

PACIFIC EDITION

U S N

70th



CONSTRUCTION
BATTALION

VOLUME II



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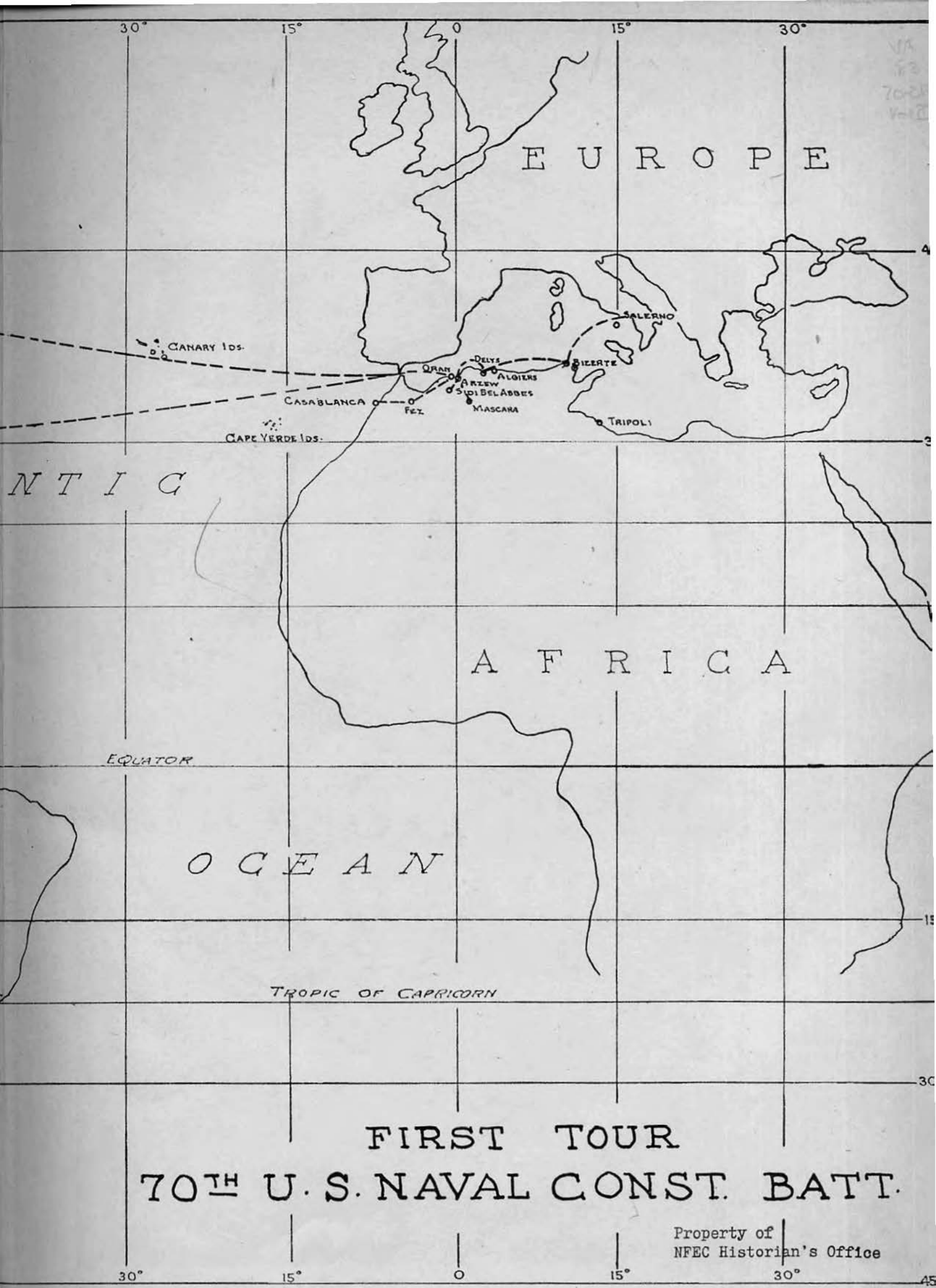
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U S N

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SEABEES

CONSTRUCTION
BATTALION

Morocco
Algeria
Tunisia
North Africa
Salerno, Italy

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

PACIFIC

EDITION

DEDICATION

*T*his Book is gratefully dedicated to the wives, sweet-hearts, parents and children who so proudly sent the officers and men of this Battalion to the service of their country and now thank God for their victorious return.



ARTHUR J. BENLINE

COMMANDER, CEC, USNR

Officer in Charge

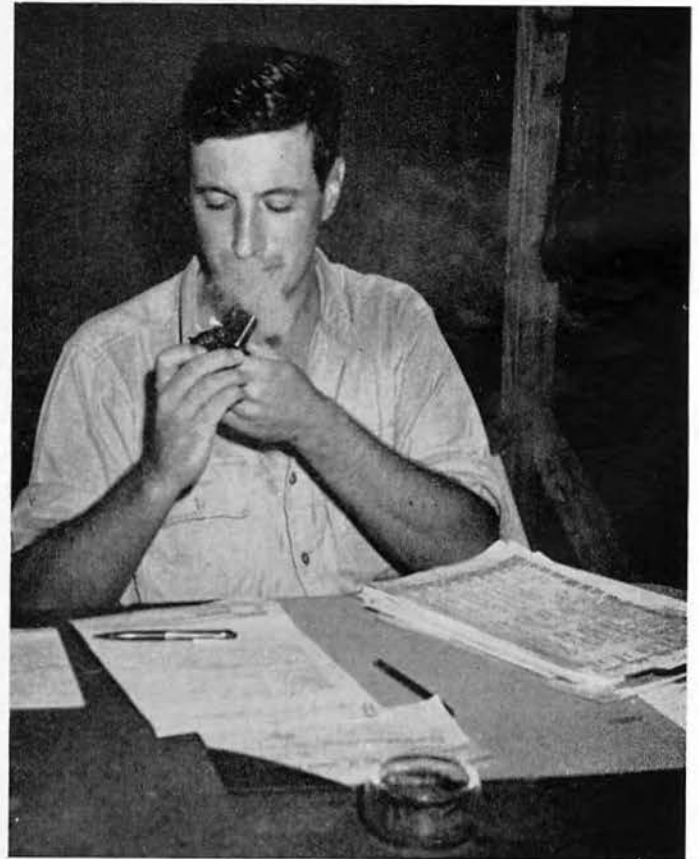


HERBERT M. POWELL

Lieutenant Commander, CEC, USNR
Executive Officer

ROBERT J. LODESKI

Lieutenant Commander, CEC, USNR
First Lieutenant



70TH U. S. NAVAL CONSTRUCTION BATTALION

c/o Fleet Post Office
San Francisco, California

4 October 1945.

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

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

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

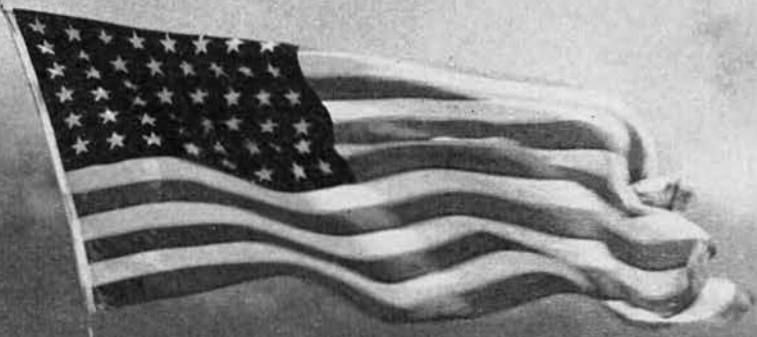
Our first overseas service was as a component of the command of Vice Admiral John L. Hall, Jr., in Northwest African waters. It was our privilege to serve again under this great naval leader in the Okinawa operation, thus engaging in the first and last assaults on the Axis on their own soil.

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

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







HISTORY OF THE 70TH NAVAL CONSTRUCTION BATTALION

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

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

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

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

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

In the meanwhile, top-secret orders, which we later learned concerned the plans for the invasion of Iwo Jima, Okinawa and Ie Shima, began to reflect themselves in the stepping up of production in the pontoon assembly yard. Platoons were organized and assigned aboard various ships, Company A being the first to leave, as is later recounted in these pages. Units of Companies C and D left for Banika in the Russel Islands while other units proceeded to Saipan and Tinian. Before the end of January 1945 Company B moved on to

Guam to prepare and build the Battalion Headquarters and the Amphibious Forces Pontoon Assembly Yard there. Lt. Pellett and his surveyors and engineers had the camp layout well under way while the Japs were still in the nearby boondocks. The echelons of Headquarters and Company B who had been completing final details on Oahu soon were at work and their efforts were much appreciated by the platoons which returned from the invasions.

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

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

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

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

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

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

All hands took an active part in one of the toughest landings of the Pacific War. In all they operated twenty-two 3x12 pontoon barges and four causeways for the landing of personnel, supplies and equipment. The outfit worked twenty-four hours a day under the heaviest machine-gun, mortar and sniper fire, plus aircraft strafing and bombing. Eight casualties were suffered during this operation. They operated side by side with the assault echelons.

All but two of the platoons returned to Guam in March. Most of the Company were assigned to the PAY yard where they built and loaded structures for the coming invasion of Okinawa and Japan. The carpenters, plumbers, electricians and other mechanics helped in camp construction and maintenance during this period. One A Company platoon had the distinction of engaging in both the Iwo Jima and Okinawa invasions. As the camp neared completion many of the

Company's mechanics and specialists were assigned to various types of work on the island. Company A had charge of the erection and building of Ad-Com-Phibs-Pac permanent camp. They also devised a fire-engine, a centrifugal wringer and other necessary equipment for the Battalion and continued work in the PAY yard during May, June, July and part of August.

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

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

Upon landing on Oahu, B Company started in to repair and improve the barracks area assigned to the 70th. Their first work consisted of



CHARLES BROADBENT
Lieutenant Commander
Executive Officer, 1943-1945
(shown on the beach at Iwo Jima)

repairing the Quonset huts which entailed replacing flooring, making the shower baths work, rehangng doors and much painting. In addition to the above, roads had to be repaired and resurfaced; a post office, administration building, library, various shops and a chaplain's office had to be constructed. Company B was in charge of the guard details and the operation of all boilers, generators, transportation and general camp services.

The majority of the Company moved on to Guam in January to build and prepare a semi-permanent advance camp for the Battalion. Several specialized and trained groups were engaged in the invasion of Iwo Jima at this time. The trip to Guam was uneventful and the force arrived there in fine shape. They at once unloaded their equipment and went to work building up the new camp site. It rained

continuously but this did not deter the outfit from working in the rain all day and sleeping in muddy gumbo at night. K rations were their only food during this period.

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

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

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

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

The first detachment of six barge platoons left for Banika, in the Russel Islands, on December 6 to make up barges and causeways to be used in the invasion of Okinawa. This trip was the first leg of a very extensive tour of the Pacific. The first stop was Funafuti in the Ellice Islands and then on the Espiritu Santo in the New Hebrides. The detachment's Christmas was a merry one spent ashore at Noumea, New Caledonia. New Years was celebrated afloat and the group arrived at Banika on the sixth of January. It was necessary to beg, borrow and "procure" the materials and equipment to build a camp for themselves, with no assistance from P.A.D. No. 2.

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

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

A five-day rehearsal was held at Guadalcanal and then off for Ulithi, the rendezvous area, leaving March 12 and arriving March 21,

1945. The final leg of the trip to Okinawa began on the morning of March 25. This was a rough trip and it was thought that the barges might be lost. Turnbuckles would snap, U-Bolts pop, and chains would break but, for every one that broke, two more would be put on. Then these would break. Company C finally arrived off Okinawa on April 1, Easter Sunday and L-Day.

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

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

Pontoon operations at Okinawa and Ie Shima were generally considered the most successful in the Pacific Theatre. The 70th Seabee received commendations from Admirals Hall, Turner and Reifsneider for both Okinawa and Ie Shima for their handling of the lighterage.

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

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

Company D. After getting squared away in their quarters at Iroquois Point were assigned to building barracks, shops and the pontoon yard at Intrepid Point. Two groups were sent to the Navy Yard at Pearl Harbor to assist in ship repair. One crew was assigned to welding and the other to riveting and carpentry. These groups received a commendation from Admiral William R. Furlong, Commandant of the Navy Yard at Pearl Harbor, for their valuable assistance in repairing ships. The majority of Company D went to work at the AFPAY yard upon the completion of the camp at Intrepid Point. They assisted in the assembling and loading of pontoon structures and materials used in the Iwo Jima and Okinawa operations. Members of this company developed an armored bulldozer during their stay on Oahu which was later used to great advantage.

The first detachment of D Company left Oahu about the middle of December for Saipan and Tinian. This was the first step toward their invasion of Okinawa. The second detachment left around the first of the year aboard LSM's to join Company C in the Russels. At Banika they built and loaded pontoon structures and prepared for the coming invasion of Okinawa.

D and C Companies made the rough voyage to Okinawa together. Company D underwent the same bad weather, rough seas and other hardships mentioned in the Company C record, and on Easter Sunday, April 1, engaged in the Okinawa landing. They remained at Okinawa for forty-five days with the invasion forces, operating barges and lightering cargo.

Two LSTs were assigned for the servicing of the barge crews and to serve as headquarters for the respective task units operating north and south of the Bishi Gawa. While the crews of some barges were able to make use of the facilities for a bath and a hot meal, others had to stick with their own "ship" for weeks at a time, living in improvised shelters on the barge deck and getting their own chow

from the rations being lightered. It was soon found that foxholes could not be dug into the steel deck and although ingenuity was used to devise protection, each of the hundred or more kamikaze raids during this period had to be sweated out. General quarters alarms and smoke making were a nightly occurrence; storms were frequent, making crossing of the reef hazardous, several barges being swamped and at least one overturned during this time. Suicide boats, infiltration by enemy forces from Machinado, anti-aircraft flak were all encountered. A number of men were wounded during this period and earned the Purple Heart but fortunately no fatalities occurred. The barges which served the hospital LSTs proved to be of great worth in the evacuation of casualties and in fact, much of the classification of wounded and emergency treatment was done on the barges, some by our own pharmacist mates.

Most of D Company boarded the S.S. Seafletcher at Okinawa on May 15 and arrived at Guam on May 23. Several groups remained at Okinawa to build 4x12 barges which were used in the repair of seaplanes at Kerama Retto, while another platoon operated a group of warping tugs.

Upon returning to Guam, Company D was again assigned to the Amphibious Forces Pontoon Assembly Yard and lost no time in building and loading the pontoon barges and causeways needed for the assaults on Kyushu and Honshu. The experiences and lessons learned in battling the reef and the storms off Okinawa and at sea en route to that target were drawn upon for still further improvements in the outfitting and construction of the pontoon assemblies. During the few slack periods of waiting for materials Company D men were utilized in the construction of the new Amphibious Forces camp and operations base. Other platoons were detailed to the Harmon and Northwest air bases where they built warehouses, hangars, parachute lofts and other Quonset structures for the Army and Navy air commands. Unlike other strictly Pontoon units, the 70th CBs never lost their skill in general construction work. Every possible assistance was rendered to the B-29 wings of the 20th Air Force which was then engaged in intensive bombing of Japan and preparing for the use of the atomic bomb. Stevedoring details expedited the loading and unloading of shipping which was tied up in Apra harbor. Our barges soon solved that bottleneck.

Headquarters Company consists of the various departments and sections that provide the wide variety of services and control necessary for the operation of the battalion. To best outline the functions of this company, a brief resumé of the work of each section, follows:

Armory—stores and issues ordnance gear and ammunition and tries to keep up with the voluminous directions and instructions of the Bureau of Ordnance. In charge of the firing ranges and the training of personnel in the use and care of all weapons. Our armories organized and directed the heavy weapons platoons, and supervised such other activities as our fire department in connection with which they developed pumps and other fire fighting equipment from such material as was available.

