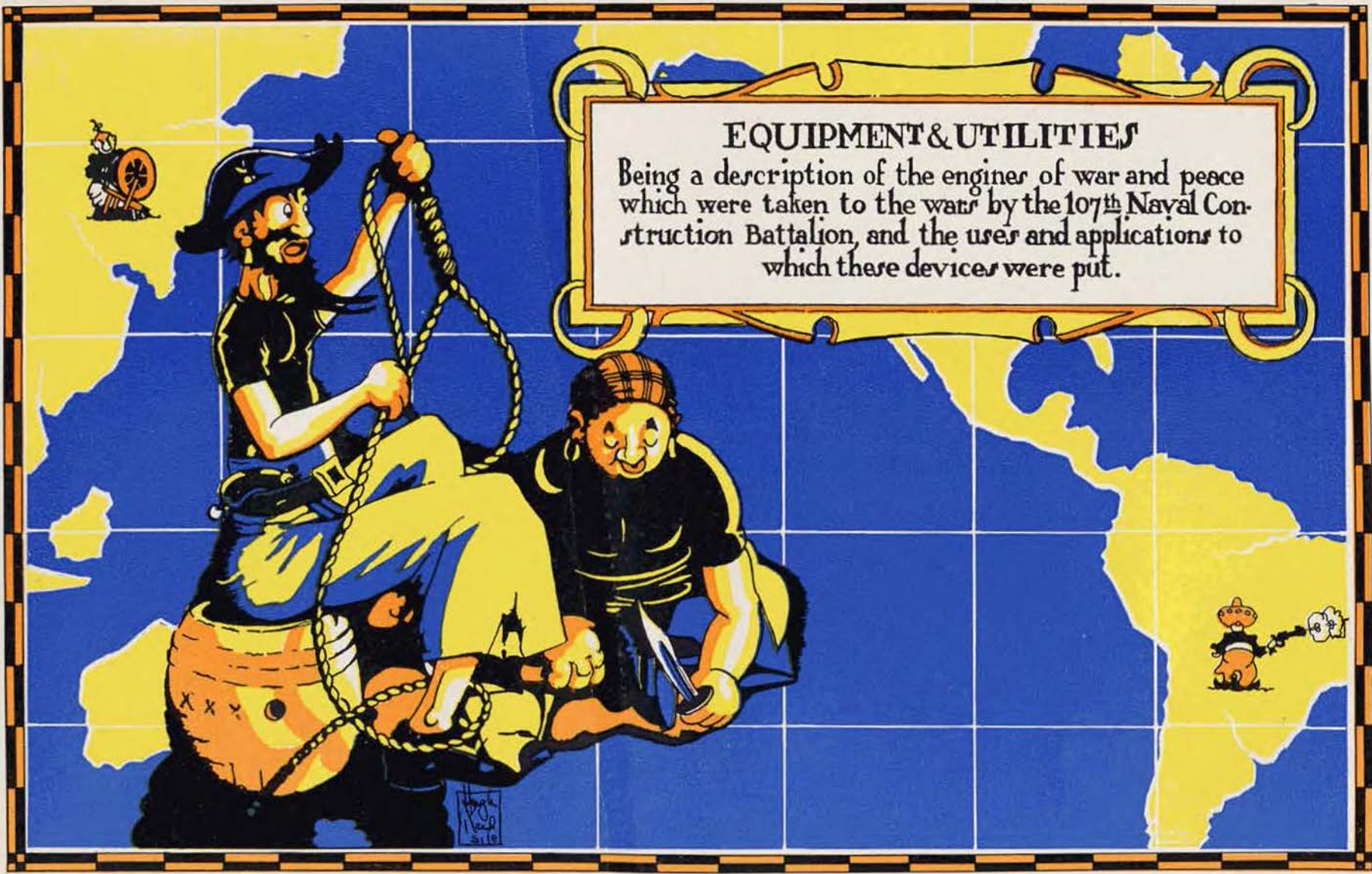
Right: Sam and his daily news—The Rec Hall Gazette.



The 107th basketball, volleyball and tennis courts.



Sam's Rec Hall and his ping-pong champs.



## EQUIPMENT & UTILITIES

Being a description of the engines of war and peace which were taken to the wars by the 107<sup>th</sup> Naval Construction Battalion, and the uses and applications to which these devices were put.



# ENGINEERING DEPARTMENT



The Engineering Office makes blue prints and working drawings for everything from a bunsen burner to a giant B-29 airdrome.

Just a sample of layouts.



Exterior view of Engineering Office. Inset: CWO E. McDonald, Lieut. B. Oliver, Lieut [lg] C. Johnson.





Survey Party No. 1 "ties  
in."



Survey Party No. 2 "sets  
a corner."



THE Battalion Operations and Engineering Office is the coordinator for all battalion projects. The Operations and Engineering Office is responsible for all location surveys; for the establishment of line and grade for all structures; for the design of all non-standard buildings; and for the establishment of job priorities and the assignment of projects within the battalion organization.

Daily, weekly, tri-monthly, bi-monthly, monthly and quarterly quantitative estimates and progress reports including requisitioning materials for job assignments, are additional duties assigned this department.

From time to time the department is assigned projects of engineering type, such as the preparation of topographical maps or the design of some specific project contemplated by a higher echelon.

The department is staffed by three Commissioned Officers, five Chief Petty Officers, and sixteen rated men. The Commissioned Officers are: Lieut. B. H. Oliver, Officer-in-Charge; Lieut. (jg) C. H. Johnson, Office Engineer; and Chief Warrant Officer E. F. McDonald, Field Engineer. In charge of all architectural planning is H. N. Donley, CCM; road design, L. T. Staton, CCM; mechanical and structural, J. H. Schnabel,

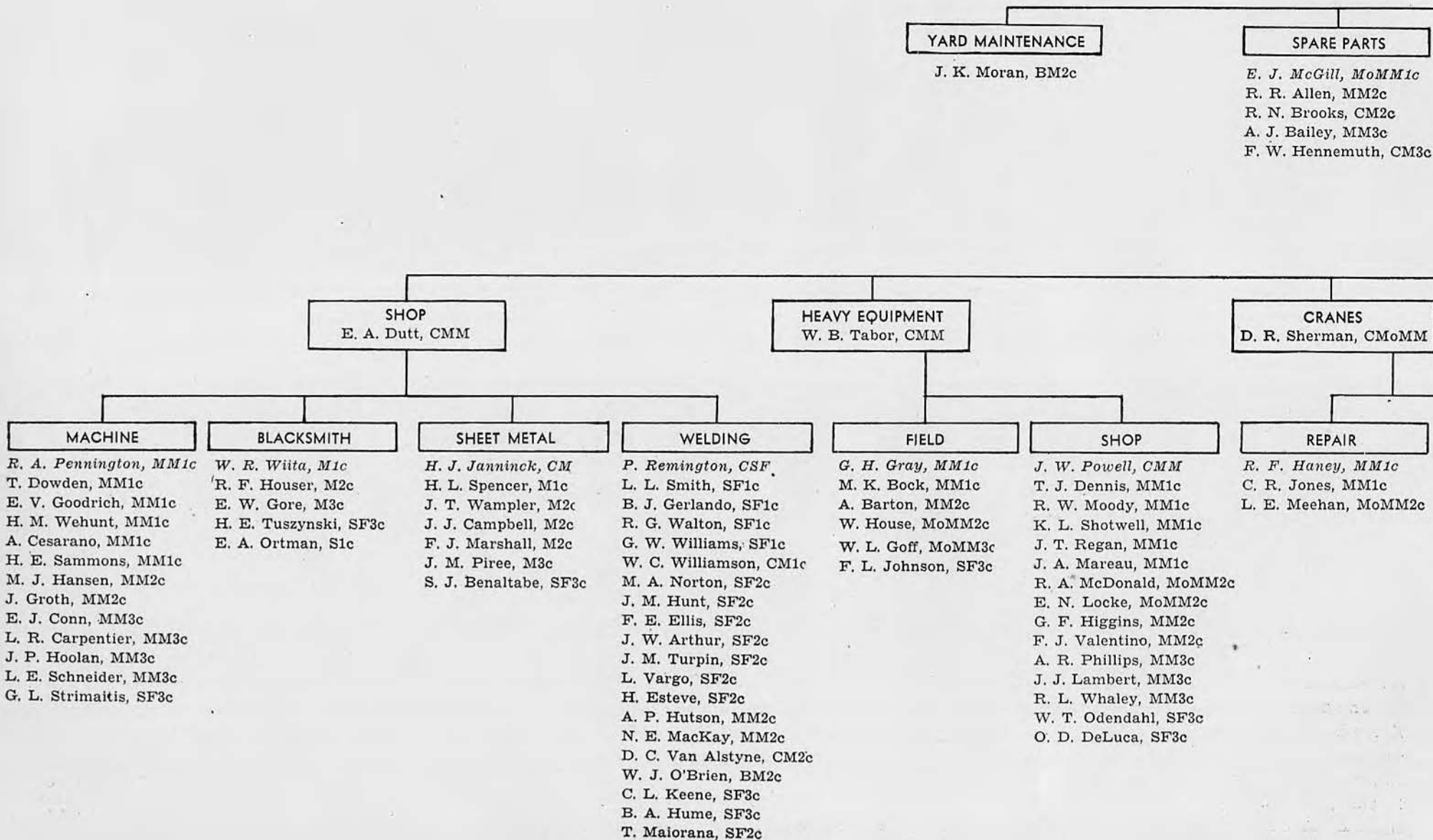
CSF; electrical layout, W. Kooper, EM1c; and general planning, J. A. Page, Jr., CM2c, and W. W. Loy, CM2c.

All field work is done by two survey parties; one party with C. D. Scott, CCM, in charge with personnel including W. G. Fortman, CM1c; J. R. Maize, GM2c; W. F. Russell, CM3c; J. J. Antonucci, CM3c; and N. Davidenko, CM3c. The second party has E. W. Granek, CCM, in charge with personnel including C. C. Payne, CM1c; C. E. Taylor, CM1c; A. J. Jacobs, MM2c; J. H. Price, CM3c; L. R. Harris, CM3c; and R. A. Huver, CM3c.

Operations and Engineering yeaman is S. H. Horowitz, Y2c.

As this goes to press, two changes have been made in the department. Chief Staton has been commissioned Lieut. (jg) and returned to the States. H. L. Unland, EM3c, has been assigned temporary duty with the 29th USN Construction Regiment.

Lieut. (jg) C. H. Johnson makes his home at Kingston, Penn. Lieut. (jg) Johnson is a graduate of Lehigh University, and was employed as job accountant by the Turner Construction Company. He entered the Navy 3 April, 1943, as an Ensign and was promoted to Lieut. (jg) 1 June 1944.





**EQUIPMENT OFFICER**  
Lieut. (jg) K. L. Hardine

**ADMINISTRATION P. O.**  
C. W. Ward, BM1c

**TIRE SHOP**

S. O. Ward, MoMM1c  
R. E. Peterson, SF2c  
C. E. McLain, MM3c

**RECORDS**

W. T. Bradley, Y3c

**AUTO REPAIR**  
H. E. Stump, CMoMM

**LUBRICATION**  
J. E. Harris, MM1c

**OPERATORS**

R. H. Brown, CMM  
T. H. Sullivan, MM1c  
R. A. Musall, MM1c  
M. E. Twedt, BM1c  
J. L. Buechner, MM2c  
J. C. Pimental, MM2c  
C. R. Shew, MM2c  
D. M. Dearen, MM2c  
C. E. Caudle, MM2c  
J. M. Blake, MM2c  
F. C. Stout, MM2c  
R. E. Feeney, MM2c  
P. W. Kapp, CM2c  
G. F. Caputo, MM3c  
C. W. Fields, MM3c  
R. F. Byington, MM3c  
E. J. Caron, MM3c  
E. H. Brown, S1c

**SHOP**

R. Trengove, MM1c  
H. B. Burns, MM1c  
F. J. Knipping, MM1c  
J. E. Prowse, MoMM1c  
D. L. Smith, MoMM1c  
E. M. Olkowski, MoMM2c  
V. J. Chiavetta, MoMM2c  
G. M. Scott, MM2c  
J. R. Hardee, MM2c  
V. C. Buvid, MoMM3c  
C. R. Chubb, SF3c  
L. J. Fulmer, CM3c

**PREVENTIVE MAINTENANCE**

G. E. Anderson, MM1c

**HEAVY EQUIPMENT**

H. M. McNally, MM2c  
C. J. Tish, MM3c  
R. J. Osgood, MM3c  
C. A. Blumenthal, MM3c  
E. D. Hartman, MoMM3c  
M. C. Gehrig, MoMM3c  
J. Allen, SF3c  
B. E. Huber, SF3c

**AUTOMOTIVE**

A. Gremmo, MoMM1c  
W. E. DeCapite, MoMM3c  
R. E. Gorsuch, MoMM3c  
F. M. Glover, MoMM3c  
J. E. Spence, MM3c  
J. E. Gerry, MM3c  
F. J. Brennan, MM3c

**FUELING**

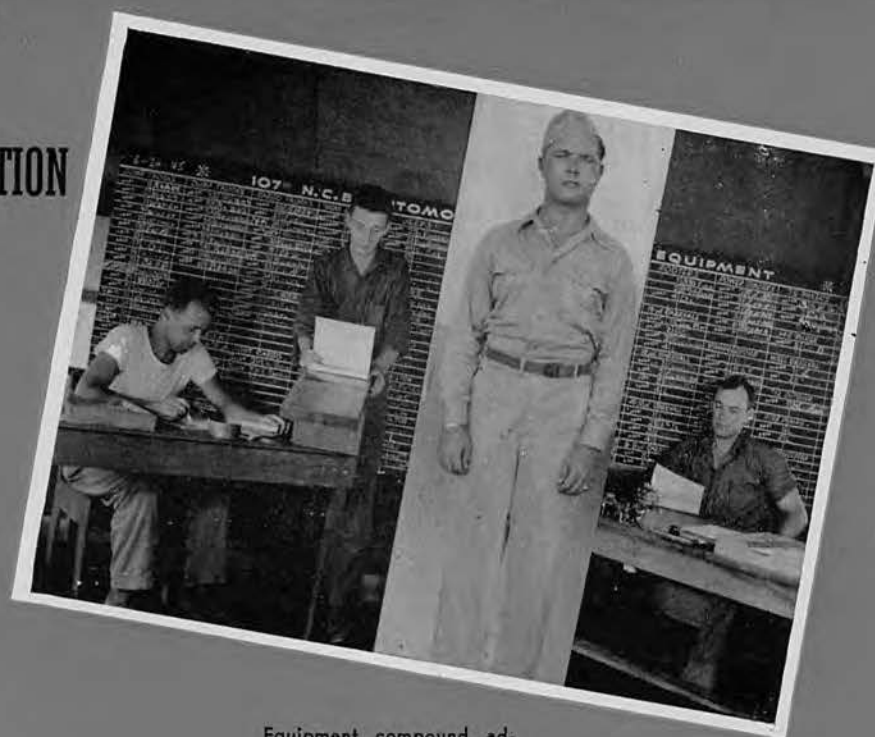
J. A. Wieclawek, MM3c  
R. K. Klump, MM3c  
M. Kaplan, MM3c  
D. Giglio, SF3c  
C. R. Stanion, F1c  
C. J. Lagana, S1c  
D. E. Hofstad, S1c





## ADMINISTRATION STAFF

Equipment compound dispatcher's board traces the whereabouts of every machine.



Equipment compound administrative staff. Inset: Lt. (jg) K. L. Hardine.

**T**HIS section takes care of the assignment of personnel within the Equipment Compound. It is also responsible for the dispatching and assignment of all heavy equipment and must keep a sufficiently accurate check on all equipment that any piece of equipment may be located promptly at any hour of the night or day.

In addition to all other activities of this section these men handle all correspondence (outgoing and incoming) between the equipment compound and its subordinate components, and between the equipment compound and the higher echelons of command.

Another activity which, though not of a strictly administrative nature, takes up a lot of the boys' time is the care of the buildings and grounds of the compound. New parking areas, walks, etc., are usually handled by labor details working under the supervision of the compound administration section.

Without the constant vigilance and attention of this, the equipment compound's nervous system and brain cells, the shops and activities which make up the equipment compound could not have functioned

with the efficiency which was necessary in order that the battalion as a whole might complete its assigned tasks. The whole purpose in grouping all the shops and activities together within the equipment compound set-up was to attain the utmost cooperation between activities whose work interlocked. The Administration Section was the agency through which this cooperation was attained.

Personnel of this section consists of three men: C. W. Ward, BM1c; W. T. Bradley, Y3c, and J. K. Moran, BM2c. Ward has charge of the administration; Bradley handles records, and Moran takes care of yard maintenance.

Lieut. (jg) K. L. Hardine, Jr., Officer in Charge of the Equipment Compound, whose picture appears in the inset above, makes his home at Galesburg, Illinois. Lieut. (jg) Hardine is unmarried; he holds a degree in Civil Engineering from the University of Missouri School of Mines, is a member of Theta Tau professional engineering fraternity, and a Junior Member of the American Society of Civil Engineers. Prior to entering the Navy Mr. Hardine was a Junior Hydraulic Engineer with the Water Resources Branch of the U. S. Geological Survey.



Changing a tire and checking the damage is a never ending job.



Vulcanizers play an important part in getting extra wear from worn tires.

## TIRE SHOP

**T**HE constant bogie of the operator of any kind of equipment which rolls on pneumatic tires is the flat tire. In the 107th Naval Construction Battalion that bogie becomes the sole concern of the Tire Shop.

The tire shop is operated by three men: S. O. Ward, MoMM1c (in charge); R. E. Peterson, SF2c; and C. E. McLain, MM3c. These men wrestle with tires ranging from some of those on the heavy equipment which stand nearly as high as a tall man's head and are broad in proportion, down to some which are less than 18 inches in diameter. Jeeps, cargo trucks, dump trucks, amphibious jeeps, portable light plants, scrapers, and weapons carriers all pass through the tire shop to have their "shoes" repaired.

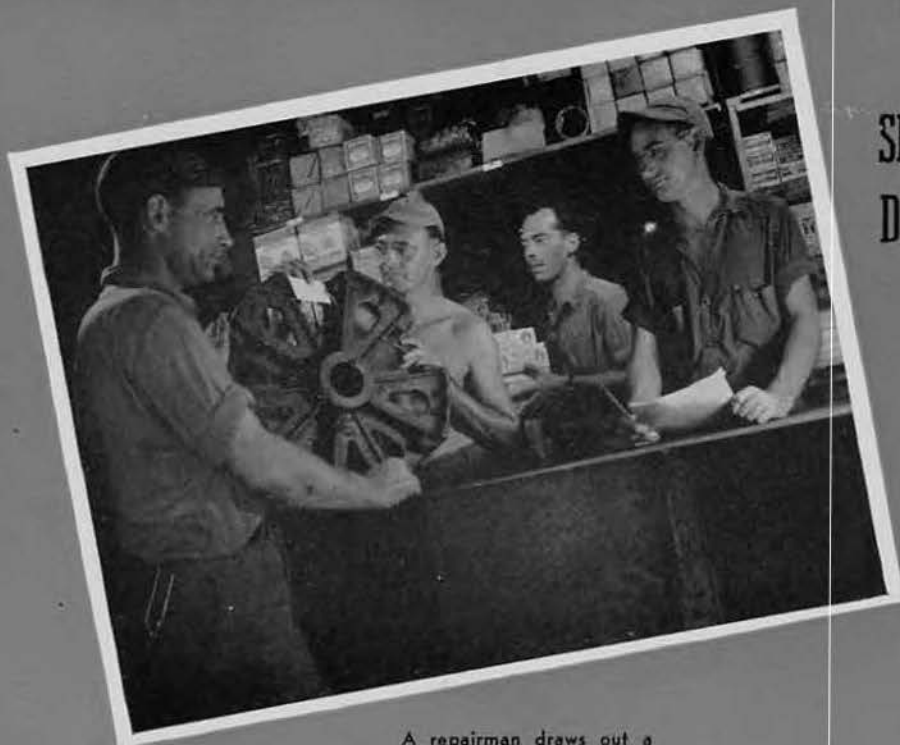
Not only do these men repair tires but theirs also is the responsibility for seeing to it that there is always on hand a sufficient stock of tires of all sizes and types for emergency replacement of any worn out tire on any piece of rolling stock which may require a new tire.

A good portion of the work done by this department is in the field. An emergency service truck for road trips is kept ready twenty-four hours a day—as a matter of fact, the tire shop runs on a twenty-four hour schedule normally. When an emergency call comes in the truck goes out, the tire is changed and the leaking tire is brought back into the shop where it is vulcanized and remounted, ready for use on the next piece of equipment that may need a tire replacement.

Due to the efforts of the three men comprising the personnel of the tire shop the flat tire is not nearly the problem which it might have been to an organization engaged in rushing construction of essential items in a program for an advanced base under conditions far from perfect. Wear on tires has been excessive due to the nature of the terrain on which the battalion has been compelled to conduct its activities. In spite of this the tire shop has functioned well at its appointed task. The rubber under the equipment has been kept in good repair, and very few hours of work have been lost due to blow-outs. The boys from the tire shop have also "Kept 'em Rolling."



## SPARE PARTS DEPARTMENT



A repairman draws out a heavy equipment part.



Each spare part for every piece of equipment is tagged and placed in a separate rack.

**T**HIS department is responsible for the receiving, issuing, and storing of spare parts for all battalion heavy and automotive equipment. These men are responsible for the maintenance of an adequate store of spare parts. They must know the terminology of half a dozen crafts and something of the workings of innumerable types of equipment; they must keep records of what is on hand and what is not available and they must know how each part should be cared for while it is in storage. They must know what will be needed and see that it is available when it is needed. They must not only know what they have but how it is used and be able to make an estimate of the likelihood of there being a call for any particular item or part. Their job is not as simple and uncomplicated as it might seem at first thought.

When it is remembered that the battalion has a total of nearly fifty pieces of heavy equipment, nearly one hundred pieces of automotive equipment, and numerous miscellaneous pieces of mechanical equipment, which comes under neither of these classifications, the importance of

having a well arranged and reasonably complete stock of spare parts can be understood.

When and if bouquets are passed out to the various groups within the battalion, the Spare Parts Section of the Equipment Compound should not be forgotten. This group has done its job quietly and well and without a great deal of lost motion. They have deserved well of an organization whose motto might well be, "Keep 'em Rolling." Especially is this true when we remember that the first two or three months spent on Tinian—and those were the months during which the pressure of the work was hardest—these men were handicapped by inadequate housing for their stock of spare parts and by veritable seas of mud, constant rain, and a general abundance of every kind of weather except fair.

E. J. McGill, MoMM1c is in charge of the Spare Parts Department in the equipment compound. He is assisted by R. R. Allen, MM2c; R. N. Brooks, CM2c; A. J. Bailey, MM3c; and F. W. Hennemuth, CM3c.



## MACHINE SHOP



The metal lathe supplements the machined parts section when a worn out gear cannot be replaced through regular channels.



Drill presses, metal lathes, milling machines, grinders, vises, and special tools together with competent machinists make a good team.

**T**HE 107th Naval Construction Battalion's Machine Shop is under the direct supervision of Chief E. A. Dutt, who also functions as lead Chief maintaining general supervision over the Blacksmith, Welding, and Sheet Metal Shops.

The Machine Shop is equipped with a standard Navy mobile machine shop trailer unit, and, in addition, has a lathe salvaged from wrecked Japanese equipment found on the island. On numerous occasions the ingenuity and skill of the machinists have saved the battalion many man hours of labor through the repair of broken parts as well as through the devising of various ingenious gadgets and gismoes to further the activities of the battalion.

The machine shop has as part of its duties the manufacture of mechanical parts for equipment when these parts are unobtainable on any of the islands where the battalion may be operating. This includes parts such as shafts, gears, bearings, bushings, etc. When one of the other shops or field activities of the battalion needs a special tool the machine shop furnished that tool; designing and manufacturing the tool from ideas furnished by the activity which is to use it. The machine shop

also has responsibility for the sharpening and repair of tools and equipment used by other shops and activities of the battalion.

This shop, like most of the shops in the equipment compound group, maintains a twenty-four hour work schedule. Personnel includes a total of fourteen men divided into two shifts. There are eight men assigned to the day shift and five men assigned to the night shift with one C.P.O. in charge.

Without the machine shop with its skilled machinists ready to repair or manufacture broken parts the activities of the battalion would have been almost fatally handicapped. Operating as the battalion has been, thousands of miles from points where factory made replacements might be procured, had there not been some immediately available means of manufacturing parts which were worn out or broken, it would have been almost impossible for the battalion to have kept its arduous work schedule. The manufacture of special tools and improvisation of special parts and equipment also contributed materially to the successful completion of battalion projects and reflected credit upon the personnel manning the equipment compound's machine shop.



Manufacture of special hardware not carried by the Supply Dept. is their main job.

## BLACKSMITH SHOP



A special constructed forge and tools are homemade equipment.

**I**KE Longfellow's village, the 107th Naval Construction Battalion has its Smithy—the 107th Battalion Blacksmith Shop. The blacksmith shop has been hampered by a coal shortage through most of its existence. This was due largely to the fact that most of the other activities of this and other units operating in advanced bases used oil or electric power, hence there was a tendency on everyone's part to forget the coal requirements of the blacksmiths. However, the blacksmiths did not allow this shortage to handicap them completely; with typical Seabee ingenuity the shop force themselves designed and constructed a forge which would operate on oil instead of coal. This forge has been a large factor in the successful operation of the blacksmith shop and through the shop in the success of the battalion as a whole.

The blacksmith shop is under the direct supervision of W. R. Wiita, M1c; he is assisted by R. F. Houser, M2c; E. W. Gore, M3c; H. E. Tuszyński, SF3c; and E. A. Ortman, S1c. This small detail consisting of only five men maintains both day and night shifts. They mend and re-

pair all tools that need forge heat; manufacture parts which require forgings, and shape iron and steel for all ornamental iron work.

Some rather elaborate ornamental iron work has been handled by this section. The battalion chapel, which is one of the "show places" of the island, owes much of its attractiveness to the efforts of the men in the blacksmith shop. The large sign which hangs at the entrance to the 107th Seabee's Camp is another example of the iron work of which the men in this detail are capable.

Almost invaluable to the battalion's efficiency have been the services of the blacksmith shop in the forging and repair of heavy duty parts for the battalion's heavy equipment.

A great part of the value of the various shops grouped in the Equipment Compound lies in the fact that since they are close together, both physically and from an administrative standpoint, cooperation between them is made easy. The blacksmith shop has succeeded in maintaining this necessary cooperation.



When regular sheet metal supply is low, corrugated quonset steel serves as a substitute with the metal workers.



Galley equipment, electrical panel boxes, light reflectors and sinks are made by the metalsmiths.

## SHEET METAL SHOP

**T**HE Sheet Metal Shop headed by Chief Janninek and including H. L. Spencer, M1c; J. T. Wampler, M2c; J. J. Campbell, M2c; F. J. Mahshall, M2c; J. M. Piree, M3c; and S. J. Benaltabe, SF3c; is another Equipment Compound activity which has rendered yeoman's service to the 107th Naval Construction Battalion since its organization.

The first problem which confronted this shop was shortage of sheet metal. This problem was solved by pressing the corrugations out of salvaged Japanese corrugated roofing metal. Another expedient which the sheet metal shop used to combat the shortage of metal was the use of bomb boxes and crates.

Sheet metal working equipment was also lacking when the shop was first organized; however, by collaborating with the machine shop and welding shop this difficulty was solved and the result is that the sheet metal shop is now fairly well equipped with machinery designed and built in the battalion. Outstanding among the pieces of equipment coming under this heading is the steel bending brake made from heavy Jap castings, pontoon angles, and 'dozer parts. This brake takes 1" flange

or wider on mild steel and each end clamps independently on brakes over five feet long.

Numerous are the departments both within and without the 107th Battalion which have had cause to thank the 107th sheet metal workers for their help. The battalion eats now because the metal workers rebuilt the galley stoves including the ovens and new bowls for the burners. Canopies for the galley stoves together with blowers and ventilators were another of the metal-smith's contributions to the commissary department's efficiency. Metal dish tables for the mess halls were also built in the sheet metal shop. The shop has also turned out over thirty large strainers for the aviation gas lines throughout the island. The Army has the 107th metalsmith's to thank for many sinks in their showers. The supply department is now using metal drawers and cabinets constructed by the metalsmiths out of salvaged bomb crates for the storage of spare parts while the electricians depend upon the sheet metal shop for switch boxes and reflectors. Another activity of the sheet metal shop which has been very important is the repair of jeep and truck bodies usually with metal secured from the salvage of bomb crates.



## WELDING SHOP



Acetylene, as well as arc welding is done in the shop.



A welding apparatus was specially arranged for transportation on the job anywhere.

**T**HE Welders are among the busiest 'Bees in the Seabee hive. Few are the activities of the 107th Naval Construction Battalion while at some time or other have not had to call upon the welders. Their achievements range from building a bulldozer blade complete to designing and manufacturing a pair of bunsen burners for the medical department. They have proven themselves resourceful and inventive in using salvaged metal for a great many purposes. Telephone and light poles were constructed from salvaged Japanese railroad iron; when the dump bodies on the trucks used by this battalion proved to be too light to stand the rough usage to which they were subjected in the course of the work for which they were used, the welders promptly improvised reinforcing bars out of light gauge Japanese railroad iron. When it was found necessary to let down the tail gates on these same trucks because of the size of some pieces of coral which they were called upon to haul and dump, the welders promptly devised a triangular extension plate which allowed the tail gate to remain open, yet did not reduce the trucks' hauling capacity.

This section is provided with six acetylene welding machines and

six electric arc welding machines, and there have been numerous occasions in the battalion's history when all twelve machines were working at full capacity. The section has averaged the use of 200 pounds of welding rod per week since its organization.

Not only have they helped with the battalion's major jobs but they have handled very tricky welding jobs in which brass, copper, and aluminum were the metals involved. The bar in the admirals' quarters on Ebeye, the officers' bar at Tinian, and the C.P.O. club bar on Tinian are examples of this work.

The Welding Shop is under the direct supervision of Chief P. A. Remington, and he is assisted by seventeen men divided as follows: three on the day shift in the shop; four men on the shop swing shift; four men on the shop night shift; two men assigned to remain with the heavy equipment during the daylight hours and two men to stand by heavy equipment during the night shift. In addition, two men are also required to operate a portable welding rig mounted on a cargo truck and available to go into the field on call from any battalion activity needing service.



## HEAVY EQUIPMENT SHOP



Facilities for complete  
overhaul . . .



Keep the big wheels roll-  
ing.

**T**HE Heavy Equipment Repair Section is responsible for the repair, check-up, and maintenance of all heavy equipment used by the 107th Naval Construction Battalion with the exception of cranes and shovels which are taken care of by a separate section also operating under the supervision and administration of the Equipment Compound.

The heavy equipment of the battalion is among the most important of battalion equipment. Under this general heading are included tractors, bulldozers, patrol graders, rollers, scrapers, and various other pieces of grading and hauling equipment. Without this varied equipment the battalion would be forced to function largely as a pick and shovel group of manual laborers. The possession of an abundance of this type of equipment has been the principal reason for the superiority of United States Army and Navy construction units over their opposite numbers in the Axis armed forces.

The section is headed by Chief W. B. Tabor with Chief J. W. Powell in charge in the shop and G. H. Gray, MM1c, in charge in the field. Chief Powell is assisted by a crew of fourteen mechanics in the shop and

Gray by a group of five mechanics in the field. Both shop and field maintain a twenty-four hour schedule. Equipment requiring major replacements or repairs is brought into the shop for servicing while less important repairs and adjustments are made in the field. A very important part of the field mechanics' job is preventive maintenance. This includes the check-up of equipment and the making of necessary adjustments before there is opportunity for minor defects to cause serious trouble.

The work of the Heavy Equipment Repair Section has been essential to the completion of the battalion's work schedule and has been one of the battalion's most efficiently operated sections. This, in spite of the adverse conditions under which this department in common with many other battalion activities, has had to work. The equipment has been subjected to working conditions for which it was never designed. Nevertheless, the repair section has kept the equipment moving and working. The men of this section have done their full share to make the record of the 107th Naval Construction Battalion one of which every member of the battalion can well be proud.





## CRANE DEPARTMENT



All kinds of equipment . . .



To dig or lift.

