

~~1424.64~~
1427.64

Herb Salasoff
1109 Duane Ave Phila, Pa. 19111
25-RA8-5971 9/17/76.

Harry J. Mason, Company "C" Yeoman
2829 S. 13TH St. Phila, Pa. 19148
(215) 645-5871 2/27/80

^{COA} Donald J Botzow 1356 N Howard Rd in wood Mich 48634/4/21

John A. Rapuano Co. "D" Machinist Mate 813-485-5123
610 Ravenna St. Venice, Florida 33595 Sept. 27, 1984

John H. Weisheit Co "A" Yardley Pa 19067 1/27/86

Ben W. Harper Co A. 7601 N. 173 E. ADE OWASSO OKLA. 7405
8/27/87

JL Gussing Co B Brooten, Minn 56314

Tony & Razevich 3953 Southhampton Rd Moorpark CA 4-22

Asrar J LaRosee 228 California St. Newton Ma 02158 4-30-93

Stanley K Rose 1300 E Kercher Ave Myerstown Pa 17067 Co D 961
13
19047 Co. B-9th Spec

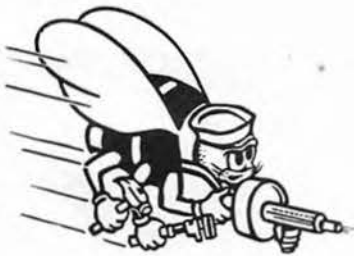
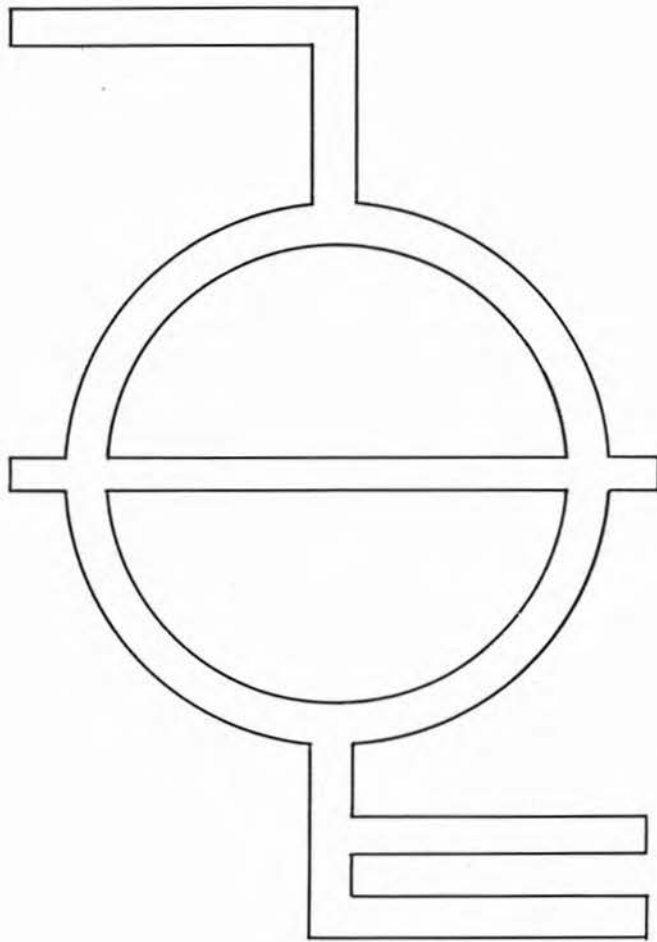
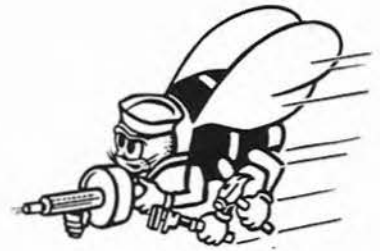
Carl & Elizabeth Flecher 446 LAWRENCE CIR LANGHORNE PA
10/1/93

Donald & Dolores Botzow 2nd Visit - 10-1-1993 Co. A

Robert & Florence Apprise Oct 1, 1993 9th Special Co. B Penna.

John & Ann Amatt Danbury CT Oct 1, 1993 9th Special CB's COA

Margaret & Paul Samios Summerland Key FL 10-1-93 9th Sp. CB's



Published by

NINTH SPECIAL U. S. NAVAL CONSTRUCTION BATTALION

DECEMBER, 1945



COMMANDER'S MESSAGE

NINTH SPECIAL U. S. NAVAL CONSTRUCTION BATTALION

Fleet Post Office
San Francisco, California

1 June 1945.


To: The Officers and Men, Ninth Special U. S.
Naval Construction Battalion.

On 19 June, 1943, the newly formed and trained Ninth Special U. S. Naval Construction Battalion left Camp Peary for Port Hueneme and from there to somewhere in the Pacific to do its part in the handling of cargo at advanced bases. Since that time a lot of things have happened, a number of formerly unknown places have not only been visited, but lived in, and a large volume of work has been accomplished by the men of this battalion.

No longer is the Ninth Special a mere aggregation of over a thousand men of various trades and abilities. Over a period of almost two years there has been built up a method of working, a volume of experiences and a record of accomplishments. These things are shared by the men who make up the unit and give it a substance, a tradition, and a pride of achievement.

The purpose of this book is, therefore, to set down on paper those things which you have seen and experienced, the things which, in after years, will mean to you the Ninth Special.

It has been a privilege to serve as your Officer-in-Charge during this time and I want to thank you one and all for your fine cooperation. It has been the splendid teamwork of officers and men, the skill, enthusiasm and hard work of all that has enabled the Ninth Special to do its share to "Keep the hook moving."


R. R. BENNETT,
Officer-in-Charge.

F O R E W O R D

This Cruise Book is an attempt to record in words and pictures the experiences of the Ninth Special U. S. Naval Construction Battalion during two years of duty overseas.

Greater stories and more graphic pictures have come out of this war, and the doings of the men of the 9th will not be remembered individually as a great feat of arms. But to all of you who furnished the material for this book, to every man of the Battalion, it will be the most vivid reminder of the persons and places, the dark and the lighter sides of life in the Southwest Pacific.

THE EDITORS



OFFICER

LT. COMDR. RALPH R. BENNETT
Officer-in-Charge

Lieutenant Commander Ralph R. Bennett, Officer in Charge of the Ninth Special Naval Construction Battalion, was born in Santa Monica, California. He studied at the San Pedro High School and served, during World War I, as a seaman aboard the cruiser *Minneapolis*. After being discharged from the service in 1919, he accepted his first job as cargo checker for a steamship company. Thereafter, his association with ships and cargo was successful and never severed. In 1920, when Commander Bennett worked for the Outer Harbor Dock and Wharf Company at San Pedro, California, the distinction of being the youngest dock superintendent on the West Coast was his. In 1929 he assumed the post of superintendent with the Swayne and Hoyt Steamship Company, handling United States flag, as well as foreign vessels. The outbreak of World War II curtailed the company's—and with it Mr. Bennett's—activities. Consequently, business was discontinued and the firm's vessels were sold. But Commander Bennett carried on, this time to take charge of operations for the Norton and Lilly Steamship Company in the port of San Francisco. In 1940 he resigned that post to become operating manager for the Rotterdam Lloyd of Los Angeles, which handled the majority of the Netherlands' shipping in the Pacific. In January 1942, Mr. Bennett started his tour of duty with the United States Navy. His first assignment, as loading officer, was again at the port of San Francisco and subsequently, in the same capacity at Port Hueneme, California. He reported to Camp Peary, Virginia, in April, 1943 as Officer in Charge of the Ninth Special Naval Construction Battalion, an outfit which under his command and capable and determined leadership has done both him and all its members honor. Commander Bennett's present residence is Lakewood Village, California. He is married and, as befits family traditions, his son is serving in the Merchant Marine. After the war Mr. Bennett intends to resume his golfing, fishing and home gardening as well as his duties with the Rotterdam Lloyd.

PERSONNEL

Staff



LT. COMDR. JOHN E. KANE
Executive Officer

Lieutenant Commander John E. Kane, Executive Officer of the Ninth Special Battalion, was born June 3, 1905 in New York City. In 1906 he moved to Elizabeth, New Jersey, where he was a resident until 1936. Graduating from Newark College of Engineering, Newark, New Jersey in 1927 with a degree of Bachelor of Science in Mechanical Engineering, he also received a BS degree in Civil Engineering, he also received a BS degree in Civil Engineering in 1934, after four years of further study, mostly in night courses.

Mr. Kane's experience in the engineering line has been in structural engineering and sanitary engineering including the design and construction of skyscrapers, factory buildings, bridges, sewage treatment plants and water plants. Employed by the American Cyanamid Company, the New Jersey State Highway Department, the Pennsylvania Railroad and the Dorr Co., also the Office of the Quartermaster General in the War Department. He considers the most outstanding project he has worked on, the Pulaski Skyway in New Jersey, including the construction of bridges over the Hackensack and Passaic Rivers; the Sewage Treatment Plant, at Baltimore, Maryland, and the Water Treatment Plant, at Cincinnati, Ohio. Commissioned in the Civil Engineer's Corps of the U. S. Naval Reserve, March 17, 1941, he was placed on active duty on May 7, 1941 in the Public Works Department at the big Naval Training Station, Great Lakes, Illinois. While in that capacity, he handled contracts totalling approximately fifteen million dollars in the expansion of training facilities at Great Lakes and the construction of Naval Air Stations in the Ninth Naval District. These projects included the erection of storage buildings, a power, sewage and water plant, hangars, barracks and air fields.

Assigned to duty with the Seabees in February of 1943, he was appointed Executive Officer of the Ninth Special in June 1943. Mr. Kane is married and has one child. His wife and son now reside at Elizabeth, New Jersey where he hopes to be in the very near future, for good.



LT. COMDR. MAX H. HYMEN
Senior Medical Officer

The year of Lieutenant Commander Max H. Hymen's birth, 1898, saw two events of the utmost importance. The first was the Spanish American War and the second was the discovery of radium by the Curies. We don't know if the Commander, as a medical man, believes in pre-natal influences, but war and science were both to play important roles in his life. Born in New Haven on October 28 of that famous year, Dr. Hymen has remained true to his native New England ever since he attended public school in New Haven, Tufts College at Medford, Massachusetts and again in New Haven, Yale University. World War I intervened and found Commander Hymen in the ranks as a buck private. After this brief interlude of war he returned to science and graduated from medical school. He served his internship at Lowell, Massachusetts and set up his own practice there in 1922. During that period he was also visiting physician at the St. John's Hospital. Finally in June 1942, Dr. Hymen combined medicine and war, enlisting in the Navy Medical Corps with the rank of Lieutenant Commander. His first assignment was an Quonset Point, Rhode Island Naval Air Station from where he was transferred to Davisville, Rhode Island, better known as "C. B. Heaven." He joined the Ninth Special on April 4, 1943 at Camp Peary. At this writing Dr. Hymen, like all the men of the Ninth, is hoping for an early return to his home in Lowell, where his wife and two daughters are waiting for him. His post-war plans include a post-graduate course in cardiology, which is a study of the heart—its anatomy that is, not its emotions.



LT. COMDR.
SPENCER WILLIAM NORTHUP

Lieutenant Commander Spencer William Northup was born and educated in Toledo, Ohio. After four years at the University of Toledo he went to the Medical School of the University of Michigan where he received his M. D. in 1938. Completing two years of internship he joined the organized naval reserve unaware of the consequences to follow. Called to active duty in the Naval Reserve, Dr. Northup served a year at the Pearl Harbor Naval Hospital, working in surgery through that fateful December day. After another year at the Naval Radio Station, Wahiawa, Oahu, he was compensated with a fifteen day leave in the States and a short tour of duty at the Long Beach Naval Hospital; and another period of overseas duty at New Guiana for sixteen months, to the 46th CB's on the Admiralty Islands for nine months and then to the Ninth Special CB's at Sasavelle where he relieved Dr. Hymen. Taking all into consideration Dr. Northup would welcome a little of that Stateside duty.

Lieutenant Henry L. Barge, our congenial Padre, and the second Chaplain to be assigned to this batallion, was born at Chickasaw, Ohio, June 13, 1909. Entering Prep Seminary upon completion of grade school in 1923, he continued at that school until 1925 when he entered St. Joseph's College at Collegeville, Indiana. After four more years of schooling at St. Joseph's he completed his Seminary training at St. Charles Seminary in 1936 and was ordained to the Priesthood May 10, 1936. At Centerville, Iowa, Chaplain Barge was a pastor's assistant for five years and professor and assistant Dean of Men at St. Joseph's College for one year. It was while he was stationed at Centerville that he heard the call and volunteered for service in U.S.N.R. as a Chaplain on September 13, 1942. Taking an indoctrination course at Norfolk and completing the course at Williamsburg, Virginia, he was first assigned to the U. S. Naval Air Station, Fort Lauderdale, Florida, from June 8, 1943 to December 8, 1943. Embarking from the United States on January 10, 1944, he was first attached to the Sixth U. S. N. Construction Battalion at New Caledonia. Completing that tour of duty in May, he received orders to report to the Ninth Special Naval Construction Battalion and arrived at this battalion on May 24, 1944.



LT. HENRY L. BARGE
Chaplain



LT. HAROLD M. COHEN, JR.
Medical Officer

Dr. H. Cohen, believe it or not, used to specialize in women's diseases in civil life. We don't know what his patients were like back in Pittsburgh, but he has not yet been heard to complain about the fact that his present clientele is all male. Say what you will about Pittsburgh, its coal dust and respiratory ailments—they're nothing compared to what a doctor finds in the South Pacific. Lieutenant Cohen has fought malaria and dermatoses, back-aches and injuries, and he has done well. Born in Pittsburgh (never fear!—we won't use the time worn crack . . . "and first saw the light of day . . . when he moved to . . ." you see, the doctor never left Pittsburgh), in 1914, he studied in its public and high schools, its university and hospitals. He received his medical degree in 1936, served his internship at the University hospitals and was resident physician in the Magee Hospital and instructor in the Medical School until his enlistment in the Navy in 1942. His return to Pittsburgh is eagerly awaited by his patients, and their sex, we swear, has nothing to do with the matter.

Dr. McConnell, Battalion Dental Officer, is reputed as being the only officer in the battalion with any "pull." Born a true Texan in Houston, on August 26, 1919, he received his preliminary education in the public schools of that city. Then, after deciding upon dentistry as a career, he entered the Texas Dental College and was graduated from that institution in 1943. At that time, the Navy decided to utilize his services so he was ordered to immediate active duty at Pensacola Naval Air Station as an assistant dental surgeon. After a nine months tour of duty at Pensacola, he was ordered to the Third Fleet, and thence to the Ninth Special Construction Battalion. It was then that every man and officer in the battalion suddenly became acquainted with dentistry, it's an old "Yank" custom. Lieutenant McConnell is not married. Confidentially, we are also afraid of dentists.



LT. JULIUS D. MCCONNELL, JR.
Dental Officer



LT. DWIGHT L. KING
Supply Officer

Lieutenant (jg) A. M. Alvord was born in New Rochelle, New York, where he still lives with his wife and son, John Moody. In his capacity as a heating, ventilating and air-conditioning engineer, he installed plants at the Sperry Gyroscope Company on Long Island, the biggest of his many projects. He attended New York University's Engineering School and Princeton University. There he was coxswain of the freshman eights of the rowing team which he guided to victories over Yale and the Navy. Trout fishing in Maine's Rangely Lake district and tennis complete the list of his favorite sports. Lieutenant Alvord plans to return to New York and air conditioning. We wish him lots of luck and Freon.



LT. (jg) ARTHUR M. ALVORD, JR.
Base Cargo Executive Officer—Russells



LT. (jg) HOWARD J. MERRY
Personnel Officer

Lieutenant (jg) H. J. Merry was born on June 6, 1922, in Dell Rapids, South Dakota. He attended grade and high school there and entered the South Dakota State College in the fall of 1939, graduating from that institution in May 1943 with a B. S. degree, major in physics and a mathematics minor. After having enlisted in the United States Naval Reserve, V-7, at Minneapolis on June 19, 1943, he was placed on inactive duty until August 2, 1943 when he was assigned to midshipman training at the University of Notre Dame. He graduated with a V-7 specialist class on September 22 and was commissioned an Ensign, CEC—V(S) USNR, Assistant Civil Engineer. After reporting to Camp Peary he was sent to Stevedore School in New York City and subsequently was attached to the Third Special Naval Construction Battalion, where he served as junior division officer until he joined the Ninth Special Battalion in October of 1944.

Ensign Henry W. Barrow (SC) USNR, who joined the Ninth Special Battalion as Disbursing Officer on November 11, 1944, received his naval commission directly from civilian life. Having been active in business for six years prior to his entering the naval service, he is well qualified for his present assignment. Born in Lynchburg, Virginia, on May 16, 1916, he attended Davidson College in Charlotte, North Carolina, graduating from there in 1938 with the degree of Bachelor of Science. Then he embarked upon his business career which led him to the personnel department of a retail chain store firm in Denver, Colorado (his present home), a job to which he plans to return. Commissioned in March 1944, Mr. Barrow first served as Assistant Supply Officer at the Naval Air Station, Jacksonville, Florida, before reporting for a five months' course at the Naval Supply School, Harvard University. Mr. Barrow is married and has three girls, including a set of twins.



ENSIGN HENRY W. BARROW
Disbursing Officer

BIOGRAPHICAL SKETCHES



LT. DAVID F. McELROY
Commander Company A

Company A

Lieutenant McElroy, like many of his men, wonders just why he was assigned to a Special Battalion. He worked in the field of heavy construction after graduating from Purdue University in 1935. For four years he was operating a small bridge and heavy construction business, and was the youngest bridge contractor to do work for the Minnesota Highway Commission. His experience handling steel and rigging for its erection, has benefited him in the Navy. The lieutenant is married, has a boy and says that eighteen months is a long time to wait to go home to Mankato, Minnesota. Back to the Land of Ten Thousand Lake's where a man's paradise rests in the breast of lush forests and beautiful lakes.

Lieutenant (jg) John W. Alltucker complains that he was lured into the Navy on false promises of being allowed to remove rocks by means of dynamite. When asked, he still treats that subject explosively. For a man of 25 (he was born on January 1, 1920 in Exeter, California) he's adjusted himself admirably well to the less violent job of removing cargo out of a ship's hold. His Alma Mater is Stanford University and in civilian life he was a geologist and mining engineer in non-ferrous metal mining in the western United States. He joined the Seabees in January of 1943. At Camp Peary he was found to wear a large shirt and a small hat. If that palyed any part in being assigned to a stevedore battalion, you'd have to decide for yourself by looking at the lieutenant's six feet, three inches. He gives great credit to the spirit of the men of the Ninth Special and says it was a pleasure to have worked with them. Just for that we'll tell him about the new powerful explosive RDX. It makes ever so much noise.



LT. (jg) JOHN W. ALLTUCKER



LT. (jg) DONNELL B. DOYLE

Lieutenant (jg) Donnell B. Doyle is a Californian by birth as well as by choice. His greatest wish was to be born in Los Angeles. It was granted on March 18, 1917. Remaining intensely loyal to his native city, he attended schools there and was graduated in 1941 at the University of Southern California with a degree of Bachelor of Science in Petroleum Engineering. He played both football and rugby at USC, but considers his marriage to Nancy Jean Wilson, a co-ed, a greater achievement. Mr. Doyle's first job was with the Los Angeles Ship and Drydock Corporation, where he worked in the Engineering Department. After a year at the ship yard he went to Ogden, Utah, on a housing project including the construction of a thousand demountable houses. He joined the Seabees at Ogden, Utah, in February, 1943, and after the war plans to take up residence in Los Angeles.



LT. (jg) ANTHONY DOMINGUEZ

Lieutenant (jg) Anthony Dominguez is a native and at present a resident, of San Francisco where he was born on January 28, 1909. He attended high school in San Francisco and married there. His experience as a stevedore (from 1934 to 1942) fully qualified him for his various assignments in the Navy which he joined in October of 1942. Lieutenant Dominguez served overseas with the Second Special Battalion, was sent back to the States for Officer's Indoctrination School at Williamsburg, Virginia, thereafter was attached to the Third Special Battalion, the Eighteenth Construction Regiment and, finally, to the Ninth Special. Lieutenant Dominguez, who is in a position to make comparisons on the basis of his experience, says that the Ninth rated with the best Special Battalions in any theater of war.

Ensign F. M. Kirkpatrick, who is a graduate of Notre Dame Midshipman School, began his active naval service in February 1944, and received his commission in the Civil Engineers' Corps of the Navy in May of the same year. He next reported to Officers' Training School at Camp Endicott, Rhode Island, and left for overseas duty on September 9, 1944. Mr. Kirkpatrick is a native of Marblehead, Massachusetts, a town whose inhabitants are noted as a seafaring people, and is a graduate of Yale University, another New England tradition, where he studied organic chemistry. After graduation from Yale, Ensign Kirkpatrick worked as an engineer for the General Electric Company, testing turbines, generators and propulsion engines. His favorite sport is skiing for which, so he complains, there is little opportunity in the South Pacific.



ENSIGN FRANCIS M. KIRKPATRICK



ENSIGN RALPH L. FLETCHER, JR.

Ensign Ralph Leslie Fletcher, Jr., was born October 13, 1917 at Providence, Rhode Island. After finishing public school, he attended Brown University and Harvard Graduate School of Business Administration. Upon completion of his schooling he was first employed by the California Shipbuilding Corporation, in the engineering department and later in the company's aircraft division. Entering the Navy as an apprentice seaman he was appointed Midshipman in November, 1943, and was commissioned an Ensign January 20th of the following year. Mr. Fletcher first served duty in New York City for seven months and then attended the Navy Supply Corps School at Harvard University before assignment to the Ninth Special, to replace Lt. D. L. King in the Supply Department.

Carpenter Thomas H. Taylor was born on January 24, 1916 in Rock Hill, South Carolina. He attended Winthrop Training School, Oglethorpe University and the University of South Carolina. He owned and operated his own business and was also engaged in construction work from 1936 to 1942. His knowledge of rigging, acquired in civilian life, slated him for training in a special battalion. Mr. Taylor enlisted in the Navy in November 1942 and was promoted to Carpenter while with the Ninth Special Battalion.



THOMAS H. TAYLOR
Carpenter

BIOGRAPHICAL SKETCHES



LT. ROBERT P. WHITE
Commander Company B

Lt. Robert P. White, Comander of B Company, was born in Clarksburg, West Virginia on November 16, 1897. A graduate of the University of West Virginia, he holds a Bachelor of Science degree in Civil Engineering, and has been active in the engineering and construction field, largely in an administrative capacity, for the past ten years. Mr. White is married, calls Gatlinburg, Tenn. his present home, and has a high opinion of his tour of duty with the Ninth. He began active duty with the Navy in February 1943.

Lt. (jg) J. J. Bell, Jr. has been true to his native state, Massachusetts, for the better part of his years. Born at Charlestown, he attended St. Francis de Sales School there as well as the High School of Commerce in Boston. (No need to tell you that Mr. Bell's preference for the Bay State finds expression in his speech also.) Nine years of experience with two stevedoring companies—"The Bay State" and the "The Atlantic Gulf," have acquainted Mr. Bell with every phase of the profession. Although most of the men had no stevedoring experience, they did their jobs well and expertly after a short period of time. Mr. Bell considers it a privilege to have worked with them. This, fellows, coming from a Massachusetts man, and one who knows, sounds like praise.



LT. (jg) JOHN J. BELL, JR.



LT. (jg) FRANCIS A. McMAHON

Lt. (jg) F. A. McMahon holds the unique distinction of having at one time been the youngest stevedore in the port of Boston. Boston's fame, it seems, rests not on beans alone. Moreover, the Lieutenant, in spite of his youth, became Stevedore Supervisor for the Moore, McCormack Steamship Company, a venerable name in American Maritime History. The association lasted for ten years. The Army called him in December 1942, while his Naval Commission was pending, only to release him again in March of the next year when he was finally commissioned in the Navy. Mr. McMahon was born in Boston, April 17, 1912, raised and schooled in Boston, worked, lived, and entered the naval service in Boston. However he did not marry in Boston. In fact, he's single. He would also like to go back to Boston, and who are we to blame him.

Lt. (jg) Carl Greco had his first association with the Seabees when as a civilian contractor, he was engaged for fourteen months in the construction of an Alaskan naval base. He decided that this was his branch of the service and consequently joined the Navy in Chicago on May 15, 1943. Most of his past experience has been in the construction field. The majority of projects he has worked on were located in Illinois, his native state. Born in Chicago on May 1, 1909, he attended Fenger High School and later the E. Vernon Hill Engineering School. Although he has been with us only a short time, Mr. Greco has been impressed with the efficiency of our work.

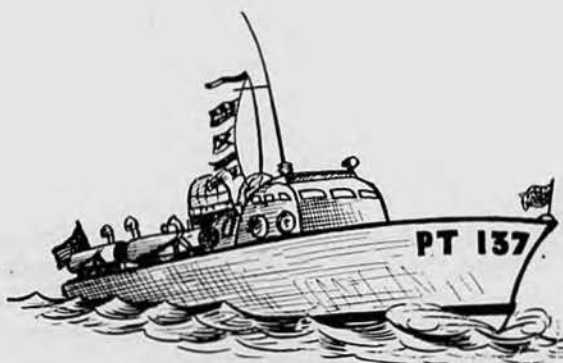


LT. (jg) CARL GRECO



LIONEL L. BAGNARD
Carpenter

W. O. Lionel L. Bagnard is an inveterate fisherman. Still we believe his story, and here it is: Born in Altadena, California on August 17, 1908. Graduate of Pasadena Junior College. Then to Hollywood as studio manager for a corporation making cartoons and travelogues. Business manager, photographer, and fishing companion to the late Zane Grey for a period of over seven and one-half years. No offense meant but we think Mr. Bagnard should have felt right at home at our Pacific Bases. Listen to a recital of all the places he's visited: Tahiti, the Society Islands, Pago Pago, Hawaii, Fiji, Noumea, New Zealand and Australia. He went there after big game fish, and here are a few of his piscatorial achievements, and they're true too. To that Mr. Bagnard will swear on his honor as an Eagle Scout (with 102 Merit Badges). 1. The only living man to have caught four fish weighing over a thousand pounds each. 2. World's record for the largest fish caught on rod and line. 3. During a contest in Australia the brothers Bagnard took nine out of eleven prizes offered. Mr. Bagnard is on leave of absence from the California Shipbuilding Co. which he left for the Navy on December 21, 1942. Mr. Bagnard, could we have your autograph, please!



**BIOGRAPHICAL
SKETCHES**



Company C

LT. WALTER B. VERCOE
Commander Company C

Outstanding data of Lt. W. B. Vercoe's career, as he related them to us, are these: He was born on February 22, 1909 in New Ulm, Minnesota; attended the University of Minnesota, is married, and has one daughter named Margaret Ann. Professional experience covers three years as hydraulic and structural engineer with the Union Pacific R. R., seven years as resident engineer for the South Dakota State Highway Commission, and one year as assistant city engineer of New Ulm, Minnesota. Mr. Vercoe lived in Omaha, Nebraska before his enlistment in the Navy which took place on April 6, 1942. He served as chief engineer on the USS LST 386 before he joined the Ninth Special Battalion as Comander of C Company.



LT. ALBERT G. BURBRIDGE

Lt. Albert G. Burbridge was born in Los Angeles, California on August 21, 1905. His residence from 1932 to the time of his enlistment was in Long Beach, California. He started active duty on February 15, 1943. Before that he made several trips to sea and then spent twenty years in the steamship business. As loading officer of the battalion it was his job to determine the order in which cargo went aboard ship, its amount and where it was to be stowed. Lieutenant Burbridge was with the Ninth Special from the time of its organization and says that it has come a long way since then.

Lt. (jg) Wm. A. Alexander was born on April 11, 1915 at Wheatlands, California where he attended primary and high school. He received his degree in Civil Engineering from Oregon State College. For five years he was hydraulic engineer for the State of California's Division of Water Resources, and worked for a year and a half as associate civil engineer on military and air port cantonments. Prior to his enlistment on January 8, 1943, Lt. and Mrs. Alexander and small son lived in San Bernardino, California. It is his firm belief that the Ninth Special is the best stevedoring battalion in the service, and that the men are responsible for that.



LT. (jg) WILLIAM A. ALEXANDER

Lt. (jg) Arthur E. Sorenson considers "the most important accomplishment of his life," to be the father of four lovely children, three daughters and a son. At the time of his enlistment he lived in Brooklyn, New York which is also his birthplace. He was connected with the United Fruit Company in New York for fourteen years before entering the naval service on February 5, 1943. The men of the battalion know Mr. Sorenson well, for he's served with all companies but "B."



LT. (jg) ARTHUR E. SORENSON



LT. (jg) TOM W. LAVENDER

Lt. (jg) T. W. Lavender was born on August 21, 1905 at Prescott, Arkansas. He attended high school at Texarcana, Arkansas and spent two and one half years at the University of Arkansas at Fayetteville, the last year being 1929. Married, he has two children, a boy and a girl, who are now living in Ontario, California, "but," he adds proudly, "they are all natives of Arkansas." Mr. Lavender says that he's worked in building construction practically all his life (his father being a general contractor) and that his main accomplishments are in that direction. He enlisted with the CB's in July 1943.

Ensign James W. Mariner, who was born in Germantown, Pennsylvania on October 12, 1915, has lived up to his name throughout his professional and military life. After graduation from high school, he went to sea as cadet and freight clerk with the Dollar Steamship Lines. The Pacific is not unknown territory to him. From 1936 to 1941 he was general manager of the Tauck Transportation Company and from 1941-43 was cargo supervisor and pier superintendent of Bush Terminals, New York. That he should choose the Navy was a foregone conclusion, by virtue of his name as well as his past experience. The Ensign informs us that there are two junior Mariners and their mother awaiting his return. If James, who is now six, ever called his father "Ancient," the records do not reveal. But then he may never have read Coleridge's poem.



ENSIGN JAMES W. MARINER

BIOGRAPHICAL SKETCHES



Company D

LT. SIGURD A. SJURSEN
Commander Company D

Lt. Sigurd A. Sjurzen's acquaintance with the Navy is not of recent date. He enlisted in the Reserve in July 1917 and served until February 1919. He was CCM aboard the USS Martha Washington, a troop transport, and made fourteen trips to France without the loss of a single life. The Lieutenant thinks that despite many points of similarity the last war was far less complicated. He'd rather have served in the European Theater again, and who wouldn't? What with shore liberties and French demoiselles. That the second World War should again find him in the same branch of the service, was only natural. Commissioned a Lieutenant (CEC), he started his period of active duty on February 15, 1943., almost twenty-four years to the day after his discharge in World War I. Born in Brooklyn, June 29, 1894, Mr. Sjurzen went to school in New York City and Long Island, and attended Brooklyn Tech. As vice president and treasurer of nine corporations in the realty and housing field, Lieutenant Sjurzen's experience in the contracting business is wide and varied. He is married and lives in Great Neck, Long Island.



LT. (jg) CLAVEN R. GATEWOOD

Except for a six months period spent in Florida, Lt. (jg) Clay Gatewood has been a life long resident of Norfolk, Virginia. He was born there on April 6, 1910, and went to grade and high school there. Married, he has one son who is now eight years old. In December 1933 he started working for F. R. Barrett, a Norfolk stevedore firm with which he stayed until accepting his Warrant Grade in February of 1943. (He was promoted to Lt. (jg) in 1944.) He builds and races boats, a hobby which he followed at A and D Camp on Sasavele. With the help of Lieutenant Alltucker he constructed a plywood sailboat of about 18 feet in length with a 15 foot mast. Weather permitting, many hours of good sailing were afforded Mr. Gatewood and Lieutenant Alltucker.

Lt. (jg) Robert H. Daut who was born in Philadelphia, Pennsylvania on July 3, 1911, is a graduate of Trinity College, Hartford, Connecticut. There he majored in English and psychology, played soccer and football and was captain of the basketball and track teams. After graduation he worked with the Harborside Terminal in Jersey City as well as with the Red Cross Export Department there. He's acquainted with problems of military shipping and the workings of cold and dry storage warehouses. When he entered the Navy in February 1943 he had become real estate agent of his firm, and that is the department of which he intends to take charge when he returns to his home on Long Island and Mrs. Daut.



LT. (jg) ROBERT H. DAUT



HARVY M. CAMPBELL
Chief Carpenter

On his way to enlist in the Canadian Army in 1915, C.W.O. H. M. Campbell got as far as Schenectady, New York where there was quite a bit of steel erection work going on, so he accepted a job as an iron worker and from that time dates his preoccupation with steel. Born at York, Pennsylvania in May 1900, he joined the U. S. Army at the time of the Mexican expedition and served until 1917 when he went back to the steel erection business at which he has worked all over the United States, parts of Canada and Mexico. He has worked on some of the largest structures in the world and before his present association with the Bethlehem Steel Corporation (an association which has already lasted twenty-two years) he was with the American and Virginia Bridge Company. Mr. Campbell is married and lives at Alexandria, Virginia.

W.O. R. W. Woods has been concerned, as his name might indicate, with the conservation and improvement of our country's forests for the better part of his professional life. Born at Kersey, Colorado on May 4, 1913, he is married and at present lives at Boulder, Colorado. His first employment was with the U. S. Forestry Service, where for three and a half years he held a number of positions in forest supervision, fire control, management (of wild life as well) and finally as Assistant Forest Ranger. He then switched to the U. S. Soil Conservation Service where, in the main, he worked on the solution of problems in soil erosion and reforestation. The next branch of the U. S. Government for which Mr. Woods worked was the U. S. Navy. He enlisted at Boulder, Colorado with the rate of CM1c and was promoted to Carpenter, September 15, 1944. On Island X he supervised the Ninth Special Battalion's malaria control program, thus contributing again to conservation—of U. S. manpower in this case.



ROBERT W. WOODS
Carpenter



LT. GIBSON M. ALLEN

Lt. Gibson M. Allen was born at Seneca Falls, New York on June 11, 1907 and received his training at Myndersee Academy and Cornell University. His experience includes fourteen years with the Turner Construction Company and seven years as superintendent of construction on buildings throughout the northeastern states. Lieutenant and Mrs. Allen lived in Buffalo, New York, prior to his enlistment in the Navy on February 7, 1943. Before the Ninth Special was split up, Mr. Allen was commander of Headquarters Company. Later assigned to C Company he assumed the position of Port Superintendent on Green Island.

Lt. Fred J. Hintze, loading officer of C Company, has seen service with the Coast Guard and the Navy in this war. He enlisted in the former in July 1942, and began his naval service on February 19, 1943. Having owned and operated a steamship line on the Great Lakes, holding papers of pilot, chief engineer, operator and able bodied seaman, he is well acquainted with all phases of maritime activity. Mr. Hintze was born in Chicago, attended school there, was the city's chief engineer (steam), and he and Mrs. Hintze call it their home.



LT. FRED J. HINTZE



LT. (jg) JOHN F. ANDRADE

Lt. (jg) John F. Andrade's experience as a stevedore made him especially fitted to train the men of the battalion for the job that lay ahead. That teacher as well as students did well is by now history. During his thirteen years with the Company of Newark, New Jersey, he had occasion to supervise the handling, loading and discharging of almost all types of cargo from ship to shore. Mr. Andrade enlisted from Newark, where his wife and little girl still live. "The men's enthusiasm and willingness to learn, deserve high praise. I, for one, am very proud of them."

Lt. (jg) Wm. F. Hanna was born on January 12, 1920 in Marne, Michigan. By his own admission he stepped up to his father and precociously remarked that this was a heck of a cold morning to put in an appearance. (We'll thank you not to question the truth of this incident.) Of course, a boy who made disturbing observations like that didn't leave his parents much peace, so they sent him to school at Muskegan Heights, Michigan. By 1941 he had already finished his formal education. He's an alumnus of Western Michigan College at Kalamazoo. After a brief fling at busines life, he joined the Navy in Cleveland, Ohio. Following boot training at Great Lakes Naval Training Station he was off to the Naval Air Station, Kodiak, Alaska where, he says, it was almost as cold as in Michigan. He was commissioned in November 1942 and sent to Harvard University's Naval Finance and Supply School. Talking himself out of a discharge (eye trouble was the reason), he was assigned to Camp Peary and the Ninth Special as Disbursing Officer. After three years of service, twenty-six months overseas, he's looking forward to a bit of "tough" duty in the States.



DT. (jg) WILLIAM F. HANNA



GEORGE M. FISHER
Carpenter

Carpenter George M. Fisher (CEC) USNR, has been with the Ninth Special Battalion from the date of its formation. He joined the Construction Battalions on February 16, 1943 with the rating of BM1c. The list of his important experiences is headed by family life which is followed (in order of their importance, we believe) by ship rigging and repair, construction work throughout the States and stevedoring. Mr. Fisher was born in Philadelphia in 1901, attended school there, and was working there, as marine rigger and repair man for the Atlantic Refinery Company, when he entered the service. He intends to resume that function upon his return to civilian life and his residence in Clayton, New Jersey. Mr. and Mrs. Fisher have three boys, one of them in the Army, and the other two just old enough to want to leave the nest too. Mr. Fisher, however, hopes that they'll stay at home long enough to welcome him on his furlough.

Carpenter E. E. Smith was born on March 16, 1904 in Queensville, Indiana, a small town in the northern part of the state. He attended grade and high school in nearby Fort Branch, and after graduation worked in Akron and Columbus, Ohio for about two years. In California where he had moved, he followed the electrical trade for over twenty years. During the last seven years of that time he was the U. S. Army Engineer Corps' electrical superintendent of construction for the West coast. Married since 1930, he enlisted in the C.B.'s in November 1942 and was first assigned to the 69th Construction Battalion. He also saw service with the Sixth Special before joining this Battalion.



ERMAL E. SMITH
Carpenter

OFFICERS ROSTER

- | | | |
|--|---|---|
| Lt. Comdr. R. R. Bennett, CEC (S3)
4408 Sunfield Avenue
Lakewood Village, California | Lt. (jg) W. A. Alexander, CEC (S)
2014 25th Street
Sacramento, California | Lt. (jg) T. W. Lavender, CEC (S)
RFD No. 2
Fayetteville, Arkansas |
| Lt. Comdr. J. E. Kane, CEC (S)
857 Bailey Avenue
Elizabeth, New Jersey | Lt. (jg) A. M. Alvord, Jr., CEC (S1)
1273 North Avenue
New Rochelle, New York | Lt. (jg) H. J. Merry, CEC (S)
Dell Rapids, South Dakota |
| Lt. Comdr. S. W. Northup, MC
3247 Collingwood Blvd.
Toledo 10, Ohio | Lt. (jg) A. Dominguez, CEC (S3)
83 Santa Fe Avenue
San Francisco, California | Ensign H. W. Barrow, SC
180 Pine Street
Spartanburg, South Carolina |
| Lt. H. L. Barge, ChC (S)
133 Esmond Street
Fort Wayne, Indiana | Lt. (jg) C. Greco, CEC (S)
122 W. 116th Street
Chicago, Illinois | Ensign F. M. Kirkpatrick, CEC (S)
Beacon Street
Marblehead, Massachusetts |
| Lt. D. F. McElroy, CEC (S)
324 Ramsy Street
Mankato, Minnesota | Lt. (jg) A. E. Sorenson, CEC (S3)
442 49th Street
Brooklyn, New York | Ensign J. W. Mariner, CEC (S3)
97-48 95th Street
Ozone Park, Queens, New York |
| Lt. W. B. Vercoe, CEC (S)
1017 Linden Avenue
Glendale, California | Lt. (jg) J. W. Alltucker, CEC (S)
133 Bella Vista Way
Vallejo, California | Chief Carpenter H. M. Campbell, CEC (S)
301 S. Columbus Street
Alexandria, Virginia |
| Lt. A. G. Burbridge, CEC (S3)
2025 Grand Avenue
San Pedro, California | Lt. (jg) J. J. Bell, Jr., CEC (S3)
27 Forest Avenue
Everett, Massachusetts | Carpenter L. L. Bagnard, CEC (S3)
5391 East Ocean
Long Beach, California |
| Lt. J. D. McConnell, Jr., DC
2347 University Blvd.
Houston, Texas | Lt. (jg) R. H. Daut, CEC (S3)
Harborside Terminal
Exchange Place
Jersey City, New Jersey | Carpenter R. W. Woods, CEC (S3)
505 Highland Avenue
Boulder, Colorado |
| Lt. R. P. White, CEC (S)
Gatlinburg, Tenn. | Lt. (jg) C. R. Gatewood, CEC (S3)
134 Capeview Avenue
Norfolk, Virginia | Carpenter T. H. Taylor, CEC (S3)
919 Augusta Street
Laurens, South Carolina |



DETACHED OFFICERS

- | | | |
|--|---|---|
| Lt. Comdr. M. H. Hymen, MC
27 Washington Parkway
Lowell, Massachusetts | Lt. E. E. Coleman, ChC
Seaford, Delaware | Ensign J. H. Sinclair
Falls Creek, Pennsylvania |
| Lt. G. M. Allen, CEC (S)
966 Jamestown Crescent
Norfolk, Virginia | Lt. D. L. King, SC
1019 E. 3rd Street
Mankato, Minnesota | Chief Carpenter J. G. Gregory
5680 Ridge Avenue
Chicago, Illinois |
| Lt. H. M. Cohen, MC
5425 Plainfield Street
Pittsburgh, Pennsylvania | Lt. Fred Frank, Jr., CEC (S)
Lancaster, Pennsylvania | Carpenter Paul Roberts, CEC (S3)
P. O. Box 348
Albuquerque, New Mexico |
| Lt. F. J. Hintze, CEC (S3)
2814 N. Maplewood
Chicago, Illinois | Lt. L. Peller, CEC
8 Mt. Vernon Street
Biddleford, Maine | Carpenter L. J. Wehrle
c/o John Wehrle Jr. Inc.
Hackensack, New Jersey |
| Lt. N. F. McKinney, CEC
Box 334A, RR No. 1
Traverse City, Michigan | Lt. (jg) D. B. Doyle, CEC (S)
175 Burlingame Avenue
Los Angeles 24, California | Carpenter G. M. Fisher, CEC (S3)
488 Carvin Street
Clayton, New Jersey |
| Lt. S. A. Sjursen, CEC (S)
Beechlane,
Great Neck, New York | Lt. (jg) William F. Hanna, SC
929 Reynolds Avenue
Muskegon Heights, Michigan | Carpenter E. E. Smith, CEC (S3)
96 Cayuga Street
Santa Cruz, California |
| Lt. J. T. Wieland, DC (Deceased)
4 Beachdale Road
Baltimore, Maryland | Lt. (jg) F. A. McMahon, CEC (S3)
31 Bunker Hill Street
Charlestown, Massachusetts | Carpenter F. M. McSpadden
P. O. Box 829 (1)
Long Beach, California |

TWO YEARS BEFORE THE MAST

THE NINTH SPECIAL UNITED STATES NAVAL CONSTRUCTION BATTALION was organized on April 26, 1943 at Camp Peary, Virginia, with a complement of 1010 enlisted men and 34 officers. The "Special" designation was given it to differentiate it from regular construction battalions, and to signify that it was essentially a stevedoring battalion. Modern armies are insatiable in their constant demand for supplies of ammunition, ordnance, food and all the thousands of items that go to make up a self-contained fighting force. The United States, in the course of this gigantic war, has sent to overseas battlefront some five million men. All of them have to be supplied and provisioned by ship. Loading and unloading the vital cargoes of these freighters is the job of the "Special" C. B. battalions. Our motto is: "Keep the hook moving!" for on it may depend, in part, the length of this war, if not its outcome.

