

8th SPECIAL
STEVEDORE

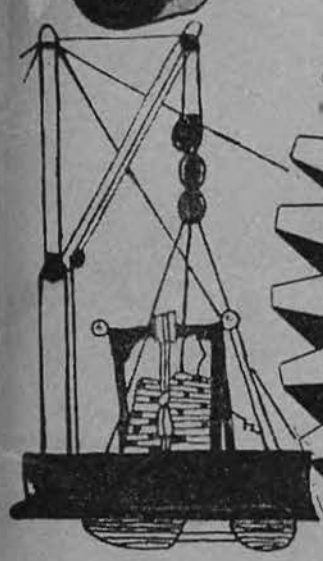
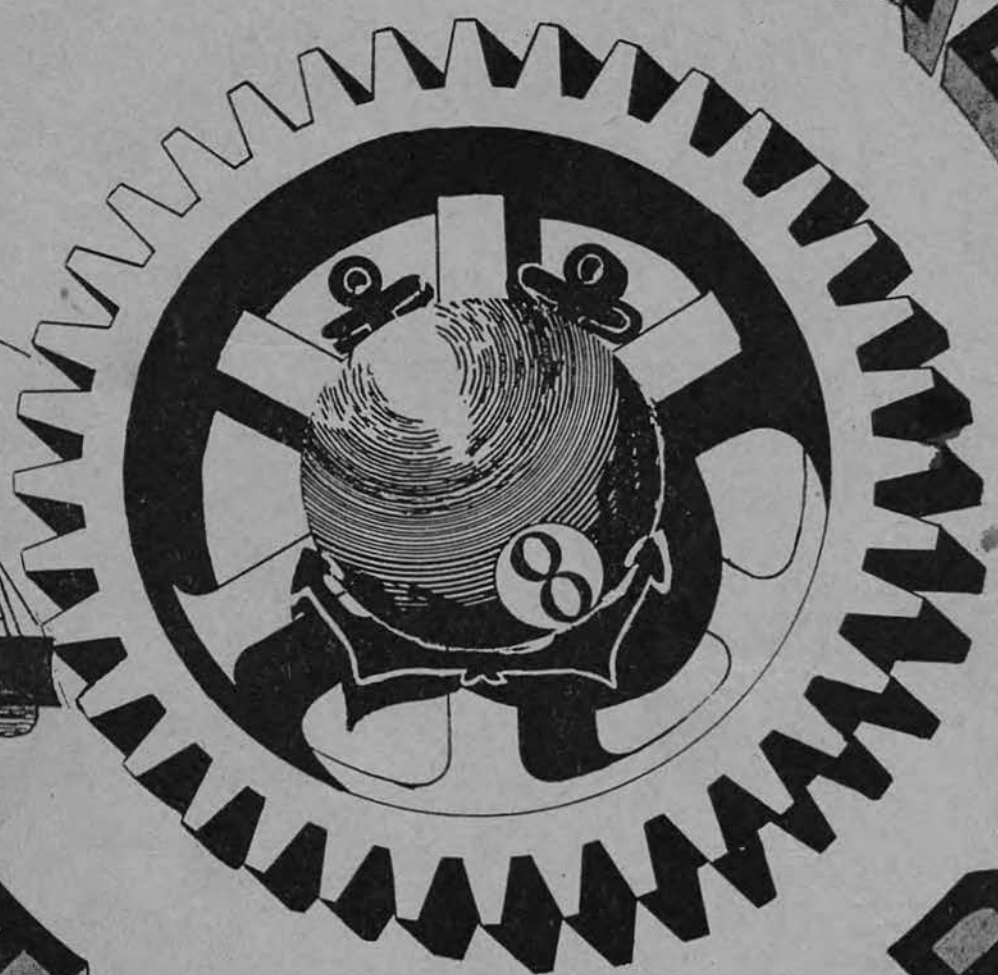
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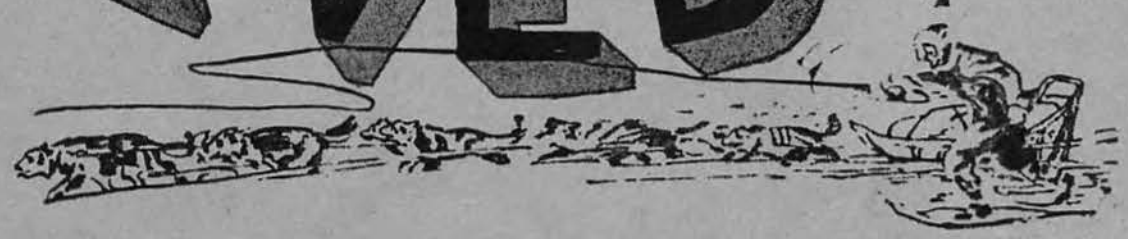
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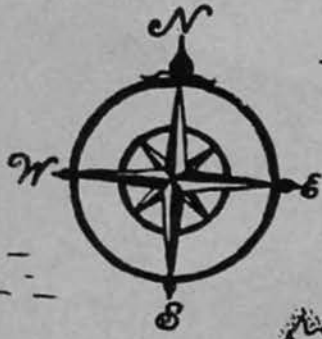
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SPECIAL



STEVEDORE



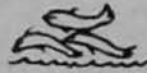
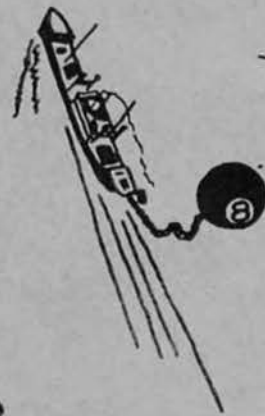