**T**HE Crane Department of the Equipment Compound repairs all cranes, shovels, and draglines belonging to or being used by the 107th Naval Construction Battalion. Unlike most other sections in the equipment compound, the crane department has responsibility not only for the repair and maintenance of the equipment assigned to it but also for the operation of that equipment. All crane operators and oilers are attached to and assigned to specific jobs by the crane department. A not inconsiderable part of the duties of this department is the moving of equipment from one job to another; frequently, this entails the necessity of loading the equipment on heavy trailers and carrying it several miles to a new location. Whenever possible, of course, the crane, shovel, or dragline is simply walked to its new location under its own power but very often distance, difficulty of terrain, or the necessity of avoiding damage to existing roads make this impossible. \*

Very few projects on the island were completed without the assistance of the crane department. When the road department moves earth or coral, it's the crane department which provides the shovels and oper-

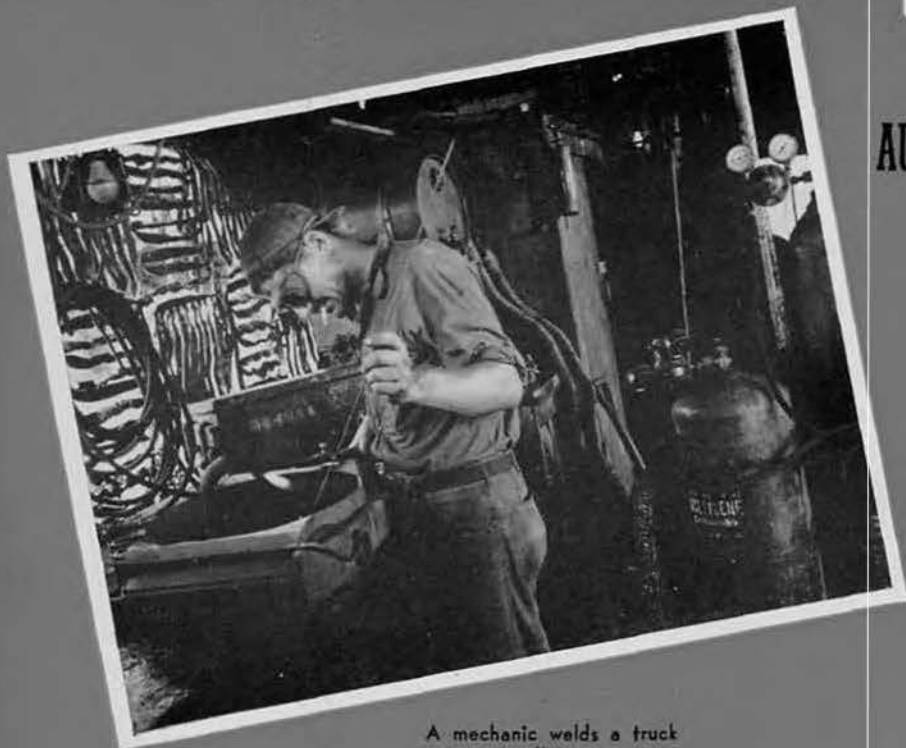
ators. The same goes for airport construction, for the building of a harbor, or boat pool, a dock, or the excavation for a head. When the battalion receives supplies or materials, or equipment, and these items must be unloaded, the stevedores call on the crane department for cranes, operators, and oilers. When any heavy construction materials are to be moved—the rest of the battalion calls on the boys with the cranes. If a new quarry is to be opened, if coral is to be dredged from a lagoon, the lads in the crane department have their share—and an oversize share it is—of the job to do. To date they haven't a failure on their record. They've lived up well to the proud boast, "If it's loose at both ends—we'll move it."

The department is headed by Chief D. R. Sherman, with Chief R. H. Brown supervising a group of seventeen operators and oilers; and R. F. Haney, MM1c, handling the repair sub-section assisted by C. R. Jones, MM1c, and L. E. Meehan, MoMM2c.

Like most other divisions of the equipment compound this department maintains a twenty-four hour schedule of operations and maintenance.



## AUTO REPAIR SHOP



A mechanic welds a truck radiator.



Jeeps as well as 10-wheelers are repaired in the garage.

**T**HE Auto Repair Shop with Chief H. E. Stump in charge, and a staff of thirteen divided into a day shift of eight men, a night shift of four men, and one man engaged in preventive maintenance, is responsible for the maintenance and repair of twenty-seven cargo trucks, ten weapons carriers, six amphibious jeeps, twenty-three jeeps, two reconnaissance cars, one ambulance, two fuel trucks, seven welding machines, and various other items such as water pumps, air compressors, etc.

A very important part of this section's activities is the man who attends to preventive maintenance. This man's job is to watch for items such as rocks between tires, under-inflated tires, loose wiring connections, etc. This work is carried on with the idea in view that by making minor repairs immediately, major breakdowns can be avoided. This system which involves the labor of only one man has proved its value.

The section as a whole has had to work under difficulties throughout the whole period of its existence. The state of the roads when the battalion arrived on Tinian—the so-called roads consisted merely of narrow strips of mud, pock-marked with shell holes—made the wear and tear on automotive equipment engaged in work projects on the island excessive. The section itself was housed under a tarpaulin which formed a floorless shed and was itself usually knee-deep in mud. Stationed on an island far from any sources of supplies the problem of securing parts for repairs was always serious.

Despite all of these obstacles the auto repair section has kept the 107th equipment moving and working. Through the unremitting efforts of this section, the battalion has been able to accomplish its part in the transformation of Tinian from a mudhole into one of the greatest bases in the world.



## LUBRICATION DEPARTMENT



A grease job in the field.



Fill it up.

**L**UBRICATION and Fueling of all equipment, both heavy and automotive, is handled by the compound under the supervision of J. E. Harris, MM1c, with H. M. McNally, MM2c, in charge of the lubrication of heavy equipment; A. Gremmo, MoMM1c, in charge of lubrication of automotive equipment; and J. A. Wieclawek, MM3c, in charge of the fueling of all equipment. These men are assisted by a staff of nineteen men.

The fueling section supplies and delivers fuel for camp generators, galleys, and miscellaneous pieces of battalion equipment as well as maintaining a 24-hour schedule of fueling service for automotive and heavy equipment both in the compound and in the field. In performing this task the fueling section operates a two-pump gasoline filling station with a grease rack as part of its equipment twenty-four hours out of every day. Field service is taken care of by tank wagons which search out every piece of battalion equipment twice daily and attend to filling that equipment's fuel tanks. In addition to taking care of 107th Bat-

talion equipment the section also cares for the fuel needs of all aviation gas line pumps on Tinian Island.

No small part of the task assigned to the men who staff this section is the transportation of all fuel, greases, and lubricants from the island supply dumps to the 107th Equipment Compound and the maintenance of an ample supply of these items within the compound.

The lubrication section takes care of the lubrication of all equipment on a twenty-hour basis making regular trips into the field with a mobile lubrication unit in order to check all equipment regularly.

It is due in great part to the constant vigilance of the men in this department that the battalion has been able to keep up its strenuous schedule of construction, since modern construction builds with machinery, and machinery soon loses its efficiency unless properly lubricated and cared for. Without this care the equipment would not have lasted through the job and taken the ceaseless pounding which the nature of the tasks undertaken forced the operators to give it.



HE Road department has responsibility for building all roads and streets in the camp area and on all battalion projects. This department also takes care of maintenance of roads and streets in areas assigned to the battalion for maintenance. The Road Department does not concern itself only with road construction and maintenance, however; it also furnishes coral and fill for building construction and for sidewalks and minor improvements such as storage areas, parking areas, etc.

The Road Department is proof of the old adage, that "Great oaks from little acorns grow." It started as a relatively small group on Ebeye under the supervision of Lieut. C. E. Missman, assisted by F. B. Warner, CMM, and M. L. Noble, MM1c. With this small organization approximately four miles of coral road were built on the island of Ebeye, in the Kwajalein Atoll. When the battalion arrived on Tinian the road department was reconstituted with Lieut. Missman again in charge assisted by F. E. Dubuisson, CCM. A twenty-hour working day was in-

stituted with two shifts; one headed by Chief Dubuisson and the other by L. A. Foley, Ptr1c. As more roads were built and the maintenance job gained in importance, a separate maintenance section was organized headed by W. C. Mitchell, CCM; and to handle miscellaneous jobs relating to building construction and minor projects, a third section was set up headed by I. G. Martin, CMM. The organization continued to grow and now includes two Commissioned Officers, five Chief Petty Officers, and sixty-eight other Naval ratings. The new construction section headed by Lieut. (jg) C. B. Hazzard is working three shifts with W. G. Allen, CGM, J. W. Sutherland, CMM, and F. E. Dubuisson, CCM, each supervising a shift. The men working in this section are: F. E. Goss, SF2c; S. Zelinger, MM3c; V. L. Lippincott, MM2c; A. R. Phillips, MM1c; M. C. Nash, MM1c; J. E. Jamison, CM2c; G. I. Brown, MM1c; E. J. Nevin, CM1c; J. B. Raborn, MM3c; D. C. White, MM1c; R. L. Beals, BM2c; J. U. Meats, CM2c; W. C. Boyd, CM3c; P. J. Reisenleiter, MM1c; D. N. Christianson, S1c; W. Gross, CM3c; C. A. Turner, SF2c; T. C.



Tinian's Riverside Drive—A 107th job! Insets: Lt. (jg) C. B. Hazzard and Lt. C. E. Missman.

## ROAD DEPARTMENT



Cline, M2c; E. A. Diorio, MM2c; D. Stevens, F1c; W. E. Bergman, GM3c; D. A. Bech, SF2c; R. H. Keuhn, CM3c; D. Pierce, MM2c; F. Cybulski, CM3c; H. C. Moss, CM1c; H. J. Butler, BM2c; J. H. Hopper, CM3c; S. Tarrance, CM1c; L. A. Foley, Ptr1c; C. W. Pickett, CM2c; M. C. Hodges, MM1c; S. Swieca, MM1c; C. E. Mitchell, MM2c; R. E. Bagley, MM1c; C. R. Chandler, GM3c; D. L. Nelson, MM3c; M. L. Noble, MM1c; W. G. Parks, EM2c; C. S. McGraw, EM1c; C. C. Solem, F1c; D. L. Turner, MM3c; and D. N. Ostlund, WT3c.

The Construction Section takes care of all new construction which includes the construction of sub-grade and the laying of coral surfacing. This involves the making of cuts and fills, placing of fill and compacting and shaping the final road section.

The Maintenance Section is now headed by D. L. Daly, CCM, Chief W. C. Mitchell having been promoted to Warrant Carpenter in April of 1945 and returned to the United States for reassignment. The section includes: J. E. Phelps, Cox; J. Biondo, M3c; G. B. Shirley, SF2c; R. B. Fraser, GM3c; C. M. Gillespie, GM1c; J. E. Vrobel, SF3c; C. C. Cramer, MM1c; J. W. Burk, MM3c; R. G. Haworth, MM2c; H. R. Wogoman, MM1c; K. E. Syx, MM3c; D. E. Mellow, GM3c; L. Szatai, CM3c; W. H. Allen, F1c; J. P. Andrews, F1c; F. M. Noll, CM3c; and V. J. Boudreau, MM2c.

The Maintenance Section has responsibility for the maintenance of all roads within the district assigned to the 107th Battalion. This involves periodical blading, cleaning of ditches, posting of safety and direction signs, elimination of obstructions at intersections, repair of drainage structures, and the repair of holes and washouts. This section also has responsibility for one feature of the work which is not ordinarily handled by a maintenance section; this is the placing of drainage pipe and culverts.

The Miscellaneous Construction Section is under the supervision of J. H. Thompson, CCM, who relieved Chief I. G. Martin when Chief Martin received an over-age discharge in June of 1945. Working in this section are R. E. Bukoski, MM3c; J. Drenth, MM3c; P. J. Deyo, MM2c; J. H. Blackstone, SF2c; L. A. Johnson, MM1c; and E. H. Brockway, MM3c.

Miscellaneous Construction Section handles jobs, the greater part of which have little or no connection with road construction. It originated as a clearing section. The areas in which the roads were to be built were covered with cane and other vegetation; this was removed by small bulldozers. Later, as camp sites were desired, the section was called upon to clear entire camp areas. For cane fields, it was found effective to simply beat down the cane with tractors pulling sheep's foot rollers. Then when the construction companies began to call for fills under buildings and other structures; this type of work now constitutes the bulk of the miscellaneous construction section's work.

Since its organization the road department has quarried and laid in place approximately a quarter of a million cubic yards of coral surfacing; has graded, put in drainage, and surfaced approximately twenty-five miles of road and has carried maintenance on all completed roads in an area comprising approximately a third of the island of Tinian. In addition to the above listed major projects the department has also furnished coral for several hundred tent pads, built fills for several buildings, and graded and surfaced three or four large areas for gasoline storage, equipment yards, etc.

Lieut. C. E. Missman, Officer in Charge of the 107th Naval Construction Battalion Road Department, is a native of Illinois and a graduate of the University of Illinois from which institution he holds the degree of B.S. in Civil Engineering. Prior to entering the service, Lieut. Missman was associated with a firm of consulting engineers at Dixon, Illinois. Immediately before entering the Navy he was employed as Associate Engineer by the Tennessee Valley Authority. Mr. Missman is married and is the father of a son, born after the battalion was ordered to duty overseas, whom he has never seen.

Lieut. (jg) C. B. Hazzard who has charge of all new construction under Mr. Missman makes his home at Millbrook, New York. He holds a Civil Engineering degree from Princeton University and prior to entering the Navy was an instructor in Aeronautical Engineering at that institution.



Left: Coral Quarry operations.



Right: A Carry-all, one of the big earth movers.



The Seabees' grader—No. 2 tool in road building.



Finishing off and final shaping a coral road.



**W**HILE Seabee battalions are primarily construction outfits, a fact which is frequently overlooked is that they also have a purely military function. The motto, "Consturimus Batuimus" isn't meaningless; Seabees are expected to be able to defend what they build. There have been numerous occasions in the course of this war when Construction Battalions have had to do just that.

In order that they may be prepared to fight if the necessity arises, Seabees are provided with stingers in the form of modern combat equipment ranging from '03 rifles, .30 cal. carbines, through Browning Automatic rifles, .30 cal. water cooled machine guns to 60-mm. and 81-mm. mortars and 20-mm. anti-aircraft guns. The job of seeing the 107th Battalion's stinger is in good shape and ready for use is taken care of

by the battalion armorer, G. K. Bailey, MM1c, and his two assistants, J. Ferriola, Cox; and L. G. LaFleur, GM2c.

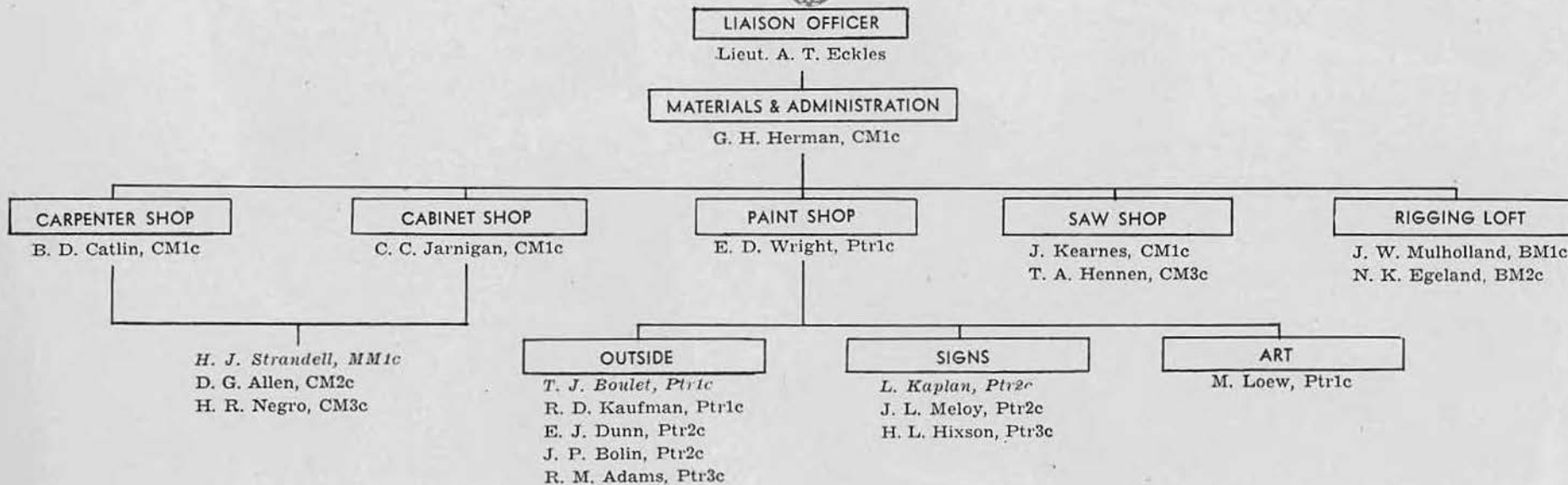
The armorer and his staff are responsible for the custody, maintenance, and repair of all battalion ordnance and infantry equipment. This term "infantry equipment" is not applicable only to ordnance but also applies to such items as helmets, field packs, ponchos, mess gear, and shelter halves. The armorer has to keep check on this equipment as well as the armament of the battalion.

The officers who supervise the armory take this duty as a collateral duty in addition to their primary assignments, are Lieut. W. F. McGill, Company Commander of "D" Company, who serves as Battalion Military Training Officer and Chief Warrant Officer S. R. Salvesen, Battalion Electrical Officer, who doubles as Battalion Ordnance Officer.

## ARMORY



Many types of Ordnance and Ammunition are checked and stored for any emergency.  
Inset: Lt. W. F. McGill.



Requisitions and issues of all construction materials are handled here. Inset: Lieut. A. T. Eckles.

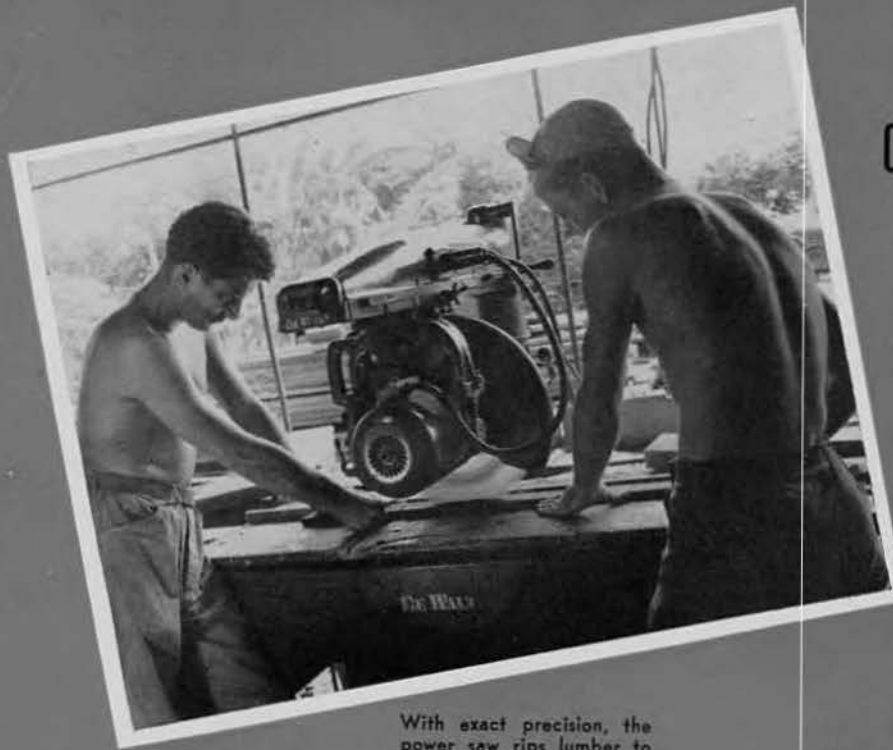
## LIAISON DEPARTMENT







## CARPENTER SHOP



With exact precision, the power saw rips lumber to fit any need.



Woodworkers design and build furniture.

**T**HE battalion set-up provides for the assignment of specific projects to construction companies with certain other projects and maintenance units set up as battalion projects. It is obvious that it would be impossible for each company to maintain all of the shops and facilities necessary to carry on its work. These miscellaneous activities are taken care of by the Liaison Office under the supervision of Lieut. A. T. Eckles, Jr.

The carpenter shop is under the supervision of B. D. Catlin, CM1c, with cabinet making supervised by C. C. Jarnigan, CM1c; working with Catlin and Jarnigan are H. J. Strandell, MM1c; D. G. Allen, CM2c, and H. R. Negro, CM3c. Two power saws are operated by J. P. Kearnes, CM1c, and T. A. Hennen, CM3c.

This shop rips all lumber for battalion work; does all millwork for the battalion; builds furniture for offices, clubs, administrative units, and other facilities which may require furniture. The work of this shop

has frequently been added to by the fact that there have been numerous occasions when the proper sizes of lumber were not available for certain buildings. When this happened, the boys in the shop ripped and sawed material to the proper size. When we remember that the battalion has in the two years of its existence erected nearly 1,000 buildings of various sizes and types, the work of the carpenter shop begins to increase in importance. The carpenter shop has had a major share in the construction of each of these buildings.

The 107th Battalion has, during its career, been assigned largely to building projects involving a great deal of carpentry rather than to the construction of airports, harbor installations, or other types of work. This fact has had its bearing on accenting the importance of the carpenter shop and its allied shops—cabinet making and saws—within the battalion set-up. The men who staffed these shops have handled a demanding job efficiently and well.



## PAINT SHOP



Portable paint sprayers  
"pretty up" heavy equip-  
ment in the field.



Signs to tell you where  
you are or how to get  
there.

**T**HE 107th Naval Construction Battalion Paint Shop includes more varied elements and personalities than probably any other department within the battalion. Construction painters, sign painters, cartoonists, and muralists in this section stand ready to paint anything from a 10,000-bbl. fuel tank to a neat job on a religious painting for the chapel.

All activities of the paint shop are under the direct supervision of E. D. Wright, Ptr1c. T. J. Boulet, Ptr1c; R. M. Adams, Ptr3c; J. P. Bolin, Ptr2c; E. J. Dunn, Ptr2c; and R. D. Kaufman, Ptr1c, take care of all outside work relating to the painting of buildings and other structures erected by the 107th. These men also take care of the painting of 107th equipment—power shovels, tractors, automotive equipment, etc. J. L. Meloy, Ptr2c; H. L. Hixson, Ptr3c, and L. Kaplan, Ptr2c, are the sign painters for the 107th. The volume of signs required for use by the battalion is considerable. The network of roads on the island of Tinian are at least as well posted with safety and direction signs as are the highways of any densely populated portion of the United States;

and in addition, the sign painters are called upon for many special jobs such as signs over office doors, club rooms, theatres, and restricted areas. The battalion is very fortunate in having among its membership a nationally known muralist and artist, Michael Loew, Ptr1c. Loew has done a great many paintings for the battalion and for other units in the Marshalls and on Tinian. Some of his best work hangs in the battalion chapel, library, officers' club, and executive offices.

Another job turned out by the paint shop to which the battalion points with pride as an evidence of the varied types of work which its members are capable is a large map painted on the walls of the officers' mess by E. D. Wright showing the travels of the 107th from its organization to its arrival upon Tinian. Wright, before entering the Navy was political cartoonist for a newspaper syndicate.

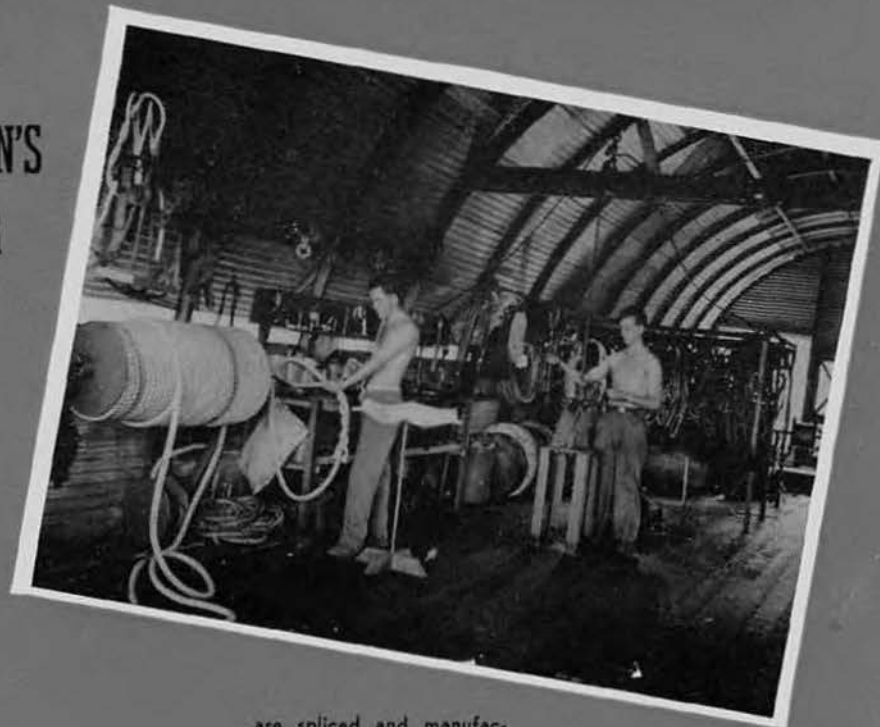
To sum up, the 107th paint shop has performed a number of varied functions and services for the battalion as a whole in a most creditable manner.



## BOATSWAIN'S LOCKER



Slings, chokers, strongbacks  
and guy lines . . .



are spliced and manufac-  
tured from all kinds and  
sizes of cable and rope.

**N**EED a cable spliced, a grommet made, a boat fender made up or a fisherman's bend tied? Just drop into the 107th Naval Construction Battalion's Boatswain's Locker and J. W. Mulholland, BM1c, or his assistant, N. K. Egeland, BM2c, will fix you up. These two men make a specialty of knots and splices. Not very many Seabee activities have much relation to the "Navy Way," but the boatswain's locker is really salty.

However, because the 107th is a construction battalion the lads who operate the boatswain's locker have to double on occasion as upholsterers. When the seats and upholstery on battalion automotive or heavy equipment becomes too worn for further use Mulholland and Egeland have been known to furnish new seats using salvaged canvas from old tents and insulation from quonset huts for materials. When the riggers need cables spliced or rope made up into slings the boatswain's locker obliges. When the powder monkeys need rope mats to prevent an excess of rock

fragments flying around after a blast the boatswain's locker fills the order. The men who man the 107th boatswain's locker have learned to apply marlinspike seamanship to naval construction and have thereby added a new wrinkle to an old trade. Some old time salts might sneer at our Bos'n Mates but we'll wager that they have faced problems and solved them which would leave the old sea-dogs muttering over their half-hitches.

The boatswain's locker is the last of the group of shops which operate under the general supervision of Lieut. A. T. Eckles, Jr. Lieut. Eckles is a native of the State of Pennsylvania. He graduated from Pennsylvania State University in 1932 with the degree of Bachelor of Science in Civil Engineering. He makes his home at New Castle, Pennsylvania, and when he's not in the Seabees he divides his time between various jobs of road, bridge, and mill building construction and teaching night school courses in engineering for his Alma Mater.



**T**HE 107th Battalion Electrical Department is under the charge of Chief Warrant Officer S. R. Salvesen. The department maintains all electrical equipment used by the battalion and is responsible for the installation of such equipment in the field.

Chief Carpenter Salvesen has his department divided into five subdivisions, as follows: (1) Refrigeration, Galley and Laundry Maintenance. (2) Electrical Shop, General Repairs and Maintenance, and the Operation and Maintenance of Generator Stations. (3) Field Construction. (4) Field Distribution and Generator Installations. (5) Field Material Expediting.

The titles of these five sections describe their duties. Refrigeration, Galley and Laundry Maintenance takes care of the maintenance of refrigerators and stoves in the galleys, and the washing machines, and other electrical laundry equipment. The Electrical Shop cares for gen-

eral electrical repairs including the rebuilding of worn electrical parts. Field Construction takes care of the construction of all electrical facilities in the field and working in close cooperation with the construction companies of the battalion. Field distribution has charge of the construction and maintenance of all power and light lines; this section also has responsibility for the installation of generator stations. The Field Material Expeditor has responsibility for the routing of supplies to all jobs.

The first subdivision is under the charge of J. D. Giles, CMM(R), with a crew consisting of L. D. Rheel, MM(R)2c; L. T. Flynt, MoMM3c; E. V. Martin, CM2c; J. Mester, MM(R)3c; D. E. Brady, MM3c; E. F. Skiba, EM3c; F. A. Adams, MoMM3c; H. Bofinger, MoMM3c; and B. J. Barnhill, WT1c.

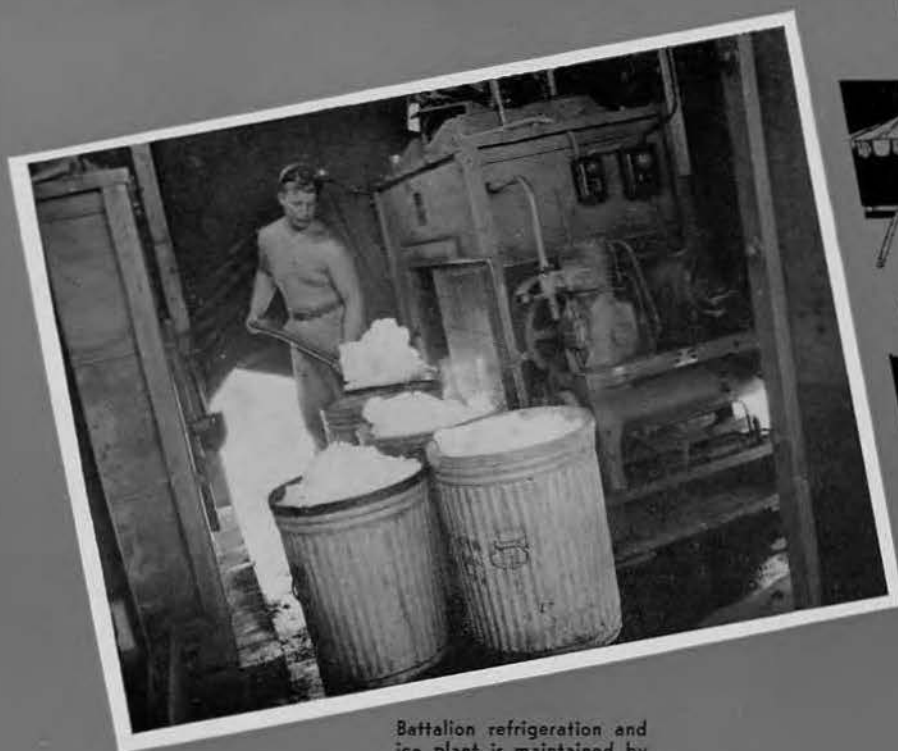
The second section is under the charge at present of J. M. Janes,



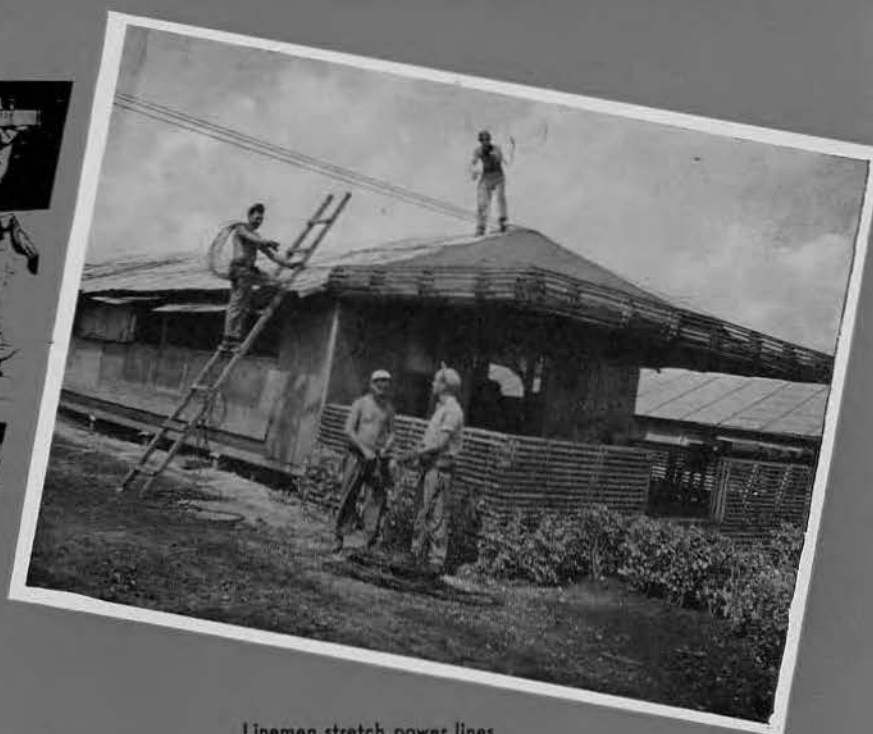
## ELECTRICAL SHOP



The center of electrical supplies. Inset: CWO S. R. Salvesen.



Battalion refrigeration and ice plant is maintained by the electrical department.



Linemen stretch power lines to Army prefabricated huts.

EM1c, although until 1 June 1945, the section was in charge of M. D. Mosier, CEM. Other men in this section are H. R. Niederhauser, EM2c; J. J. High, S1c; J. R. Mavity, EM3c; W. H. Bailey, MM3c; A. J. Cruse, MoMM1c; M. A. Lovejoy, EM1c; H. H. Hart, EM2c; R. W. Montague, EM3c; L. R. Miles, EM1c; J. L. Albanese, EM3c; C. A. White, CM2c; B. E. Kacala, EM3c; A. H. Runkel, SF1c; J. O. Funk, EM3c; G. Gedid, EM3c; and J. R. Respol, EM3c.

The third section consists of two field construction crews headed by A. J. Geci, CEM and D. S. Welch, CEM. The personnel of these crews is H. E. Hagenson, EM1c; A. Wisotsky, EM1c; W. C. Ekberg, EM1c; E. D. Goebel, EM2c; H. W. Oebels, EM2c; W. C. Stevens, EM1c; R. F. Simmons, EM2c; N. H. Hicks, CM3c; J. G. Flood, MM1c; F. E. Sheridan, EM1c; A. Wujcik, EM1c; E. R. Owens, EM3c; G. J. Mandler, EM2c;

W. G. Parks, EM2c; and C. S. McGraw, EM1c.

The fourth subdivision is headed by T. A. Carlisle, CEM, and he is assisted by R. V. Darrah, EM1c; J. J. Kilroy, EM2c; J. S. Hayes, EM1c; C. L. Durfey, EM3c; R. A. Epperson, EM2c; J. R. Grimley, EM2c; and R. C. Vaestin, F1c.