May 21, the Officer-in-Charge, Lt. Comdr. R. R. Bennett, reported aboard to commission the battalion as of that date. The onboard count at that time was 1006 enlisted men and 31 officers.

At area A-9 the battalion received its intensive advanced military training from April 26 to May 14 under Marine Corps instructors who were attached to the Camp Peary Station Force. Mainly, the training consisted of close order drill, long hikes, obstacle courses, skirmishes, tactics in effecting beachheads from tank lighters and Higgins boats, rifle and gunnery practice and instruction—'03, BAR, Thompson sub-machine gun, 20 mm. anti-aircraft, .30 and .50 caliber machine guns and mortars.

May 14, a 62-hour liberty was granted all hands. The battalion dress parade was staged at Bolles Field on May 17. Captain J. G. Ware, Commanding Officer of the base, made the inspection and presented the colors. It was a momentous and unique occasion, as this was the first battalion trained at Peary to be reviewed in whites. A thrilling and splendid spectacle indeed.

The next phase of training was designed to mould the organization into an efficient stevedoring unit which would be fully capable of loading and discharging ships' cargoes at any outlying base in the war zone. Stevedore classes were held on the decks and in the holds of the U.S.S. "NEVERSAIL," which was a land-locked wood and concrete replica of a Liberty ship. Aboard this craft, men were trained to drive a winch, to rig a ship, and to stow cargo properly. Training was carried out on a 24-hour basis in three eight-hour shifts. All companies divided their men into stevedore gangs and took turns working the ship.

Meanwhile, men from the companies who had been selected for other than stevedore training, were attending various advanced technical training schools to familiarize themselves with the equipment used at overseas bases. There were schools on refrigeration, electricity, hut and tent erection, camouflage, diving, water purification, plumbing, pontoon assembly, gunnery, dynamiting and demolitions, storekeeping and cargo checking, diesel and gas engines.

At the completion of advanced technical training on June 5, the battalion was moved to Area A-3. From June 7 to June 17, a ten-day embarkation leave was granted to all personnel desiring to take leave from the East Coast. As the majority of the men's homes were located east of the Mississippi, only 174 men remained on board during that period.

During the night of June 16 and the morning of June 17, the men returned to camp, wondering how ten days could be so fleeting. There were 23 AWOL's, 20 of whom straggled in anywhere from a few minutes late to just before the time the outfit shoved off on the morning of the 19th. Three men did not return: One on account of illness, and two due to hunting accidents.

June 19, the Battalion entrained for Port Hueneme, California, its advanced base depot. As the men marched to the platform and boarded the waiting train, motion pictures were taken of them to the accompaniment of the excellent Camp Peary band, supplying rhythm for their marching feet with the "National Emblem" march. At 0900 the first section departed. The second and third sections followed at intervals of two hours. The men were treated to Pullman accommodations, 26 men to a car. Rigid security measures



Birth and early training

We are acquainted with the weapons of war

Commissioning exercises

The Ninth Special meets "The Hook" and the U.S.S. "NEVERSAIL"

Advanced technical training completed, we go on leave—burrah!

Westward the course... California, here we are

TWO YEARS BEFORE THE MAST



The mule is an animal...

The 7th of August, and the last view of the States

Troopship or "Watch out, mate. That's my head you're standing on."

Forty days of boardlife, subtitled: "BONES, BULL AND BOREDOM."



were enforced; the men were mustered often and stood around-the-clock watches between each car in two-hour shifts. Sections 1 and 2 travelled the southern route while section 3 went via the northern. The southern route proved precarious crawling through Missouri, due to the worst flood conditions prevailing in two years. The twin ribbons of steel were inundated for miles, and often the wheels of the cars were entirely submerged.

The battalion arrived intact at Port Hueneme on June 24. The salubrious California climate was an exhilarating experience to all the men but the Floridians. Further military and advanced technical training was soon in progress. Valuable experience in the loading and discharging of cargo ships was gained by the officers and men while working at the Port Hueneme docks.

Infantry packs, 1903 rifles, Browning automatics, gas masks, sun helmets and foul-weather gear were issued to the officers and men.

Between June 28 and July 8, all men living west of the Mississippi and who had not taken leave from the East Coast, were on their ten-day embarkation leave.

During this period, battalion equipment was being assembled on the docks for loading aboard ship. The loading of the USS LaSalle (AP-102), the ship on which the battalion was to sail, began about the first of August, and on the morning of August 7, 1943, the battalion personnel boarded her, 1039 strong (1008 enlisted men and 31 officers). The ship put to sea at 1700. In the bright afternoon sunshine the men swarmed on deck to shout farewells and to watch the "good old" U. S. A. recede into infinity as the ship plowed out to sea at 17 knots under the protective custody of a sub-hunting dirigible which followed the ship until dark.

The battalion was subjected to a packed sardine-can existence. In addition to the ship's crew, there were two other units and a contingent of Marines aboard to swell the total to over 1800. The Ninth Special men were crowded into the 'tween decks of Nos. 1, 2, and 3 holds, and eblow room was at a premium. Trucks and jeeps were lashed on top of the hatches. The ship was loaded to the gunwales with men and freight. In order to get a breath of air, the men stayed topside practically all the time, except at general quarters, held at least twice daily, extending through the morning and evening twilight. At night the majority of the men preferred to sleep on the hard metal decks instead of in their bunks in stuffy holds. There were a number of men who suffered from mal-de-mer, but after the first week everybody seemed to ride the ocean's billowy breast in comfort. That the voyage was not to be on the order of a Cook's tour was shown when men were detailed to stand gun watches, fire watches, life-raft and blackout watches. Others were assigned to cleaning and policing chores on decks and in holds.

Many occupied their leisure time with card playing and other games of chance, or with the reading of books and periodicals in some shady spot. Watching the antics of the flying fish was also a fascinating pastime. There was music aboard ship, thanks to the battalion band which serenaded on deck almost daily. Their music was both good and loud. In addition, a limited repertoire of phonograph records was played and relayed over the ship's loudspeakers. "Limited" is used advisedly, as about all that could be heard morning, noon and night was the ditty about that female arsenal, "Pistol Packin' Mama." The wax disk was more durable than the ability of some to listen to its reiterated admonitions for the Babe to lay that pistol down. Several target practices were staged by the ship's crew which helped to relieve the monotony. Inflated red balloons, three feet in diameter, were released and after they had risen to a considerable height, the gunners went into spirited action against them with the 20 mm, 50-caliber and three-inch guns. The results were good, though a few of the bobbing spheres got away without being tagged. A few times the five-inch gun on the fan-tail was boomed against an imaginary enemy, which was not very easy on the eardrums.

TWO YEARS BEFORE THE MAST

As day after day passed, and there was nothing but ocean to the left of us, to the right of us, ahead of us, and in back of us, nobody would argue against the fact that 71 per cent of the earth's surface was covered by water.

One morning at about 1100 everybody got a thrill. One of the lookouts reported a periscope cutting the water about one-quarter mile off the port beam, which was visible to the mates. The ship promptly deviated from its zig-zag course and turned the bow in the direction of the "enemy" to evade being a broadside target. Everybody was soon relieved, though somewhat disillusioned, when the "periscope" was identified to be nothing but a drifting buoy.

On August 15, at 1546, the ship crossed the equator. At the time, via the public address system, the ship's Padre, a merry old soul, announced that if the men looked hard enough they might actually be able to see the girdling meridian lying on the ocean's surface. The mates strained their eyes to no avail as, no doubt, it takes more than 20/20 vision.

In the early dawn, just before land was sighted on the 19th, a torpedo missed the stern of the ship by six feet. Although it was rumored that several "tin-fish" were shot at the ship, only the one torpedo attack was recorded in the official ship's log.

Pago Pago, Samoa, the first port, was reached on 19th of August in 12 days' time. The men were granted two short shore liberties during the four days that the ship was tied up there. These were spent in gathering coconuts from the trees nestled along the beautiful lagoon, exploring the island and buying shells, beads and grass skirts from the natives clad in picturesque lava-lava attire. The missionaries had done a good job in this region, as was shown by the many churches established there. Pago Pago is famous as the setting of "Rain" and as the home of Robert Louis Stevenson, the great American author, who spent the last years of his life there in idyllic retirement. When it came to the personable Polynesian girls, the mates discovered, much to their chagrin, that the Marines had the situation well in hand.

The ship pulled anchor on the 24th and set sail for Noumea, New Caledonia, the second port, arriving there on the 29th. In transit at 1546 on the 25th day of August, the men qualified as members of the Realm of the Golden Dragon by crossing the 180th Meridian, the International Date Line. Thus they experienced the puzzling phenomenon of automatically gaining a day by jumping from a Wednesday to a Friday overnight, as was the case in this instance.

With the exception of 80 men and officers, who remained aboard ship, the battalion was quartered at the Naval Receiving Station ashore. During the stay at this great base, the men ashore were detailed to various duties, including the warehousing of naval supplies, while the men aboard the LaSalle stood watches and assisted in the shifting of battalion cargo which had to be discharged and reloaded. On September 16, on the battalion's quota for the V-12 Officer Training Program, five lucky young men—John M. Pellerin, Jr., S1c, Joseph M. Bennett, Jr., S2c, Charles F. Love, S2c, and Joseph M. Roski, S2c—were transferred back to the States for officer training.

The Ninth Special again boarded the LaSalle and on the 17th left Noumea and headed north in a nine-ship convoy.

On the morning of the 20th, the LaSalle anchored out in the channel off Guadalcanal. Just before day-break, those on watch were eye-witnesses to some real fireworks when one American pilot shot three Jap planes out of the sky about five miles away. Many saw the flaming Zeros light up the distant horizon and fall to a watery grave.

The ship tied up at Kukum Dock, Guadalcanal, on the 21st and that afternoon the battalion disembarked and forthwith proceeded to build a camp in a coconut palm grove only about 200 yards away from the dock area. At long last, the battalion had reached its destination.



Periscope off the port beam

His Majesty, Neptunus Rex Shellbacks at last

"Torpedo attack"

Pago Pago, where Mother Hubbard and the Marines had arrived to stay, is visited. We are told Sadie Thompson no longer lives here

Nouvelle Caledonie, an extension, if small, of La Belle France

Some guys have all the luck

The Canal, Rock of Legend

TWO YEARS BEFORE THE MAST

The welcoming committee consisted of white birds (cockatoos) who gracefully circled overhead among the trees. An incongruous spectacle, indeed, to be greeted by white birds, symbolic of peace, in a combat area. Multiple-colored birds were also in evidence, notably parrots.

First exercises in housekeeping

Although baptized by a sudden tropical shower, the men were in gay spirits as they pitched their pup tents and partook of "C" rations officially for the first time. Those were hectic days and nights that followed. There was a mountain of cargo, battalion equipment and supplies, piled in one area. Handling it was a tremendous task. However, in a burst of diligent endeavor, things were squared and cleared away for operations in less than a week's time. The scorching sun, most of the time, smiled its intense benediction and soon a lot of the men were in the pink of condition with mild cases of sunburn.

A camp is laid out

Fox holes were dug, tents erected, communication and electric lines installed. A gear locker was established to house tools broken from their cases for immediate use on camp construction. An ever-important galley and chow hall were set up. Showers were built, Ship's Service Store, transportation facilities were put into operation, as well as an OOD hut, Post Office, Sick Bay, Operations Office. Executive, Personnel and Disbursing offices were functioning within a few days' time. In short order, by Seabee "can do" ingenuity, a city had arisen from out of the wilderness.

Washing Machine Charlie equals Foxhole Freddie

The enemy was still a threat to the men's safety. Many nights, sleep was interrupted by the strident sound of the air raid alarm sirens rending the moonlight air. There are no official records, but the speed with which men reached fox-holes put to shame anything ever seen at track meets. There was considerable enemy action on the 'Canal during the first few weeks of the battalion's stay. However, Providence spared the Ninth Special's camp from a direct bombing attack, though one night two fully laden cargo ships were torpedoed by planes and severely crippled.

In motion there is progress?

Since we were in a dangerous spot by virtue of our proximity to the dock and ammunition dumps, plans were promptly formulated to build a camp elsewhere. A site was selected two miles away, and a crew of 40 men were detailed to prepare it as the battalion's new home. Armed with machetes, picks, shovels, saws and demolition equipment, the men toiled laboriously to clear away the thick jungle undergrowth. The going was slow and somewhat hazardous, because of the live hand grenades, ammunition and booby traps that had to be removed in kid-glove style. Also, the atmosphere was pungent with the nauseating stench of decomposed bodies. After much progress had been made, the site was condemned by medical authorities. Undaunted, another site was selected two hundred yards across the Matanikau river, scene of famous battles between the U. S. Marines and defending Jap forces. In November the new camp was ready for occupancy, though not completed. On the 4th, C Company and the administrative forces moved there, as the rest of the battalion had been detached from the 'Canal and were located at other bases at that time. While in the throes of moving, an order came through from the Commander of the Base to the effect that the Ninth Special was to turn over the camp to another outfit. Everyone was nonplused by the disheartening news. The Officer-in-Charge, Lt. Comdr. Bennett, accepted the challenge. Marshalling his argumentative forces, he bearded the lion in his den and walked off with the decision that the battalion was to keep the camp as long as it remained on the Canal. The camp was built under the supervision of Lieutenant Allen, who did not spare himself nor his men to make it the finest on the Island.

Try again, and better luck next time

Divide to conquer!

Companiiiiies, the floor is yours. Take it from here!



Headquarters Company was dissolved and absorbed by the other four companies in equal ratio. This was necessary to meet the exigency created when the battalion was split into four components to function individually and as separate units.

September 29, A Company was ordered to the Russell Islands; October 1, B Company moved to Tulagi; October 20, D Company left for Sasavele in the Munda Area, and C Company was left to remain on Guadalcanal, along with the administrative staff.

From here the story will be taken up in separate chapters by companies.

SAGA OF COMPANY "A"



Company A came into its own when it was detached from the battalion to go to the Russell Islands. The battalion had hardly landed on Guadalcanal when Company A received orders to proceed to the Russells. There was much confusion and excitement as we set aside one-quarter of all the supplies and equipment that we were to take with us. On September 30, 1943, everything was loaded onto two LCT's. On top of everything piled the men. They settled down for the trip on crates, boxes and rolling stock. When darkness fell we shoved off, picked up our escort and were on our way. No sooner were we comfortably bedded down for the night, when the inevitable rain came. Where possible, the men crept under trucks and into all sorts of nooks and crannies. A few ponchos made their appearance, but most of those things were in packs and very few of the men could locate their gear in the inky blackness. We were running without lights, due to blackout regulations in this area. So with true Seabee aplomb, we simply slept through it all. Some of us occupied truck cabs along with boxes, packs, buckets, and rifles. We

spent the remainder of the trip in comfortable repose, enjoying the usual exchange of stories about enemy submarines.

Hitting the beach at about seven hundred in the morning, one and all immediately set to work after a breakfast of "K" rations. Gangs were assigned to unloading; others transported the stuff to our future camp site, an almost ideal spot. It was a beautiful cocoanut grove and the ground was covered with a lovely carpet of grass. By working like beavers we had a sufficient number of tents erected so that everyone slept under cover and on cots. Our stay on Banika was highlighted by the spirit in which the men tackled each and every job. With a will the men pitched in and as a result Company A had the finest camp on the island.

The regular crew on Camp Construction, composed of carpenters, electricians and plumbers, performed an exceptionally fine job in providing conveniences and shelter. For the first five days there, they were ably assisted by all stevedore crews, but on the sixth day regular stevedore work commenced on a 24-hour schedule and was maintained until we were secured, to move to Sasavele.

Fox holes were dug for all men and covered with cocoanut logs and earth. We had many alerts, for enemy planes were passing over on their way to other objectives. Fortunately we were never the target. The only danger was from the hundreds of cocoanuts which fell daily, but by some strange good omen no one was hit directly by a "widow maker" during our entire stay there.

The enlisted men's quarters were laid out symmetrically between the rows of palm trees, all on one side of the road. Streets were laid out and numbered. Across the road, on top of a slight rise overlooking the water, the Officers' Quarters were set up. There was a fine Sick Bay in charge of George Melchin, CphM, ably assisted by Red Dougherty, phm2/c. Another tent housed all the administrative offices—O.O.D., Operations, and Personnel. A recreation tent was provided for the men. A grand, cool mess hall was constructed right on the crest of the hill that sloped down to the water. A compact and efficient galley was laid out. Lieutenant Frank, Officer-in-Charge of the detachment, directed camp construction personally. Under him, Chief Alberts was in complete charge, and did a splendid job.

A well was sunk and fresh water provided. This was done under the supervision of Chief "Pop" Miller. Chief Dennis lost no time in getting his galley set up and his cooks started, so that our diet of "C" rations was short lived. The electricians under

(Concluded on page 117)



Sunlight Channel, Benika, Russell Islands



"The Cocoanut Trees Are Closing In"

COMPANY A CHIEFS



STRUBE, Earnest R., CEM
Box No. 325
Ft. Lyon, Colorado

PETERSON, Kimber L., CBM
4430 San Juan Ave.
Jacksonville, Florida

MELCHIN, George R., CPHM
1828 Warner Ave.
Chicago, Illinois

DENNIS, Joe E., CCSTO
Box 670
Shreveport, Louisiana

ALBERTS, Ernest G., CEM
11922 Weddington
North Hollywood, California

LANDAU, Charles H., CMM
1943 Pruess Road
Los Angeles, California

HUFF, H. H., CBM
339 Fisher's Lane
Zanesville, Ohio

VELDHUYSEN, William J., CBM
659 Abrego Street
Monterey, California

SWEENEY, Jerry M., CBM
308 K, N.E.
Washington, D. C.

DRIGGERS, Albert I., CBM
1018 E. Powhatan Avenue
Tampa 4, Florida

MARTIN, Robert E., CBMA
1731 East 25th Street
Baltimore, Maryland

MILLER, George E., CMM
Fernandina, Florida

BYBEE, Paul W., CSK
2122 Ong Street
Amarillo, Texas

GANG NUMBER ONE COMPANY A



MAJORS, Earl G., BM1/c
Route No. 2
Longview, Texas

ANDREWS, James L., S1/c
1006 Link Street
Palestine, Texas

ALLISON, Roy C., Cox
509 So. Main Street
Suffolk, Virginia

ANKENBRAND, Frank A., S1/c
2534 N. Saitain Street
Philadelphia 33, Pennsylvania

BARZYK, Stanley D., MM3/c
2557 Hammond
Detroit, Michigan

BATSCH, Edward A., CM3/c
221 W. Spruce Avenue
Ravenna, Ohio

BOLSBY, Florian J., Cox
217 So. Fulton Street
Sandusky, Michigan

BREWER, Franklin C., EM3/c
R.F.D. No. 1, Box 322
DeRidder, Louisiana

BROWN, Nathan Jos., S1/c
R.F.D. No. 1, Box 147
Opelousas, Louisiana

BURBIDGE, Joseph C., Cox
5061 Parrish Street
Philadelphia, Pennsylvania

CASALE, Thomas C., S1/c
243 East 114th Street
New York, New York

CEZNIAK, John (N), EM2/c
345 East 99th Street
New York, New York

GERHART, William E., BM2/c
Olinger Street
Meyersdale, Pennsylvania

GLUSHKO, John (N), Cox
364 West 18th Street
New York, New York

HARGUS, Mett L., CM3/c
P.O. Box 573, 704 So. 3rd Street
Monroe, Louisiana

HARPOLE, Earnest B., S1/c
1669 Peck Road
El Monte, California

IAMELLI, Frank (N), Cox
40 Head Street
Everett, Massachusetts

WENDZEL, Richard H., S1/c
Coloma, Michigan

WESSELING, Harold H., S1/c
Route No. 2
Paw Paw, Michigan

GANG NUMBER TWO COMPANY A



JOHNSON, Arthur W., BM2/c
1134 Patterson Avenue
Chicago, Illinois

BENSI, Domenick M., Cox
119 Baster Street
New York, New York

BOECHINO, Harry P., Cox
2234 So. Opal
Philadelphia, Pennsylvania

CANTWELL, William J., S1/c
18 Bohaker Place
Falmouth, Massachusetts

GRAHAM, Harrison W., S1/c
Jacksonville, Florida

GREVER, Eugene H., EM2/c
R. R. 2
Prairie View, Illinois

HARRIS, Grady (N), SK3/c
Route 6
Danville, Virginia

HAWK, Lester T., MM3/c
401 Riverview Terrace
Allentown, Pennsylvania

MAYO, Vernon F., BM1/c
406 Pecan
Graham, Texas

PINSKY, Louis (N), SF3c
439 North Curson Avenue
Los Angeles 36, California

TANKARD, Don Juan, MM2/c
2011 Cerritos Avenue
Long Beach, California

WARHOL, Charles (N), S1/c
518 Cedar
Renton, Washington

WEBB, D. E., S1/c
Route 1
Mountain Park, Oklahoma

WEST, Karl N., BM2/c
Route 4
North Vernon, Indiana

WOODMAN, Paul E., SK3c
1203 Poplar Street
South Greensburg, Pennsylvania

WORTHINGTON, Robert E., Cox
1637 North 17th Street
St. Louis, Missouri

GANG NUMBER THREE COMPANY A



WARREN, John F., BM1/c
319 Marshall Street
Redwood City, California

BELL, Norman D., BM2/c
South Chicago Y.M.C.A.
91st and Houston Avenue
Chicago, Illinois

BIRD, Norman L., M3/c
118 N. Hickory Street
Fond du Lac, Wisconsin

BURDA, Joseph C., Cox
74 Main Street
Morea, Pennsylvania

CAMPBELL, Foster E., Cox
594 19th Avenue
San Francisco, California

CANTRELL, Thomas E., Cox
30 Sims Avenue N. W.
Atlanta, Georgia

CARRIGAN, Otto R., MM3/c
609 Guy Avenue
Georgetown, Illinois

CHROSTEK, Leonard J., SK3/c
9 Mill Road, Torresdale
Philadelphia, Pennsylvania

HANDLEY, Walter I., SK3/c
Box 336A, R. R. 1
Chestertown, Indiana

HARDESTY, Frank J., S1/c
Route No. 1, Box No. 15
Crocker, Missouri

McGARRY, Ambrose E., S1/c
409 East 137 Street
Bronx, New York

PRYOR, Harry D., BM2/c
Carmen, Oklahoma

ROTONDO, Charles W., S1/c
127 Paris Street
E. Boston, Massachusetts

RUSSO, John J., S1/c
P. O. Box 739
Pittsfield, Massachusetts

SCHARF, William R., S1/c
521 W. 175th Street
New York, New York

SCHULLER, Edwin A., S1/c
52-A East Stratford Avenue
Lansdowne, Pennsylvania

VEST, Samuel L., BM2/c
628 45th Street
Oakland, California

GANG NUMBER FOUR COMPANY A



BENZ, Dale W., BM1/c
P. O. Box 1408
Long Beach, California

ANTOLICK, Edward A., S1/c
4652 Penn. Street
Gary, Indiana

AUSTAD, Kenneth W., SK3/c
P. O. Box No. 594
Hawley, Minnesota

AYER, Vernon E., S1/c
Laton Hotel
Nashua, New Hampshire

BARNES, William J., S1/c
W. 724 Sharp Avenue
Spokane, 12, Washington

BECK, William S., Cox
2244 South 22nd Street
Philadelphia, Pennsylvania

BODOZIAN, Harry (N), S1/c
16 Chandler Place, Newton
Upper Falls, Massachusetts

BRADLEY, William L., S1/c
320 West South Street
Ope Lousas, Louisiana

BRETH, Ernest J., Jr., S1/c
Mahaffey, Pennsylvania

BUSH, Joseph J., S1/c
421 East Morton Street
Bethlehem, Pennsylvania

CHORD, Robert L., MM3/c
Palisade, Minnesota

CIMASKO, William C., SK3/c
419 East 10th Street
New York, New York

COOK, R. L., Cox
120½ North Avenue
Los Angeles 25, California

DE ROY, R. R., S1/c
Rochester, New Hampshire

ELLISON, Sigurd W., S1/c
7434 S. E. Center Street
Portland 6, Oregon

POMPOSELLI, Domenick C., S1/c
313 Patton Street
Wilmerding, Pennsylvania

RINER, Duayne (N), S1/c
4618 Baldwin Avenue
• Lincoln, Nebraska

SHIELDS, Welba G., BM1/c
R. R. No. 1, c/o Vernon Green
Celeste, Texas

TAYLOR, Winston E., BM2/c
East 913 Dalton
Spokane 13, Washington

WIETHORN, Harold F., Cox
438 Van Voast Avenue
Bellevue, Kentucky

GANG NUMBER FIVE COMPANY A



BUSWELL, Guy A., BM2/c
76 Washington Street
Lynn, Massachusetts

AAMOTH, Elton M., Cox
Olsen Apt. No. 4
Detroit Lakes, Minnesota

ARNOTT, John G., SK3/c
1269 Morris Avenue
Bronx, New York

BEALE, Sherman P., Cox
611 East Fillmore
McAlester, Oklahoma

BENDERMAN, C. A., Jr., SF3/c
812 Jefferson Avenue
Memphis, Tennessee

BERGMAN, Donnell E., EM3/c
1211 North Avenue
Waukegan, Illinois

BLUMENTHAL, Harvey J., S1/c
255 West 23rd Street
New York, New York

CLEMENTS, Donald B., SK3/c
Modoc, Indiana

HANSON, Arthur C., Cox
522 No. 3rd Avenue, West
Duluth, Minnesota

LIDDLE, A. L., Cox
R. D. No. 2, Box 139
Du Bois, Pennsylvania

PINCKARD, Herbert L., BM2/c
444 N. E. 61st Street
Miami, Florida

PRATHER, Charles E., Cox
518 Oak Street
San Francisco, California

PURDUM, J. E., S1/c
R. R. No. 3
Macomb, Illinois

RAGAZZI, Rudolph A., S1/c
137-61 Laburnum Avenue
Flushing, New York
No Picture

REILLY, Philip J., S1/c
Washington Avenue
Leonardo, New Jersey

SPOON, Otto L., CM3/c
Box No. 301
Tarkio, Missouri

STEADL, Adelbert R., S1/c
Stearns Road
North Olmsted, Ohio

SWETT, Gorge L., Cox
Main Street

WARZECHA, Theodore J., Cox
4585 No. Mulligan Avenue
Chicago, Illinois

YADACK, Edward F., S1/c
315 Crossland Avenue
Port Vue, Pennsylvania

GANG NUMBER SIX COMPANY A



HARRIMAN, Leo F., BM1/c
Box 342
Keyes, Oklahoma

ADAWAY, Wilson (N), S1/c
705 West 16th Street
Port Arthur, Texas

BAILEY, John R., Cox
Route 1
Roanoke, Texas

BAKER, Roy L., S1/c
406 So. Kent Street
Winchester, Virginia

BARNACASTLE, S. B., Jr., Cox
P. O. Box 233
Crown Point, Indiana

BAUGHMAN, Robert A., Cox
Sand Patch, Pennsylvania

BOERSEMA, Richard (N), S1/c
1410 South 59 Street
Cicero, Illinois

BONENFANT, Paul J., SK3/c
16182 Kentucky
Detroit, Michigan

CORRELLI, Joseph T., BM1/c
421 West 23rd Street
Baltimore 11, Maryland

DRUMMOND, Theodore R., MM3/c
Martin's Point
Sabattus, Maine

GIDDINGS, Fred F., SF2/c
1339 Glen Arm Road
Indianapolis, Indiana

IANUZZI, Vincent M., S1/c
184 Hamilton Avenue
Brooklyn, New York

KOUACICH, John (N), S1/c
51 Ryman Street
Luzerna, Pennsylvania

LAZORCHAK, Paul (N), S1/c
Forest City, Pennsylvania

LOUETTE, Chester L., S1/c
Konsas, Oklahoma

O'ROURKE, Thomas F., SF2/c
502 Greenwood Avenue
Brooklyn 18, New York

PICANO, A. A., S1/c
3 Dale Court
Stoneham, Massachusetts

RISCHE, Alexander (N), BM2/c
37 Highland Avenue
San Francisco, California

SANDOVAL, Perfecto R., CM2/c
General Delivery
Pichacko, New Mexico

SMITH, Emmet J., S1/c
502 No. Riverside Drive
Winamac, Indiana

WATSON, Willie Roy, Cox
Dougherty, Oklahoma

WATTS, Elmer W., S1/c
47-25 40th Street
Long Island City, New York

WHISMAN, Whorley C., S1/c
Route 1
Brooklyn, Michigan

ZELLER, Ward C., S1c
840 East Pershing Street
Salem, Ohio

GANG NUMBER SEVEN COMPANY A



FULMER, Raymond R., BM1/c
1221 Beardsley Street
Akron, Ohio

BARTLETT, John M., BM2/c
Guntersville, Alabama

BELUSKO, Henry L., S1/c
987 Grant Street
Hazelton, Pennsylvania

BROADBENT, J. E., S1/c
11 Bothwell Road
Brighton, Massachusetts

CECERE, Andrew P., Cox
1098 St. Marks Avenue
Brooklyn, New York

CHIS, John J., S1/c
2321 Oak Park
Brooklyn Heights, Ohio

FRANKLIN, Henry P., S1/c
Route 1, Box 126
Amherst, Virginia

GRUBB, Robert A., S1/c
R. R. 2
Ossion, Indiana

HEBERT, Robert O., S1/c
1506 12th Street
Anacortes, Washington

HENRY, Cedric L., Jr., SK3/c
Henry Place
East Keansburg, New Jersey

HUZYAK, Edward J., BM2/c
Deer Lane, Ext.
Rochester, Pennsylvania

LEGG, Kenneth C., SK3/c
Box 752
Oak Hill, West Virginia

MARCHAND, Raymond L., SF3/c
63 Billerica Avenue
North Billerica, Massachusetts

PISCIONERI, Joseph J., S1/c
851 Rondel Road
Cleveland, Ohio

PLEMMONS, Kenneth E., BM2/c
9319 Holly Street
Oakland, California

RYKOWSKI, Paul C., S1/c
299 West Runyon Street
Newark 3, New Jersey

SYLVIA, Robert F., MM3/c
Barney's Joy Point
Dartmouth, Massachusetts

^{51. N. D. W.}
WEIR, Henry D., MM3/c
122 East Jackson Street
McAdoo, Pennsylvania

WEISHEIT, John G., BM2/c
1009 Wallace Avenue
Schenectady, New York

YEVCHAK, Andrew F., S1/c
115 Hawley Street
Binghamton, New York

GANG NUMBER EIGHT COMPANY A



CANATA, Leo J., BM2/c
83 San Juan Avenue
San Francisco, California

ATTERBERRY, J. L., SK3/c
2109 Main Street
Lubbock, Texas

BARNA, Alex (N), GM3/c
16 Hill Street
Swayerville, Pennsylvania

BEDNARCZYK, Peter J., S1/c
316 South Vine Street
Mt. Carmel, Pennsylvania

BINKOWSKI, John C., S1/c
5931 Elmwood
Detroit 11, Michigan

BOLAND, Raymond J., S1/c
4821 W. Gladys Avenue
Chicago, Illinois

CANGEMI, Simon P., S1/c
9143 So. Ashland Avenue
Chicago 20, Illinois

DAVIDSON, Roy (N), S1/c
112 West 103 Street
New York 25, New York

DWULET, H. L., S1/c
227 Halladay Street
Jersey City, New Jersey

ELWART, Ralph J., S1/c
4022 N. Campbell Avenue
Chicago, Illinois

FELLOWS, George W., MM3/c
605 West 177 Street
New York, New York

GUTWILL, Arthur (N), S1/c
572 West 187 Street
New York 33, New York

HANLEY, Edward W., Cox
1624 18th Street
Wyandotte, Michigan

NOLAN, William P., SF2/c
625 East 135 Street
Bronx 54, New York

PARKS, D. R., GM2/c
Route No. 3, Box 152
Klamath Falls, Oregon

PERCIFUL, J. R., Cox
403 East Luroy Avenue
Alexandria, Virginia

STADLER, Arthur G., BM2/c
324 Fischer Street
Glendale, California

STARCHER, Russell E., BM1/c
187 W. Buchtel Avenue
Akron, Ohio

TALLEY, Harry D., Cox
Box 316
Flat Rock, Michigan

COMPANY B HISTORY



Glancing through the log of the good ship "Co. B," one is struck by the fact that the most important and dramatic entries begin on October 1, 1943. That date, figuratively speaking, marked the completion of her trial run, her shakedown cruise. That date signified her acceptance into the rapidly growing fleet of special ships, small but seaworthy, unornamented but efficiently designed to do her work well; her officers and men trained but untried. It was the day when, casting off from the mother ship, she pointed her nose out to the open sea to make her way through stormy seas, past hidden shoals and reefs.

How has she fared? Have her officers and crew lived up to the trust and responsibilities placed upon them? The entries in her log testify that on the whole the first leg of her journey has gone well. She has proved her seaworthiness—her crew, their growing skill and efficiency. But a fair amount of her adventures were not all smooth sailing. Some

rough seas and trying times were encountered. As a matter of fact, there are still a few kinks, leaking seams, creaking joints that should be eliminated to make her a better and tighter ship.

The first few days were hectic to say the least. A camp site had to be found, tents pitched, chow served, bags and equipment unloaded and sorted, and work started; all this simultaneously and in a driving rain. But soon, as a result of the cooperation between every man and the maintenance gangs of Chiefs Berry and Jones, sparked by Mr. McElroy, a method in all this madness was discernible. Things began to settle down, life and work became more organized and the men resigned themselves to the work that lay ahead. Symbolically, to this very day, our personnel office is situated over a Japanese grave-yard—a very good place for Japanese personnel, we think.

When we started operations, it became evident that we had a big job cut out for us. All types of ships were waiting their turn to be unloaded. Until our arrival, natives, G.I.'s and regular Seabees were doing the stevedoring. The result was this accumulated schedule. When we began to work, most of us were as green as grass, very few had a notion of the work or how to do it. We were eyed skeptically by the men of the base. However, as the cargo began to move under the able tutelage of Lt. McMahon and W.O. Bell, and the ships left the harbor, doubtfulness gave way to pleasant surprise and shortly after to open admiration for a job well done.

Other things became apparent too. Actual experience proved that preconceived notions of organization and methods of work had to be revised; others perfected, and completely new forms and methods introduced. The first big step was to knock off deadwood. All personnel, except a bare necessary minimum, were made available for stevedoring. New gangs were organized. New winchmen, hatchtenders, hatchbosses and chiefs had to be found and trained in the shortest possible time. This was successfully accomplished. Also, some very elementary things had to be learned by the holdmen: how to spread a net, load it, when to use a tray, how to stack and sling lumber, rope slings, wire straps, knots and what-nots, yes, even how to open a hatch efficiently and quickly, not to speak of rigging booms.

In short, this was a period of mental and physical readjustment. We had our share of heat rash, ring worms, malaria, griping, homesickness and accidents. But the test was met successfully. We've become veterans, we've lost our amateur standing. Today we take pride in our professionalism.

During the months of operations we encountered as wide a variety of ships and cargo as could be found in any port of the South Pacific. Everything from YP's to AK's, reefers to tankers, hog islanders to Liberty ships, C1's and C2's to the ultra-modern Victory ships, not to mention a few men-o'-war. And not only have we unloaded tens of thousands of cargo tons, including the heaviest of jumbo lifts, but we have loaded many a ship as well. The bulk of the cargo handled was the back-breaking kind, the pound by pound cargo that takes long days of hard and monotonous labor. No world's records were established, it's true, but more important, the job was well done and in the fastest possible time. All this was accomplished on a 'round-the-clock schedule under adverse weather conditions and intense heat, with extremely limited harbor facilities and equipment.

We were aided in our task by the relatively few "civilized" living conditions created by ourselves. We lost no time in building permanent all-weather tents with wooden floors, occupied by four men each. We had the good fortune to inherit the best chow hall on the base, and after several months of trials and tribulations, we had established the enviable reputation of serving the best chow on the island. Incidentally, we have a rare form of animal life in these parts: congenial MAA's headed by BM1c Lingo. Ice cream was served twice a week, and was sold daily at the base Ship's Service Store. Beer was issued free three times a week, made possible by the profits of our Ship's Store. Our base boasted of the best theatre in the South Pacific with nightly movies (about which the less said the better). We are exceedingly proud of our Ship's Service Store operated by Storekeeper Duval. It is the very best on the island, with a gross monthly of over \$10,000, patronized by the entire base personnel, and last, but by no means least, an excellent and efficient mail service under the supervision of M. L. McSpadden CM1c, plus Ray Moorehead's well functioning sick-bay.



Tulagi Harbor—Florida Island in Background



Sunday Morning Inspection



Company B's Dock Area



Local Radio City Named After Admiral Halsey

Company B (Continued)

From the very start, an organized athletic program including inter-gang competition in basketball, volleyball and baseball was instituted under the leadership of W.O. Bell and Lt. Daut. Needless to say, the Company B basketball team emerged as base champions, and on the 4th of July we were awarded the Captain's trophy and a cup for winning the field meet of that day.

No account of our activities would be complete without mentioning the art of "scuttlebutt" as it was practised in Company B. Within our ranks we had truly great artists and virtuosos in this noble and gentle art. No topic, be it the date of the war's end or going home time was outside our sphere.

If, in reciting this narrative, we have appeared boastful, we ask the forgiveness and indulgence of the reader. It is not boastfulness, but rather a self-confidence born of experience and accomplishment, that we feel.

As we embark on the second leg of our cruise, we feel confident that our mission will be accomplished successfully. With esprit de corps so important a factor, measures are being perfected for a bigger and better recreational and sports program with new equipment.

We have come a long way. It has been an eventful cruise. Soon, not only Hitler, but Tojo as well, will feel the overwhelming blows that our armed forces and those of our Allies are delivering and preparing for them. The end of the beginning is over. It is now the beginning of the end. The end is almost in sight . . .

When victory is achieved, when the homeward bound pennant flies from the forepeak as the good ship Company B, with our skipper Lt. White at the helm, streaks for the States, we will be content in the knowledge that through our modest efforts we helped to make it possible.



Small Craft Tied Up at Inland Harbor on Tulagi

COMPANY B CHIEFS



MELVILLE, Frank O., Sr., CSK
487 N. E. Highland Avenue
Atlanta, Georgia

PEARCE, Charles M., Jr., CBM
226 5th S. E.
Washington, D. C.