Alaska

Bering
Sea

Gulf of Alaska

Pacific
Ocean



VA
93
SSC
1944

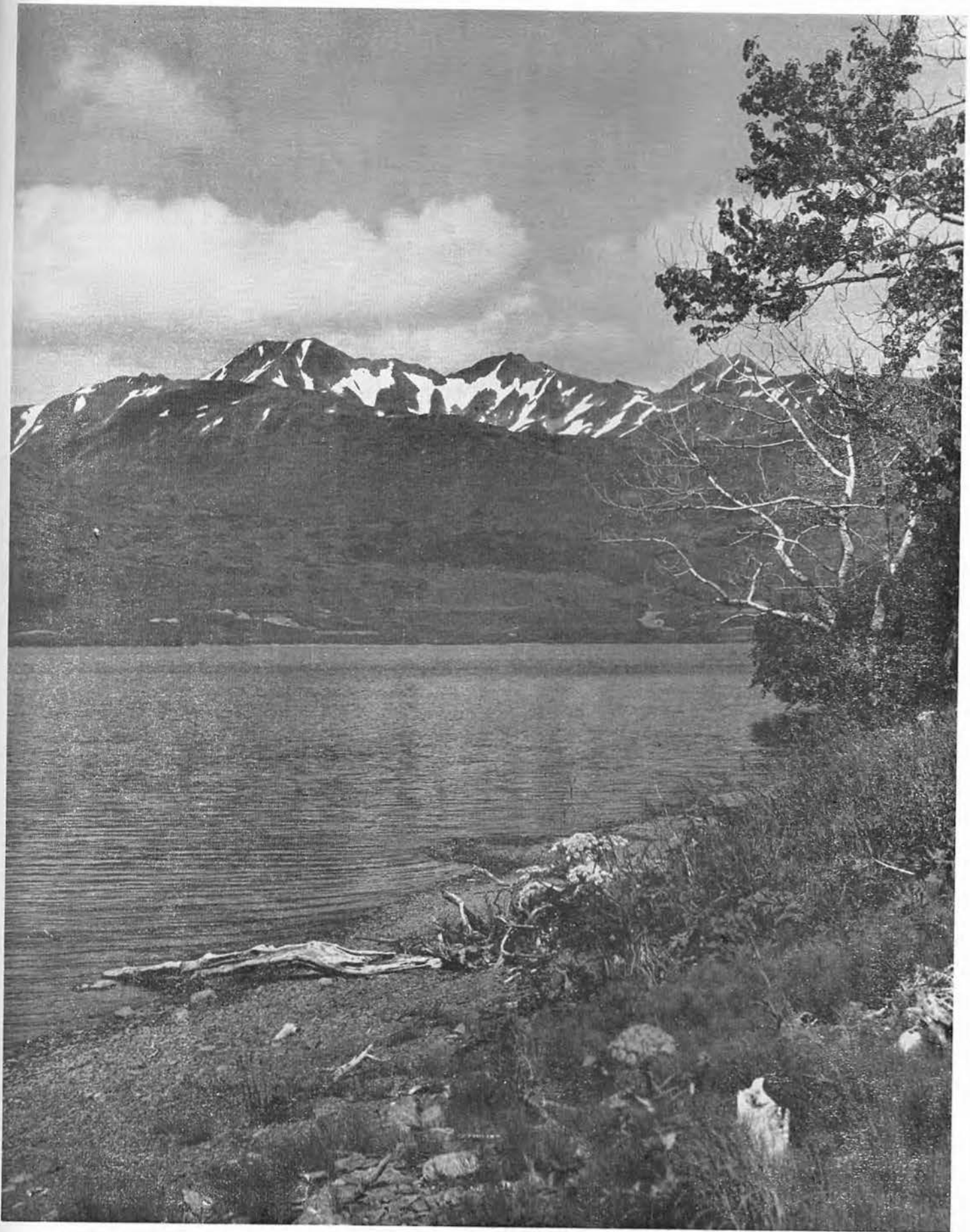
Yearbook

first Anniversary Overseas

1944

RICHARD W. KETS
8TH SPECIAL BATT
ATTN,
2155 HARRISBURG PIKE
LANCASTER, PA. 17601

Published By: Eighth Special U.S. Naval
Construction Battalion, second section



THIS BOOK is dedicated to all the
Men of the Eighth Special Battalion,
Section Two, who have lived and worked
in close harmony through this term of
overseas duty. ∴ ∴ ∴ ∴



8th Special Battalion From the beginning ~

On April 6, 1943 men in various parts of Camp Peary, the great training base of the Construction Battalions of the U. S. Navy, were packing their bags. These men were all picked for a definite purpose. Before the day was over they had been combined into the Eighth Special Battalion and lodged together in quonset huts in Area A-10, the stevedore training sector of the camp.

There were men who had been held in replacement area for several months anxiously awaiting a definite assignment, and men freshly out of "boot" training. Their composite military careers were brief. Most were strangers to each other, every state in the union being represented on the muster. Youth prevailed as the overall average age of twenty-four years indicated, but the underlying determination to emerge as a crack outfit was apparent in the spirit-de-corps which immediately developed.

Then followed three weeks of intensive military training. During this period we were introduced to many innovations, practice landings operations along the York River produced a lot of damp Seabees, the obstacle course, rifle ranges, hikes and close order drill were all taken in stride.

Then came the glad tidings that the entire battalion would receive a sixty-two hour liberty over the Easter holiday. Out came the dress blues and everyone hustled out of Camp Peary to Richmond, Washington, and other eastern seaboard cities.

This breathing spell was over all too soon and the mates came straggling back to Camp Peary on dusty Easter Monday. Immediately came the announcement that a battalion dress parade would be held in the afternoon. With Captain Ware and other notables on hand the boys strutted through their paces and made an excellent showing. The battalion colors were officially presented to our O-in-C, Lt. Comdr. Harr by John D. Rockefeller, Jr. on this occasion.

Stevedore training began the next day. The scene for these operations was the good ship "S. S. Neversail," securely anchored to the marsh alongside the York River. Day and night the same cargo was stowed and unloaded until a high degree of efficiency had been acquired. On May 16th, the battalion was pronounced ready for duty wherever needed and eligible for the long awaited "embarkation leave."

Few of us will ever forget the morning we departed from Camp Peary on our ten-day embarkation leaves. Some two hundred mates and a few officers remained behind, they having elected to take leave from our advanced base depot at a later date.

Mates returning to camp on May 26th were greeted with the news that we were scheduled to shove off on May 28th, destination Camp Endicott, Davisville, R. I. This quickly exploded the theory that we were headed for the west coast and stories began to circulate about Iceland, The Belgian Congo, and Scotland. Some optimists even hinted that we would be sent to South America as a good-will battalion.

8th Special Battalion

Finally, un-beknown came our last liberty which was spent in Los Angeles, Hollywood, and environs. Stories of the good times at the Palladium, Hollywood Canteen, Cocoonut Grove, or just around, were still told when long we'd left Southern California behind.