Field expeditor is D. C. Reeves, CEM; and P. A. Rizzuto, CM2c, and A. Castiglia, EM2c, are assistant expeditors.

Mr. Salvesen is married and has two children, a daughter seventeen years old and a son fifteen years old; he makes his home at 432 Washington Place, Hasbrouck Heights, New Jersey. Prior to entering the Naval Service Mr. Salvesen was superintendent of an office building at 67 Wall Street, New York City, owned by the Wall and Beaver Street Corporation and managed by Brown, Wheelock, Harris, Stevens, Incorporated.



Rewinding and cleaning of an armature on a heavy generator.



Portable generators are overhauled and checked regularly.



A generator power station.





## PLUMBING AND WATER SUPPLY



On Tinian well drilling provided the Island's fresh water supply.



Hundreds of storage tanks and pipelines distributed water to all parts of Tinian.



THE Plumbing and Water Supply Department under the supervision of Chief Carpenter S. B. Cross, kept the battalion supplied with drinking water, showers, and water for the galley since the battalion first left the States. On Ebeye, in the Marshalls Group, this section operated seven stills, each producing about 5,000 gallons of fresh water per day. On Tinian they have been operating seven wells with a total capacity of approximately 350,000 gallons per day. Not only do they furnish the 107th Battalion with water but also a fair proportion of the other units stationed on the island.

The department is divided into two sections. The first is the Plumbers under the supervision of A. E. Flom, CSF; assisted by E. O. Doane, CSF; and including F. A. Miller, SF1c; C. A. Miller, SF1c; J. F. Butcher, SF1c; S. J. Chamberlain, SF1c; N. W. Fahrenkopf, SF1c; and J. F. Hartnett, SF1c. G. E. Clifford, SF2c, takes care of the work in the plumbing shop, being in charge of supplies, and generally keeping in touch with the status of what fittings and equipment are available.

The Plumbers are responsible for the installation of water lines,

showers, and drinking water facilities as well as for the repair and maintenance of utilities. These plumbers are responsible for the fact that the battalion has, since it left the United States, never suffered unduly from a lack of convenient bathing and drinking facilities. Although these men have functioned for the service of their shipmates in the 107th, the bulk of their work has been done for the benefit of other units and activities stationed nearby the 107th; and in the construction of facilities on projects assigned to the 107th by higher echelons.

The second section is Water Supply under the supervision of A. H. Witkop, WT1c, with the following men as mechanics, well watches, etc.: G. Sappah, MoMM1c; D. M. Reil, MM2c; D. D. Ortman, WT3c; C. G. Hamm, WT2c; R. G. Neal, CM3c; J. C. Reibel, MoMM2c; D. W. Moore, WT3c; C. M. Walthall, SF3c; J. D. West, WT3c; J. W. Salkoskas, CM1c; J. J. Thornton, WT2c; L. M. Holmes, CM3c; R. W. Matlock, WT3c; R. E. Hillman, WT3c; E. J. Votterler, WT3c; N. J. Kristovich, MM3c; J. F. Trumpleman, CM2c; E. Kaplan, SM3c; J. F. Kuza, F1c; R. H. Armstrong, WT2c; R. W. Gehres, CM3c; J. W. Roche, MM2c; W. O. Johnson,



Plumbers thread pipe for interior steamfitting.



On Bigej and Ebeye Islands the only source of fresh water was the compact distillation unit.

CM2c; E. D. Hare, CM2c; C. C. Rouhier, CM3c; R. D. Meier, SF3c; S. Mangano, S1c; A. Johnson, WT1c; T. C. Moore, CM3c; R. E. Nicholson, WT2c; C. A. Rains, CM2c.

The Water Supply Section has responsibility for the operation of fresh water stills where the primary supply of fresh water is through distillation from sea water; and, where water can be obtained through the drilling of deep wells, the task of drilling these wells and installing and maintaining pumping equipment. This section maintains 24-hour watches on all wells and pumping stations within the area assigned to the battalion for water supply maintenance; this area includes approximately one-fourth of the total area of the island of Tinian. A group of mechanics stand by to make repairs on any piece of equipment which breaks down or develops defects in operation.

Besides the above listed men there are a few other men who contributed much to the efficiency of the department but have been since transferred to other activities or have left the battalion. The first man to have charge of the Water Supply section was F. B. Northrop, CCM;

he was relieved by Witkop after the battalion reached Tinian. I. S. Catron, CSF, was at first in charge of plumbing; when he was sent home because of illness, he was relieved by B. H. Freeman, CSF, of Valdosta, Georgia. Chief Freeman was in turn relieved by Chief Flom who is at present in charge of the section. C. S. Ervin, SF2c, also performed excellent work as trouble shooter for the Water Supply Section while the Battalion was on Ebeye.

Mr. Cross, Officer in Charge of the department is a native of Currensville, Pennsylvania. He graduated from the Currensville High School and, after one year at Mt. Hermon School in Massachusetts, went to work for the New York State Highway Department. He is married and makes his home on Long Island, N. Y. Mr. Cross has worked in 46 of the 48 states of the United States as well as in five Canadian Provinces, Mexico, Puerto Rico, and Santo Domingo. Immediately prior to entering the Navy he was employed as Engineer-in-Charge of construction with the New York State Highway Department and the Suffolk County Highway Department.





**A**LTHOUGH a part of the Navy, the Seabees are essentially a landlubbing organization and when a Construction Battalion goes ashore it travels on wheels. The 107th Naval Construction Battalion is no exception to this rule. For this reason, a well organized, smoothly functioning, and efficient Transportation Department is one of the absolutely necessary parts of the battalion.

The record of this battalion's transportation department, headed by Chief Warrant Carpenter J. F. Maguire, is imposing. Since the organization of the department, forty-one dump trucks have rolled up a total of one million, forty-three thousand, forty miles, on the roads and trails of the islands on which the battalion has completed work projects. Twenty large cargo trucks have made a total of two hundred sixty-eight thousand, four hundred twenty miles; four smaller cargo carriers have ground out a total of thirty-six thousand miles on the roads; eigh-

teen jeeps account for a mileage of two hundred thirty-five thousand, four hundred forty miles; while six amphibious jeeps account for another fifty-five thousand miles. The grand total of all the vehicles operated by the 107th Naval Construction Battalion adds up to the impressive total of two million, six hundred thirty seven thousand miles. Just as a comparison, this would amount to well over one hundred trips around the world at the equator.

Acting as chief dispatcher directly under Mr. Maguire is D. Dickerman, BM2c; he is assisted by three dispatchers: S. Powers, MM3c; J. G. Connelly, MM3c; and S. Komisary, MM3c. There are also forty-two regularly assigned truck drivers in the transportation department; these are: C. E. Grasman, CM3c; Y. W. Barrett, Cox; R. O. Smith, CM3c; A. L. Svatos, F1c; F. J. Kosik, SF3c; S. Pruzansky, SF3c; O. M. Dengate, F1c; A. R. Martin, CM1c; M. Inzitari, F1c; O. E. Lanska, F1c; H. C.

## TRANSPORTATION DEPARTMENT



Rolling Stock on the line in the transportation compound. Inset: CWO J. F. Maguire.





Dispatcher's Office



Making little ones out of big ones the Seabee way.

Cacciola, MoMM3c; K. A. Piatt, F1c; J. G. Bradley, S1c; J. Price, MM3c; C. E. Gropp, MM3c; L. A. Gregory, S1c; R. R. Grey, Cox; F. X. Kullmann, S1c; J. German, F1c; K. C. Dietz, S1c; G. W. Gross, F1c; G. A. Clattenburg, MM2c; P. F. Pieroni, MM3c; E. G. Krankoskie, MM3c; J. Sheehan, MM2c; G. B. Harmon, F1c; A. J. Nowak, MM3c; J. M. Hardy, CM2c; L. A. Mercer, SF3c; G. W. Bull, MM3c; J. A. Lindsey, MM3c; C. G. Allerding, F1c; W. P. McAndrew, F1c; Ross C. Nichols, CM3c; P. E. Snyder, F1c; and R. W. Pitkin, F1c.

The transportation department has, since 1 January 1945, been responsible for the operation of a small stone crusher which has furnished during that period twelve thousand two hundred sixty-six cubic yards of crushed coral for use in the laying of concrete floors, foundations and other items necessary for the erection of buildings and other structures completed by the battalion. In charge of this activity of the transporta-

tion department is D. D. Schaffer, MM2c; he is assisted by A. E. Mehlbrandt, Ptr3c, and L. J. Powers, S1c.

There is no single activity of the battalion which has as much contact with all the other battalion activities as the transportation department. If one of the companies builds a quonset hut or a barracks, the material for the job is hauled on trucks operated by the transportation department. If supplies are received by the battalion, the transportation furnishes the trucks which receive the supplies and deliver them to the battalion area. The transportation has a share in every activity of the battalion from recreation to stevedoring.

Chief Warrant Officer Maguire, Officer in Charge of this department is a native of Brooklyn; he is married and the father of four children. Prior to entering the Naval Service, Mr. Maguire was employed for seventeen years by the New York State Highway Department and for two years by the Highway Department of the City of New York.



## SPECIAL MECHANICAL CONSTRUCTION DEPARTMENT



An underwater fuel line fed vital aviation gasoline to the B-29s for trips to Japan.



A main pumping station forced the gasoline to various island tank farms. Inset: CWO C. C. Guthner.



THE Special Mechanical Construction Section of the 107<sup>th</sup> Naval Construction Battalion is another section which has varied considerably in strength since its organization. It has had a personnel strength of as few as six officers and men and as many as 116 officers and men.

The section is in charge of Chief Carpenter C. C. Guthner, assisted by Chief Boatswain's Mate K. C. Scaff. At present working in this section are: J. A. Grevensen, MM2c; J. W. Mulholland, SF3c; L. E. Moore, SF1c; E. D. Carr, EM1c; F. E. Rowe, SF3c; P. O. Lamb, MM3c; D. C. Ogden, MoMM2c; R. L. Svendson, GM2c; R. H. Boynton, CM2c; C. J. Chipolla, S1c; R. H. Thiry, SF2c; F. H. Letgatzke, S1c; P. B. Kaelin, EM3c; D. Chaumont, SF3c; R. E. Lieken, SF3c; C. M. Trammel, EM3c; H. Zibalese, S1c; J. B. Gordon, SF1c; J. J. Ryan, S1c; A. Williams, S1c; A. L. Duncan, S1c; W. F. Necker, MM1c; and T. A. Colucci, MM3c.

The section was organized on Ebeye Island and on that island installed a submarine fuel line, water filters, ship anchorage, and dispensing racks. It was on Tinian, however, that this section turned in their most spectacular performance (and it may be the battalion's outstanding single project) in the construction and placing of a submarine pipe line consisting of 1,028 feet of heavy duty welded pipe. This line actually consisted of three lines; two 6-inch lines and one 8-inch line tied together. There was considerable doubt as to the practicality of such a line on Tinian, although in fairness it must be said that neither Mr. Guthner nor his men shared those doubts. The line was completely assembled on shore; the three lines were tied together at 50-ft. intervals and old oil drums were tied to the line to serve as floats; using a small boat to guide the line it was then pushed out into the sea by two D-8 caterpillar bulldozers. When the pipe line was in the correct location, a flexible submarine connection was fastened to the seaward end of the line, the oil



The Mt. Lasso animal stockade.



1000 barrel storage tanks dotted the coral strand of Ebeye.

drum floats were cut loose and the entire pipe line was allowed to settle to the bottom of the Pacific. Four 7½-ton anchors each connected to 250 feet of 10-inch link chain, and each section of chain having a 7½-ton concrete balancing clump were next put in place to provide ship mooring facilities, and the location of the anchors were marked by 8'x20' boys. The section also established the main ship to shore pumping station here; another innovation was made when five pumps were served by one manifold. If a base can be said to have a life line, this pipe line is the life line of the Tinian base. Aviation gasoline, fuel oil, and motor gasoline for trucks, jeeps, power plants, engineering equipment, and the planes that fly the "Empire Run" all depend on this line for their fuel. The amount of fuel handled by the three lines has totalled as much as 2,000,000 gallons in one 24-hour period and has, since the beginning of its operation, maintained a million gallons per day average.

On Tinian Island this crew has also assembled twelve 1'x20' pontoon strips; two 5'x12' pontoon barges; two 7'x16' pontoon barges; and several

smaller 4'x7' pontoon barge assemblies; constructed eight water dispensing stations, including the assembly of a 3,000-gallon tank for each. Another rather unusual job which this trouble-shooting detail handled was the construction of a stock corral on the island which included driving 1,100 steel rails in solid rock for use as fence posts. Due to a "Can Do" invention devised by the crew they were able to drive as much as 700 ft. of rail per day on this job.

When not busy on their own projects this crew usually was to be found helping out on other projects; thus, there are several quonset huts on the island, the erection of which this crew handled and they also handled the driving of "I" beams as piling along high fills on Riverside Drive as a safety precaution.

Mr. Guthner is a native of the State of Colorado but now makes his home in Indiana. He is married and the father of two daughters. Prior to entering the service he was vice-president of the largest independent gas and oil distributing company in Indiana.



From the turret of a 3-in. gun on the bow of an LST stevedores can be seen in operation on a pontoon causeway at Tinian.

## STEVEDORES AND IRON WORKERS



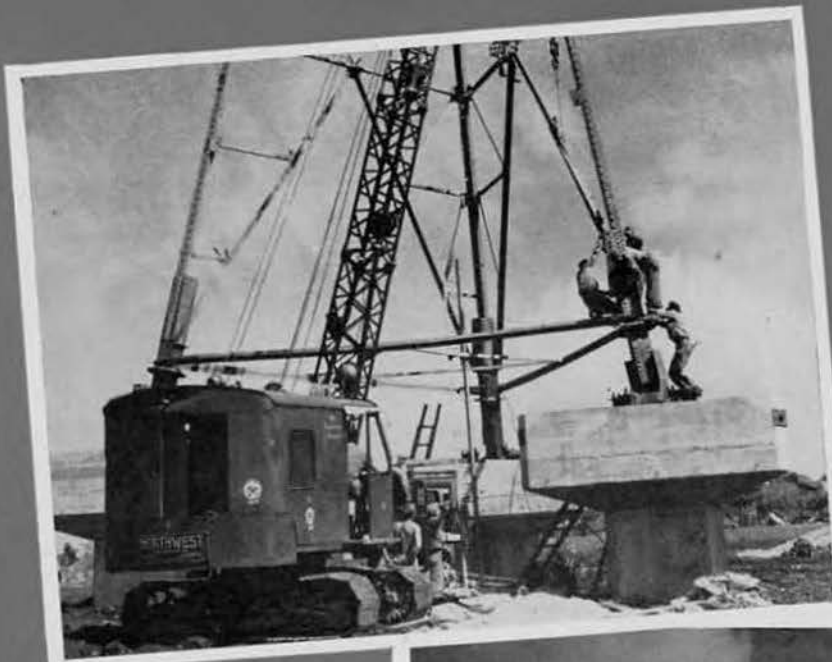
Stevedores boom heavy cargo from the deep holds of cargo ships. Inset: Lt. P. O. Spalding.

**T**HE Riggers and Structural Iron Workers form a little group of an even dozen men within the 107th Naval Construction Battalion. This group includes C. C. Hammond, BM2c; M. L. Poe, BM1c; T. W. Hughart, SF2c; W. Salgado, BM2c; D. Mastrangelo, BM2c; J. Pierson, F1c; F. Rose, BM2c; J. Razzari, CM2c; C. W. Ward, BM1c; J. Valerio, SF3c; L. Rippe, SF1c; and P. Cline, CBM.

This group formed a nucleus of skilled men around which from time to time stevedore gangs were formed. In this way, they participated in every loading and unloading job handled by the battalion. These jobs of loading and unloading are among the toughest which the battalion tackles. Through their nature they are always rush jobs; the boat is always waiting to sail; they are never projects to be undertaken in a leisurely manner and, due to the constant danger from heavy items of equipment and supplies falling free, they are among the most hazardous jobs undertaken by the battalion. This group is also occasionally loaned out to construction companies within the battalion when one of the companies or some other battalion activity is assigned a job requiring the services of skilled riggers and structural iron workers.

The most spectacular accomplishment of this group was when, under the supervision of Lieut. P. O. Spalding, they took care of the demolition of a large sugar mill and distillery on Tinian. The mill covered several acres of ground; was of steel, brick, and concrete construction and had been ruthlessly shelled and bombed by our forces during the battle for Tinian. When our boys went to work, it was a mass of steel beams and girders, twisted and distorted out of all semblance of order with an occasional patch of brick and concrete masonry here and there. The work of salvage and demolition on this building was rendered especially hazardous by the condition of the buildings and despite the exercise of the utmost safety precautions there were several accidents during the progress of the work. Despite all handicaps the 107th's "Mighty Dozen" finished the job salvaging an estimated \$200,000 worth of pipe, brick, angle iron, tanks, "I" beams, scrap iron, and miscellaneous equipment and construction materials in the process.

Lieutenant Spalding hails from South Portland, Maine, and holds a B.S. degree in Civil Engineering from the university of that state. He is married and father of a son and a daughter. Prior to entering the service he was engaged in heavy construction and waterfront work.



Iron workers begin on 200-ft. VLR tower that will lead B-29s back from Tokyo.



Enemy storage tank perforated from American shell burst was salvaged and repaired for salt water storage.



Twisted and tangled from fire and explosion, the Tinian Sugar Refinery was a tremendous salvage project for the iron workers.





Miles of pipeline are checked by a lonesome pipewalker.

## TANK FARM CONSTRUCTION AND OPERATION



Central control office for Tinian's tank farm hustles with activity. Inset: CWO L. B. Jones.

**T**HIS section which has responsibility for the construction and operation of Tank Farms on the island is divided into two sections: Operations and Construction.

Operations and Maintenance are under the supervision of CWO L. B. Jones, with J. Youngblood, CBM, as leading chief. Operation of the tank farms is handled by three crews headed by J. L. Slusser, CSF; P. A. Sause, CSF, and J. A. Whiteman, CSF., as crew chiefs. These crews are composed of Tank Farm Operators, Booster Pump Operators, Dispatchers, and Telephone Switchboard Operators. These crews include the following men: E. R. Buckley, MM2c; J. C. Cuthbertson, MM2c;

H. T. Dismuke, GM1c; C. W. Elmendorf, SF3c; H. D. Harrison, MM2c; R. P. Hayes, WT2c; W. E. Hunter, S1c; Z. J. Kolawewski, S1c; W. H. Langrill, M1c; T. Lee, WT2c; C. K. Leeson, M1c; J. W. Lunsford, S1c; C. B. Morrison, S1c; C. J. Ohnmeiss, MM2c; B. E. Richey, SF3c; W. T. Rowe, M1c; C. T. Schenk, SF2c; I. R. Schmoker, SF1c; E. L. Schultz, SF3c; G. A. Siegel, M1c; T. J. Sintic, Ptr3c; H. J. Sorivi, MM2c; H. W. Stearns, SF2c; J. Szakovits, Ptr2c; C. A. Turner, SF2c; T. C. Vaughn, SF1c; E. A. Wulff, M1c; V. H. Abel, CM2c; J. C. Baxter, CM3c; S. J. Benaltabe, SF3c; R. J. Goodla, SF1c; M. G. Holland, CM2c; E. C. Koenig, SF3c; A. Lazorik, SF3c; E. C. Mendenhall, EM1c; R. W. Moulton, SF3c;



E. V. Oman, SF3c; R. D. Pulford, SF3c; C. Rhoer, SF3c; R. A. Roll, SF3c; F. Rose, BM2c; W. O. Scott, SF1c; W. A. Smith, SF3c; J. L. Somerville, SF3c; R. C. Spence, SF1c; J. Stark, SF1c; J. E. Stephenson, SF1c; C. L. Stilwell, SF1c; Y. M. Tanev, Ptr2c; A. G. Taylor, SF2c; E. W. Trauth, SF3c; O. A. Umberg, MM2c; J. M. Unruh, SF3c; A. Betz, M1c; J. F. Brown, S1c; T. R. Brown, S1c; E. G. Butler, SF3c; J. E. DeLay, M1c; H. L. Fowler, EM2c; S. J. Gioia, SF3c; S. B. Griswold, S1c; T. E. Howard, SF3c; H. D. Jones, S1c; N. K. Joseph, SF2c; W. Imbriani, S1c; W. D. Ishee, S1c; J. L. Keeley, S1c; M. B. LeBouef, SF2c; R. D. Lehtinen, GM2c; T. R. Nevins, SF3c; G. J. O'Rourke, SF1c; G. M. Orr, SF3c; W. W. Phillips, MM2c; J. E. Ryan, SF1c; W. P. Shattles, SF1c; F. C. Smith, SF1c; J. H. Smith, SF1c; D. J. Usher, SF2c; L. E. Warren, MM1c; H. C. Day, EM2c; T. J. Kille, MM2c; R. B. Waggoner, SF1c; C. O. Williams, SF1c; O. K. McCann, SF3c; I. Weiner, SF2c; W. L. Lane, S1c; J. B. Breeland, S1c.

The Materials Moving Crew is headed by P. L. Cline, CSF, and includes S. R. Irwin, CM3c; C. C. Hammond, BM2c; E. Park, SF1c; H. R. Pierce, MM3c; L. H. Rippe, SF1c; J. M. Valerio, SF3c.

Pump Repairmen are under the supervision of E. W. Smith, MM1c, and include J. Burke, BM1c; J. T. Butler, MM1c; H. A. Jacobs, SF1c; W. T. Marshburn, EM2c; J. H. Mollere, MM1c; P. S. Parker, SF3c, and C. Surber, CM2c.

Pipe and Tank Repair is handled by a crew of seven men under L. O. Tabor, SF1c, and including A. M. Klein, Ptr1c; I. A. Mixon, SF3c; J.

W. Ruff, SF3c; W. H. Snyder, SF2c; P. Terpak, SF2c; and H. T. Webb, SF3c.

A constant watch is kept on the pipe lines by a crew of seven pipe line walkers headed by L. T. Wilkiel, SF2c, and including L. F. Coleman, CM2c; D. F. Lamond, S1c; G. H. Langley, S1c; J. W. Lewis, SF3c; S. W. McKellin, SF3c; and W. H. Scheid, SF1c.

Telephone maintenance is handled by D. J. Hinds, EM1c, assisted by P. O. Hamilton, EM2c.

The Construction Section under the supervision of CWO C. C. Guthner, consists of Pipe Construction Crew headed by J. W. Engstrom, CMM, and a Tank erection crew headed by K. C. Scalf, CBM. Included in this section are: R. H. Boynton, CM2c; E. D. Carr, EM1c; D. Chamont, SF3c; C. J. Chipolla, S1c; A. L. Duncan, S1c; J. D. Duncan, S1c; J. D. Gordon, S1c; J. Gravensen, MM2c; H. F. Holehan, SF3c; P. B. Kaelin, EM3c; P. O. Lamb, MM3c; F. H. Legatzke, S1c; R. E. Leiken, SF3c; L. E. Moore, SF1c; J. W. Mulholland, SF3c; F. E. Rowe, SF3c; J. J. Ryan, S1c; R. L. Svendsen, GM2c; R. H. Thiry, SF2c; C. M. Trammell, EM3c; A. Williams, S1c; H. Zibalese, CM3c; L. J. Landry, S1c; L. M. Nordstrom, CM1c; V. J. Santoro, SF2c; A. M. Schulte, SF3c; J. L. Skully, SF1c; D. E. Taylor, SF1c; J. J. Wade, SF3c; C. W. Webb, CM1c; L. Wells, SF1c; and C. W. Williams, WT2c.

This department is responsible for the unloading, storage, and distribution of all aviation gasoline, motor fuel, and diesel fuel received on the island. This has reached a high of nearly 2,000,000 gallons per day, and averages well above 1,000,000 gallons per day.





*First Row:* C. Rhoer, SF3c; E. Trauth, SF3c; E. Oman, SF3c; P. Sause, CSF; R. Spence, SF1c; M. Holland, CM2c; O. Umberg, MM2c. *Second Row:* B. Moulton, SF3c; J. Stephenson, SF1c; J. Somerville, SF3c; C. Stilwell, SF1c; Y. Tnev, Ptr2c; W. Smith, SF3c; A. Tomich, MM1c; P. Yiamkis, S1c.



*First Row:* C. Schenck, SF2c; B. Richey, SF3c; J. Slusser, CSF(P); E. Buckley, MM2c; W. Rowe, M1c. *Second Row:* H. Harrison, MM2c; J. Lunsford, S1c; J. Szakovits, Ptr2c; C. Ohnmeiss, MM2c; C. Elmendorf, SF3c; I. Schmoker, SF1c.



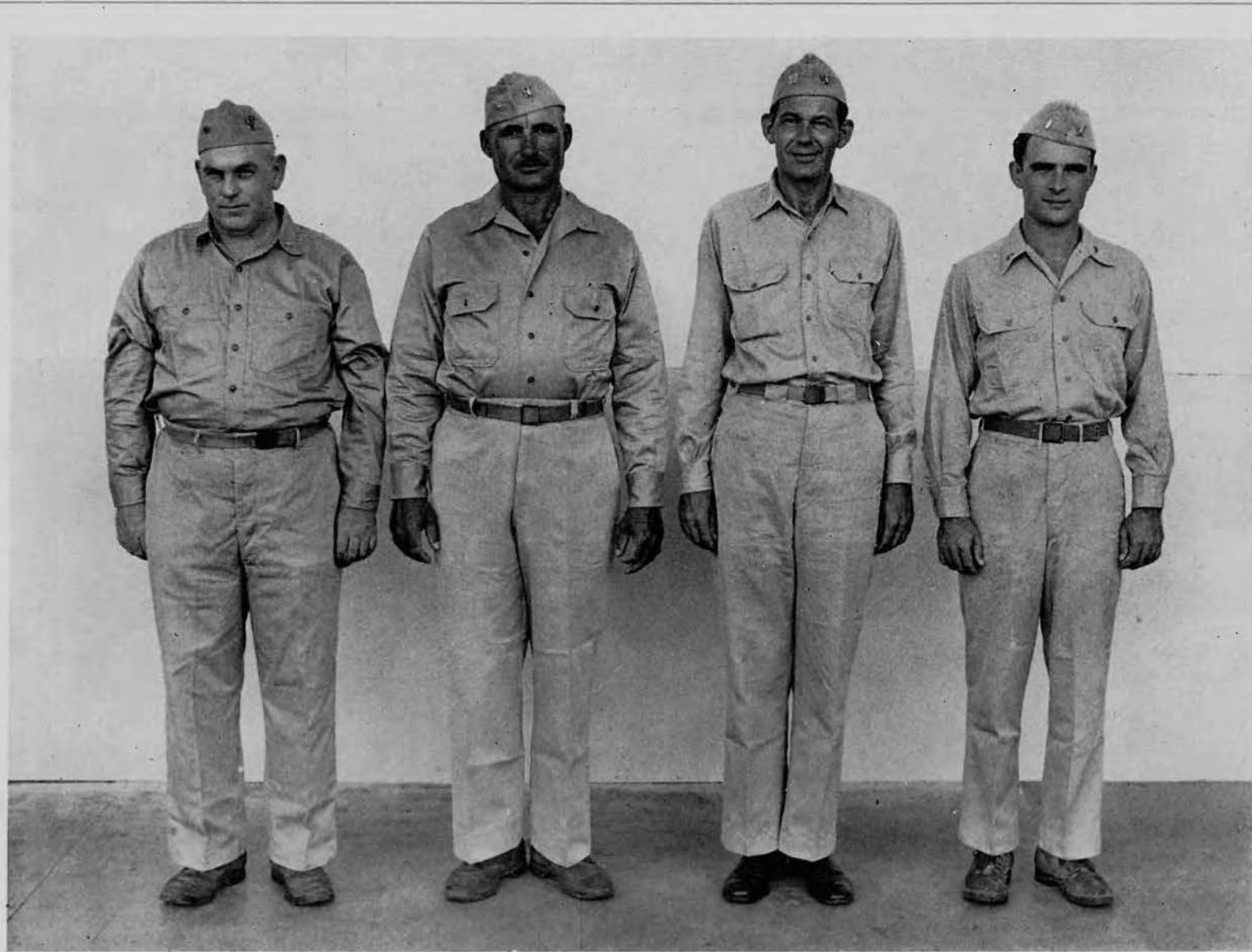
*First Row:* C. Surber, CM2c; S. Griswold, S1c; E. Smith, MM1c; G. Sappah, MoMM1c; J. Butler, MM1c; G. Orr, SF3c.



### COMPANIES

The ships' companies and their captains as they were divided upon their venture into those islands, siezed by the men of Cipangu, which lay in the Southern Seas.

John  
Rods 10




EMMETT F. McDONALD, CWO, CEC USNR  
17 Federal Street  
Rochester, New York

BLISS H. OLIVER, Lieut., CEC USNR  
4308 9th Street  
Los Angeles, California

CARL C. GUTHNER, CWO, CEC USNR  
420 East 49th Street  
Indianapolis, Indiana

CHARLES H. JOHNSON, Lieut. (jg). CEC USNR  
417 Market Street  
Kingston, Pennsylvania





**H**EADQUARTERS Company of the 107th Naval Construction Battalion is as the name implies—the company in which are gathered together all of the administrative, special service, and engineering personnel of the battalion. This includes the censors, mail specialists, yeoman, storekeepers, draftsmen, surveyors, ship's store men, cobblers, barbers, cooks, bakers, and tailors.

It is the men of headquarters company who feed, clothe, cut the hair, repair the shoes, issue beer and Coca-Cola, and care for the men of the 107th when they are sick. Headquarters personnel staff the master-at-arms department, the hospital, the disbursing office and the personnel office.

If Joe Seabee draws pay a storekeeper from Headquarters Company checks his pay record; if he wants to increase his allotment or decrease it or applies for an increase in his family allowance, a yeoman from Headquarters Company initiates the routine which will finally lead to the approval or disapproval of his application; if he gets a wee bit overloaded on beer night it's a master-at-arms from Headquarters Company who escorts him safely home and keeps him from getting into too much trouble. The food he eats is prepared by cooks and bakers from Headquarters Company. Censors keep an eye open to see that Joe Seabee doesn't let loose any military secrets in places where some of Hirohito's boys might get knowledge of them. Mail specialists from Headquarters Company sort the mail he writes home and see that it gets started on its way and these same mail specialists receive his mail from home and see that it gets sent to his company office where he can pick it up.

Before Joe Seabee goes out on a job, surveyors from headquarters company have staked out that job giving Joe line and grade to work from and draftsmen from the same company have prepared drawings and blueprints to guide him in building the road, landing strip, taxiway, quonset hut, frame building, or barracks. The draftsmen prepare working diagrams and drawings for use by electricians, plumbers, pipefitters, excavators, grade foremen, or carpenters.

After Joe gets on the job, if he needs tools or materials to work with, it is the storekeepers from Headquarters Company who furnish him with what he needs. That goes too if Joe decides to oil the floor in his tent or chop the weeds down around it. In this case he goes to his company C.P.O. for a mop or machete but the trail leads back to the storekeepers from Headquarters Company finally, since the chief has originally drawn housekeeping supplies through them.

When Joe gets a bad case of "Tinian Rot" or "Kwajalein Crud" it's the medical corpsmen from Headquarters Company who paint him a beautiful pink or lavender from head to toe and then send

him out to duty looking like an escapee from the nightmare of a confirmed alcoholic.

When Joe Seabee came into the battalion his record was received and brought up to date by Headquarters Company yeomen and when he leaves it the last person with whom he will have any official dealings in the 107th will be someone from the battalion's personnel department—probably out of Headquarters Company.

The work of Headquarters Company is unique in that, except on rare occasions when the engineering department receives instructions for the preparation of studies of a project in which some higher echelon than the battalion is interested, it never works (as do the other companies within the battalion) on a regularly assigned construction project of its own. However, as the reader may have gathered from the preceding paragraphs this doesn't mean that Headquarters Company doesn't work—Headquarters Company does its work for and with every single man in the 107th Battalion who does any work on either a battalion or company construction project.

Headquarters Company Commander is Lieut. B. H. Oliver. While Headquarters Company has a higher percentage of officers assigned to it than any other company, each of these officers has some assignment other than his company duties for his primary assignment; with company duties as collateral duties only. Lieut. Oliver is Battalion Engineering Officer; Lieut. (jg) Johnson is Office Engineer for the battalion and also functions as Officer in Charge of the Censors and Battalion Post Office; Chief Warrant Officer MacDonald is Field Engineer for the Battalion; and Chief Warrant Officer Guthner acts as Officer in Charge of a special mechanical construction section.

Company Commander, Lieut. B. H. Oliver, received his technical education at Purdue University. He makes his home at Los Angeles, California. Prior to his enlistment in the Seabees, Lieut. Oliver was employed by such organizations as the United Engineers and Contractors, Inc.; Carnegie-Illinois Steel Corporation, and Chas. W. Cole, Architects and Engineers.

Chief Carpenter Emmett F. McDonald of Rochester, New York, was employed by the New York State Department of Public Works Division of Highways before enlisting in the Navy. Mr. McDonald enlisted in the Naval Service on 16 March 1942, and received the rate of Chief Carpenter's Mate. Since that date he has seen service in Alaska with the 1st Naval Construction Regiment and in the U. S. with the 89th Naval Construction Battalion. Mr. McDonald was appointed Warrant Officer on 28 November 1943, and has been attached to the 147th Naval Construction Battalion since that time. Mr. McDonald was promoted to Chief Warrant Officer 9 June, 1944.