JURICAK, Stephen A., CBM
11210 Gill Street
Sugar Creek, Missouri

TRUMMEL, Hubert, CBM
81 West 182nd Street
Bronx, New York

SHEA, Joseph T., CBM
801 1/2 3rd Street
Boston, Massachusetts

HENDERSON, Harold W., CBM
2205 H Street
Modesto, California

LANE, Walter M., CEM
4 Irving Place
New York City, New York

BERRY, Perry V., CCM
Henrietta, Oklahoma

JONES, Richard H., CBMA
1360 Berkeley Way
Berkeley, California

JONES, Simon R., CMOMM
Box 292
Santa Fe, New Mexico

WILLIAMS, Roy L., CMM
General Delivery
Livingston, Montana



GANG NUMBER ONE COMPANY B



COUGHLIN, Francis J., BM1/c
2635 Napa Road
Vallejo, California

ANDERSON, Elmer W., CM1/c
7816 N. Belknap Street
Portland, Oregon

BUTLER, WALTER V., EM2/c
513 8th Street
Wilson, Pennsylvania

ENYART, Robert E., MM3/c
2214 W. 13th Street
Chicago, Illinois

FILASETA, Arthur J., S1/c
RFD No. 4
Bethlehem, Pennsylvania

GRESKO, Stephen, S1/c
Rt. No. 1, Box 44
Patton, Pennsylvania

KOGAN, Michael T., S1/c
4 Guenther Place
Passaic, New Jersey

McNAMARA, William T., SK3/c
57 Main Street
West Lebanon, New Hampshire

PALUGYAY, Paul, SF3/c
290 Park Avenue
Conneaut, Ohio

PEARSON, Jack L., Cox
30 W. Summit Avenue
St. Paul, Minnesota

SADUSKY, Anthony J., Cox
Washington Street
Middleport, Pennsylvania

SCUSSEL, Gelso, PTR3/c
40-35 Hampton Street
Elmhurst, Long Island, New York

SMITH, William A., EM3/c
693 Chauncy Street
Brooklyn, New York

TRAUTMAN, Lewis M., S1c
137 Harvey Avenue
Doylestown, Pennsylvania

WESTBURG, Robert R., EM3/c
870 N. Holly Street
Philadelphia, Pennsylvania

GANG NUMBER TWO COMPANY B



DANIELS, Charles H., BM2/c
Rt. No. 1
Beverly, West Virginia

DENSMORE, Robert H., S1/c
Jerome, Michigan

FLETCHER, Carl L., S1/c
2167 N. Franklin Street
Philadelphia, Pennsylvania

FRENNA, Harold J., Cox
2840 1/2 Harrison Street
San Francisco, California

GARTLAND, James A., MM3/c
228 W. Thompson Street
Philadelphia, Pennsylvania

HAGGARD, Henry R., MM3/c
Route No. 1
Stephenville, Texas

HIGGINS, Cubert L., BM1/c
209 North 23rd Street
Parsons, Kansas

HILTEBEITEL, Stanley A., S1/c
128 E. Broad Street
Telford, Pennsylvania

HOFFMAN, George B., S1/c
La Grange, Missouri

SHEILS, Thomas L., S1/c
3204 Harper Street
St. Louis, Missouri

SOUTHERLAND, Jessie D., S1/c
General Delivery
Hamilton, Texas

THOMPSON, Paul L., Cox
50 Morris Avenue
Gerard, Ohio

TOLLE, Walter W., GM3/c
Route No. 1
Gage, Oklahoma

WALTERS, Gunnell W., F1/c
5634 Baltimore Street
Los Angeles 42, California

GANG NUMBER THREE COMPANY B



TRIPPE, Wililam J., BM1/c
Elberton, Georgia

DEADWILEY, Ray C., S1/c
1623 E. Oklahoma Avenue
Guthrie, Oklahoma

GERBER, Joseph G., S1/c
2254 So. 69th Street
Milwaukee, Wisconsin

HALL, John G., S1/c
430 East 119th Street
New York, New York

HENSLEY, Raymond E., SF2/c
9222 National Boulevard
Los Angeles, California

HIGH, Hubert W., Jr., M3/c
120 E. Palmetto Street
Florence, South Carolina

HOFFMAN, Richard E., S1/c
166 Somerset Street
New Brunswick, New Jersey

KULIANCO, Peter J., SF2/c
165 East 3rd Street
Mount Vernon, New York

LOPEZ, Eugene A., Cox
851 Franklin Avenue
Brooklyn, New York

REISINGER, John G., S1/c
1616 Liberty Street
Harrisburg, Pennsylvania

RIZZO, Anthony R., BM2/c
208 Prospect Street
Englewood, New Jersey

TINKER, Calvin C., MM3/c
Rt. No. 1
Garner, Texas

VOLZ, Herbert E., S1/c
1009 N. Gentry
Frankfort, Indiana

WILSON, Edgar C., S1/c
806 N. College Avenue
Greencastle, Indiana

WOOD, Albert P., Jr., S1/c
Rt. No. 2
Checotah, Oklahoma

GANG NUMBER FOUR COMPANY B



STEVENS, John J., BM1/c
Rt. No. 4, Box 477
Portland, Oregon

CURLEE, William C., S1/c
5001 Rimmel Avenue
Baltimore, Maryland

CUMMINGS, Lee Roy, Cox
Route No. 2
Aurora, Oregon

DAAS, Theodore G., S1/c
8918 Baltimore Avenue
Chicago, Illinois

FESEFELDT, Henry C., Cox
561 Hudson Street
New York City, New York

FURBY, Kenneth W., S1/c
17868 Greely
Detroit, Michigan

HIXSON, Warren, S1/c
1310 6th Street
Eureka, California

JACOBY, Donovan C., Jr., Cox
114 S. Pitt Street
Carlisle, Pennsylvania

NOBLE, Richard M., CM3/c
2234 Hollywood Avenue
Toledo, Ohio

OSBORNE, George E., S1/c
60 Orchard Street
Salem, Massachusetts

REMLEY, Robert T., MMS2/c
Batavia, Ohio

RENNERT, Joseph, SK3/c
4455 Broadway
New York City, New York

WAJDA, John P., CM3/c
25 Maidson Street
Amesbury, Massachusetts

WAYNICK, Charles P., S1/c
Rt. No. 4
Jackson, Tennessee

GANG NUMBER FIVE COMPANY B



GORMLEY, William J., BM2/c
1923 E. Monmouth Street
Philadelphia, Pennsylvania

DE ROSA, Alfred V., S1/c
40 W. 34th Street
Bayonne, New Jersey

DRANOFF, Joseph, S1/c
1565 Inwood Avenue
Bronx, New York

FRANSEN, William, Cox
821 N. Waddel Avenue
Freeport, Illinois

GULSVIG, Jerome L., Cox
Brooten, Minnesota

HERYAVEC, Anthony W., CM3/c
Box 145
Campbell, Ohio

HUTTER, Albert E., MM3/c
8773 18th Avenue
Brooklyn, New York

LEWIS, Ishmael J., S1/c
404 N. Collett Street
Danville, Illinois

MULLEN, Robert E., Cox
Rt. No. 1
Gosport, Indiana

ROSE, G. T., MM3/c
Tulsa, Oklahoma

SCHATZMAN, Austin W., S1/c
3711 Aniaton Ct., Madisonville
Cincinnati, Ohio

SHULMAN, Albert, CM2/c
5103 Vernon Avenue
St. Louis, Missouri

SMITH, William C., S1/c
27 Stanbridge Street
Norristown, Pennsylvania

THOMAS, Kenneth M., BM2/c
Rt. No. 2, Box 56
Lake City, South Carolina

GANG NUMBER SIX COMPANY B



PIXLEY, Joseph, BM1/c
501 N. Madison Street
Magnolia, Arkansas

ALBRIGHT, Thomas, S1/c
Ullin, Illinois

DEMPSEY, Bruce, S1/c
5030 Naylor Lane
Murray, Utah

DILLON, Arthur E., Cox
Wendling, Oregon

FROM, Florian F., S1/c
5676 Plumer Street
Detroit, Michigan

FLYNN, James C., S1/c
Cottage Grove, Oregon

GORDON, Maxwell E., Cox
RR No. 1, Box 199
Chesterton, Indiana

GRAY, Stacy D., Cox
12 East 110 Place
Chicago, Illinois

HENDERSON, James P., Cox
316 Academy Street
Gainsville, Georgia

NIEC, John B., S1/c
4033 W. 160th Street
Cleveland, Ohio

THOMPSON, Robert W., S1/c
8th Street
Shenandoah, Virginia

SALESE, Anthony J., S1/c
4358 Richardson Avenue
Bronx 57, New York

SCHOONMAKER, Garrett V., S1/c
104A 40th Street
Union City, New Jersey

VEAZEY, Charles C., S1/c
Box 651
Hot Springs, Arkansas

GANG NUMBER SEVEN COMPANY B



McDERMOTT, James B., BM2/c
204 9th Avenue
New York City, New York

ACBERMAN, John J., S1/c
2260 Ryder Street
Brooklyn, New York

FIALKO, Joseph J., SK3/c
361 2nd Street, S. W.
Warren, Ohio

JACKSON, William V., Cox
Box 77
Emhouse, Texas

HAMEISTER, Norman R., EM3/c
36 Clio
Buffalo, New York

HOUGHTON, Lawrence J., BM2/c
72 Ney Street
San Francisco, California

HUDSON, Euwell L., BM2/c
Electra, Texas

SEELY, William C., BM2/c
337 N. Clemens
Lansing, Michigan

SELLS, James E., S1/c
125 4th Street
Oakmont, Pennsylvania

SERLICK, Joseph I., S1/c
26 So. Maryland Avenue
Atlantic City, New Jersey

SHANNON, William, S1/c
3208 Rawle Street
Philadelphia, Pennsylvania

SNYDER, Harvey E., S1/c
Shamoken Valley Country Club
Shamoken, Pennsylvania

SPAFFORD, Fred G., SK3/c
646 S. E. 60th Avenue
Portland, Oregon

GANG NUMBER NINE COMPANY B



BRUFF, C. M., BM2/c
816 Barrow Avenue, Portlock
Norfolk, Virginia

ANDERSON, Arthur G., S1/c
78 Jefferson Street
Attleboro, Massachusetts

DAVIS, Richard L., SF3/c
124 Page Street
San Francisco, California

DEATHERAGE, Fred D., S1/c
4017 Penrose Street
St. Louis, Missouri

FLUTY, Delbert M., S1/c
Rt. No. 1
Evansville, Indiana

HAMMOND, Chester L., BM2/c
809 Madison Street
Lundington, Michigan

HELTER, John R., F1/c
45 So. Broad Street
Lititz, Pennsylvania

HENRY, Joseph B., Cox
Maple Road
Natick, Massachusetts

HUBER, Albert, S1/c
4018 N. Fairhill Street
Philadelphia, Pennsylvania

SHARPE, John F., SK3/c
353 Chestnut Street
Kearny, New Jersey

SHERBERT, Alvin L., SK3/c
Lothian, Maryland

SORKIN, Saul, S1/c
11 East 21st Street
Brooklyn, New York

STEITZ, Howard T., Cox
203 Gates Avenue
Jersey City, New Jersey

STERN, Norbert S., S1/c
18 East 119th Street
Bronx, New York

GANG NUMBER TEN COMPANY B



BURGER, Earl M., BM1/c
8148 San Vincente Avenue
South Gate, California

ARNEY, Donald B., S1/c
Rt. No. 2
Mifflinburg, Pennsylvania

DAUGHERTY, Thomas B., Cox
2456 N. E. 50th Avenue
Portland, Oregon

FUCHS, Donald C., S1/c
843 Green Avenue S. W.
Massillon, Ohio

HARRIS, Carl L., BM1/c
934 Bellview Avenue
San Bernardino, California

HODGE, James F., S1/c
Beckley, West Virginia

JARRELL, Robert, Jr., S1/c
Kirkland, Indiana

JACKSON, Ralph V., S1/c
Rt. No. 1
Brunswick, Georgia

JOHNSTON, Leo W., Cox
Longview, Washington

MEYRAT, Tell G., Cox
1220 So. D Street
Oxnard, California

PREDA, Steve, Cox
1551 Pennsylvania Avenue
Monara, Pennsylvania

SIGLEY, William H., Jr., S1/c
1539 Monocacy Street
Bethlehem, Pennsylvania

SPECCHIALO, Gabriel P., EM3/c
2339 E. Somerset Street
Philadelphia, Pennsylvania

WESTERBERG, Hermann D., SK3/c
1049 Irving Park Road
Chicago, Illinois

COMPANY C HISTORY

After the departure of A, B and D Companies from Guadalcanal, our first camp site, Co. C was left sole heir to this uncompleted camp which presented rather a deserted appearance. C Company was located at one end of the camp while the chow hall, officers' quarters and that portion of Headquarters Company remaining with the detachment, were located at the other end. The area in between had been occupied by the detached companies and now looked like no-man's land.



Work on the new camp on the beach between Matanikau River and Point Cruz, which had been started shortly before D Company left, now began in earnest. Lt. Allen and CWO Gregory spent all their daylight hours planning and supervising its construction. A bulldozer cleared the beach of old coconut palms, shattered by gun fire. This beach had been the scene of an American landing during the battle of the Matanikau. Blasted tanks, old Jap barges, machine gun emplacements and discarded ammunition, all gave evidence of the terrific struggle. Jap booby traps were found in a swamp that bordered one edge of the camp area, while several Jap bodies were found in the machine gun nests.

After the beach between the swamp and the ocean had been cleared of this debris, construction of quarters for the men was begun. In the meantime, the galley and bake shop were put up. Due to the number of ships waiting to be discharged, all hands except for a small number required to operate the camp, were on stevedoring operations. Therefore, some carpenters were borrowed from the 71st Seabees who were staging at Kokabona for the Bougainville push. With their assistance, the camp was quickly constructed and all hands moved in from the temporary camp on November 4, 1943.

Shortly after we moved to our new camp site, Lt. Comdrs. Bennett and Hymen, Chaplain Coleman, Lieutenants Allen, Wieland and King moved to New Georgia. Battalion headquarters remained at Guadalcanal and Lt. Comdr. Kane became acting O in C, with Lt. Vercoe as acting Executive Officer. While there was very little shade at this beach site, numerous other advantages helped to offset this lack. The sand beach made for ideal swimming. Ordinarily a cool breeze blew in from the ocean at night, making it a nice, cool spot. Of course, those gangs working the night shifts had to sleep during the daytime and they suffered from the intense heat of the sun as it blazed down from dawn to dusk. The camp was also located away from the main highway running along the beach, thereby greatly reducing the dust menace. Clouds of dust usually hovered over the road due to the continuous stream of trucks passing by. The heavy undergrowth and brush lining the highway acted as a barrier, and prevented most of the dust from reaching the camp proper.

The chow hall and enlisted men's quarters were located at the Matanikau end of the camp, while the Administration area and Transportation shops were located in the center around the flagpole. Officers' country was situated at the west end, toward Point Cruz. We were extremely fortunate in locating a well within the camp area which eliminated the necessity of hauling water from nearby water points. Although the well was located within 200 feet of the beach and was over 12 feet deep, its yield was fresh and pure. Our water tower with its tanks was adjacent to the well, and pipe lines branched from it to the chow hall, laundry, transportation shops and showers.

A large, oil-burning steam boiler was borrowed from the Public Works Department to supply steam to the galley and scullery. This was set up next to the galley, alongside the generators. Later on a Recreation Hall was constructed, housing the library, ping-pong tables, dart games, writing tables and the company mail box.

The Recreation Hall was opened on November 21, by showing a movie and serving ice-cream and coffee. Entertainment was furnished by the 61st C. B.'s band and an acrobatic tumbler who had at one time performed for the Ringling Brothers, Barnum and Bailey Circus.

CWO Gregory laid out a square in front of the Administration area, and had a flagpole erected there. Flower seeds, banana trees and pineapple shrubs were planted in the circle around its base. These flower seeds had been carefully guarded by him for many months (since the Battalion left the States) for just such a purpose. We were destined to never see them bloom, however, as the detachment received orders to move long before they reached that stage. Many men who were sent to Guadalcanal (Mob 8) for hospitalization, have visited the old campsite and all report that the flowers are doing well. Our first flag raising ceremonies were held on December 15, 1943.

Due to the enormous amount of work that had to be handled at the dock and in the stream off Kukum Dock, 15 gangs of an Army Port Battalion were placed under our supervision. This permitted carrying on stevedoring operations on a 24-hour basis. The gangs worked six hour shifts with twelve hours off, around the clock. Ships were worked at Kukum Dock, in the stream off the dock and at Lunga Point. Where ships were worked in the stream, pontoon propulsion barges were used for hauling cargo to the beach. There, cranes operating on a finger pier, discharged the cargo onto trucks. At the dock, the cargo was landed directly into trucks or onto unloading platforms from which it was carried away by finger lifts.

GANG NUMBER ELEVEN COMPANY B



KASINOWITZ, Samuel H., BM2/c
99 East 4th Street
New York City, New York

DAILEY, Ralph E., S1/c
2019 South Jefferson
Muncie, Indiana

FORNARO, Leonard N., S1/c
202 West Squantum Street
Quincy, Massachusetts

FRIES, Robert J., S1/c
Dushore, Pennsylvania

GRAYBILL, Gerald O., S1/c
424 19th Street N. W.
Massillon, Ohio

GONZALES, Osman, Cox
151 1/2 N. Boylston
Los Angeles, California

HENCHY, Warren J., S1/c
6546 Admiral Avenue
Middle Village, Long Island, N. Y.

MARANO, Joseph M., S1/c
605 Adam Street
Hoboken, New Jersey

O'CONNELL, Bernard F., S1/c
7928 Langley Avenue
Chicago, Illinois

PACE, Harry J., S1/c
2220 E. Cambridge Street
Philadelphia, Pennsylvania

PEREGRINA, Edward M., BM1/c
2202 El Camino Real
Redwood City, California

NIELSEN, Melville K., S1/c
1242 74th Street
Chicago, Illinois

REHM, Robert R., SF3/c
701 6th Avenue So.
St. Charles, Missouri

STENSRUD, Howard T., SF3/c
10012 Kauffman Avenue
South Gate, California

GANG NUMBER TWELVE COMPANY B



VARGO, Andrew A., BM2/c
1026 East 66th Place
Cleveland, Ohio

DANKO, Benedict R., S1/c
2042 Superior Avenue
Whiting, Indiana

DEAN, Harrison, Jr., S1/c
2000 W. Lafayette Boulevard
Detroit, Michigan

DOUGHERTY, Wm. F., Jr., Cox
1014 Thomas Street
Chester, Pennsylvania

KOTOWSKI, Charles J., S1/c
145-08 South Road
Jamaica, New York

PETKO, Chester W., S1/c
2449 So. Albany Avenue
Chicago, Illinois

ROBERTS, Leo, S1/c
13 Ruth Street
New Bedford, Connecticut

SAUTHOFF, Fredrick C., S1/c
52 Wadsworth Terrace
New York City, New York

SHEEHAN, Joseph L., Cox
31 Bond Street
Troy, New York

VASS, Douglas L., S1/c
3107 W. Leigh Street
Richmond, Virginia

WUNSCH, Joseph P., S1/c
7020 Central Avenue
Glendale, New York

COMPANY C HISTORY

After the departure of A, B and D Companies from Guadalcanal, our first camp site, Co. C was left sole heir to this uncompleted camp which presented rather a deserted appearance. C Company was located at one end of the camp while the chow hall, officers' quarters and that portion of Headquarters Company remaining with the detachment, were located at the other end. The area in between had been occupied by the detached companies and now looked like no-man's land.



Work on the new camp on the beach between Matanikau River and Point Cruz, which had been started shortly before D Company left, now began in earnest. Lt. Allen and CWO Gregory spent all their daylight hours planning and supervising its construction. A bulldozer cleared the beach of old coconut palms, shattered by gun fire. This beach had been the scene of an American landing during the battle of the Matanikau. Blasted tanks, old Jap barges, machine gun emplacements and discarded ammunition, all gave evidence of the terrific struggle. Jap booby traps were found in a swamp that bordered one edge of the camp area, while several Jap bodies were found in the machine gun nests.

After the beach between the swamp and the ocean had been cleared of this debris, construction of quarters for the men was begun. In the meantime, the galley and bake shop were put up. Due to the number of ships waiting to be discharged, all hands except for a small number required to operate the camp, were on stevedoring operations. Therefore, some carpenters were borrowed from the 71st Seabees who were staging at Kokabona for the Bougainville push. With their assistance, the camp was quickly constructed and all hands moved in from the temporary camp on November 4, 1943.

Shortly after we moved to our new camp site, Lt. Comdrs. Bennett and Hymen, Chaplain Coleman, Lieutenants Allen, Wieland and King moved to New Georgia. Battalion headquarters remained at Guadalcanal and Lt. Comdr. Kane became acting O in C, with Lt. Vercoe as acting Executive Officer. While there was very little shade at this beach site, numerous other advantages helped to offset this lack. The sand beach made for ideal swimming. Ordinarily a cool breeze blew in from the ocean at night, making it a nice, cool spot. Of course, those gangs working the night shifts had to sleep during the daytime and they suffered from the intense heat of the sun as it blazed down from dawn to dusk. The camp was also located away from the main highway running along the beach, thereby greatly reducing the dust menace. Clouds of dust usually hovered over the road due to the continuous stream of trucks passing by. The heavy undergrowth and brush lining the highway acted as a barrier, and prevented most of the dust from reaching the camp proper.

The chow hall and enlisted men's quarters were located at the Matanikau end of the camp, while the Administration area and Transportation shops were located in the center around the flagpole. Officers' country was situated at the west end, toward Point Cruz. We were extremely fortunate in locating a well within the camp area which eliminated the necessity of hauling water from nearby water points. Although the well was located within 200 feet of the beach and was over 12 feet deep, its yield was fresh and pure. Our water tower with its tanks was adjacent to the well, and pipe lines branched from it to the chow hall, laundry, transportation shops and showers.

A large, oil-burning steam boiler was borrowed from the Public Works Department to supply steam to the galley and scullery. This was set up next to the galley, alongside the generators. Later on a Recreation Hall was constructed, housing the library, ping-pong tables, dart games, writing tables and the company mail box.

The Recreation Hall was opened on November 21, by showing a movie and serving ice-cream and coffee. Entertainment was furnished by the 61st C. B.'s band and an acrobatic tumbler who had at one time performed for the Ringling Brothers, Barnum and Bailey Circus.

CWO Gregory laid out a square in front of the Administration area, and had a flagpole erected there. Flower seeds, banana trees and pineapple shrubs were planted in the circle around its base. These flower seeds had been carefully guarded by him for many months (since the Battalion left the States) for just such a purpose. We were destined to never see them bloom, however, as the detachment received orders to move long before they reached that stage. Many men who were sent to Guadalcanal (Mob 8) for hospitalization, have visited the old campsite and all report that the flowers are doing well. Our first flag raising ceremonies were held on December 15, 1943.

Due to the enormous amount of work that had to be handled at the dock and in the stream off Kukum Dock, 15 gangs of an Army Port Battalion were placed under our supervision. This permitted carrying on stevedoring operations on a 24-hour basis. The gangs worked six hour shifts with twelve hours off, around the clock. Ships were worked at Kukum Dock, in the stream off the dock and at Lunga Point. Where ships were worked in the stream, pontoon propulsion barges were used for hauling cargo to the beach. There, cranes operating on a finger pier, discharged the cargo onto trucks. At the dock, the cargo was landed directly into trucks or onto unloading platforms from which it was carried away by finger lifts.

COMPANY C HISTORY

Coxswains from this detachment maintained and operated our barges. These six barges were run on a 24-hour basis under the supervision of J. E. Samuelson, QM1c. In addition, a personnel boat and an Army "J" boat were operated to facilitate ship to shore communications and transportation.

Several times these bargemen were called out on rescue missions. Fighter planes attempting landings on fighter strip No. 2 off Kukum Beach would crash in the water and boats were dispatched to pick up their pilots. On November 22, E. R. Sergeant, BM2c, and J. E. Samuelson, QM1c, noticed a plane coming in low for a landing. A crash seemed imminent and two men sped over in a boat. The plane crashed and on reaching the spot, they hauled a man in an exhausted condition out of the water. Sergeant applied first aid and soon brought him around. The pilot, however, was pinned in the cockpit as the door was jammed. Samuelson dived repeatedly, trying to get the pilot out of the cockpit but, due to the presence of gasoline on the surface of the water, of which he swallowed a good bit in his effort to fill his lungs with air on coming up from his dives, finally had to give it up. Later a crane from shore picked plane and pilot out of the water. Both of our men were commended for their efforts.

Guadalcanal was a souvenir hunter's paradise. In their off-duty hours, the men combed the island looking for Jap souvenirs, and many were successful. Natives on the island often came around to the camp with shells, grass skirts and Jap souvenirs which they tried to sell or trade for other articles. A nearby village up the Matanikau was visited frequently by all hands, souvenir bent, until it was placed out of bounds for medical reasons.

At one time, Nov. 26, 1943, to be exact, the Hell's Point Ammo Dump caught fire and blew up. We were hosts to over 200 men of the First and Fourth Specials and also the 61st CBs. This dump adjoined their camps and many of these men lost all of their belongings. Our cooks and bakers did a notable job at that time feeding all the extra men. Cots and sleeping space for all these men was provided, and the camp took on the appearance of a boom town of gold- and land-rush days. The fire lasted for over 24 hours and the flames could be seen for miles. Explosions of bursting shells and bombs could be heard over at Tulagi, many miles distant. This fire caused some uneasiness in our camp, due to our

proximity to another ammo dump located only a short distance away.

From our camp we could look out across the water and see Tulagi and Savo Island, the scene of so many of the early naval battles in the fight for Guadalcanal. The water off Savo was known as "Iron Bottom Bay" because so many ships had been sunk there in those battles. Several miles up the coast from our camp were five Jap cargo ships that had been beached during the Guadalcanal campaign. Several Jap barges, which had been destroyed in the Japs' efforts to relieve and evacuate their personnel, could also be found on the beaches. These proved to be lucrative spots for souvenir hunters.

During our first few weeks' stay on Guadalcanal, we were subjected to many conditions "Red" and raids by Japanese planes, but the last Jap planes to do any damage came over during the night of October 11, when an enemy torpedo plane sank two freighters off Tenaru Beach. The plane got away scot-free. Some of the cargo was salvaged.

Toward the latter part of December, the Fourth Special started construction of a camp next to ours. This site had previously been occupied by an Army Engineer Battalion which had staged there after the Munda campaign. Rumors started to fly about the camp, relative to the transfer of our detachment to another base. Christmas rolled around, however, and these rumors were forgotten amidst preparations for that day. For most of the men it was the first Christmas away from the States, and for many a first Christmas away from home. Many had never experienced an Xmas without snow and very few had ever seen an Xmas where the thermometer registered over 100° F. in the shade. Uncle Sam, via the mails, had transported the spirit of Christmas as, daily, our mail-man distributed packages.

Our galley outdid itself in preparing a dinner that could compare favorably with anything at home. It is true that we lacked the usual Christmas tree, but for dinner we had the inevitable roast turkey with all the trimmings. In order to give everyone a chance to celebrate properly, all work was secured for 24 hours over the holiday. It may not have been the homelike Christmas of old, but it was the best that could be done under the circumstances. Next day, things were back to normal and we were once again keeping the hook moving.



C Company's Second Home on Guadalcanal



Morning Colors

COMPANY C HISTORY



Mount Bagana, One of Two Active Volcanos on Bougainville.

December 31, 1943 was a red letter day for all hands. It was on that day that we were advised that orders had been received to transfer us to Bougainville via FAG TRANS. We were scheduled to ship out the 10th of January and therefore the day after New Year's, we started to knock down the entire camp. All stevedoring activities were secured and all hands fell to, tearing down camp structures, piling salvaged lumber, crating supplies and packing up gear.

Lt. Comdr. Bennett and Lt. Vercoe flew to Bougainville on January 4, via SCAT to look over conditions at our future base. While there, they stayed at the Sixth Special. On returning to Guadalcanal on January 7, they reported that our new base would be located in the heart of a dense jungle and that due to a high water table and constant rain fall, much mud would have to be overcome. Stevedoring operations would be carried on under very unfavorable conditions.

On January 15, we were informed that our LST which was to transport us and our gear to Bougainville, would be on the beach the next day at noon, to start taking on our cargo. Arrangements were immediately made to start the job of hauling and storing all equipment we were taking with us to the beach at Kokabona. Our bulldozer was pressed into service to build a suitable earth ramp, expediting the handling of cargo from the beach into the LST. When our cargo was stowed to permit easy handling and quick loading, our camp guard was secured and guard placed on and around our cargo to prevent its disappearance.

At 1000 on January 16, our LST was sighted off Kokabona Beach, and at 1100 was beached. It was the LST 207, a Coast Guard ship, which already had quite a bit of cargo aboard. After getting the ramp approach graded up, the working parties fell to shortly after noon, and a steady stream of trucks started rolling into the LST with cargo. Loading operations were knocked off at about midnight because of heavy rain and resumed early in the morning. On the morning of January 18, at 0700 our convoy got under way for Bougainville. The convoy as it left Guadalcanal, was made up of one merchant vessel, the S. S. Benjamin J. Bonneville, five LST's and three escort vessels.

Our trip was calm and uneventful. The storm had subsided; it no longer rained, the sun came out and everyone had a chance to dry out. Space was at a premium aboard ship

but as it was rather hot below deck, practically everyone elected to sleep topside.

Chief Bell was placed in charge of a detail of our men who were to man some of the 20 MM. guns in the event of an attack. These men stood regular watches with the ship's company throughout the entire voyage. Several times during the course of our trip gunnery practice was held; target balloons were released at which the guns fired.

Several smaller convoys joined ours as we proceeded toward Bougainville. It soon developed into a fair-sized flotilla numbering upward of fifteen ships. Several destroyers, and destroyer escort vessels furnished protection. Many small islands were passed but the trip proved uneventful.

During the early morning hours of January 20, as we were nearing Bougainville, much anti-aircraft fire could be heard. The beams of the searchlights could be seen stabbing toward the sky, but although we watched carefully it seemed that none of the enemy planes were hit. Everything quieted down after a spell and as we steamed around Purata Island at dawn, all of the Torokina beachhead was dark and quiet. If one listened closely, occasional bursts of artillery fire could be heard.

The bulk of the LST's in the convoy were piloted to the beach on Purata Island where groups of trucks were standing by to aid in discharging their cargo. As LST 207 beached, the huge ramp was dropped into place and our bulldozer scuttled off onto the beach, immediately hauled a huge steel ramp matting into position and began building up an earthen ramp to facilitate the movement of trucks to and from the ship.

The men in the detachment had previously been divided into gangs and a regular schedule was placed into effect, rotating working hours and calling for relief at hourly intervals. This permitted unloading at top speed without any lost motion and assured us that all our cargo would be taken off. The chiefs and officers all had prearranged details and the chow schedule aboard ship was set up in accordance with the working schedule. The guard detail under Chief Bell functioned smoothly and under the eagle eye of these guards all of our cargo was directed to our storage area.

Army and Marine working parties were scheduled to assist us in the handling of our cargo on the beach but it soon developed that if we were to get it all off, our own men would have to be detailed to empty the trucks on the beach. Our working schedule was revised accordingly to meet this condition and despite the fact that our LST had a bigger cargo than the other ships, ours was the first one to be completely discharged. Our orders were that all of our cargo must be off by 1500 and the men, by cooperating and working at top speed throughout the day, easily beat this time. Many of the LST's still had cargo left at 1500. Our first sight of Bougainville had been very impressive on that early morning as the sun rose while the LST was proceeding toward the beach. In the distance, several mountains could be seen, their peaks completely covered by cloud banks. Mount Bagana, one of the two active volcanoes on the island, was belching out a cloud of steam and smoke that was blown about by the wind.

Some time before, the Japs had attempted to use this same volcano as a weapon. Jap planes had been dispatched to drop loads of bombs into the crater with the aim of causing it to erupt and to confuse our forces. It proved a vain attempt as nothing unusual occurred. After the bombs were dropped

COMPANY C HISTORY

into the crater their explosions caused a roar that echoed and re-echoed across the mountain tops; like so much of Jap strategy, this too was "sound and fury, signifying nothing."

Several PT Squadrons were based at Torokina at one end of Purata Island. Many were returning from patrols up and down the coast of Bougainville and Buka as we neared the beach. These speedy boats, trailed by a large white wake as they cut through the water, emphasized the business-like and war-like attitude of the whole place despite the pretty picture they made.

Lt. Comdr. Kane, Battalion Executive Officer, had flown up to Bougainville via SCAT and had made arrangements for us to use the old 53rd C. B. camp (just evacuated by them that day) until such time as our own camp could be constructed. The 53rd C. B.s embarked for the 'Canal aboard the LST's that came in that morning in our convoy.

That afternoon, after unloading the LST, some of our trucks were loaded with our gear and were ferried across in LCMs to the mainland and were dispatched to the temporary camp. A guard detail was set up to protect our cargo throughout the night against possible pilferage. Lieutenant Burbridge and Ensign Mariner were to stay with this detail. However, the major in charge of the M.P.s gave orders that eleven of our men were to be off the island by 1700 and that our cargo would be guarded by the M.P.s. Purata Island was known as Suicide Island because the Japs periodically shelled and bombed that small dot just off the mainland. It was used as a receiving center and cargo area for the bulk of all in-coming cargo and rations. Everyone was glad to leave this mudhole. The men had been wading around in the knee-deep mud throughout the entire operation and were mighty tired. Several weeks of rains had not helped much in doing away with the mud.

All hands boarded ducks, small boats and LCTs for the mainland and made their way to our temporary campsite. Tarps were broken out to cover some of the fox holes and to provide some protection against the daily rains that drenched everyone.

In the meantime Lt. (jg) Hanna had made arrangements with the 77th CBs to find us some hot chow that night. Despite the fact that it was past their regular chow hours, their entire galley force cooked up a meal of vienna sausages, peas, carrots and coffee. It really hit the spot and we are forever grateful for their courtesy. At that same time they offered to feed our men until such time as our own galley was functioning.

The next morning working parties were dispatched to Purata to load our trucks and send the gear to the new campsite where work was started clearing and preparing it for use. A constant stream of trucks kept flowing in from Purata with our supplies. They were then unloaded and sent back for more.

During this time our bulldozer was busy clearing out the jungle and preparing an area for stowing the cargo. It seemed an impossible task to develop the mudhole and swamp in the heart of the jungle into a decent camp. Our trucks were bogging down in the mud continually and the caterpillar would have to drag them out. A large bulldozer was borrowed then from the 71st CB.s to help get the camp ready and to start throwing up a road. The area was so boggy that even these powerful cats surrendered, at times, to the mud.

The water table had to be lowered before we could make the area habitable. A plan was developed for digging drainage ditches with feeders, the whole system to discharge into a nearby creek. At the same time a road embankment was thrown up by casting volcanic ash from ditches along the road onto the grade. In this manner, a high, dry access road was led into camp.

This system of drainage soon showed results as the water level in the swamp was lowered. Several springs were uncovered and one spring was developed with a flow of 3000 gallons per hour. The water was pure and fresh and was used to supply the entire camp.

While our first night (January 21) on the island had been free of air raids, we soon found that was an unusual occurrence. Artillery units which were located all around us kept up a continuous nightly barrage, firing at Jap concentrations of troops. Then, during raids, anti-aircraft units threw up a steady barrage of ack-ack fire at enemy planes picked up by the searchlights. This AAA fire managed to keep the Jap bombers high in the sky, greatly reducing the accuracy of their aim.

Usually, the night fighters managed to turn back the largest part of the enemy bomber squadrons but several fought their way through to the Torokina beachhead to lay their eggs. Little material damage was done, although occasional casualties to units around the airstrips resulted.

Little difficulty was experienced in getting all hands into foxholes after the first air raid. The danger of falling ack ack flack was evident when the morning after an air raid, punctured tents were the result, and vividly demonstrated the advisability of getting under cover. Further emphasis was given when several bombs fell nearby.

The general attitude on Guadalcanal was characterized by the attitude of Chief Charlie Augatis who dismissed the alerts with a casual "it's only a practice, it doesn't mean a thing." However, on Bougainville Charlie was always found in his foxhole, before everyone else, immediately after the siren started to wail. He contended then that "this is carrying practice a little too far."

One night will always be remembered by our men who happened to be working on the beach and on the ship. A Jap bomber slipped through our defenses and lazily maneuvered overhead above the ack ack in the searchlights. The shriek and whoosh of falling bombs was heard and before it was all over eleven bombs fell between the beach and the ship. A regular blanket of flak fell around everyone but, curiously enough, no one was hurt.

The Marines had made the initial landing in force on the Torokina beachhead with the 71st, 53rd and 75th CB.s not far behind. The Seabees built a main thoroughfare from the beach to Torokina and Piva fighter strips and the bomber strip, calling it "Marine Highway" to honor their very close friends.

In expressing their thanks to the Seabees, the Marines in turn posted a sign near the strips reading:

"When we enter the City of Tokyo
With our caps at a jaunty tilt,
We'll be marching down a highway
That the Seabees built."

The major portion of the camp was completely constructed by February 11. The chow hall, sick bay, offices, ship service stores and transportation shops were up. A water

COMPANY C HISTORY



Camp Area on Green Island

supply system had been installed and most of the men's tents permanently erected with the drainage problem solved.

Our stay at Bougainville was very pleasant. We could attend movies every night at the surrounding camps and showed movies in our own camp area with an Army Special Service 16mm. projector every other night. Our chow hall and sick bay were the show places of the island. Dr. Cohen took special pleasure in showing our camp to visitors. We also received a special commendation from the Island Command for the first class camp that was constructed and for the huge malarial control project we undertook and completed in addition to our regular work.

Our gangs were transported to work in amphibious ducks which took the men directly to the ships. Of course, everyone got a salt water bath on each of these trips when waves were coming over the prow of the duck, but travel time to and from our camp to the ships was materially shortened by this mode of travel.

None of us will ever forget Bougainville and its insects. The jungle was full of bugs and crawlers of all kinds. Some harmless, and several varieties not so harmless. We soon learned to exercise caution on crawling into the "sack." The place was over-run with centipedes of all types and descriptions. Many were 12 inches long and had a wicked set of jaws. These centipedes seemed adept at crawling under the bedding and when any one tried to get in they would bite. It proved rather painful. The victim would be weak and sick and the infected area would swell up. It seemed that poisonous venom was secreted from their jaws that, while not deadly, did make the victim very miserable.

Poisonous scorpions were plentiful, as were millions of mosquitoes, flies, moths, and many funny insects, both winged and earth-bound, that most of us had never seen. There were multi-colored varieties of all species. Ants of all sizes and descriptions pestered all hands and got into everything.

We saw little animal life except for the coconut bear and, of course, rats. Many snakes were encountered but all seemed rather harmless. However, the birds were something to rave about. Their plumage was colorful and their screeching was deafening at times. Song birds were rare. The sky at night was full of bats flitting about but they never seemed to trouble anyone.

February 27 will remain as a day of disappointment in the memory of our chiefs. A chief's mess hall had been erected and was to be put to use on that day. At midnight on February 26, Lieutenant Vercoe received a radio dispatch ordering our transfer to "Green Island" via FAG TRANS.

All stevedoring operations on Bougainville were secured on February 27, and work was started on knocking down the camp and crating our gear once again. The chiefs' mess was one of the first to go. These operations continued until March 3 when we started to haul all of our gear to Purata Island where it was to be loaded aboard an LST.

Purata Island had changed in the six weeks since we landed. Nothing remained of the huge piles of cargo and rations. Practically the whole island was deserted and we had the place to ourselves. Even the mud was gone.

The LST which was to carry us to Green Island arrived shortly after noon on March 4th and the loading of our gear was immediately started. The bulk of it was loaded by midnight and work was knocked off till the next morning. By 0930 on March 5th all our gear and equipment was on and all hands piled aboard for the trip to our new base. The LST backed away from the beach and proceeded to a rendezvous with a convoy at 1200.

Our trip to Green Island was uneventful. Some apprehension was felt at what we might run into at Breen, as landings there had been effected only a short time before. However, we soon found out that this new island was a very quiet, peaceful place compared with the one we were leaving. The day after we left Torokina, the Japs started an offensive there that caused many uneasy hours for the personnel on the beachhead, despite the fact that the Japs couldn't break through. Jap artillery fire caused some casualties. Commander Dunbar of the 6th Special, while stopping over at our camp enroute from Torokina to Emirau in August reported that several Jap shells had landed in the middle of our old camp area. It seemed that Lady Luck had been with us.

Our convoy reached the lagoon entrance at dawn on March 6, and by 0730 the LST had beached and our cargo started to roll off. All hands had an early breakfast and were ready to pitch in and get settled in the new camp. We were to have no opportunity to spend any time building a camp since we continued our stevedoring operations.

A cargo ship arrived early the next morning and we



The Show's the Thing

COMPANY C HISTORY

immediately went to work discharging her cargo. Ships constantly kept coming in to be discharged and our camp was constructed in off duty hours. Despite this, our chow hall and galley were in operation in a few days and all hands enjoyed the hot meals.

Thereafter work on the camp progressed rapidly, and only minor construction details were left to be carried on when the first break in our schedule came.