A visit to the dispensary for still another shot, and we were secured to our area and informed that our new address would be c/o Fleet Post Office, San Francisco.

On the early morning of July 29th, each man shouldered his bags and in long lines carried them to the waiting baggage cars. We were mustered no less than seven times before we pushed aboard and our train was bound for Seattle. Quickly settling down to this now familiar troop train mode of travel, we watched the west coast scenery fly by. Up through the valleys of California, with their long rows of lettuce, artichokes, and the orchards of apricots, peaches and plums. How long would it be before sights such as these would greet our eyes again?

Night fall found our train passing through the San Francisco Bay area and by morning high in the mountains of northern California. Past the snow capped Mt. Shasta, we were soon clicking over the sometimes level, sometimes mountainous Oregon.

It was a dull, foggy Sunday morning when we pulled through the freight yards in Seattle and directly on the pier, where the boat waited to carry us from these United States shores. Hustled into the musty smelling dock warehouses, we sat on our bags while an officer prodigiously called roll and looked relieved that no-one had stayed aboard the train. Final transfers were effected that separated boot-days' friendships, because the battalion was halved into sections one and two.

After what seemed hours of waiting, during which the Marine M. P.'s stood around muttering "No Smoking Here," we were ordered to shoulder bags and go aboard. Loading was slow and the line moved ahead a foot at a time, to board and be assigned "cabins." Cabins consisted of a compartment shared by fifty others with plenty of space to breathe, if you didn't throw out your chest too far.

The loading of cargo and supplies was carried on all night and by 0800 the next morning all hatches were secured and we were ready to shove off. At that time most of us were still in that seemingly endless chow line, awaiting breakfast, which started to form at 0600. Many were to remember the entrance to that chow hall and the smell that hit you as you were entering, as the final act before seeking the lee side rail for anything other than to notice "How Green is My Sea." A few were patriotic enough through the trip to live by the slogan, "Don't Waste Food!"

Most of our waking hours were spent topside and while there was little room to spare, miraculously, there was always room enough for numerous circles of men to play cards or try their luck with the galloping dominoes. For the greater part though, the men just sat around changing colors to the rise and fall of the ship. A most comforting sight on the trip was to look out and see our escort ship criss-crossing in front of us.

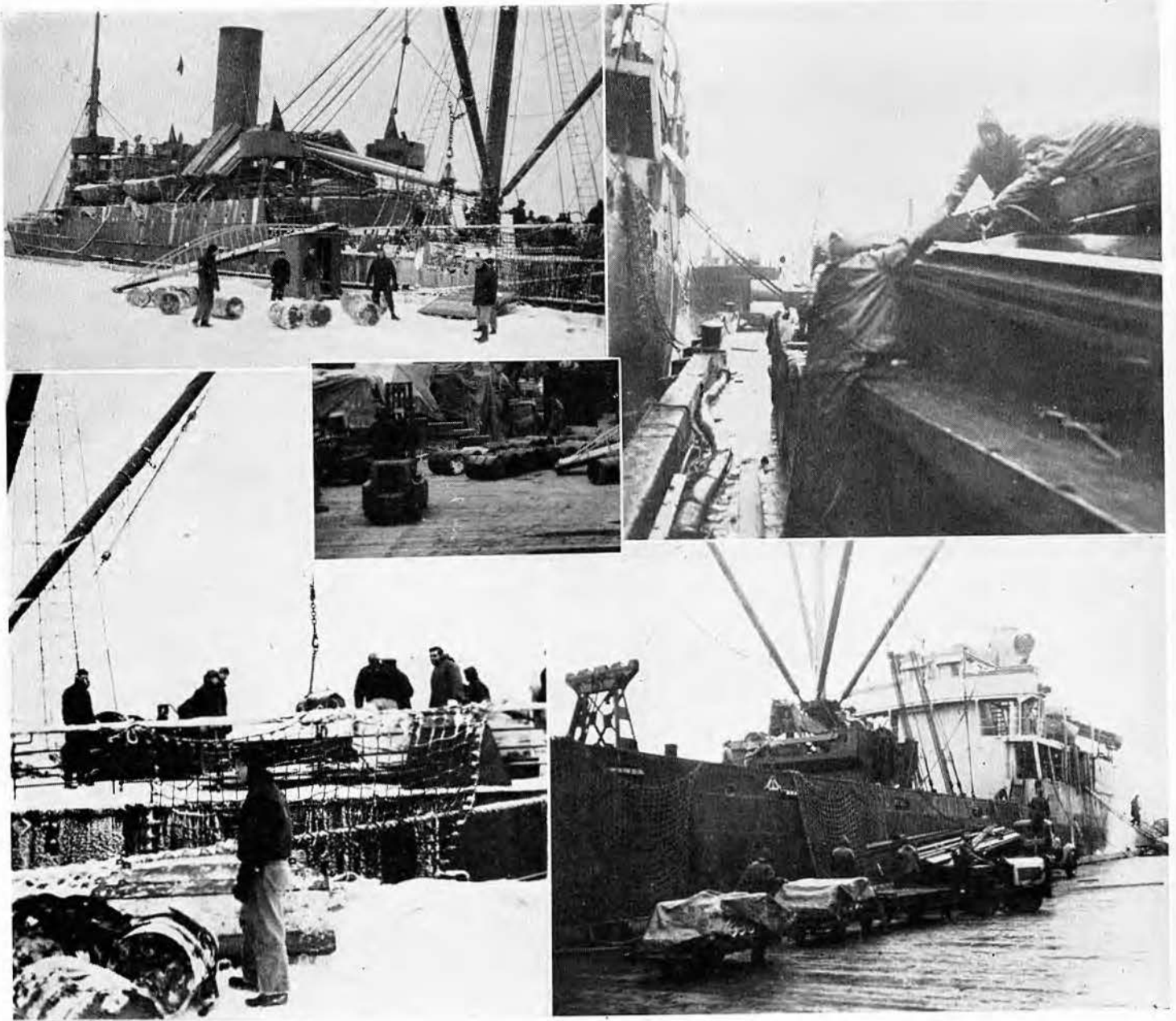
On the morning of the sixth, land was sighted and our section made ready to disembark at our Island X base. Section One remained aboard to go on to Island 2X. By late afternoon, we had docked and had been assigned our quarters and thus begins the story you'll see in pictures on the following pages.