FIRST ROW: E. Hartley, S1c; F. Hartnett, Y1c; J. Vaughan, CSK; H. Givens, Y1c; E. Grillo, BM2c; C. Fields, MM3c. SECOND ROW: W. Huebscher, PhoM2c; T. Fogerty, SK3c; S. Horowitz, Y2c; L. Powers, S1c; G. Dobben, SK2c; W. Saltz. THIRD ROW: R. Pash, Bkr2c; E. Snell, SC1c; N. Wallentiny, Bkr1c; T. Gravely, S1c; L. Harris, CM3c; O. Holloway, S1c.





FIRST ROW: F. Palladino, SC1c; J. Zimmer, S1c; A. Wilsonis, CC S; J. Trussell, CBM; R. Bridges, CPhM; B. Staires, SK3c; M. Stover, MaM2c. SECOND ROW: D. Haas, SC2c; L. Pooley, SC3c; D. Gordon, Bkr3c; M. Turk, SSML3c; H. Unland, EM3c; A. Samuels, S1c; J. Turpin, SF2c. THIRD ROW: R. Walters, Y2c; N. Iezza, Bkr3c; R. Hartley, Phm3c; M. Twedt, BM1c; J. Valler, GM1c; L. Werner, MM3c; D. Schaffer, MM2c.



FIRST Row: W. Humphrey, SC1; R. Weller, SC3c; A. Hutson, MM2c; J. Schnabel, CSF; R. McPharlin, BM2c; R. Huver, CM3c; J. Padgett, BM2c. SECOND Row: M. Cunningham, SC1c; D. Evans, Bkr2c; C. Felty, SC3c; W. Loy, CM2c; T. Lyons, SK2c; J. Pariza, PhM3c; J. Page, CM2c. THIRD Row: J. Moran, BM2c; J. Westbrook, StM2c; H. Allen, OS2c; A. Jacobs, MM2c; J. Medina, S1c; N. LaBelle, SK3c; R. Lavender, SK2c; C. Mader, Cox.





FIRST Row: C. Reid, CM3c; C. McNerney, SC1c; I. Kravitt, CCM; J. Murphy, PhM1c; E. Baxter, SK1c; R. Bishop, BM1c. SECOND Row: H. Smith, Bkr1c; R. Szozda, SC3c; F. Cunningham, CY; W. Kooper, EM1c; R. Wells, StM1c; T. Diggs, StM1c. THIRD Row: W. Lang, SK3c; E. Sandusky, S1c; C. Weiss, SC3c; M. Spungin, SC3c; M. Burnham, PhM2c; T. Mizell, SC2c; O. Oliphant, SC3c.







FIRST ROW: H. Evans, PhM2c; W. Fortman, CM1c; G. Higgins, MM3c; M. Ragsdale, CSK; F. Jackson, S1c; V. Coatney, MM2c.  
 SECOND ROW: J. Slack, PhM3c; N. Davidenko, CM3c; R. Fraser, GM3c; E. Spiegler, SC3c; R. Glick, SSMT3c; J. Traynham, S1c.  
 THIRD ROW: T. Christy, SK1c; F. Correll, SSML3c; R. Feeney, MM2c; R. Rene, SC2c; E. Gagnon, SSMB1c; R. Holmberg, SK3c;  
 N. Greenberg, S1c.





FIRST Row: R. Williams, StM1c; J. Alves, BM1c; R. Allen, MM2c; F. Fisher, CCS; M. Alhadeff, CY; J. Arthur, SF2c; E. Doane, SC2c; J. Orand, BM2c. SECOND Row: R. Toms, St3c; D. Berryman, Y2c; A. Anderson, PhM1c; W. Bradley, Y3c; J. Birdsell, Y2c; T. Tousignant, SC2c; W. Hoffmann, SC2c; W. Gretsfield, SC2c. THIRD Row: R. Welby, SC3c; N. Campagna, CM3c; J. Abondolo, SC3c; E. Creeden, Bkr2c; B. Buxbaum, SK3c; M. Antonucci, CM3c; J. Bolin, Ptr2c; A. Boutin, Sp(A)3c.





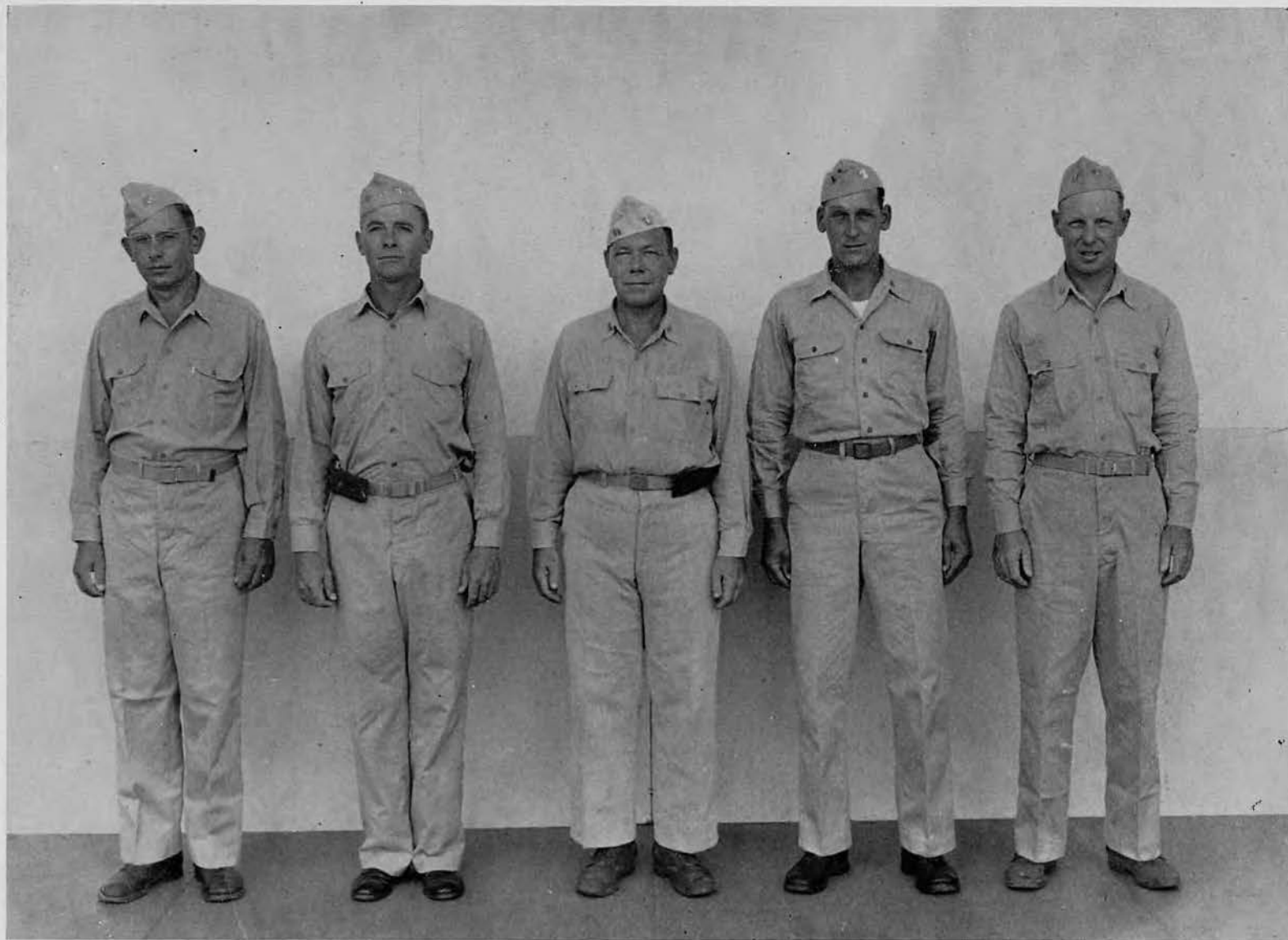
FIRST ROW: N. Milinovich, SC1c; H. Donley, CCM; E. Granek, CCM; J. Friday, St2c; E. Yankov, CM2c; C. Strong, SSMC2c; B. Wright, MaM1c. SECOND ROW: H. Allen, St2c; W. Kennard, B'r2c; F. Bunteen, SC2c; J. Ellington, SC2c; L. Rougeaux, SKD1c; R. Johnson, SC3c; J. Witcher, SK2c. THIRD ROW: R. Smith, Y2c; J. Price, CM3c; S. Baessler, Bkr3c; H. Bornheimer, Y3c; C. Wright, SSMB2c; L. Wailes, SK1c; C. Taylor, CM1c.





FIRST Row: W. Russell, CM3c; V. Long, SK1c; C. Scott, CCM; C. Epstein, PhM2c; C. Payne, CM1c; C. Caudle, MM2c. SECOND Row: J. Dyer, BM1c; J. Regan, MM1c; F. D'Amelio, SSM3c; E. Blozovitch, MM3c; J. Ferriola, Cox; H. Magnuson, PhoM2c. THIRD Row: E. Edmunds, MM2c; E. Brastoff, HA1c; R. Petrulli, SK2c; V. D'Autorio, SSMT2c; R. Bennett, MM2c; J.M Maize, GM2c.





CLAUDE E. JORGENSEN, CWO, CEC USNR  
24 N. 21st Street  
San Jose, California

EDMUND T. CAREY, Lieut. CEC USNR  
62 Kimberly Avenue  
Springfield, Massachusetts

PRESCOTT O. SPALDING, Lieut. CEC USNR  
37 Bellevue Avenue  
S. Portland, Maine

FREDERICK P. BECKER, CWO, CEC USNR  
1114 N. 22nd Street  
Milwaukee, Wisconsin

CLYDE G. SHIRING, Lieut., CEC USNR  
3004 Churchview Avenue  
Pittsburgh, Pennsylvania





ONE of the first groups of men to go ashore on the 10th Naval Construction Battalion's first overseas assignment came from Company "A" when a group from that company landed on Ebeye Island in the Kwajalein Atoll.

The first work undertaken by this group was the clearing of wreckage and the salvaging of usable material left by the Japs. A considerable amount of lumber, structural steel, cement, and electrical equipment was secured on Ebeye Island in this manner. Also salvaged and put into use by Company "A" was a Japanese concrete mixer. In the course of this clearing up it became necessary to remove a large Japanese hangar which had been constructed of structural steel and sheet metal. This was accomplished by the expedient of pushing the whole structure into the Pacific, using five large D-8 Caterpillar bulldozers. The building was moved approximately 160 feet in this manner.

While on Ebeye Island Company "A" erected twenty-one major buildings including the first Navy galley on Ebeye; five frame buildings 16'x48' and one frame building 16'x20' to serve as battalion galley, bakery, and mess halls; a 20'x48' quonset hut for Patsu radio and radar shop; a 20'x40' quonset for Patsu ordnance shop; a 40'x100' quonset hut with three-foot concrete foundation walls complete with wooden bins for storage to be used by the Patsu unit; two 40'x40' frame buildings to be used as machine shop and sheet metal shop by Patsu; four 20'x48' quonsets for use by Patsu as administration buildings; sick bay, and dispensary, and paint shop; a 20'x36' quonset for use as a boat repair shop; two ready rooms for VP units each consisting of a 20'x40' quonset; a parachute loft consisting of one 40'x100' quonset and a Navy type forty-five foot loft framed with structural steel, covered with sheet metal, lined with plywood and air conditioned. All of these buildings were completed with concrete floors and foundations.

While on Ebeye, Company "A" assumed responsibility for setting up and operating a central concrete mixing plant.

The job of highest military priority on Ebeye Island was the repair and maintenance of the seaplane ramp and apron; this job was handled by Company "A." The job involved the removal of damaged concrete in the ramp and apron above and below the mean low water and the pouring of over 3,100 cubic yards of concrete. Below low tide level the damaged concrete was broken out by divers operating pavement breakers under water after which the divers handgraded the foundation with sized rock and fitted into place specially pre-cast concrete slabs 10'x12'x8" in size. The entire repair operation was conducted in such a manner that operations of the planes using the base was never interrupted.

The next island on which the 107th Battalion worked was Bigej. On this island, in addition to several minor projects, Company "A" erected four steel fuel storage tanks each of 10,000-bbl. capacity.

On Tinian the G-6 Hospital involved the erection of twenty 16'x16' framed tents; one 16'x50' framed and floored general ward; one 16'x30' framed and floored TB ward; one 16'x30' framed and floored morgue; ten 14'x14' framed and floored general wards; three heads; two showers; and a frame refrigeration building.

Naval Base Hospital No. 19 called for the erection of twenty quonset hut hospital wards and a galley of double quonset type.

The 313th Wing administration area and lead crew school involved the construction of twenty buildings of single quonset hut type; two buildings of double quonset hut type; one building of triple quonset hut type; and one building of five quonset hut type; one frame building 130'x130' for use as a mission control building; a frame generator station; a 250-man mess hall and galley; an officers' mess hall; the general's headquarters and office building; nineteen pre-fabricated barracks; four latrines; three showers; a water tower and three tanks; a laundry; eight 20'x56' quonset hut buildings; two 40'x100' quonset hut buildings; two 30'x60' frame buildings; one 40'x50' frame building; and one 40'x70' frame building.

The 58th Wing Administration area, lead crew school, and dispensary project included seventeen buildings of single quonset hut type; 1 building of double quonset type; two buildings of triple quonset types; 1 building of five quonset hut type; a 250-man mess hall; an officers' mess hall; a generator house; a water tower and six tanks; three showers; four latrines; ninety-six 16'x16' tents; one three-wing frame control and signal center building; a briefing room building; four 40'x90' frame school buildings; and for the dispensary one six-quonset hut type building; four one-quonset type buildings; three showers; four latrines; and four 16'x16' tents.

Lieut. E. T. Carey, Commander of Company "A," is a native of the State of Vermont. He makes his home in Springfield, Mass. Lieut. Carey received his education in the public schools of Springfield and at Massachusetts State College receiving a B.S. degree from the latter institution. Prior to entering the service Lieut. Carey was employed as an engineer for the Metropolitan District Water Supply Commission of Massachusetts.

CWO F. P. Becker, a native of Wisconsin, attended the Michigan State College at East Lansing, Michigan, and formerly was employed by the Bentley Construction Company, Milwaukee.

CWO C. E. Jorgensen of San Jose, California, was educated in the public schools and through the ICS. Prior to entering the service he operated his own general contracting business.





FIRST ROW: G. Anderson, MM1c; T. Dennis, MM1c; F. Ellis, SF2c; L. Kaplan, Ptr2c; G. Caputo, MM3c; A. Johnsen, WT1c; A. Lilly, EM3c. SECOND ROW: P. Cruse, CM1c; F. Holmes, EM2c; J. Mavity, EM3c; J. Sereda, S1c; A. Geci, CEM; Z. Kowalewski, S1c; F. Dyszel, F1c; M. Hillin, F1c; C. Stiles, MM1c. THIRD ROW: L. LaFleur, GM2c; L. Rippe, SF1c; J. Wampler, M2c; H. Darby, CM2c; B. Allen, CM3c; H. Banks, SF3c; F. Sheridan, EM1c; C. Ward, BM1c. FOURTH ROW: H. Hagenson, EM1c; L. Vargo, SF2c; G. Gedid, EM3c; G. Hessler, EM2c; E. Sparano, S1c; R. Smith, CM3c; W. Javorich, S1c; G. Keklock, CM3c.





FIRST Row: J. Pestana, CM1c; S. Pruzansky, SF3c; O. LeDuc, CM2c; A. Wisotsky, EM1c; J. Davis, EM2c; J. Kopil, S1c. SECOND Row: W. Cunningham, CM1c; J. Giles, CMM; P. Cline, CSF; D. Welch, CEM; V. Johnson, CCM; H. Wageman, CCM; J. Respol, EM3c; M. Kaplan, MM3c. THIRD Row: C. Puckett, MoMM3c; L. Gardner, S1c; K. Nuelle, CM3c; D. Konowal, CM1c; D. Sheppard, EM3c; C. Walthall, SF3c; G. Scheurman, MoMM3c. FOURTH Row: J. Hartnett, SF1c; L. Rheel, MMR2c; E. Clarke, CM1c; P. Bello, CM3c; A. Maertin, CM3c; O. Slettevold, CM2c; W. Willcocks, CM2c; C. Oberst, CM2c.







FIRST ROW: E. Misturowski, S1c; C. Stanion, F1c; R. Nicholson, WT2c; R. Simmons, EM2c; J. Valerio, SF3c; M. Bush, CM1c; G. Hayes, EM3c. SECOND ROW: E. Connolly, EM2c; C. Jendrysik, CM3c; M. Schneider, Cox; H. Janninck, CM; W. McKnight, CCM; W. Necker, MM1c; D. Williams, S1c; H. Kemp, EM3c. THIRD ROW: W. Johnson, CM3c; G. Gray, MM1c; C. Zeiger, CM2c; R. Freund, SF1c; A. Hudson, SF3c; D. Hinds, EM1c; V. Fullwiler, S1c; F. Welsh, SF2c. FOURTH ROW: L. Boll, CM3c; C. Earls, S1c; D. Nelson, MM3c; F. Marshall, M2c; R. Haney, MM1c; R. Pennington, MM1c; L. Foley, Ptr1c; K. Shilt, S1c; M. Sussman, S1c.





FIRST ROW: M. Cantalupo, MM3c; T. McGinley, CM3c; R. Brooks, CM2c; L. Carpentier, MM3c; J. Burk, MM3c; A. O'Donnell, CM3c.  
 SECOND ROW: F. Kosuth, S1c; J. Pimental, MM2c; J. Wieclawek, MM3c; C. McLain, MM3c; B. Tabor, CMM; E. McGill, MoMM1c;  
 J. King, Cox; S. Ward, MoMM1c. THIRD ROW: S. Powers, MM3c; C. Mitchell, MM2c; C. Grasman, CM3c; E. Crnich, GM1c; C.  
 Gillespie, GM1c; A. Svatos, F1c; T. Sullivan, MM1c; N. Egeland, BM2c. FOURTH ROW: A. Medlin, CM2c; R. Nein, CM3c; D. Dick-  
 erman, BM2c; J. Connelly, MM3c; V. Boudreau, MM2c; R. Bagley, MM1c; D. Giglio, SF3c; J. Magee, CM2c.



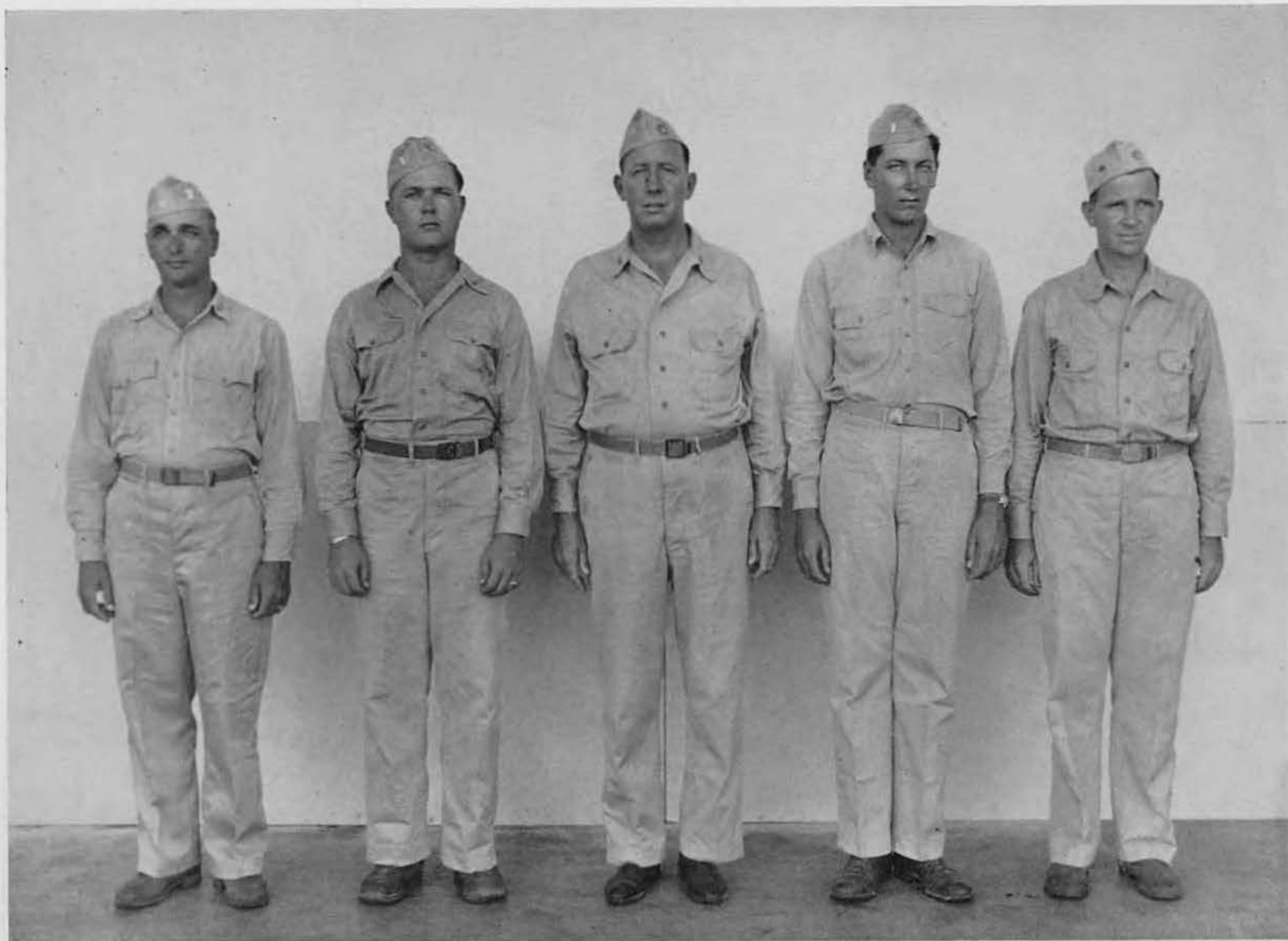


FIRST ROW: E. Pelzer, CM3c; F. Stout, MM2c; A. Courtney, SF3c; E. Henderson, CM2c; P. Reisenleiter, MM1c. SECOND ROW: G. Linardis, CM1c; J. Wilson, MM1c; A. Brandenburg, CM2c; W. Sulkowski, CBM; D. Sherman, CMoMM; A. Mayfield, CM1C; J. Kolen, CM1c; C. Cramer, MM1c. THIRD ROW: D. Ogden, MoMM2c; H. Gay, S1c; W. House, MoMM2c; C. Chipola, S1c; O. Dengate, F1c; J. Raborn, MM3c; H. Brown, CM2c; E. Caron, MM3c. FOURTH ROW: O. Cano, MM2c; J. Chepules, F1c; Y. Barrett, Cox; L. Meehan, MoMM2c; J. Mangio, MM2c; A. Tartaglia, CM3c; D. Zappia, CM3c; E. Olkowski, MoMM2c; R. Valestin, F1c.





FIRST Row: R. Matlock, WT3c; G. Dietz, SF2c; E. Cann, MM3c; C. Lee, CM3c; J. Fogg, CM1c; N. Fahrenkopf, SF1c. SECOND Row: W. O'Brien, BM2c; W. Johnson, CM2c; J. Riley, CM1c; J. Jacobsen, SF2c; R. Brown, CMM; F. Visconti, SF3c; J. Portoni, SF2c; G. Giles, SF1c; J. Mulholland, BM1c. THIRD Row: M. Norton, SF2c; B. Goff, MoMM3c; F. Kosik, SF3c; J. Schultt, CM3c; F. Rose, BM2c; J. Lambert, MM3c; H. Zibalese, CM3c; J. Vrobel, SF3c. FOURTH Row: N. Heflin, F1c; P. Letellier, F1c; P. Tipolt, CM3c; G. Shirley, SF2c; I. Halon, CM2c; P. Mitchell, MM3c; V. Kainrath, F1c; A. Hyman, S1c.



EUGENE E. UHLER, CWO, CEC USNR  
129 Mill Street  
Birdsboro, Pennsylvania

CLARENCE N. WELCH, Lieut., CEC USNR  
61 Cross Street  
Beacon, New York

LOUIS B. JONES, CWO, CEC USNR  
1205 W. Laurelton Parkway  
West Englewood, New Jersey

KENNETH L. HARDINE, Lieut. (jg) CEC USNR  
786 Lombard Street  
Galesburg, Illinois

CHARLES B. HAZZARD, Lieut. (jg) CEC USNR  
Millbrook, New York





COMPANY "B" of the 107th Naval Construction Battalion swung into action on its first regularly assigned overseas project when the battalion disembarked on Ebeye Island in the Kwajalein Atoll of the Marshall Islands group. This first project was the construction of an administration building and control tower for the Naval Base on Ebeye. From that time until the present the company has been handling tough assignments with the same easy facility with which a monkey handles a coconut. Next on the company's program while on Ebeye was the construction of Fleet Officers' quarters; this project included the erection of several quonsets, numerous frame barracks, and tents with wooden framing and flooring. It was while engaged in the construction of the Fleet Officers' quarters on Ebeye that Company "B" achieved the distinction of being the first unit to complete a double-decker barracks building in the Marshalls Group. Among other projects completed by Company "B" on Ebeye were the erection of three  $\frac{3}{4}$ " metal 20'x20' belted magazines and the repair of an old Japanese pier for use by our own small boats.

At the battalion's next stop, Bigej Island, also in the Kwajalein Atoll, Company "B's" major project was the assembly and erection of four 10,000-bbl. fuel tanks. The battalion's stay on Bigej was largely devoted to recuperation, reorganization, and the preparation of equipment and personnel for the next stop. In all of this activity Company "B" had its share.

It was not until the battalion reached Tinian Island in the Mariannas Group that the Company really had to extend itself. A partial list of the company's accomplishments on Tinian would include: the construction of all buildings in the 107th administration area and headquarters area; a dwelling house for Brigadier General Roger Ramey; the construction of two 20'x56' point to point quonset huts atop Mt. Lasso for use as a directional radio station; the construction of a breakwater in Tinian Harbor involving the handling and placing of 42,000 cubic yards of fill; the building of a dock for the small boat pool on Tinian in the course of which 30,000 cubic yards of fill were put in place; and the construction of two camps for Army aviation units (the 505th Bombardment Group and the 40th Bombardment Group). The construction of each of these camps involved the erection of approximately seventy-five 20'x50' quonset huts; sixty-five pre-fabricated frame barracks; three 40'x136' frame mess halls; twenty 16'x16' officers' tents complete with wood framing and decks; one 40'x80' frame motor pool building; ten 14'x42' showers and seventeen 8'x16' heads. Company "B" has credit for the H-14-C tank farm on Tinian which included twelve 1,000-barrel fuel tanks and the necessary connecting pipe lines.

Company "B" also had as one of its most important duties the construction of a considerable portion of the Navy's bomber strip on the Island of Tinian.

The Airport Construction Section was formed when Lieut. C. N. Welch was appointed coordinator for the regiment on certain work connected with airport construction. The section was operated as a battalion project though a large proportion of the personnel was drawn from Company "B." Mr. Welch was assisted in the supervision of this section by Lieut. (jg) C. B. Hazzard. During its relatively short lifetime, this section completed several projects. Most notable among these projects were: A 450'x2,000' taxiway and parking area which required the quarrying and placing of 34,000 cubic yards of coral surfacing; a cut and fill on No. 1 taxiway involving the excavation and placing in a fill of 65,000 cubic yards of rock plus the moving of an additional 35,000 cubic yards of earth to complete the fill; the surfacing of the No. 2 taxiway North comprising about 10,000 cubic yards of coral surfacing; the placing of approximately 5,000 cubic yards of coral surfacing on 86th Street and the grading and surfacing of approximately two miles of streets in the base operations area adjacent to the parking area mentioned above. The men working on these projects were almost all later transferred to the Road Construction and Maintenance Division of the 107th Battalion and during a part of the time during which the Airport Construction Section was active men from the Road Construction Section were loaned to the Airport Construction Section, thus the two sections engaged in similar types of work were linked very closely together.

Company Commander of Company "B" is Lieut. C. N. Welch. Lieut. Welch's record in civilian life might explain the unusual record of his company. He began his working days as a fireman on a steam shovel; progressed from fireman to operator and then cut loose to operate his own construction company for eight years. Since 1932 and until entering the service he was employed by various major construction outfits either as Master Mechanic or Superintendent of Construction.

Chief Carpenter E. E. Uhler, who has been in charge of building construction on company projects under Lieut. Welch, deserves considerable credit for helping to make "B" Company an outstanding company within the battalion. Mr. Uhler is a Pennsylvanian making his home at Birdsboro, Pa. His education was acquired at Renovo, Pa., and through the Pennsylvania State College Extension Department. Before entering the service he was employed by the Pennsylvania Department of Highways and the Keystone Quarry Company. Mr. Uhler is married and the father of one son.





FIRST Row: J. Atchley, MM3c; J. Geraghty, CM3c; L. Preston, MM2c; H. Moss, CM1c; H. Cacciola, MoMM3c; J. Smith, S1c.  
 SECOND Row: J. Deshais, CM2c; H. Tuszynski, SF2c; R. Stevenson, SF3c; K. Scalf, CBM; S. Tarrance, CM1c; O. Dean, MM2c;  
 F. Glover, MoMM3c. THIRD Row: P. Jones, S2c; C. Omans, S1c; C. Turner, SF2c; F. Freeman, S1c; C. Bickart, CM2c; G. Keith,  
 CM1c; D. Casey, CM2c; J. Price, MM3c. FOURTH Row: J. Prindiville, F1c; T. Shay, CM3c; W. Boyd, CM3c; J. Harris, MM1c; P.  
 Kapp, CM2c; S. Benaltabe, SF3c; C. Howard, S1c; D. Ostund, WT3c.





FIRST Row: H. Bronowitz, CM3c; W. Foster, S1c; H. Wehunt, MM1c; G. Lavoie, GM2c; J. Funk, EM3c; J. Mareau, MM1c. SECOND Row: R. Beals, BM2c; N. Meyer, CM2c; J. Kuza, F1c; L. Pfleider, CCM; T. Kilcoyne, EM2c; H. Oebels, EM2c; W. Henrich. THIRD Row: R. Smith, S1c; M. Bock, MM1c; W. Ekberg, EM1c; H. Niederhauser, EM2c; R. Edwards, CM1c; R. Miller, SF1c. FOURTH Row: W. Sprehe, F1c; E. Goodrich, MM1c; W. Pieschel, CM3c; L. Schneider, MM3c; G. Strimaitis, SF3c; M. Rydelek, S1c; C. Drong, EM3c.





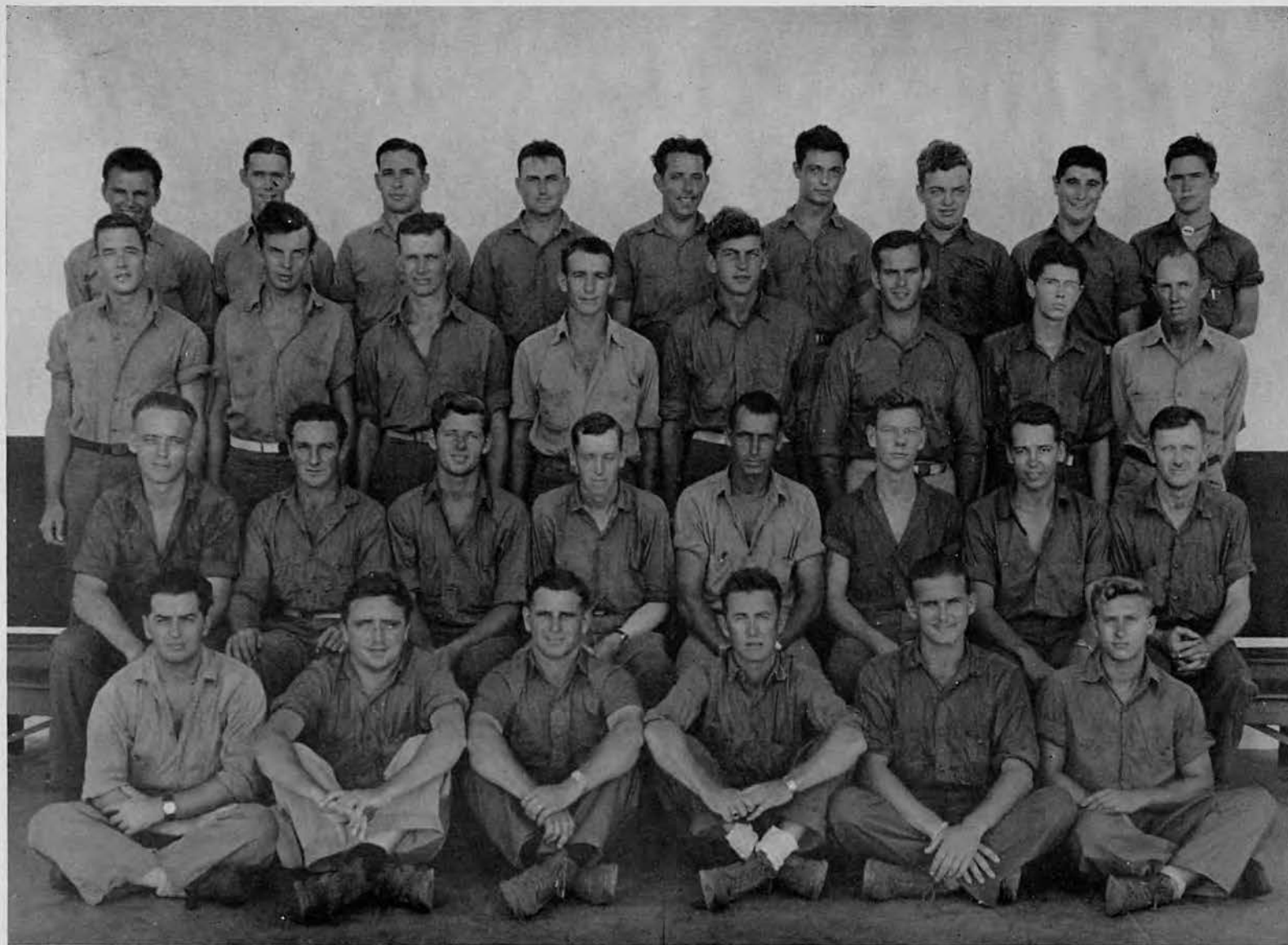


FIRST Row: E. Rains, CM2c; E. Rains, CM2c; R. Byington, EM 1c; J. Wilcher, CM3c; C. Tish, MM3c. SECOND Row: C. McGraw, EM1c; W. Rulifson, CM2c; J. Sutherland, CMM; W. Hoover, F1c; T. Cline, M2c; J. Jamison, CM2c. THIRD Row: M. Lancaster, CM3c; A. Phillips, MM1c; L. Miles, EM1c; J. Gordon, S1c; H. Cox, Cox; F. Brennan, MM3c; K. Taylor, Ptr1c. FOURTH Row: J. Buechner, MM2c; G. Brasen, S1c; J. Campbell, F1c; E. Brown, F1c; J. Fraser, SF1c; A. Mehlbrandt, Ptr3c; C. Breeland, CM3c.