No ship was in port from March 24 to April 10, and all men were given a chance to rest up and get back into good physical condition. They had been working continuously since September 21 without any mentionable time off and were tired. Daylight hours were devoted to sports, camp sanitation and general relaxation.

Our campsite at Green was not as pleasant as the one at the Canal, where we had a beautiful bathing beach, nor was it as cool as Bougainville, where the camp was located in the jungle under the shade of huge trees.

We landed at Blue Beach (where the Navy Base was located temporarily) in what was known as Pokonian Plantation, a huge grove of coconut palms. We were located on the seaward side of the island, off the neck of land at the mouth of the lagoon. Green Island is a coral atoll oblong in shape with a huge lagoon located in the center which is about three miles wide and six miles long. At no point is the island over a mile wide measuring from the beach to the ocean side.

On the day of our original landing a portion of the palms on the ocean side of the plantation were knocked down by a bulldozer to permit installation of a battery of 90 mm. AA guns. This battery moved to a point further south on the island several days before we arrived and we were allocated that area for a camp.

Our bulldozer pushed all the tree trunks and coral outcropping into the ocean. Sand was hauled in from the beach located on the lagoon side and soon overcame the mud that had made the camp a bog. Undergrowth that concealed a swamp along one side of the camp, was grubbed up and sprayed to combat the danger of malaria mosquitos.

Our first night on the island was marked by a downpour of rain. This was welcomed by all hands as we were now able to take a bath after a hard, dirty day's work. Water was caught in buckets as it dripped off the tent flaps, and saved for future use. We were handicapped on this island by the lack of fresh water wells. All our drinking water came from evaporators which distilled sea water. One of these evaporators was located on the lagoon side of our neck of land.

All stevedoring operations were carried on out in the open sea, off the mouth of the lagoon. The ships were constantly under way, the water being too deep to permit anchorage. All cargo was discharged into LCTs which carried their loads to beaches in the lagoon where they were unloaded by Army personnel. All operations were carried on under very unfavorable conditions. Heavy swells made it extremely difficult to keep the LCTs tied to the ship which was underway. Many of the LCTs were severely battered and several cargo ships had their sides punctured. This was especially true during rough seas. Several times the weather became so stormy and the sea so rough that work had to be suspended for a day.

The channel into the lagoon was very shallow—16½ feet at low tide and only 150 feet wide. CNB decided that although several cargo vessels had drafts permitting them to clear the channel, that the risk of bringing a ship into the

lagoon was too great. However, on August 21st the skipper of a Liberty ship prevailed upon the Port Director to give him permission to attempt bringing his ship into the lagoon. He successfully made the passage through the lagoon, thereby becoming the first Liberty ship to enter it. Unloading operations were carried on under much more favorable conditions. The vessel was anchored in quiet water. We hoped that ships with sufficiently shallow drafts would be permitted to enter the lagoon for unloading. Unfortunately, the "J. S. Hutchinson" remained the first and last ship to do so.

We had one surprise on reaching our new base. A unit that had come over on the U.S.S. La Salle with us, had a detachment quartered next to our camp. Old acquaintances were renewed by all hands.

We lost no time in constructing a movie area near our camp and borrowed a 16 mm. projector from Acorn 10 for our use. Films were shown when available, usually about three movies a week. A volley ball court and baseball diamond were laid out nearby.

Swimming was not advisable because of the presence of many sharks and coral snakes. Many of the boys broke out fishing gear and soon were catching enough for small fish fries. Life on Green Island was pleasant, despite high tropical temperatures and the humidity. It rains frequently and while we gripe about that, it is a mighty fortunate thing as our supply of fresh water depends on it. Several times, the thermometer crawled over 140 degrees F. but the men all stand up under it extremely well. In July we managed to get a 35 mm. projector and since that time movies were shown almost nightly. Several USO troupes put on performances that were highly appreciated. Jack Benny and Bob Hope brought USO shows to Green Island and while they did not play our area, we all had the opportunity to see them on the other side of the island.

We have been relatively free of bugs and insects. We weren't bothered with centipedes and scorpions but are pestered by innumerable flies, mosquitos, and pincher bugs. At night our lights attracted legions of moths but we passed them off with a shrug of the shoulder, thinking of the pesky insects of Bougainville.

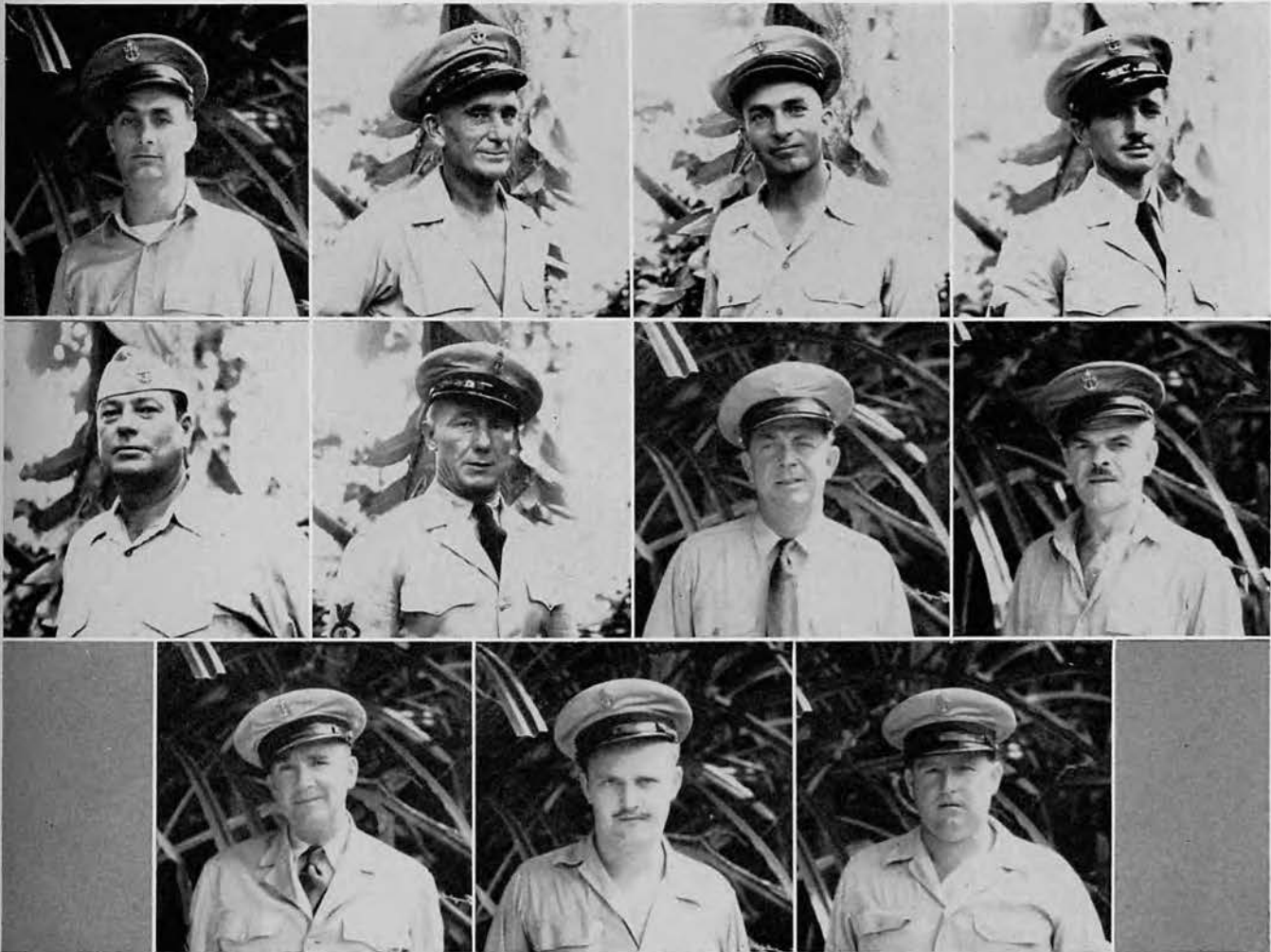
Very few birds are found and practically no song birds. The few birds found have plumage that is not very colorful when compared with those on adjacent islands.

Few natives are living here at present. Those in the native compound work for the Service Command. Many native villages are now deserted. Pigs roam wild about the island, part of the herds that were kept by the natives. From time to time these were shot and barbecues were held.

The island is overrun with rats however, and a constant extermination campaign was conducted to eliminate them. The ever present lizard of the Solomon Islands abounded ranging in size from the small one of only a few inches in length to huge ones measuring several feet.

Many of the men spent their leisure time making souvenirs. Shells were littering the beaches and at any time throughout the day someone was on the beach or out on the reef picking them up. They were made into necklaces, bracelets and many other trinkets. Time, patience and an inherent skill is all that is required. Many of the boys are beating the natives at their own game in making shell necklaces. Those with woodworking skills found that the native hardwoods, such as teak, rosewood, ebony and mahogany make ideal chests, picture frames, boxes and small tables.

COMPANY C CHIEFS



FOSTER, Elmer R., CMM
Parkville, Missouri

BELL, Olen (N), CBM
215 S. 7th Street
Grants Pass, Oregon

HELLSTERN, Earl O., CMM
Hinsdale, Montana

PRICE, Forrest S., CBM
P. O. Box 133
Overton, Texas

ORNDORFF, Francis A., CBM
P. O. Box No. 458
Victorville, California

AUGATIS, Charles J., CBM
1622 S. Broad Street
Philadelphia 45, Pennsylvania

JARRETT, Roy E., CGM
Milton and Lake Streets
Islips, Long Island, New York

ROSS, Richard B., CSF
101 Oakley Road
Upper Darby, Pennsylvania

GIBSON, Thomas F., CBM
717 N. Indiana Avenue
Bloomington Indiana

SCHROEDER, Arthur E., CCM
11320 28th Street N. E.
Seattle, Washington

SIMMONS, Philip H., CBM
Empire, Louisiana



GANG NUMBER SEVENTEEN COMPANY C



SARAPA, Michael, BM1/c
2 Arch Avenue
Secaucus, New Jersey

ANZILOTTI, Michael D., Cox
44 Vandewater Street
New York City, New York

DONOHUE, Michael D., BM1/c
325 W. 11th Street
New York City, New York

KERR, Edward S., SK3/c
436 Donner Avenue
Monessen, Pennsylvania

KNIGHT, Bob (N), BM1/c
3012 De Vaughn Street
Shreveport, Louisiana

LATORRE, Salvatore N., SK3/c
1348 S. Spangler Street
Philadelphia, Pennsylvania

LEONARD, Donald W., S1/c
P. O. Box 185, Broadway Lane
Caldwell, New Jersey

LILLY, Lucius F., S1/c
388 Thomas Street
Phillipsburg, New Jersey

LOWES, Russell E., Jr., S1/c
309 East 92nd Street
New York City, New York

McGOWAN, Arthur J., S1/c
418 Stanton Avenue
Akron, Ohio

NEAL, Frank P., S1/c
So. Fort Smith, Arkansas

SHER, Fred D., S1/c
90 Ellwood Street
New York City, New York

SPEAR, Frank D., BM2/c
Box No. 573, Rt. No. 12
Tacoma, Washington

SULLIVAN, Paul J., S1/c
Harwood Avenue
Littleton, Massachusetts

THOMAS, Robert E., S1/c
1609 Cherry Street
Saginaw, Michigan

WENSKUS, Vincent J., S1/c
5143 Winchester Street
Chicago, Illinois

WHITEWAY, John B., MoMM3/c
69 Bromfield Road
W. Sommerville, Massachusetts

ZANELLI, Victor P., BM2/c
R. F. D.
Higganum, Connecticut

GANG NUMBER EIGHTEEN COMPANY C



KOWALSKI, Henry S., BM1/c
4477 E. Edgemont Street
Philadelphia, Pennsylvania

FLORES, Bartolo (N), S1/c
3949 S. Ellis Avenue
Chicago, Illinois

GIBBON, Harold K., Cox
325 Clark Street So.
Williamsport, Pennsylvania

HUTSON, Leo (N), S1/c
Quick, West Virginia

JACCARINO, Charles J., S1/c
2850 West 19th Street
Brooklyn, New York

KUYKENDALL, Arnold M., BM2/c
R. R. No. 1
Grayville, Illinois

MALCOLM, Chester A., Cox
Rt. No. 1
Hull, Georgia

MATHEWS, Rayburn E., F1/c
1411A De Soto Street
St. Louis, Missouri

MAZEALL, John, Jr., SK3/c
351 Wall Street
Milton, Pennsylvania

RAZEVICH, Tony S., SK3/c
203 West 16th Street
San Pedro, California

RISKIN, Kenneth, S1/c
9502 King's Highway
Brooklyn, New York

ROSENBERG, Wolfgang, S1/c
295 Parkside Avenue
Brooklyn, New York

SOFKA, Steve, S1/c
83 Lister Avenue
Newark, New Jersey

STOKES, Elmer J., BM2/c
3947 Vest Avenue
St. Louis, Missouri

SULLIVAN, Eugene O. J., III, S1/c
2702 W. Dauphin Street
Philadelphia, Pennsylvania

TESLOW, Richard, S1/c
810 S. Wilson Avenue
Bozeman, Montana

WALKER, Paul E., MM3/c
R. R. No. 2, Box 244
Sapulpa, Oklahoma

WOMACK, Thomas L., S1/c
402 South 29th Street
Temple, Texas
Deceased

ZAPPATELLI, Robert, S1/c
29 Concord Street
Jersey City, New Jersey

GANG NUMBER NINETEEN COMPANY C



LYONS, James F., Jr., BM1/c
1478 Dorchester Avenue
Dorchester, Massachusetts

ECKERT, Mark L., S1/c
R. D. No. 2
Douglassville, Pennsylvania

HEDGE, Sidney H., S1/c
Rt. No. 3
Radford, Virginia

HOLT, Herman D., Cox
Rt. No. 2
Soperton, Georgia

LEPPERT, George T., SK3/c
R. D. No. 5
Washington, Pennsylvania

MATHA, Raymond E., S1/c
4701 S. Avers Avenue
Chicago, Illinois

MYERS, Harvey F., SK3/c
3 Highland Avenue
Eastport, Maryland

McCABE, Gerald W., EM3/c
311 Glosser Street
E. Pittsburgh, Pennsylvania

PAWLOWSKI, Vincent A., S1/c
2813 E. Cambria Street
Philadelphia, Pennsylvania

SISK, Carroll B., S1/c
Main Street
Ellicott City, Maryland

TAYLOR, Lynn E., CM3/c
Springtown, Texas

STEPHENS, Wesley J., S1/c
R.R. No. 1
Byron Center, Michigan

WALLACE, Loyd V., S1/c
P. O. Box No. 46
Westfield, Indiana

WILLGOOSE, William H., BM1/c
13 Sherman Avenue, Lincoln Park
Yonkers, New York

WILLIAMS, Clifford R., SK2/c
2734 Catherine Street
Shreveport, Louisiana

GANG NUMBER TWENTY COMPANY C



MULLEN, Vincent J., BM1/c
1015 Park Avenue
St. Louis, Missouri

BALSTAD, Rolf A., SK3/c
R. R. No. 3
Trenton, Missouri

FOSTER, Purdy D., BM2/c
701 S. Crockett Avenue
Dennison, Texas

GABRIELSE, Stuart W., S1/c
214 S. Chicago Avenue
Rockford, Illinois

GUARNIERO, Salvatore N., S1/c
18 Spring Street
New York City, New York

HAWBAKER, George (N), S1/c
Waukee, Iowa

HENDERSON, Joseph B., BM2/c
25529 President Street
Harbor City, California

LEMLEY, Richard H., S1/c
11175 Santa Monica Boulevard
Los Angeles, California

MAYER, Don E., SK3/c
4939 Theodore Avenue
St. Louis, Missouri

RILEY, Ernest H., Cox
1952 Humboldt Boulevard
Chicago, Illinois

ROCKWOOD, Kenneth J., S1/c
118 Cleveland Avenue
Everett, Massachusetts

RUDZIN, John R., Cox
238 53rd Street
Brooklyn, New York

WILSON, Charles W., S1/c
Box No. 347, R. R. No. 12
Indianapolis, Indiana

WRIGHT, Roy T., S1/c
Box No. 566
Bridgeport, Texas

GANG NUMBER TWENTY-ONE COMPANY C



IACONO, John R., BM2/c
105 Summit Street
Brooklyn 31, New York

CORSSINO, Charles R., S1/c
19 Florence Street
Cambridge, Massachusetts

HADFIELD, Harry R., MM3/c
99 Wyllys Street
Hartford, Connecticut

HENDRICKSON, Darrell D., S1/c
532 S. Richmond Street
Tulsa 4, Oklahoma

HOPPER, Hugh L., S1/c
702 S. Pine Street
Nowata, Oklahoma

HUERTA, Encarnation (N), S1/c
Alvin, Texas

HUIE, Arthur, Jr., Cox
Whitesboro, Texas

MENZELL, Albert, Cox
4043 Baltimore Avenue
Philadelphia, Pennsylvania

MIRAGLIA, Dominic J., BM2/c
8605 18th Avenue
Brooklyn, New York

POOLE, Bob M., Cox
Culvintan, Georgia

RIZZO, Leonard F., S1/c
1132 40th Street
Brooklyn, New York

SPRUILL, William R., Cox
Rt. No. 2
Franklin, Georgia

WOOD, Hiram T., S1/c
636 W. 174th Street
New York City, New York

GANG NUMBER TWENTY-TWO COMPANY C



HARRISON, Philip W., BM1/c
407 3rd Street
So. St. Petersburg, Florida

CORREO, Leonard W., Cox
914 Taylor Avenue
Alameda, California

DEGROOT, Paul E., S1/c
310 Missouri Street
San Francisco, California

FULS, Jack M., S1/c
1646 E. 8th Street
Bend, Oregon

GIORGIO, Michael A., BM2/c
629 Davis Avenue
Bronx 61, New York

HILL, Russell R., S1/c
Rt. No. 4
Cochran, Georgia

HLAVSA, Charles (N), BM2/c
129 Spring Street
Pittsburgh, Pennsylvania

HURLEY, Ulas L., MM3/c
Box No. 6
Crow, Texas

JOHNSON, Paul K., Cox
Rt. No. 4
Coldwater, Michigan

KEIRSEY, Moss (N), S1/c
Rt. No. 1
Ada, Oklahoma

KRAMER, Calvin E., S1/c
3254 N. Washington Avenue
Saginaw, Michigan

LATZMAN, George B., MM3/c
19242 Revere Avenue
Detroit, Michigan

LEACH, Carl H., MM3/c
3021 South Avenue
Muncie, Indiana

MARSHALL, William, EM3/c
1812 George Street
Logansport, Indiana

McCARTHY, Edward P., S1/c
914 Washington Avenue
Linden, New Jersey

SAMUELSON, Carl A., Jr., S1/c
R. D. No. 1
Hartstown, Pennsylvania

SMITH, Myrle G., S1/c
R. R. No. 3
Kimley, Kansas

SWANSON, Kenneth G., S1/c
846 Sheridan Road
Chicago, Illinois

WILSON, John E., S1/c
143 N. Franklin Street
Washington, Pennsylvania

GANG NUMBER TWENTY-THREE COMPANY C



HILL, William A., BM1/c
Box No. 167
Hughes Springs, Texas

CONTI, Paul J., S1/c
66-33 74th Street
Middle Village, Long Island, N. Y.

COX, John E., S1/c
2028 S. Groskey Street
Philadelphia, Pennsylvania

DEASE, James W., Cox
Rt. No. 1
Holly Pound, Alabama

FOREMAN, Burton (N), BM1/c
6535 24th Street N. W.
Seattle, Washington

FOSTER, Louis (N), MM2/c
544 Longfield Avenue
Louisville, Kentucky

FULLER, George A., BM2/c
26 Franklin Street
Danvers, Massachusetts

GINGERICK, Harry D., Jr., S1/c
73 Lumber Street
Highspire, Pennsylvania

HABERLEIN, Paul C., BM2/c
703 Main Street
Frostburg, Maryland

KENT, Jessie J., S1/c
Box 274, Rt. No. 1
Cornelius, Oregon

KEYES, George G., SF3/c
8847 N. Chataugua
Portland, Oregon

LUPTON, Julian W., S1/c
c/o Postmaster
Pamlico, North Carolina

MARSHALL, Gano G., BM1/c
Rockport, Texas

PAXSON, Charles R., Cox
2339 S. 16th Street
Philadelphia, Pennsylvania

RAMSAY, Buddy, S1/c
33rd and Liverpool Road
Gary, Indiana

SHIRES, Henry L., S1/c
P. O. Box No. 167
Amarillo, Texas

VICKEY, Samuel, MM3/c
502 N. Vosseller Avenue
Bound Brook, New Jersey

VUCKOVICH, Nick, S1/c
28 Cleveland Avenue
Mingo Junction, Ohio

GANG NUMBER TWENTY-FOUR COMPANY C



SAMIOS, Paul, BM1/c
929 Union Avenue
McKeesport, Pennsylvania

FERRARA, Michael (N), Cox
590 E. 187th Street
Bronx, New York

HARKINS, Lawrence R., Cox
523 N. Lakeshore Drive,
Lake City, Minnesota

HAYNES, Harvey L., S1/c
Star Route Box No. 321
Anahuac, Texas

HEGEDUS, John (N), S1/c
R. D. No. 1
Daisytown, Pennsylvania

HERNDON, Clarence L., BM2/c
Box No. 178
Gowen, Oklahoma

HUNT, Charles W., S1/c
817 Mill Street
Tarentum, Pennsylvania

INZEO, Richard J., S1/c
91-25 245th Street, Bellerose
New York City, New York

JOHNS, Roland W., Jr., GM3/c
Linden, Virginia

MELNYKOWSKI, Gregory, BM2/c
510 Park Way
Ambridge, Pennsylvania

McKERCHER, Bruce D., S1/c
Rt. No. 2
Mendon, Michigan

McLAUGHLIN, John J., S1/c
1544 Treat Avenue
San Francisco, California

RICE, Richard O., S1/c
2236 Ferry Street
Easton, Pennsylvania

SMITH, Ralph, Jr., SK3/c
Rt. No. 4
Osdood, Indiana

SPAULDING, Clyde D., S1/c
1610 S. Sherman Drive
Indianapolis, Indiana

STONE, Dorsey, Cox
Rt. No. 2
Calhoun, Georgia

TUFTAN, Raymond L., EM3/c
388 Vanderbilt Avenue
Brooklyn, New York

COMPANY D HISTORY

Within one week after the Ninth Special disembarked on Guadalcanal on September 21, 1943, A and B Companies had been transferred to two other islands, and we of Company D could see the handwriting on the wall, for a destined move. After one month's stay there, we broke camp on October 21, 1943 and said goodbye to our buddies in C Company, who now were the only company of the Ninth left on that island.

We knew we were headed for Munda on New Georgia, then the furthest outpost of Admiral Halsey's drive to the north. We went aboard our ship at about 1600 hours, and while the supplies, equipment, rations, etc, were being loaded, we stood at the rail watching the planes, both fighters and bombers, come back from raids to the north.

There was a beautiful sunset the evening we left the 'Canal,' the sky was a wonderful thing to see, with all the colors on display that only a sunset in the South Seas can produce. It was in strong contrast, this evening of our departure, with the night we had arrived in September. On that night, two Japs had come over with intentions of bombing Henderson Field, and anything else they could hit. Our night fighters went up to meet them and from our ship we witnessed our first dog fight in the air.

So, on this evening in October, we once again put out to sea, headed for—we were not sure what. Our ship was the first large cargo vessel to sail in these waters. A sharp lookout for enemy planes was kept at all times, and our escorts, a DE and a PC, searched the waters both forward and aft for submarines.

The complement of the detachment was 237 enlisted men and six officers. The officers consisted of Lieutenant Sjurson, in charge of the detachment, Lieutenant King, Supply Officer, Lieutenant Peller, executive officer of the detachment, Ensign Daut, and Warrant Officers Gatewood and Andrade. During the trip from the 'Canal to Munda, all men were assigned to the duty they would assume when arriving at our destination.

The voyage took one night and one day and was uneventful as far as any interference by the Japs was concerned. We arrived in Blanche Chanel in the late afternoon and had our first view of majestic Rendova. At 1800 hours, 22 October, we arrived in the bay known now as Sasavele Anchorage. However, our ship never dropped anchor, as ships always had to be prepared to get under way at a few minutes' notice, if and when the Jap planes came over, and they did come over often in those days.

From the ship, the islands all looked rather inviting. With luxuriant green foliage and the blue water of the Pacific they made a pretty sight as the waves broke over the white coral reefs.

The men of D Company will long remember those first days and nights on Sasavele, one of the smaller islands in the New Georgia group, which was to be the home of the D Company men and later A Company for many months. Within a few hours after the maintenance men hit the beach they were laying out plans for building a camp. Tents were put up temporarily in a partially cleared area and work began immediately on the men's mess hall.



Company Street



Administrative and Shop Area,
Ninth Special USNCB

COMPANY D HISTORY

It was under difficult conditions that Company D unloaded its supplies, equipment, rations, men's gear, etc. Due to the nightly raids by the Japs, there were as high as three or four red alerts each night, and every time that the Jap planes go through they dropped their bombs on Munda in an attempt to hit the airfield. One night a Nip plane came over a ship in our harbor and dropped three bombs, but Lady Luck was with the men aboard that ship, or else the pilot's aim was bad, or both. The nearest bomb hit about 200 feet off the starboard bow, close enough to give the men an idea of the damage a bomb can do.

The road . . . if it could be called that, which ran from one end of the island to the other, was nothing but a deep wide rut, always filled with water from the daily rains. The Army Engineers built a new road after we had been on the island about a month. The water supply was a serious problem during that first month. The island's well was located about one mile from our camp, and three times each day we were allowed to fill our small trailer type tank. Water was rationed to two gallons per man, per day. This included the water necessary for cooking, bathing, washing clothes and drinking. It was easy to see that the health of the unit was endangered with this small amount of water, so the Company Commander assigned Chief Wheeler to the job of trying to locate a new source of water supply nearer the camp. In a surprisingly short time a spot was picked out and ten days later an adequate supply of fresh, pure water was being pumped to all parts of the camp.

Our first movie was shown by the Army Special Service, which traveled throughout the New Georgia group with a 16 mm. projector, giving us a picture once a week. Naturally we had no theatre . . . the screen was hung up in a convenient place, and everyone furnished his own seat. This was the only form of recreation we had unless you could call swimming in the local waters a form of recreation. In swimming one took the chance of contracting a fungus infection or getting bit by a shark or barracuda. When D Company first "hit the beach" it was decided to pitch the men's tents along the road near the beach. Later after the jungle was cleared on the ridge back from the beach a few hundred yards, decks were built and all the tents moved to this better location. Animal life was most plentiful in those first weeks. Most of it seemed to be of a crawling variety, such as land crabs, lizards, huge centipedes and spiders. The cocoanut bear put in an appearance occasionally, and was definitely in a class by himself, as he alone, was the only animal that resembled some of our North American wild animals. Falling trees and limbs were constant hazards, and many tents were demolished as a result.

Chief Osier was assigned duty as Beachmaster, and worked in conjunction with the Army Service Command and the Navy Boat Pool in expediting the moving of cargo which was delivered at either of the two landings. Later these landings were consolidated into one, when the new barge dock was built at Sasavele Point.



Rendova as seen from Sasavele



Signal Tower on Approach to Sasavele Cove

COMPANY D CHIEFS



WHEELER, Albert A., CBM
1616 Granville Avenue
Chicago, Illinois

SANDERS, Glenn C., CSK
941 Morrison Street
Monterey, California

OSIER, Kenneth C., CCM
The Richmond Apartments, No. 5
Aberdeen, Washington

SCHAIBLE, Frederick M., CSK
130 Highland Avenue
Middletown, New York

BERUBE, E. M., CSKD
44 Vaillancourt Street
Taunton, Massachusetts

CHAPMAN, A. M., CY
7407 North Polk Avenue
Portland, Oregon

HARGETT, T. V., CMM
312 S. W. Hailey Avenue
Pendleton, Oregon

SCHLEGEL, Paul E.,
1712 Orange Avenue
Del Paso Heights, California

EVANS, L. H., CBM
443 Sunset Boulevard
Hayward, California

PERKINS, Lewis D., CBM
5713 No. Magnolia Avenue
Chicago, Illinois

SEMANYK, John A., CSp(A)
5422 Rutland Street
Philadelphia, Pennsylvania

SMITH, Edward, CBM
1011 60th Street

ROBERTS, Paul, CCM
414 Fitzgerald Road
Albuquerque, New Mexico

TUCKER, L. S., CCSTD
"Tuckers Lunch Cabins"

Boston Post Road
South Sudbury, Massachusetts

TILLOTSON, H. R., CSK
Route No. 2

Marietta, New York
ROLANDO, A. B., CMM
Nome, Alaska

GANG NUMBER NINE COMPANY D



MILLER, George L., BM1/c
Box 152
Athena, Oregon

BARNETT, Albert C. A., BM2/c
327 W. Main Street
Edmond, Oklahoma

BERGLIN, Ivar I., MMS3/c
2109 4th Avenue No.
Minneapolis, Minnesota

CHANCE, Marion J., MM3/c
Route No. 1
Wanatah, Indiana

HEISCH, Victor A., Cox
843 New Brunswick Avenue
Rahway, New Jersey

INDERRIEDEN, Ray, MM3/c
Washington Avenue
Detroit Lakes, Minnesota

KARAGAS, John A., S1/c
749 Adams Street
Gary, Indiana

KILE, William L., S1/c
419 South Queen Street
Lancaster, Pennsylvania

KOCH, Clyde M., S1/c
6550 Tulip Street
Philadelphia, Pennsylvania

LANGFORD, M., S1/c
De Berry, Texas

LUKEN, Urban J., SK3/c
R. F. D. No. 2
Greenburg, Indiana

PENDER, William L., BM1/c
Route No. 1
Conway, Missouri

PRICE, Forrest O., S1/c
14203 1/2 Delano Street
Van Nuys, California

VITTE, Homer, Cox
Rt. No. 1, Box No. 4,
Arannville, Louisiana

WATSON, George T., S1/c
7013 Edgewater Camp
Bronx, New York

WICHMANN, Fred, SF3/c
76 Main Street
Warwick, New York

WILDAUER, John D., S1/c
302 Hill Street
Reynodsville, Pennsylvania

WOLCOTT, Joseph S., M3/c
2240 Yelland Street
Philadelphia, Pennsylvania

YOUNG, Eugene R., S1/c
809 No. Sim Street
Bay City, Michigan

GANG NUMBER TEN COMPANY D



MORTON, Clarence C., BM1/c
RFD No. 2, Box No. 152
Frederick, Oklahoma

BIZANOWICZ, Stanley P., BM2/c
144 Elm Street
Everett, Massachusetts

DAVIS, William P., CM2/c
Commerce, Georgia

DI CHIARA, Nicholas, MM3/c
48 Marcon Street
East Boston, Massachusetts

DUFFY, George W., S1/c
5230 Addison Street
Philadelphia, Pennsylvania

GRIFFITHS, Frank, BM2/c
6175 Canton Avenue
Detroit, Michigan

JEWETT, Robert E., MMS3/c
150 Pine Street
La Conia, New Hampshire

JUDGE, Eugene T., SK3/c
138 South Cameron Avenue
Scranton 4, Pennsylvania

KIGHT, Willie M., Cox
Horse Shoe, Florida

LA ROUCHE, Edward L., Cox
12642 Strasburg Street
Detroit, Michigan

MARGERUM, George B., S1/c
3845 Richmond Street
Philadelphia 37, Pennsylvania

MONTGOMERY, Wm. E., S1/c
2719 E. Almont Street
Philadelphia, Pennsylvania

POLLI, J. H., GM3/c
101 So. 1st Street
Mahanoy City, Pennsylvania

PUGH, Thomas W., Jr., S1/c
Route No. 1, Box No. 231A
Cantonment, Florida

RATNER, Leonard B., S1/c
210 East 51 Street
Brooklyn, New York

ROWLAND, C. J., S1/c
McCaulley, Texas

SALADOFF, Herbert, Cox
2817 W. Albert Street
Philadelphia, Pennsylvania

SINGER, E., S1/c
Jersey Homesteads, New Jersey

YOUNG, Edward B., Cox
6347-B Marconi Street
Huntington Park, California

GANG NUMBER ELEVEN COMPANY D



HOHNEKE, Theodore F., BM1/c
Hartington, Nebraska

BUTLER, Samuel T., Cox
Moutain City, Tennessee

DEWOSKY, Joseph G., S1/c
Weston, Pennsylvania

GALAN, Fred A., SK3/c
123 Furnish Avenue
San Antonio, Texas

JOHNSON, James S., S1/c
1863 Dorchester Avenue
Dorchester, Massachusetts

JONES, J. W., Cox
Star Route
Bluff Dale, Texas

JONES, M. A., S1/c
Route No. 3
Frederick, Oklahoma

JOYCE, Edward J., S1/c
2428 No. Lincoln Avenue
Chicago, Illinois

KELLY, Charles R., S1/c
239 New York Avenue
Brooklyn, New York

KLINCK, Maurice P., Cox
RFD No. 3
Milford, Michigan

KRAMER, Donald R., BM2/c
333 N. W. 20th Avenue
Portland, Oregon

MAHONEY, Charles L., BM1/c
Box 1102
Vici, Oklahoma

MESSNER, Thomas L., SK3/c
511 Burke Street
Jersey Shore, Pennsylvania

MINGO, Anthony M., Cox
16 South Manning Street
McAdoo, Pennsylvania

MUSIELAK, S. W., S1/c
1215 Fraser Street
Bay City, Michigan

NESDAHL, J. E., Cox
Route No. 1
Emerodo, North Dakota

SLATTERY, Charles S., S1/c
1465 E. 95th Street
Brooklyn, New York

SLEDGE, Sherrod B., BM2/c
633 So. Patterson Park Avenue
Baltimore, Maryland

GANG NUMBER TWELVE COMPANY D



WRIGHT, Howard L., BM1/c
621 Pearl Street
Belding, Michigan

DUFFY, Daniel S., S1/c
341 W. 24th Street
New York, New York

JONES, Bill J., BM2/c
Box 1262
Eden, Texas

KENADY, Donald R., Cox
B. B. Route
Cottage Grove, Oregon

KING, R. J., EM3/c
Wellston, Michigan

LORENZ, C. W., S1/c
Route No. 2
Weidman, Michigan

MACH, Joe A., Cox
909 No. Main Street
Ennis, Texas

MADERA, Henry P., MM3/c
919 Hollis Street
Baltimore, Maryland

MAY, Robert, BM2/c
Milan, Missouri

NACE, John, Cox
Box 212
Iron Belt, Wisconsin

RAINES, Marshall T., BM1/c
1302 Wisconsin Street
Joliet, Illinois

SCHENCK, Charles B., S1/c
Metedeconk, New Jersey

WARDROP, Allan G., S1/c
601 Kentucky Street
Gary, Indiana

WILLIAMS, Warren C., SK3/c
328 Gilson Street
Coloma, Michigan

GANG NUMBER THIRTEEN COMPANY D



SANDERS, Gene E., BM1/c
1321 Ashland Street
Houston, Texas

CARDONE, Joseph W., Cox
8501 96th Street
Woodhaven, New York

CARUSO, Louis, S1/c
36-51 28th Street
Long Island City, New York

CEHELSKY, Albert B., BM2/c
23 West Spruce Street
Mahanoy City, Pennsylvania

CLAREY, Russell H., SK3/c
4535 Auburn Road
Auburn, Michigan

CLEMSEN, Richard H., Cox
2401 Sherwood Avenue
Baltimore, Maryland

JONES, Earl M., S1/c
293 Farrington Street
St. Paul, Minnesota

KLINE, Stanley K., MM3/c
Route No. 2
Meyerstown, Pennsylvania

MIDDLETON, William A., S1/c
1836 Light Street
Baltimore, Maryland

ROHDE, Harold A., Cox
133-12 149th Street
South Ozone Park, New York

ROWAND, E. B., MMR3/c
85-29 67 Road
Forest Hills, New York

ROWLANDS, John, Cox
1201 Hampton Street
Scranton, Pennsylvania

SANTELO, V. P., S1/c
549 Graham Avenue
Brooklyn, New York

TRUMBULL, Jack R., EM3/c
1427 Calhoun Street
Toledo, Ohio

TUCCI, Angelo, S1/c
2831 E. Livingston Street
Philadelphia 36, Pennsylvania

TUCKER, L. E., Cox
Eire Road
Willoughby, Ohio

WIGGIN, Haven, BM2/c
6 Orchard Street
Rochester, New Hampshire

WILLIAMS, Charles E., MM3/c
45A Mansfield Street
Somerville, Massachusetts

GANG NUMBER FOURTEEN COMPANY D



ROBERTS, P. P., BM1/c
RR No. 4, Box 46
Duluth, Minnesota

BARRETT, L. J., SF3/c
731 Rigby Street E.
Liverpool, Ohio

COHEN, Samuel A., Cox
43 Forest Avenue
Albany 3, New York

DAVIS, Franklin P., S1/c
Liberty Hill, Tennessee

GANDARA, J., S1/c
3217 Cushing Street
Houston 10, Texas

GRUBE, Henry, S1/c
1625 E. 12th Street
Bethlehem, Pennsylvania

JACKSON, Robert, S1/c
2521A West Walnut Street
Milwaukee, Wisconsin

MICHAELS, William J., Cox
2323 Valentine Avenue
c/o Mrs. J. Kennedy
Bronx, New York

MUSGROVE, Billy E., SK3/c
Altus, Arkansas

NOLAN, Thomas Francis, Cox
231 West 230th Street
New York, New York

OLSEN, William H., S1/c
1409 No. Hamlin Avenue
Chicago, Illinois

RASMUSSEN, Robert J., BM2/c
1144 No. Pulaski Road
Chicago 51, Illinois

SANDBACH, Moses B., BM2/c
Worden, Illinois

SPINA, Tobia L., S1/c
773 44th Street
Brooklyn, New York

TAJCHEROWICZ, Charles R., EM3/c
2424 East Somerset Street
Philadelphia 34, Pennsylvania

WAGNER, James F., S1/c
384 Shrewood Road
Union, New Jersey

WAJBEL, Raymond P., S1/c
1441 Andre Street
Baltimore, Maryland

YONDA, Thomas A., S1/c
1155 E. 76th Street
Kansas City, Missouri

GANG NUMBER FIFTEEN COMPANY D



WRIGHT, Silvester, BM1/c
Route No. 2, Box 68
Olney, Texas

BRIGMAN, Deloy B., SK3/c
414 Sieler Street
Savannah, Georgia

CARROLL, E. R., Cox
1850 Stienway Street
Astoria 2, New York

DENSCH, Charles, BM2/c
420 Eddy Street
Sandwich, Illinois

DE RIGO, Earl A., S1/c
3693 E. 76th Street
Cleveland, Ohio

DICKEY, Clair I., SK3/c
Cogan Station, Pennsylvania

FINCH, Robert V., Cox
RFD No. 3
Carmi, Illinois

JOYCE, Lawrence J., S1/c
511 Wilson Street
Chester, Pennsylvania

MAKOWY, George M., Cox
2575 36th Street
Astoria, New York

RICHARDS, Herbert C., Cox
716 No. 3rd Street
Tornoto, Ohio

ROBLES, Jose A., S1/c
Rt. No. 8, Box 284
Phoenix, Arizona

ROTH, Ernest, S1/c
1273 Nelson Avenue
Bronx, New York

RUMBOLD, C. J., S1/c
917 E. Pearson Road
Flint 5, Michigan

SALVESON, James J., S1/c
Grygla, Minnesota

SCHALLER, Fred, S1/c
3216 W. 16th Street
Chicago, Illinois

SEMPLE, Edward E., S1/c
511 No. Main Street
Niles, Ohio

SMITH, Edwin C., Cox
Easton, Washington

WARD, Winifred W., S1/c
8716 Graham Avenue
Los Angeles, California

GANG NUMBER SIXTEEN COMPANY D



ENGLE, W. H., BM1/c
c/o Mrs. S. T. Haas
17600 Parkland Drive
Shaker Heights, Ohio

ANTROBUS, Edward J. K., Cox
10878 Laurel Canyon Boulevard
San Fernando, California

CASSERLY, Matthew F., Cox
128 Jacksons Street
Mahanoy City, Pennsylvania

CIABURRI, Michael G., S1/c
20 Stowe Avenue
Middletown, Connecticut

HAMPTON, George R., BM1/c
611 South K Street
Tacoma, Washington

JUST, T., S1/c
1539 Alicenna Street
Baltimore, Maryland

MONTURI, Henry D., BM2/c
10114 Adelaide Avenue
Cleveland, Ohio

MOYER, Jack B., Cox
Eagle, Michigan

PERKINS, Roger B., Cox
RFD No. 1
Fitchburg, Massachusetts

RIMES, Harry L., BM2/c
1905 Avenue Q $\frac{1}{2}$
Galveston, Texas

ROBINSON, Stuart F., SK3/c
2745 Devon Avenue
Chicago, Illinois

RUDZIAK, John, S1/c
8 North 8th Street
Brooklyn, New York

SHORT, Joseph H., S1/c
260 W. Wiley Street
Greenwood, Indiana

SPRAGUE, Clifford P., SF3/c
1808 Harrisburg Pike
Briggsdale, Ohio

SZEWCZYK, Norman L., S1/c
18121 McDougall
Detroit, Michigan

WALTERS, James H., S1/c
RR No. 5
Columbus, Indiana

WELLS, Raymond V., S1/c
Little, Kentucky

A and D COMPANIES AT SASAVELE

On the 24th of November 1943, the S. S. Durant dropped anchor in Sasavele Cove and A Company joined forces with Company D. Stevedore gangs set to work immediately, and by evening, all equipment was ashore. Tents had been hurriedly set up in the jungle, and everyone slept under canvas that night. Previously, D Company had cleared away much of the dense undergrowth, and the only battle then encountered was with the ever-present mud and crawling things. The island is plentifully blessed with both of these.