Medical—doctors, dentists, pharmacists and corpsmen joined forces to maintain an excellent health record for the 70th. Supervision of the sanitation of the Camp generally, the water supply, the galley; mosquito, insect and rodent control and inspection and control of the food preparation in cooperation with the Supply Department to insure a balanced diet, all contributed. A corpsman was assigned to each and every platoon engaged in the assaults on Iwo Jima, Okinawa and Ie Shima and also those which participated in the occupation operations in Japan, China and Korea.

Personnel—keeps the service record, or jacket, of every man from the time of his assignment to the outfit until his separation. These individual jackets contain his complete record including transfers, promotions, official correspondence and reports to the Bureau. The yeo-

men of this section not only keep these records but prepare the required reports, muster lists, process the recommendations for promotions and cooperate with all other sections in providing records. As we were attached to a Regiment, it was necessary to provide the Regiment with such service also. Awards and commendations are likewise recorded in the personnel jacket but many recommendations for such awards were disapproved by the Regiment despite the fact the officers of the 70th strongly felt that the men were entitled to them.

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

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

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

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

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

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

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

Commissary—Feeding 1,200 men three times a day was not a simple proposition when the Battalion was together at one place,

especially when extra meals had to be ready for the extra shifts when we were working around the clock. Our chow was always the envy of other outfits and marines, army and other naval personnel joined the chow line on the slightest pretext. In fact, it was difficult to keep Guamanians and Japs from the boondocks off it. In an average month 36,000 pounds of meat, 8,000 pounds of potatoes, 4,000 pounds of butter and 8,000 loaves of bread were used. The Seabees were seldom, if ever, outeaten. Sixty cooks, butchers, bakers, stewards and jacks-of-dust operated the galley with the usual kitchen police and messmen; they also went forward with the echelons on the invasions. And whenever the mix was available, ice cream machines worked at capacity.