FIRST Row: M. Perna, S1c; P. Moore, S1c; J. Piserchia, SF3c; J. Butcher, SF1c; V. Mastriano, CM3c; J. Linstrum, CM3c. SECOND Row: J. German, F1c; G. Hocker, S1c; W. Allen, CGM; A. Thompson, CCM; J. Thompson, CCM; E. Geida, CM3c; P. Rourke, CM1c; S. Deri, MM2c. THIRD Row: D. White, MM1c; W. Lamberth, CM2c; L. Segur, Cox; R. Krentz, CM3c; W. Parks, EM2c; J. Letzelter, F1c; J. Barlow, CM1c; W. Stevens, EM1c. FOURTH Row: S. Florio, MM3c; V. Paglione, WT2c; F. Alford, S1c; R. Kuehn, CM3c; M. Click, CM1c; J. Hamilton, S1c; E. Diorio, MM2c; J. Kilroy, EM2c.



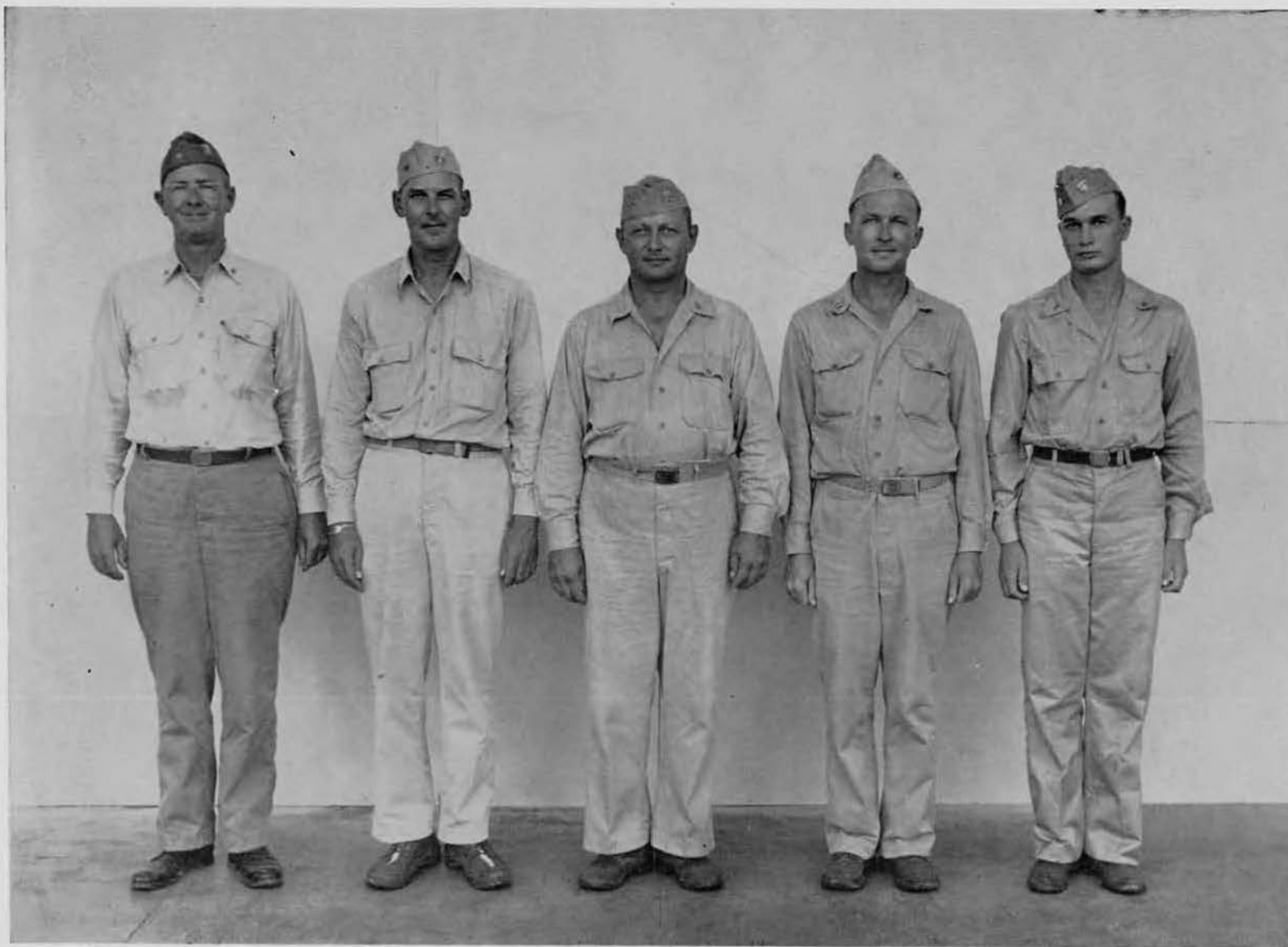
FIRST ROW: L. Johnstone, S1c; A. Whalen, S1c; J. Bolduc, MM2c; R. Osgood, MM3c; M. Matteson, MoMM3c; C. Eshelman, S1c. SECOND ROW: K. Atkinson, MM3c; E. Romans, CM3c; W. Waring, SF3c; V. Mitchell, CCM; E. Faix, CCM; P. Dinwiddie, CM3c; D. Christianson, S1c; B. Barnhill, WT1c. THIRD ROW: J. Gerry, MM3c; D. Grinager, GM3c; C. Miller, CM2c; E. Tarkouski, SF3c; V. Petite, Cox; O. St. Clair, MM2c; W. Wohlstrom, F1c; H. Hopper, CM3c. FOURTH ROW: M. Inzitari, F1c; T. Callahan, MM3c; E. Lanham, MM1c; J. Randazzo, CM3c; T. Comrade, BM2c; P. Wilson, SSML3c; A. Glass, S1c; W. DeCapite, MoMM3c; G. Burton, S1c.





FIRST Row: O. Lanska, F1c; J. Spence, MM3c; T. Golini, F1c; F. Hatchell, CM3c; A. Hansen, CM3c; D. Bech, SF2c; J. Rothstein, SF3c; M. Nash, MM1c. SECOND Row: R. Walton, SF1c; R. Hall, SF3c; F. Goss, SF2c; W. Burton, CSF; W. Wiita, M1c; B. Gross, CM3c; A. Runkel, SF1c; E. Park, SF1c; C. Keene, SF2c. THIRD Row: E. Skibitski, CM3c; E. Brockway, MM3c; U. Smith, CM2c; G. Gross, F1c; R. Grey, Cox; C. Mumper, MM3c; H. Grommons, M 3c; H. Hellentall, SF1c; J. Razzari, CM2c; A. Yakaitis, SF2c. FOURTH Row: E. Parrish, Ptr2c; V. Lippincott, MM2c; A. Jabury, SF1c; E. Gorsuch, MoMM3c; H. Campbell, SF2c; C. Gropp, MM3c; L. Gregory, S1c; W. Womack, CM2c; H. Butler, BM2c; H. Hanwell, S1c





STANLEY R. SALVESEN, CWO, CEC USNR  
432 Washington Place  
Hasbrouck Heights, New Jersey

FOSTER D. JACKSON, Lieut., CEC USNR  
16609 Marquis Avenue  
Cleveland, Ohio

ALMA C. LAWRENCE, Ensign, CEC USNR  
Box 42  
Summit, Utah

SAMUEL B. CROSS, CWO, CEC USNR  
213 East Main  
Riverhead, New York

CLIFFORD E. MISSMAN, Lieut., CEC USNR  
Dixon, Illinois



**C**OMPANY "C," 107th Naval Construction Battalion, moved on to Ebeye Island with the remainder of the battalion. This company's first overseas project was the construction of a 1,500-man mess hall for the 23rd Acorn. The company then moved on to engage in a variety of projects dealing with the island's water supply, lighting and sewage. Another project completed by this company on Ebeye was a shopping center including wet and dry canteens and ship's store. Company "C" also began but did not remain to finish the construction of a rather ambitious swimming pool. This pool was to be blasted out of the solid coral reef which was above water at low tide and under water at high tide, thus the water in this pool could be changed by the ingenious trick of letting the tide do it. Upon the departure of Company "C" from Ebeye the work on this pool was completed by Company "C" of the 74th Naval Construction Battalion.

Company "C" of the 107th Battalion remained on Ebeye a longer time than the balance of the battalion. When the rest of the outfit moved to Bigej. Company "C" resolved itself into a temporary construction battalion maintenance unit and remained behind to operate and maintain the necessary facilities for base operation. In this connection Company "C" operated carpenter shops, transportation compound, plumbing and pipe-fitting shop, paint shop, machine shop, and took care of maintenance of roads and streets as well as of the airplane parking apron. Company "C" was relieved of this duty by Company "C" of the 74th N. C. B. and they, in turn, were relieved by a C. B. M. U. outfit straight from the States.

On Bigej Company "C" completed two fuel storage tanks and then, with the rest of the battalion, devoted the rest of its stay on that island to the conditioning and readying of equipment and supplies for the next move.

The next move of the battalion was to Tinian Island in the Marianas Group. On this island Company "C" had the distinction of executing the first task order issued by the 6th Naval Construction Brigade. The order (Brigade Task Order No. 1) was issued by the Brigade Headquarters and relayed through regimental and battalion commands to the company commander. It called for the erection of one four-hole "Chic Sales"!

Among the major projects completed by Company "C" while on Tinian were tent housing for C. B. M. U. 1036; Naval Base administration buildings; housing, galley, showers, and heads for Naval Base Unit No. 11; ward buildings, showers, latrines and an officers' mess for Navy Base Hospital No. 19; a water storage and purifica-

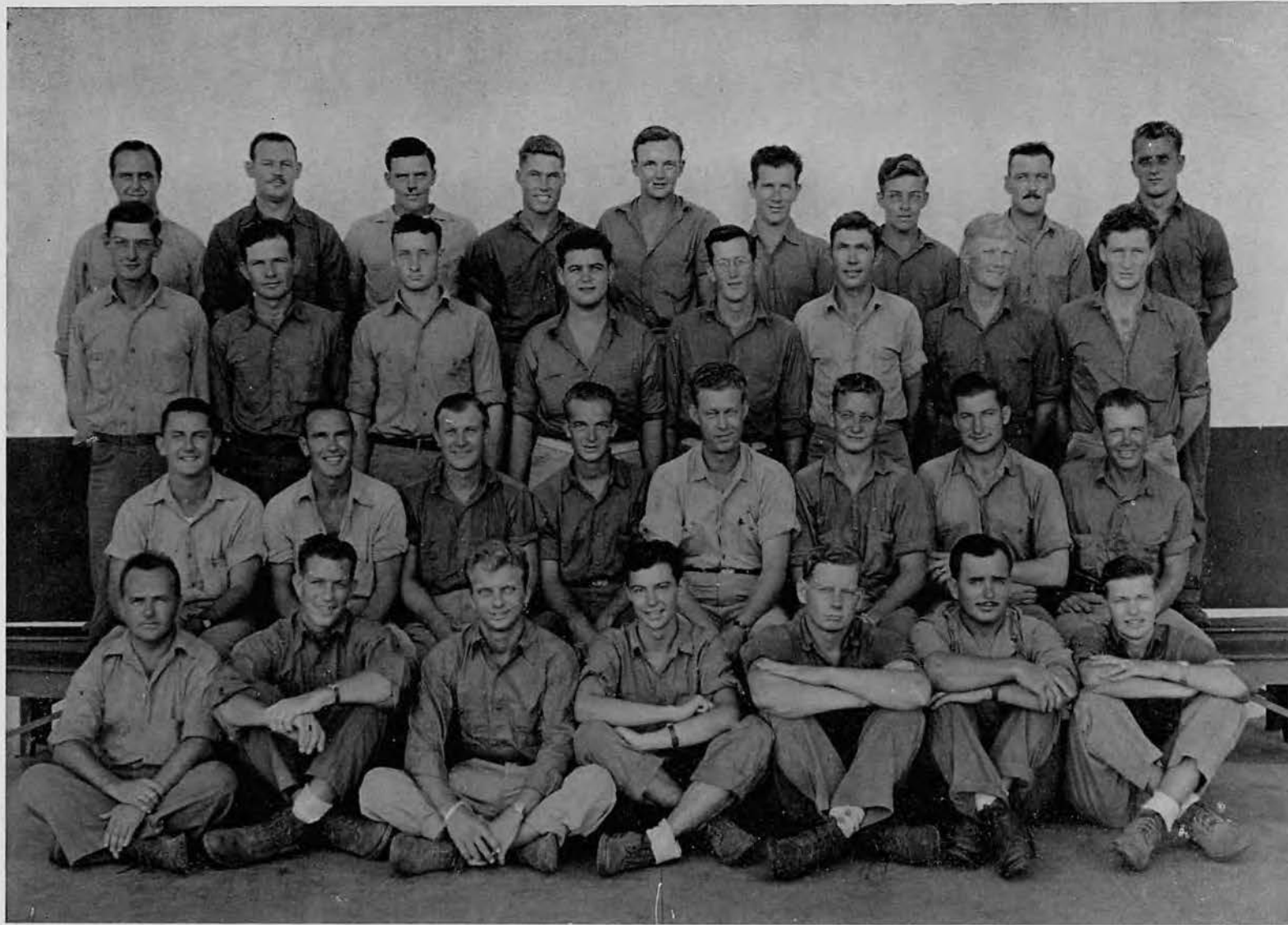
tion with storage facilities for 120,000 gallons of water in the Naval Base Hospital area; an officers' mess and club for the Naval Base on Tinian. Company "C" has to its credit the construction of two areas for Army Aviation units (504th Bombardment Group and the 468th Bombardment Group); each of these projects involved the construction of approximately 150 buildings including quonsets, prefabricated frame barracks, and frame buildings. The quarters for the commanding general of the 313th Bomber Wing and the quartermaster's laundry were also Company "C" projects.

Other projects of lesser magnitude handled by Company "C" included the 86th Street and 10th Avenue Fire Station; North Field fuel dispensing station; 40th Bombardment Group war room; additions to the 462nd and 468th Bombardment Group war rooms; and the furnishing of key skilled workers and supervisory personnel for the construction of quonset hut housing for combat crews of the 462nd Bombardment Group.

Besides these projects listed above Company "C" has taken care of the erection of its own quarters, handled its full share of the battalion details and at times loaned men to other companies and activities of the 107th Battalion.

Lieut. F. D. Jackson is a native of the State of Ohio and at present makes his home at Cleveland, Ohio. Lieut. Jackson was educated in the public schools of Cleveland, leaving high school to enter the U. S. Navy at the time of the first World War. He earned a commission as Ensign in the U. S. Naval Reserve during World War I and served in that capacity until he was demobilized at the end of the war. Returning home he was employed by the Cleveland construction firm of Slatweyer and Son until he resigned to go into business for himself and was operating his own general construction firm at the outbreak of World War II at which time he volunteered for service. Lieut. Jackson is married and the father of four children, two sons and two daughters. His oldest son is also in the Armed Service, being an Army infantryman.

Ensign A. C. Lawrence, who has since April of 1945 assisted Lieut. Jackson in the supervision of Company "C" construction projects, is a native of the State of Utah. He received his education in the public schools of Summit, Utah. Branch Agricultural College at Cedar City, Utah, and Utah State College. Ensign Lawrence was attending school at the latter institution when he enlisted in the Navy V-12 program at Iowa State College, from which institution he received the degree of B.S. in Civil Engineering.



FIRST Row: G. Bailey, MM1c; A. Wright, EM2c; G. Holsinger, S1c; D. Johnson, Cox; J. Andrews, F1c; E. Hare, CM2c; J. Kornfeind, CM3c. SECOND Row: H. Schaefer, CM3c; R. Woodham, M2c; S. Komisary, MM3c; I. Whiteside, CM2c; A. Willis, CCM; R. Gehres, CM3c; D. Reil, MM2c; H. Sammons, MM1c. THIRD Row: C. Shew, MM2c; F. Rowe, SF2c; B. Bragg, S1c; V. Masco, CM3c; W. McAndrew, F1c; C. Pickett, CM2c; H. Christensen, CM1c; W. Bailey, MM3c. FOURTH Row: R. Davis, MM1c; J. Lindsey, MM3c; J. Mulholland, SF3c; R. Pitkin, F1c; R. Haworth, MM2c; N. MacKay, MM2c; C. Allerding, F1c; L. Smith, SF1c; P. Chutoransky, CM1c





FIRST Row: N. Hicks, CM3c; F. Hodgson, F1c; D. Hofstad, S1c; A. Gremmo, MoMM1c; L. Goldstone, S1c; S. Connor, BM1c; A. Hayden, S1c. SECOND Row: A. Hill, CM3c; A. Shriver, GM3c; L. Holmes, CM3c; L. Szatai, CM3c; J. Reid, CCM; M. Hodges, MM1c; S. Ortner, F1c; J. Blagbrough, S1c; E. Nevin, CM1c. THIRD Row: J. Belcher, MM3c; T. O'Connor, CM3c; W. Bergman, GM3c; R. Hillman, WT3c; J. Mester, MMR3c; J. Janes, EM1c; J. Dionne, CM1c; S. Zelinger, MM3c; J. Hardee, MM2c. FOURTH Row: T. Hay, CM3c; E. Martin, CM2c; J. Hayes, EM1c; A. Bailey, MM3c; R. Montague, EM3c; E. Hefner, CM2c; H. Burns, MoMM1c; E. Crosby, CM1c; S. Frediani.

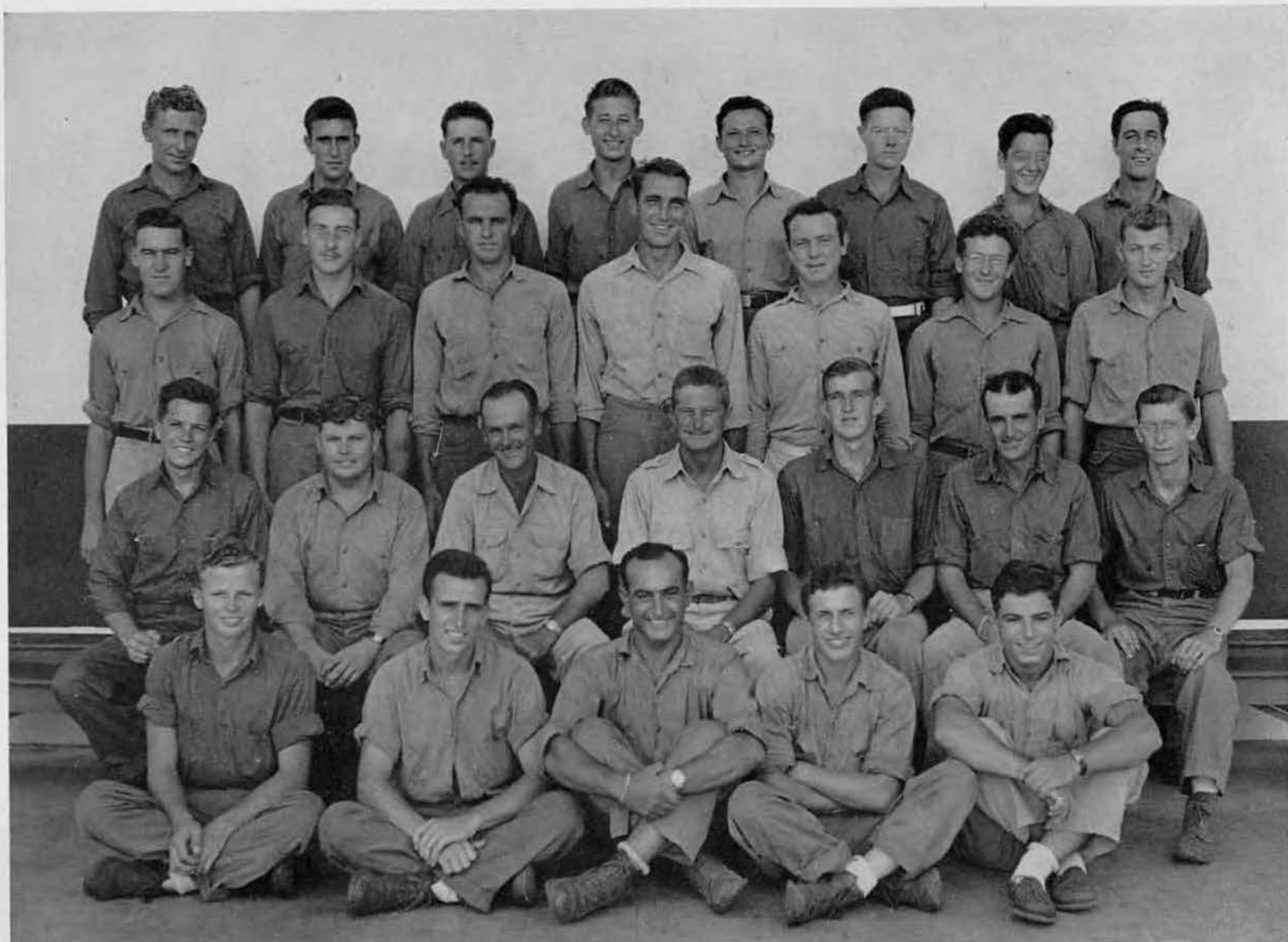






FIRST ROW: E. Owens, EM3c; J. Albanese, EM3c; C. White, CM2c; C. Lagana, S1c; E. Hetherington, CM2c; H. Hartman, CM1c; P. Prelog, CM3c. SECOND ROW: J. Biondo, M3c; L. Mercer, SF3c; R. Nichols, CM3c; W. Allen, F1c; J. Meloy, Ptr2c; H. Stump, CMoMM; R. Meier, SF3c; C. Blumenthal, MM3c; F. Adams, MoMM3c. THIRD ROW: M. Peterson, CM1c; J. Piree, M3c; M. Lovejoy, EM1c; J. Trumpelman, CM2c; R. Neal, CM3c; J. Campbell, M2c; R. Boynton, CM2c; R. Nevelis, S1c. FOURTH ROW: R. Adams, Ptr3c; R. Trengove, MM1c; J. Sheehan, MM2c; A. Schichel, WT2c; D. Mastrangelo, BM2c; M. Jacobson, S1c; H. Hixson, Ptr3c; C. Miller, SF1c; A. Wujcik, EM1c.





FIRST ROW: W. Odendahl, SF3c; E. Skiba, EM3c; B. Gerlando, SF1c; H. Bernstein, S1c; H. Liberty, CM3c. SECOND ROW: H. Bofinger, MoMM3c; P. Wrinkle, EM2c; N. Johnson, CSF; E. Kehoe, CCM; T. Bowie, F1c; A. Witkop, WT1c; V. Newhart, CM2c. THIRD ROW: A. Bluhm, S1c; L. Fulmer, CM3c; G. Bull, MM3c; F. Tome, CM1c; J. Flood, MM1c; J. Allen, SF3c; G. Barr, S1c. FOURTH ROW: J. Novak, CM2c; T. Bertanza, CM2c; G. Clattenburg, MM2c; D. Moore, WT3c; R. Churgin, CM3c; H. McNally, MM2c; E. Krankoskie, MM3c; G. Harmon, F1c.



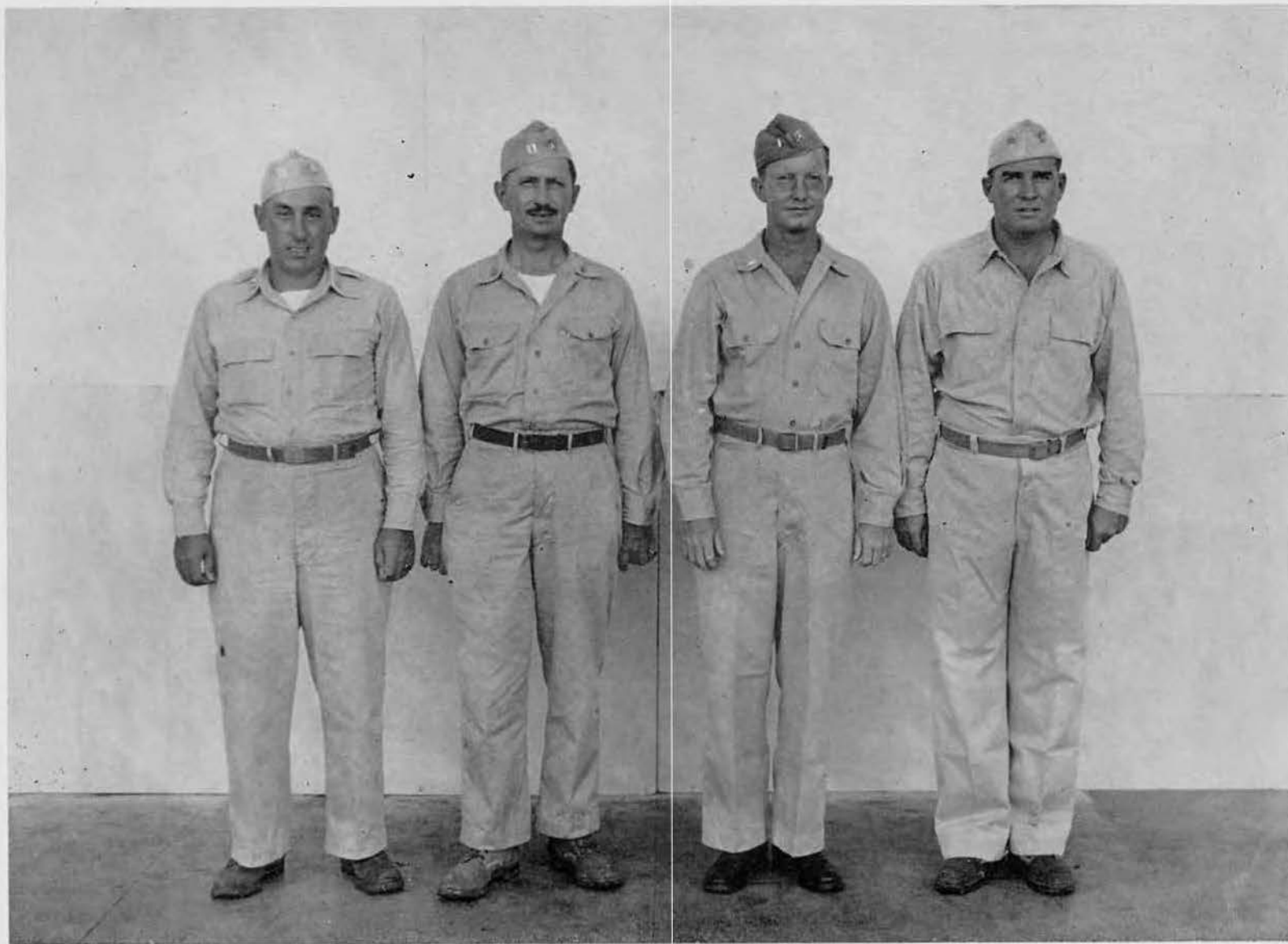
FIRST Row: E. Hess, CM2c; P. Pieroni, MM3c; J. Phelps, Cox; H. Schwartz, CM3c; D. Ortman, WT3c; J. Pierson, F1c; C. Rouhier, CM3c. SECOND Row: J. Reibel, MoMM2c; F. Valentino, MM2c; J. Hoolan, MM3c; P. Remington, CSF; F. Dubuisson, CCM; G. MacInnis, SF3c; H. Hawk, BM2c; M. Noble, MM1c; R. Peterson, SF2c. THIRD Row: A. Cruse, MoMM1c; A. Hartzell, S1c; C. Solem, F1c; F. Legatzke, S1c; O. Nilsen, CM1c; C. Hamm, WT2c; L. Ellis, GM1c; J. Richards, S1c. FOURTH Row: F. Miller, SF1c; L. Johnson, MM1c; M. Farias, MM3c; A. Nowak, MM3c; E. Ortman, S1c; R. Schneeweis, S1c; F. Noll, CM3c; G. Clifford, SF2c; K. Shotwell, MM1c.





FIRST Row: L. Schweikert, S1c; A. Castiglia, EM3c; K. Syx, MM3c; H. Przybyszewski, S1c; C. Rains, CM2c; T. Maiorana, SF2c; R. Musall, MM1c. SECOND Row: J. West, WT3c; A. Morando, SF3c; C. Cassise, MoMM2c; A. Flom, CSF; A. LeBlanc, CCM; E. Doane, CSF; B. Kacala, EM3c; E. Votteler, WT3c. THIRD Row: A. Szoce, MM3c; F. Hennemuth, CM3c; W. Anderson, SF1c; D. Wagner, F1c; C. Hammond, BM2c; T. Hughart, SF2c; R. McDonald, MM2c; B. Huber, SF3c; R. Hutchison, SF2c. FOURTH Row: H. Hart, EM2c; G. Mandler, EM2c; W. Stofko, CM3c; J. Hardy, CM2c; M. Poe, BM1c; I. Smerin, CM3c; D. Warren, S1c; M. Becker, SF3c; N. Kristovich, MM3c.






ARWOOD T. ECKLES, Lieut., CEC USNR  
231 East Street  
New Castle, Pennsylvania

PHIL H. ATKINS, Lieut. (jg), CEC USNR  
126 W. 3rd Street  
Wewoka, Oklahoma

WILLIAM F. MCGILL, Lieut., CEC USNR  
Valley Road  
Stirling, New Jersey

JOHN F. MAGUIRE, CWO, CEC USNR  
322 East 32nd Street  
Brooklyn, New York





**W**HILE on Ebeye Island, Company "D" completed the following items: tents for 48 officers and 120 enlisted men; ten 14'x14' heads; ten 14'x20' showers; seven wooden water tanks and towers; an officers' mess hall and club, including three 20'x40' quonset huts; the erection of a refrigerator dock and installation of six refrigeration units with a total capacity of 4,200 cubic feet; a chapel; a theater and screen; the erection and furnishing of a 20'x40' quonset hut to serve as a library; and a brig consisting of two tents and a 20'x40' quonset hut surrounded by fence. This company also assembled two pontoon barges.

Company "D" was the lead company on Bigej Island construction. Construction of the following parts of the 107th Camp on Bigej was handled by this company; ten officers' tents; six heads; two showers; one mess hall; one recreation tent; three 3,000-gallon water tanks and towers; post office and ship's service buildings; the erection of 24 tents for tank operation crew; and the installation of a telephone system. Fleet recreation facilities on Bigej Island constructed by "D" Company included: One 40'x100' quonset hut with reefers, counters, and benches, for use as a fleet recreation canteen; one 20'x40' quonset hut for use as an administration building; five 20'x40' quonsets for use as storerooms; and the grading and layout of a beer garden, and four baseball diamonds, and other athletic fields. On Bigej Island "D" Company handled the grading for all tanks erected and erected three 10,000-bbl. tanks.

On Tinian, "D" Company's first project was the construction of an officers' area for the 107th Battalion officers. On this project the company erected fifteen double tents; a shower room complete with wash basins, a head, and a 16'x50' recreation tent. First outside project completed was the 443rd Signal Company (Army) Camp. On this project the company placed coral pads for tents, constructed 6 heads; three 20'x40' quonset huts with connecting frame galleys and concrete decks for use as mess halls. It was also necessary to do quite a bit of work on surface water disposal through the drilling of drain holes down to pervious coral. Upon completion of the Signal Company camp the company began construction of an Army Garrison Force Camp. On this project over 150 coral pads were laid down for tents; 25 heads and 15 showers were completed; four large mess halls were erected; a 20'x40' quonset was built for a communication building; three 20'x40' quonsets were erected for an Army Post Office; four 40'x80' frame motor pool buildings were built; 8 warehouses were constructed varying in size from 40'x100' to 100'x250'; two 40'x100' quonsets were set up for use as shop buildings; two 20'x40' quonsets were assembled for use as a narcotic

locker and a Tasa locker. In the A. G. F. officers' area, forty-two 16'x16' officers' tents were set up; a mess hall consisting of two 20'x40' quonsets was set up; a 16'x50' office tent was constructed; three showers and three heads were installed; a 16'x50' officers' recreation tent was erected; and a 20'x40' quonset was assembled for use as an administration building. In addition to the above items, "D" Company assembled forty-five 20'x40' pre-fabricated barracks.

Next project for "D" Company was the construction of the communication facilities in the 313th Bombardment Wing Headquarters Area. This project consisted of the construction of an 8'x10' concrete vault; two 20'x40' quonset huts and fencing.