Shortly after the arrival of A Company and a consequent increase in numerical strength, gangs were chosen to be sent to other nearby islands, to relieve the manpower shortage in unloading necessary cargo. Under the leadership of Lieutenant Hintze, with Chief Strube assisting, a total of eight gangs, four each from Companies A and D, set up camp at Munda and remained there for several weeks. At various times cargo operations were carried on at Vela Lavella, Ondonga, and Sagi Point.

Due to the efforts of the various officers in charge of camp construction, our camp became the best in the island. Coral roads and paths between tents were built; low spots were filled with sand and coral to combat the jungle weed and to make the site a more habitable place in which to live. Our well, and water supply, was adequate for all our needs as well as those of neighboring outfits. Large outdoor showers were built for each company, and were kept scrupulously clean to prevent infection. Health considerations were always foremost in the minds of the planners. Round and about camp, chiefs, under the direction of Lieutenant Sjursen, carried on. Chief Alberts was coordinator of all maintenance activities and a good deal of responsibility fell directly on his shoulders. The carpenter shop, in charge of Chief Roberts, did admirable work with limited supplies of lumber. "Pop" Miller took care of the plumbing shop, well and water supply; Chief Wheeler, transportation, and later the gear locker; and Chief Hargett the welding shop.

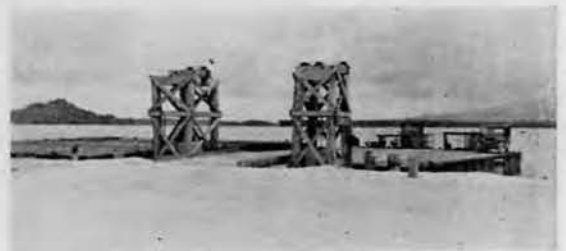
Lieutenant Doyle at the time was officer in charge of recreation. Under his supervision, our Sasavele version of the Hollywood Bowl was erected with its tiered seats along the hillside. An adequate screen and spacious stage took care of the nightly movie and the USO or Army Service Command shows that were staged there. Occasionally there was a boxing bout in the way of entertainment. A recreation hall was erected to house the library, reading tables, ping-pong tables, phonograph, and sports equipment, watched over by Yeoman Thompson and later Chief Semnyak.



The Dock Area at Sasavele, Assembly Point for Incoming and Outgoing Cargo



Bridge Connecting Sasavele and Roviana Islands



The Ferry, Only Means of Communication Between Sasavele and Munda, Ties Up at Olsen's Landing



Munda Cemetery



Chapel at Munda Cemetery

LOW MAN ON A STEVEDORE GANG

This is dedicated to those men who, by the sweat of their brow, have made this battalion one of the most outstanding of its kind in the world. Toil-weary, abused, but indomitable of spirit, we give you—THE HOLD MAN, bottom man on the stevedore gang.



Rather than a lengthy essay on the technicalities of stevedoring operations, this will be an attempt to convey to you the rugged life of the stevedore, and the trials and tribulations thereof.

The stevedore's day may start at any time, and usually does. The powers that be take fiendish delight in calling a gang to work in the middle of the night. "Let's go to work!" This gruff command is usually punctuated by the lash of your hatchboss' whip biting into your unsuspecting back as you lie sleeping peacefully. I should like to make clear at this point however, that when the hatch boss says "let's go to work," and the word "let's" is merely a figure of speech, as he has no intentions whatsoever of doing any work. At any rate, you are routed from your bunk at this unearthly hour and given about an hour to suppress the urge to roll over and go back to sleep, arise, dress and eat midnight chow. I have been asked not to criticize the midnight meal, and I heartily agreed because, after all, the galley crew is very conscientious, and one or two little bugs can't drink much of your coffee anyway, especially when they're dead. Quite often a person, usually when a dream he wants to finish is interrupted, succumbs to the urgings of his subconscious mind instead of those of his hatchboss and drifts into slumber again, thus missing the boat both literally and figuratively. Such an incident usually brings a call from the local gendarmes in the very near future; still, if your hatchboss has had a field day at the poker table, you may get off easily—probably just by offering him your beer ration for the next two months. While most of us must force ourselves from our bunks immediately upon call, or suffer the aforesaid consequences, there are those fortunate among us, envied by all, so gifted that they can bleed Morpheus of those last precious seconds, leap from their bunks fully awake, eat a candy bar on the way to the dock, and still catch the stern of the departing personnel boat as it sweeps away. I dare say, we've seen the running broad jump bettered many times.



Once everyone is awakened, clothed and fed, they are herded into personnel boats and ferried out to the anchored ship or ships, as the case may be. As you approach the ship you are to work, you unconsciously make a mental note of the different types of cargo on the barges at the various holds, silently praying that some other gang will have to work the cement in number five hold, meanwhile hoping against hope that your gang will work the jumbo at number two or four where several trucks can be seen lashed to the deck. Cement is the nemesis of stevedores, and for good reasons too. Imagine yourself in a hold where the temperature is well over a hundred, lugging 100 pound sacks of cement to and fro. The air, if any, is cloudy with the powdery, gray dust from an occasional broken bag, 'til you can hardly breathe or see. Filtering masks aid respiration but little. Moreover, the dust, merging with sweat from perspiring bodies, clogs the pores in ever hardening cakes, encrusting one's whole body with cement. I've never seen a more pathetic picture than that made by a crew returning from six hours in a hold discharging cement. Cement in their hair, on their bodies, they head for the



LOW MAN ON A STEVEDORE GANG

showers with sagging shoulders, looking like some procession of grotesque statuary, though I can't recall any statues having blood-shot eyes.

Nor are all the stevedore's headaches caused by the cargo he handles. There is the hatchboss, adding insult to injury. It should be made clear at this point that a few of the hatchbosses are human, but they are so adept at concealing it, that it's impossible to differentiate between them. As yet, no one has been able to define the exact duties of the hatchboss, but it seems that his office requires that he stand over the open hatch trying to impress the working men with his boatswain's bellow at regular intervals. The remainder of the time is usually spent in the ship's galley drinking coffee and eating sandwiches. Of course, if conditions have been unusually trying, he may search out a coil of rope, curl up, and regain some of that shut-eye he lost in last night's crap game. Some of our hatchbosses have grown sinister looking mustaches, personifying Simon Legree. Others would seem ordinary humans, were it not for the two little horns protruding from beneath their white sailor hats. Another mistaken impression held by the layman is that the marlin spike, carried by the hatchboss, is used in rigging the vessel. The impression is not entirely incorrect, inasmuch as the marlin spike is used in rigging, but not by the hatchboss. The men of the gang do the rigging, while the hatchboss stands, arms akimbo, squinting a calculating eye at the 'midship boom almost as though he knew what was taking place. Occasionally he will bellow out an order to some inferior laborer, and then blush most becomingly when told that it isn't necessary to shackle the winches to the deck. Eventually, feeling that he has sufficiently asserted his authority and impressed everyone with his ability, he will drift off in the direction of the galley to mooch a sandwich and a cup of java from the steward. All points considered, however, hatchbosses aren't really so evil at heart—if you can find one with a heart.

Then there are the winchmen. It has been rumored that anyone who has been arrested ten or more times for reckless driving in civilian life may be eligible for a winchman's position. Upon becoming a winchman, he is duly initiated into the winchman's fraternity "Killa Manna Day." This brotherhood is noted for its accuracy in dropping heavy loads on top of some unsuspecting victim in the hold. The favorite trick is to lower the load to a short distance from the working level, and then, when the holdmen emerge from the shelter of the eaves to move it into position, drop it quickly, in hope of pinning someone's body or at least a leg beneath. While the winchmen become more accurate with practice, the holdmen become more skillful in dodging, and the speed with which the hold is cleared before the gyrating descent of the hook is truly amazing. Almost any time during a shift you can find one or two winchmen tearing their hair or sobbing their hearts out because they missed a juicy victim.

However, our life has had its rewards. There is, above all, the strength we've gained, the muscles we've developed and the curses we've learned. And then there is . . . Oh well, we didn't go stevedoring with the expectation of rewards anyhow.

The job of the holdman is, at its worst, a backbreaking one, at its best it's monotonous. We'll be glad to rest from our labors when we'll no longer have to "tote that box and lift that bale."

The Editors feel it necessary to point out that this article was not written with malice towards some, but only the author's own, peculiar brand of humor.



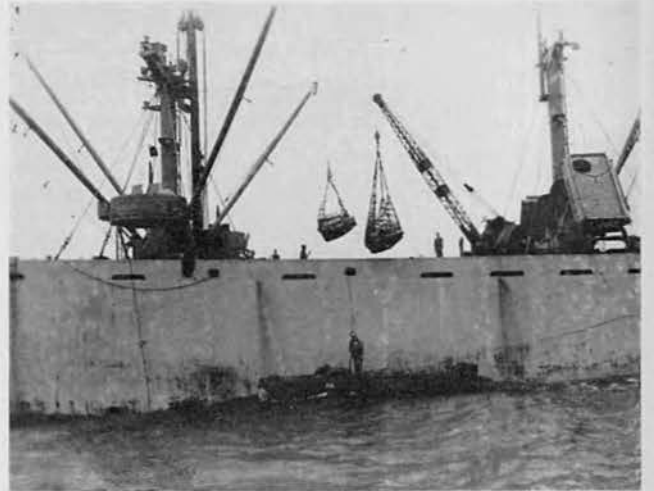
TWEN DECK



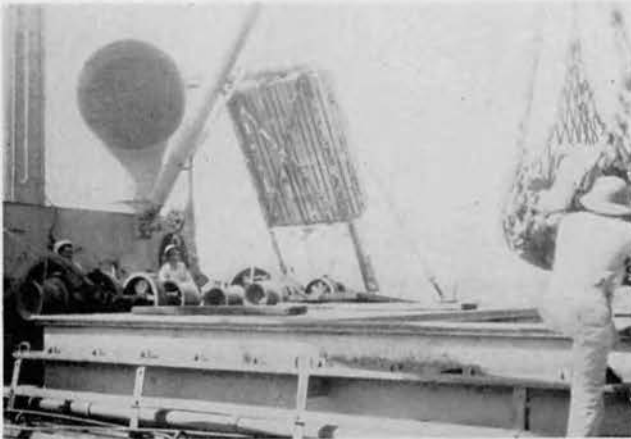
STEVEDORING PICTURES



Stevedore Operations on Tulagi Dock



Heads Up! Three Tons Coming Over



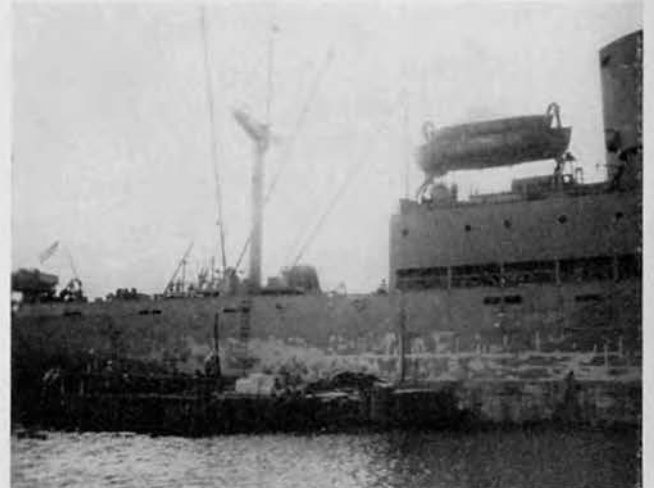
Steam Winches In Operation



Working With Pontoon Barge In Stream

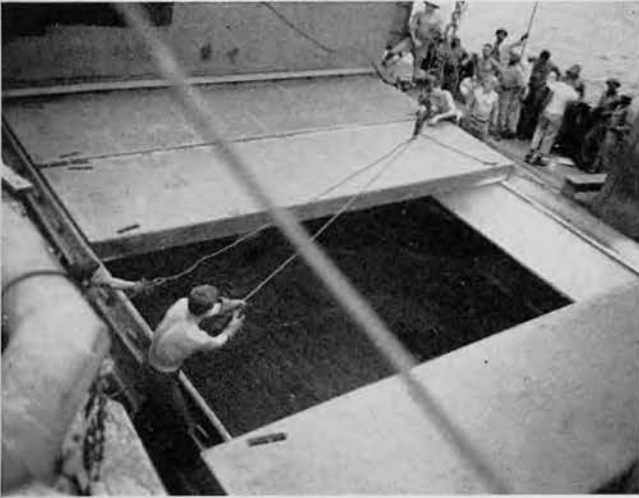


Barge Load of Canned Vitamins



Open Roadstead Operation on Liberty Ship

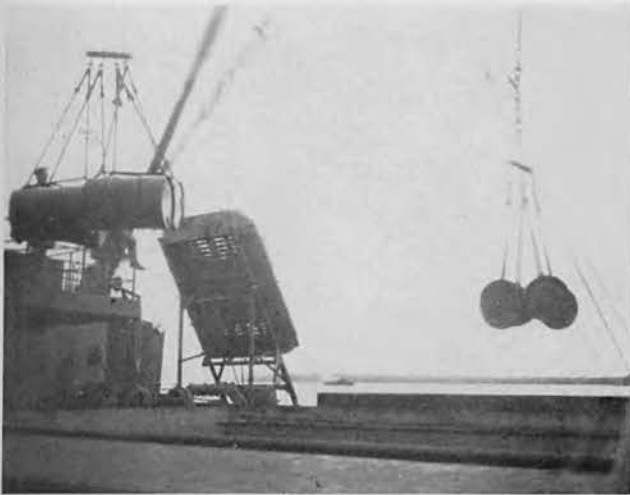
STEVEDORING PICTURES



Covering Up



Complete Dock Facilities Make for Faster Discharging



Loading Gasoline With Two Sets Chines To Hold No. 2



Mail—No Gripes With This Cargo

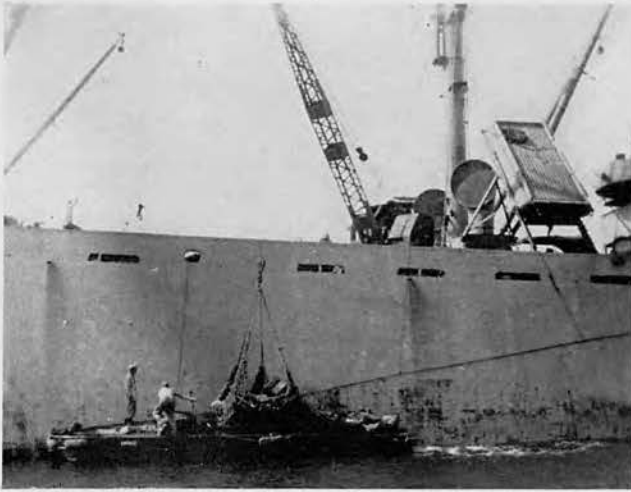


Unloading Quonset Steel



Platforms Speed Up Drum Discharging

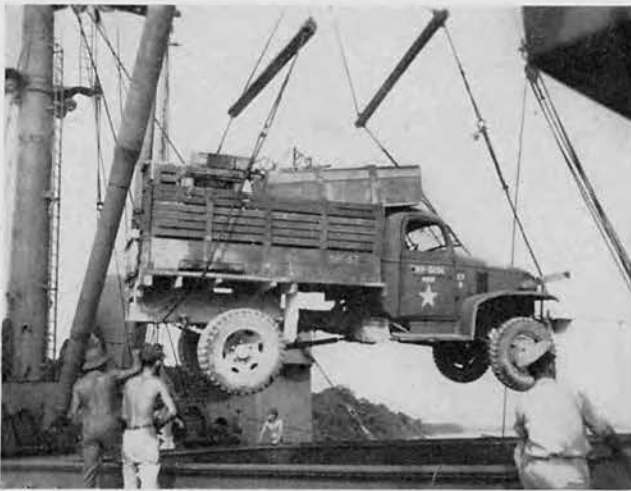
STEVEDORING PICTURES



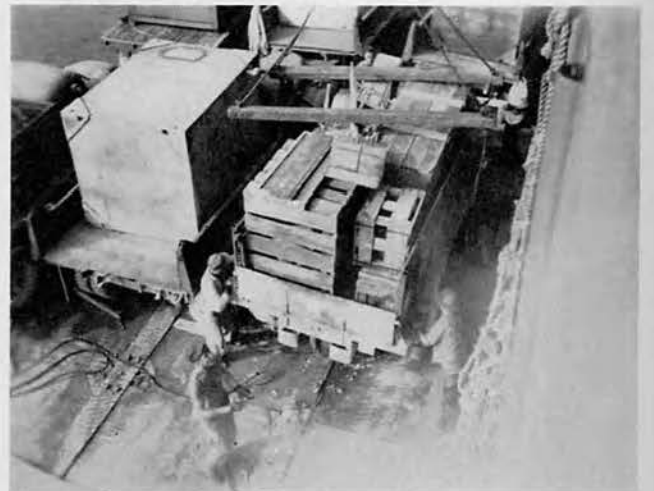
No. 2 Hatch Inshore Operation with Ships Gear and Off Shore Into Duck With Ninth Special Insley Crane



Bulkhead Stowage In the Square of the Hatch



Heavy Lift Operations, With Spreaders, Using Ships' Jumbo



Two Tons a Draft, Forty Tons an Hour With a Chine Hookup



Always First Off Ship—

ADMINISTRATION

THE EXECUTIVE OFFICE

The Executive Branch of the Ninth Special Battalion's Administration is headed by Lt. Comdr. J. E. Kane. In his office originate most of the decisions concerning the details of administration, policy, and routine operation. The office is, as it were, one arm of a municipal government under Lt. Comdr. Bennett. Through it, company commanders are informed of battalion policy by directive. But the similarity with government is not complete for the Executive Office is also the judiciary of the Ninth Special. The "long arm of the law" has its shoulder here, and has hauled many men through its doors on their way to Captain's Mast or higher courts.

In a monthly conference with the Personnel Officer, Lt. Comdr. Kane determines who is to be re-rated, disrated, or changed in rate during the coming month. All applications for enrollment in the various Navy training programs, applications for promotions to warrant and commissioned ranks, requests for transfer or discharge, all these are routed via the Executive Office to the Commanding Officer and thence to commands and bureaus concerned.

The duties of the Executive Officer are manifold. His office is the nerve center of the battalion, the seat of its administration, its legislative and its supreme court.



Executive Office

SMITH, Amos D., Y1/c
2217 Colfax Drive
St. Louis, Missouri

SARACOFF, Roger N., Y1/c
1622 Kentucky Street
Michigan City, Indiana

GRAY, Girard W., Y2/c
Silver Hills
New Albany, Indiana

FURTAK, Francis F., Y3/c
2020 White Oak Avenue
Whiting, Indiana

MASON, Harry J., Y1/c
1542 N. Hollywood Street
Philadelphia, Pennsylvania

PERSONNEL DEPARTMENT

On the day of the Battalion's formation, the 26th of April 1943, the yeomen swung into whirling dervish action. The complement consisted of one chief and five men of other ratings. The first few days were hectic ones. Everything came at us at once and from all sides. Out of chaos and confusion, order and efficiency were soon established. To administer and maintain an accurate and detailed account of over 1000 men proved to be a formidable assignment.

After six weeks of advanced training in Area A-9, the battalion entrained for ABD, Port Hueneme, California on June 19. During the five-day ride some of the yeomen were kept busy turning out work in the improvised office set up in one of the cars supervised by Lieutenant Alvord, then Personnel Officer, who left no stone unturned to keep all the work on a current basis. On the 24th of June the Battalion arrived at Port Hueneme in three sections. We moved into our office without losing any time. First task was to get the muster in shape and check the records of all men (i.e., service, health and pay records) to authenticate that they were all received and in order. Our next step was to make endorsing entries in all records, prepare card files for muster, allowance, change, etc. A liberty schedule was readied on the second day. After six weeks' time we were on our way again.



Personnel Office

WAHRASAGER, Sherman, Y2/c
859 Schenectady Avenue
Brooklyn, New York

WALLACE, E. W., Y2/c
513 Kilbourn Avenue
Tomah, Wisconsin

ADMINISTRATION—PERSONNEL DEPARTMENT (Continued)

On the afternoon of August 7, 1943, the battalion embarked for overseas. Since a yeoman's work is never done, we set up an office in the cramped quarters of the ship's No. 4 hold, and under adverse conditions maintained a fair pace handling personnel problems. Under the rigors of mal-de-mer we made the first changes in rates to the joyful acclaim of the 54 men who were promoted. All service records were stamped with the date and time the ship crossed the international date line and the equator. We were kept at our tasks during the four-day layover at Samoa, and a three-weeks stay at Noumea, New Caledonia. Several of the force did not leave the ship until we disembarked at Guadalcanal on September 21, 1943.

A few days after reaching Guadalcanal we had our 35 odd boxes of supplies coralled and a tent set up. Dust, caused by heavy traffic on a nearby road, permeated everything and made our quarters untenable. On November 4, we moved from the Kukum dock area to our new camp site, two miles away and a hundred yards across the Matanikau River along whose banks some of the bloodiest fighting on the island took place less than a year ago. At that time, only C Company and the administrative offices were left on Guadalcanal, as the other companies had been sent to other islands on detached duty.

Within a month after our arrival, they had left, and although C Company too departed for Bougainville on January 17, battalion headquarters were maintained on Guadalcanal until February 6, when we sailed for Munda, arriving on Sasavele on February 12 to join Companies A and D. The former had moved from the Russell Islands to merge with Company D on November 24, 1943.

We were soon established in our office quarters. The fact that the battalion had been split into three units, did not make our job a sinecure. Under the circumstances we felt that we were doing the best, handling all clerical assignments by remote control. Never a dull moment. We have taken everything in our stride and surmounted all problems to date. Courts-martial, family allowance applications, lost I.D. cards, liberty cards, MAQ, beneficiary slips, service page entries,

semi-annual marks, rerates, disrates, mast actions, deck courts, insurance, discrepancies of service numbers and classifications, longevity computations, V-12 and V-7 officers' training program, flight training applications, brochures and memoranda to company commanders on various subjects, muster compilations and complications, transfers and receipts of men to and from hospitals and other commands, strength reports and voluminous Executive's reports—these give a panoramic, though incomplete review of the department's activities.

The farther we get away from Rainbow Land, the more reports we are called upon to prepare, due to the mandates of the various area bases under whose jurisdiction we fall. In the States, one original and seven copies are required, on Island X, Y or Z it is one original and eleven copies of everything. Although we are not on the firing line we have already won the war on paper.

Due to the detachment of two companies it became necessary to assign one yeoman to each of these. This has left us with a reduced force at Battalion headquarters to handle the administrative work for the whole unit. Harry Mason is attached to C Company and Willie Gray is our representative at B Company, leaving A. D. Smith, Sherman Wahrsager, Frank Furtak and Chief Chapman to hold the fort at Sasavele.

In May, the Executive Officer, Lt. Comdr. Kane, lost a good yeoman. Milton Reynolds was sent back to the States to attend Harvard University under the V-12 Officer Training Program and to acquire a commission, and possibly, an accent there. On July 9, the Personnel office also lost a good man in John Griffiths who reported for Midshipman Training. He was transferred to the States for a refresher course leading to an Ensign's commission.

At the present time three yeomen remain besides those already mentioned. "Parson" Thompson was the Chaplain's assistant and editor of the "Plimsol," the battalion publication, as well as of this cruise book. E. W. Wallace and Roger (Rajah) Saracoff are the capable yeomen assigned to the Executive office.



THE DISBURSING OFFICE

Pay Day! What a pleasing call to one's ears—and yet not as welcome on Island X, as it was when evenings could be spent in Richmond, Virginia, or Hollywood, California. Oh, for the pay day that will mean financial success on the leave we all hope to have when we return to Uncle Sam's homeland.

Pay day is the most important day to the skeleton crew of men working in the Disbursing Office. It involves considerable work and planning for a week prior to the great day. The pay must be computed and checked; money lists typed and verified; adjustments made because of a late voucher or two; it means hunting out the little-used wet sponge and fingerprint pad for the pay line; and finally posting notices of the pay day and the great curiosity sheet itself—the money list.

One of the greatest factors contributing to morale is pay. That is why, from our formation we were most fortunate in being assigned a Disbursing Officer who was well equipped with the necessary faculties to understand the intricate financial problems of the enlisted men. Having himself been an enlisted man once, he well understood such problems. After duty in an enlisted status in Kodiak, Alaska, graduation from the Harvard Supply Corps School, plus the background attained at Western Michigan, he came to us well qualified to handle one and all disbursing problems.

Out of Ship's Company, Central Disbursing Office, at Camp Peary, came the nucleus of Mr. Hanna's disbursing crew. (On January 1st, Ensign Darrow, SC, took over duties as Disbursing Officer. Lieutenant Hanna was transferred back to the States for duty and further assignment.) The list of its original members at the time of formation was headed by J. J. Corbett, who has since been transferred to duty afloat. Prior to this duty he had a hitch in the army to his record. J. J. Farley, John K. Locher and W. A. Fetzner. Elmo Roitsch, who lasted but a few months before going to the hospital for treatment of asthma. Only one man remains, E. M. Berube, CSK who hails from Beantown, USA; where he graduated from an accounting and finance course leading to the examination for Certified Public Accountant. Pay days are only part of the work. While at Camp Peary, the Disbursing crew took its leave ahead of the rest of the battalion. When the battalion went on leave, the disbursing office had been organized and was ready for operation as a unit. During those ten days before our departure for Port Hueneme, every available moment was fully utilized in an effort to segregate all necessary records, and to effect the vital transfer of pay records from the Central Disbursing Office at Peary to the newly organized pay office of this command.

Arriving at Port Hueneme shortly before embarkation, an office was immediately set up in order to expedite the various disbursing functions. Every man was urged to register an allotment for his dependents. A Bond Drive was held to popularize the purchase of War Savings Bonds by allotment. Family allowances of all newly married personnel and newly acquired dependents of personnel, had to be processed. Men without the benefit of insurance or those who weren't carrying the maximum allowed by the government, had to be contacted individually and sold the idea of maximum coverage, in order to make provision for their dependents. Men newly married, and those with a change of heart, wanted to change beneficiaries before leaving God's Country. So it went, until the eventful day of our embarkation when we boarded ship with a smile on our lips and a lump in our throats, to face what fate had in store for us.

Even at sea our work did not cease. During the darkened hours aboard, and while the majority of the passengers and crew were asleep, we continued to file, figure and fret in the Officer's Wardroom and in the Ship's Office. Pays were computed and the money list was completed as scheduled, when we docked at Noumea for a spell. Here the first pay day was held overseas, one which many will not forget for years to come, for the Monte Carlo that flourished there is most memorable. Leaving Noumea, we pulled curtain watches and deck details until we disembarked at the 'Canal. On this island we constructed a temporary pay tent in which we held pay day and put out our first quarterly returns. During construction of the new camp we found ourselves handling provisions, building tents, and even moving heads.

Once the camp was constructed and each company was off to various islands for duty, we became a traveling pay office. Our monthly trips to the detached companies averaged 2000 miles, covered by plane, ship or jeep.

In December 1943, financial returns had to be rendered and moving to be accomplished. Chief Berube and Farley, the only two storekeepers who had weathered the storm, were on hand to tackle and finish that job. Fortunately, and with Lady Luck to back us up, returns were rendered and in the mail on schedule. However, all this meant many a long, gruesome night. A sixteen and eighteen hour day was the rule rather than the exception. Christmas and New Year's Eves found us at work.

The duties of this office are not limited to paying men regularly. It's even more important to keep all records up to date. Interwoven with the Disbursing Office are the Ship's

THE DISBURSING OFFICE (Continued)

Store, Post Office and last, but not least, the Personnel Office. Cash in the Ship's Store or the Post Office eventually finds its way into the disbursing safe. All money orders and the majority of stamps are in the custody of the Disbursing Officer. Monthly audits are made, and monthly and daily statements have to be submitted. All postage and registry fees expended for official business purposes must be accounted for. Much praise is due the Navy mail clerks for their utmost cooperation in all respects at all times.

The majority of orders affecting a man's pay status, originate in the Personnel Department. Whether it be a rerate, longevity pay, transfers of personnel or family allowance applications, they all come via that one department.

The midnite oil in this office has burned often. Intricate problems are forever coming up, dealing with insurance, savings allotments, dependency allotments, court-martials, re-rates, leave rations, money allowance for quarters, family allowances, longevity pay, clothing allowances, money lists, pay receipts, checks, etc., not to forget the legal problems arising with divorces, which have, at times, proved most complicated. After working such intricate problems one can readily understand why the term "Deep Sea Lawyers" has been applied to us.

Every penny coming through this office has to be accounted for. Whether it be money accrued on the books by the battalion officers and personnel, or cash derived from miscellaneous sources. Reports have to be made regularly on every man's pay account, which involves much checking and rechecking in order to insure the maximum in efficiency and accuracy. Under the old pay system, reports and returns were submitted quarterly. With the introduction of the new pay

procedure it has now become a monthly ordeal rather than a quarterly one.

Financially, we were well prepared when we left the States, with \$225,000.00 in the safe. Today, eighteen months later, that amount has been totally expended; fortunately we were able to acquire transferred currency from other Disbursing Officers. Money paid to officers and men in the space of one year exceeded \$500,000.00. Checks were issued approximating \$450,000.00. Accounting to the government for these various expenditures has been the cause of many a headache.

It may be of interest to note that over a twelve months' period, allotments for this battalion amounted to well over \$250,000.00. Over the same period, cash and check payments were in the vicinity of \$1,000,000.00. With approximately 1000 officers and men in the battalion, \$225,000.00 in pay has accumulated on the books. This means approximately \$250.00 per man, which should provide financial security on the well deserved leave we shall get upon our return to the States.



FARLEY, John J., SKD1/c
672 Rhineland Avenue
Bronx, New York

LOCHER, J. K., SKD2/c
2819 W. Juneau Avenue
Milwaukee, Wisconsin

HENRICKS, John P., SKD2/c
811 W. 9th Street
The Dalles, Oregon

FETZNER, William A., SKD3/c
95 Covington Road
Rochester 5, New York

PHILLIPS, David L., SK3/c
1102 2nd Avenue, East
Albia, Iowa

A G.I. POST OFFICE

Postal service for the Ninth Special was set up with the formation of the Battalion in Area A-9, Camp Peary, Virginia.

While in Camp Peary, A.B.D. Port Hueneme and Noumea, our postal service was somewhat limited and consisted chiefly of the distribution and dispatch of mail. The Battalion was dependent, as a guest, for stamps, money orders, insuring, registering and mailing of packages on the Base Post Offices of the three bases visited on our way to Guadalcanal.

Our first Post Office was set up in a tent which was pitched in a very low spot. The rainfall was quite heavy at that time and frequently there were two to six inches of water underfoot or overfoot. That problem was soon solved by ditching around the tent. Office "furniture," the two packing cases we had brought with us, was supplemented by two crates. Later we moved to a new camp where we had a tent with a wooden deck, counter cases and a bench. We thought ourselves very fortunate.

The actual, independent functioning of the Ninth Special Post Office started September 21, when we made camp at a point near Kukum Dock on Guadalcanal. From that date we handled our own stamp and envelope sales, sold money orders, accepted mail for registration and insurance, distributed our own mail and made up our own dispatches. When letter mail and parcel post left the Ninth Special it was ready to be put aboard planes or ships leaving for the States. Aside from the lack of P. O. boxes and letter-carriers, our postal service was complete and equal to that in the States.

To convey some idea of the work incurred in a post office which cares for over a thousand men, the following figures were derived from a typical day. On the average, a letter per day is written by a man. After being cancelled and sorted these letters are then ready for transportation to the Fleet Post Office. Between three and five thousand letters are received daily, including parcel post, magazines, etc. The largest amount of incoming mail was received at Guadalcanal when we first arrived there. Approximately twelve to fifteen thousand letters were distributed that one day.

As is natural, the biggest sales in stamps and envelopes occur the day after pay day, and the biggest yet recorded amounted to ten thousand stamps and envelopes. Money order sales frequently accounted for 80 and 90 percent of total pay day receipts. On one occasion, \$20,000 was paid out and money order receipts totalled \$20,100 which shows that all servicemen don't gamble. Besides handling money-order and stamp sales to the Ninth Special we also supplied postal service to the 71st Battalion during its stay at Bougainville.

Time enroute for mail to and from the United States is remarkably short. Thousands of letters for officers and men have been received four to ten days after their posting, but the average would be nearer ten to fifteen days. Of course, there are many unexplainable delays; letters, also packages, are received after weeks and months enroute. Some of these delays can be attributed to "MISSENT" and misrouted dispatches. Some of them can justly be charged to mis-addressed, incompletely addressed or illegibly addressed mail.

Our postal experience before entering the service has helped us over many rough spots that are just part of the daily "grind" in the postal service. We know that our efforts were appreciated, especially if there was mail from home, and there was mail from home for everybody in due time.

McSPADDEN, Mose L., CM1/c

Box 10
Mount Hope, West Virginia

COVUCCI, Rocco J., NAM3/c

174 Hope Avenue
Passiac, New Jersey

KNIGHT, Andrew J., SPL(M) 1/c

25th and Gillispie Avenue
Sarasota, Florida



Post Office



For Services Rendered



Hard at Work?

WITH THE SUPPLY DEPARTMENT

The Supply Department, under the capable supervision of D. L. King, Lt. (SC) USNR, was formed from storekeepers originally assigned to Headquarters Company. All supply storekeepers received advance training at Camp Peary, with the exception of two assigned to the office to familiarize themselves with provisions and records. The storekeeper assigned to the Ship's Service Store was also kept busy learning store operation. At that station, the complement of the Supply Department had not yet been definitely determined, and there were fourteen men carried on the roster at the time.

At the embarkation point, ABD, the Supply Department began functioning as a separate unit. Its complement consisted of eight storekeepers, and each man was given a definite post. Detailed provision records were maintained and commissary items were filed. All ordnance was checked, and placed with the ordnance officer for distribution. Government issues of clothing—rain gear, shoes, coveralls and tropical helmets—were made to all hands. Custody receipt cards were kept so that every man could be checked for various items of equipment received.

M. G. Reiger and S. S. Duval took charge of the Ship's Store. The two storekeepers assigned to provisions were likewise receiving necessary training. It was here that R. H. Wigginton was kept busy teaching P. V. Williams the routine of provision storekeeping, records and inventory. The gear locker was already functioning, and C. T. Anderson was kept busy stenciling for overseas shipments. The office

personnel, Chief Tillotson and L. F. Birdsong, Jr., began acquainting themselves with the Bureau of Supplies and Accounts Manual and forms necessary to proper maintenance of office records and returns. July 1, the first set of returns on provisions were made, as we were then operating as a self-sustaining unit and required to conform with Navy regulations. An original allotment of Ship's Store stock was received and Duval and Reiger lost no time in checking the articles, making sure that shortages would not occur.

Just prior to departure, two storekeepers checked all equipment and material allocated to this battalion. Their cargo manifest later proved to be most accurate. Because of the fine cooperation of G. DeVine, in charge of checking our cargo, and who represented the contractors of the Pacific Naval Air Base, we were able to make this accuracy possible.

Aboard ship, since there were no supply activities, all storekeepers shared in the various details such as fire watch, deck cleaning, curtain watch, etc.

At Noumea, additional gear and ship's store stock was obtained. All storekeepers participated, under the guidance of Lieutenant King, in the procurement and guarding of this stock until it was secured aboard ship.

Immediately upon landing at Guadalcanal the ship's store stock was segregated. The second day after arriving, our first beer issue was made. Guard watches were set up and all supply storekeepers shared in a two hour watch each night until such time that store stock could properly be secured. So it was already on the third day after landing that Duval



BROWN, Charles R., SK2/c
Mazon, Illinois

REIGER, Maurice G., SK1/c
412 S. 21st Street
Philadelphia, Pennsylvania

BIRDSONG, L. F., SK1/c
120 South Cherry Street
McComb, Mississippi

EARNEST, David V. K., SK2/c
5942 N. St. Louis Avenue
Chicago, Illinois

WILLIAMS, Paul V., SK1/c
6426 Blackstone Avenue
Chicago, Illinois

MOUCK, James C., SK1/c
3701 Clement Street
San Francisco, California

WIGGINTON, Richard H., SK2/c
1136 W. 11th Street
Oklahoma City, Oklahoma

VOSE, Chester F., SK2/c
1830 Vesta Avenue
Williamsport, Pennsylvania

MAYO, Horton E., Jr., SF3/c
2214 Dixie Place
Nashville, Tennessee

RHOADES, Mac H., SK3/c
409 8th Avenue South
Valley City, North Dakota

DU VAL, Samuel S., SK1/c
Route No. 13, Box 235
Richmond, Virginia



WITH THE SUPPLY DEPARTMENT (Continued)

and Reiger were once again selling across the counter. Anderson and Moller were kept busy day and night assembling and issuing gear. As soon as trucks were available, Wigginton and Williams began hauling provisions. A fine job was done by these two men for in a few days "C" rations were forgotten and we were eating cooked meals from dehydrated foods. Just as we were beginning to see daylight, orders were received for the detachment of Companies A and B. All gear was carefully divided as equally as possible and an inventory of store stock was necessary so that it too, would be evenly shared. A split-up of all supply storekeepers became necessary, and after deliberation by Lieutenant King, Duval, Moller and Williams were detached from Headquarters to "B" Company. Reiger and Anderson were detached to "A" Company. CCstd Dennis was also detached to "A" Company to supervise the procurement of provisions. After long hours of detailed office work, in addition to the recrating and boxing of supplies, Companies A and B were off to their new homes.

With the departing of the two Companies we now had half of a battalion with only three storekeepers. At this time Wigginton took over the gear locker operations and J. P. Hendrick, newly attached to the supply department, to provisions procurement. Birdsong operated the Ship's Store on Guadalcanal, and Chief Tillotson continued in the office. After the addition of a store-room to the Ship's Store, it was noted that for a 16- by 16-foot tent store, we were as well equipped as any battalion on the island.

Operating under the set-up, everything was going along fine until another order for the detachment of another company was received. This time D Company was chosen, and again the detaching of two men was necessary to take care of supply. Wigginton and Birdsong were elected. Another inventory and division of gear and stocks was necessary. Finally, all was in readiness, and Company D left for Sasavele Island, New Georgia.

Only two men were left to carry the work of the Supply Department, so, G. W. Gray of Personnel had his first taste of storekeeping. He was transferred to Supply and hastily converted from yeoman to storekeeper. A short time after this, Company C moved to its newly completed camp site on the ocean beach. It was here that Chief Tillotson and Gray turned stevedores and moved store stock and office to the first real store this battalion had known. They also supervised and assisted in the transfer of the gear locker to its new home. Hendricks was working day and night moving his provisions. It was with much pride that the store, with all stock under one roof, was finally opened.

What was destined to be our last move for approximately fourteen months, was effected when battalion headquarters prepared to join Company D at Sasavele. The same tedious routine of packing and taking inventories was required, and in four days we were on our way. At Munda, we found a suitable store had already been erected, and sales were as high as could be expected with the amount of stock we were able to purchase from the main base.

Thanksgiving Day, our first issue of free beer was made to all men, along with cigarettes and matches from the Ship's Store.

When A Company also arrived at Sasavele, five storekeepers were again assigned to the Supply Department. Each man retained the post he'd held when starting with the battalion. Earnest (after Anderson's transfer) in the gear locker, Wigginton on provisions, Chief Tillotson, Birdsong and Brown in the Ship's Store and office.

Company C's next stop was Bougainville, where it too had rough sledding. Much stock was lost in transit, necessitating a survey. A short stay at Bougainville and Company C was again on its way—to the Green Islands. Here, Reiger once more set up storekeeping while Chief Wetzel was in charge of provisions. After Chief Wetzel's transfer to the Supply Depot at Tulagi, Chief Kopp took over the duties of procuring GSK needs and provisions.

One function of the Supply Department which is favorable to the men, is the free issue of beer, candy, coke and cigarettes usually given out Christmas or other holidays. A typical day's sales would run around \$600 for the battalion. Beer, the All-American drink, was easily the biggest money maker. At ten cents a can, six cans a week per man, we can easily see the authenticity of this fact. Clothes were a good seller. One of the biggest sales days at A and D camp Ship's Store took in over \$7000, helped along, however, by the sale of 200 watches on its shelves. No shortage of cigarettes occurred during our tour of duty; the men were able to buy as many as they needed at fifty cents a carton. Although the store made only a profit of four cents per carton, this item was runner-up to beer as a money maker.