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

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

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

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

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

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

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



THE BEACH AT WAIKIKI





Aloha Tower



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



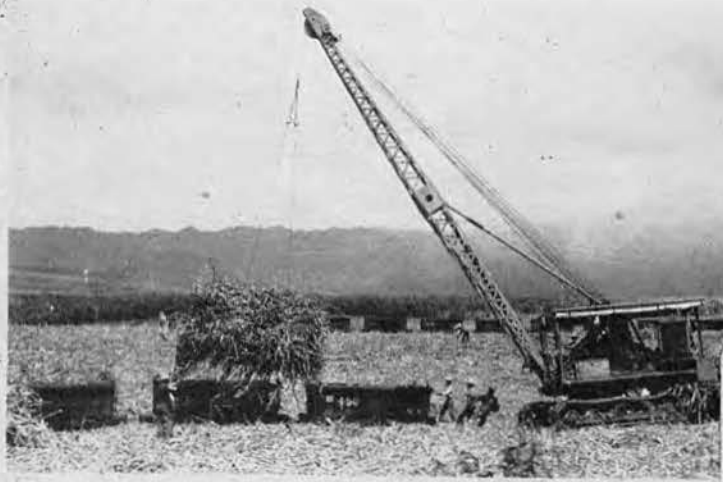
King Kamehameha

Below: The blow hole at Waikiki
Bottom: Pineapple field

Below: Picnic grove
Bottom: Street scene in Honolulu

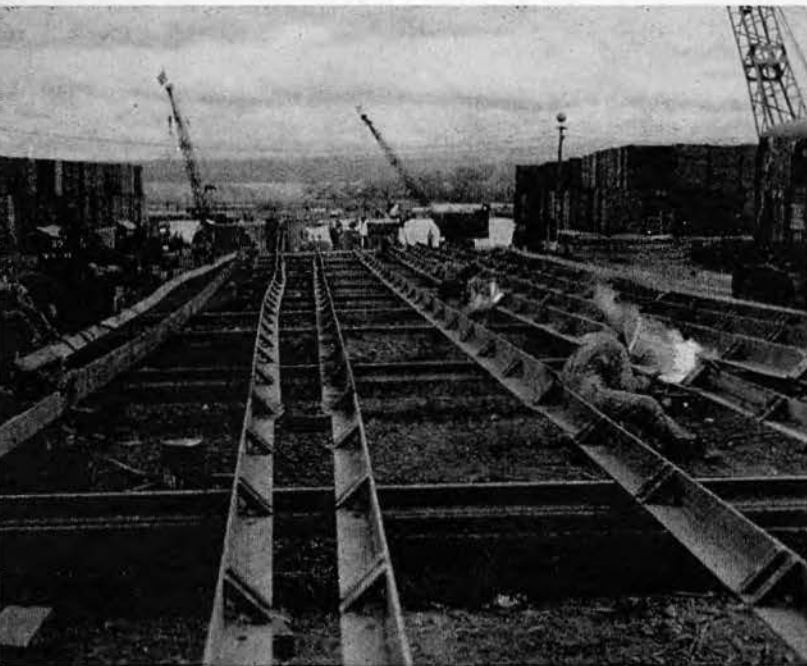


Hawaiian



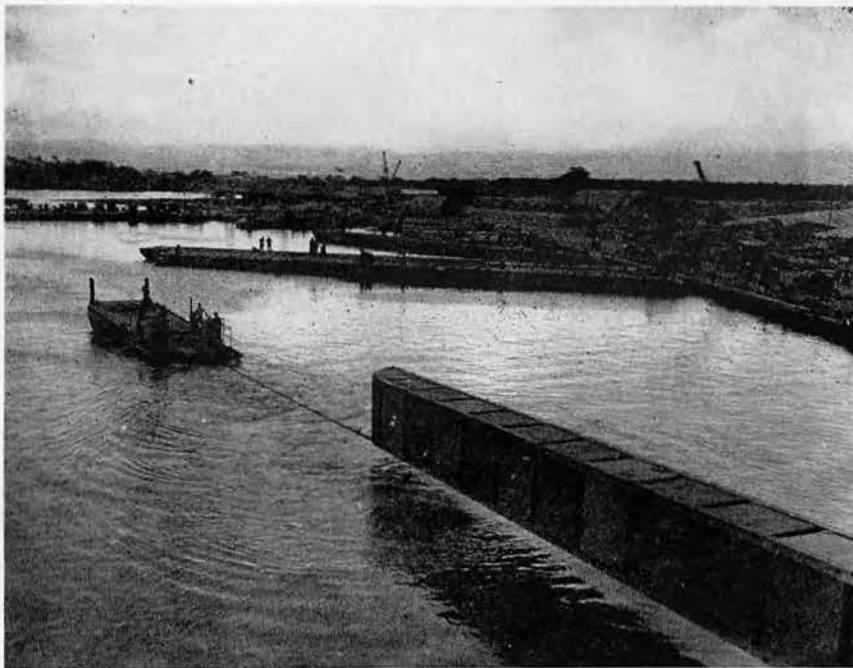
Islands





Pontoon operations at Intrepid Point

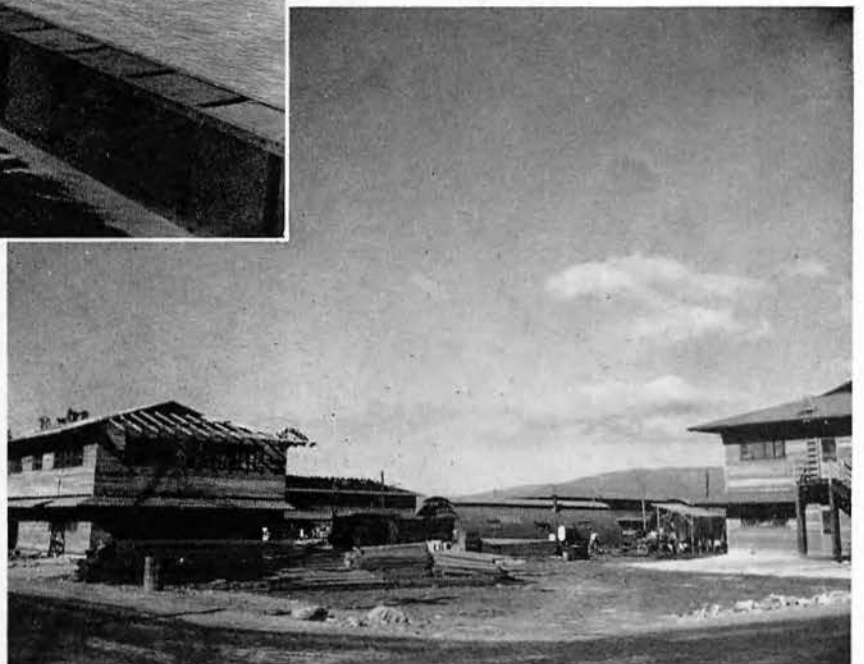
I N T R E P I D P O I N T

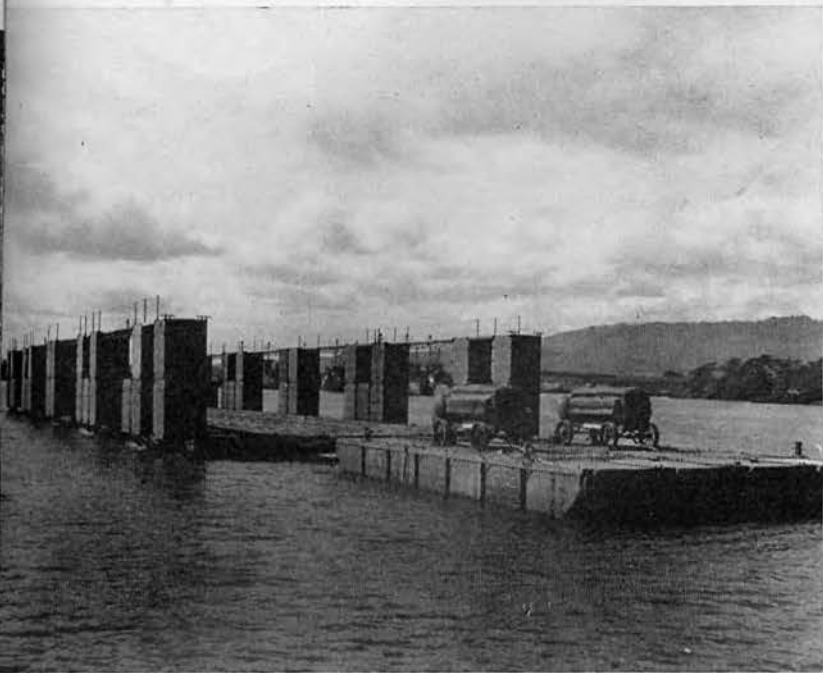


Towing Pontoon string



Barracks construction





Pontoon dry dock

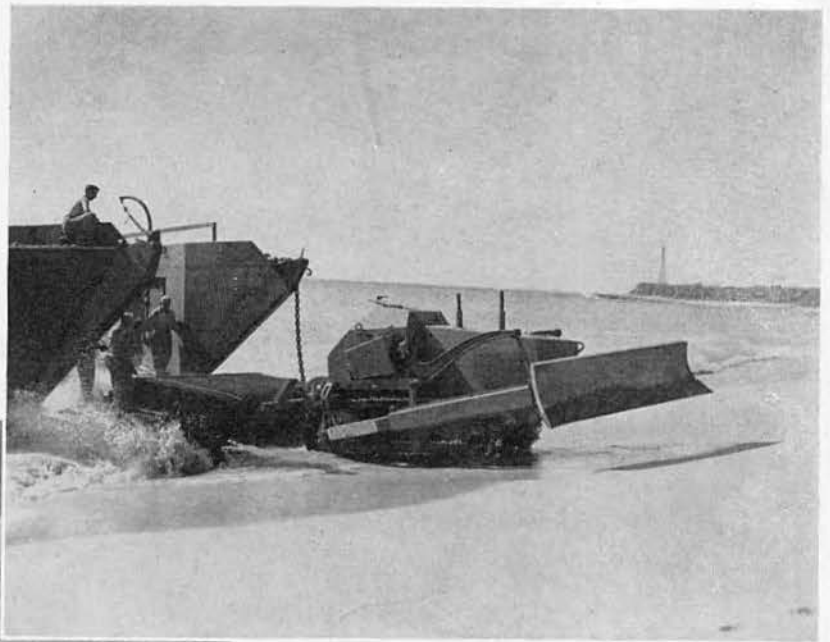


Launching barge

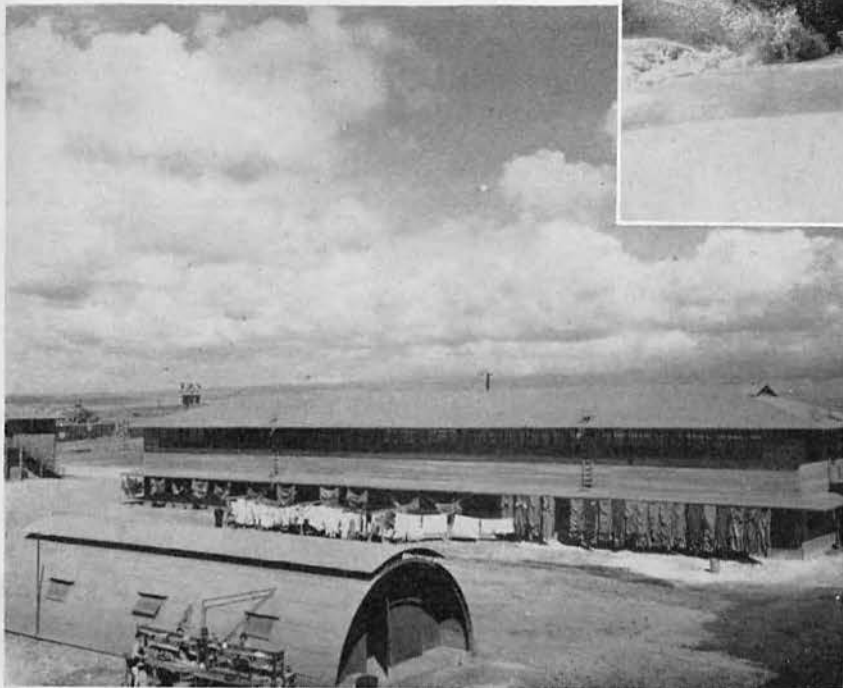
★ O A H U ★



Completed barracks



Armored bulldozer

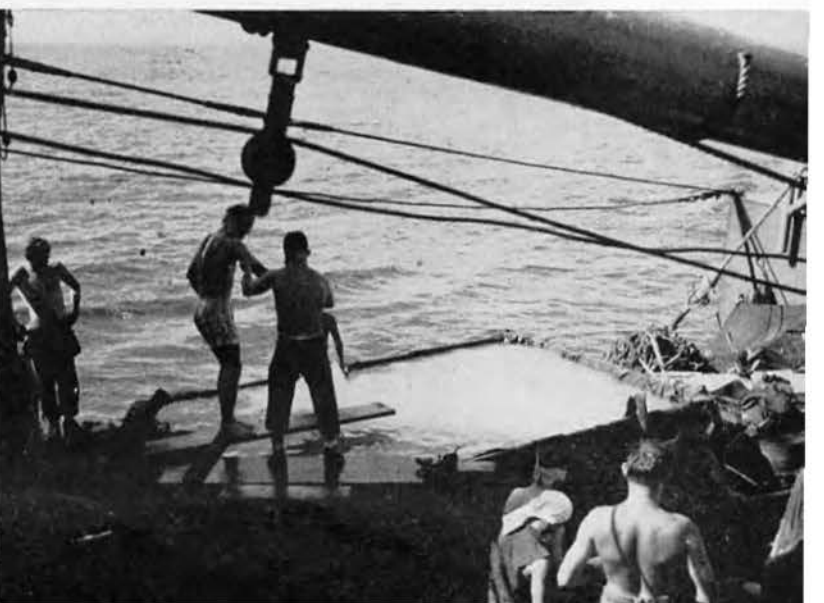




SHELLBACK INITIATION



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



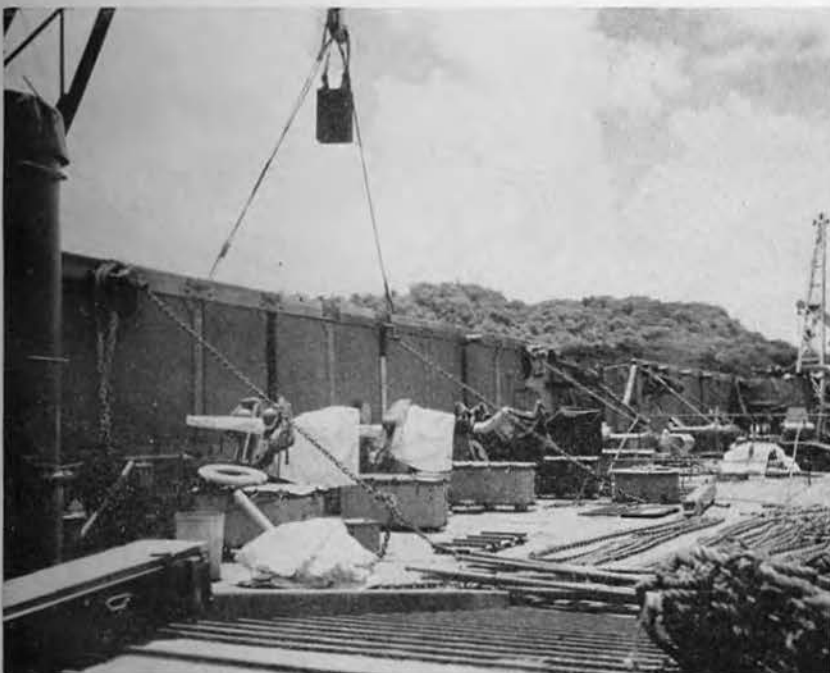


Russel Islands, February 1945

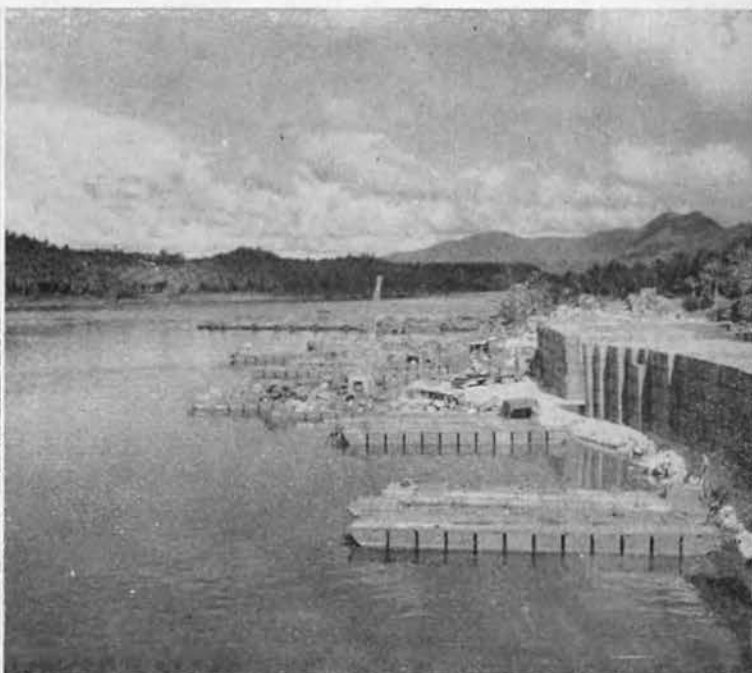


Barge outfitting yard

R U S S E L I S L A N D S



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



Pontoon yard—Banika

Officer's quarters—Banika

The 70th camp at Banika



IWO JIMA—FEBRUARY, 1945



LAST CHURCH SERVICE ABOARD LST BEFORE IWO JIMA "D" DAY

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

Beached equipment on beach





Flag raising on Mt. Suribachi, 25 February 1945



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



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





More beached equipment



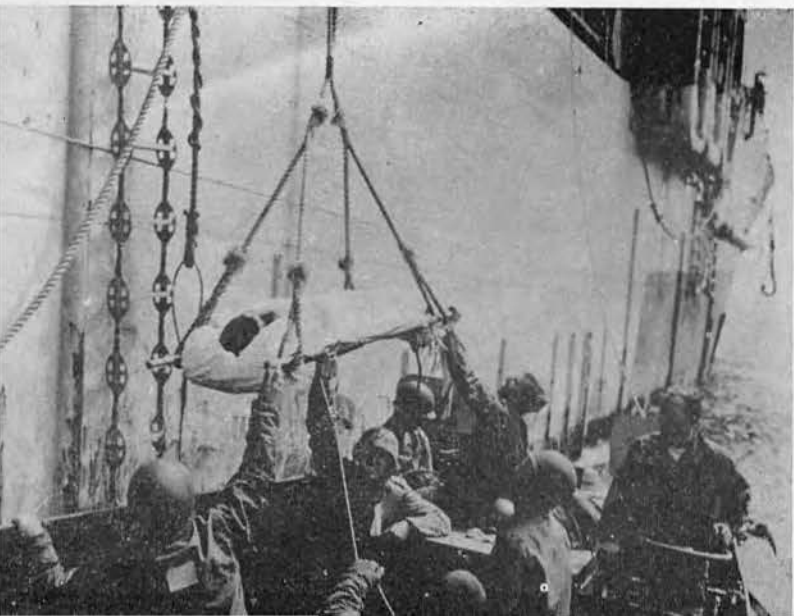
A foxhole inn



Wounded soldier receiving blood plasma



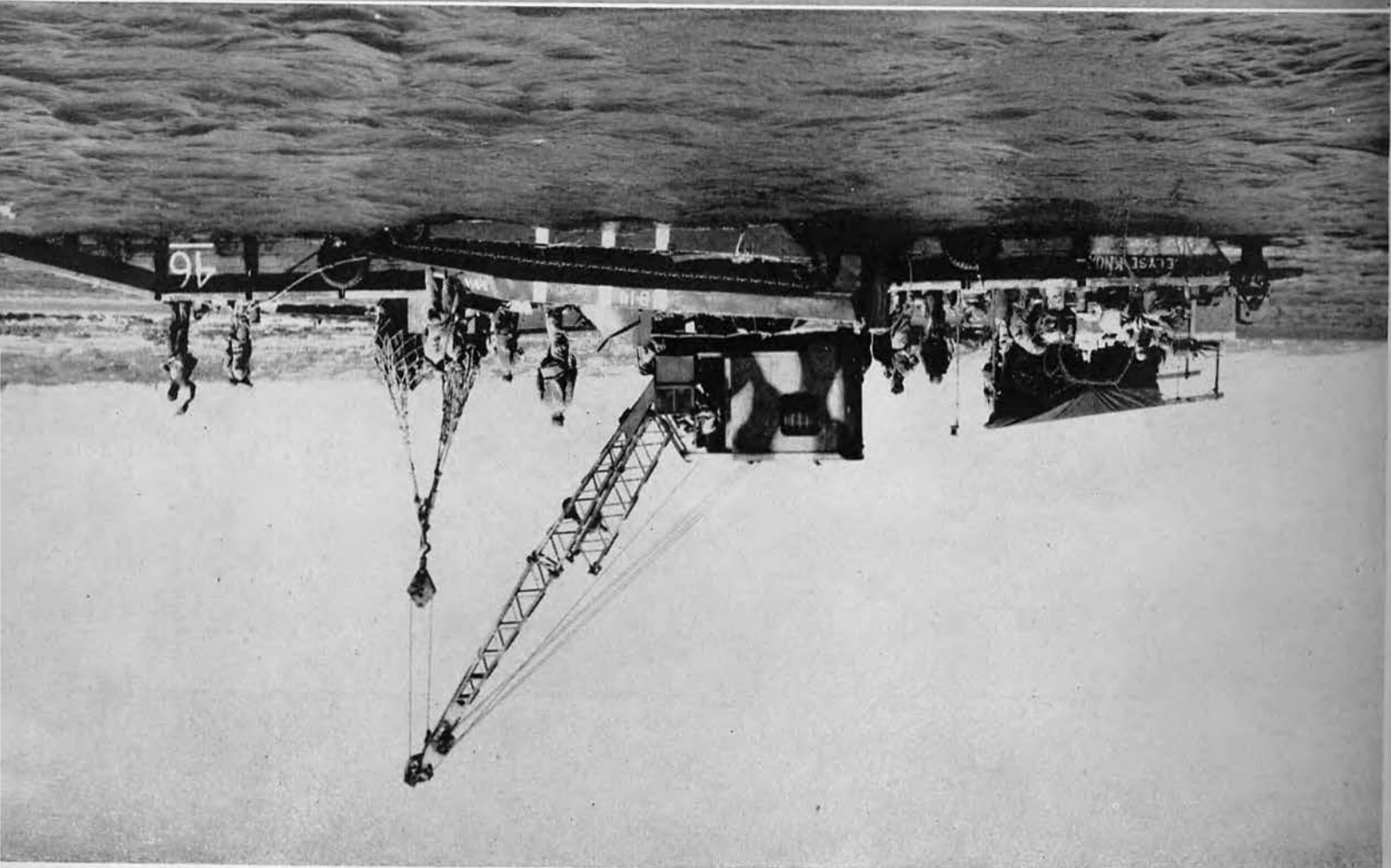
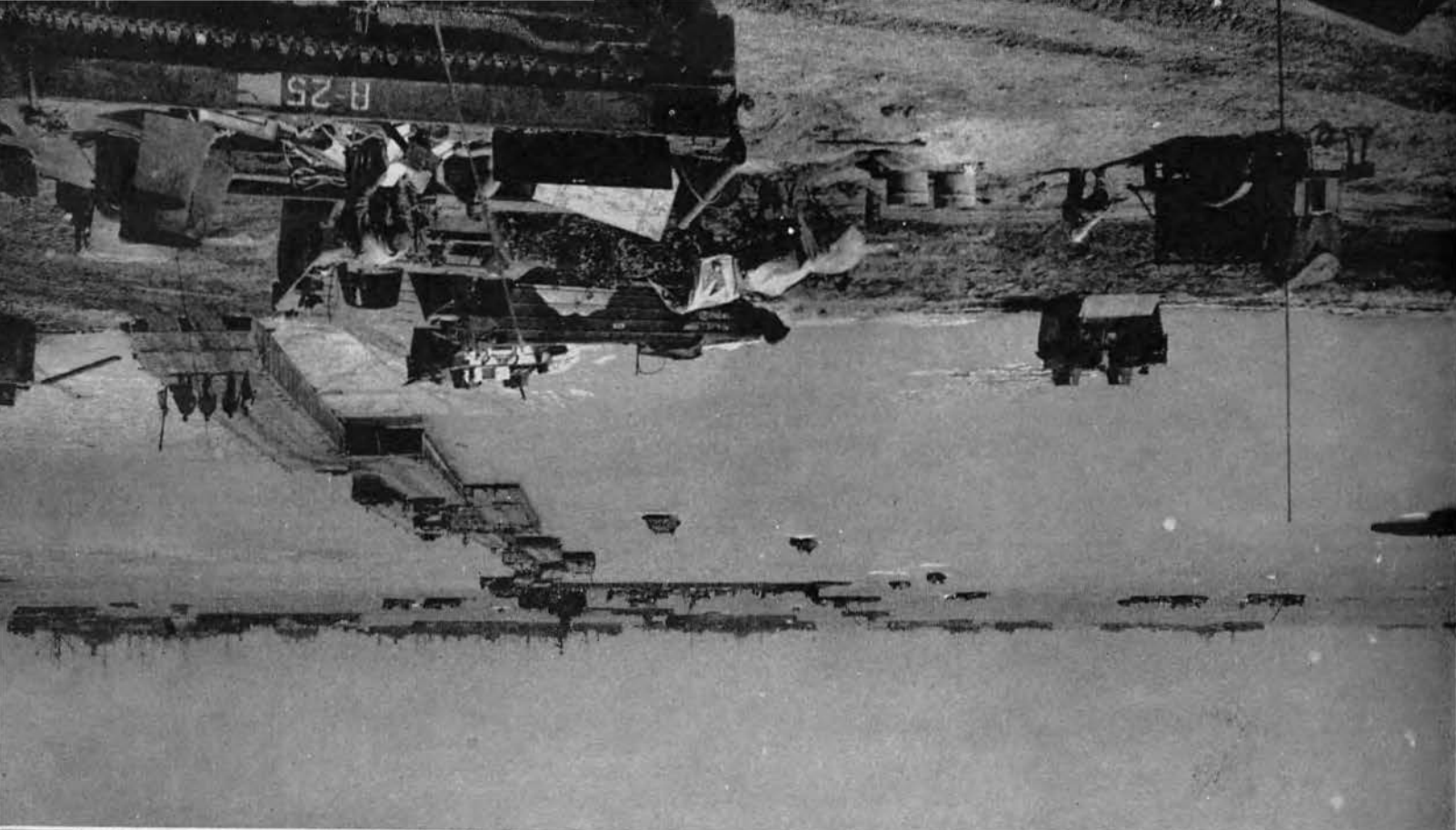
Barge loaded with supplies going into beach



Lifting wounded to LST



Chow time on the beach



OKINAWA—APRIL, 1945

Below: Crane loading LVTs on D-day

Bottom: Causeway



WHERE ERNIE PYLE DIED AT IE SHIMA

Civilian camp at Toya





Wrecked City Hall

Another view of civilian camp at Toya

Street scene in Hiza





Truck pulls off the barge

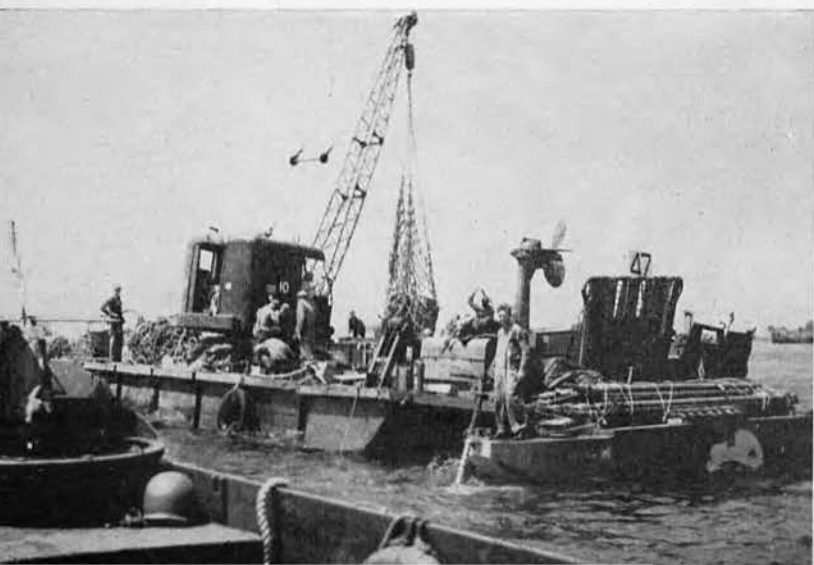


Heavily loaded LST on way to Okinawa



An underwater demolition

Loading gasoline

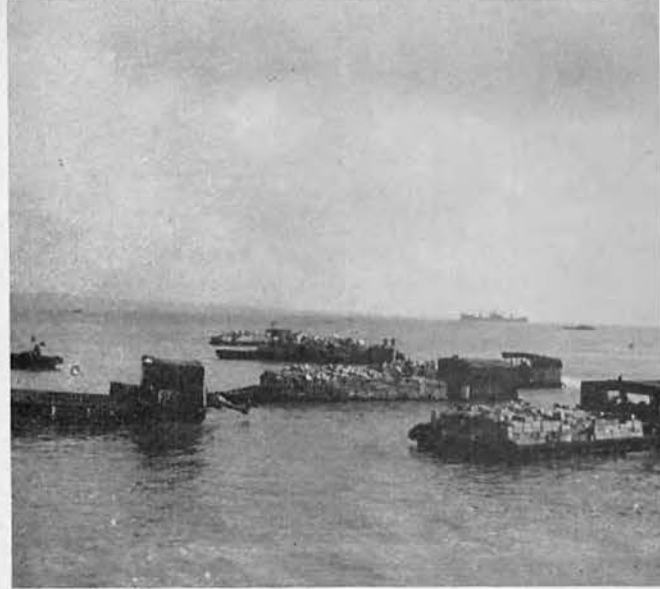


Repairing motor





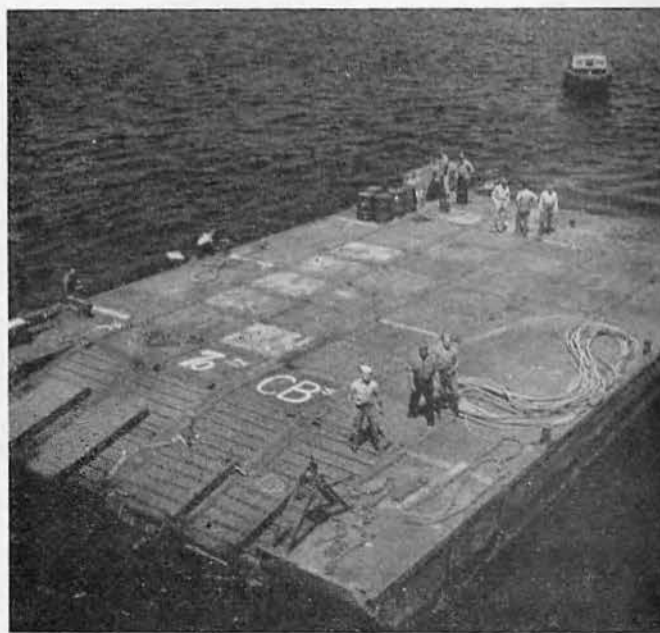
Barge loaded with engineers being taken ashore by CB's