Company "D" erected five 80' antenna poles with wiring and assembled two half quonsets for the Navy radio station.

The company also has to its credit the construction of two aviation camps to accommodate 5,000 men. For the 6th Group, seventy 20'x40' pre-fabricated barracks were assembled; 17 heads and 12 showers were installed; sixty-five 20'x40' quonsets were erected; twenty 16'x16' officers' tents were set up; three frame mess halls were built; and a motor pool building and fire station was completed. For the 9th Bombardment Group, twenty officers' tents were set up; a large frame motor pool building was constructed; and fourteen quonset huts were erected.

Company "D" completed an enviable record of projects on Tinian with the construction of an Army radio station consisting of two 20'x40' quonset huts and two 16'x20' generator huts.

Besides handling its own projects, "D" Company has constantly had a considerable percentage of its personnel detailed to battalion activities and details.

Company Commander of "D" Company is Lieut. W. F. McGill. Lieut. McGill is a native of New York but at present makes his home at Stirling, New Jersey, where his wife and one son now live. Mr. McGill was educated at New Jersey State Teachers College and Stevens Institute of Technology. Prior to entering the service he operated the firm of W. F. McGill, Inc., a construction firm engaged in general construction.

Assisting Mr. McGill in the supervision of company projects is Lieut. (jg) P. H. Atkins. Lieut. (jg) Atkins is a native of Oklahoma. His wife makes her home at East Greenwich, Rhode Island awaiting Mr. Atkins' return from overseas. Mr. Atkins was educated at Oklahoma A. & M. College, from which institution he holds the degree of B.S. in Civil Engineering. Previous to entering the Navy Mr. Atkins was employed as Assistant Civil Engineer with the Maps and Surveys Division of the Tennessee Valley Authority.



FIRST Row: R. Thye, CM3c; A. Cesarano, MM1c; K. Sinclair, SM2c; E. Gore, M3c; R. Moody, MoMM1c; E. Goebel, EM2c. SECOND Row: C. Jones, MM1c; E. Wendt, SF3c; J. Hauk, MM1c; E. Dutt, CMM; N. Hawk, CEM; J. Beauregard, CM1c; V. Chiavetta, MoMM2c; J. Fatula, CM3c. THIRD Row: F. Knipping, MM1c; J. Gravesen, MM2c; D. Smith, MoMM1c; H. Fowler, EM2c; L. Davison, EM3c; H. Duress, MM3c; J. Hunt, SF2c. FOURTH Row: D. Reed, CM2c; B. Kimball, MM3c; R. Lehman, WT1c; S. Irwin, CM3c; D. DeLuca, SF3c; M. Young, CM2c; D. Burkett, F1c; L. Maye, CM2c.





FIRST Row: E. Sheely, F1c; V. Pece, CM1c; O. Butt, CM2c; R. Epperson, EM2c; J. Blake, MM2c; E. White, MM3c; P. Haun, CM3c. SECOND Row: E. Czeksanski, S1c; R. Crocker, CM1c; D. Allen, CM2c; P. Tomich, CCM; C. Freidel, CCM; J. Kearnes, CM1c; R. Bukoski, MM3c; M. Powers, SF2c. THIRD Row: D. Weisenberger, MM2c; R. Bode, CM1c; C. Rains, M1c; E. Leblanc, CM3c; E. Gregory, CM3c; M. Lazaro, CM2c; C. Ferguson, CM3c. FOURTH Row: C. Hubbard, F1c; L. Brewer, CM2c; F. Hess, CM1c; H. Hebert, F1c; M. Brinkley, CM3c; R. Darrah, EM 1c; M. LeBoeuf, SF2c; M. Rupert, S1c; A. Gregoropoulos, S1c.







FIRST ROW: H. Bernier, BM2c; L. Bierl, CM3c; E. Arand, CM3c; E. Wright, Ptr1c; E. Banks, S1c; A. Gentner, S1c. SECOND ROW: R. Walker, S1c; F. Peeters, CM3c; H. Weinand, CCM; T. Carlile, CEM; C. Daly, CCM; M. Loew, Ptr1c; C. Atwood, BM2c; S. Swieca, MM1c. THIRD ROW: G. Searles, EM3c; J. High, S1c; H. Jacobs, SF1c; R. Klein, S1c; M. Lepczyk, CM3c; H. Thompson, SF3c; M. Zlotnik, SF1c; O. Hoberman, SF3c. FOURTH ROW: J. Grimley, EM2c; G. Thilmont, S1c; A. Haglund, EM1c; A. Akin, MM2c; R. Hoagland, CM3c; C. Durfey, EM3c; J. Gordon, F1c; G. King, GM3c; E. Rives, CM3c.





FIRST ROW: J. Salkoskas, CM1c; A. Rodgers, EM3c; P. Deyo, MM2c; J. Blackstone, SF2c; R. Vertner, M1c; E. Hedin, SF3c; W. Neidecker, MM3c; N. Ponzio, MM3c. SECOND ROW: J. Noonan, SF2c; D. Pierce, MM2c; D. Dearen, MM2c; J. Powell, CMM; J. Youngblood, CBM; L. Meininger, MM2c; L. Chester, CM2c; T. Moore, CM3c; T. Colucci, MM3c. THIRD ROW: R. Klump, MM3c; R. Kelly, CM3c; C. Chubb, SF3c; J. Bryan, SF1c; F. Johnson, SF3c; L. Belew, MM2c; J. Bergeron, M1c; V. Strohman, S1c; J. Groth, MM2c. FOURTH ROW: A. Rothstein, Cox; L. Bland, MM3c; G. Herndon, CM2c; V. Buvid, MoMM3c; R. Armstrong, WT2c; C. Pearson, Cox; J. Drenth, MM3c; H. Demasters, MM1c; B. Wozniak, CM2c.



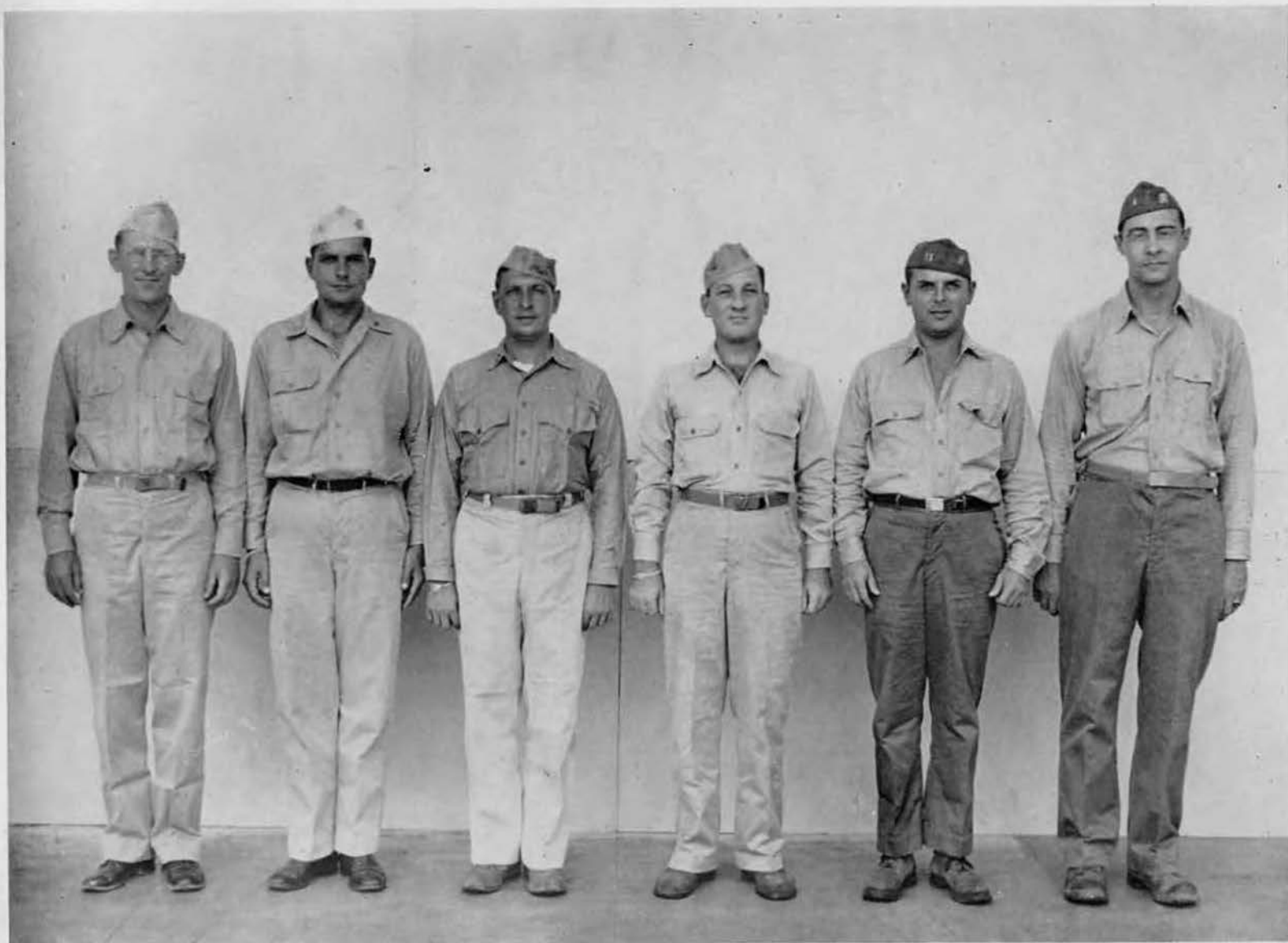


FIRST Row: G. Laundry, MM2c; J. Roche, MM2c; E. Hartman, MoMM3c; J. Hank, S1c; B. Hume, SF2c; M. Colbert, F1c. SECOND Row: M. Gehrig, MoMM3c; M. Hansen, MM2c; H. Negro, CM3c; W. Jablinsky, CSF; R. Peach, CGM; G. Herman, CM1c; S. Mangano, S1c; T. Hennen, CM3c. THIRD Row: V. Sims, CM2c; M. Moore, CM2c; J. Fulkerson, CM1c; J. Baxter, CM3c; H. Strandell, MM1c; V. Lesh, SF3c; E. Zepf, MM3c. FOURTH Row: H. Wogoman, MM1c; P. Finley, CM2c; J. Irwin, SF3c; C. Sawtelle, MoMM3c; R. Davis, S1c; E. Bain, BM1c; A. Barton, MM2c.





FIRST Row: R. Grant, S1c; S. Bodell, CM3c; E. Nixon, Cox; W. Harris, EM3c; J. Prowse, MoMM1c; W. Millick, SF1c. SECOND Row: J. Burke, BM1c; T. Boulet, Ptr1c; E. Dunn, Ptr2c; H. Cooke, CSF; E. Mitchell, SF3c; D. Rickard, CM3c; H. Esteve, SF2c. THIRD Row: L. Moore, SF1c; M. Helf, SF1c; I. Moore, MM3c; D. Henderson, CM2c; C. Eastman, MM2c; J. Thornton, WT2c; W. Sharp, F1c. FOURTH Row: W. Williamson, CM1c; T. Dowden, MM 'c; D. Turner, MM3c; B. McDonald, CM2c; G. Williams, SF1c; J. Meats, CM2c; M. Holland, CM2c.



Left to right: Morris A. Thurston, Lieutenant (jg), CEC, USNR, Hyde Park, Utah; Jack Heflin, Lieutenant, SC USNR, Box 473, Fonda, Iowa; John J. Eulberg, Lieutenant, ChC USNR, 2131 Rowley Avenue, Madison, Wisconsin; Maurice F. Harrigan, Lieutenant, DC USNR, 281 Audubon Boulevard, New Orleans, Louisiana; Jesse L. Hurlbut, Lieut. Comdr., MC USNR, 355 Broad Street, Salem, Virginia; Dominic M. Vairo, Ensign, SC USNR, 428 Sixth Street, Calumet, Michigan.





FIRST ROW: M. Mosier, CEM; S. Cox, GM1c; W. MacCallum, CMM; D. Catoggio, MM3c; J. Brooks, SF1c; C. Rainville, CCM; A. Middleton, MM1c; D. Menut, CEM. SECOND ROW: I. Martin, CMM; R. McKinney, WT1c; L. Bratager, CBM; D. Sheppard, EM3c; H. Snell, SF2c; R. Kaufman, Ptr1c; J. O'Sullivan, CCM. THIRD ROW: L. Boyes, CM1c; F. Curran, CM1c; G. Moll, CM1c; J. Byars, CM2c; T. Woods, CSF; J. Albritton, CM2c; R. Strang, SF1c.





THE LOG STAFF, left to right: H. Magnuson, J. Kornfeind, D. Johnson, F. Dubuisson, H. Reid, I. Givens, M. Moore, E. Wright, W. Huebscher.

# Epilogue

*The very last copy is written,  
And the galleys are read and reread;  
The cuts are at the engraver's,  
And all the instructions are said.  
At last the staff may stop working,  
They may pack up their thinking caps;  
And dream of the LOGBOOK'S coming,  
While taking their much-earned naps.*

—Apologies to RUDYARD KIPLING.

THIS IS YOUR BOOK! Although only outstanding events can be recorded, it is our hope that you will add your personal details and paint the complete picture of your service to your country as you experienced it. While the LOGBOOK was planned within the walls of the "Pipeline" office on Tinian Island, far from the publishing house in the States, it was the Staff's intention to build a comprehensive history of the Battalion's organization, structure, and function; to preserve, in printed form, a durable record of the personnel and their achievements on each and every assignment whenever, wherever, and however it came. In conclusion, we sincerely hope that in years to come this book may recall, at least in part, a memorable chapter in your life.

## MANAGING EDITOR

Marshall W. Moore, CM2c

## BUSINESS MANAGER

I. Hartzell Givens, Y1c

## FEATURE WRITER

Francis E. Dubuisson, CCM

## PHOTOGRAPHY

Walter Huebscher, PhoM2c  
Harry Magnuson, PhoM2c

## ART

Hugh C. Reid, S1c  
Edmund D. Wright, Ptr1c

## TYPOGRAPHY

Donald R. Johnson, Cox  
John F. Kornfeind, CM3c





Know Ye Mates, and From Where They Came



# MUSTER LIST

20 February 1944 to 1 July 1945

## ALABAMA

Name	Address	City
ALLEN, William H.	Route No. 1	Baileytown
BAIN, Edmund P.	Box 11	Pisgah
BLACKSTONE, John H.	214 49th St.	Fairfield
CHRISTY, Thomas O.	4 De Mony Ave.	Mobile
CRUMPTON, Densel B.	211 Owen Ave.	Bessemer
FOWLER, Hoyt L.	Route No. 1, Box 377	Bessemer
HARRIS, Wm. E.		Millport
HARTLEY, R.	309 N. Union St.	Montgomery
LAMBERTH, W. M.		Tallassee
MARTIN, E. V.	316 Bayview	Mulga
MORRISON, Clifton B.	Route 1, Box 5	Tuscaloosa
PRESTON, L. T.	813 78th Place	So. Birmingham
SMITH, Ferrin C.	412 E. Tombigbee St.	Florence
WEATHERBY, G. W.	So. River Drive	Centre
WEBB, Howard T.	4324 Jackson St.	Birmingham

## ARIZONA

Name	Address	City
CLICK, Max N.	Rt. 5, Box 537	Tucson
KELLY, Roy B.	411 Vista St.	Warren
SLACK, John C.	22 E. Lexington Ave.	Phoenix

## ARKANSAS

Name	Address	City
BRAGG, Braxton V.	Rt. 4	Fayetteville
BROWN, R. H.	Rt. 4, Box 514	Little Rock
CAUDLE, Charles E.		Winslow
COATNEY, V. V.		Rudy
EVANS, D. D.		Warren
MATTESON, M. D.	Matteson Plantation	Foreman
PAYNE, Charles C.		Arkansas City
WILSON, Paul	Rt. 3	Rosston

## CALIFORNIA

Name	Address	City
ANAGOSTOU, George N.	3360 Army St.	San Francisco
BAGLEY, Richard E.	869 N. Hoover St.	Los Angeles
BEALS, Robert L.	1235 47th Ave.	San Francisco
BECKER, Milton O.	5508 Sierra Vista Ave.	Hollywood
BENALTABE, Sam J.	1431 West 54th St.	Los Angeles
BENTZ, Herbert C.	330 36th Way	Sacramento
BETZ, Allen	4955 Coronado Ave.	Oakland
BOLL, L. J.	1919 W. 7th St.	Los Angeles
BROWN, John F.	2781 Orchard Pl.	South Gate
BUTLER, John T.		Lakeport
CASEY, Donald		Ventura
COLBERT, M. W.	Box 114	Durham
CRAMER, Cecil C.	2001 W. 73rd St.	Los Angeles
CUNNINGHAM, F.	830 Innes Ave.	San Francisco
DeMASTERS, H. B.	P. O. Box	Tipton
FULLWILER, V. W.	320 Elefa St.	Roseville
GORDON, Duncan	30 Elm St.	Alhambra
GORDON, John J.	420 N. St. Andrews Pl.	Los Angeles
GRINAGER, Don M.	915 North Rose	Los Angeles
HOLMES, Fred A.	309 Sierra Drive	Modesto
HUMPHREY, Wm. D.	702 "M" Street	Bakersfield
IMBREANI, W.	1236 Walnut St.	San Bernadino
KEENE, C. L.	42 W. Mariposa	Altadena
KIMBALL, B. F.	1424 1/2 W. 10th Place	Los Angeles
LANCASTER, Marlon M.	540 Waller	San Francisco
LANE, Wm. L.	Rt. 1, Box 1559	Oxnard

Name	Address	City
LEE, Cow Tong	Rt., Box 1	Suisun
LETELLIER, P. J.	6159 Piedmont	Los Angeles
LIPPINCOTT, V. L.	100 Montana St.	Santa Monica
LITSEY, Herman O.	2065 Piru St.	Compton
MAERTIN, A. R.	25 E. Pine St.	Altadena
McCABE, James E.	2221 Garvey Blvd.	El Centro
MCDONALD, R. A.	1509 "T" Street	Sacramento
MEDLIN, A.	P. O. Box 143	El Monte
MEHLBRANDT, Arthur E.	1115 1/2 W. 94th St.	Los Angeles
MELLOW, Donald E.	Box 916	Earlehart
MELOY, J. L.	1250 W. 87th St.	Los Angeles
MOORE, Lester		Oxnard
NIXON, E. T.	139 So. Avenue 61	Los Angeles
NOBLE, Marvin Lee	Box 701	Holtville
OGDEN, D. C.	3052 Glenhurst Ave.	Los Angeles
OLKOWSKI, E. M.	1525 Morton Terrace	Los Angeles
OMAN, Elroy V.	534 1/2 W. Wilshire	Fullerton
OSTLUND, Doane Niel	430 Roberts Lane	Bakersfield
PAGE, J. A.	378 So. Orange Grove Ave.	Pasadena
PIATT, Kenneth A.	7407 Earloom Ave.	Plaza Del Ray
PORTONI, James F.	315 Mississippi St.	San Francisco
PRITCHARD, Walter W.	456 So. Berkeley	San Bernadino
RAZZARI, John S.	1531 Silliman St.	San Francisco
SCOTT, C. D.	1134 N. Maryland	Glendale
SEGUR, Lawrence	328 Alpine St.	Pasadena
SINCLAIR, K. F.	1826 42nd Ave.	San Francisco
SLETTEVOLD, O. A.	P. O. Box 21	El Cerrito
SMITH, H. M.	3339 1st Ave.	Sacramento
STEPHENSON, J. E.	50 Arago St.	San Francisco
STOVER, M. J.	935 1/2 N. Ardmore	Hollywood
SURBER, Chester	P. O. Box 82, Ave. B	Yucaipa
TURK, Marcus W.	Box 73	Victorville
TWEDT, M. E.	Box 338, Rt. 3	San Diego
WAGEMAN, H. E.	7411 Santa Fe Way	Huntington Park
WAGNER, D. L.	1174 Norval Way	San Jose
WEBB, Chester W.	658 1/2 So. Crescent Heights Blvd.	Los Angeles
WHITESIDE, I. J.	Box 663	Vista
WINANS, W. W.	1358 So. Burnside Ave.	Los Angeles
YIAMKIS, Pete G.	3436 14th Ave.	Sacramento

## COLORADO

Name	Address	City
CARLILE, T. A.	254 Belford Ave.	Grand Junction
FERGUSON, Clarence	Box 203	Gunnison
GOODRICH, Edward V.	4571 Alcott	Denver
HARMON, George B.		Olathe
HAWORTH, Robert G.		Berthoud
HAYDEN, Arnold	214 South 15th St.	Colorado Springs

## CONNECTICUT

Name	Address	City
ABONDOLO, Joseph R.	48 Dixie Ave.	Waterbury
BAILEY, G. K.	29 Dennison	Hartford
BERTANZA, Toby R.	157 Ash St.	Bridgeport
BROWN, Thomas R.	1771 Dixwell Ave.	Hamden
DE LUCA, David	923 Madsen Ave.	Bridgeport
DRONG, Chester J.	54 Greer Ave.	Norwich
GECI, Andrew J.	32 Beaumont St.	East Hartford
HARTNETT, John F.	440 Mill Hill	Bridgeport
HAYES, John S.	533 Hollister Ave.	Bridgeport
INZITARI, Michael	12 Cardinal Pl.	Stamford
LAZORIC, Alexander F.	548 N. Ridgefield Ave.	Bridgeport
O'DONNELL, Albert G.	6 Orchard St.	Cos Cob



Name	Address	City
PITKIN, R. W.	56 Pitkin St.	Manchester
STRIMAITIS, George J.	27 Homestead St.	Manchester
TARTAGLIA, Anthony P.	204 Fairfield Ave.	Stamford
WARREN, Donald	510 Lyness	Manchester
WUJCIK, Anthony	126 State St.	Stamford
YAKAITIS, A. P.	929 Tolland Turnpike	Manchester
YANKOV, E.	169 N. Whitney St.	Hartford

## DELAWARE

Name	Address	City
DALY, C. L.	Rt. 1	Wyoming

## DISTRICT OF COLUMBIA

Name	Address	City
DIGGS, Thomas I.	1122 7th St. N. E.	Washington
HOROWITZ, Stanley H.	5919 14th St. N. W.	Washington
KING, George E.	4219 Canal Rd. N. W.	Washington
SEIGEL, Herman	4815 Kansas Ave. N. W.	Washington
SORIVI, Hugo J.	2124 P Street N. W.	Washington

## FLORIDA

Name	Address	City
BUNTEEN, F. S.	Box 43	Baca Raton
BRYAN, James E.	1950 See St.	Hollywood
CARR, E. D.	1118 N. W. 27th St.	Miami
FISHER, Frank	234 N. E. 47th St.	Miami
HAMILTON, P. O.		Palatka
IRBY, J. B.		Anthony
KEENARD, W. L.	1736 Mendor St.	Gainesville
REEVES, D. C.	114 11 North 16th St.	Pensacola
WRIGHT, E. D.	776 N. W. 3rd St.	Miami
WOODHAM, Ralph C.	221 Avenue B, N. E.	Winterhaven

## GEORGIA

Name	Address	City
BLANKENSHIP, Edwin C.	502 Harold Ave. N. E.	Atlanta
CHESTER, Luther M.	110 Marcus St.	Wrightsville
HARRELL, Wm. D.	1300 19th St.	Columbus
HOWARD, T. E.	253 15th St.	Luthersville
MILES, Leonard R.		Atlanta
PYLANT, C. S.	386 Parkway Drive	Atlanta
SHATTLES, Wm. P.	Route 1	Austell
TAYLOR, Albert G.	407 Lafayette St.	Quitman

## IDAHO

Name	Address	City
BREWER, Lloyd C.	Box 98	Castleford
ELLIS, Leo		Lewiston

## ILLINOIS

Name	Address	City
BANKS, E. P.	1233 So. Fairfield Ave.	Chicago
BARRETT, Yohman W.	700 East Third St.	Metropolis
BERGMAN, W. E.	606 1/2 Walnut	Cairo
BOUDREAU, Vernon J.	141 So. 5th Ave.	Kankakee
BRADLEY, John G.	217 S. Park St.	Westmont
BURKE, James E.	3150 Logan Blvd.	Chicago
BUTT, Orville D.	1769 No. Water St.	Decatur
CESARANO, A.	1038 West Altgeld St.	Chicago
CHANDLER, C. R.		Athens
CRUSE, Andrews J.	411 Mason St.	Mason City
DUNCAN, A. L.	Rt. 2	Dallas City
DYZEL, Frank	2423 W. 21st Place	Chicago
GIVENS, Hartzell	5417 Woodlawn	Chicago
GOODLA, Raymond J.	5916 So. Eggleston Ave.	Chicago
GOFF, Bill	1709 So. 12th St.	Chicago
GRAY, Glennard	1328 No. 9th St	Lawrenceville
GRAVELY, T. H.	5430 W. Chicago Ave.	Quincy
HARRIS, Louis R.	1311 Fargo Ave.	Chicago
HARTNETT, Francis L.	5710 So. May St.	Chicago
HAWK, J. T.	4209 Berkely	Chicago
HENRICH, Wm.	1006 Belden Ave.	Chicago
HESS, Elmer R.	108 East 155th St.	Harvey

Name	Address	City
HILDRETH, James W.	502 E. Liberty Dr.	Wheaton
HOFFMAN, Wm. M.	4225 N. Ozamann Ave.	Chicago
HOLSINGER, G. G.	5442 Thomas St.	Chicago
HUDSON, Charles D.	R. R.	LaSalle
HUEBSCHER, Walter V.	6526 Olympia Ave.	Chicago
JANNINCK, Henry J.	4600 N. Kedvale Ave.	Chicago
JOSEPH, Norman K.	3439 W. Walnut St.	Chicago
KAELIN, P. E.	808 Madson St.	Gillespie
KAINRATH, Victor	5620 N. Karlov Ave.	Chicago
KILGORE, Ben N.		Morrisonville
KORNFEIND, John F.	5715 N. Kimball Ave.	Chicago
KRANKOSKIE, Edward G.	2324 Highland Ave	Berwyn
LEGATZKE, F. H.	3613 So. Scoville Ave.	Berwyn
MAGEE, John T.	1232 Carmen Ave.	Chicago
MAYE, Lawrence P.	633 16th St.	Rockford
MEDINA, John B.	411 So. Church St.	Rockford
MEYER, Robert D.		Chenoa
MEYER, Nicholas F.	Rt., Farmington Rd.	Peoria
MILLICK, William D.	5514 Forest Blvd.	East St. Louis
NEAL, R. G.	415 E. Simmons	Roodhouse
NICHOLSON, Russell E.	600 N. LeClaire Ave.	Chicago
NORDSTROM, Laurence M.	1617 Madison St.	Lockport
OSGOOD, Robert J.	5830 N. Rogers Ave.	Chicago
PARIZA, Joe E.	7114 So. Lowe	Chicago
PEARSON, Charles L.	3816 N. Greenview Ave.	Chicago
PIERSON, Jack D.	408 North B St.	Monmouth
PUHLFORD, Ray D.	1318 Lawndale	Chicago
RAINS, Clyde B.	1724 College	East St. Louis
RODGERS, A. M.	Box 406	Genoa
RUNKEL, Alfred	413 Chester St.	Peoria
SALTZ, William J.	806 Kane St.	Aurora
SCOTT, G. M.	908 So. Clayton St.	Bloomington
SEARLES, G. R.	516 Marsh St.	Alton
SHEW, C. R.	409 N. Ash St.	Aledo
SIEGEL, George A.	1218 Washington	Lockport
SMITH, Valley C.	4543 Prairie Ave., Apt. 2	Chicago
SPREHE, W. F.		Buckley
STRANDELL, Harold J.	627 Pierce St.	Aurora
SWIECA, Stan	3905 No. Oriole	Chicago
SZOZDA, Raymond	455 North Indiana Ave.	Kankakee
THILMONT, Gordon L.	2215 No. 76th Ave.	Elmwood Park
THOMPSON, J. H.	628 Missouri Ave.	East St. Louis
TIPOLT, Paul J.	4165 Archer Ave.	Chicago
TOMICH, P. J.	Box 365	Northfield
TOMICH, Albert J.	7722 N. Marshfield	Chicago
USHER, Donald	6513 Havard Ave.	Chicago
VALESTIN, Rudolph C.	2451 S. Sawyer Ave.	Chicago
WALTON, Robert	622 Blaine	Peoria
WARREN, Lowell E.		Hardin
WEHUNT, H. M.	7006 Archer Ave.	Chicago
WIECLAWEK, Joseph A.	4840 So. Hermitage Ave.	Chicago
WILKIEL, Lloyd T.	1228 So. 49th Ave.	Cicero
WILLIAMS, Gordon W.	642 Mortimer St.	Barry

## INDIANA

Name	Address	City
ADAMS, F. A.	413 West 10th St.	Mishawaka
COFFMAN, Robert W.	1815 Noble St.	Anderson
CORRELL, Forest Lee	1118 North 10th St.	Terre Haute
DOANE, Elmer A.		Carmel
ELMENDORF, Clifford W.	Rt. 4, Meeker Park Dr.	Evansville
FOLEY, Lewis A.	509 Harriet St.	Evansville
GEHRES, Richard	610 Shelby St.	Shelbyville
GEHRIG, Morris C.	Rt. 1	Grabill
GROPP, Carl E.	Rt. 1, Box 113	LaPorte
HAY, Thomas W.	211 Grove St.	LaPorte
IRWIN, Stanley R.	520 Van Buren St.	Gary
KLUMP, Robert K.	1022 N. Perkins	Rushville
MILLER, Forrest A.	400 E. Michigan	LaGrange
NICHOLS, R. C.	Rt. 2	Bloomington
PENLAND, Jack	609 North 7th St.	Goshen
PETERSON, Russell E.	Rt. 1, Box 71	Crovertown
PHILLIPS, Wendell W.	461 W. Harrison St.	Martinsville
REED, Dole E.	Rt. 2, Box 155	South Bend
ROUHIER, Charles C.	922 E. Dayton St.	South Bend
RUFF, Joseph W.	606 N. Union St.	Union City
SCHENK, C. T.	2616 W. Illinois	Evansville



Name	Address	City
SCHNEIDER, Louis E.	740 12th St.	Tell City
SHEELY, Eugene F.	1028 Hanley St.	Gary
STILES, Clyde E.	514 S. Council St.	Muncie
UNRUH, Joseph M.	219 Indiana Avenue	Jeffersonville
VAUGHAN, J. J.	Hotel Denny	Madison
WELSH, Fred G.		Richmond
WOGOMAN, H. R.	1206 E. Monroe St.	Goshen

## IOWA

Name	Address	City
BARR, Glenn E.		Carlisle
BRIDGES, Robert L.		Blakesburg
BROCKWAY, E. H.	Rt. 3	Burlington
CHUBB, Clarence R.	410 Peasley St.	Burlington
COURTNEY, Alfred L.	1001 W. Spaulding St.	Fairfield
DIETZ, George	Rt. 2	Dubuque
HELLENTALL, Harold	521 3rd Ave. S. W.	Cedar Rapids
HENDERSON, Donald A.	Rt. 3	West Branch
HOFSTAD, Don E.	408 Pearl St.	Emmetsburg
JABLINSKY, William A.	1223 Daemland	Burlington
JOHNSON, Virgil	1308 5th Ave. S.	Denison
MELLON, J. L.	2116 Kmiert	Dubuque
RHOER, Carl	632 Maple Ave.	Webster City
SHAY, Thomas W.	1610 Division	Burlington
SPENCER, H. L.	2718 George St.	Sioux City
THYE, Richard C.	2061 Sunnyside Ave.	Burlington
TISH, Calvin J.	Box 538	Montezuma
VOTELER, Ervin J.		Fenton
WELCH, David S.	306 West James St.	Maquoketa

## KANSAS

Name	Address	City
ALLEN, B.	1638 Commercial	Atchison
BARLOW, J. P.		Coldwater
BARNHILL, B. J.	1313 Hackney St.	Winfield
BRYANT, Allen, Jr.	East 10th St.	Horton
BULL, George W.		Douglass
HILLIN, M. R.	3920 Ross Parkway	Wichita
HUBBARD, Cecil A.	Box 226	Wellsville
KEARNES, J. P.	Rt. 3	Pittsburg
KEELEY, James L.	R. R.	Pawnee Rock
LAMOND, Duane F.	Rt. 3	Osage City
MAYFIELD, A. E.	409 W. Campbell	Iola
MERCER, Lloyd A.	1137 Munnell	Wichita
RAINS, C. A.	1638 S. Broadway	Wichita
ROWE, Francis E.	3237 Park Place	Wichita

## KENTUCKY

Name	Address	City
ALFORD, F. S.	Rt. 7	Lexington
ARAND, E. L.	254 Beech	Southgate
BRANDENBURG, Arthur	180 Walnut St.	Lexington
DAVIS, James	286 Main St.	Irvine
EVANS, H. R.	Box 446	Lynch
FIELDS, Charles W.	124 Indiana Ave.	Lexington
GLOVER, R. C.	2244 Winchester Ave.	Ashland
HIGGINS, G. F.	2814 S. 5th St.	Louisville
HOWARD, Chester		Wallins
JOHNSON, Anthony C.	1357 S. 4th St.	Louisville
KEMP, H. K.	West Main St.	Lebanon
MCDONALD, B. K.	1524 Cherokee Rd.	Louisville
POWERS, Marvin Earl		Brooks
PROWSE, Jewell E.		Nortonville
REIBEL, Joseph C.	410 Shelby Parkway	Louisville
RICKARD, D. E.	Rt. 1	Hanson
RUSSELL, W. F.	2330 Dundee Rd.	Louisville
TABOR, Ben	100 McPherson Ave.	Hopkinsville
WILCHER, James	West Main	Lebanon