FRONT ROW: W. A. Moses, CBM; W. F. Lott, CMM; J. Ketcham, CEM; A. Gianformaggio, CMM; E. Lesperance, CSK. SECOND ROW: F. F. Welch, CBM; M. L. Simonson, CEM; W. T. Buckley, CBM; J. A. Gerhard, CSK. THIRD ROW: J. S. Kidwiler, CBMA; L. A. Tuma, CCS; G. W. Sawyer, CBM.



W. A. Moses, in charge of Ship's gang #5, supervisor of construction; W. F. Lott, in charge of manifesting; J. Ketcham, Chief in charge of Company D, assistant director of transportation; A. Gianformaggio, in charge of small boat operations; E. Lesperance, Supply and Headquarters Company Chief; F. F. Welch, Walking Boss, Watch #2; M. L. Simonson, in charge of supply warehousing; W. T. Buckley, labor dispatcher; J. A. Gerhard, Dock Boss; J. S. Kidwiler, Chief M.A.A.; L. A. Tuma, Chief Commissary Steward and in charge of Snack Shop; G. A. Sawyer, walking ships' boss, Watch #1.



SHIP GANGS

"A ship gang consists of 13 men. It has a gang or hatch boss, a winch operator, hatch tender, 8 hold men and 2 slingers. They must know how to stow cargo of various descriptions in a minimum space. Likewise, the setting up, operating, and securing the ship's gear becomes routine with each man. Weather conditions which ordinarily stop all civilian stevedoring is taken in stride by these men, whose motto is 'Keep the hook moving.' Formed as a team, their work shows foresight and ingenuity. Whether the cargo be general or that which demands extremely careful handling, it's just another load to stow away and a fine job is done by all hands. The ship gangs of the 8th Special have been praised very highly by Captains of all types of ships for their speed, excellent stowage and spirit with which they have done the almost impossible. Different from most other Special Battalions they excell in loading ships, a most hazardous job, during gales that reach a maximum of 70 knots per hour, accompanied by rain from six directions.



SHIP'S GANG

No. 1

FRONT ROW: L. S. Drago, R. V. Porthen, E. F. Piotrowski, V. S. Muscari, W. F. Spratt, J. R. Martin. SECOND ROW: E. Will, G. Sereduk, L. D. Odorico, T. E. Scarlett, B. L. Jenkins. THIRD ROW: K. T. Riley, F. J. Kure.

SHIP'S GANG

No. 2



FRONT ROW: J. F. Norris, E. J. Wysocki, J. B. Sanders, H. E. Jablonski, W. L. Marros. SECOND ROW: R. R. Rasmussen, C. P. Harrell, J. E. Regean, H. S. Lindle. THIRD ROW: J. W. Monahan, B. A. Akeley.



SHIP'S GANG

No. 3

FRONT ROW: L. A. Meccariello, L. W. Berg, R. F. Bertin, W. E. Burden, J. Finkler.
 SECOND ROW: E. J. Ugalde, E. E. Wenta, L. E. Bennett, J. G. Lackey. THIRD
 ROW: G. J. Wiecek, E. A. Gooby, D. D. Koonce.

SHIP'S GANG

No. 4



FRONT ROW: H. L. Wade, W. F. Nowak, J. P. Lapp, G. H. Shaw, J. L. Tattersall. SECOND ROW: J. P. Visentine, D. A. Trexler, Z. Kish, O. H. Marr. THIRD
 ROW: R. S. Gawinowicz, J. Guglielmino, R. J. Hartoin.



SHIP'S GANG

No. 5

FRONT ROW: B. A. Forcier, J. E. Schumacher, P. J. Logan, A. E. DiObilda, V. E. Hawks. SECOND ROW: B. A. Waldo, V. R. Schadegg, J. M. Forsman, F. F. Smith. THIRD ROW: N. R. Peterson, A. J. Giacchino, H. L. Galloway.

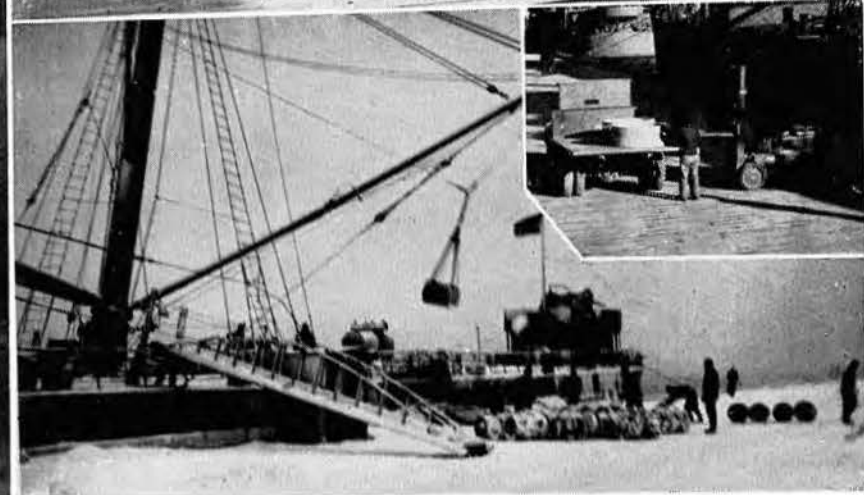
SHIP'S GANG

No. 6



FRONT ROW: E. P. Crane, J. E. Hardy, R. R. Thompson, W. C. Maier, R. T. Waring, A. Balter. SECOND ROW: P. E. Welch, S. L. Ray, G. E. Marvin, H. D. Wilbur, G. E. Madden. THIRD ROW: W. Majdosz, I. V. Sullenger.

DOCK GANGS



DOCK GANGS: A dock gang that consists of six men and a leader is more than the name itself implies. Naturally they attend to all cargo movements to the dock and from it. But it is much more than that. They assist in loading and unloading trucks and trailers, whether they be on the dock or in some outlying warehouse. The Ship's Gang is very much dependent on these gangs to realize the fulfillment of their "Keep the hook moving" motto, for without complete cooperation, the cargo does not arrive at the right spot at the right time. These are the men who fill the docks with outgoing cargo, and clear them of that which has been discharged. It is not unordinary sight to see cargo being piled in enormous quantities in readiness to be taken aboard a ship that is not yet finished being discharged. This close cooperation between the Ship's Gangs and Dock Gangs earns them the title of "On the Ball Boys" from the 8th.