Loaded barges waiting orders to beach



Unloading army on beach at Ie Shima

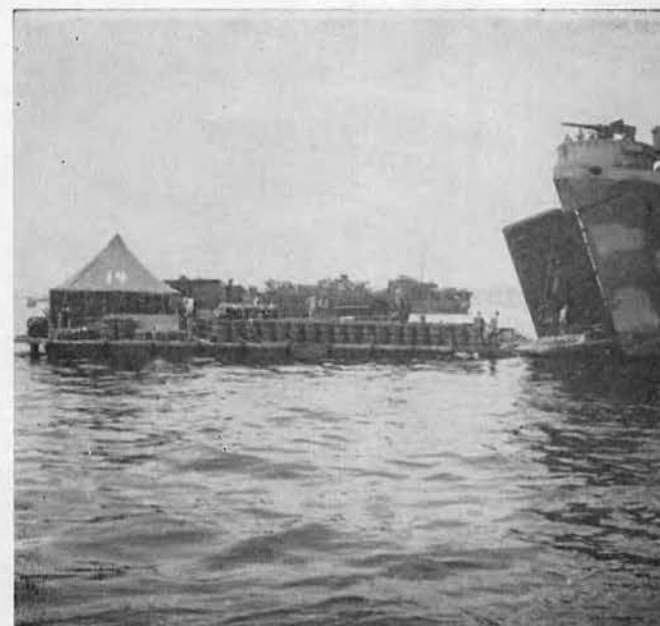


One of the PBM repair barges

Passing out hot coffee



Unloading LST





J A P A N



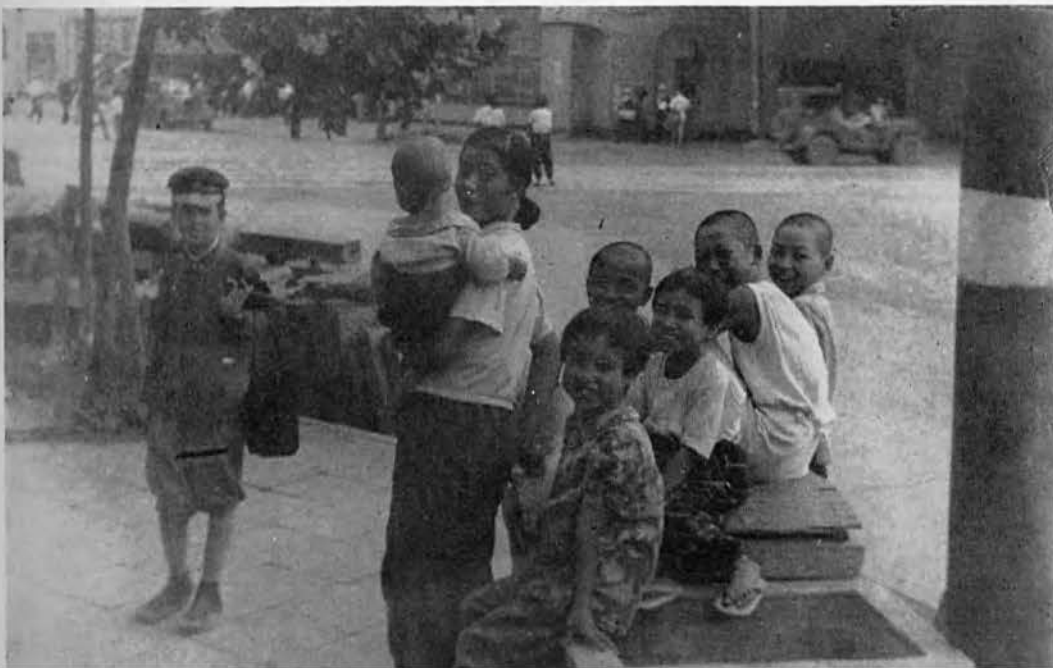


Upper right: Briefing crew of the 70th CB B-29 before flight over Tokyo.

1 9 4 5



70th B-29 over Tokyo—what's left of it





News



70th sends incendiary bombs to Tokyo

70th B-29s over Tokyo



LETTERS OF COMMENDATION

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

PASS TO COMDR BENLINE X YOU ARE COMMENDED ON THE EFFICIENT MANNER IN WHICH YOUR ORGANIZATION PREVENTED PONTOON BARGES FROM DRIFTING OR BEING DESTROYED ON THE REEF DURING THE RECENT BAD WEATHER X WELL DONE

U. S. S. LST 1013
c/o Fleet Post Office
San Francisco, Calif.

8 April 1945.

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

P15(15463M)
From: Comdt. NYPearl.
To: Officer in Charge, Hawaiian Area Navy Construction Brigade.
Subj: Construction Battalion Personnel, Appreciation for Services of.

10 December 1944.

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

2. The splendid spirit displayed by your men helped to bring a very large task to an early completion and the Commandant wishes to express appreciation for your cooperation in providing these men and for the assistance which they rendered the Yard.

/s/ WILLIAM R. FURLONG

cc: CinCPac
ComServPac
DuDocks
DirPacDocks

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

1 March 1945.

From: The Commanding Officer.
To: Ensign Edward F. LOBACZ, CEC, USNR, 340681.
Subject: Two Jima—participation in invasion of.

1. You creditably participated in the invasion and occupation of Iwo Jima February 19th to February 28th 1945, on board this vessel, and which was the first and only LST to beach on D-Day plus one, under enemy artillery and mortar fire. The officers and men were verbally commended for this action by Rear Admiral H. W. Hill, Commander of Task Force 53, Attack Force.

/s/ J. A. Hopkins
J.A. HOPKINS

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

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

FE25/P-17
Serial 101
30 March 1945.

From: Commanding Officer U.S.S. LCT 873.
To: Whom it may concern.
Subject: Recommendation for 70th Naval Construction Battalion, Ensign P. W. Cameron in charge, for duties above and beyond their routine call of service, while passengers aboard U.S.S. LST 949 in transit from Guadalcanal, Solomon Islands to Okinawa, Shima.

1. Special credit is due WILLIAMS, H. L., SF2c and YOUNG, M. E., S1c for their outstanding accomplishments and cooperative spirit in constructing two vitally important 50 cal. gun tubs on the stern of USS L.C.T. 873.

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

3. The achievements and full cooperation of the entire battalion aboard, led by REMALEY, W. G., CBM left with all of us a lasting and genuine feeling of respect and appreciation.

/s/ T. W. Thackery
T. W. THACKERY
Ensign, U.S.N.R.

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

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

31 Mar 1945.

LST 949/P15
Serial: 21-45

From: The Commanding Officer.
To: Whom it may concern.
Subject: Platoon B-21, Detachment "C," 70th U. S. Naval Construction Battalion, Commendation of

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

2. During their brief stay aboard they accomplished the following projects: constructed two (2) runways on the Main Deck; Garbage shutes; cabinet in wardroom; canvas shelters on main deck for embarked troops; tables and brackets for the operating room; and made alterations in the Officers' Pantry.

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

/s/ Thomas J. Twohig
/s/ THOMAS J. TWOHIG
Lieut. USNR

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

LST-1013/P15/00

Serial 217-45

From: The Commanding Officer.
To: Commander SEVENTIETH Naval Construction Battalion.
Subject: Carpenter Lester Oscar LARSON, CEC, 356956, USNR—Commendatory statements concerning.

1. Enroute to Okinawa operation and during the operation subject officer displayed the utmost ingenuity and perseverance in the performance of his duty against great odds, in keeping the side-carried 3x12 barges, numbers 1, 2, 3 and 4 from loss at sea, and expeditiously launching them for service, "L" day.

2. The passage was extremely rough with heavy winds prevailing from the starboard beam and quarter. Barges received such a terrific pounding that padeyes and turnbuckles snapped regularly. Thirty-two turnbuckles snapped and padeyes were re-welded until no longer serviceable. Holes were cut in the sheer stroke finally and extra chains were placed every two or three feet. Broken turnbuckles were repaired and smaller ones were exchanged for heavier ones securing vehicles.

3. All this work was accomplished under very unfavorable conditions. Emergency over-loading of the main deck was authorized by higher echelons to transport necessary equipment which reduced the space available for this maintenance. Welding was difficult because of a heavy sea which frequently broke over the deck.

4. In addition to keeping his own equipment in first class shape, when time permitted his men displayed an eager desire to assist ship's force in our own necessary repairs.

5. This command cannot commend too highly the exemplary conduct of subject officer throughout the operation. His performance adds to the deep respect, already well founded, for the men and officers of the Naval Construction Battalion.

/s/ Charles K. Carroll

CC: ComLSTF10 3
CERTIFIED TO BE A TRUE COPY
C. BROADBENT
Lt. Comdr. (CEC) USNR

AMPHIBIOUS GROUP TWELVE

PhibGrp12/P15
Serial: 287

20 April 1945.

From: Commander Amphibious Group TWELVE.
To: Commander Arthur J. BENLINE, CEC, USNR.
Subject: Commendation.

Reference: (a) ComPhibsPac restricted dispatch 120415 of April 1945.

1. Your excellent performance of duty during the assault and subsequent occupation of Western Okinawa, Ryuku Islands has been called to my attention by reference (a) which is quoted herewith:

"You are commended on the efficient manner in which your organization prevented pontoon barges from drifting or being destroyed on the reef during the recent bad weather. Well done."

2. Commander Amphibious Group TWELVE considers further, your performance of duty in organizing, administering, and operating large numbers of barges and landing craft in assault and subsequent unloading operations to have been most praiseworthy. He therefore takes pleasure in congratulating you on the commendatory remarks of the Commander Joint Expeditionary Force and in adding his own commendation thereto.

3. A copy of this letter is being forwarded to the Chief of Naval Personnel with the request that it be filed with your official record.

/s/ J. L. Hall, Jr.
J. L. HALL, JR.

Copy to:
BuPers

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

11 May 1945.

ARL-10/P16-1/mg
Serial: 98

From: The Commanding Officer.
To: The Commanding Officer, 70th Construction Battalion.
Subject: Construction Battalion Detachment Aboard This Ship.

1. A detachment of 24 enlisted CB personnel under the command of Chief Carpenter Howard J. HICKS, CEC, USNR, reported to this ship on 16 February 1945 and was detached 11 May 1945. The men in this detachment cooperated in a whole-hearted way with the ship's company, helped the ship's company in their work when there was no CB work, built their own lockers, submitted to rather uncomfortable living quarters cheerfully, and were a welcome and valuable addition to the ship's crew.


2. This ship participated in the invasion of Okinawa from Love plus one day on and was the only repair ship on the western beaches for a long time. Consequently the CB detachment was called upon to do twice as much work on the pontoon barges as originally planned, but they did it uncomplainingly, made their repairs expeditiously and accomplished all their work with dispatch. Their work included the installation of an A-frame on a pontoon barge, a job which called for considerable shipfitting, rigging, and planning of high order. This ship operated under frequent bombing and suicide plane attacks.

3. This detachment has been well led by Chief Carpenter HICKS who is industrious, energetic, and highly capable, and is in addition a courteous and affable shipmate whom the officers of this ship are sorry to lose.

/s/ J. J. Reidy, Jr.
J. J. REIDY, JR.

cc: Chief Carpenter Howard J. Hicks,
CERTIFIED TO BE A TRUE COPY
C. BROADBENT
Lt. Comdr. (CEC) USNR

(Continued on page 74)



PACIFIC PURPLE HEART AWARDS

IWO JIMA

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

OKINAWA

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

AWARDS

COMMENDATION RIBBONS

| | |
|--------------------------|------------------------------|
| LIEUT. MATTHEWS B. JAMIN | ANTHONY B. KOLODZIEJCZYK, CY |
| ARTHUR J. MURPHY, CY | WILLIAM E. WILBERT, Y1c |



BRONZE STAR MEDALS

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

NAVY AND MARINE CORPS MEDAL

NORMAN W. McCLINTOCK, MM2c

Other commendations for awards were submitted prior to de-commissioning of Battalion but to date no advice as to action of Navy Department has been received.



Comdr. Benline presents Purple Heart medals to Iwo Jima and Okinawa veterans.

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



PURPLE HEART AWARDS



Comdr. Benline pins Purple Heart medal on L. O. Johnson
31 May 1945.