Because of the type of work done by this battalion, a man would go home penniless if he had to buy all the clothes that he had worn out. The Supply Department came to the rescue with G.I. issues of greens which were manna from Heaven to the hard working stevedores.

Many men, in all fields, have given a hand to make this department serve its purpose well. With this cooperation it will continue to give the same efficient service and its one ambition is improvement whenever and wherever possible.

SHIP'S SERVICE

The foundation for Ship's Service was laid with the appointment of then Ensign, now Lt. (jg) W. A. Alexander. After interviews and examinations of a number of men, the following were chosen: G. A. Sanders, M. G. Reiger, C. R. Brown, and R. Hoagland, also two barbers, Gus Kohefeld and Neese. The first duties were working in the Ship's Store and Barber Shop under Ship's Company in Area A-9 Camp Peary. The two months' encampment there schooled the staff well in the ways of doing business under Navy Regulations.

Moving to Port Hueneme, California, three cobblers were added to the staff, namely, F. E. Pettinato, Renskers, and Kelly; also a tailor, E. W. Brown, and two helpers, Daddio and De Nicola. During the stay at Hueneme these men worked at their respective trades and the battalion was compensated eight dollars a day for their combined services, the money being turned over to the Welfare Fund.

Shipping out of the States, a makeshift barber shop was set up aboard ship, and with an orange crate for a chair, a few tools, and a rope to designate its boundaries our Ship's Service was inaugurated and its first cash taken in.

After arriving at Guadalcanal, a day or so of confusion in getting set up ensued, but the barber shop was again the first to function. Following several refusals by Mr. Gregory to put a deck in a tent for a laundry, his final words, according to G. A. Sanders' recollection, were, "Sandy, if you want a deck in that tent you will have to procure your own lumber." Had the cooks, bakers and butchers only known that those nice big one by twelves were taken out of their tents without authority they would have done things to the chow. Results, with the assistance of ship-fitters, plumbers, and ditch diggers, a laundry. And, if you thing washing clothes

for a thousand men in a sixteen foot tent was a picnic, you are wrong.

It is not necessary to go into the splitting up of the Battalion. At that time there were three Ship's Service units operating: A and D Companies, B Company, and C Company. At A and D five more men were added to the staff, Pete Monestero and G. L. Henard as barbers, and A. C. Clark, J. F. Kelley, and V. P. Kelly as laundry men.

The first Ship's Service at Sasavele was operated in a small tent beside the mess hall; but with the joining of Company A with Company D and the erection of a new mess hall, Ship's Service took over the aft end of the vacated building, partitioning off a separate quarters for laundry, barber and cobbler shops. More machines were set up and more convenient arrangements made to facilitate the work of catering to the laundry needs of at least eighty percent of the officers and enlisted men of the two companies. The barber and cobbler shops were kept equally busy with their individual services.

In contrast to B and C Companies who maintained separate Ship's Service units, here the activities were taken over by the Supply Department. At A and D services of the laundry, cobbler and barber shops therefore became free on November 1, 1944.

The method of handling the laundry for this battalion was much the same as any other unit. Clothes were stenciled, and brought in on specific days according to name in alphabetical order. The cost of this service before it was taken over by the Supply Department was fifty cents per month. This was a tribute willingly paid.

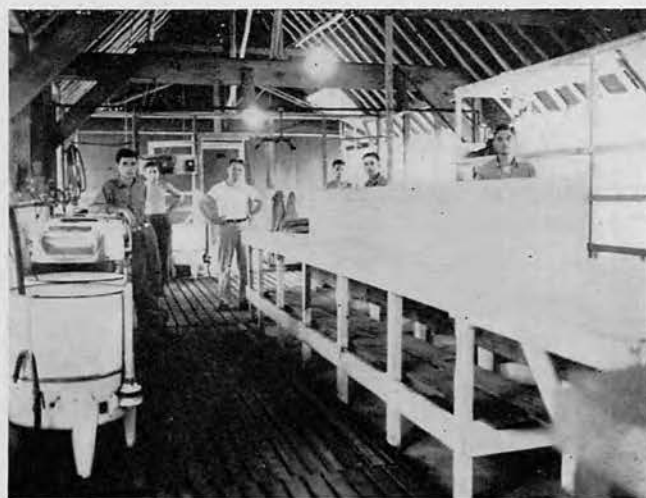


Ice Cream Factory, Company B

SHIP'S SERVICE



Tailor



Laundry



Barber



Cobbler

SOWERS, Frank E., SSML2/c
Berryville, Pennsylvania

KOHFELD, Gus H., SSMB2/c
4616 Sumner Avenue
Fresno, California

BURATTI, John (N), SK2/c
218-220 Thompson Street
New York City, New York

KELLY, Vincent P., SK3/c
8504 88 Avenue
Woodlawn 2, New York

D'ADDIO, Elio L., SSMT2/c
207 Glenwood Avenue
Yonkers 3, New York

DENICOLA, Michael A., SSML3/c
338 Grant Avenue
Lynhurst, New Jersey

KELLEY, Herbert (N), SSMC3/c
Rushville, Arkansas

BROWN, E. W., SSMT3/c
Matewan, West Virginia

CLARK, Adelbert C., SSML2/c
14701 Strathmore Avenue
East Cleveland, Ohio

KELLEY, John F., Cox
32 Union Court
Lynn, Massachusetts

MONASTERO, Peter V., SSMB3/c
1722 E. Passyunk Avenue
Philadelphia, Pennsylvania

RENSKERS, Charles C., SSML3/c
La Porte, Minnesota

RIGHI, Charles P., S1/c
109 N. Grand Street
Cobleskill, New York

PETTINATO, Frank E., SSMC2/c
521 Garden Street
Joliet, Illinois

NEESE, Farris F., SSMB2/c
5133 Crittenden Drive
Indianapolis, Indiana

OPERATIONS

On September 21, 1943, the Ninth Special Battalion disembarked from the U.S.S. La Salle on Guadalcanal and there, in the midst of chaos and disorder of a hastily erected camp site, Operations was born.

Our first office was a tent, with packing boxes for files and desks. In order to schedule the four companies' stevedore gangs who were being called upon to discharge our own transport and a cargo ship, we were required to operate our department twenty-four hours a day. The planning of stevedoring and work details was turned over to Operations from the beginning. Officers and men had to be detailed to the camp site to take care of the Ninth Special cargo that was being discharged from our transport. Stevedore gangs were rotated to give each one the same amount of rest. Six on and twelve off was the standard work day for these men for many months.

As the operations department was being molded into an efficiently working organization, orders were received that two of our companies were to move on to other islands to take charge of stevedoring there. The job of supplying each company with an experienced operations man was difficult, since no man had had more than two weeks experience. The task would be a hard one to carry. The checkers of the Operations office board all ships together with the stevedore gangs to record the number of tons of cargo stowed or discharged, to fill hour-by-hour reports of the progress of the work and of time lost; to keep in touch constantly, by means of walkie-talkie, with the Department ashore and relay all orders for additional stevedoring gear, dunnage or cargo needed at the ship.

Another company, B, received orders to report to Tulagi, to start the ball rolling at that port. Both of these detached

companies made enviable records at that time and were duly rewarded by letters of commendation and praise from Commanding Officers of their respective bases.

Company C had stayed on Guadalcanal, but after a few months there was ordered to establish the most advanced port of discharge of the Battalion. Bougainville meant many sleepless nights for the men of this company. Jap planes seemed to concentrate on the narrow strip of beach held by the Yanks, hoping to destroy what supplies were brought in. Despite the opposition of the Japs, Company C set records at this port and received praise from all the units on the island and masters of ships.

Since the port of Munda was continually growing, Company A was called there to help D Company discharge bombs that were to rain destruction on the Island of Rabaul and to repay the Japs at Bougainville for all their raids seven-fold.

Operations found its work schedule a heavy one and reports as well as schedules were keeping the staff busy twenty-four hours a day. Reports had to be prepared for Washington, Naval Headquarters at each base, and for various units of the Army Service Command. This information had to be accurate and our best sources of information were the checkers and officers aboard ships. Checkers were under the direction of Operations office and each one of them was given the exact amount and nature of cargo to be discharged and where it was to be found. The Operations office is also required by Naval Headquarters to furnish information about the progress of ships, to show tons discharged or loaded during each twenty-four hour period and to estimate time of completion. Operations must make out a six-hour shift report, showing how many gangs worked, their number, tonnage discharged or loaded, time lost at each hatch and the reason



Operations

OPERATIONS

for such loss. This shift report would also list any damaged cargo and the stowage of each hold.

Companies A and D, working as one unit then, kept the supplies moving on Munda. During one month, theirs was the third most efficient port overseas, in cargo handled, and based upon working hours. In their biggest month, the two companies together handled 31,000 tons of cargo consisting of gasoline, bombs, general cargo and even candy and coca-cola. One gang of this unit handled 300 tons of gasoline during one six-hour shift. This record has not been equalled by any other Special Battalion in the Pacific.

Company C was not satisfied with the assignment at Bougainville after the Japs had left for the hills. They still wanted action, so they were ordered to Green Island just behind the invasion forces. They were, according to figures in Operations Headquarters, leading all companies in tonnage handled by a small margin.

This fine record, so well known all over the Pacific, is something that every man is proud of. At the last, Operations was still working on new methods to improve our work for the next assignment, which we all hope will be in San Francisco or New York.

BROWN, George B., SK1/c
1854 20th Avenue
San Francisco, California

THURMAN, Glen H., SK1/c
La Bonita Hotel, 30 Fremont Street
Las Vegas, Nevada

SMITH, Hoke, SK1/c
76 N. Vickery Street
Lavonia, Georgia

TRACY, A. A., SK3/c
4952 E. 88th Street
Garfield Heights, Ohio

ROGGER, Hans J., SK3/c
238 Ft. Washington Avenue
New York, New York

HOAGLAND, Robert L., SK2/c
221 Douglas Street N. E.
Washington, D. C.

WATTS, Clarence C., SK3/c
Route No. 2
Afton, Tennessee

HOWARD, Asael A., CM2/c
c/o State Highway Department
Carson City, Nevada

HUNT, John P., SK1/c
443 West 45th Street
Chicago, Illinois

TRIMARCHI, Anthony (N), SK1/c
1522 Avenue H
Galveston, Texas

TURNER, John Charles, SK2/c
4710 Parrish Street
Philadelphia, Pennsylvania

CLODOVEO, Raymond J., SK2/c
750 E. Main Street
Annville, Pennsylvania

KAVANAUGH, J. G., SK1/c
3441 West 126th Street
Cleveland 11, Ohio

KOPKE, Charles R., SK1/c
3910 39th Avenue
Oakland 2, California

SCHMIDT, Clifton L., SK1/c
151 N. Ewing Street
Naperville, Illinois

SCOTT, Clarence L., SK3/c
Box 67
Graford, Texas

HODGE, Frank G., SK2/c
Moison Road
Orangeburg, New York

DENNING, Franklin C., SK2/c
1143 Brayton Pt. Road
Somerset, Massachusetts

WILLEY, Richard W., SK2/c
4188 So. Arlington Avenue
Los Angeles, California

DIEDE, Milbert H., SK2/c
1005 4th Street N. E.
Huron, South Dakota

PORTNER, Ralph W., EM1/c
161 W. Mountain Avenue
Fort Collins, Colorado

McKINNEY, Joseph W., SK1/c
1948 7th Street
Cuyahago Falls, Ohio

KNOWLES, John T., S1/c
1049 Jefferson Avenue
Elizabeth 4, New Jersey

PATERSON, Stewart W., SK2/c
1749 Liberty Street
South Baintree, Massachusetts

PITTENGER, Emory M., S1/c
Bartow, West Virginia

DI LONARDO, Harry A., SK3/c
276A Grove Street
North Plainfield, New Jersey

TEELING, Raymond G., S1/c
77 Louisiana Street
Long Beach, New York

SAMUELSON, James E., BM1/c
1527 Terry Avenue
Seattle 1, Washington

BETTENCOURT, Harry A., Cox
40 No. Fremont Street
San Mateo, California

WEST, Dave, Jr., Cox
2123 Stuart Street
Berkeley, California

UNDEN, Jack V., Jr., BM1/c
4218 Ventura Avenue
Sacramento 17, California

PERKINS, Coy G., MM3/c
2113 Parkside Avenue
Los Angeles, California

BROWN, "J" "K", SM2/c
Hazel Valley, Arkansas

THE COMMISSARY DEPARTMENT

Along with the formation of the Ninth Special Battalion, the O-in-C came upon one of his most difficult tasks: the selection of an experienced galley crew.

Even weeks before the actual moving of the Battalion to Area A-9 of Camp Peary, Virginia, the shaping up of the galley personnel was in progress. By the time the Battalion was assembled in the Advanced Training Area, the cooks, bakers and butchers were already familiarizing themselves with their new chores. Careful planning brought to the Ninth Special thirty-seven of the best cooks, bakers and butchers in the business.

During the five days' entrainment to the Golden State, the galley crew had a breathing spell that was deserved, but upon arriving at the Advance Base Depot at Port Hueneme, lost no time in preparing the kind of food the men were used to. At Port Hueneme the Battalion had its own galley and for this reason, personnel was divided into two watches, with Darling and Chief Tucker heading each.

Business at that base was set up in five Quonset huts for the galley and bakery, and three huts for supply storerooms. Failing to see the benefits of separate compartments at first, we soon realized that each manner of construction holds some advantages.

The good galley set-up was shortlived, however, for we boarded the USS La Salle August 7, 1943 and set sail for parts unknown. We found, on boarding the La Salle, that our troubles had only begun, with our working hours being unbearably hot and long. The galley was equipped for only 250 men; while on board, we fed 1800. Under adverse conditions, the Ninth Special galley crew kept the food coming, not the best, nor up to our standards—but, nevertheless, it was food, and easily the most important thing needed by the men on this long cruise.

August 29, our ship dropped anchor at Noumea, New Caledonia. During our short stay there, the excellent food we enjoyed, was made possible through the efforts of the galley crew. It was here, also that the men made their first acquaintance with dehydrated foods. Two weeks later we again boarded the La Salle and headed for Guadalcanal. Upon arrival, our gear was unloaded and for the first time we saw what our working equipment was like. It far exceeded our expectations. By the following morning our galley was set up, and we enjoyed the first hot food in three days. For a temporary site, this set-up was good. One tent housed the stoves and feeding line, while another one covered the bakery. The chow hall, a 60-foot tarpaulin anchored to the trees, served as recreation hall, church, and general office. The scullery was primitive: two G. I. cans with hot water.

At the 'Canal, the galley crew was broken up into four units, one for each company. From here on, the account will be of the companies individually.

Approximately 225 officers and men of Company A boarded LCT's and landed on Benika, Russell Islands, October 1, 1942. Work was immediately begun on the camp site and, of course, the galley. The problem of hot food was solved by digging a ditch and placing grates over it to serve as stove. Our cooking was done in G. I. cans over this crude

contrivance for several days before word came to cooks Guy Henry, Jack Burns and Jean Proulx that the new galley was completed.

Nestled in a grove of palm trees overlooking a peaceful lagoon, the new galley became the center of activity for the whole camp. Truly, it was the best on the island. More help became necessary at this time, so bakers Henry Boileau and Bob Baker were added to the galley and Walter Krieger and Red McHale to the bakery.

Within a month and a half, orders came through for A Company to join Company D at Sasavele, New Georgia group. It landed November 24th, in time for the feast of Thanksgiving the following day.

The galley was inadequate to serve the needs of both companies so the work of constructing a new one was begun. Completed by Christmas, the new galley became an attraction not only for the island of Sasavele, but for Munda as well. Approximately 50,000 men were served each month.

It may be interesting to note here the average quantity of some of the foods consumed by the two companies during the course of a meal: meat—650 pounds, potatoes—350 pounds, soup—60 gallons, bread—40 loaves, coffee, lemonade or chocolate milk—50-75 gallons.

OFFICERS COMMISSARY DEPARTMENT

The Ninth Special has always had a reputation for preparing available food supplies into tasty meals. That was as true for the officers' mess as it was for the men's chow-hall.

The supplies for the officers' mess were drawn through the general commissary department, and it was then up to the officers' cooks to plan and cook the meals.

A staff of eleven men, headed by able A. W. Smith, OC1c, has worked hard to make the fare a rich and varied one. Smith, who comes from Cleveland, Ohio, has had eighteen years of experience as a cook, mostly in hospitals, and he has managed to bring his staff up to the high standards which he has set himself. The praise which he so well deserves has not been missing, both in word, and pounds which many of the officers gained.

Our own officers' mess was not set up until the battalion reached Guadalcanal, but during the crossing on the USS La Salle, the officers' cooks were kept busy serving meals to 75 passenger officers in a dining room designed to seat only 25. When the battalion was split up, seven men remained with headquarters on Sasavele, and two each were assigned to Companies B and C. On Sasavele, the mess was always prepared to feed a minimum of 40 officers, since quite frequently, guests would drop in. The routine for meals was the same as that for the men. Three a day, and early chow when ships were to be worked. The cooks became well acquainted with the officers' tastes and appetites, and planned meals accordingly. Their wide experience, and the training many of them received at the messman's school in Banbridge, Maryland, proved its worth. Despite frequent shortages on the staff, the men have done their best and served the best at all times.

THE COMMISSARY DEPARTMENT COOKS AND BAKERS

- | | | |
|--|--|--|
| ALDERMAN, Raymond J., SC3/c
Statesboro, Georgia | HOWARD, E. M., SC2/c
Rockville, Connecticut | SERWON, W. J., SC2/c
37 Fair Street
Newbury Port, Massachusetts |
| ALLEN, Leslie A., SC1/c
c/o Houston Electric Co.
Houston, Texas | LA ROSEE, Oscar J., SC2/c
4 Jasset Street
Newton, Massachusetts | THOMAS, Robert A., SC3/c
Bremen, Georgia |
| BAKER, Robert H., SC3/c
141 Washington Street
Taunton, Massachusetts | LEE, H. D., SC2/c
3801 McKenzie Street
Fresno, California | YANTIS, Guy A., SC1/c
926 F Street
Centralia, Washington |
| BOILEAU, Henry A., SC3/c
c/o Ernest Atwood
Tuttle, North Dakota | MARINI, Carmino J., SC2/c
35 Oakland Street
Malden, Massachusetts | WELLS, Garland A., SC3/c
15089 Tracey Avenue
Detroit, Michigan |
| BRIGGS, Henry W., SC2/c
Rt. 6, Box 277A
Fort Worth, Texas | MENELL, Vincent A., SC1/c
182 Elm Street
Butler, Pennsylvania | DI FRANCESCO, Harry H., BKR2/c
1161 S. Juniper Street
Philadelphia, Pennsylvania |
| BURNS, R. J., SC2/c
1042 E. Marquette Road
Chicago, Illinois | MIKULKA, Frank J., SC3/c
329 W. Bertsch Street
Lansford, Pennsylvania | DOLL, W. D., BKR3/c
156 24th Street S. E.
Massillon, Ohio |
| DARLING, Homer A., SC1/c
644 W. 18th Street
Los Angeles, California | O'CONNOR, Charles O., SC1/c
179 Exchange Street
Bangor, Maine | FOX, Cecil L., Jr., BKR2/c
R. R. No. 1
Red Key, Indiana |
| FARRIS, William (N), SC1/c
1409 Richmond Road
Susanville, California | O'CONNOR, John J., SC2/c
51 Wavecrest Street
New Dorp, Staten Island, New York | HAMMONDS, Billy, BKR1/c
2720 Purington Street
Fort Worth 3, Texas |
| FLEMING, C. C., SC3/c
906 Gordon Street
Hoboken, New Jersey | PFEILSCHIEFTER, Earl V., SC1/c
166 Shelby Road
Alderwood Manor, Washington | KRYGIER, W. S., BKR3/c
15117 Loomis Avenue
Harvey, Illinois |
| FREAS, Cecil W., SC2/c
Hamilton, Pennsylvania | RICHARDSON, James W., SC3/c
1319 E. Price Street
Philadelphia, Pennsylvania | KNE, Frank (N), BKR1/c
1415 East 53rd Street
Cleveland, Ohio |
| HANCOCK, Samuel J., SC3/c
Rt. No. 1, Box 177
Palatka, Florida | ROUSE, Le Roy, Jr., SC3/c
121 Union Street
Bedford, Ohio | LEPORE, Louis, S1/c
So. Walnut Street, Kenneth Square
Philadelphia, Pennsylvania |
| HENRY, Guy H., SC1/c
1221 Oswego Street
Utica, New York | RYDEN, Everett W., SC2/c
621 Grove Street
Evanston, Illinois | McHALE, Harold J., BKR3/c
150 Madison Avenue
Newfield, New Jersey |
| HOFFMAN, William (N), SC3/c
223 Bremen Avenue
St. Louis, Missouri | SALIMAN, Bernard, SC2/c
746 Forest Street
Denver, Colorado | PARSONS, Dewey W., BKR1/c
4026 McKinney Avenue, Apt. 10
Dallas 4, Texas |



Galley and Bakeshop, Focal Points of Seabee Living

**THE COMMISSARY DEPARTMENT
COOKS AND BAKERS
(Continued)**



Assembly Line for Calories



Pass the Butter, Please

PIROLLO, Leo, BKR3/c
1013 Ritner Street
Philadelphia, Pennsylvania

RODERICK, Robert J., BKR3/c
554 Collins Street
Joliet, Illinois

WARD, Fred P., S1/c
Crown Point, Rhode Island

REXROTH, John A., BKR1/c
Llianfiar, Pennsylvania

STUART, Melvin E., BKR3/c
1109 North 1st
Lufkin, Texas

STUART, Raymond S., SC2/c
14928 S. Keldear Street
Blue Island, Illinois

K. P.'s

BAIRD, John R., S1/c
515 W. Roxana Street
Hobbs, New Mexico

GILLIAN, Robert L., Jr., S1/c
2929 Fredrick Avenue
Baltimore, Maryland

KALONOWSKI, A. C., S1/c
55 Cottage Street
Lynn, Massachusetts

BRAGG, Samuel E., S1/c
Crab Orchard, West Virginia

GUTWILL, Arthur, S1/c
572 W. 187th Street
New York 33, New York

KANTOR, Norman H., S1/c
81 West 181st Street
Bronx, New York

BRAY, John S., S1/c
245 Springfield Avenue
Newark, New Jersey

GURNITZ, Joseph P., S1/c
665 Chase Avenue
Joliet, Illinois

KARMEN, John, S1/c
724 Gordon Street
Reading, Pennsylvania

BUDNICK, M. M., S1/c
32 Scureman Street
Wilkes Barre, Pennsylvania

HANSON, Vernon, Jr., S1/c
RD No. 3
Oblong, Illinois

KROHN, Carl J., S1/c
4th Street
Kelayers, Pennsylvania

CERRETO, John M., S1/c
206 Highland Avenue
Kearny, New Jersey

HAMPTON, Wm. K., S1/c
Seaboard, Virginia

KUBCZAK, Robert J., S1/c
Route No. 1
Essexville, Michigan

COOK, J. G., S1/c
Batesbury, South Carolina

HEWSTON, Howerd B., S1/c
2121 N. 63rd Street, Overbrook
Philadelphia, Pennsylvania

LEWIS, Willard J., S1/c
1124 Scott Street
Wilkes-Barre, Pennsylvania

CONLEY, Edward L., S1/c
220 Sycamore Street
Wyandotte, Michigan

HICKS, Philip E., S1/c
8624 10th Avenue
Inglewood, California

McCARTHY, D. J., S1/c
1520 Bedford Avenue
Brooklyn 16, New York

CUNNINGHAM, William S., Jr., S1/c
1410 Cunningham Drive
Charlestown, West Virginia

HOUSTON, Roy D., S1/c
Rt. No. 3
Ringling, Oklahoma

MORIN, Alfred L., S1/c
12044 Michigan Avenue
Chicago, Illinois

D'AMICO, Ferdinand J., S1/c
4140 Poplar Street
Philadelphia, Pennsylvania

JOHNSON, Henry E., S1/c
738 Simoneau Street
Saginaw, Michigan

MURRIN, Frederick A., S1/c
100 Chapel Street
Newark 5, New Jersey

DOLAN, John J., S1/c
6028 Yocum Street
Philadelphia, Pennsylvania

THE COMMISSARY DEPARTMENT

K. P.'s (CONTINUED)

PRZYBYLA, John M., S1/c
115 Fleming Street
Buffalo, New York

RADEMAN, H. H., S1/c
704 South 5th Street
Philadelphia, Pennsylvania

RAPUANO, J. A., S1/c
47 Meacham Avenue
Elmont, New York

RUBIN, Albert, S1/c
1135 Wingohocking Street
Philadelphia, Pennsylvania

RUEGER, R. A., S1/c
64-11 83rd Street
Elmhurst, New York

SCARDUZIO, Vincent, S1/c
23-20 41st Street
Astoria, Long Island, New York

SCARBOROUGH, Stanley M., S1/c
RFD No. 5
Elkton, Maryland

SCHWARZ, Fred, S1/c
566 West 190th Street
New York City, New York

SANDERS, Ernest E., S1/c
7906 Sleaford Place
Bethesda, Maryland

SIMS, L. L., S1/c
827 South Edgefield Avenue
Dallas 11, Texas

SMITH, C. C., S1/c
Box 349
Silsbee, Texas

SMITH, Samuel F., Jr., S1/c
75 Federal Street
Lynchburg, Virginia

SOTO, Ligo S., S1/c
Placedo, Texas

SPIESE, Robert V., F1/c
7143 Montour Street
Philadelphia, Pennsylvania

SPINACK, Donald J., S1/c
5741 Larchwood Avenue
Philadelphia 43, Pennsylvania

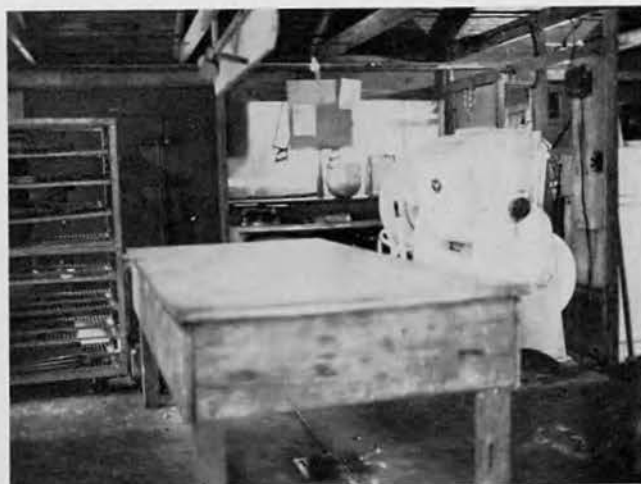
VARNER, Johnnie C., S1/c
R. R. No. 3
Caddo, Oklahoma

WELDON, A. W., S1/c
Fortetques Road
Newport, New Jersey

WOLF, William T., S1/c
1446 Broadway
Brooklyn, New York



Company C Galley Setup on Guadalcanal



A Dough-mixer to Lighten the Bakers' Burden

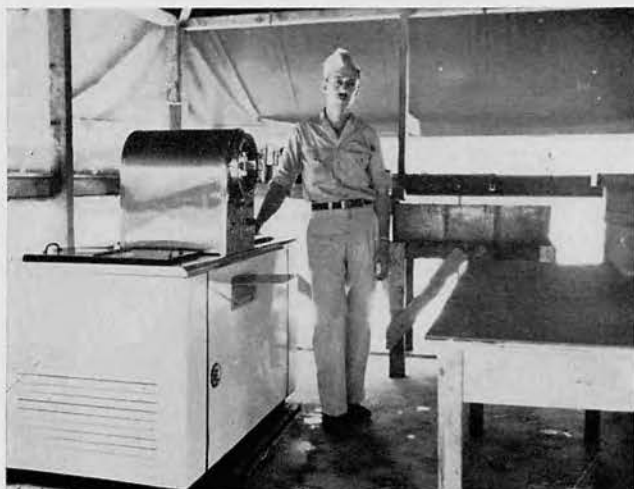


Ice Cream Social at Company B

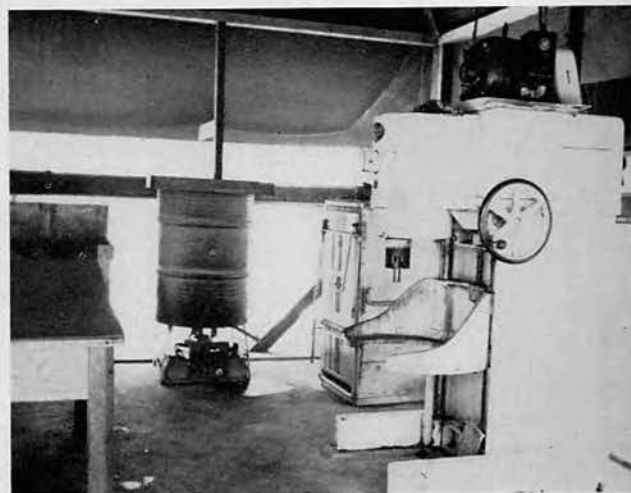


Preparing a Meal in Officers' Mess

THE COMMISSARY DEPARTMENT



Chief Dennis and Newly Acquired Ice-cream Mixer



Mix-master, the Cook's Electrical Handmaiden

OFFICERS MESS ATTENDANTS

BAPTISTE, J., ST2/c
4836 So. Michigan Avenue
Chicago, Illinois

BARRON, Henry (N), STM1/c
Sterlington, Louisiana

BOLLING, R. L., STM2/c
419 No. 10th Street
Palatka, Florida

BOONE, J. T., STM1/c
P. O. Box 55
Osteen, Florida

BOURGES, Clayton J., CK3/c
435 Stevenson Street
Lafayette, Louisiana

BROWN, Prince A., CK3/c
521 Henryway Street
Hawkinsville, Georgia

GOUX, R. C., STM1/c
6204 Indiana Avenue
Chicago, Illinois

GREAR, C., Jr., STM1/c
1211 E. Pierce Avenue
Bryan, Texas

LINSCOMB, T. C., CK3/c
9801 Compton Avenue
Los Angeles, California

POWERS, R. J., CK3/c
516A 17th Street
Newport News, Virginia

SIMMONS, L., CK3/c
49 America Street
Charleston, South Carolina

SMITH, A. W., CK1/c
2217 E. 93rd Street, Suite 4
Cleveland, Ohio

WESTON, David L., STM1/c
728 2nd Street
Ocala, Florida

WOODFORK, J., STM1/c
217 Terrace Street
Baton Rouge, Louisiana

THE CARPENTERS AT WORK

Any community, no matter what its size, counts among its most important members the carpenters. Long before houses were made of stone and steel, carpenters were our architects and builders, cabinet makers and interior decorators, and a military community can do without them as little as a town or village. Combining all these functions, their tasks overseas are often complicated by the frequent lack of tools and materials, especially lumber. In spite of all these difficulties, the carpenters of the Ninth Special Battalion have made of our camps places of comfort and utility—showplaces for other outfits, giving proof of the carpenters' own skill and ingenuity.

After helping to unload the ship which had brought us to the Canal, the erection of a chow-hall was the most important item on a schedule that would always call for more. Our lumber supply was exhausted right then and native woods were used for all framework in officers' and men's tents complete with wooden decks. In each company, wherever it went the picture was repeated. Chow-hall, quarters, sick bay, offices, recreation facilities—the carpenters had to furnish them. The most elaborate structures were put up when A and D Companies joined and Sasavele Island was made battalion headquarters. Here, the greatest number of men and officers were assembled, requiring the greatest number of public and individual buildings. Here the carpenters finally built their own shop in which to house tools, materials and build furniture. Larger and better offices were needed: Personnel, Disbursing, Supply, OOD, Operations, Dental, Medical, Postal, a Laundry, Ship's Service, Photographer's Laboratory, a Recreation Hall, Transportation shacks, Garages and Plumbing and Electrical Shops. These "Public Services" were not the limit of the carpenters' duties or their ability. Cargo aboard ship had to be lashed, blocked, shored and cribbed, boats maintained and repaired as well as stevedoring equipment and dock facilities.

It has been said that carpentry is not merely a craft, it's also an attitude. The carpenter is deliberate, conscientious and exacting about his work. The pride of our carpenters in their achievements is therefore pardonable and justified.



The Carpenters' Shop on Sasevele



Jap Motor Powering a Home-made Saw



Laying the Foundation for a New Mess Hall



The Chow Hall, First Structure to Go Up in a New Camp

THE CARPENTERS AT WORK



Shop at the Russell Islands



An Overseas Housing Project



The Carpenters Rebuild the Movie Area



Erecting Public Drinking Fountain on Russells



New Addition to the Chapel

CARPENTERS

ANDERSON, Kenneth R., CM1/c
6528 North Burrage Avenue
Portland, Oregon

DAVIS, Carroll W., CM3/c
RFD No. 2
Painesville, Ohio

DAVIS, Gerald B., CM2/c
400 Foothill Drive
Fillmore, California

DONATO, Cornelius A., CM3/c
93 Franklin Street
Bristol, Rhode Island

ENDRES, Donald F., S1/c
4026 N. LeClair Avenue
Chicago, Illinois

GANZ, Alfred I., SF1/c
Route No. 2, Box 489
San Marcus, California

HILLS, Manley A., CM3/c
Milan, Pennsylvania

HOSSLER, Harold K., CM1/c
P. O. Box 124
Tiffin, Ohio

IOLA, Albert A., CM1/c
525 No. Sheridan Avenue
Pittsburgh, Pennsylvania

JACOBSON, Clifford N., CM2/c
527 Gazin Street
Houston, Texas

LINDLEY, Edward I., CM1/c
1515 W. Lewis Street
San Diego, California

PHILLIPS, Robert M., Jr., CM2/c
2400 Vagas Street
Dallas, Texas

PIEKOS, John J., CM3/c
225 Baker Street
Fall River, Massachusetts

PRICE, Otho C., CM2/c
Idaville, Indiana

ROPER, R. L., CM3/c
Route 1
Butler, Oklahoma

SCHLECHT, Norman F., CM1/c
4101 Schiller Street
St. Louis, Missouri

TAYLOR, Royal L., CM2/c
921 N. Burns Street
Holdenville, Oklahoma

WALLACE, Tiny E., CM1/c
813 Chicamauga Avenue
Knoxville, Tennessee

WETICK, Peter A., S1/c
R. D. No. 1
Butler, Pennsylvania

WINDFELDT, Henry L., CM3/c
318 Grand Canyon Boulevard
Reno, Nevada



THE ELECTRICAL DEPARTMENT

Wherever Navy men meet and the Globe, symbol of Navy electricians is discussed, heated controversy inevitably results. Whatever the globe's meaning or significance to others, to the electricians of the Ninth Special it is a constant reminder to be on the ball, which in less vernacular terms means: to furnish lights, power, communications, and refrigeration in the shortest possible time.

This is perhaps the most unorthodox of wars, but nowhere is that truer than in the electrical field. At home, cities were lying in darkness for fear of enemy air-attack, out on Pacific islands lights were blazing on the very day of our landings to speed the work and light our way to Tokyo. Only an alert, advance warning of Jap airplanes, could extinguish them. Refrigeration—a luxury in a war-time America of shortages, was indispensable to every one of our units in the tropical heat. Installation and maintenance were the electrician's jobs. They furnished a bit of hometown flavor when the men could get ice and ice cream to remind them of the corner drugstore.

To establish communications is perhaps the electrician's most important job in war. Here we were faced with the difficulty of having to run telephone lines through thick jungle. Usually, wires were strung on wooden cross arms so high that climbing them was quite difficult. Switchboards and apparatus were furnished by the Army Signal Corps. For ship-to-shore communications between beachmaster and checker, or loading officer, walkie-talkies were employed.

The maid of all work of the South Pacific electrician is the 15 kw. gasoline engine driven generator, which is to us what the mule was to the old army. Unruly and unpredictable, they still claimed our undivided attention and care. Patience with it was no longer a virtue, it became a necessity. To mention the generator is always painful to us, and the less said the better. Types of wiring used most frequently were No. 5 TBWP for feeders, and No. 14 wires for services and wiring in tents and buildings. When the lights go on again all over the world, we'll shut off our generators, switch off the lights and take a long, well deserved rest.



Shop Interior



High Tension

ANDREW, Edward C., EM1/c
2437 15th Avenue
South St. Petersburg, Florida

BENDLE, Ernest L., EM2/c
Route No. 5, Box 28
Richmond, Virginia

GALLOWAY, Basil G., EM2/c
Route No. 3
Spencer, Indiana

CREGIER, Elliott P., EM2/c
37 South Bedford Avenue
Mt. Kisco, New York

JORDAN, Joseph J., EM2/c
Smyrna, Tennessee

HENRY, Graydon H., EM1/c
Walnut Street
Ravenswood, West Virginia

HOOD, George O., EM1/c
886 National Road
Bridgeport, Ohio

LOTSEY, A. A., EM2/c
1102 Washington Street
Hoboken, New Jersey

KLUGMAN, Leonard, EM2/c
412 Sheffield Avenue
Brooklyn, New York

KRUEGER, Lloyd H., MMR2/c
5116 East Mich Street
Indianapolis, Indiana

POTTER, George B., EM2/c
Plumerville, Arkansas

ROGGIO, James, EM2/c
100 Lynch Street
Brooklyn, New York

THOMPSON, Donald W., EM1/c
10981 Pine Avenue
Lynwood, California

TIPPEN, Frank A., Jr., EM2/c
2721 Pittsburgh Street
Houston 5, Texas

MILLER, Harry W., Jr., EM1/c
1722 Purdy Street
New York City, New York

REED, Elmer D., EM1/c
297 Pearl Street
Salem, New Jersey

BURT, Ralph D., EM1/c
255 79th Street
Brooklyn, New York

THE PLUMBING AND MACHINE SHOP

"Water, water everywhere, but not a drop to drink" may have been the sad tale of the ancient mariner, but that was never the lament of the Ninth Special thanks to its highly skilled crew of plumbers and machinists. This was one of the most important departments of the battalion. It was instrumental in building and maintaining the water supply systems and other equipment, such as washing machines, pipe lines, showers, drainage and sewage systems, stoves, boilers, pumps and purification apparatus.

At the outset, the battalion was ill-equipped with tools and replacement parts. In fact, the only plumbing tools available at first were two 48-inch Stilson wrenches. However, tools and materials were secured by trade, barter and as a reward for doing work for other outfits on the various islands where the battalion was stationed.

At the Russell Islands, the Ninth Special succeeded in finding drinking water where other outfits had failed. A neighboring battalion, the 11th Special, had dug nine dry holes. However, after Chief Miller had brought in a "gusher," he went to their aid. He surveyed the terrain and selected a spot to start drilling operations. This time, presto! the 11th Special's efforts were successful, and a fine supply of fresh water was secured. Similarly, on Sasavele, Chief Wheeler found drinking water after it was said that it could not be done. The fine well that was dug, not only supplied the two companies of the Ninth Special, but army outfits stationed on the island as well.

When A Company merged with D Company, it was necessary to revise a water system that was hardly adequate for one company. Under the supervision of Lieutenant Sjursen and Chiefs Miller and Schlegel, the conversion and added installations were made in record time by working crews eighteen hours a day. W. P. Nolan, T. F. O'Rourke, P. J. Riley, J. C. Becker, C. W. Smiley, and J. V. Rittenberg were the men who did an outstanding job on this project. The laundry, galley, scullery, sick bay, plumbing and storage tank installations were formidable jobs that were handled in style.

To keep the washing machines, boilers, pipe lines and drainage lines in repair was a constant struggle. The chemical reaction of the water due to coral and calcium elements made maintenance of the camp water system difficult and frequent renewal of piping and boiler tubes necessary.

The plumbing and machine shop did considerable work for other outfits and ships that anchored at the battalion's shores. By doing work for a Marine contingent, the battalion acquired some tools in exchange: wrenches, files, hacksaw blades, pipe cutters, vises and other vital plumbing tools. In exchange for urgent repairs to a ship that had a broken oil line, wrenches were given. For putting a fire system on one of the supply barges, the battalion was given pipe fittings, valves, shower heads and water hose. A lot of extracurricular work was done for the LST's that stopped in our ports. Although the many cargo ships that anchored in the battalion's waters were supposed to have been equipped to take care of their own repairs, the Ninth Special plumbers were often enlisted to come to their aid.