Dock Gang

Nos. 1 & 2

FRONT ROW: F. J. Gushue, E. F. Marek, E. V. Stuckey, H. S. Fox, R. D. Willeford. SECOND ROW: F. J. Hirl, J. C. Sparks, T. D. Smith, C. E. Sligar. (R. H. Koenig was on detached duty when picture was taken.)

Dock Gang

No. 3

FRONT ROW: R. A. Dodson, D. G. Barnes, J. H. Kimbrell, H. J. Howald. SECOND ROW: I. L. Cowing, C. A. Lancaster.



Dock Gang

No. 4

FRONT ROW: V. W. Maschmeier, N. L. Jackson, T. E. Potts, J. J. Lackey. SECOND ROW: S. F. Pilat, G. J. McClain, E. J. Sliva.

WAREHOUSE MEN



FRONT ROW: R. G. Scarpinato, W. A. Newman, A. M. Hershman, R. H. Tobias, P. E. Jepsen. SECOND ROW: N. J. Sass, H. D. Taylor, A. R. Kirkham.

Warehousing in civilian life is a huge business within itself. But with the stevedore battalion it weaves itself into a working unit of a fine organization. It is their job to receive incoming cargo and arrange and stow in the warehouse to be used as needed by the ships' gangs. Likewise on discharged cargo from ships, they separate cargo and stow according to the checker's pre-arranged plan. Permanent warehousing and that which passes through in transit is handled by these men, in a manner which saves time and uses all available space.



Bull & Jitney Operators



FRONT ROW: E. J. Lucas, L. W. Brunner, M. A. Persons, J. O. Ostman, H. J. McGrath. SECOND ROW: W. E. Martin, E. E. Groth, C. P. Haefner, R. A. Owens. THIRD ROW: A. D. Vlahovich.

The connecting link between the dock and warehouses to the ship are the men on these mobile units. It is their job to keep cargo under the hook at all times when loading and haul it away when discharging. This is done by means of the jitney drawing a train of four wheelers. The cargo is placed on

these four wheelers by means of a salmon board on which is stacked the cargo. Once it is thus loaded and hauled to warehouses, it is the bull operator who takes over and transfers each board to the proper section of the warehouse where it is to be stowed. This procedure is reversed when loading the ship. The flow of cargo to and from the ship is dependent upon these, "the Oldfields of the Blue Fleet."



TRUCK DRIVERS

Cargo to go aboard ship must arrive at the dock in sufficient time, to be checked, classified, and placed into position to be taken aboard. The loading process is just another part of a pre-arranged plan which the gas boys play no small part. The weather conditions matter not the severity they carry on in true "Can Do" style. Loads of vital war materiel and food stuff are transported to and from the ships over all types of roads and weather. Their job speaks for itself when we say with pride that of the thousands of miles driven and the enormous tonnage handled, no serious accident has been their lot.



FRONT ROW: R. V. Jones, J. Veich, D. F. Harrison, R. L. Starr, V. C. Emigh, E. G. Ladner, R. B. Heller. SECOND ROW: R. E. Johnson, K. H. Jaentsch, V. B. Paden, E. W. Lantz, W. W. Owen, J. J. Butler. THIRD ROW: M. Rohfeld, M. C. VanFleet, J. P. Motto, R. H. Lehar, G. Grokulsky. (D. L. Olsen, G. S. Smith, and M. Correa were on detached duty when picture was taken.)

Mechanics and Heavy Equipment Operators

Trucks, trailers, jitneys, and bulls which are constantly on the go often fail to operate throughout the shifts. On hand to keep them in running condition are the mechanics. Repairs often scarce on Island "X" are sometimes urgently needed to keep the cargo moving. Therefore, it becomes necessary for the mechanics to become resourceful, and make the necessary part or reclaim discarded parts and machine them into a usable condition. Machinists, welders, tinsmiths, body and fender men, all combined make up our staff of mechanics. They keep the wheels rolling that carry vital cargo to its destination.

Heavy equipment operators are available at all times to operate cherry pickers, draglines, shovels, stiff leg, back hoes, clam buckets, bull dozers, and road patrols. Heavy lifts going aboard or being discharged often times are too heavy to be handled by the ship's gear. Therefore, it becomes necessary for the crane operators to drop that which is at hand and rush their equipment to the dock to meet the situation. Lifts from six to thirty-five tons have been handled with great speed and skill. These men stand staunchly behind their motto, "If it can't be moved, we'll move it."



FRONT ROW: J. K. Upham, P. E. Soncrant, T. C. Long, C. J. Wyatt, W. H. Southworth, E. C. Freitag. SECOND ROW: R. L. Medearis, R. S. Crain, H. H. Stilwell, D. Vanden Bos, A. T. Seidenkranz. THIRD ROW: G. W. Welker, J. W. Kovanda, I. L. Friese.

Dock



Maintenance



FRONT ROW: A. Thomas, A. W. Lowrey, M. Herasuta, M. T. Slagocki, G. B. Burris. SECOND ROW: B. D. Archbold, W. E. White, F. L. Whitlock, W. J. Cross. THIRD ROW: L. E. Youngquist, L. A. Gentry, G. M. Knight. (P. J. Lindy was absent when picture was taken.)

The gear loft and cooper shop are manned by experienced personnel whose duties are manifold. The men of the gear loft keep all gear in readiness for operation. Not only do they repair that which they have, but they are called upon to make new slings, snorters, bridles, barrell chimes, cargo nets and all types of wire rope accessories.

The cooper shop personnel repair all wood gear such as pallet boards, boxes, etc., used in stevedoring operations. They do shoring and bracing of cargo loaded in the hatches and repair boxes, crates, etc., containing cargo for shipment. All wood repair on truck bodies are handled by this department. It is theirs to see that all docks, warehouses, and wooden facilities are in the best condition at all times.

SUPPLY --- DISBURSING and DOCK OFFICES



FRONT ROW: V. O. Brown, R. E. Eernisse, N. H. Sable, C. E. Wheeler.
SECOND ROW: A. A. Hollander, E. E. Cabral, W. O. McManis.



FRONT ROW: T. C. Wall, S. J. Surman, J. L. Walton.
SECOND ROW: W. H. Toohey, D. E. Green.