Left: Lt. M. B. Jamin presents commendation ribbon



S P E C I A L A W A R D S

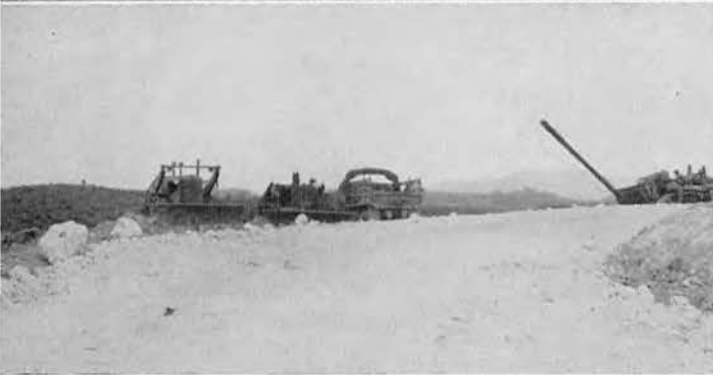
Presentations by Lt. M. B. Jamin, acting officer-in-charge



Presentation of awards on Guam, October 1945



AERIAL VIEW OF CAMP
ON GUAM



Top: Galley and Mess Hall
Above: Camp Road Construction

CAMP



Erection of power lines



Typical camp street before surfacing

CONSTRUCTION

Excavating coral

Supply yard

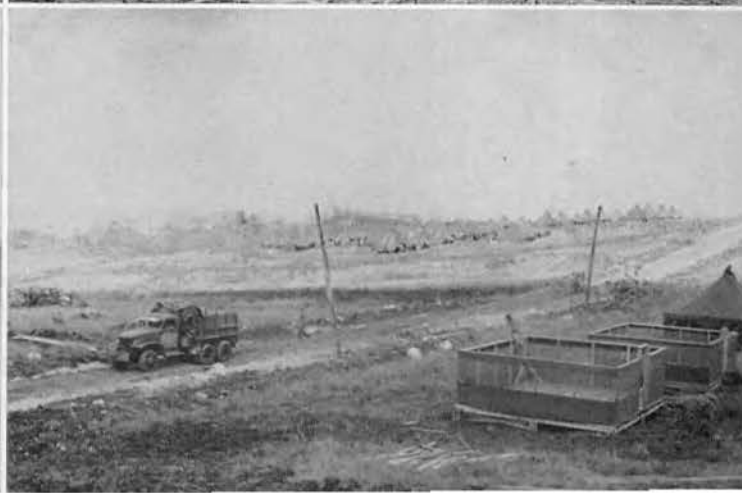
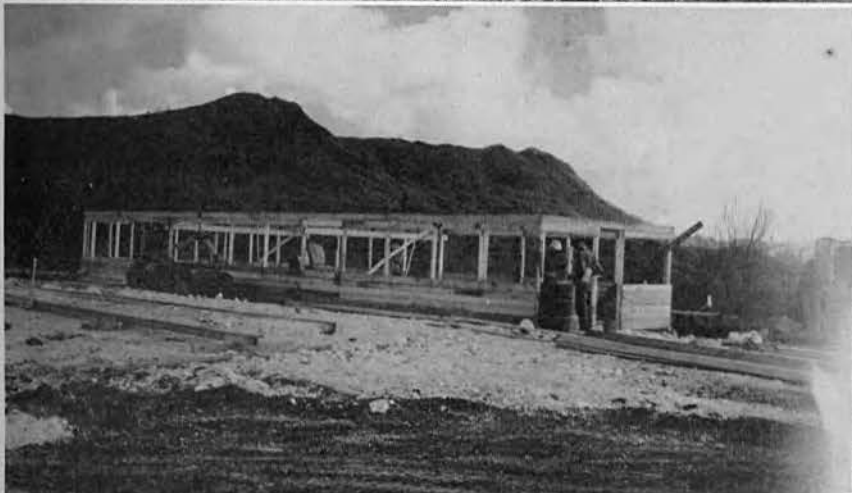
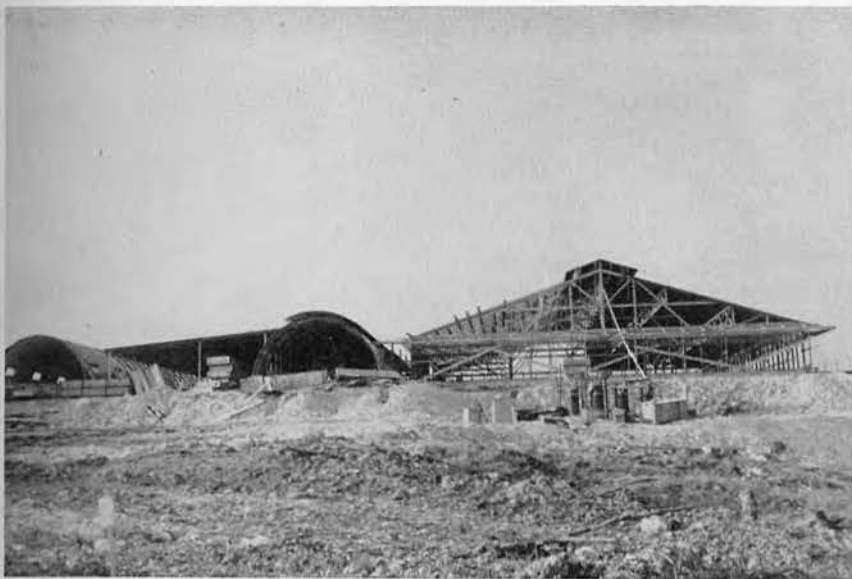




TRANSPORTATION AREA

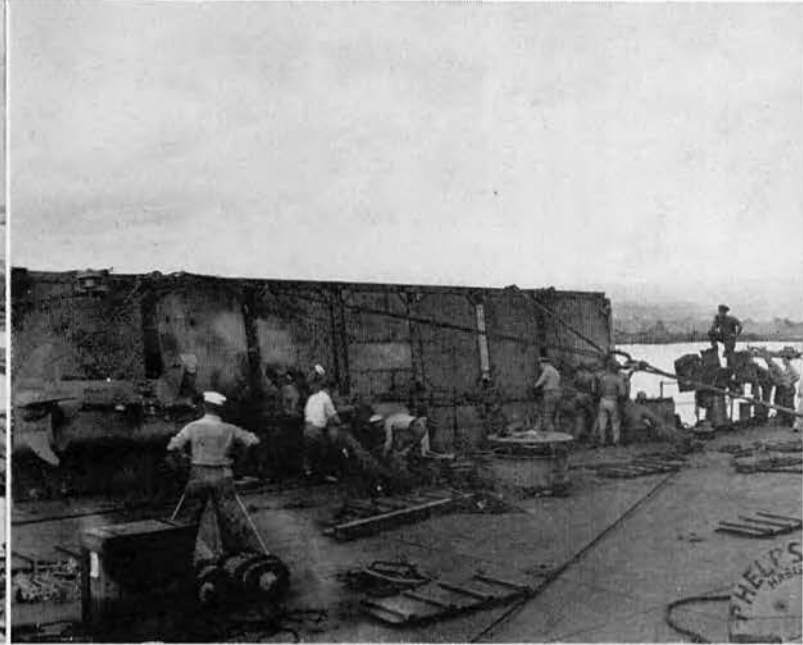
Below: Mess-Hall and Galley Construction at Guam
Bottom: Original Mess Hall

Below: Camp water supply
Bottom: Guam tent erection





Pontoon yard outfitting



Raising barge-ready for launching



A F P A Y

75 Ton crane raising barge on side of LST

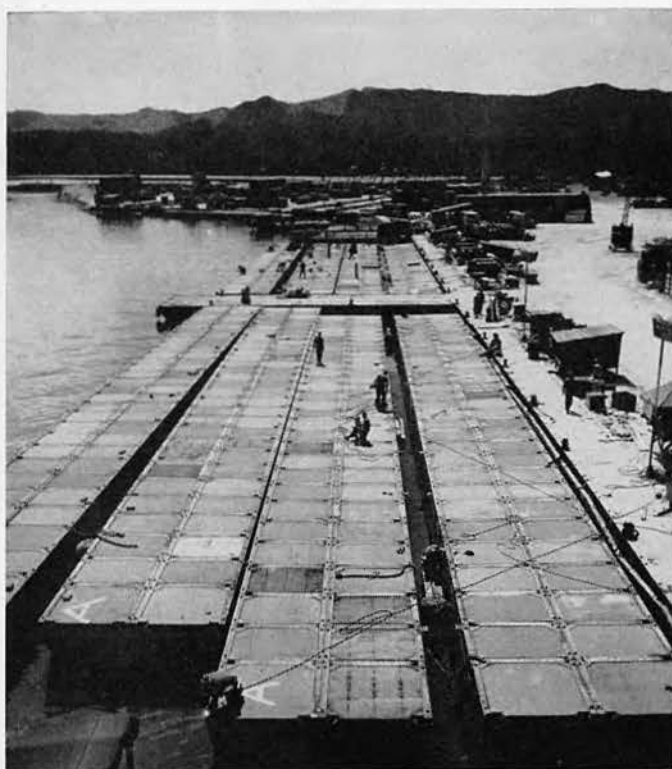




Pontoon yard, launching ways



75 Ton crane erection

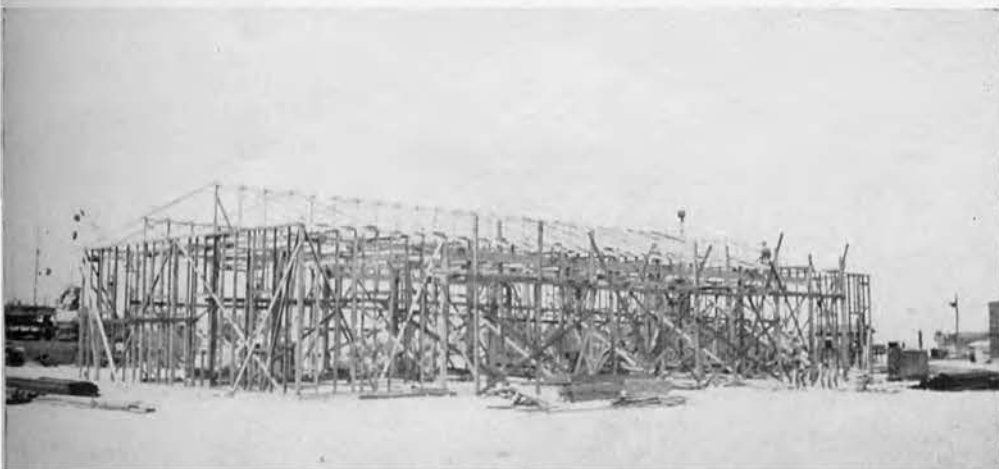


Causeways

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



Transportation Building

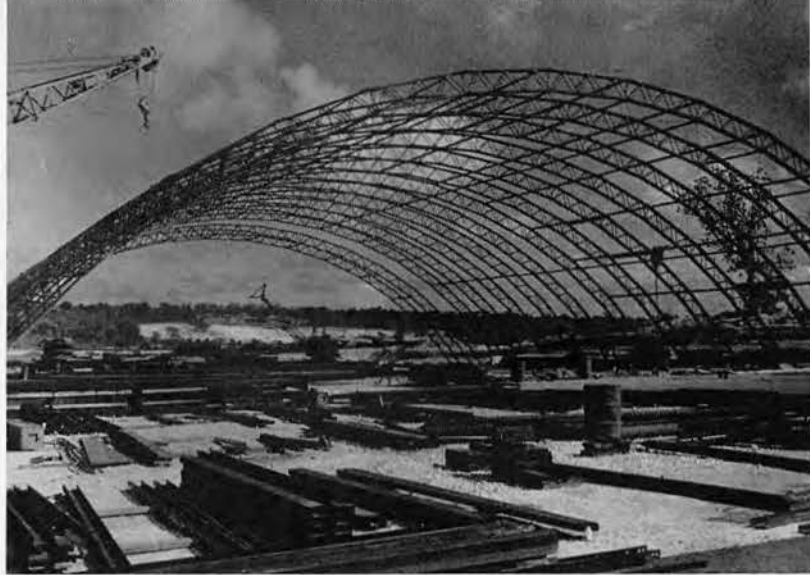




Constructing Amphibious Forces' quarters

OUTSIDE CONSTRUCTION

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



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

Below: Adcomphibspac quonset hut construction
Bottom: Harman Field Administration Building





Carpenter shop



Welding

SHOP TALK



Centrifugal wringer

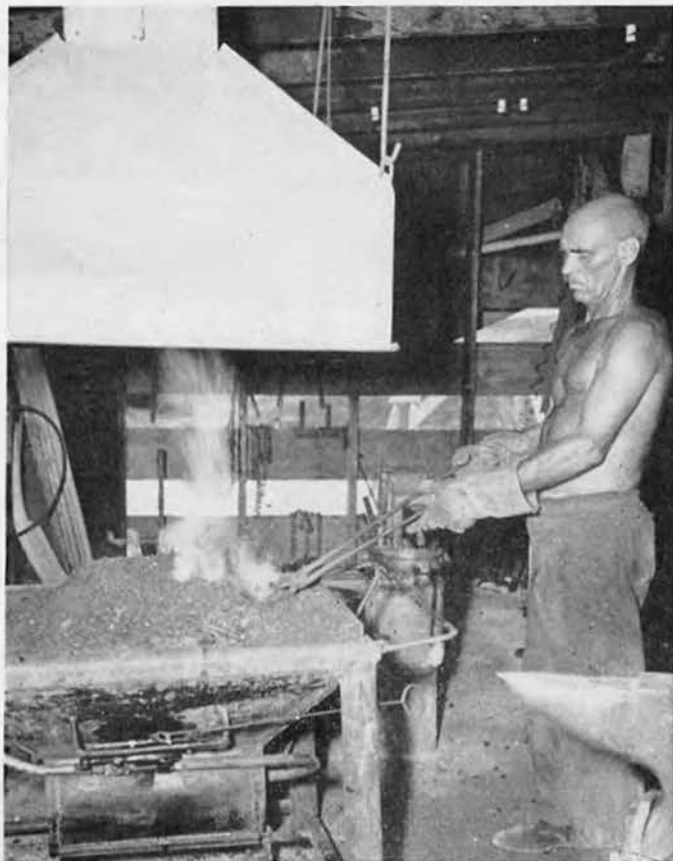
Paint shop and machine shop at Guam





TRANSPORTATION POOL

The smithy



Acetylene burning





Educational section—Ensign Pierson



Chaplain Bourdow and Ylc Wyman

CHAPLAIN'S DEPARTMENT



Inside chapel at Guam

Our chaplain officiates at a native wedding





Left: "Shapes Ahoy"
Right: The Battalion Dances

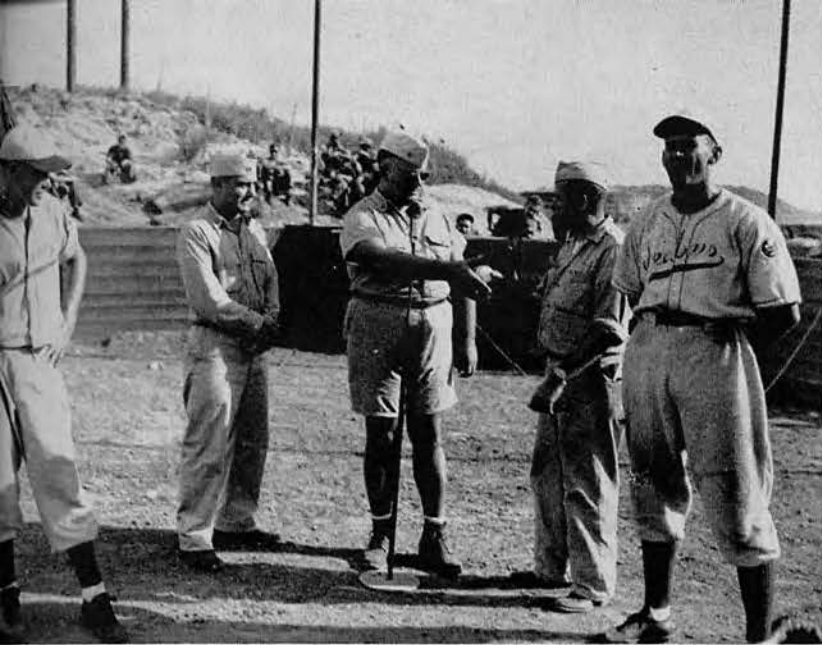


The Theatre

R E C R O

Gene Autry and Rufe Davis





Dedication of Hanlon Field



Our Baseball team

A T I O N



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



THE SEA BEAVER

SOUVENIR EXTRA I

"WE DOOD IT"

SOUVENIR EXTRA I

THIS PUBLICATION MAY NOT BE SENT FROM THE ISLAND BECAUSE OF SECURITY REGULATIONS.
 Volume 3 The Marianas, V-J Day, 11 August 1945 Extra

WAR ENDS

VICTORY | CO. B LEAVES; JAPS QUIT |

BULLETIN



Enlisted men's dance



A real open air beer garden on Guam



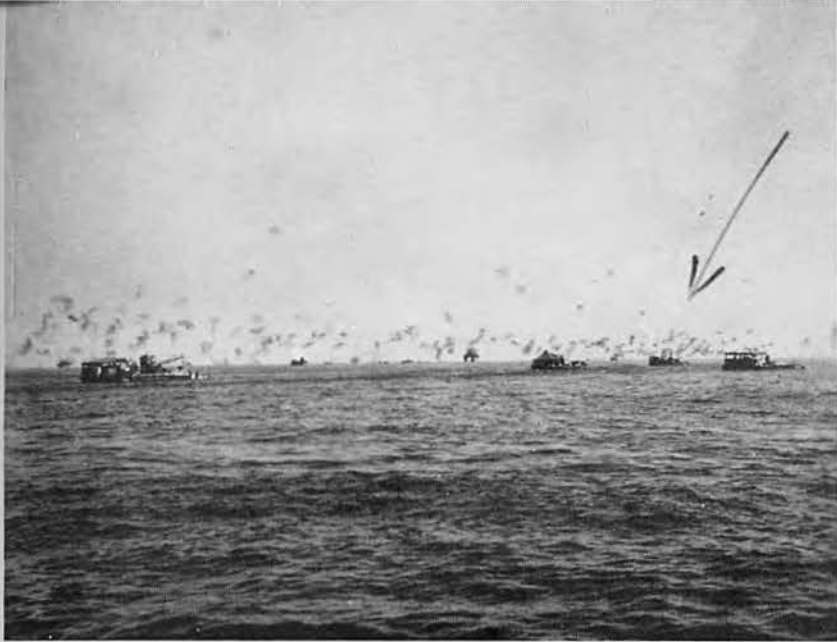
A scene at enlisted men's dance

We even had our own version of a juke box



and library, too!