## LOUISIANA

Name	Address	City
BECH, Douglas A.	1810 Paul Morphy	New Orleans
BERGERON, James F.	2025 Port St.	New Orleans
BERGERON, Roy J.	705 Canal St.	Houma

Name	Address	City
BURTON, G. A.	746 Merrick St.	Shreveport
CHAUMONT, D.		Oberlin
COOKE, Herbert	514 S. Riverfront	West Monroe
DOWDEN, Travis C.	318 W. 68th St.	Shreveport
EPPELSON, Robert A.	1621 Fern St.	New Orleans
GRISWOLD, S. B.	5402 E. Kingshighway	Shreveport
HEBERT, Horace J.	724 Center Ave.	Houma
HUNT, H. A.	729 Avenue "D"	Bogalusa
LAMBERTH, Charles P.	602 North St.	Leesville
LANDRY, Louis J., Jr.	116 Mable St.	Bunkie
LeBLANC, A. P.	2830 Magazine St.	New Orleans
NOONAN, John M.	3016 Baudin St.	New Orleans
OLIPHANT, Otis R.		Harrisonburg
SAUSE, Paul A.	1313 Mondeville St.	New Orleans
TRAUTH, Earl W.	2543 Banks St.	New Orleans
TURNER, Charles A.	Rt. 3	Robeline
VAUGHN, Thomas C.	Box 1183	Cotton Valley
WHITE, C. A., Jr.	c/o Mrs. Joe Petty	Ida
WILLIAM, Robert	1029 Elmira Ave.	New Orleans

## MAINE

Name	Address	City
BOYNTON, Robert H.		Skohegan
FOGERTY, T. A.	4 Alder St.	Skohegan
GREY, Royce R.		Brooklin
GROSS, George W.		Stonington
HINDS, Donald J.	44 Carter St.	S. Portland

## MARYLAND

Name	Address	City
BUSH, M. P.	1006 N. Payson	Baltimore
HEFLIN, Nelson E.	406 S. Patterson Park Ave.	Baltimore
HOLEHAN, Howard F.	209 N. Washington St.	Baltimore
HOOVER, W. H., Jr.	1412 N. Luzerne Ave.	Baltimore
MOORE, Marshall W.	Rt. 3	Cambridge
ORR, George M.	Hambrook Blvd.	Cambridge
PARRISH, Edward A.	3658 Falls Road	Baltimore
ROMANS, Eugene M.	1316 E. Lafayette Ave.	Baltimore
WELLER, Rinard L.	Ammendale Rd.	Beltsville

## MASSACHUSETTS

Name	Address	City
AKIN, A. P.	Pearl St., Box 286	Mattapoisett
ALVES, John M.	44 Myrtle St.	Malden
ATWOOD, Chester W.	Main St.	Hanson
BERNIER, Henry A.	28 Arthur Ave.	Dracut Center
BRENNAN, Francis J.	26 Highland Ave.	North Chelmsford
BOLDUC, Joseph P.	92 Columbus St.	Fitchburg
BOUTIN, Arthur J.	3 Lafayette St.	Chicopee Falls
BOYLE, John F.	114 Mt. Pleasant Ave.	Roxbury
BURNS, Harlan	22 Sunset Ave.	Chelmsford
CALLAHAN, Thomas E.	27 Atkinson St.	Lawrence
CAMPAGNA, Nicholas A.	272 Ames St.	Dedham
CARPENTIER, Leo R.	74 Harrison St.	Fall River
CHUTORANSKY, Peter	Main St.	Maynard
CLATTENBURG, George A.	37 Vincent Rd.	Roslindale
CREEDEN, E. T.	5 County St., A-113	Attleboro
CROCKER, Richard	Chestnut St.	South Duxbury
CZEKANSKI, E. A.	367 Palmer St.	Fall River
DENNIS, T. J.	462 County St.	Fall River
DIONNE, R. J., Jr.		Fall River
DESHAIS, Joseph B.	45 Farnsworth St.	Springfield
DUREES, Herbert L.	563 King Philip St.	Fall River
EASTMAN, Charles E.	Gifford St.	Falmouth
EDMUNDS, Edward W.	118 Kendall St.	Farmingham
EPSTEIN, Cyrus	10 Melvin Ave.	Boston
FARIAS, Manuel C.	173 Raymond St.	Fall River
FINLEY, Phillip Roy, Sr.	Circuit St.	West Hanover
FRASER, R. B.	41 Dixon Ave.	Dedham
FRASER, John B.	26 Wenham St.	Boston
GAGNON, Ernest A.	345 Oak Grove Ave.	Fall River
GIDIA, Stephen J.	143 S. Union St.	Lawrence
GOLINI, T.	17 Sumner St.	Wakefield
GOSS, Fred	19 Dunster Rd.	Boston
GOULART, William P., Jr.	45 Hartz St.	Gloucester



Name	Address	City
GRANT, Robert L.	11 Union Pl.	East Lynn
GRIMLEY, John R., Jr.	9 Fowle St.	Boston
HALL, R.	504 High St.	Lowell
HAMILTON, Joseph D.	402 Savi Hill Ave.	Boston
HARRIS, John E.	Pine St.	Yarmouth
HARRISON, Horace F.	35 Salem St.	Lawrence
HAYES, George T.	Greene St.	North Andover
HOLLANDER, W. E.	734 Bennington	East Boston
HUME, Bernard A.	30 School St.	Merrimac
JENDRYSIK, C. F.	67 Chicopee St.	Chicopee
JOHNSON, W. B.	7 Cedar St.	Clinton
KEHOE, E. F.	620 Lynn Fells Parkway	Melrose
KILCOYNE, Thomas E.	10 Cross St.	Clinton
KING, John J.	22 Beacon St.	Clinton
KUZA, John F.	129 Belcher St.	Chicopee Falls
LaFLEUR, Lionel G.	30 Stearns Terrace	Chicopee
LAUNDRY, G.	25 Washington Ave.	Winthrop
LAVOIE, E. R.	431 Water St.	Fitchburg
LEBLANC, Emile J.	261 East Maine St.	Chicopee Falls
LEMANSKI, Charles W.	6 Park St.	Chicopee
LIBERTY, Herman B.	73 Fremont Ave.	Chelsea
LOCKE, Elmont N.		Rochester
MacINNIS, George S.	82 "B" Street	Lowell
MacKAY, Neil E.	554 Belmont St.	Watertown
MAIORANA, Thomas	251 Beech St.	Roslindale
MANGANO, Santo	205 Massachusetts Ave.	North Andover
MANGIO, John	22 Pompeii St.	Boston
McGINLEY, T. J.	20 Addams St.	Boston
MOULTON, Robert W.	87 Seaver St.	Wellesley Hills
NIEDERHAUSER, H. R.	15 Lyall St.	West Roxbury
O'BRIEN, William J.	111 Maple St.	West Roxbury
O'CONNOR, Thomas F., Jr.	86 Ellery St.	Cambridge
PIMENTAL, Jesse	47 East Walnut	Taunton
POWERS, Leroy J.	38 Park St.	Florence
PRINDIVILLE, John	2 Oliver St.	Worcester
REID, John J.	8 Elm Hill Park	Roxbury
ROURKE, P. F.	3 Royce Pl.	Somerville
SIMMONS, Ralph F.		N. Dighton
SKIBA, Edward F.	43 Van Horn St.	Chicopee
STROHMAN, Vinson	183 Highborn St.	Revere
SULLIVAN, T. H.	22 Boyer St.	Springfield
VALLER, J.	106 East St.	Chicopee Falls
WALKER, Robert J.	92 East Newton St.	Boston
WITKOP, A. H.	255 Fountain St.	Springfield

## MICHIGAN

ALLEN, Harold L.	928 E. Warren Ave.
ALLERDING, Carl G.	Box 151
ARTHUR, James W.	
BIERL, Leonard F.	19393 Wallace Ave.
BIRDSELL, John L.	2088 Irish Rd.
BRON, Harold C.	401 N. 15th St.
BURKETT, Donald D.	
CASSISE, Charles J.	14027 Rochelle
CATLIN, Bruce	1802 Martin Ave.
DOANE, E. O.	42 Alene
DOBLEN, Gerald	203 W. Sheridan
FELTY, Chester C.	19339 Havanna
HAGLUND, Alf A.	Box 112
HARTLEY, E. J.	2297 Goodson
HEFNER, Edwin C.	1191 Bamford
HIGH, John Joseph	Gen. Del.
HILL, A. V.	906 N. Penn Ave.
HODGSON, F. J.	28630 Normandy
JABURY, A. J.	40 Lexington S. W.
JOHNSON, Frank L.	35265 Ash St.
KEITH, George	2418 Cutler Ave.
LaBELLE, N. H.	613 S. Carolina
LANGRILL, W. H.	3071 Drexel Ave.
LeDUC, Orville J.	22421 David St.
LINDSEY, John	113 Pasadena
MOSS, H. C.	439 Henry St., Apt. 305
MUMPER, C., Jr.	3281 Coolidge
MUSALL, Richard	198 Savannah
OMANS, C. Ward	443 Hibbard

Detroit
Woodland
Buchanan
Mt. Clemens
Davison
Niles
Hulbert
Detroit
Port Huron
Battle Creek
Fremont
Detroit
Algonac
Hamtramck
Keego Harbor
Charlevoix
Lansing
Roseville
Grand Rapids
Wayne
Muskegon
Saginaw
Detroit
East Detroit
Detroit
Detroit
Berkley
Detroit
Detroit

Name	Address	City
PAGLIONE, Victor J.	328 S. 13th St.	Saginaw
REID, Hugh C.	E. I. DuPont de Nemours	Wyandotte
SANDUSKY, Edward	862 Spence St.	Pontiac
SHERMAN, D. R.		Howard City
SIMS, Vincent		Muskegon
SNYDER, Philip E.	605 S. Cochran Ave.	Charlotte
SPENCE, John F.		Raber
WELBY, Richard J.	406 Eason Ave.	Detroit
WENDT, E. G.	Rt. 4	Saginaw
WHALEY, Roy		Saginaw
WILLIAMS, Dale M.	20200 Santa Rosa	Detroit

## MINNESOTA

ANDERSON, Arnold R.	4130 Dupont Ave.	Minneapolis
BERNSTEIN, Harold A.	309 East 3rd St.	Duluth
BLACKWELL, W. M.	H-711 Brydei Ave.	Minneapolis
BLUHM, Aaron S.	345 Aldine	St. Paul
BUECHNER, John L.	1630 St. Anthony Ave.	St. Paul
CARON, E. V.	3356 Regent	Minneapolis
CHRISTENSEN, Howard N.	1126 Albemarle St.	St. Paul
CHRISTIANSON, D. N.	894 Euclid Ave.	St. Paul
CONNOLLY, E. P.	3920 Nokomis Ave.	Minneapolis
EARLS, Clifford A.	1804 West 4th St	Duluth
FLOM, A. E.		Houston
FULMER, L. J.	Rt. 3	Ossea
GRETSSFELD, Walter	332 E. Annapolis	St. Paul
HANEY, Robert F.		Pipestone
HAYES, Robert P.	Rt. 3	Albert Lea
HEDIN, Eugene L.		Two Harbors
HOLMBERG, Robert F.	4410 Robinson St.	Duluth
JOHNSON, Lew A.	1560 Huron St.	St. Paul
JOHNSON, R. H.	1088 Jessie St.	St. Paul
JOHNSTONE, Lloyd S.		Staples
KUEHN, Richard	106 14th Ave.	No. St. Paul
LANSKA, Orville E.	Rt. 5, Box 4	Thief River Falls
MADER, C. P.	1215 E. 11th St.	Duluth
MESTER, Joseph	584 Fuller	St. Paul
NELSON, Donald L.	614 Lake Ave.	Duluth
NOLL, Florian		St. Martin
SCHIED, W. H.	937 Ottawa Ave.	St. Paul
SCHICHEL, Albert T.	133 So. Wabasha St.	St. Paul
SCHMOKER, I. R.	514 So. Oak St.	Owatonna
SCHNEEWEIS, Richard E.	14 14th Ave.	No. St. Paul
SCHULTE, Alcuin M.	Rt. 1, Box 78	Melrose
TOUSIGNANT, T. R.	691 Conway	St. Paul
WALLENTINY, Norbert	307 3rd Ave. S. E.	Minneapolis
WEINAND, R. E.	3340 34th Ave. So.	Minneapolis
WIITA, W. R.	407 Mesaba Ave.	Duluth
WOHLSTROM, W. O.	1428 1/2 E. 3rd St.	Duluth

## MISSISSIPPI

BREELAND, Clyde W.	Rt. 1	Tylertown
BRELAND, Julian B.	Rt. A, Box 150	Perkinston
COLEMAN, Lawrence	640 North First St.	Brookhaven
DUBUISSON, Francis E.		Long Beach
ISHEE, Wm. B.	Rt. 2	Laurel
JONES, Hilyer D.	Rt. 1	New Hebron
MOLLERE, Joseph H.	Box 351	Bay St. Louis
THOMPSON, A. B.	130 Echo Park Drive	Meridan

## MISSOURI

BANKS, H. K.	2234 Wismer Rd.	St. Louis
BLUMENTHAL, Charles A.	1011-A Tillie Ave.	St. Louis
BUCKLEY, Elmer R.	1433-A Destrehan St.	St. Louis
BURTON, Willard J.	79th St., Dundee Rd., Rt. 2	Hickman Mills
CONNER, R. L.	8510 So. Broadway	St. Louis
FULKERSON, Joseph B.	319 Sexton Rd.	Columbia
GREGORY, L. A.	4042 Palm St.	St. Louis
HAUN, Paul M.		New Cambria
HOOVER, Harold	7549 Jenwood	Forest City
HUGHART, Thomas W.	3003 Capehart Dr.	Jennings
LAGANA, Charles J.		St. Louis



Name	Address	City
LANHAM, E. W.	726 Jefferson	Festus
LEE, Talbot		Wardell
LEESON, C. K.	635 W. 1st St.	Maryville
McCANN, Oscar K.	Rt. 1, Box 42	Richland
MILLER, Charles	4529 Durant	St. Louis
MOORE, Ira C.	414 Locust St.	Kansas City
NUELLE, Kenneth	2300 McLaren Ave.	St. Louis
OEBELS, Harry W.	4233 West Pine Blvd.	St. Louis
PEACH, Raymond	400 Grant St.	Orongo
PIESCHEL, W. L.	Circle St.	Herculaneum
POWELL, J. W.	805 Vermont St.	Hannibal
REISENLEITER, P. J.	3719 Rossiter Lane	St. Louis
TAYLOR, Charles E.	3212 College St.	Kansas City
WHITEMAN, Jerry A.		Denton
WILLIAMS, Charles W.	610 N. Wabash	Kansas City

## MONTANA

ALLEN, W. G.	510 Granite St.	Butte
CRNICH, Emil	2001 Walnut St.	Butte
NEVIN, Evan J.	1322 Madison	Butte
SCHWARTZ, Harold C.	842 W. Granite	Butte
SHILT, Kenneth	Rt. 2	Billings
TURNER, Doyle L.		Frazier
WILLCOCKS, W. J.	964 N. Main St.	Butte

## NEBRASKA

BAILEY, William H.	1848 "C" St., No. 204	Lincoln
BODE, R. G.		Lymen
HANSEN, M. J.	2633 Bristol St.	Omaha
HARE, Emerson D.	330 Lincoln	Seward
JACOBS, Howard A.		Yutan
JACOBSEN, J. R.	3915 Gordon St.	Omaha
JONES, C. R.	1525 7th Ave.	Scotts Bluff
MEININGER, Lee		Hastings
NICHOLS, Ray	2243 Howard St.	Omaha
SCHWEIKERT, Leland		Hordville
SMITH, D. L.	Box 72	Gering
SMITH, R. O.	4516 Larimore Ave.	Omaha
SOLEM, C. C.	720 East 5th St.	North Platte
STRONG, Charles E.		Clarkson
TRAYNHAM, John L.	3011 Miami St.	Omaha
WERNER, L.	1401 Ellison Ave.	Omaha
ZEIGER, Clarence W.		Wallace

## NEW HAMPSHIRE

BOULET, Theodore J.	371 Main St.	Lisbon
BROWN, Glenn I.		Meredith
CROSBY, Earl L.		Wolfeboro
DAVIS, Russell A.	675 Union Ave.	Lakeport
KILROY, James J.	22 McKinley	Keene
MAREAU, Jerome A.	Bay Lodge	Portsmouth

## NEW JERSEY

ANDREWSHETSKO, M.	184 Chauncey St.	Perth Amboy
BENNETT, Richard W.	79 Riverdale Ave.	Neptune City
BICKART, C. J.	530 45th St.	Union City
BORNHEIMER, H. R.	33 Neilson St.	New Brunswick
BUVID, Victor C.	1157 W. Clinton Ave.	Irvington
CAMPBELL, Joseph J.	227 Elm Ave.	Maple Shade
CANN, Edward J.	221 Van Horne St.	Jersey City
CANTALUPO, M. F.	247 Oliver St.	Newark
CAPUTO, Genaro F.	527 22nd St.	Union City
CLARKE, Earl Edward	73 Beeckman Rd.	Summit
CLIFFORD, George E.	565 59th St.	West New York
COMRADE, Thomas	1135 50th St.	North Bergen
COX, Harold R.	150 Melrose Ave.	Irvington
D'AUTORIO, Vincent J.	363 Conant St.	Hillside
DAVIDENKO, Nicholas	410 Grove St.	Jersey City
DERI, Salvador	524 54th St.	West New York
DRENTH, John	87 Hackensack Ave.	Ridgefield Park

Name	Address	City
ESTEVE, Helios J.	611 Gregory Ave.	Weehawken
FLORIO, S. C.	422 56th St.	West New York
GERRY, J. E.	284 Union Ave.	Irvington
GORDON, James B.	331 Pavonia Ave.	Jersey City
GREMMO, A.	907 Central Ave.	Union City
GRILLO, Ernest Charles	356 Seaton Ave.	Roselle Park
HARTZELL, Arthur	751 Lawrence Rd.	Trenton
HESS, Frank	Rt. 1	Sewell
HOAGLAND, Robert F.	9 Loring Ave.	Trenton
HOBERMAN, Oscar	9010 2nd Ave.	North Bergen
HUNT, James M.	63 Chestnut St.	Weehawken
IEZZA, N. A.	514 26th St.	Union City
KEATING, Wm. J.	154 10th St.	Hoboken
KEKLOCK, Gene	224 Garden St.	Hoboken
KNIPPING, F. J.	24 E. Columbia Ave.	Palisade Park
KRISTOVICH, N. J.	6308 Madison St.	West New York
KOSUTH, Frank	92 3rd St	Passaic
KRENTZ, Robert A.	25 Fleetwood Pl.	Irvington
KULLMAN, Francis X., Jr.	644 Anderson Ave.	Clifford Park
LANG, Walter H.	315 Ninth St.	Union City
MARSHALL, F. J.	3804 Palisade Ave.	Union City
MASCO, Vincent J.	176-A Parker St.	Newark
MASTRIANO, V. J.	292 8th Ave.	Newark
MILLER, Raymond	285 3rd St.	Trenton
MOORE, Thomas C.	150 49th St.	Union City
MULHOLLAND, John W.	440 Lawton Ave.	Cliffside Park
NEGRO, Henry Richard	2201 Summit Ave.	Union City
NORTON, M. A.	31 N. Fellowship	Maple Shade
NOWAK, Albert J.	230 67th St.	
OBERTS, C.	320 Vermont Ave.	Irvington
PEETERS, Frank J.	107 South St.	Jersey City
PENN, Robert B.	525 Bath Ave.	Long Branch
PERNA, Michael	13 Garside St.	Newark
PIERONI, Peter F.	2602 Summit Ave.	Union City
PISERCHIA, Joe	329 Cutor Ave.	Jersey City
PRUZANSKY, Sid	72 Jefferson St.	Passaic
POWERS, Sanford L.	42 Moonahie Rd.	Moonachie
ROLL, Robert A.	161 Sayre St.	Elizabeth
ROSE, Frank	519 Hoboken Rd.	Carlstadt
ROTHSTEIN, Arnold	1299 Paterson Plank Rd.	Secaucus
RYAN, J. J.	116-A Booraem Ave.	Jersey City
SAPPAH, George	Storms Ave.	Park Ridge
SCHAEFER, Harry G.	26 49th Ave.	Weehawken
SHERIDAN, Farvell E.	46 E. Gouverneur Ave.	Rutherford
SMITH, R. K.	28 S. Center St.	So. Orange
SMITH, Russell	244 Watchung Ave.	W. Orange
SPUNGIN, Melvin	6045 Boulevard East	West New York
THOMPSON, H. V., Jr.	883 Boulevard East	Weehawken
TRENGROVE, Richard	450 High St.	Burlington
UNLAND, Harry L.	416 Lippincott Ave.	Riverton
VALENTINO, Fred J.	423 60th St.	West New York
VAN ALSTYNE, Donald C.		Beverly Hills
VISCONTI, Franklin C.	6004 Buchanan Place	West New York
WADE, John, Jr.	313 Washington St.	Perth Amboy
WALTERS, Robert	Box 151	New Brunswick
WARD, Charles W.	101 Orient Way	Rutherford
ZAPPIA, Dominic	544 No. 9th St.	Newark
ZLOTNIK, Martin F.	1404 Palisade Place	Hudson Heights

## NEW YORK

ALLEN, John, Jr.	305 1/2 Kellogg St.	Syracuse
ANDERSON, George E.	550 Rosedale Ave.	New York City
ANTONUCCI, Michael J.	711 54th St.	Brooklyn
BAILEY, A. J.	1846 Albany St.	Schenectady
BEAUREGARD, J. M.	915 McClyman	Schenectady
BERRYMAN, D. D.	1057 Grant St.	Buffalo
BIONDO, Joseph	31-25 80th St.	Jackson Heights, N. Y. C.
BLAGBROUGH, John W.	East Lake Rd.	Skaneateles
BRADLEY, W. T.	500 West 165th St.	New York City
BRASEN, George	2079 31st	Long Island City
BRONOWITZ, Harry	125 E. 9th St.	New York City
BURNHAM, Merton G.	129 Elbow Rd.	No. Syracuse
BUXBAUM, Bernard W.	728 E. 52nd St.	Brooklyn
BYINGTON, Robert F.	211-08 99th Ave.	Queens Village
CACCIOLA, H. J.	104-29 Roosevelt Ave.	New York City



Name	Address	City	Name	Address	City
CASTIGLIA, Anthony	681 Magenta St.	New York City	SCHEUERMAN, G. E.	Rt. 2	Peekskill
CHIAVETTA, V. J.	35 Highlawn Ave.	Brooklyn	SEREDA, J. P.	72 Lockwood Ave.	Yonkers
CHURGIN, Raphael B.	1117 Manor Ave.	Bronx, N. Y. C.	SHEEHAN, James	425 W. 25th St.	New York City
COLUCCI, T. A.	69 Third St.	New Rochelle	SLUSSER, John L.	9 Ralph Ave.	White Plains
GONNELLY, James	105 St. Marks Place	Brooklyn	SMERIN, I.	1340 Nelson Ave.	Bronx, N. Y. C.
D'AMELIO, Frank A.	108-47 42nd Ave.	Corona	SPARANO, E. R.	3913 4th Ave.	Brooklyn
DYER, John	67 S. Pine Ave.	Albany	SPIEGLER, Edward	62-33 Alderfon St.	Rego Park, L. I.
EGELAND, Nils K.	802 70th St.	Brooklyn	STANION, Charles R.	1357 Webster Ave.	New York City
EKBERG, Walter C.	2335 Valentine Ave.	New York City	STARK, John	803 Pearl St.	Ogdensburg
FAHRENKOPF, Norbert M.	326 Delaware Ave.	Delmar	STILWELL, C. L.	105 Clinton St.	Montour Falls
FAIX, Edward J.		Wingdale	SUSSMAN, Milford	3475 Fish Ave.	New York City
FERRIOLA, Joseph	104-68 Roosevelt Ave.	Corona	SVENDSEN, R. L.	6 Hutton Rd.	E. Hamilton Beach, L. I.
FOGG, James M.	8835 Point Ave.	Niagara Falls	SZATAI, Lester	31-46 78th St.	Jackson Heights, L. I.
FREEMAN, F. E.	5203 7th Ave.	Brooklyn	TANEV, Yrjo M.	4th Ave.	East Northport, L. I.
FREUND, Richard R.	72 West 102nd St.	New York City	TARKOUSKI, Edward	218 Wyoming St.	Syracuse
GREGORPOULOS, Alexander	328 W. 36th St.	New York City	TYSZYNSKI, Henry E.	86-24 57th Ave.	Elmhurst, L. I.
GERAGHTY, J. J.	111 Calver St.	New York City	WARING, William P.	29 Maryland Ave.	Long Beach
GERLANDO, Barney J.	197 Menehan St.	Brooklyn	WEISS, Charles F.	57-62 73rd Place	Maspeh, L. I.
GERMAN, Jack	143 Grand Concourse	Bronx, N. Y. C.	WHALEN, Arthur	80 Simonson Place	New York City
GIGLIO Dominick	30-44 85th St.	Jackson Heights, N. Y. C.	WILSONIS, Alex	460 Hamilton St.	Albany
GOLDSTONE, Leonard D.	808 Sixth Ave.	Waterliet	WISOTSKY, A.	1269 E. 18th St.	Brooklyn
GRANEK, E. W.	42-33 155th St.	Flushing, L. I.	WRIGHT, A. C.	53 Grace St.	N. S. Cohoes
GRASMAN, C. E.	374 Prospect Place	Brooklyn	ZELINGER, Stephen	11 Orchard St.	Yonkers
GREENBURG, Nathan	1077 Fox St.	Bronx, N. Y. C.	ZEPF, E. F.	101-24 Jamaica Ave.	Richmond Hill, L. I.
GROTH, John W.	Ridge Road	Ardsley	ZIBALESE, Harold	601 Marcy Ave.	Brooklyn
HAAS, Donald B.	549 Stockbridge	Buffalo	ZIMMER, Jack	111-14 76th Ave.	Forest Hills, L. I.
HALLIDAY, Roland L.	1730 Holland Ave.	New York City			
HAMM, Charles G.	900 Ogden Ave.	New York City			
HANSEN, Arne	4923 6th Ave.	Brooklyn			
HERNDON, G. M.	33 Bulwer Place	Brooklyn			
HICKS, Norman	550 Adelaide	Carthage			
HOLLOWAY, Ormond H.	449 Fulton St.	Brooklyn	ALHADEFF, Morris S.	26 Bearden Ave.	Asheville
HOOLAN, James P., Jr.	137-01 249th St.	Rosedale, L. I.	BLAKE, Jim		Chadborn
HUDSON, Andrew J.	324 West 101st St.	New York City	BLAND, L. B.		Pittsboro
HUVER, Robert A.	44 Perine St.	Dansville	GREGORY, Eugene		Robbinsville
JACOBSON, Murray	612 Marcy Ave.	Brooklyn	HAMILTON, John	45 Broad St.	Charlotte
KAPLAN, Irwin	3037 Brighton 5th St.	Brooklyn	HARDEE, Joseph R.		New Bern
KAPLAN, Louis	29A Vernon Ave.	Brooklyn	JACKSON, Frank S.		Fair Bluff
KAPLAN, Moses	615 Pellram Parkway	Bronx, N. Y. C.	MOORE, P. D.	Rt. 3, Box 43	Canton
KLEIN, Ronald	702 45th St.	Brooklyn	PARKS W. G.	Rt. 2	Lexington
KOWALEWSKI, Zenny J.	310½ Van Rensselaer St.	Syracuse	PICKETT, C. W.	1711 Chapel Hill Rd.	Durham
LAZARO, Michael J.	21-67 27th St.	Astoria, L. I.	PRICE, James H.	Box 67	Garland
LeBOEUF, M. B.		Kerhonkson	PUCKETT, Cecil C.	1003½ Fourth Ave.	Hendersonville
LEHTINEN, Raymond D.	450 E. 139th St.	Bronx, N. Y. C.	WESTBROOK, James	226 W. Liddle St.	Charlotte
LEPCZYK, Marion J.	2 Warren Ave.	Buffalo			
LETZELTER, Joseph P.	21 Wilson St.	Rensselaer			
LOEW, Michael	6 West 28th St.	New York City			
MAGNUSON, Harry E.	896 Melrose Ave.	Bronx, N. Y. C.	SLOAN, R. E.	415 West Broadway	Rimarck
McNALLY, Hugh M.	367 West 48th St.	New York City	WEST, John D.	1007 Broadway	Fargo
McNERNEY, C. P.	13 Oakhurst	Buffalo			
McPHARLIN, Robert S.	23 Church St.	East Aurora			
MEATS, J. U.	945 Post Ave.	Port Richmond			
MITCHELL, Clinton E.	Willow Dale Terrace	Albany			
MITCHELL, V. M.		Andover			
NEIDCKER, William D.	247-08 Amaitoe Ave.	Jamaica, L. I.	ABEL, Victor H.	3476 E. 65th St.	Cleveland
NILSEN, Olaf	461 54th St.	Brooklyn	ANDREWS, John P.	633 N. 9th St.	Cambridge
PALLADINO, Frank T.	1643 George St.	Ridgewood, L. I.	BOLIN, John P.	2061 Eastern Ave.	Cincinnati
PESCE, Vincent P.	161-09 59th Ave.	Flushing	BOWIE, Thomas D.	1410 Third St.	Sandusky
PELZER, Edward H.	48 Skinner St.	Little Falls	BRADY, Dennis	142 N. High St.	Gabanna
PESTANA, Joseph T.	209 East 165th St.	New York City	BRASTOFF, Edward R.	9318 Lowell Av.	Cleveland
PETITE, Victor	56-18 62nd Ave.	Maspeth, L. I.	DAVIS, Robert L.	1001 Simon	Youngstown
PETRULLI, Ralph D.	1336 East 54th St.	Brooklyn	DeCAPITA, W. E.	3991 East 89th St.	Cleveland
PONZO, Nicholas	728 Eagle St.	Utica	DUTT, Edward, Jr.	381 S. Greenwood St.	Marion
RANDAZZO, John J.	253 Stockholm St.	Brooklyn	GLICA, E. E.	7946 Broadway	Cleveland
REID, Cordelius L.	147 West 57th St.	New York City	GOEBEL, Edwin D.	305 E. Water St.	Chillicothe
REIL, D. M.	832 Northland Ave.	Buffalo	GORSUCH, Earl	Rt. 1	Mt. Blanchard
REMINGTON, Phillip	5 Eugene St.	Staten Island	HALON, Isadore	1396 E. 31st St.	Cleveland
RESPOL, J. Russell	225 West 23rd St.	New York City	HARTMAN, Elgar Dale		Rawson
RHEEL, Louis D.	1750 Balhgate Ave.	Bronx, N. Y. C.	HAWK, N. F.	217 Fulton St.	Yanwert
RILEY, J. J.	382 Pelton Ave.	Staten Island	HOPP, A.	5619 Westlake Ave.	Parma
ROCHE, John	412 West 56th St.	New York City	HUBER, Brice E.		Williamstown
ROTHSTEIN, Jack	40 Elliot Place	Bronx, N. Y. C.	JAVORICH, William J.	1422 E. 51st St.	Cleveland
RULIFSON, William W.		Mumford	JOHNSON, W. O.	535½ George St.	Clyde
RYDELEK, Michael B.	307 Sand St.	Syracuse	JONES, Paul E.	419 Adams	Elyria
SAMUELS, Abe	2160 E. Tremont Ave.	Bronx, N. Y. C.	KILLE, Tom, Jr.	Rt. 2	Gibsonburg
SANTORO, V. J.	1722 Purdy St.	Bronx, N. Y. C.	KONOWAL, Donald D.	2825 Lexington Ave.	Lorain
SCHNEIDER, Max J.	55 Tompkins Ave.	Brooklyn	KOPIL, John	16002 Clearview Ave.	Cleveland
			KOSIK, F. J.	Stoney Ridge	Avon
			LAMBERT, James J.	1119 Elysian Ave.	Toledo

## NORTH CAROLINA

26 Bearden Ave.	Asheville
	Chadborn
	Pittsboro
	Robbinsville
	Charlotte
45 Broad St.	New Bern
	Fair Bluff
	Canton
Rt. 3, Box 43	Lexington
Rt. 2	Durham
1711 Chapel Hill Rd.	Garland
Box 67	Hendersonville
1003½ Fourth Ave.	Charlotte
226 W. Liddle St.	