CARGO CHECKERS ---

The Checker Department is one of the most important in a stevedore organization and the efficiency of the organization depend upon their work. It is the checker's duty to identify the material to be loaded and know where the material can be located in the dock warehouses or wherever it is stored awaiting shipment. It is their duty when loading

a ship, to check the commodity, number of pieces, and stowage of all cargo going aboard ship. In discharging it is theirs to see that the distribution of cargo is properly routed. They make out memo receipts that are sent with each truck delivering cargo to outlying warehouses. Likewise, they compare the pile tags with dock receipts for material brought to the dock or dock warehouses to be loaded aboard ship. It is safe to state that every item discharged from a ship or loaded there have to receive the final o. k. from a checker.



FRONT ROW: R. E. Hansen, H. J. Herzer, J. G. Henry, I. J. Krajewski, H. Allerdings.
SECOND ROW: R. J. Hagemeyer, I. H. Parker, W. S. West, M. Levine.
THIRD ROW: J. R. Barker, N. L. Jackson.



LONG ISLAND SMALL CRAFT CREWS

Long Island personnel are assigned to the operation of small craft and tug boats. These crews are comprised of Quartermasters, Engineers, Mechanics, Stevedores, and Cooks. All outlying posts are supplied with provisions and equipment by these men and their crafts. They operate as a unit in their own right giving men on the outposts a new grip on life with mail from home, fresh fruit, vegetables, and meats. The northern waters with unannounced storms make theirs a hazardous task.



FRONT ROW: W. F. Skei, G. T. Grassick, V. E. Nettleton, N. W. Valore, F. X. Markell, C. H. Chapman. SECOND ROW: M. P. Lazarak, A. G. Newton, R. Denison, N. R. Richards, L. W. Pence. THIRD ROW: H. A. Maisel, R. N. Kennedy.

Headquarters Maintenance



FRONT ROW: F. W. Faller, W. A. Conn, H. S. Loesch, C. W. Weidner, C. S. Oram, R. J. Murphy. SECOND ROW: R. E. Chambers, N. C. Smith, R. H. Colton, B. W. Cowdrey, B. W. Dorroh. THIRD ROW: B. G. Berg, J. P. Cobble, E. Murphy, R. E. Walton.



COOKS and BAKERS



FRONT ROW: J. A. Eastwood, J. C. Flanagan, H. A. Cattley, R. M. Parsons, S. J. Matich, F. L. Pierson. SECOND ROW: F. J. Telesco, P. S. Fritz, C. T. Marshall, J. K. Stanley, T. A. Mastriano. THIRD ROW: J. C. Darnell, J. K. Green.



SHIPS SERVICE

FRONT ROW: M. A. Zarenkiewicz, F. A. Miller, K. D. Statham, M. Y. Shalinsky, H. M. Pleshko, H. H. Wilson. SECOND ROW: C. H. Hull, M. W. Walsh, G. Penyack, K. R. Kindt, W. R. Spoor. THIRD ROW: R. L. Lamb, C. R. Britton, L. E. Barron.

HOSPITAL CORPS



The dispensary and these able corpsmen who man it are, we might term, an antidote for the ills of all officers and enlisted personnel of our battalion. It is to these to whom we look for relief of common ailments and treatment of cases of an accidental nature. Broken toes, sprained ankles, pulled muscles, lame backs, head colds, chest colds, sinus, arthritis, indigestion, constipation, and 'militaritis' are all relieved by Dr. Larsen and staff with enthusiasm and zeal. The health of the entire battalion is extraordinarily good which speaks well for their efforts.



FRONT ROW: L. Keidan, G. Hoschar, S. Bigach.
SECOND ROW: G. Nuthall.