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



Administration area

Moving bogged down tank destroyer on Okinawa



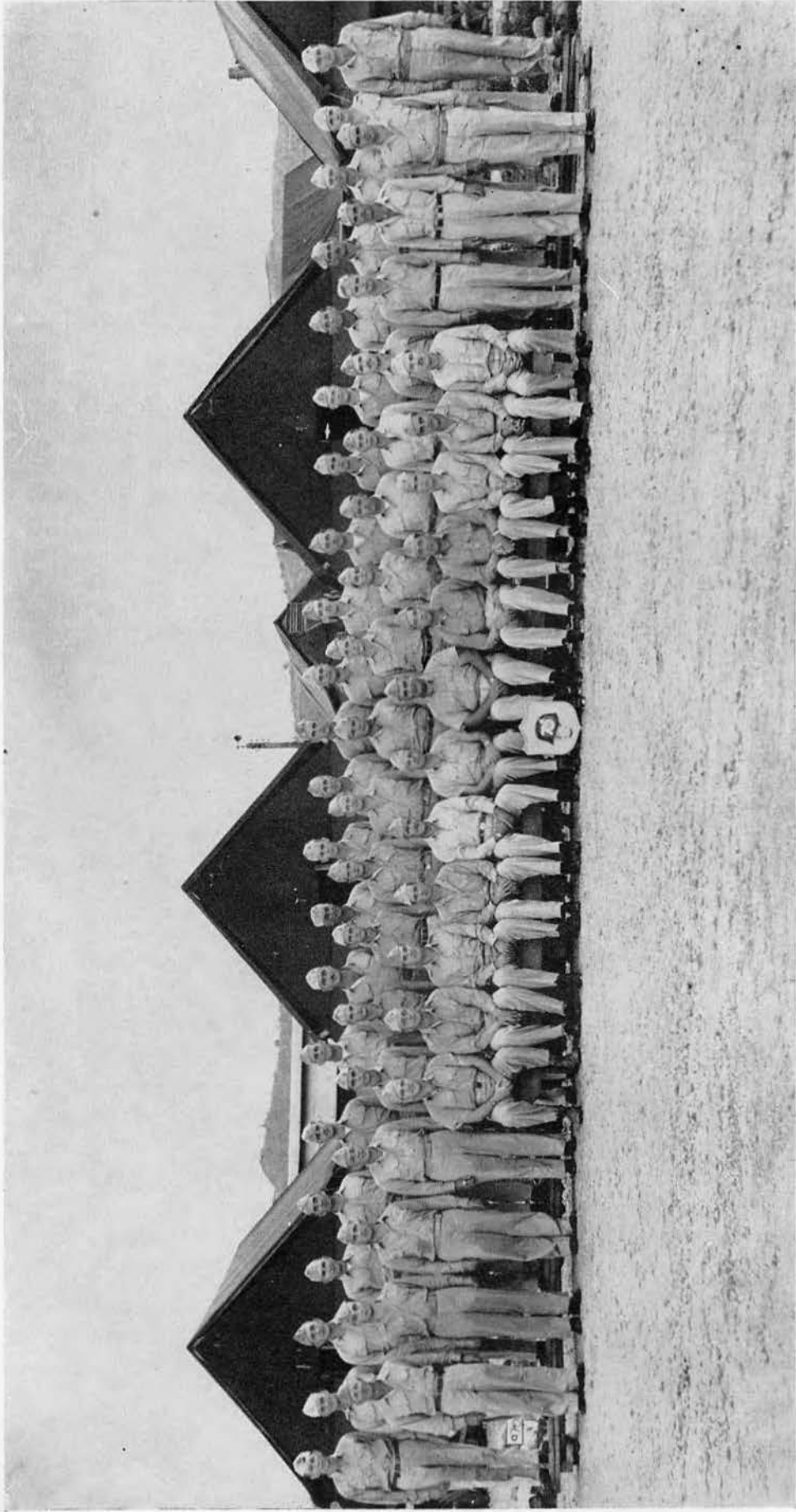
Pontoon wharf in boat pool, Bishi Gawa

Pontoon warping tug in LSD



Vice Admirals Wright and Hill inspect armored bulldozer at Waialae, Oahu.



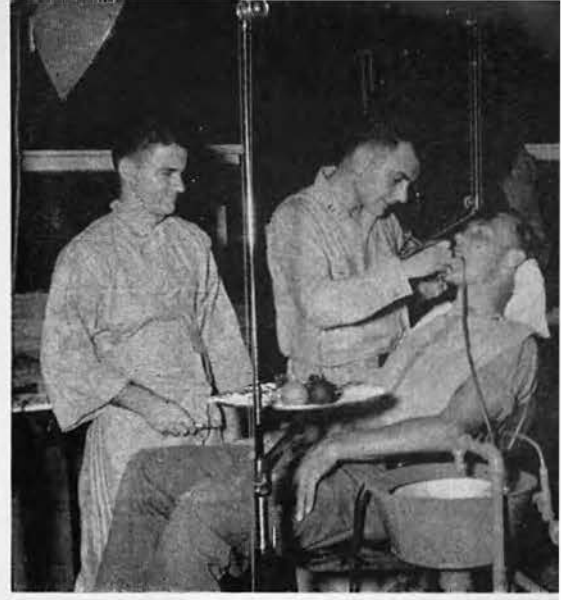


70TH C. B. BATTALION OFFICERS—THE MARIANAS 29 JULY 1945



MEDICAL DEPARTMENT

Getting a checkup



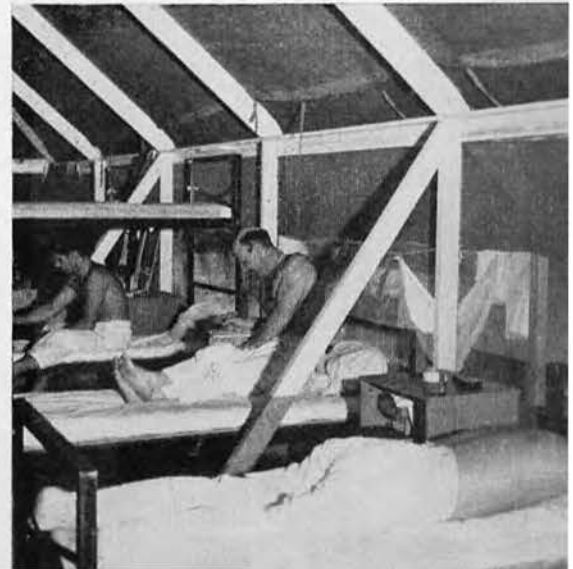
This won't hurt a bit



Doctors, Dentists
Pharmacists
and Hospital Corps



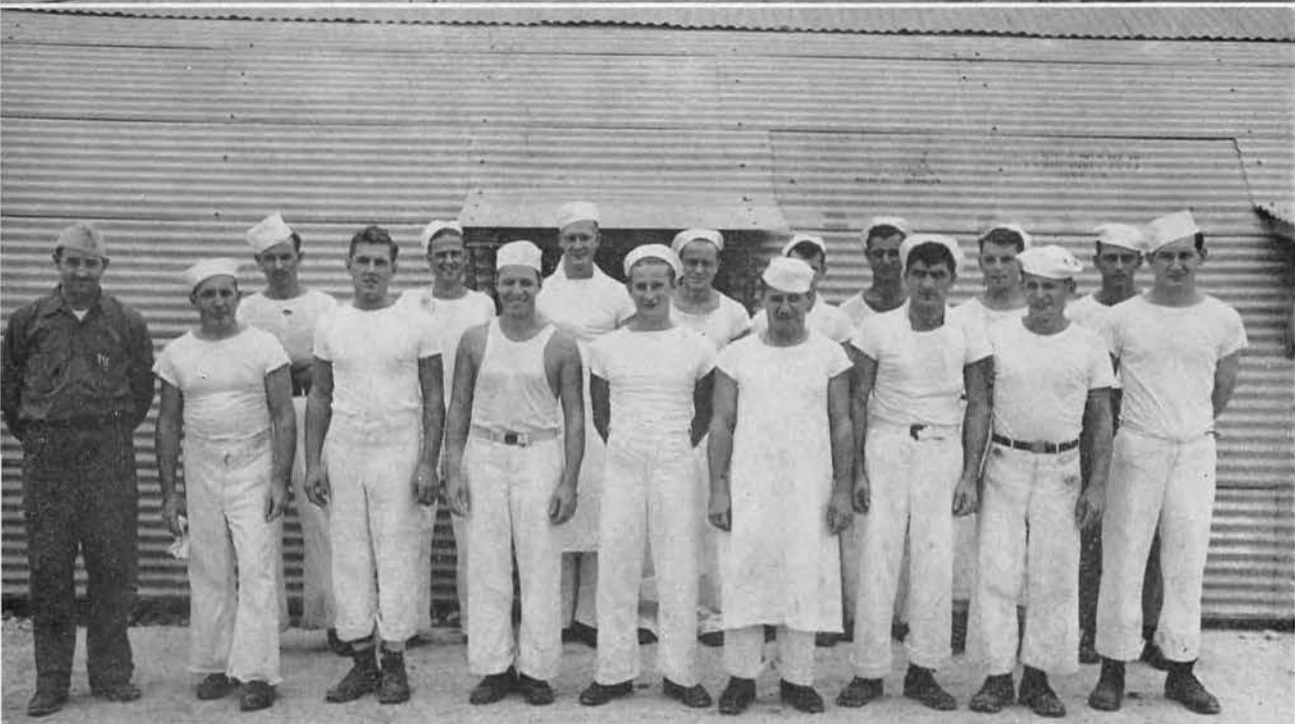
More shots



Sick bay

C
O
M
M
I
S
S
A
R
Y

S
C
E
N
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S



Top: Chief's mess
Center: Chow line, Guam
Bottom: The cooks line up



BUTCHERS BAKERS AND COOKS

Ice Cream!