## NORTH DAKOTA

415 West Broadway	Rimarck
1007 Broadway	Fargo

## OHIO

3476 E. 65th St.	Cleveland
633 N. 9th St.	Cambridge
2061 Eastern Ave.	Cincinnati
1410 Third St.	Sandusky
142 N. High St.	Gabanna
9318 Lowell Av.	Cleveland
1001 Simon	Youngstown
3991 East 89th St.	Cleveland
381 S. Greenwood St.	Marion
7946 Broadway	Cleveland
305 E. Water St.	Chillicothe
Rt. 1	Mt. Blanchard
1396 E. 31st St.	Cleveland
	Rawson
217 Fulton St.	Yanwert
5619 Westlake Ave.	Parma
	Williamstown
1422 E. 51st St.	Cleveland
535½ George St.	Clyde
419 Adams	Elyria
Rt. 2	Gibsonburg
2825 Lexington Ave.	Lorain
16002 Clearview Ave.	Cleveland
Stoney Ridge	Avon
1119 Elysian Ave.	Toledo



Name	Address	City
LAVENDER, Robert S.	2424 Lambert Drive	Toledo
LEIKEN, R. E.	3079 Corydon Rd.	Cleveland Heights
LESH, V. D.	Rt. 5, Linway Ave.	Canton
LOVEJOY, Marvin A.	Box 693	Jefferson
LOY, William W.	311 Glendale Ave.	Findlay
LYONS, Thomas J.	1763 East 33rd St.	Cleveland
MANDLER, G. J.	710 N. Dawson Ave.	Columbus
McLAIN, C. E.	863 N. Euclid Ave.	Dayton
MILLER, C. A.	1228 Napoleon St.	Fremont
MISTUROWSKI, Edward	3215 East 66th St.	Cleveland
MORAN, J. K.	4223 E. 98th St.	Cleveland
MULLHOLAND, John	1135 Stilwell Ave.	Fremont
NEIN, Robert W.	20 Blymer	Delaware
NEVLIS, Robert	1308 Park St.	Steubenville
NOVAK, John M.	115 West 35th St.	Lorain
ORTMAN, Ernie	Carlisle Hill	Chillicothe
PIERCE, Harold	19605 Chardon Rd.	Cleveland
SAMMONS, H. E.	1131 Hood St.	Toledo
SCHULTT, Jim	738 1/2 Ash	Toledo
SHRIVER, Albert	Rt. 4	St. Clairsville
SKULLY, John L.	830 East 290th -	Euclid
SMITH, Uri D.	216 Irving St.	Toledo
STEVENS, William C.	821 South St.	Fremont
STEVENSON, R. T.		Washington
SYX, Kenneth E.		Kensington
SZAKOVITS, Joseph	2005 Valentine St.	Toledo
SZOKE, Arthur E.	321 S. Hazelwood Ave.	Youngstown
UMBERG, Oscar A.	3818 Glenmore Ave.	Cincinnati
VALERIO, Joseph M.	740 N. 5th St.	Steubenville
VARGO, Louis	1206 Pearl	Martins Ferry
VERTNER, Ralph M.		Beaverdam
WARD, Sydney O.	1108 Forest Ave.	Toledo
WILLIAMSON, William	712 Roselle Ave.	Akron
WILSON, James M.	120 S. Neptune Ave.	Akron
WOZNAK, Bernard I.	717 E. Oakland	Toledo

## OKLAHOMA

ARMSTRONG, Robert H.	4212 S. W. 28th Ave.	Tulsa
ATKINSON, K. R.	2918 North Place	Oklahoma City
BOYD, W. C.	412 E. Main	Holdenville
CLINE, Thomas C.	Rt. 2, Box 640	Idabel
DEYO, Paul J.	918 N. Farrell	Pawhuska
GILLESPIE, Cecil M.	526 N. Netta	Picher
HENDERSON, E. S.		Walters
JOHNSON, Donald R.	2304 N. Indiana	Oklahoma City
LANGLEY, Eugene H.		Locust Grove
MAVITY, J. R.		Lawton
PHILLIPS, Albert R.	308 Columbia	Drumwright
RAINS, Earl R.	Box 1105	Stillwater
RAINS, Elvin S.	1624 Perkins Rd.	Stillwater
RYAN, John E.	Rt. 1	Tulsa
SCHULTZ, Eulus C.	759 N. Gillett St.	Ada
STAIRES, Boyd G.	1192 E. 3rd St.	Tulsa
STEVENS, Delmer	1325 S. St. Louis	Tulsa
THIRY, R. H.	Box 1117	Wewoka
WITCHER, J. L.	302 W. 7th St.	Bristow
	409 W. Oak	Seminole

## OREGON

HESSLER, George	1115 N. Jessup St.	Portland
KOLEN, Joseph A.	Rt. 1, Box 167A	Coos Bay
LONG, Vernon W.		Enterprise
MEEHAN, Lloyd E.	Rt. 10, Box 1320	Milwaukie
MENDENHALL, E. C.		Toledo
MORANDO, August J.	Box 2326	Portland
ORTMAN, Dan D.	940 S. Broadway	Coos Bay
PADGETT, John A.	Box 442	Coos Bay
PHELPS, James E.	Rt. 1	Mulino
PHILLIPS, Raymond A.	Rt. 1, Box 164	Rainier
SVATOS, A. L.	3430 S. E. Hawthorne	Portland

## PENNSYLVANIA

ADAMS, R. M.	Rt. 1	Mineral Point
ALBANESE, J. L.	642 Bank St.	Bridgeville

Name	Address	City
ALLEN, David	1217 Russell Ave.	Bethlehem
ALLEN, Robert R.	523 Orchard Ave.	Avalon, Pittsburgh
BAXTER, John C.	104 Manheim Pike	Lancaster
BELLO, P. M.	1501 N. Myrtlewood St.	Philadelphia
BLOZOVITCH, Edward F.	511 Sell St.	Johnstown
BOCK, M. K.	954 E. South St.	Corry
BODELL, Sam	217 Coltart	Pittsburgh
BOFINGER, Herman	204 Lever St.	Punxsutawney
BROOKS, Rowland H.	741 Ohio River Blvd.	Avalon
BROWN, Eugene H.	154 Sheridan Ave.	Bellevue, Pittsburgh
BUKOSKI, Richard E.	Rt. 1	Waterford
BURK, J. W.	105 S. Earl St.	Shippensburg
BUTLER, Harold	Box 26	Swanton
CAMPBELL, H. A.	2706 Jenny Lind St.	McKeesport
CAMPBELL, James B., Jr.	528 Catherine St.	Blommsburg
CHEPULES, James	5021 Irving	Philadelphia
CHIPOLLA, Charles J.	183 E. 4th St.	Wyoming
CONNOR, S. J.	5026 Ludlow	Philadelphia
CRUSE, P. L.	914 Wilson Ave.	Chambersburg
CYBULSKI, Frank	Rt. 1	Wapwallopen
DARRAH, R. V.	140 E. Clay	Lancaster
DAVIS, Clarence E., Jr.	Glen Mitchell Rd.	Sewickley
DeLAY, James E.	2037 N. Park Ave.	Philadelphia
DICKERMAN, David	2631 N. 30th St.	Philadelphia
DIETZ, Kenneth C.	3738 Walnut St.	Harrisburg
DIORIO, Emmet A.	360 Atwood St.	Pittsburgh
DUNN, Edward Joseph	359 Lawn St.	Pittsburgh
DURFEY, Clifford L.	1621 Broadway	Bethlehem
EDWARDS, Royd L.		East Brady
ELLIS, Floyd	Rt. 2, Box 11	Turtle Creek
ESHELMAN, Charles	560 South Main St.	Chambersburg
FATULA, John	343 S. Broad Mt. Drive	Frackville
FOSTER, Walter D.	131 Cherry St.	Lebanon
FREDIANI, Silvio	511 Bigelow St.	Pittsburgh
FREIDEL, C. R.	4328 Salina St.	Pittsburgh
FUNK, Jacob O.	411 E. Queen	Chambersburg
GEDID, George	1216 1/2 Webster Ave.	Kingston
GEIDA, Emil	533 Northampton St.	Philadelphia
GENTNER, Albert, Jr.	2853 Boudinot St.	Scranton
GILES, Giles	343 N. Sumner Ave.	Pittsburgh
GLICK, Ralph	5841 Beacon	Bridgeville
GROSS, Bill	628 Elm St.	Chester
HAMMOND, C. C.	1026 Parker	Altoona
HANWELL, H. F.	301 2nd Ave.	Cambridge Springs
HAWK, Hilton		Springdale
HAWK, John, Jr.	P. O. Box 91	Oakdale
HENNEMUTH, Frank W.	225 W. State St.	Pittsburgh
HENNEN, Thomas A.	4783 Cypress St.	Philadelphia
HETHERINGTON, Edwn J.	1838 E. Cornwall St.	Chambersburg
HOCKER, George L.	50 W. Queen	Colver
HOLMES, Lewis M.	First St.	Scranton
HOLLAND, M. G.	437 19th St.	Chambersburg
HOUSER, Ralph E.	169 S. Main	Philadelphia
HUNTER, W. E.	327 Wilder St.	Bellevue, Pittsburgh
IRWIN, John W.	339 Union Ave.	N. Braddock
JACOBS, A. J.	1021 Kirkpatrick	Philadelphia
KACALA, Bruno E.	2633 S. Carlisle St.	Scranton
KAPP, P. W.	1669 Ruane Ave.	Pittsburgh
KLEIN, Albert M.	1007 Theona St.	Bridgeville
KOMISARY, Steve	933 Laurel St.	Pittsburgh
KOOPER, Walter	3929 1/2 Woolslayer Way	Philadelphia
KRAVITT, I. H.	4146 Parrish St.	Coplay
LILLY, Allen	215 Hall St.	Philadelphia
LINARDIS, George W.	2536 E. Allegheny	Revloc
LINSTRUM, John		Uniontown
MAIZE, J. R.	Rt. 11, Box 147	Philadelphia
MASTRANGELO, D.	1507 S. Iseminger St.	Scranton
McANDREW, William P.	722 N. Bromley Ave.	Bridgeville
McGILL, Edward J.	409 Station	Monessen
MILINOVICH, N.	1421 Summit Ave.	W. Nanticoke
NASH, Merrit C.	5 E. Poplar St.	Perkasie
NECKER, W. F.	452 Walnut St.	Hokendauqua
NEWHART, Vincent R.	155 Front St.	Williamsport
OHNEISS, Cornelius J.	2212 Mosser Ave.	Pittsburgh
PANKO, John	29 30th St.	Pittsburgh
PASH, R. A.		Conneautville
PIREE, John M.	1520 N. 4th St.	Philadelphia





Name	Address	City
PRELOG, Pete		West Hickory
PRICE, J. F.	628 S. Blakekly St.	Dunmore
PRZYBYSZEWSKI, H. J.	3186 Mercer	Philadelphia
ROUGEAUX, L. L.	521 S. 3rd St.	Clearfield
RUPER, Mahlon P.	Rt. 4	Bethlehem
SALKOSKAS, J.	195 S. Meade	Wilkes-Barre
SAWTELLE, C. L.	806 Biger Ave.	Barnesboro
SCHNABEL, James H.	242 S. Madison St.	Allentown
SHULMAN, Isadore	3553 Frankford Ave.	Philadelphia
SMITH, J. F.	1019 N. Fourth St.	Philadelphia
SNYDER, William H.	525 Warren St.	Berwick
SKIBITSKI, E. J.	828 Price St.	Dickson
SOMERVILLE, James I.	6824 Edmund St.	Philadelphia
STEARNS, Howard		Hydton
STOFKO William	5210 Natrona Way	Pittsburgh
SULKOWSKI, Walter	1313 S. Howard St.	Philadelphia
TERPAK, Paul	3 Railroad St.	Simpson
THORNTON, John J.	6533 Berdanst St.	Philadelphia
TOME, Frank	870 Ridge Road	Bridgeville
TRUMPelman, J. F.	2448 S. Woodstock	Philadelphia
VROBEL, Jerome F.	Rt. 1	Big Run
WAMPLER, John T.	411 Maclay	Harrisburg
WEINER, Irving	2406 N. Napa St.	Philadelphia
WEISENBERGER, Don	816 Springdale	Easton
WOOLLAM, Francis	2816 Orkney St.	Philadelphia
YOUNG, Maurice R.	2114 N. 6th St.	Harrisburg

RHODE ISLAND

FEENEY, Raymond E.	403 Backstone St.	Providence
MURPHY, James M.	19 Carolina Ave.	Providence
RENE, R. H.	28 Wood St.	Warren
VARNEY, Clinton R.	190 Verndale Ave.	Providence

SOUTH CAROLINA

BRINKLEY, Marion F.	164 Riverside Drive	Ellenton
CARTER, Harry L.	P. O. Box 872	Hemingway
DARBY, Harry B.		Eastover
DENGATE, O. M.	76-A Congress	Charleston
GILES, John D.	320 Jones Ave.	Marion
HATCHELL, Fred C.	9 1/2 Cedar Terrace	Columbia
MOODY, R. W.	P. O. Box 1	Kline
ORTNER, Sol D.	693-C King St.	Charleston
OWENS, E. R., Jr.	912 1/2 Akin St.	Columbia
RICHARDS, Joseph J.	Rt. 2	Easley
SMITH, William A.	1112 Spring St.	Charleston
TAYLOR, Kermit M.	Rt. 2	Lexington
TURPIN, J. M.	323 East Ave.	Easley

SOUTH DAKOTA

RIPPE, Louis H.	Bennett Apt. 5	Rapid City
-----------------	----------------	------------

TENNESSEE

ATCHLEY, J. B.		Georgetown
CLINE, P. L.		Athens
CUNNINGHAM, M. V.	130 Kenyon St.	Knoxville
DINWIDDIE, Parker H.		Big Sandy
DISMUKE, Hughlon T.	212 Pleasant Ave.	Jackson
HIXSON, H. L.	Bernard Ave., R. 5	Greeneville
JARNIGAN, Claude C.	R. 2	Newport
LUNSFORD, James W.	2600 E. 45th St.	Chattanooga
MITCHELL, Paul	358 East Preston St.	Jackson
RAGSDALE, Mack M.	830 Battlefield Drive	Nashville

Name	Address	City
STOUT, Fred C.	R. 1	Bluff City
UNDERWOOD, Roy D.	R. 1	Grandview
WRINKLE, Paul W.	R. 1	Chattanooga

TEXAS

ADMIRE, Leslie S.	1704 Arizona St.	Fort Worth
ANDERSON, Walter W.		Liberty
BARTON, A.	5327 Gurley	Dallas
BELEW, Luther Moore	707 1/2 Austin St.	Wichita Falls
BISHOP, R. W.	904 Roth	Houston
BUTCHER, John	601 Circula	San Antonio
CANO, Oscar	2320 St. Maria Ave.	Laredo
CUNNINGHAM, W. H.	407 N. McKenney	Ennis
DAVISON, L. V.	401 S. Mechanic	El Campo
DAY, Henry C.	1817 S. Ervay St.	Dallas
DEAREN, Dan M.	Box 512	Sterling City
DONLEY, H. N.	Box 43	Lancaster
ELLINGTON, J. P.	619 E. Noble St.	Tyler
ENGSTROM, James W.	1411 Avenue "A"	Brownwood
FLOOD, John G.	4315 Clifton St.	El Paso
FORTMAN, W. G., Jr.	P. O. Box 577	San Antonio
FRIDAY, Joe L.	1879 Harding	Fort Worth
GARDNER, Lynn C.	2612 Waits Ave.	Fort Worth
GAY, H. L.	1919 Happer St.	El Paso
GLASS, Alton	Box 353	Rowena
GLOVER, Frank Monroe	Rt. 3	Mt. Pleasant
GORE, Eugene W.	800 Giraud	Palestine
HARDY, John	1125 McFaden St.	Beaumont
HART, Howard H.	2408 Boyd	Fort Worth
HARTMAN, H. W.	Box 142	Rockdale
HERMAN, George H.	1916 Avenue "E"	Brownwood
HILL, H. W.	Rt. 1	Chilton
HOUSE, William H.	1435 Sue Barnett	Houston
HUTSON, A. P.	356 Charlton	Lufkin
HYMAN, Arthur	8007 Avenue "E"	Houston
JAMISON, James E.	602 Dennis	Houston
JANES, James M.		Italy
JOHNSON, Neil L.	502 Breckenridge	Corpus Christi
KOENIG, Eugene C.	115 Peterseourt	San Antonio
LEWIS, J. W.		Gunter
McKNIGHT, W. B.		Wills Point
MITCHELL, E. C.	4115 Bering	Houston
MIXON, Ira	R. F. D.	Magnolia
MIZELL, Thomas J.	2424 Evergreen Drive	Port Arthur
MONTAGUE, R. W.		Silverton
MOORE, Donald W.	1444 Scharpe	Houston
ORAND, Jesse F.		Fairfield
PARK, Eldee	606 Altic St.	Houston
PENNINGTON, R. A., Jr.	3306 Amhurst	Houston
PFLIEDER, L. D.	1532 Michigan	Houston
POE, Melvin Lee	Box 794	Dumas
POOLEY, L. B.	1014 S. Oliver	San Antonio
RABORN, J. B.	307 N. Bryan St.	Lamesa
RICHEY, Berchel	Rt. 2	Quitman
RIVES, E. M.	Box 65	Shamrock
SCHAFFER, D. D.	Rt. 1	Goose Creek
SCOTT, William O.	210 Paul Place	Corpus Christi
SHARP, W. E.	Box 611	Ballinger
SHIRLEY, George B.	870 Oregon Ave.	Beaumont
SMITH, Justin H.	3819 Rotman	Houston
SNELL, E. M.	2421 Crosstimber Rd.	Houston
SPENCE, Raymond C.	5220 Beeman	Dallas
STUMP, H. E.	8345 Detroit	Houston
TABOR, Lawrence O.	7907 Avenue "E"	Houston
TARRANCE, Sebern	915 W. Houston	Sherman
TOMS, Ray S.	309 W. Annie	Austin



Name	Address	City
TRAMMELL, C. M.	3806 Waterloo Place	Dallas
TRUSSELL, James B.		Hubbard
WAGGONER, Bishop G.	1016 N. Duncan	Pampa
WAILLES, L. S.		Longview
WALLACE, Carl	526 Oakdale St.	Longview
WALTHALL, Carl M.	216 Avondale	Houston
WELLS, Levi, Jr.	Box 701	La Marque
WELLS, Reuben M.	841 Lamar St.	Sterling
WHITE, Donald C.	3416 Morrison	Houston
WILLIAMS, Charles O.	2613 Brannan	Corpus Christi
WILLIS, Adrian W.	2300 Glendale	Texarkana
WOMACK, W. L.		Hawland
YOUNGBLOOD, Jeff	6501 Texas Ave.	Houston

## UTAH

BAESSLER, Siegfried	1946 S. 14th East	Salt Lake City
HILLMAN, Ralph E.	152 S. 4th West	Payson
ODENDAHL, W. T.	1896 Sunnyside Ave.	Salt Lake City
PETERSON, M. A.		Gunnison

## VIRGINIA

BELCHER, James V.	700 Johnson St.	Matonca
DEAN, Orien F.	North Ridge St.	Danville
HODGES, M. C.	31 Ridge Road, Fairlawn	Radford
MARSHBURN, William T.	1011 W. Grace St.	Richmond

## WASHINGTON

BAXTER, E. M.	5739 33rd Avenue N. E.	Seattle
DeVILLERS, Thomas B.	806 W. 12th St.	Vancouver
GROMMONS, Harry F.	2727 Judkins St.	Seattle

Name	Address	City
HAGENSON, Hjalmer E.	Box 667, Rt. 5	Vancouver
SCALF, Kenneth C.	2412 Vanderbilt Road, Rt. 4	Bellingham
WRIGHT, B. D.	609 W. 8th St.	Wapato
ROWE, William T.		

## WEST VIRGINIA

BRANHAM, Eugene E.	220 10th Ave.	South Charleston
HUTCHISON, R. N.	502 First Ave.	Charleston
McGRAW, Claude S.		North Charleston
ST. CLAIR, Orville L.	Rt. 4	Charleston
SUTHERLAND, James W.	210½ Glenn St.	Charleston
WHITE, Edward		Princeton
WRIGHT, C. C.	Box 43	Diamond

## WISCONSIN

GRAVENSEN, Jens A.	Rt. 2	Webster
HELF, Marcel D.		Kiel
PIERCE, David	719 North 21st St.	Milwaukee
WULFF, Earl A.	2964 N. 27th St.	Milwaukee

## WYOMING

LEHMAN, Richard C.	163 N. Cedar	Laramie
MATLOCK, Robert W.		Powell
REGAN, Joseph T.	Box 103	Lander
SHEPPARD, Deane H.	118 S. Washington St.	Casper
SHOTWELL, Kensul		Laramie
SMITH, Lowell L.	Moon Route	New Castle



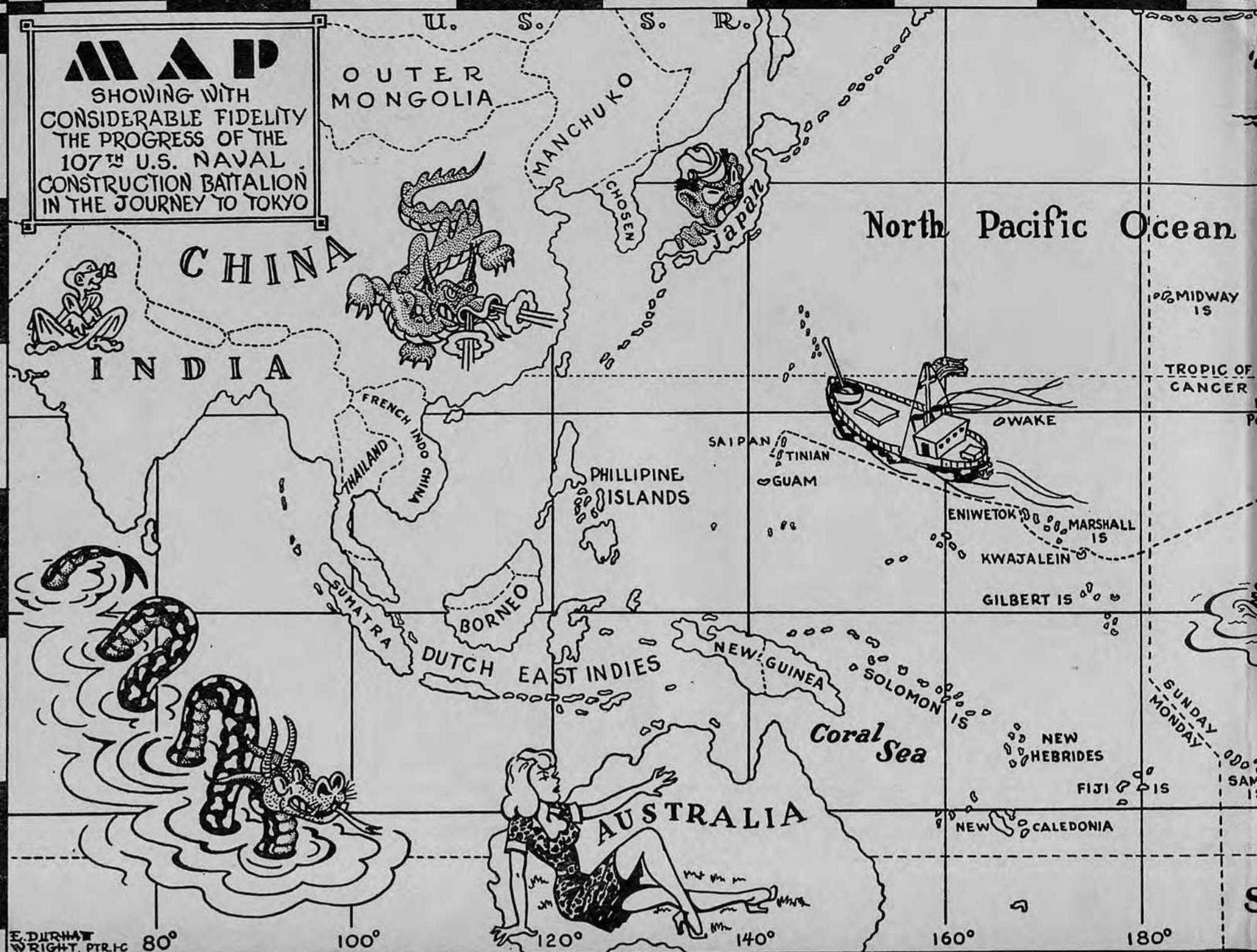
# TRANSFERS

20 February 1944 to 1 July 1945

Name	Company	Home Town	Name	Company	Home Town	Name	Company	Home Town
ALBRITTON, James M.	C-2	Miami, Fla.	GALLINGER, Ralph J.	D-3	Springfield, Ill.	MORSE, Raymond A.	C-1	Bronx, N. Y.
ASHWORTH, John P.	A-3	Fall River, Mass.	GOODRICH, William D.	B-5	Minneapolis, Minn.	MOSIER, Milo D.	C-1	San Francisco, Calif.
BACIC, Thomas A.	D-6	Pittsburgh, Pa.	GOUDREAU, Jules A., Jr.	A-3	Boston, Mass.	NAEVE, Harvey A.	A-2	El Monte, Calif.
BAKER, Paul E.	D-3	Edgewater, N. J.	GRIMM, Ernest B.	B-1	Cleveland, Ohio	NASH, John R.	C-3	Lowell, Mass.
BALL, John F.	B-4	Jersey City, N. J.	GUY, James D., Jr.	C-1	Belmont, N. C.	NEVINS, Thomas R.	A-2	Boston, Mass.
BANGS, Lawrence M.	H-1	Malden, Mass.	HALE, Lloyd D.	B-2	Tallassee, Ala.	NORTHROP, Frank B.	D-4	Portland, Me.
BARTOSIEWICZ, Theodore W.	B-2	Chicago, Ill.	HANNIGAN, Joseph C.	B-1	Harrisburg, Pa.	O'ROURKE, George J.	C-4	New York, N. Y.
BEATTY, Norman H.	C-6	Detroit, Mich.	HANSEN, Roy M.	B-2	Seattle, Wash.	O'SULLIVAN, Joseph M.	B-5	San Francisco, Calif.
BELL, Albert A.	C-1	Youngstown, Ohio	HARMON, Wayne C.	B-4	New Cumberland, W. Va.	PEREIRA, Emanuel	A-5	San Francisco, Calif.
BERTRAM, Joseph W.	C-4	Salt Lake City, Utah	HEATON, John H., Jr.	D-2	Birmingham, Ala.	PETERSEN, Laurite A.	B-4	Minneapolis, Minn.
BOYES, Lyle R.	A-2	Minneapolis, Minn.	HEGRE, Albert S.	A-4	Redding, Calif.	POTTER, Benton M.	D-5	Algona, Iowa
BRATAGER, Lowell	D-6	Rochester, Minn.	HEWITT, Thomas A.	C-1	Hyde Park, Mass.	RAINVILLE, Clifford L.	D	Los Angeles Calif.
BRECK, Harold F., Jr.	D-2	Medford, Mass.	HINES, Woodrow W.	D-1	Denton, Tex.	RIDLER, John F.	B-3	Minneapolis, Minn.
BROOK, John F.	D-1	Philadelphia, Pa.	HOLLIDA, Warren L.	D-4	Savannah, Ga.	RIZZUTO, Peter A.	C-3	Brooklyn, N. Y.
BUTLER, Edward G.	B-2	Brooklyn, N. Y.	HOLTJE, John R.	D-3	Brooklyn, N. Y.	RODENHAFFER, Kenneth W.	C-2	Harrisburg, Pa.
BYARS, John T.	A-1	Rock Hill, S. C.	HORTON, Thomas J.	H-2	Edgewater, N. J.	ROEBUCK, William H.	H-2	Boston, Mass.
CAMPION, James H.	A-3	Philadelphia, Pa.	HOWELL, Leroy C.	B-2	Detroit, Mich.	ROHRBACH, Robert D.	A-1	Egypt, Pa.
CATOGGIO, Dominick	B-4	Philadelphia, Pa.	HUSTED, Clyde R.	D-4	McAlester, Okla.	SALGARDO, William	C-1	San Leandro, Calif.
CATRON, Ivan S.	A-1	St. Louis, Mo.	JANUARY, Albert W.	A-6	Miami, Fla.	SCHADEGG, Mervyn E.	B-4	Hackensack, N. J.
CHAMBERLAIN, Sam J.	B-2	New York, N. Y.	JOHNSON, Homer C.	A-6	Santa Ana, Calif.	SCHNEIDER, Earl F.	A-2	Los Angeles, Calif.
CHATTIN, Walter R.	B-5	Vincennes, Ind.	JOHNSON, John L.	H-1	Charlotte, N. C.	SCHULTZ, Frederick G.	B-4	Detroit, Mich.
CLARK, Louis E.	A-5	Raleigh, N. C.	KAUFMAN, Russell D.	C-6	Dallas, Tex.	SMITH, John L.	A-3	Smithfield, N. C.
CLARK, Robert E.	D-3	Long Island City, N. Y.	KUTAJ, Walter C.	H-1	Chicago, Ill.	SMITH, William R.	H-2	Richmond, Va.
CLARKE, E. E.	A-2	New York, N. Y.	LAM, Paul C.	A-4	Fort Worth, Tex.	SNELL, Herbert C.	D	Bronx, N. Y.
COCHRAN, Walter J.	D-4	Lowell, Mass.	LANDIS, Frank F.	C-6	Seattle, Wash.	STATON, Lemuel T.	H-2	Houston, Tex.
CORTESE, Anthony J.	B-2	Newton, Pa.	LATHROP, Edward E.	C-3	Seattle, Wash.	STEGMAN, Loren O.	C-6	Metropolis, Ill.
CORTINO, Victor R.	D-2	Bellwood, Ill.	LONG, Harold J.	A-4	Cleveland, Ohio	STONE, Taft H.	H-2	Royal Oak, Mich.
COX, Samuel V.	B-3	Scranton, Pa.	LOWRY, Lloyd A.	B-3	Salt Lake City, Utah	STRANG, Richard	D	Indianapolis, Ind.
CROW, Calvert N.	A-3	Billings, Mont.	MacCALLUM, William	A-4	Cincinnati, Ohio	STRODE, Dale H.	B-3	South Bend, Ind.
CURRAN, Frank J.	B-3	St. Paul, Minn.	MAPES, John F.	D-3	Detroit, Mich.	SULLIVAN, Edward T.	H-1	Indianapolis, Ind.
DEVINE, James J.	B-2	Albany, N. Y.	MARCOTTE, Roland L.	B-3	Providence, R. I.	SUMRALL, Hollis A.	A-2	Little Rock, Ark.
DOTY, Charles E.	C-4	Meadeville, Pa.	MARTIN, Ivan G.	D-4	Portland, Ore.	TADSEN, John M.	B-5	Carrol, Iowa
DOUGLASS, Frank E.	D-3	San Francisco, Calif.	McDERMOTT, Thomas E.	A-4	Long Island City, N. Y.	TERRY, Edgar R.	A-6	Albany, N. Y.
DOWNEY, Herbert K.	A-2	Jacksonville, Ala.	McKELLIN, Alexander W.	A-4	Patterson, N. J.	THOMAS, Charles D.	A-1	Sacramento, Calif.
ENNIS, Edwin E.	C-4	Washington, D. C.	McKINNEY, Robert	C-4	Cincinnati, Ohio	TIGER, Hervey R.	D-2	Paterson, N. J.
ERVIN, Carl S.	C-6	Niles, Mich.	MEIER, Albert J.	C-3	Chicago, Ill.	TURNER, William B.	C-5	Haverhill, Mass.
FEHELY, Frank C.	B-1	Oakland, Calif.	MENUT, Daere C.	B-3	Hartford, Conn.	VAN CAMP, Bernard O.	B-2	Kewaunee, Wis.
FERA, Stanley J.	D-2	Corona, N. Y.	MIDDLETON, Anthony C.	B-6	Ventura, Calif.	WARNER, Frederick B.	C-5	Milwaukee, Wis.
FERRIS, Maurice O.	B-2	Union, Mo.	MITCHELL, Weaver C.	A-6	Fairfield, Ala.	WASHBURN, Richard P.	D-1	Los Angeles, Calif.
FITSCH, Paul E.	B-1	Jackson, Mich.	MOLL, George	D-2	Duluth, Minn.	WASSON, Rudolph W.	D-4	Chicago, Ill.
FOLEY, Lewis A.	A-3	Alhambra, Calif.				WATSON, William T.	A-6	Roxbury, Mass.
FORBES, Lewis C.	A-6	Cheyenne, Wyo.				WEBER, John H.	H-2	New York, N. Y.
FRANKFORD, James P.	B-2	Moberly, Mo.				WEIKSENER, James F.	A	Altoona, Pa.
FREDERICK, Clair V.	C-3	Palmyra, N. J.				WESTON, Waldemar H.	H-1	Clinton, Tenn.
FREEMAN, Benjamin H.	A-2	Valdosta, Ga.				WILLIAMSON, V. L.	C-2	Union City, Tenn.
FRINK, Everett H.	D-6	Tipton, Iowa				WOODS, Thomas E.	A	Los Angeles, Calif.
FRITZ, Robert H.	D-3	Harrisburg, Pa.						

# MAP

SHOWING WITH  
CONSIDERABLE FIDELITY  
THE PROGRESS OF THE  
107<sup>TH</sup> U.S. NAVAL  
CONSTRUCTION BATTALION  
IN THE JOURNEY TO TOKYO



U. S. S. R.  
OUTER MONGOLIA

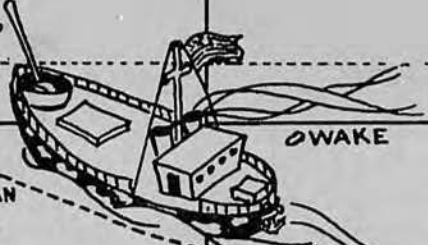
MANCHUKO  
CHOSEN

Japan

North Pacific Ocean

MIDWAY IS

TROPIC OF CANGER



SAIPAN  
TINIAN  
GUAM

ENIWETOK  
MARSHALL IS  
KWAJALEIN

GILBERT IS

FRENCH INDO CHINA  
THAILAND

PHILLIPINE ISLANDS

SUMATRA

BORNEO

DUTCH EAST INDIES

NEW GUINEA

Coral Sea

SOLOMON IS

NEW HEBRIDES

FIJI IS

NEW CALEDONIA

SUNDAY  
MONDAY

SAMO IS

CHINA

INDIA