(Concluded on page 109)



The Plumbing and Machine Shop

PASTORE, Guido (N), WT1/c
153 Bridgeport Avenue
Shelton, Connecticut

SMILEY, Charles W., WT3/c
648 Liberty Avenue
Port Arthur, Texas

RITTENBERG, Jack V., WT2/c
1944 West 92nd Street
Los Angeles 44, California

BECKER, Jerome C., WT1/c
512 West Grace Street
Richmond, Virginia

VAN SIPE, Louis E., WT1/c
P. O. Box No. 93
Bonanza, Oregon

SILVA, Albert N., WT1/c
145 Washington Street
Gloucester, Massachusetts

KANE, Edward F., SF1/c
2016 Ashland Street
Fort Worth, Texas

PALMER, Willis L., WT3/c
Route No. 3, Box No. 155
Chico, California

HABBICK, Robert K., WT2/c
4101 48th Street, Sunnyside
Long Island City, New York

SAUMIER, Lawrence M., SF2/c
RFD No. 1
Saranac Lake, New York

SALMON, Harold W., WT2/c
Tipton, Missouri

TRANSPORTATION DEPARTMENT

When the Ninth Special Battalion first left the States no Transportation Department had as yet been organized as a separate unit. The first time such a unit was called for was on Guadalcanal when all available rolling stock was pressed into service to transport men and material to our camp site. Equipment then consisted of these items of rolling stock: 8 International trucks, 4 by 4; 12 jeeps (reconnaissance); 14 GMC trucks (6 by 6 cargo); 4 GMC (6 by 6 dump); 1 salvage truck; 1 ambulance; 13 tractors of varying sizes and makes; 12 Towmotor fork-lifts; 4 5-ton cranes and a battery charger. This supply had to be divided and assigned to the different companies who each maintained their own Transportation Departments. Primary use to which rolling stock was put was the hauling of supplies (rations especially) and transportation of stevedore gangs to and from ships and docks. The upkeep of trucks poses a special problem due to climatic conditions. Metal parts rust easily and stock must therefore always be well oiled and painted to prevent deterioration. The record of the Ninth Special is an excellent one on that score. Except for a few additions all our rolling stock is the same with which we left the States and generally speaking in top condition. None has been scrapped or condemned. All repairs are carried out by the men of the department, including welding. The replacement of tires is a major problem but one that was also solved in the end. One commodity of which there never seemed to be a sufficient supply was the jeep. All the men, of course, periodically wanted one of them for a joy ride, but unfortunately, received only a shake of the head from the dispatcher. Those jeeps that were available were reserved for official purposes and the men had to resign themselves and hope that they might be able to buy one after the war for their hunting and fishing trips.



Transportation Area and Grease Rack on Benika



Repair Shop at Companies A and D Camp



Transportation Department, Company B

TRANSPORTATION DEPARTMENT

CREAMER, George A., MM1/c
106 South 2nd Avenue
Yakima, Washington

MANCUSO, Arthur G., SF2/c
4529 72nd Avenue S. E.
Portland, Oregon

BROUILLARD, Vital J., M1/c
914 S. Washington Avenue
Crookston, Minnesota

FEENEY, John E., MoMM1/c
Lake Stevens, Washington

HAY, Robert A., SF3/c
719 W. Market
Aberdeen, Washington

McINTOSH, Donald M., MM1/c
842 Orange Grove Avenue
Los Angeles, California

TAYLOR, Wilfred J., MM2/c
12 School Street
Lenox Dale, Massachusetts

SHAN, Raymond S., MM3/c
General Delivery
Dow, Oklahoma

PERKINS, Clarence F., MM2/c
143 N. 17th Street
Paris, Texas

INMAN, Leslie A., MM2/c
Route No. 1
Big Sandy, Texas

BARTHOLOMEW, Dedier, MM2/c
2459 N. Rampart Street
New Orleans, Louisiana

LEBEDOFF, Alexander, MoMM2/c
180 So. 4th Street
Brooklyn, New York

WALZCAK, Paul P., MoMM3/c
126 Deleglise Street
Antigo, Wisconsin

BACON, Edward L., MM1/c
Route No. 2, Box No. 788
Merced, California

BURDETT, Joseph C., MoMM3/c
P. O. Box 64, Newark Avenue
Wayne, New Jersey

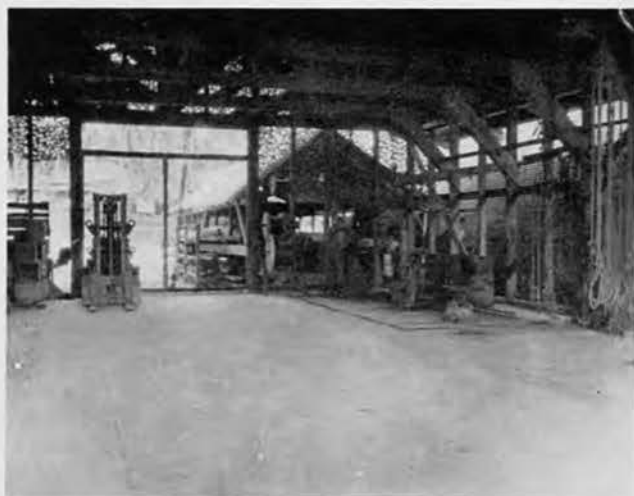
BOTZAU, Donald J., MM1/c
1353 Morinette Avenue
Morinette, Wisconsin



THE BOATSWAIN'S LOCKER

Perhaps the most outstanding feature of the locker is the variety of its functions and the versatility of its personnel. Stated simply enough, it was their job to supply all gear needed in stevedoring operations. But under that heading comes a multitude of details that are often as remote from stevedoring as the work of a blacksmith. As in all other branches of service the shortage of materials made improvisation necessary, and at improvisation these men excelled. When the battalion left the States, the equipment of the rigging loft was far from complete and its distribution to different companies still depleted it further. Most of it was still in raw form from which gear had to be fashioned according to the ever-changing needs of the stevedores. Then the previous training or civilian experience of the men proved itself.

Reels of wire of different widths were made into cables adapted to various uses on varied types of cargo. Rope-slings, cargo nets, barrel chimes, spreaders for heavy lifts (trucks, tanks, etc.), Jacob's ladders had to be manufactured. Once in use gear was repaired constantly, oiled and cleaned to keep it from deteriorating. When ships were worked, the rigging loft had to dispatch gear to them, to insure maximum efficiency on the part of the stevedores. The loft itself was constructed by the men working in it, and although no meals were ever served in it, it was not far behind the chow-hall in cleanliness and neatness. Each item has its appointed and easily found place. There are shackles, blocks, pedro-hooks, bomb bridles, (a local invention), tray bridles. The list is endless. For the men of the gear locker it was: "you name it we have it. If we don't—we'll make it."



THE BOATSWAIN'S LOCKER

- EMERY, Jay H., BM2/c
187 Turbot Avenue
Milton, Pennsylvania
- GUENKEL, Albert L., BM2/c
9 Nylsor Avenue
Roslyn, Pennsylvania
- HAMMER, Fred J., Jr., BM1/c
Linneman Road
Arlington Heights, Illinois
- JONES, J. C., BM1/c
P. O. Box 74
Del Paso Heights, California
- MASON, Herbert J., SK3/c
1487 Nostrand Avenue
Brooklyn, New York
- TOMLINSON, Joseph H., BM2/c
2447 N. Howard Street
Philadelphia, Pennsylvania
- WILSON, August W., BM1/c
1125 Neptune Avenue
Wilmington, California
- HARPER, Benjamin W., MoMM2/c
1720 Santa Ynez Street
Ventura, California
- MILLER, Charles A., M1/c
3815 Hole Avenue
Arlington, California
- KUNZIE, Victor T., MM2/c
Route No. 1
Citra, Florida
- BRICKETT, George P., MM2/c
1125 Middelsex Street
Lowell, Massachusetts
- LIVINGSTON, Norris H., MM1/c
3302 13th Avenue South
Boise, Idaho
- PAYNE, Ogden A., MoMM2/c
450 12th Street S. W.
Washington, D. C.
- PARKER, Francis (N), MM1/c
602 East Bridgeport Street
Spokane, Washington
- BESAW, K. C., M1/c
c/o Mrs. K. C. Besaw
1084 Novita Place
Venice, California
- DEASON, Wm. C., M1/c
969 So. Cooper Street
Memphis, Tennessee
- WOODS, J. F., MM1/c
1620 So. Norton Avenue
Los Angeles, California
- HENDRICKSON, Edwin A., MM3/c
Box 725
Trona, California
- WAGNER, Wm. H., MM1/c
c/o Dixie Hotel
New York, New York
- SMITH, Edward C., MM1/c
619 W. Broad Street
Williamstown, Pennsylvania
- CAMPBELL, J. W., MM1/c
34 Elemwood Street
Rome, Georgia
- MAKAROVICH, Charles, MM2/c
R. D. No. 3, East Bloomsburg
Bloomsburg, Pennsylvania
- KUIPER, Fred, MM3/c
East Crescent Avenue
Ramsey, New Jersey
- TUSTIN, Marshal, MM3/c
R. D. No. 1
Washington, Pennsylvania
- SMITH, John R., MM3/c
21 Pacific Street
Fitchburg, Massachusetts
- STOCKDALE, Paul H., MM3/c
R. D. No. 2
Dunn's Station, Pennsylvania
- SERGEANT, Earl R., BM2/c
5315 Ogden Street S. E.
Portland, Oregon
- CHARLES, Hobson L., MM1/c
644 Grier Street
Greenwood, South Carolina
- STONESIFER, Stanley M., MM3/c
Rt. 5, Box 219, Dogwood Road
Baltimore, Maryland
- HUTTON, William O., MoMM3/c
304 N. Justin Street
Dallas, Texas
- CASSIDY, John J., MoMM2/c
12 Edmund Road
Arlington, Massachusetts
- WILKERSON, La Var, MM2/c
9501 N. Swift Boulevard
Portland, Oregon
- TAMMEN, Willard S., S1/c
c/o Dakota Theater
Yankton, South Dakota
- KILLION, Ira (N), MM3/c
1921 Gumberland Avenue
Middlesboro, Kentucky

CAMP ACTIVITIES



Camp Operations Office



Officer of the Day



Armory



Paint Shop



Malaria Control



The Cutting Room—Censors at Work

CAMP ACTIVITIES

- GAINES, Clayton T., Y3/c
Route No. 2
Kountz, Texas
- WERNERT, Nicholas E., SK1/c
125 West 94th Street
New York, New York
- McGREW, Harry L., SK1/c
2307 Chestnut Street
Fort Worth, Texas
- PRICE, Joseph F., BM1/c
605 King Street
Charleston, South Carolina
- WENDLING, Raymond J., EM2/c
1417 East Pryor Avenue
Milwaukee 7, Wisconsin
- ROSENBERG, Cerf S., SF2/c
Gaylord Hotel
San Francisco, California
- WAITE, James W., S1/c
500 West 133rd Street
New York, New York
- HULSMAN, Joseph F., GM1/c
61 West 182nd Street
Bronx, New York
- LINDQUIST, Arthur J., GM1/c
931 New York Street
Waukegan, Illinois
- SHINTOSKI, Andrew J., S1/c
1164 Ohio View
Ambridge, Pennsylvania
- FRITTS, Troy L., GM3/c
Box 68
McCleary, Washington
- ASCHENBRENNER, Joseph J., BM1/c
311 Columbia Street
Delta, Colorado
- HESTER, R. F., PhoM1/c
9627 Bryson Avenue
Southgate, California
- SOROKO, Raymond T., S1/c
111 So. Washington Street
Freeland, Pennsylvania
- TARTER, Luther A., CM2/c
Route 1, Box 314
Beaumont, Texas
- STEIN, Abraham, CM1/c
68-12 Yellowstone Boulevard
Forest Hills, Long Island, New York
- KAROLAK, Chester L., S1/c
Route No. 1, Box 101
Lenox, Michigan
- SISSON, Le Roy H., S1/c
1756 Whitefield Road
Pasadena, California
- SWEENEY, Martin A., PTR2/c
495 Van Courtlandt Park
Yonkers, New York
- JACKSON, Charles D., Jr., S1/c
1622 Kearney Street
Laramie, Wyoming
- DAWSON, Joseph F., F1/c
33 Louis Street
Sommerville, Massachusetts
- McCARTHY, Ralph M., BM2/c
408 Market Street
Joliet, Illinois
- JOHNSON, Henry B., Cox
442 Wheeling Way
Los Angeles, California
- VAN BERGEN, David I., S1/c
611 Adams Avenue
Elizabeth, New Jersey
- CARAKOULAKIS, John T., S1/c
2707 Sparrows Point Road
Baltimore 19, Maryland
- CALANDRA, A. D., Jr., S1/c
243 East 202 Street
Bronx, New York
- KELSO, J. W., MM3/c
90 No. 7th Street
Salina, Kansas
- FINAMORE, Theodore, SK3/c
142-17 122nd Avenue
South Ozone Park 20, New York
- FRENCH, Hugh W., S1/c
Roseville, Virginia
- MORRIS, Lester F., Cox
1414 W. 38th Street
Los Angeles, California
- RUSSOM, Charles H., CM3/c
630 20th Street
Brooklyn, New York
- CARPENTER, Stanley K., WT1/c
17 Alleghany Avenue
Kenmore, New York
- SMITH, Henry W., MM3/c
1127 Jackson Street
Easton, Pennsylvania
- REILLY, Robert R., SK3/c
711 W. Norwegian Street
Pottsville, Pennsylvania
- BIRK, Marvin (N), S1/c
462 Cherry Street
New York City, New York
- NAROLESKY, Joseph W., S1/c
641 Wyandotte Street
Bethlehem, Pennsylvania
- MERRICK, Richard F., CM3/c
Hamilton, Kansas
- HODSHIRE, Eugene L., MM3/c
Box No. 735, Route No. 6
Vancouver, Washington
- PATTON, James P., S1/c
Ashland City, Tennessee
- RHODES, M. H., BM1/c
3602 Humboldt Avenue
North Minneapolis, Minnesota
- SUMMET, George L., SF1/c
4409 Moonstone Drive
Los Angeles, California
- GARNER, George A., S1/c
Route No. 1, Box 288
Tulsa, Oklahoma
- OSWILL, Gurdon W., Cox
1732 East 23rd Street
Oakland, California
- LINGO, Charles W., BM1/c
10510 1/2 So. Broadway
Los Angeles, California
- WAY, Joe B., QM1/c
210 Golf Street
Sarasota, Florida
- RHODES, Albert L., MM1/c
604 Maine Street
Boulder, Colorado
- UMHOEFER, Edgar C., S1/c
R.F.D. No. 1, Box No. 93
Clifton, New Jersey
- VALLEE, Armand J., S1/c
218-27 99th Avenue
Queens Village, New York
- GRAY, Thomas T., GM1/c
3127 West 28th Avenue
Denver 11, Colorado
- SMITH, Edward Mont, SF1/c
Granthville, West Virginia
- GIFFORD, W. S., S1/c
1316 North Allison Street
Philadelphia 34, Pennsylvania

THE MEDICAL DEPARTMENT

The Medical Department of the Ninth Special was first organized in Camp Peary, Virginia, in May, 1943. Two doctors and seven corpsmen made up its staff. Lt. Comdr. Max Hymen of Lowell, Massachusetts was Senior Medical Officer, and Dr. Harold Cohen, Lt. (MC) USNR, of Pittsburgh, Pennsylvania, was second in command.

The various functions of a battalion's medical department are too well known to require detailed description. The aim is "to keep as many men at as many guns as many days as possible." Although the Ninth Special was never in direct combat, and has only infrequently been called upon to man the guns, injuries and tropical diseases have called for close and untiring attention. Before leaving the States there were, of course, the usual number of necessary inoculations as a preventive measure against typhoid and lock-jaw. During four weeks at sea, doctors and corpsmen alike went about their duties regularly. To the great discomfort of many men, the new drug for sea-sickness had not yet been released for distribution at that time.

The crossing of the Pacific was undramatic, medically speaking as well as in all other respects. The real work began on Guadalcanal. On landing there, a complete sick-bay was set up and soon in operation. Matters were complicated however, when the battalion was split up. This called, simultaneously, for a redistribution of our medical "forces." Two corpsmen, Chief Melchin and J. W. Dougherty were to go to the Russell Islands with Company A. They set up a small sick-bay and were complimented on the remarkable job they did in caring for the men's health. The story was repeated in all other companies. Doctor Cohen, with corpsmen Bridges and Kligerman, went to Bougainville with C Company. Chief Evans, no longer with the battalion, was assigned to B Company at Tulagi. In his place, Ray Moorehead carried on the duties at that company. When two companies joined at Sasavele to form battalion headquarters, the Medical staff also set up its base of operations there. Doctor Hymen had five corpsmen at his disposal, and three sick-calls were held daily—morning, noon and night. Although no disease ever reached epidemic proportions (except, perhaps, occupational fatigue), these sick calls were always well attended. Most of the ailments were of a minor nature and readily cured after a few treatments. "Jungle Rot" was perhaps the biggest single problem facing the Department, for it was as wide-spread as it was tenacious. Malaria, first thought to give the greatest trouble, was vigorously attacked both at its source and in acute stages. Atabrine for prophylaxis, and quinine for treatment, kept the rate down. Classes in first aid were also given by the corpsmen, so that everyone should know what to do "until the doctor comes."

An extracurricular activity of the corpsmen of the battalion was their treatment of natives, who either came to the Ninth's sick-bay or were occasionally visited in their villages. Most of these cases, however, were for first aid only, since authorities maintain medical facilities for them.

The Dental Office, first headed by Dr. Weiland and after his detachment comprised of Dr. McConnell and Dental Technician Tom DeLuca, had its share of patients, and contributed materially to the general welfare. That most of us returned to the States with health and spirits undamaged is due in no small measure to the vigilance of the Medical Department, its doctors and corpsmen.



Hospital Ward



Dispensary

THE MEDICAL DEPARTMENT



Pharmaceutical Department



"Open Wide, Please!"

SWARTZ, I., PHM3/c
53 Terhune Avenue
Jersey City 5, New Jersey

KLIGERMAN, Joshua (N), PHM1/c
4605 Ventnor Avenue
Atlantic City, New Jersey

MOREHEAD, Raymond W., PHM1/c
1615 Ashland Boulevard
St. Joseph, Missouri

DOUGHERTY, Joseph W., PHM3/c
821 Nutwood Avenue
Bowling Green, Kentucky

BRIDGES, Harry L., PHM2/c
203 E. Grant Street
Caro, Michigan

MAGNANI, Joseph, PHM2/c
219 Carlton Street
Providence, Rhode Island

HUSTAD, G. G., HA1/c
3430 43rd Avenue South
Minneapolis, Minnesota

DE LUCA, Thomas R., PHM3/c
1223 Summit Avenue
Union City, New Jersey

THE PLUMBING AND MACHINE SHOP (Concluded)

The battalion's washing machines were built for family washing and not for the incessant eight hours per day service to which they were subjected. Hardly a day went by without the breakdown of one machine. It was up to the plumbers to keep them in working order for the length of our stay. Although replacement parts were occasionally available, the supply was never equal to the demand. This threat to the battalion's cleanliness was removed by fashioning parts (crown gears, shafts, rotor bearings) from salvaged battle materials by hand, and without the benefit of a lathe.

The Ninth Special plumbers and machinists epitomized the celebrated CB "Can Do" ingenuity at its best. They were unsurpassed in building coffee urns, boilers, stoves and parts for sundry machinery from shells, oil and gasoline drums. They have become known as the men who could make anything out of nothing.

THE CHAPLAIN AND HIS DUTIES

The spiritual welfare of the men of the Battalion was cared for as conscientiously as their physical well-being. The Navy has recognized that the satisfaction of spiritual needs is a factor which rates high in morale. Every unit therefore, has its own Chaplain.

He is not only the intermediary between officers and men, he is also the strongest link that connects them with home and their loved ones. All personal matters such as verification of emergencies demanding the serviceman's presence at home, financial assistance, periodical reports about the men to their families, all these are taken to the Chaplain who, together with civilian and Government agencies—Red Cross or Navy Relief—tries his best to straighten them out.

The Battalion's first Chaplain was E. E. Coleman who joined the Ninth Special at Camp Peary. There the men attended services at the station Chapel of their own choosing, and it was not until we reached Port Hueneme that Chaplain Coleman set up an office of his own in a Quonset hut. With the assistance of E. C. Thompson, Y1c, he succeeded in collecting additional recreation supplies for us, knowing that they'd be badly needed overseas. Athletic equipment was purchased with welfare funds and books were donated by the public library of Ventura, California. Before leaving the States an embarkation service was held, and aboard ship Protestant and Catholic services were conducted. Chaplain Coleman administered Holy Communion to our men.

The first Chaplain's office overseas was a tent on Guadalcanal, which also served as a temporary library. Services, however, were held in the chow-hall. When a new camp site was chosen, Chaplain Coleman instigated the construction of a recreation hall which, unfortunately, we never had occasion to use. Since the Battalion was then split up, the Chaplain and his one-man staff moved to Headquarters on Sasavele island, to continue their work there. Recreation

facilities were expanded, a hall built to house them, a well-stocked library was opened, and regular services were held in the recreation hall for Protestants as well as Catholics.

When Chaplain Coleman left us due to impaired health, Chaplain Barge took his place in June of 1944. He conducted Catholic services on Sasavele, while an Army chaplain held church for the Protestant men of the battalion. The Jewish members of the Ninth Special were furnished transportation, so that they too could attend divine services on near-by Munda.

The duties of the Chaplain are two-fold. Chaplain Barge, upon reporting to this battalion was appointed Recreation officer. New radios were requisitioned and more athletic equipment procured. A new office was built for him, wherein he held daily Mass. Along in October of 1944, Election Day loomed, so to him fell the position of Voting Officer and the responsibility of seeing that each man had the opportunity to cast a ballot. Emerging from beneath many orders, dispatches, muster rolls, and ballots, in December he could once again breathe a sigh of fresh air.

Complications arose, when one after another, units were transferred to other islands, leaving a shortage of padres. Chaplain Barge was assigned a boat, and carried on his ministrations via foot, launch, and jeep, and in this way was able to handle practically the whole area. It was not unusual for him to hold four services on Sunday and many during the week.

When detached, each company commander was responsible for divine services of his company. And so, chaplains from other units were called in for church services. Let it be noted that all men wherever they are have opportunity for worship in their own faith.

By this chapter, the reader may ascertain that chaplain's work is never finished.



The Chaplain Lends a Sympathetic Ear and a Helpful Hand



The Chapel on Benika, With a Seating Capacity of 200

THOMPSON, Elwyn C., Y1/c
Route No. 7, Highland Station
Minneapolis, Minnesota

RECREATION AND WELFARE

As important as the operational departments of the Ninth Special, or any service organization, is the Recreation and Welfare Department. While yet in its initial stages of formation, the Recreation Department was already at work securing athletic equipment, books, and any service relative to the welfare of the men. At Camp Peary, recreational facilities were base-maintained, therefore, battalion activities did not come into their own until the Ninth was officially recognized as a complete unit. These base facilities were ample in providing welfare for the men at that time, so plans were made for complete welfare maintenance for this battalion in the future.

Although the Navy Department does allot a certain amount of gear to each out-going battalion, Chaplain Edward E. Coleman, the battalion's first chaplain, obtained gear, books and musical instruments, paying for them out of welfare funds. While at Hueneme, the need of a church organ became evident; C. A. Landau, CMM of Company D, a resident of Hollywood, succeeded in locating a small field organ, and a voluntary collection was made for the purchase of the instrument. The same system was used in buying a piano that still plays but has suffered from exposure and constant moving.

At our first stop, Noumea, New Caledonia, Chaplain Coleman contacted the Base Chaplain and Welfare Officer at that base, and was able to secure a large quantity of baseball, basketball and various game equipment. Without this added equipment to our Recreation Department, the facilities would indeed have been very small.

At our second stop, Guadalcanal, a tent was erected for the Chaplain's office, but because of immediate need for all hands with the unloading of ships docking in that vicinity, little time was devoted to Recreation and Welfare. We were not entirely without entertainment, however. We heard lectures by prominent missionaries who had worked in the islands, and listened to battalion bands perform for our benefit.

Our next camp, also at Guadalcanal, was to be the beginning of a permanent camp site. The other companies having been transferred to other islands, however, C Company immediately began work on the erection of a large recreation building. In November 1943, Chaplain Coleman and other staff officers were detached from the base at Guadalcanal, and arrived at Company D located on Sasavele, New Georgia. It was here that headquarters of the Ninth Special was established, and plans laid for a permanent camp. When

A Company arrived at Sasavele from the Russell Islands, a new recreation building was erected and immediately opened for use.

Each battalion, when sent into the field, is usually equipped with motion picture equipment, but the Ninth was not lucky enough to be one of those. An infantry battalion, then attached to the Sasavele Command, graciously came down to our little theater, the Hollywood Bowl and showed pictures three times a week, until Commander Bennett was able to obtain a projector, by hook and crook, from the main base at Munda. This single, 35 mm. machine was, no doubt, one factor of morale which tended to boost our stevedore's working record to the top. A new screen was also installed; a stage was built for shows and boxing bouts, as well as a large stadium with a seating capacity of 1500 men. Most of our stage shows were put on by the USO; performers in civilian life, who organize small units for the entertainment of service organizations overseas. The Army Special Service also added some very amusing and entertaining recreation for our battalion.

At Companies B and C, recreation and welfare were not neglected. On Green Island, Company C built and maintained the only theater there. Athletics were introduced and made possible by supplies of equipment from battalion headquarters. Basketball led volleyball, baseball and horseshoe pitching in popularity. Boxing did not prove as successful as had been hoped. The softball teams, though, were the envy of the island, and competition in inter-gang games was vigorous.

Company B too had a complete layout. Basketball, however, seemed to be the chief interest at this company also, and was so proven when B Company walked away with the basketball championship and trophy on Tulagi, Solomon Islands. From the island track meet and a number of "three-legged races," 100-yard dash, sack race, etc., B Company also walked away with top honors. At impressive ceremonies staged at Halsey Field Theater, Captain Ross of Tulagi, presented Lieutenant White, B Company commander, with the trophy awarded to the outfit compiling the greatest number of points in all events. J. C. Flynn won the trophy for individual honors in the field meet. In addition to trophies presented Lieutenant White and Flynn, Captain Ross also presented Mr. Bell with a plaque awarded the winners of the basketball tournament, and each player in the winning team received a ribbon.

Company A and D sportsters, undaunted by the successes

RECREATION AND WELFARE



Sailing in Sasavele Cove



A Night's Catch



Saturday Night Smoker



Horseshoe Enthusiasts



All Star Game, Christmas Day on Sasavele

RECREATION AND WELFARE

of their mates in B and C Companies, established some enviable records too, although they admit that the inducement of awards was not so great. Their basketball teams were ones to be proud of. Company D's "Invincibles" and Company A's "Speedsters" recorded many victories. Although they did lose out in a group meet at Munda, they proceeded to mop up opponents on their own island of Sasavele. Here, the infantry battalion, engineers and other army outfits were the victims. When the engineers came to the island, the Ninth's reputation was threatened by this formidable contestant, and the teams won few of their games. The officers of A and D Companies also had reputable teams. Playing officers from other outfits, they usually came out on top. Their hardest contests to date, however, were with Company D enlisted men, who managed to "outhoop" them most of the time. Before long, Companies A and D had their own regulation, coral-filled court to boast of that was not only ideal for basketball, but badminton and volleyball as well.

Description of the recreation hall in Sasavele need not be long. The enjoyment the men derived from its use can be summed up in a few lines. It was equipped with ping-pong tables, dart games, reading and writing tables, games, a radio, a piano, magazine racks and book cases. The magazines were ordered by the Chaplain through the Supply Department and were paid for by profits from Ship's Stores. Each order of magazines was evenly distributed among all companies as were the new books procured by requisition to the Supply Depot at Oakland, California. These new books and our monthly supply of magazines kept us well informed of happenings back home, and also gave us the most complete library in this area.

Perhaps the biggest hit in entertainment for men of the

Ninth Special, aside from movies, were the shows brought to our stages at various times. Top-notch performers, like Bob Hope and Jack Benny along with other professional singers, dancers and comedians and the like tended to boost our morale. The biggest disappointment at A and D Camp was when Randolph Scott was scheduled to perform here, but could not make it, because of a fishing trip he deemed more important. His popularity with 2000 men dropped to a nothing that day. The army Special Service group gave us some very good shows also. This group, made up of former professional entertainers, had some of the biggest names in show business and radio among its personnel.

When our new Chaplain, Lt. H. L. Barge reported for duty with the Ninth on May 7, 1944, he instituted a hobby-lobby shop for the souvenir making fans of the two companies at Sasavele. Tools were secured and all types of drills, files and soldering equipment were installed. Lieutenant Doyle introduced something new to the theater in the form of quizz shows of the type so popular back home. They proceeded the regular evening movie and prizes ranging from beer to watches were given the winners. More recently, we've also had a ping-pong tournament and a "Little World's Series," games played among all the gangs of the two companies to determine the world champion. The games aroused much interest and controversy and the outcome was eagerly expected, especially since prizes of lighters and fountain pens were to be given out. (A Company won.)

Since the recreation facilities are always changed and improved upon, more could be added here. But the aim of the Welfare and Recreation Department will always be the same. To bring the greatest number of men the best entertainment and sports available.

MOON, Jessie R., SF2/c
P. O. Box No. 1121
Oklahoma City, Oklahoma

HALLAM, George P., Cox
2722 East Alleghany Avenue
Philadelphia, Pennsylvania

RECREATION AND WELFARE



Competitive Sports Are Well Represented by
Baseball, Basketball and Volleyball



Company D All Stars



The Company B Basketball Team, Island Champions

RECREATION AND WELFARE



Library Shelves Were Always Well Filled



Company B's Recreation Hall Decorated for Christmas 1944



Broadway Comes to the Pacific. A Ballerina Performs for the Battalion



Movie Area and Stage at Companies A and D Camp



Quonset Steel Recreation Hall at Russells



SOUVENIRS AND HANDICRAFTS

EDITOR'S NOTE: *We hereby publicly caution every art dealer, notions store, museum curator and private citizen of the United States, to be on the lookout when buying or exhibiting souvenirs of our nation's war in the Pacific. Chances are, that that entrancing grass skirt originates not from the graceful hands of dark skinned South Sea Islanders, but from the calloused fingers of Charlie C. B.*

Charlie C. B.'s reputation as a master craftsman has its foundation in fact. It extends not only to the coarser tastes of war, but holds its own in the production of souvenirs, be they Jap battle flags (with or without inscriptions which are authentic down to the last "i" in "Fragile, handle with care!"), hula skirts or just plain, honest-to-goodness ash trays.

Handicraft among the personnel of the Ninth did not make its appearance until the battalion was on its way overseas. As soon as our ship had cleared the coast of California, some of the more rugged individuals, who were not bothered by seasickness, started on their works of art. The first type of souvenir on which the men spent their spare time was the ring, made from silver coins. Although this was a comparatively simple trinket to make, it did involve a great amount of patience, as the coin, a quarter or half-dollar, had to be pounded with a hammer with blows of equal force until the coin had been reduced to the desired size. The reaming out of the inside of the coin was much easier. Using the ship's drill, the men would start a small hole in the center and complete the operation by file or any other tool at hand. Many of these rings were made by the men for their own use, others for friends and families back home, many for children. Later on during our tour of duty these rings were greatly improved upon.

It was not until the battalion had established its first

camp on Island X No. 1 that real skill and ingenuity began to show itself. As we recall, Henry Di Giacomo (now deceased) made the first ash tray from Jap Brass. The idea started many others, everyone introducing his own ideas of design. Several outfits were already stationed on the island before our arrival and among their men were many who were doing artistic work on various items. Our fellows observed these other artists at work and also bought some of their handiwork. Then they proceeded to make their own.

Another and popular and useful gadget was the letter opener. The blade was made from a 105 mm. shell and the handle from a Japanese 31 calibre shell. Other articles to be experimented with were bracelets made from spring steel and/or aluminum. These bracelets and watch bands were very popular with the Merchant Marines, especially if the names of islands in the area were engraved on them. At times it was harder to procure the metals needed in this work than to make the article. Spring steel, aluminum and plexiglass were usually salvaged from crashed planes. A graveyard for such planes was located near Henderson Field, Guadalcanal, and while the battalion, or any part of it, was operating from that island, this graveyard was a regular source of supply.

When three-fourths of the battalion moved north, it entered an area where a species of sea shell is found close to shore in a great variety of colors and shapes. It is known as the Cowrie and the men of the Ninth were not long in discovering it. Hunting the Cowrie was a major pastime for many weeks. The only time, of course, that could be devoted to these expeditions, was that available between shifts aboard ships or between ships. As there was no precedent to follow in making these shells into attractive necklaces and bracelets,



Souvenirs and Handicrafts

SOUVENIRS AND HANDICRAFTS

the men had to follow their own ideas for satisfactory results with the material at hand. The method most widely used in the end, was to string the shells on wire, then pack the remainder of its opening with some filler, tire tape, melted wax or even toilet tissue. This is undoubtedly the first time that toilet tissue has been used to grace the ladies, but war always sets new precedents. Comment from the receivers of this type of jewelry is still forthcoming. Along with the pretty bracelets and necklaces made of these shells, there were some very smart looking ear-ring sets. Where the fellows ever got the metal part of the ring, is still a mystery, but depend on them to surmount obstacles.

One item that the men took special pride in making, were the hunting knives. The blade of the knife was selected with a great deal of care. The handle was a work of art, and the colors in the finished product sometimes rose to twenty, all blended together. Materials used in the production of these handles came from everywhere: plexi-glass from wrecked planes; discarded soap boxes and toothbrush handles furnished plastic odds and ends. To the man in the jungles his hunting knife is one of his most essential possessions, so every man is anxious to have a knife that will be razor-sharp and at the same time attractive in appearance. The demand

for this article was high, and it was not unusual for one of these knives to fetch as much as twenty dollars.

Bands for wrist watches were made only by a few of the men, since they entailed a good deal of machine work. However, one or two made up these bands from spring steel and plexi-glass, and sold them to officers and men at five and six dollars each. Leather watch bands did not last in the climate. In fact, everything made of leather was soon ruined by dampness.

Some very attractive picture frames were constructed, either of virgin mahogany (plentiful in the islands) or plexi-glass. There were many designs for frames, frequently ornamented with artistic carvings. Most of these were sent home. A number of them, however, were kept in the tents of the men to frame photos of wives or sweethearts.

Model planes made from old brass shells went over in a big way when several men in A Company got together and set up a modified belt system, turning out miniature P-38's with high speed. The idea spread quickly, and found innumerable imitators and buyers. A standard price of fifteen dollars was maintained all during our stay on New Georgia.

American boys have always been souvenir hunters that follow the battle like locusts. But the Seabees are usually too busy to look for them. They roll their own.

SAGA OF COMPANY "A" (Concluded)

E. C. Andreu, EM1/c, were "on the job" and had installed lights the first night, to enable the carpenters to work on the mess hall.

Working on the camp was, of course, secondary to stevedoring activities. Lieutenant Hintze organized twelve-men gangs which were maintained during our stay at Banika. At last we were going to do the job for which we trained so long. The land-locked ship at Peary became a Liberty Ship lying in the stream, or one tied up to the brand new pontoon dock just completed by the Thirty-sixth Construction Battalion. Company A followed the first large sized cargo ship that dared visit the Russell Islands. At the time, Company A was the farthest advanced detachment of the Ninth Special Battalion. It was with gusto that we tackled our first assignment and established an enviable record. A new high was reached for discharging oil drums from a ship moored to the pontoon dock. Damages due to handling reached a new low. Company A had faced the acid test and came through with flying colors.

It was a sad day when the ship bearing the Eleventh Special dropped anchor in the bay. We knew that we had been destined for only a short stay at the Russels, but we had come to like our fine camp, the cool climate and the other friendly outfits on the island. On the other hand, we knew that this war cannot be won by staying too long in one place. The Japs were back-pedaling fast, and it was up to the special battalions to keep supplies moving at the most advanced bases. The thought of rejoining D Company was a consolation. Many men had buddies there and looked forward to being with them again. We had heard reports of the swell job D Company was doing and the prospect of working side by side with them was intriguing.

On Tuesday, 16 November 1943, we began breaking camp. By Wednesday night, men and equipment were aboard the S. S. Henry Durant. On the 23rd of November the escorting vessel arrived and we were under way after a week of waiting. The following morning found us sailing past Rendova and into Sasevele Cove. It was the day before Thanksgiving when Company A landed at Sasevele.

THE "PLIMSOL"

There is hardly a Battalion that leaves the States without a battalion publication. The Ninth Special was no exception. Originating back in Port Hueneme, while waiting for our ship, the *Plimsol* was first started by E. C. Thompson, Y1c, and R. C. Neal, SF2c. The unusual name for our paper was suggested by Lt. Comdr. J. E. Kane, our Executive Officer. The name Plimsol was in reality that of a man who designed the loading mark on a ship; hence it was known as the Plimsol mark. The Plimsol design is also the Ninth Special Battalion insignia. All of our equipment and battalion signs are identified by this marking.

Being unable to print our first edition of the paper at Hueneme, because of lack of facilities, our first copy was run off on the good ship *La Salle*. It was true with the *Plimsol* as with anything else. "Practice makes perfect," and by the time we had our fourth issue out, it began to look like something promising in Battalion "rags."

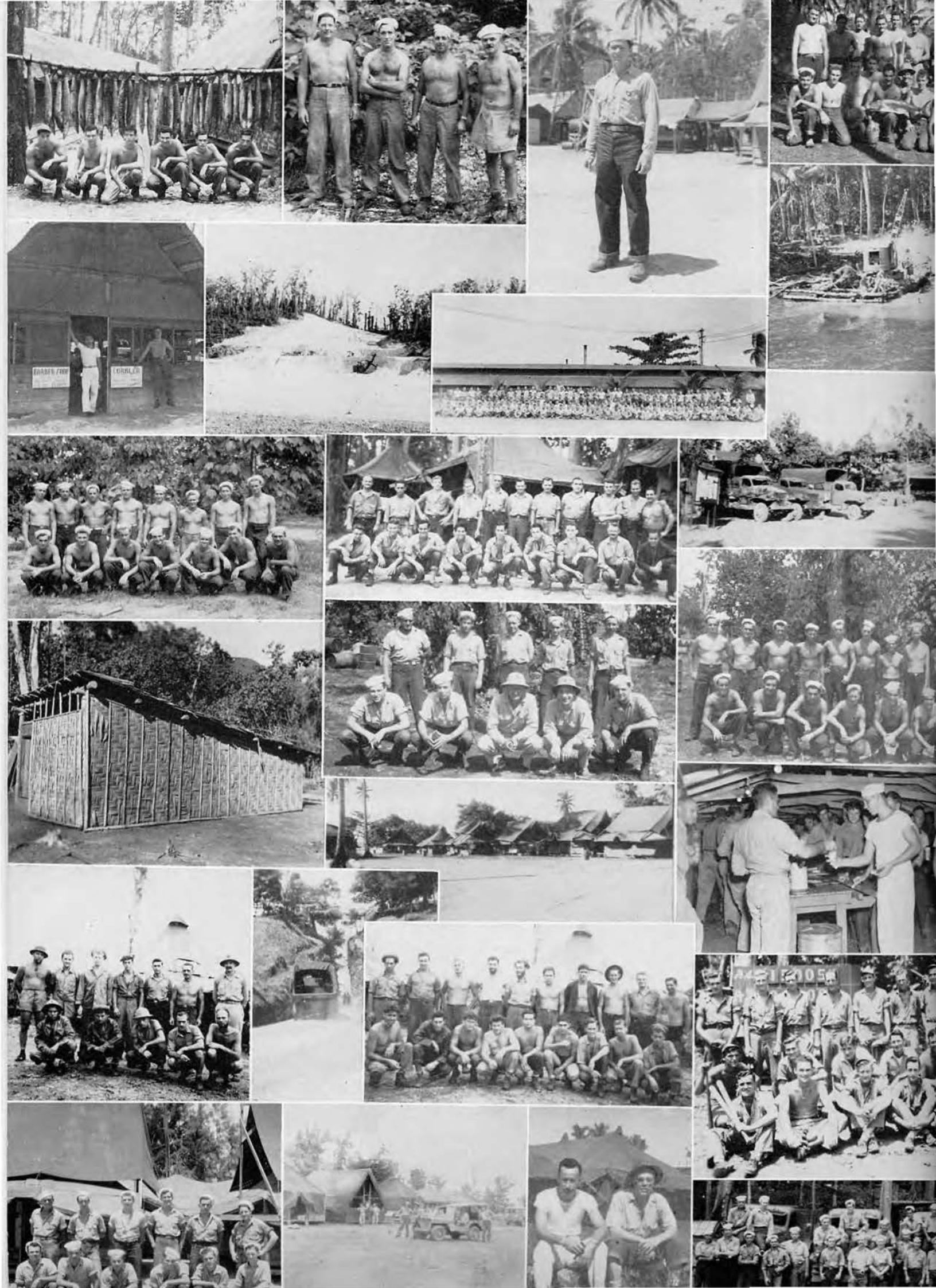
Our first art work was done by J. McKee, CM2c, and when McKee and Neal were transferred out of the battalion new talent had to be found. Thompson remained as editor, and F. M. Schaible, SK1c, was promoted to associate editor. H. L. Di Lonardo, SK3c, at the same time was made art editor and did a very good job with his amusing and original cartoons. E. J. Smith covered the sports angle, and L. Spina and H. J. Rogger, and Nick Wernert, staff.