POST OFFICE AT GUAM



IN THE LAUNDRY

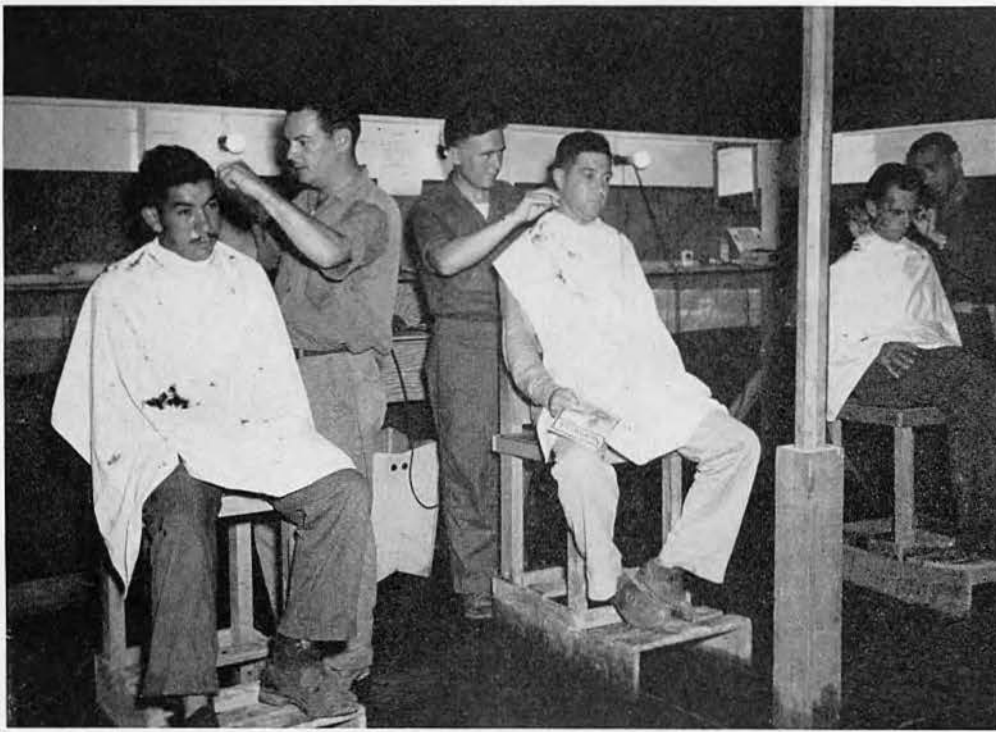
SHIP'S STORE



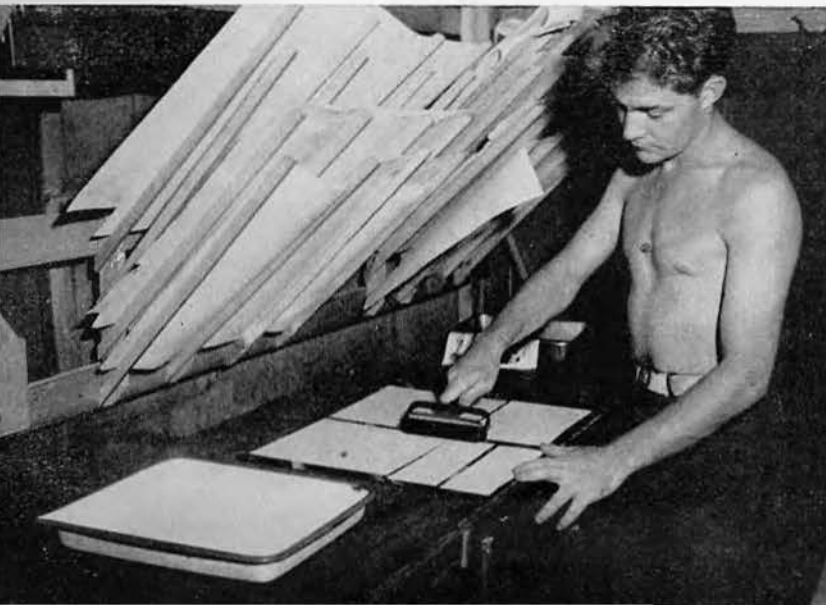
PAY LINE



SHAVE AND HAIRCUT
DEPARTMENT



Photography tent



Tailor shop



M. A. A. FORCE

HIGH POINT MEN



HEADQUARTERS



STOREKEEPERS



ARMORERS



LAUNDRY

DISBURSING

GROUPS



ADMINISTRATIVE

DISBURSING





COMPANY





A





COMPANY B





COMPANY B





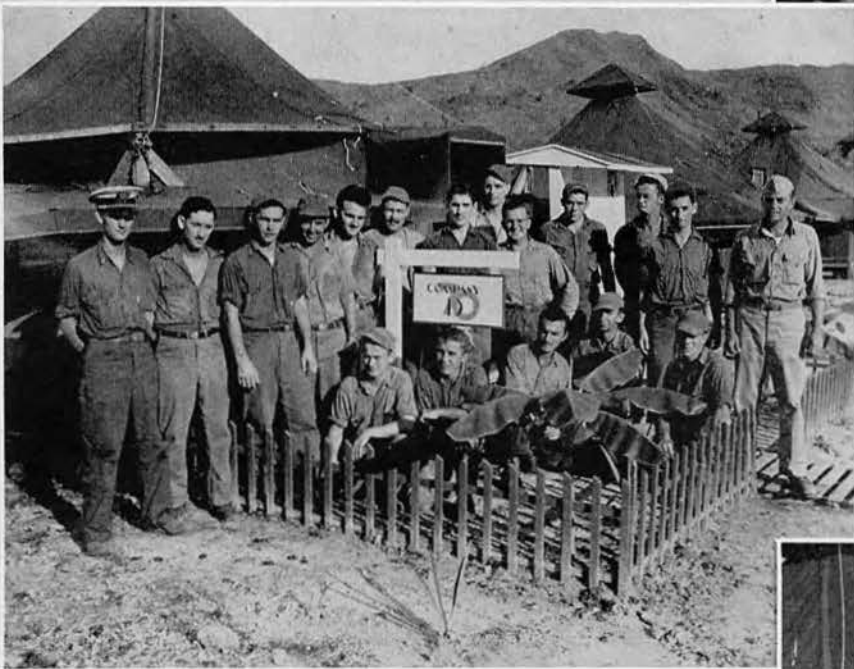
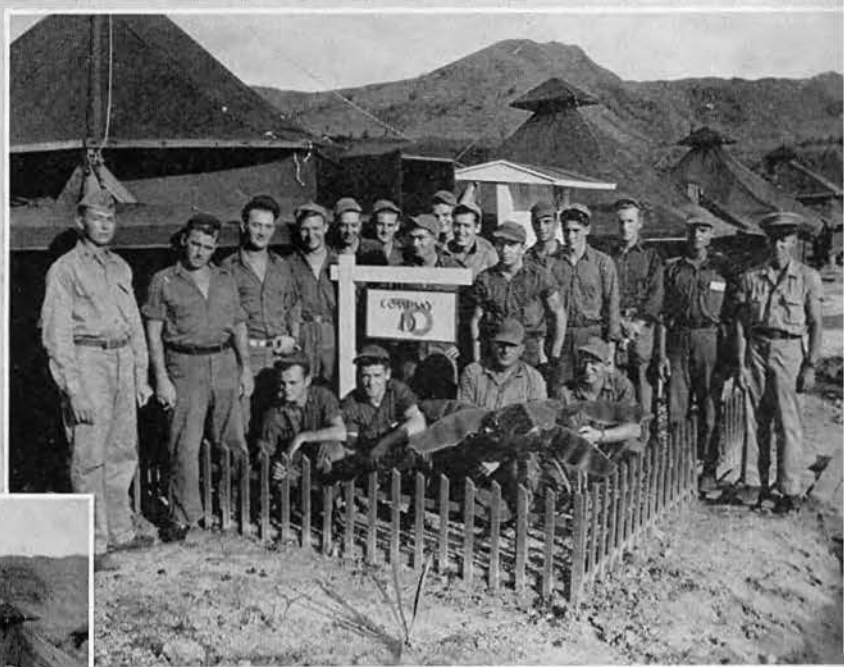
COMPANY