COOK and STEWARDS

C. H. Douglas, H. C. Joshua, A. Cooper.



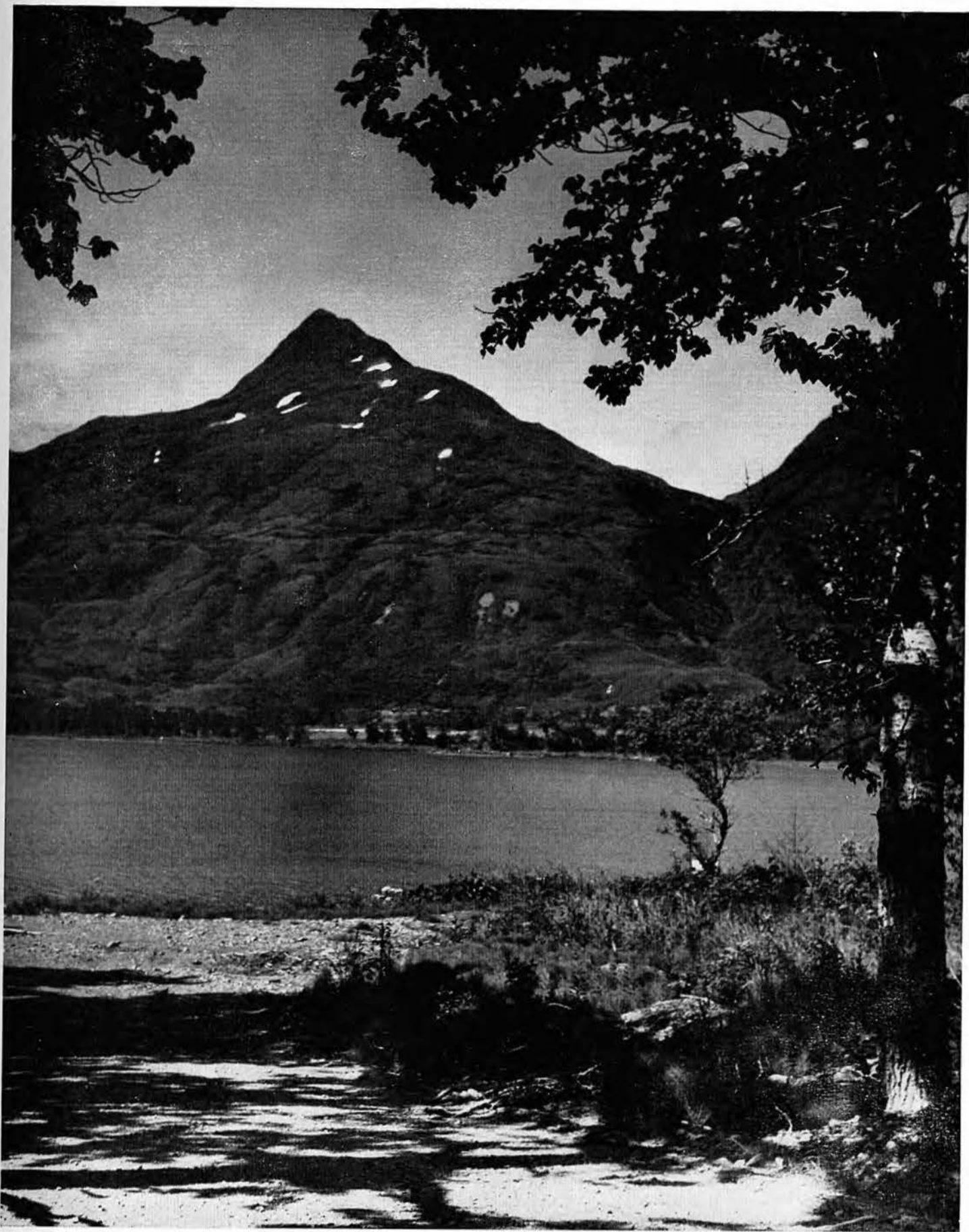


We're a mobile band and where'ere we land
There are always records 'set':
On all the shores we Stevedores
Are cordially well met:
'Cause everyone knows with our EIGHTH goes
The best that hit the docks
Be it foul or fair there're well aware
We give and stand hard knocks.

O, the salty seas for we Seabees
'Cause the tides that rise and fall,
Carry our hearts to homeward parts
And work for our EIGHT BALL.
With ships come stores and we Stevedores
Work with a steady CUE:
Yes, work or fight our BALL rolls right
And scores when the game is through.

'Bout wind or rain we don't complain
For war supplies must flow:
For the gear we haul makes axes stall,
While G. I.'s steal the show.
O, comrades wait, you'll get your freight,
Be it hellish snows or rains:
We EIGHT BALL mates will bring you tools
And help you WIN campaigns.

—Peter Garnet SF3c.





Lt. G. B. McPherson, Officer in Charge, since February 1944, having relieved Commander A. B. Harr. W. A. Buckley, CBM, labor dispatcher. From this office all work orders emanate and men are dispatched to their respective jobs. Frank Lott, CMM, and V. O. Brown, M1c, pictured at work in manifest office. In this office all outgoing cargo is manifested, showing bill of lading number, weight, cube, and destination. It is here the midnight oil burns freely during loading operations. The personnel office located on the dock is staffed by Art Hollander, Y1c, and Bob Eernisse, Cox. It is here that these two capable mates handle all records and reports pertaining to each man in the battalion. Bos'n J. G. Henry, with I. H. Parker, SK2c, as assistant, is in charge of all incoming and outgoing cargo. J. A. Gerhard, CSK, supervises all dock and warehouse operations, as well as the maintenance thereof. Norm Sable, SK3c, and Bill West, SK3c, at their desks in the Cargo Planning Office. These two storekeepers make up cargo books and draw the ship's plans, showing the stowage of all cargo having gone aboard.



F. W. Faller, BM1c, master at arms of Headquarters Company, at his desk in the Company Office . . . Lt. W. E. Morgan, Executive Officer, "D" Company Commander, and Stevedoring Officer, pictured at his desk in the Executive Office . . . Supply and Dispensing Office is headed by Ens. Robinson. E. Lesperance, CSK, J. L. Walton, SKD1c, S. J. Surman, SKD1c, and W. H. Toohey, SKD1c, complete the office personnel. It is in this office and by these men that all supplies are issued and pay accounts are maintained . . . What may or may not be written home is determined by these two battalion censors, B. W. Cowdrey, S1c, and R. E. Walton, CM2c . . . J. S. Kidwiler, CBMA, posing for the cameraman at his desk in the Master at Arms Office . . . One of the most popular offices in the battalion is the post office at mail call. R. H. Colton, Sp(M)1c, is in charge and his capable assistant is genial C. W. Weidner, SK2c.

LINES

You must stand in line to shave
For your mail or just to bathe—
When you're in the Navy.

Chow lines stretch from Maine to Rome
From Seattle clear to Nome
There's a trail of gravy.

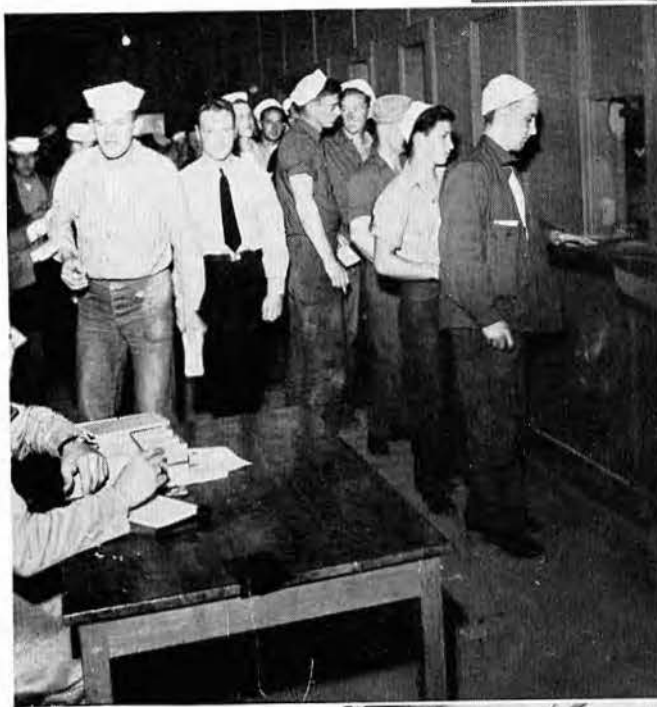
And I'll bet my precious bones
When I visit Davey Jones,
On leave from the Navy—

I'll be tangled up in lines
While some yeoman checks and signs
Before I see Davey!!!