At times news was hard to get, especially out on Sasavele, where practically nothing but land crabs exist. Only by trading with other "rags" and news articles from other companies (Companies C and B had their own news sheets) were we able to get out a full four page paper every two weeks. Now after two years of publishing we, the editors, admit that it "ain't" such a bad paper. Many favorable comments have come in about our paper from Stateside editors of camp newspapers.



The *Plimsol* Staff, Reading from Left to Right:
Front row: Smith, E. J.; Di Lonardo, Harry; Spina, T.
Back row: Thompson, E. C.; Schaible, Fred; Rogger, H. J.; Wernert, Nick.









THE "X" ISLANDS



No battlefield on earth is more remote from civilization and the roads of commerce and migration than are the Solomon Islands. With the Marines' first offensive operations Guadalcanal, they gained prominence overnight. Now, their names have become household words of American history, as familiar as Saratoga and the Alamo, Gettysburg and the Argonne.

Rarely visited by explorers, settled by an infinitely small number of white planters, Government agents and missionaries (the total pre-war figure not exceeding 500) connected with the outside world by only the most tenuous means of communication, they have undergone a transformation in the brief space of two years that will not fail to leave its traces. Few of the islands have ever been studied or described in great detail. Therefore, a description of their outstanding characteristics, as the men of the Ninth Special saw them, many not be out of place.

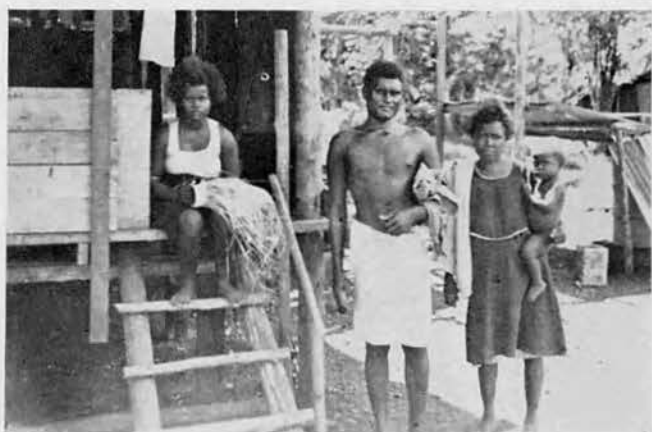
At one time or another, components of the Battalion were stationed on the following members of the group: Bougainville, Guadalcanal, Tulagi, Russell, Green and New Georgia Islands; besides smaller ones which served principally as anchorages or dock spaces for ships supplying larger islands. With the exception of a part of Bougainville, formerly a German possession, and now a League of Nations Mandate entrusted to Australia, the Solomons are a British protectorate that is administered by the Colonial Office in London through the High Commissioner of the Western Pacific at Suva, Fiji. However, New Zealanders and Australians had a large share in the actual governing and policing of whites and natives alike. The total land area is estimated

at 14,000 to 17,000 square miles, the smaller figure being the more likely one. The archipelago extends from about 5 degrees south of the equator to 7 degrees south, and from 155 degrees east of Greenwich to about 162 degrees east.

The "capital" of the entire Solomons group is Tulagi, situated on the island of the same name, and about 22 miles north from Guadalcanal. It is almost three miles in circumference, and consists largely of a palm-covered hill on which the small but attractive government buildings, a few well kept gardens and paths are located. The arrival of great numbers of American troops has done very much to change the appearance of Tulagi, as well as of the other islands of the group. The construction of docks, staging areas, warehouses, office buildings, symmetrically laid-out camps including Quonset huts and other prefabricated structures, road systems with heavy traffic—all these represent changes that would amaze any peacetime resident. Tulagi, with a population of about fifty whites and two hundred Chinese, was looked upon as cosmopolitan by the coconut planters, scattered and quite lonely, on the various islands. It boasted a telephone system and an ice-plant, the only one of its kind in the Solomons. Today, on islands like Guadalcanal and New Georgia, telephone directories have accumulated in each Army and Navy outfit, and telephone lines along the roads are strung as thickly as in any fair sized American town. One thing that could not be materially changed by the influx of undreamed of amounts of men and material, was the weather. Every traveler who visited the Solomons in pre-war days had his tale of woe to tell on that one subject ornamenting it with descriptions of the most dreadful diseases known to man. Disease is no longer a major hazard, but the climate refuses to be influenced. The sun blazes as fiercely as ever and the humidity remains undiminished. The prevailing winds are south easterly from April to November. From November to March, there are calms broken by occasional, and sometimes prolonged, northwest winds that may be very heavy. Rainfall generally surpasses 160 inches a year and transforms ground that has not been covered with coral or other surfacing into a mass of black, tenacious mud.

Guadalcanal (also called Gaudalcanar and Guanbate) was originally discovered by Spanish explorers setting out from Peru in 1567 under the leadership of Alvaro de Mendana "to convert all infidels to Christianity" and, of course, to discover gold. Guadalcanal was the first of the Solomons to be visited by the Ninth Special. In size, it is the second largest of the group and extends nearly 100 miles in length and 33 miles in greatest width, is extremely rugged and has

THE "X" ISLANDS (Continued)



Native Patriarch, Chieftain of a Village on Rendova



Natives of the New Georgia Group of Islands

THE "X" ISLANDS (Continued)

densely forested mountain ranges running the entire length of the island. The highest elevation is Mt. Popomanasiu, towering over 8,000 feet. Most accessible region of the island's coast is the northern, where most of the coconut plantations used to be. There too are the most considerable sections of level land, a feature which probably prompted the Japanese to establish an air base there, which, once it was captured by U. S. forces, came to be known as Henderson Field. Bougainville (named after its French discoverer,) the largest of the Solomons, has an area of 3500 square miles and several active volcanoes which the Japanese were at one time unsuccessfully trying to enlist in the war effort on their side. The more mountainous regions of Bougainville are still unexplored, although the island has been crossed several times by Australian Government patrols. Allied forces there are still containing considerable numbers of Japs in the interior, themselves preferring to keep to coastal regions. There are only a few natural harbors, but ways and means were found to unload supplies in volume. It has been estimated that there are some 60,000 natives in Bougainville and surrounding islets. The bush natives of the interior, only little influenced by either the teachings of the missionaries or the guns of native police, occasionally raided villages of coastal natives, looking on their inhabitants with the contempt a true he-man holds for the "sissyfied" product of civilization.

Most of the remaining islands visited by men of the Ninth follow, in general outline, the pattern set by the three already described. The exception are the Russell Islands, because they are less mountainous than the rest. Vegetation is almost identical on all of them, as is the climate and animal life. They are rich in palms, mahogany, *lignum vitae* (a small tropical tree with hard, heavy wood). Sandalwood is common, and there are many mangrove swamps in coastal areas. Most numerous animals are: rats, often reaching the size of rabbits; bats, including large, fruit-eating flying foxes; lizards of all sizes, shapes and colors; and snakes, both harmless and poisonous. Crocodiles are found in swamps. Birds include small cockatoos, parrots, kingfishers, ducks, eagles, hawks, hornbills, buzzards, and jungle pigeons. Wild pigs, chickens, and dogs are not indigenous but may have been imported at an early date. Whales, shark, barracuda, sea-cows, black fish and porpoises abound in the waters surrounding the islands. Insect life, needless to say, surpasses anything known in Occidental countries, and is a source of constant irritation. The land crab is more numerous than is desirable and is as noisy as it is noisome.

Racially, the Solomon Islanders are a composite group, as, in fact, most races are. Although falling under the general classification of Melanesians, they show different, distinct types and inter-mixture with other races, notably the Polynesian. The Melanesians are believed to be an ancient mixture of indigenous Negroids and invading Mongoloids. There are also the sub-races, descendants of full-blooded natives who interbred with an alien stock to form a distinct new type, but one which retains physical features identifying it with the mother race. The ancient Negroid element is particularly pronounced in the western Solomon Islands, where there are some especially dark-skinned Melanesians who may possibly be remnants of the original inhabitants. From where the Mongoloid element had infiltrated into the islands is still subject to speculation. The theory has been advanced that they were Indonesian mariners from what are now the Dutch East Indies. Types, as well as shades of color vary from island to island, as does the native dialect, which is often understood by members of one community only. Pidgin-English is understood, and islanders often use it for communication among themselves. It is not unusual, though at first it does seem rather grotesque, to hear them pronounce parts of their limited English vocabulary with an Oxford intonation.

In general, Solomon Islanders are small and sturdy. Their brows project over eyes that are dark and deeply sunk. Noses are short, but may be either straight or arched. Their hair, which is naturally very dark, is often dyed or bleached to a red or even a light tan. It is crisp and wooly, and frequently smeared with a mixture of lime, used as a beauty aid as well as in combating lice.

Cannibalism, head hunting and other atrocities committed in the name of superstitious belief, have given way before the educational activities of missionaries and British police. To American boys they've always been helpful and friendly and grateful for the friendly attitude with which they've been confronted by them. They live a seemingly carefree life, are experts in canoeing and aquatic activities from necessity; are patiently passive and generally trustworthy. The average family has five children. When a couple wish to marry the groom pays five pounds to the father of the bride.

Ornaments worn are plentiful and varied in type. They range from woven grass bands worn above the elbow and below the knee to holes in the lobe of the ear or through the nose, to receive a bone. These holes are pierced in the

THE "X" ISLANDS (Continued)



Island Scenes of Samoa



Dextrous Fingers Weave Mats from Palm Leaves for Hut Roofs



Interior of Native Hut Showing Clever Architecture



Manufacturing Grass Skirts; a Good Seller to Souvenir Hunting Yanks

THE "X" ISLANDS (Continued)

flesh with a sharp-pointed shell and then stuffed with grass to keep them from growing together. The incisions are usually made when the subject is a child, their number and location being determined by the traditional custom of the village. An important accessory of the native gentleman is the dilly (or ditty) bag which he wears slung across his shoulder, and which contains such useful articles as the ingredients for betel nut making, native money (*strung coral disks*), tobacco, a wooden comb for scratching, and a pair of bivalve shells for pulling out whiskers. Savvy (coastal) natives smoke cigarettes and pipes, but the fashion of the hinterland is a long bamboo tube.

Few men of the Ninth Special, or other outfits, have had occasion to view native life in the raw, because wherever it has been preserved that way, it has been so by virtue of its remoteness from outside influences; most logically, that would be in the interior of the larger islands: Bougainville, Guadalcanal, Malaita. Some of the villages that are within easy reach of military establishments, have been declared out of bounds by medical authorities. The Missions have set up small hospitals, but since the war started, most of them had to be abandoned, and at the present time there is an acute shortage of medical attention and medicine, especially among children. Doctors and corpsmen of U. S. forces have tried to alleviate this condition as far as was within their power. Results of missionary work were especially apparent on Guadalcanal and New Georgia, where native choirs sang such un-Melanesian and uncharacteristic favorites as "You Are My Sunshine," "God Save the King," or "Eternal Father Strong to Save," the hymn of the U. S. Navy; where they walked almost fully clothed, judging by Solomon Island standards, and where a majority professed a belief in Christianity. Clothing was obtained by trading, and in the case of men consists of a fairly long loin-cloth, while the women wear a sort of apron-dress of most modest design. More recently, natives have taken to wearing discarded government issue, including shoes, socks, and sun-helmets. Fruit, vegetables, fish, turtle eggs and wild pigs are the mainstay of the native diet to which are added, whenever available, imported canned meats, rice, and flour. Mattings and carvings are readily exchanged for these products, and some home-grown tobacco was exported to Australia in pre-war days to obtain them. Fruits and vegetables are raised in gardens whose care is entrusted to the women. With this exception, the work is divided so that to everyone, man or woman, falls a share of the task of keeping the community a going concern. The tasks of the sexes are allotted to each by tradition, with

regard for the weaker of the two. Pregnancy and childbirth are surrounded by an elaborate ritual which is indicative of the high esteem in which motherhood is held. A special lying-in hut, removed from the rest of the buildings for greater privacy, is built where there are a half dozen midwives in attendance.

The population of villages may be from a hundred to five hundred people, and is headed by a chief who handles minor infractions of tribal regulations. More serious crimes are handed over to area chiefs who, in their turn, pass cases beyond their jurisdiction on to the Government commissioner. Huts are grass-walled and palm-leaf thatched, afford excellent protection against heat and rain, and have a normal life expectancy of seven years after which they have to be rebuilt. The most imposing structure of every village is the church, where services and classes for the children are held. Before the war, a system of contract labor was in force, whereby any man over the age of eighteen could work on plantations for a year at one pound per month.

The professional "artists" of the villages are the canoe carvers and mask makers. They are obliged to carry on their traditional work, helping others build their houses, clearing the brush for gardens and going hunting and fishing with the rest of the men. Their creative activity is limited to making objects for ceremonial and communal use, since all villagers, both men and women, make their own decorations on articles of everyday use.

If the changes which the war has wrought in the islands will last, and survive its durations, depends on future developments in the Pacific theater. Should several of the present bases be retained either as commercial or military establishments, the improvements made are likely to become permanent features of island life.

Economically, the future of the Solomon Islands is hard to predict also. So far, copra has been the biggest single item for export, with cocoa running a poor second. The gold, for which the original discoverers were looking, has been found on Guadalcanal, and mines with rich deposits have been established there. The end of the war, however, must be awaited before the islands' resources, mineral and agricultural, can be examined, and an estimate of their productivity be made. Some inventive and persuasive investor may decide to make of the islands a tourist paradise, with free souvenirs thrown in as an added attraction. We of the Ninth Special, with Solomonian wisdom, shall spend the summer in Maine.

THE "X" ISLANDS (Concluded)



Island Views

THE G.I. BILL OF RIGHTS

TITLE I

HOSPITALIZATION CLAIMS AND PROCEDURES

I

The Veterans' Administration has been declared a war agency, second only to the War and Navy Departments in priorities in personnel, equipment, supplies and materials. The above priorities will be made available to state and other institutions which have been built to care for the hospitalization of veterans. Plans will be made for the building of new hospitals and the taking over of such hospitals as needed, now in use by Army and Navy after hostilities cease.

No one will be discharged from the Armed Forces until his certificate of discharge or release from active duty and his final pay has been delivered to him or his legal representative, and no one can be released for disability until he has filed claims for compensation, pension, or hospitalization with the Veterans' Administration, or a sworn statement that the right to file such a claim has been explained to him. If at this time a veteran refuses the right to sign such a disability statement and later reconsiders may claim his rights at a later date. All those persons who are entitled to prosthetic appliances (artificial arms, legs, etc.) will have fittings and institutional training in the use of them in a Veterans' or other designated hospital. At no time will any person be required to reveal the origin of any disease or injury, and any signed statement against the interest of such person will be null and void.

II

Aid by Veterans' Organizations:

Veterans' organizations, as long as they have been certified by the Administrator of Veterans' Affairs will be allowed to function as long as they don't interfere with military security now in effect or later placed into effect. The National officer of such organization will be consulted on claims and rehabilitation activities.

III

Reviewing Authority:

All military and naval personnel who have been dismissed from the service because of a general court martial, or as a conscientious objector who has refused to perform his military duties, a deserter, or an officer who has resigned his rank for the good of the service will be barred of all rights to benefits unless it has been established to the satisfaction of the Administrator that the person was insane at time of the act.

The Secretary of War and the Secretary of the Navy, after conference with the Administrator of Veterans' Affairs are directed to establish boards of review, composed of five persons. Upon approved request, a former officer or enlisted man or surviving kin will be given a hearing on the nature

of his dismissal. This does not include, however, those who have been dismissed by a general court martial. Witnesses are permitted to give testimony or affidavit and the person requesting the review may appear in person or by counsel accredited by the Veterans' Administration. Except in a case of a general court martial, this board has the authority to change, modify, or correct a dismissal and to issue a new discharge in accord with the facts presented to the board. In order to be valid all requests for review must be filed within fifteen years of the dismissal.

The Secretaries of War, Navy and the Treasury are authorized to establish boards of review consisting of five commissioned officers two of whom will be selected from the Medical Corps of the Army, Navy or the Public Health Service. It will be the duty of this board to review, at the request of any officer released to inactive duty for physical disability without pay, the findings of the retiring board. Witnesses and testimonies are permitted in person or by affidavit. The decision of the board, affirming or reversing the decision of the retiring board, will then be presented to the Secretary of War, the Secretary of the Navy, or the Secretary of the Treasury who in turn will present it to the President for approval or disapproval.

TITLE II

EDUCATION OF VETERANS

Any person who has served in active military or naval service between September 16, 1940 and the end of the war and who has been honorably discharged is eligible for training if he was under twenty-five years of age when he entered the service. In such case it is assumed that the person's education has been impeded. He must have served at least ninety days of active duty over and beyond any of the specialized Army and Navy training schools, or as a cadet or midshipman at one of the service academies. Such training will not be extended more than seven years after the end of the present war nor begin later than two years after the date of his discharge or the termination of the war.

Those eligible are entitled to training, education, or a refresher course at any approved educational or training institution, for one year or less according to the length of time necessary for the completion of the course. Upon the satisfactory completion of this course, the person is entitled to additional training not to exceed the length of time spent in active service between September 16, 1940 and the termination of the war. In no case will the total period exceed four years, unless the time limit should fall during a quarter or semester period, at which time the period will be extended.

The person is entitled to any course of study he chooses

THE G. I. BILL OF RIGHTS (Continued)

and at any educational or training institution approved by the Administrator whether it is in the state of his residence or not, if his qualifications for admission are adequate. If during the course of study, the Administrator finds that the conduct or progress of the person is unsatisfactory the course will be discontinued.

The Administrator will pay the institution for each person enrolled, the customary tuition and fees necessary for laboratory, library, infirmary and other; he may pay also for books, supplies and equipment but not for board, lodging, travel and other expenses. In no event shall the payments be more than \$500 for a school year. No payments will be made to institutions for apprentice training on the job.

While pursuing a course of study the person, upon application to the Administrator will be paid an allowance of \$50 per month if he is without dependents or \$75 per month if he has one or more dependents. This will include holidays and leaves not to exceed thirty days during the school year. If the person is attending a course on a part time basis and receiving remuneration for work during apprenticeship or training he will be entitled to lesser sums for subsistence and dependency, as determined by the Administrator.

The educational and training institutions as set down in the Bill of Rights includes public or private elementary, secondary, and other schools furnishing education for adults, business schools and colleges, scientific and technical institutions, colleges, vocational schools, junior colleges, teachers colleges, normal schools, professional schools, universities and other educational institutions.

If the person fails to complete his course of education, the books, supplies and equipment furnished him will at the discretion of the Administrator be either returned or paid for according to value.

TITLE III PROVISIONS FOR LOANS

Any person who has had ninety days of active service in the Army or Navy of the United States and who has been honorably discharged, or has been discharged because of injury or disability incurred while in service is eligible upon application to the Administrator of Veterans' Affairs for loans. Application for such loan or loans must be made within two years after the discharge of the applicant or within the two year period following the termination of the war. The amount of the loan will not be more than 50% of the cost, and is not to exceed \$2000. Such loans will be made for the purchase or construction of homes, purchase of farms and farm equipment, and the purchase of farm equipment.

Applications for the purchase of residential property or the building of a dwelling on unimproved property, to be used as the applicant's home, will be approved if the amount of the loan is directly used in the purchase or construction of the property. The terms of the mortgage on such property will be in proportion to present or anticipated income of the applicant. The purchase price of the property or the cost of construction is not to be in excess of a normal value determined by proper appraisal. Loans for making repairs or improvements, the payment of delinquent taxes or indebtedness on such residential property will be approved by the Administrator if it is definitely proven to him that the loans will be used for such purposes. The nature and condition of all such property must be deemed suitable for dwelling purposes.

Application may be approved by the Administrator for the purchase of land, buildings, supplies, equipment, machinery or tools to be used in pursuing a gainful occupation (other than farming). Such a loan will be approved by the Administrator if he finds such purchases necessary for the efficient pursuit of the occupation, that the applicant has ability and experience and that there is reasonable likelihood of his success in the occupation, and that the purchase price does not exceed the normal value as determined by proper appraisal. No security will be required other than that the mortgagor and mortgagee agree that before foreclosure proceedings for default of payment be made, the Administrator will be given thirty days' notice with the option of bidding on the property or refinancing it through another agency or by other available means.

All loans guaranteed by the Administrator will bear interest not to exceed four per cent per year and will be made payable in full in not more than twenty years.

TITLE IV EMPLOYMENT OF VETERANS

Provisions have been made by Congress to provide adequate job counseling and employment service for veterans and to endeavor to provide for them the maximum in job opportunities in the field of gainful employment. Toward this end has been created the Veterans' Placement Service Board to work in conjunction with the U. S. Employment Service. This board will consist of the Administrator of Veterans' Affairs as chairman, the Director of the National Selective Service System and the Administrator of the Federal Security Agency. The chairman of the board will have direct authority in carrying out the policies.

The United States Employment Service will assign to each

THE G. I. BILL OF RIGHTS (Continued)

of the States a Veterans' Employment representative who has been a veteran of the wars of the United States and honorably discharged from service. At the time of appointment he must have been a resident of the particular state for at least two years. Working with the State Employment Service he will be responsible for the supervision of the registration of veterans in local employment offices, the securing and maintaining of current information concerning the various types of employment in public works and private industry, the interest of employers in employing veterans, maintaining contact with veterans' organizations for the purpose of keeping employers informed of veterans available for employment and in assisting in all possible ways in improving working conditions and the advancement and employment of veterans.

TITLE V

I

READJUSTMENT ALLOWANCES FOR FORMER MEMBERS OF THE ARMED FORCES WHO ARE UNEMPLOYED

Any person who has served in active military or naval service of the United States after September 16, 1940 and before the termination of the war a period of ninety days or more and has been honorably discharged or discharged for injuries or disability incurred in line of duty may upon request to the Administrator be allowed a readjustment allowance for each week he is unemployed. This period of allowance will not run for more than 52 weeks. If acceptable payment will begin on the first Sunday of the third calendar month after the date of enactment. Requests must be made within two years of the date of discharge or termination of hostilities, whichever is the later date. Any person receiving other allowances for education, loans, etc. will not be eligible.

Payments will be made provided the person is living within the United States at the time the claim is made, that he is really unemployed, performing no service and receiving no wages, the person is registered and reports regularly to a public employment office, and that the person is able to work.

As used in the above title the term "week" means such period or periods of seven consecutive calendar days as may be prescribed in regulations by the Administrator, and the term "wages" means all remuneration for services from whatever sources, including commissions and bonuses and the cash value of all remuneration in any medium other than cash.

II

Disqualifications:

Any claimant for compensation will be disqualified if he leaves suitable work of his own volition or if he has been discharged for any misconduct, if he fails to apply for suit-

able work after being referred to an employment agency, or to accept suitable work when it is offered to him, or if he fails to attend a free training course required for the type of work.

Allowance will not be given for any week in which the stoppage of work has been caused by any type of labor dispute unless he can prove that he was not participating in the dispute. No work will be considered suitable if the position offered is vacant due to strike, lock-out, or other labor disputes; or the wages, hours, and conditions are less favorable than those for similar work in the locality.

III

Amount of Allowance and Payment:

The maximum allowance per week is \$20.00. If during that particular week, the person earns more than three dollars, that amount will be deducted from the \$20.00. All allowances will be paid at intervals prescribed by the Unemployment Compensation Laws of the State. Upon the death of any claimant the sum due cannot be considered an asset and liable for the payment of debts, but the Administrator will make payment to the person he finds most entitled to it.

Any self-employed person whose net earnings were less than \$100.00 for the previous calendar month will be entitled to receive the difference between his actual earnings and \$100.00. (This will be computed to the next highest multiple of a dollar.)

Any claimant whose claim for allowance has been denied will be entitled to a hearing before a State agency designated by the Administrator. The State representative appointed by the Administrator will be the final judge in the claim.

IV

Adjustment of Duplicate Benefits:

If an allowance is paid under the above and some other Federal or State unemployment or disability compensation covers the same period, that compensation amount will be subtracted from the veteran's allowance. Pensions and retired pay from the Veterans' Administration will not be subtracted from any allowance.

V

Penalties:

If any claimant receives knowingly an allowance to which he is not entitled, he will be ineligible for securing allowance again. Any false claims or misrepresentations in order to increase an allotment, any false statements or affidavits will be considered a misdemeanor and subject the person to a fine of not more than \$1000 or imprisonment for not more than one year, or both, likewise, anyone who receives or obtains money, check or allowance under this title in an attempt to

THE G. I. BILL OF RIGHTS (Concluded)

defraud the United States will receive like fine and imprisonment.

TITLE VI

General Administrative and Penal Provisions:

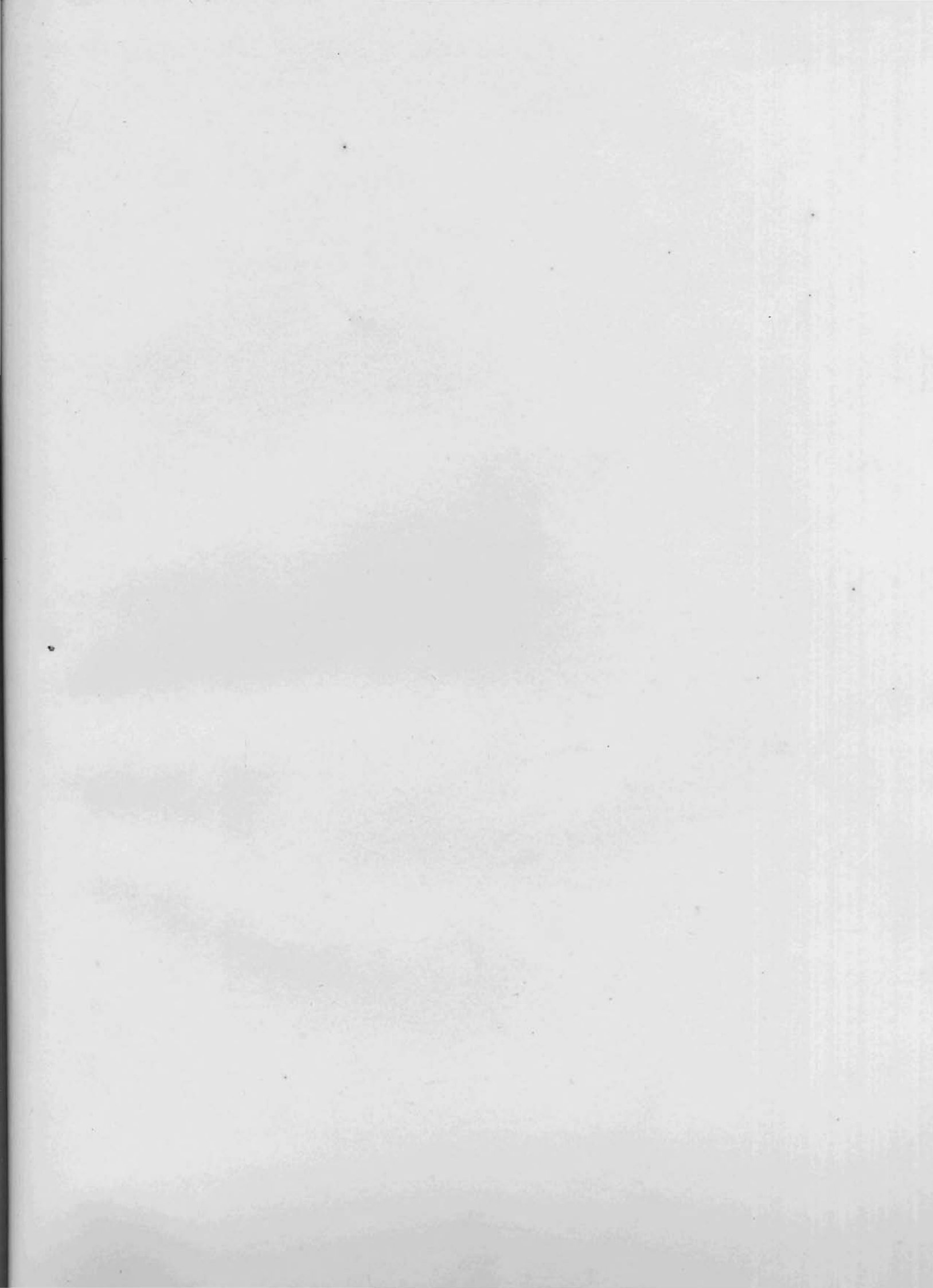
Appropriations for the Veterans' Administration will be made available for expenditures necessary to carry out all the provisions of this act.

A discharge or release other than dishonorable is a prerequisite for any veteran's benefit.

An annual report will be made by the Administrator and presented to Congress. If the Congress is not in session at the time it will be transmitted to the Secretary of the Senate or the clerk of the House of Representatives.

SERVICES, RIGHTS, AND BENEFITS OF NAVAL PERSONNEL AND THEIR DEPENDENTS

1. When writing the Navy Department or other official organizations on service matters concerning relatives in the Navy, their dependents should always use the name, rating (or rank) and service number of the serviceman, in that order.
2. Most servicemen have applied for family allowance, and, in addition, have directly allotted out of their pay, sums of money to dependents. If recipient of these benefits does not receive his (or her) check, or a mistake is made in the amount, recipient should write to the FIELD BRANCH, BUREAU OF SUPPLIES AND ACCOUNTS (FAMILY ALLOWANCE DIVISION), NAVY DEPT., CLEVELAND, OHIO.
3. Dependents in need of advice on medical problems or hospital treatment, are advised to contact their local Red Cross Chapter.
4. Dependents who are unable to meet debt payments or commercial life insurance premiums when they are due, should see their lawyer, the legal assistance officer at any naval establishment, the Chairman of the State Bar Association, the American Red Cross, or a veterans' organization, about the Soldiers' and Sailors' Civil Relief Act.
5. If urgent need for money or financial aid arises, dependents should contact the Navy Relief Society nearest their home or the local Red Cross Chapter. The serviceman may be able to repay a loan by allotment from his service account.
6. Dependents not now at their permanent residence and wishing to return to it, may obtain information from the Supply Officer at any naval station, for reimbursement by the Navy for transportation of family and household goods to the place of permanent residence. However, dependents and household effects should not be moved at own expense on the assumption that reimbursement will be made at government expense without first consulting a Supply or Disbursing Officer.
7. Dependents who find themselves unable to meet Federal Income Tax payments the serviceman may owe, should go to any office of Collector of Internal Revenue and fill out a form explaining inability to pay, and requesting that such payment be deferred until six months after termination of serviceman's naval service.
8. A serviceman who has been wounded and consequently incapacitated, will, if he is entitled to them, receive disability benefits after his discharge. These will be arranged through the U. S. VETERANS' ADMINISTRATION, WASHINGTON 25, D. C.
9. Pay and allowances of a serviceman reported missing, missing in action, or captured by the enemy, will continue, as will insurance allotments and any allotment for the support of a dependent. If such allotment should prove insufficient for dependent's reasonable support, he (or she) should write to the BUREAU OF NAVAL PERSONNEL, NAVY DEPARTMENT, WASHINGTON 25, D. C., requesting that it be increased.
10. Dependents of servicemen who die while on active duty, are entitled to six months' pay in a lump sum. Claim blanks will be forwarded. If they are not received, dependent should write to the BUREAU OF NAVAL PERSONNEL, NAVY DEPT., WASHINGTON 25, D. C. Settlement will also be made of any pay remaining due the serviceman, and any savings on deposit with the paymaster. Claims are paid by the Claims Division, General Accounting Office, Washington 25, D. C., but the proper forms will be sent by the BUREAU OF NAVAL PERSONNEL without request.
11. National Service Life Insurance would be paid to the designated beneficiary in monthly installments, in case of the serviceman's death. THE VETERANS' ADMINISTRATION, which maintains the insurance records, will furnish dependents with necessary blanks on which to file demand for payment.
12. To see if a dependent is entitled to a pension, he (or she) should go to the local American Red Cross or Veterans' Administration office, and make application to Dependents' Claims Service, U. S. Veterans' Administration, Washington 25, D. C. A pension of \$45 a month is payable to a dependent parent, \$25 each if there are two.





IN MEMORIAM

The men, whose names follow, died while on duty with the Ninth Special Construction Battalion of the United States Navy. Like millions of their countrymen, they served faithfully at the posts to which they had been assigned. Their death demands that we honor them as we do our comrades who have fallen in battle. Some of them were casualties of a war that was forced upon us by the enemy, a war to whose successful conclusion we dedicate ourselves in their memory.

JOHN T. WIELAND

CLYDE F. DECKER, JR.

HENRY J. DI GIACOMO

JAMES C. FLYNN

SAM SUTHERLAND, JR.

THOMAS L. WOMACK

TRANSFERS

(As of 1 May 1945)

ALLEN, Bobby (n)
AMSDEN, Warren H.
ANACONA, Salvatore L.
ANDERSON, Elmer T.
ANDERSON, H. F.
ANTOLICK, Edward A.
ARBETSMAN, Howard A.
ARNASON, Swain B.
ASCHENBRENNER, Joseph
AYLE, Dudley E.

BAMBER, George E.
BARNARD, Robert O.
BARRETT, Fay W.
BAXTER, E. D.
BEAUFILS, Richard C.
BECKER, Paul J.
BIELAWSKI, Edward E.
BINGHAM, Belding E.
BLEIL, Ernest A.
BOBOLA, Edward M.
BOLTZ, William C.
BRADFORD, Joseph J.
BRADFORD, William G.
BRANDT, Elwood C.
BRICKETT, George P.
BRIGGS, Henry W.
BROUILLARD, Vital J.
BROWN, Curtis E.
BROWN, Kenneth N.
BUDNICK, Martin M.
BURKE, Baylor W.
BUTLER, Harvey E.

CADY, James E.
CAPELL, Frank G.
CARR, Joseph J.
CARRAWAY, William R.
CARRIGAN, Ezra H.
CHANDLER, Ray W.
CHRISTIAN, Thomas F.
COBB, Johnny J.
CONOVER, Arthur J.
CORBETT, Jules J.
CRISWELL, Thomas E.
CROOKHAN, Mike V.
CRUM, Ralph (n)
CULLEY, Lloyd E.

DAIL, Heber L.
DANLEY, Wallace (n)
DARLING, Homer A.
DAVIS, William L.
DAVOL, Obediah E.
DECKER, Albert C.

DECKER, Howard Alden
DEMPSEY, Bruce (n)
DI MARCO, Arthur (n)
DONOVAN, William A.
DOPIERALA, Casimire K.
DUBERNAY, Owens M.
DUNN, Robert O.

EDGAR, Gordon K.
ELDRIDGE, Ernest G.
ELLIOTT, Earl
EVANS, William B.

FARIST, Vernie L.
FISHER, George M.
FITZ, David F.
FITZMAURICE, Myles G.
FORCE, Edward P.

GALE, Charles P.
GAZIN, Harold N.
GOLDBLATT, Seymour (n)
GRAVES, Ralph C.
GRAY, Thomas T.
GRAYHACK, Anton
GRIFFITHS, Frank
GROTEFELD, Jerome C.

HAGNER, Robert J.
HALL, Gerald W.
HAMILTON, Dewey D.
HAMMOCK, William M.
HARGRAVE, A. H., Jr.
HARLEY, Howard
HAWGOOD, Harold C.
HAYES, Jessie R.
HENDRICK, T. F.
HENRY, Guy H.
HENSLEY, Raymond E.
HERRING, Bodie T.
HOGAN, Edward J.
HOFFMAN, Richard E.
HORVATH, John A.
HOUGHTON, Warren H.
HUDSON, Velton E.
HUNT, Evans
HURLEY, George P.
HURSH, Vernon H.

IRVIN, James T.

JACKSON, Robert
JACOBS, Henry J.
JAMGOCHIAN, Charles
JAROS, Leo P.
JENSEN, Edward V.

JOHNSON, Otis A.
JOHNSON, Wayne A.
JONES, David W.
JONES, Douglas (n)
JONES, Earl M.
JONES, Jack F.
JONES, Simon R.

KARALUNAS, Walter J.
KELLY, John J.
KENDALL, William R.
KING, William H.
KISER, Donald D.
KLEIN, Arthur G.
KNOWLES, William H.
KOPP, Chester G.
KUPCHIK, Louis L.
KRATZ, William H.
KRUPP, Robert H.

LABARGE, Lisle M.
LAMBERT, Floyd L.
LINSComb, Theodore C.
LOGAN, "J" "L"
LOPEZ, Morris Diaz
LUDWIG, Herbert R.

McCARTHY, Henry J.
McDANIELS, Rupert C.
McDONNLE, James N.
McGILL, Lloyd G.
McKEE, Eugene J.
MEEK, Junior J.
MENZELL, Albert (n)
MERRITT, Jack, Jr.
MESSELL, John W.
MILLER, Theodore W.
MOLLER, Erik F.
MOLINA, Ernest E.
MOORE, Richard H.
MOORE, Thurman C.
MORHAUS, Elroy H.
MORRIS, John W.

NEAL, Robert C.
NESBITT, Francis (n)
NEWHOUSE, Leo J.
NEWMAN, J. E.
NICHOLS, Fred E.
NIELSON, Charles D.
NOE, Paul A.

O'CONNOR, Charles O.
ONORATO, Ignatius J.
OSBORNE, George E.

TRANSFERS

(As of 1 May 1945)

PARKER, Francis (n)
PARIS, Russell W.
PATTERSON, Percy K.
PEDERSEN, Peder
PENNA, Ralph J.
PENNINGTON, Roy M.
PHILLIPS, James A. O.
PROFFITT, Herbert D.
PROULX, Jean G.
PROVOST, Joseph W.
RASNICK, Herbert J.
RAY, Ralph E.
REARDON, Lawrence J.
REDFERN, Harold J.
RHOADES, Zera O.
RICHARDS, Nelson H.
ROBERTS, Paul N.
ROGOW, Myer (n)
ROITSCH, Elmo W.
SACKS, Marvin S.
SANDERS, Lafe A.
SAPKOWITZ, Harold (n)
SARAPA, Michael
SCHLEGEL, Paul E.
SCHLEGEL, Richard L.
SEABROOK, Holland K.
SEBBENS, Edward J.

SENES, A. J.
SHEPHERD, John Woods
SHERIDAN, Eugene J.
SHERMAN, Henry L.
SINCLAIR, James H.
SINGER, Jacob L.
SMILEY, Ben J.
SMITH, Edward M.
SMITH, Glenn Victor
SMITH, James W.
SMITH, Ralph R.
SNYDER, John S.
SPICER, John B.
SPIVEY, Ervin D.
STERMER, John H., Jr.
STREICHER, Frank F.
SUPPE, Rudolph M.
SUREK, Anthony John
SWEIKERT, George A.
TAYLOR, Thomas H.
TEAGUE, William F.
TERHES, Alexander J.
TERRY, Harry "K"
THIEL, Maurice J.
THOMPSON, Theodore E.
THORNTON, Patrick T.
TIBBITS, Scott (n)

TRADER, Robert R.
TUCKER, Ownie L.
TUTTLE, John N.
VAN CLEAVE, C. E.
VELDHUYSEN, William J.
VICTOR, Frank M.
VITTORIA, Fred E.
WALBOM, Roy O.
WALKER, Leonard (n)
WALLICK, Edgar U.
WARD, Howard L.
WARD, James E.
WETZEL, Thomas M.
WILCOX, Frank F., Jr.
WILLIAMS, Elmer (n)
WILSON, Hubert W.
WOLCOTT, Joseph S.
WOLOD, Stanley A.
WOOD, William D.
WORTHINGTON, Robert E.
ZAMARRIPA, F., Jr.
ZEMLO, Steve A.
ZIMMERMAN, Aloysius L.
ZINGO, Arthur (n)
ZUCKERMAN, Herman A.
ZURICK, Eugene J.

Transfers For V-12 Training

AYER, Vernon E.
BENNETT, Joseph M., Jr.
BORTON, Donald J.
CLARK, Carl E.

DAUSCH, George, Jr.
LOVE, Charles F.
PELLERIN, John M., Jr.
REYNOLDS, Milton H.

ROGOWICZ, Frank J.
ROSKI, Joseph M.
SPINELLA, Carmen J.

Transfers For V-7 Midshipmen's Training

DODDS, William L.

GRIFFITHS, John M.
SCHMIDT, Clifton L.

RUE, Lester E.

Transfers For Flight Training

BROWN, "J" "K"

HILL, Alton D.

TRUMBULL, Jack R.

Publisher

LT. COMDR. R. R. BENNETT

Advisor

LT. COMDR. J. E. KANE

Editor

E. C. THOMPSON

Photography

R. F. HESTER
J. WAITE

Staff

E. M. BERUBE
J. BURATTI
R. J. BURNS
P. W. BYBEE
A. M. CHAPMAN
J. W. DOUGHERTY
A. J. KNIGHT
H. J. MASON
F. A. ORNDORFF
E. M. PITTENGER
H. J. ROGGER
F. J. ROGOWICZ
R. N. SARACOFF
F. M. SCHAIBLE
E. J. SMITH
R. E. THOMAS
H. R. TILLOTSON
N. E. WERNERT
S. H. KASINOWITZ

Art

H. DI LONARDO
E. J. SMITH