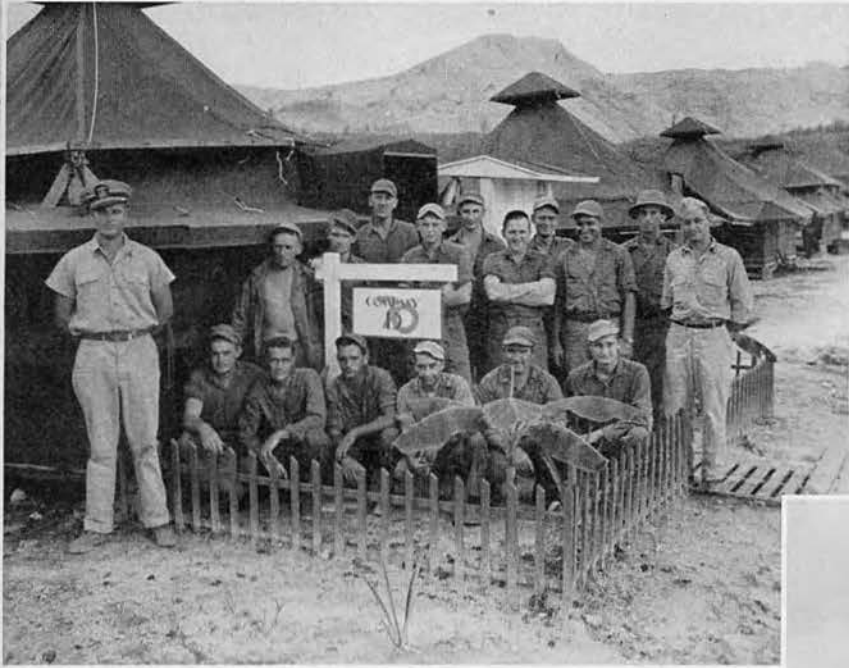
C





COMPANY





D





Tent quarters



Main gate, Guam

Water buffalo

Native hut





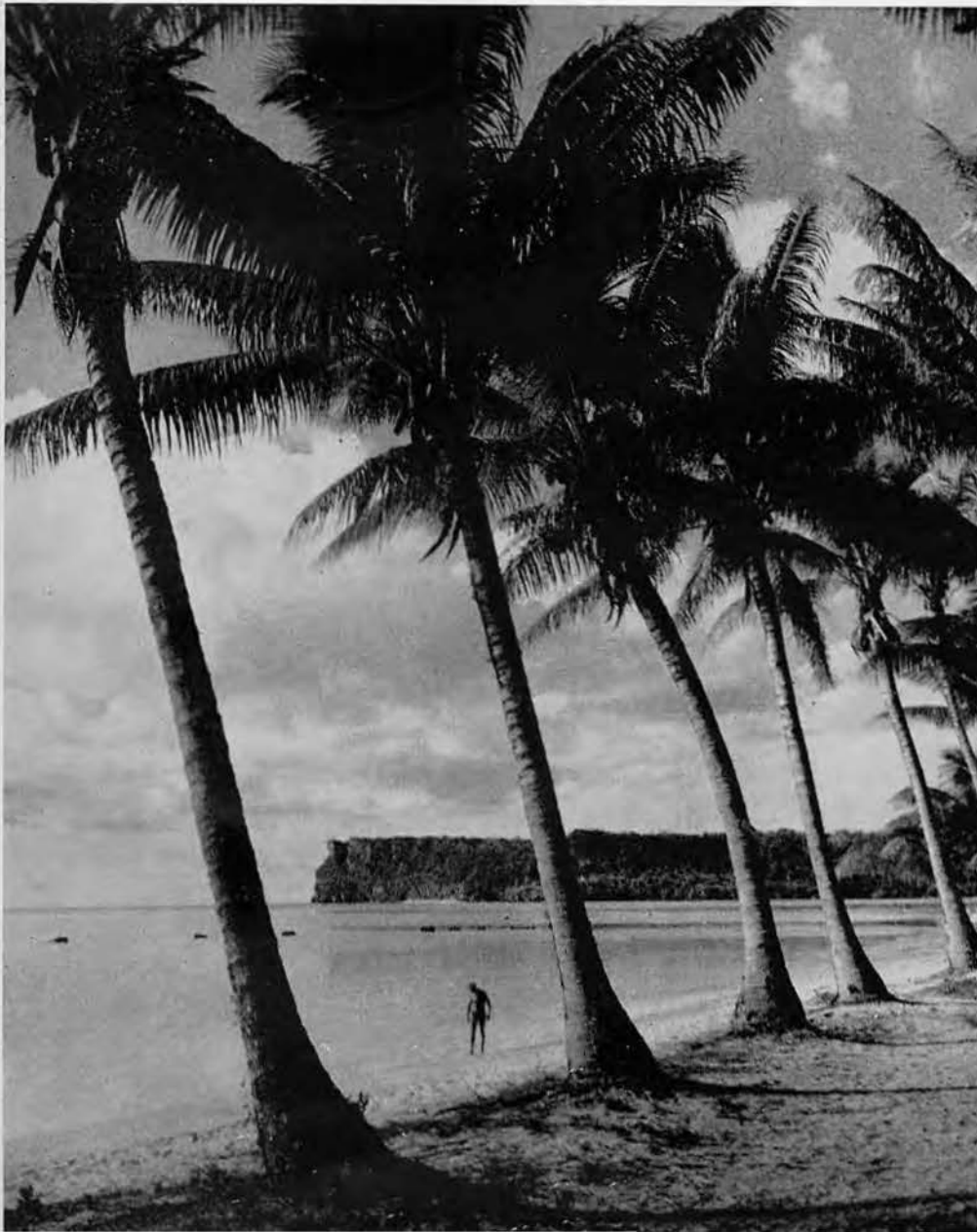
Jungle



Tent city

G U A M S C E N E S

One of the beautiful beaches



Below: Civilian transportation
Bottom: Water buffalo and calf







70TH BATTALION REVIEW AT CAMP PARKS



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

HEADQUARTERS COMPANY IN REVIEW





COMPANY A

COMPANY B





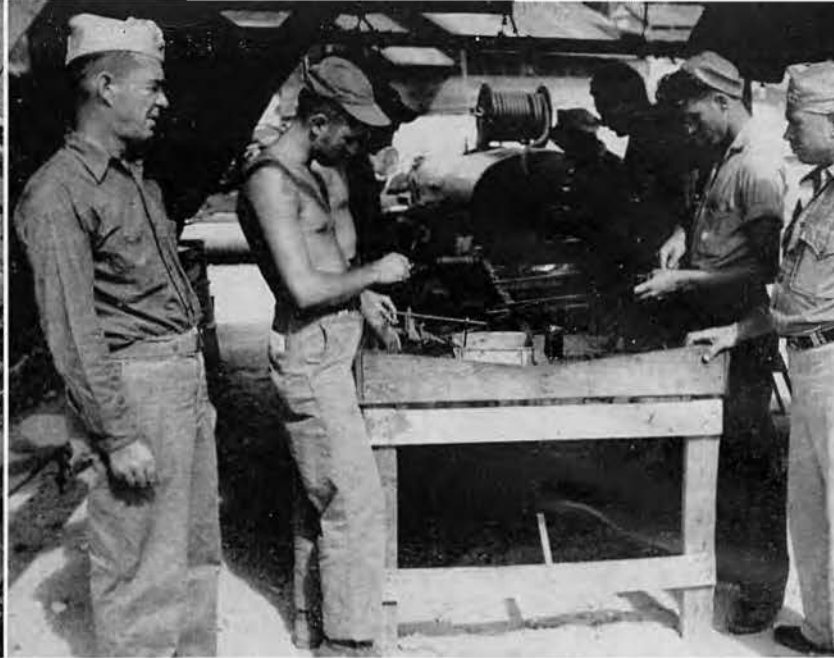
COMPANY C

COMPANY D





A P.B.M. is lowered into barge



Armory group



70th's B-29 bomber crew



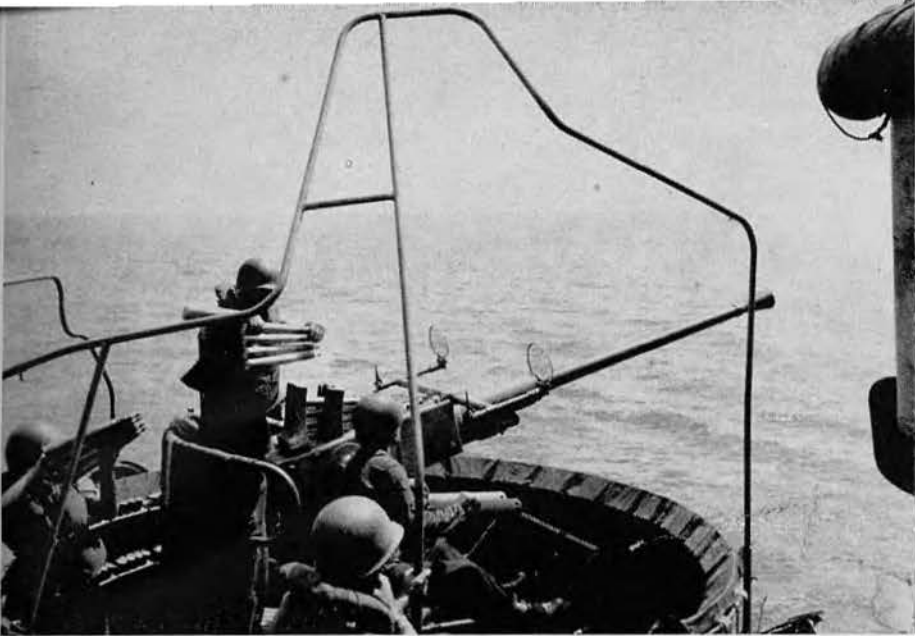
Chaplain in native cart

Making grass roof for beer garden

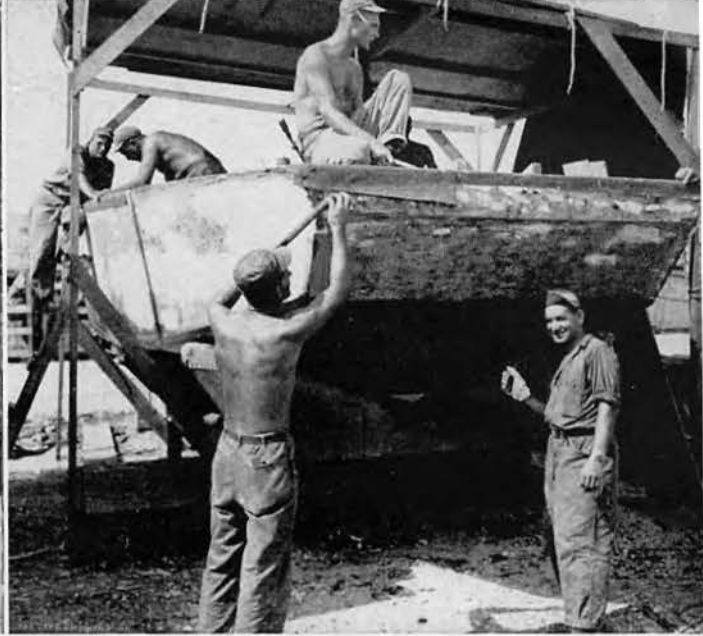


First men released at Guam upon reaching 42 years of age





70th anti-aircraft gun crew at Iwo



Boat Repairs at Guam



Guam Beach

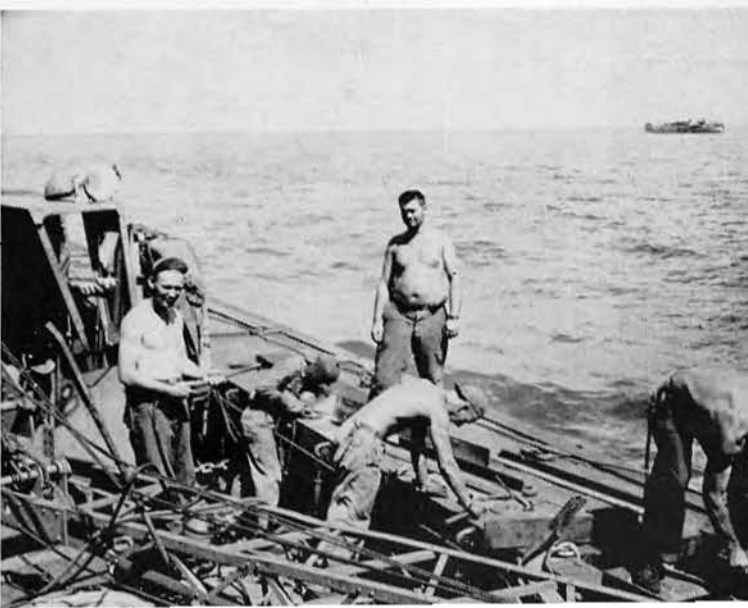


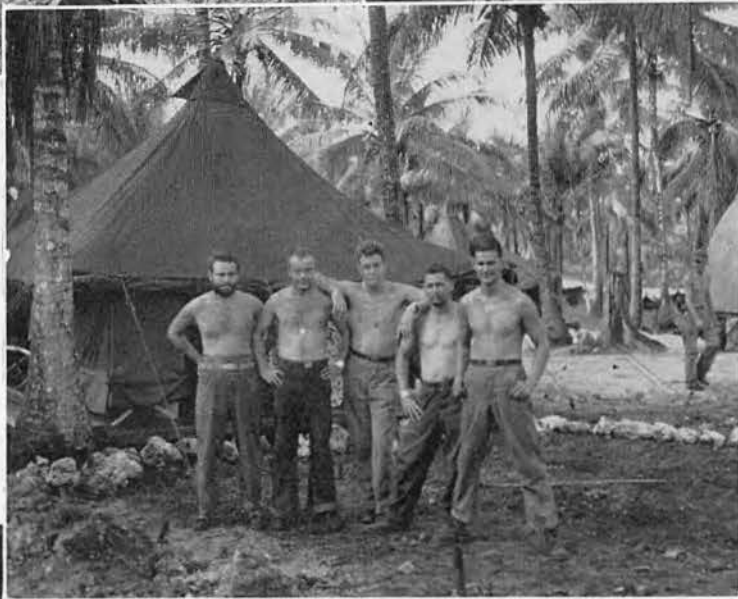
Iwo Jima Beach

Wrecked tank on Okinawa



Setting up crane D-Day, Okinawa

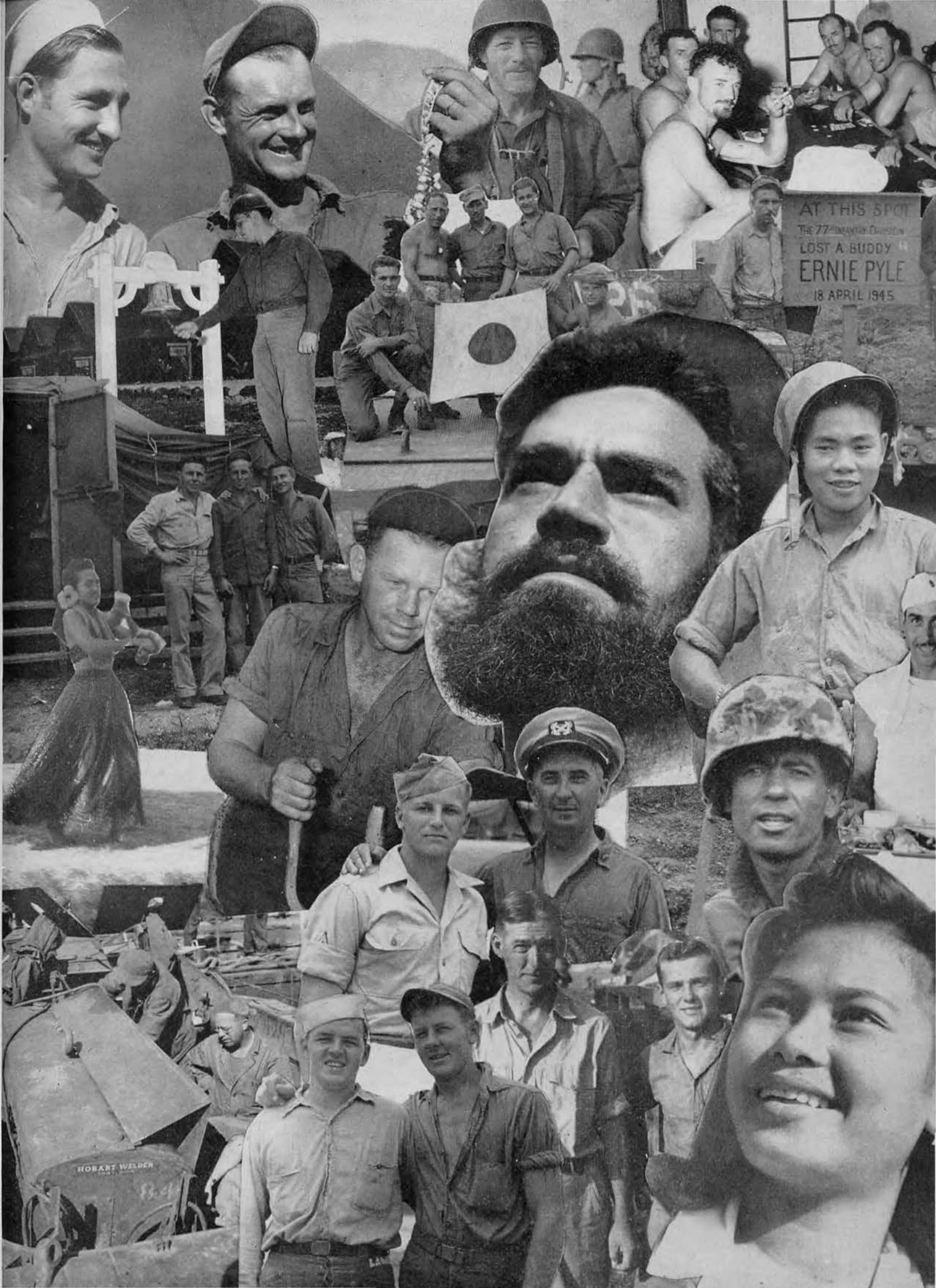




Top: Command Post at Iwo
Center: Guam survey crew
Right: at Banika
Bottom: Fire Department provides water

Top: On beach at Iwo
Center: Chow aboard LST
Bottom: Markers for Iwo beaches





AT THIS SPOT
THE 77th INFANTRY DIVISION
LOST A BUDDY
ERNIE PYLE
18 APRIL 1945

HOBART WELDER

(Continued from page 31)

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

12 May 1945.

LST787/P15

From: Commanding Officer,
To: Officer in Charge, 70th Naval Construction Battalion.
Subject: Chief Carpenter James W. KRAMER, Jr., 297579, CEC, USNR; service aboard the USS LST 787.

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

/s/ W. S. Lawrence
W. S. LAWRENCE

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

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

17 May 1945.

From: Commander Task Unit.
To: Commanding Officer, 70th U. S. Navy Construction Battalion.
Subject: DORFMAN, Joseph S., Lieutenant, CEC, 179402, U.S.N.R.—Commendation for Meritorious Service During Salvage and Rescue Operations at Kerama Retto, Okinawa Gunto.

1. Lt. DORFMAN has served with this unit since the beginning of hostilities by enemy air in the Kerama Retto Area. As Operations Officer, his services were of inestimable value and the untiring determination and energy with which his every task was accomplished, of rare quality.

2. During the period of existence of the Unit, a considerable number of battle damaged ships were brought in and repaired under spasmodic enemy attack and under the most difficult circumstances.

3. The devotion to duty and complete disregard for his own safety as well as his intelligence and exceptional initiative has contributed to the operation of this Unit beyond expression.

4. His work in this area and his service to Ships and personnel in need of assistance is a tribute to the Organization of U.S.N.C.B. and deservant of the highest commendation.

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

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

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

HEADQUARTERS
S.S. SEA FLASHER

Office of the Transport Commander

22 May 1945.

SUBJECT: Commendation.

TO: Commanding Officer, 70th U. S. Naval Construction Battalion.

1. During the voyage just completed Lieut. Matthew B. JAMIN was assigned to duty as Commanding Officer of Troops. In this capacity Lieut JAMIN displayed a high degree of tact, leadership, and knowledge of organization. It was through his zealous effort that the voyage resulted in a harmonious and happy crossing.

2. If it were my privilege to rate Lieut. JAMIN, I would with enthusiasm rate him as superior in leadership, knowledge of organization, tact, and attention to duty.

3. It is requested that this letter become a part of his next efficiency report and a copy placed in his personnel file.

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

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

From: ComPhibGroup FOUR (Rear Admiral L. Reifsnider, USN).

To: Lt. M. B. Jamin, Island Command Banika.

Reference: Your Dispatch. Loading of barges on LSTs efficient. Well done.

From: ComPhibGroup FOUR—U. S. S. Panamint—Ie Shima.

To: Lt. M. B. Jamin—Code—Pimento 7.

Observed with satisfaction the manner in which pontoon barge group arrived today in formation and on time. Seamanship and participation in assault operations well done.

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THE LAST WORD



The sudden termination of the war and the subsequent inactivation of the 70th Construction Battalion found Chief Warrant Officer J. G. O'Neil and the Pubinfo staff with a large amount of incomplete material, data and photographs which they were trying to work into shape for the publication of this book. Mr. O'Neil graciously consented to carry on after his return to civilian life.

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

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

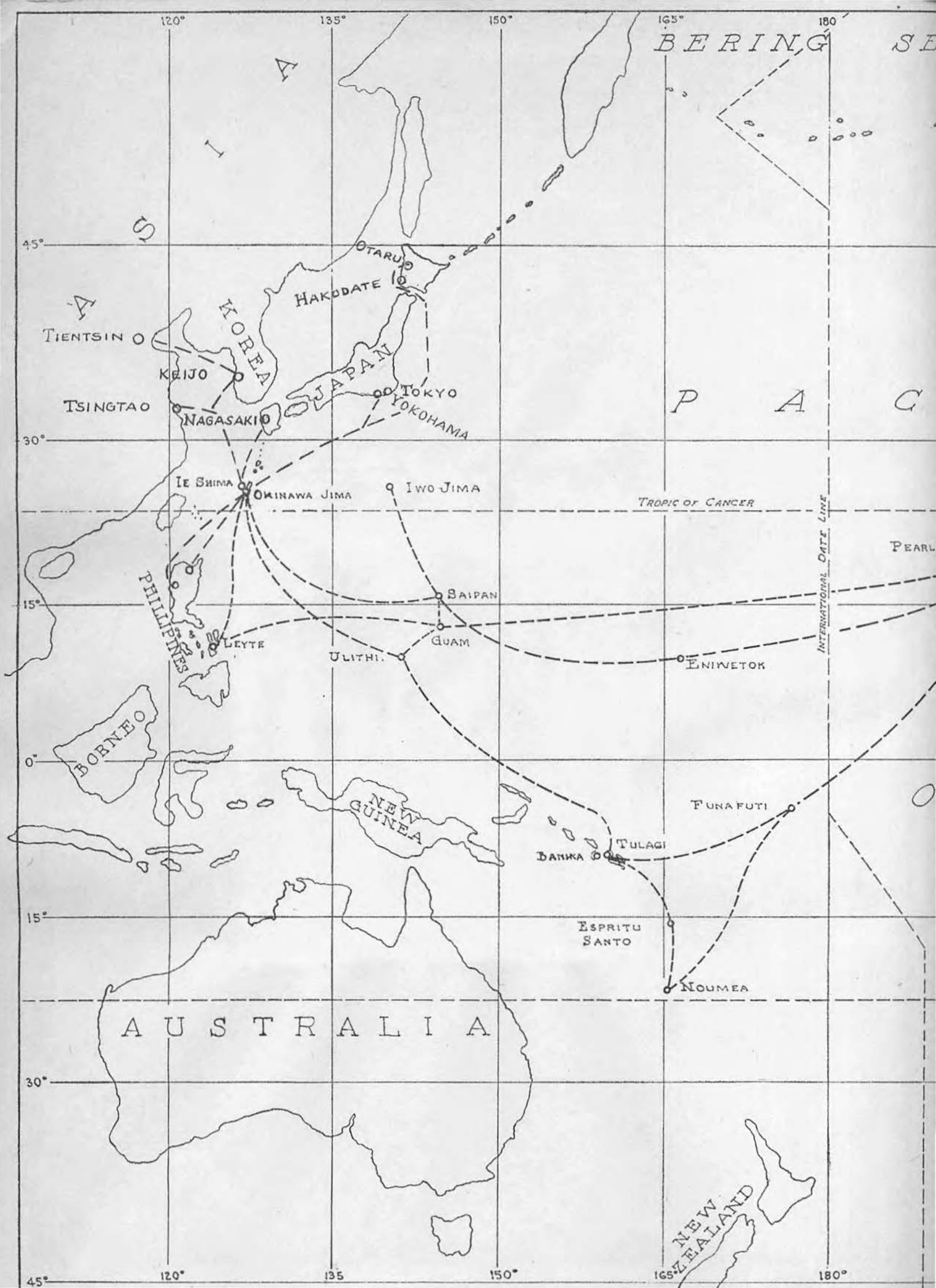
Many changes have occurred since the decommissioning of the 70th Battalion. Admiral Ben Moreell and Rear Admiral L. B. Combs have been succeeded in the Bureau of Yards and Docks by Rear Admirals J. J. Manning and J. F. Jelley; others of our superiors, associates and friends have new peacetime assignments.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

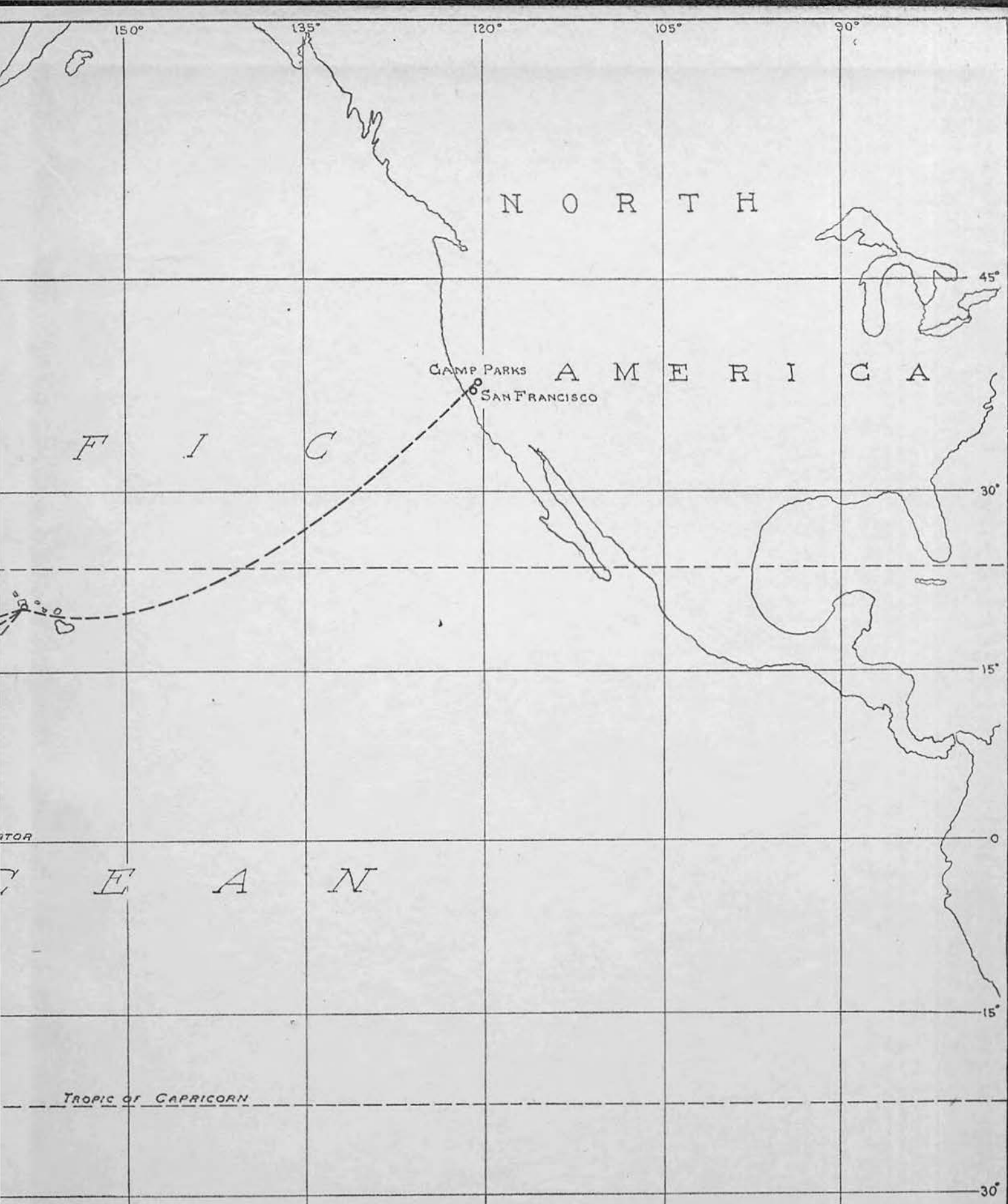
A. J. BENLINE

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