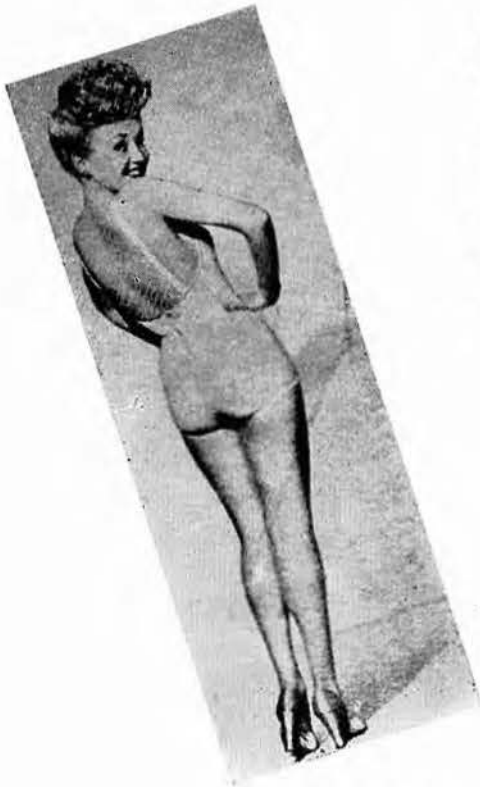
—Dan Marshall.

FAMOUS LINES

PAY
LINE



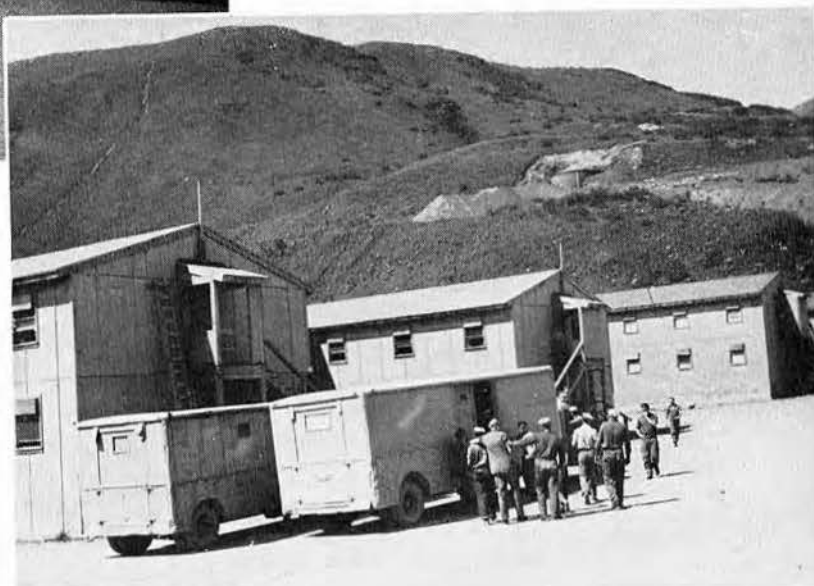
BEER
LINE



WOW!
WHAT LINES

FAMILIAR SCENES OF OUR HOME

LEFT --- LIBRARY and READING ROOM



ABOVE --- BARRACKS and MAN HAULER

LEFT --- MORNING SCENE

LEFT BELOW -- LOUNGE and WRITING ROOMS

BELOW --- TYPICAL ROOM





BARBER SHOP AND SNACK BAR



The tonsorial emporium is ably manned by Hull, Zarenkiewicz, and Penyack. Besides catering to the men of our own battalion, they also assist in keeping other department personnel in a neat appearance.

The Snack Bar manned by 8th Special personnel is operated for mates of the entire base. Managed by Chief Tuma, with Shalinsky, Walsh, Lamb, Miller, Britton, and Flanagan assisting, the Snack Bar provides a perfect haven for scuttlebutt for the mates while sipping a soda or nibbling on a bit of pastry.

SPORTS

AND

RECREATION

Our morale was never a serious problem due to the various activities and recreation facilities offered us through the action of the welfare department. Dances, beer parties, bingo games, and smokers were held at times to relieve boredom that might quite naturally take hold of each of us.

We appreciate how fortunate we have been to be able to avail ourselves of the amusement and recreation facilities under the auspices of the base welfare. We have access to two comparatively modern movie theatres, showing up-to-date pictures, a very fine gymnasium for basketball, badminton, tennis and handball, health and steam rooms plus a bowling alley.

Along with this we have had our own recreation hall in which have been held smokers and boxing matches and bingo parties. Equipped with a pool table, ping pong tables, shuffle board courts, and weight lifting and exercising apparatus, it was at all times a popular resort.

For outdoor recreation, there have been field meets, baseball and softball games. For those with a sportsman nature, fishing, hunting and hiking.



FRONT ROW: Wiecek, Wade, Gianformaggio, Hirl, Jablonski, Pence. SECOND ROW: Nuthall, Eernisse, Schadegg Peterson, Meccariello. THIRD ROW: Brown, Lescak, Riley, Cowing.



BARBECUE

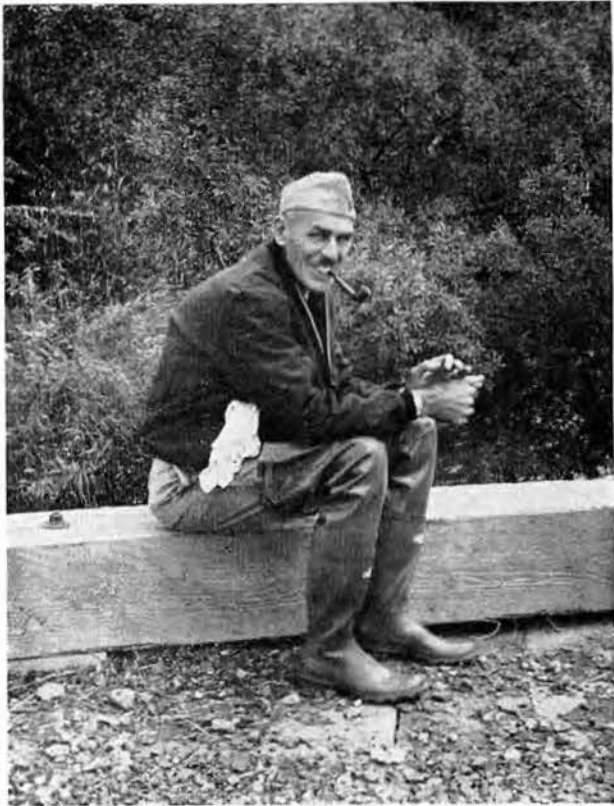
JULY 1944

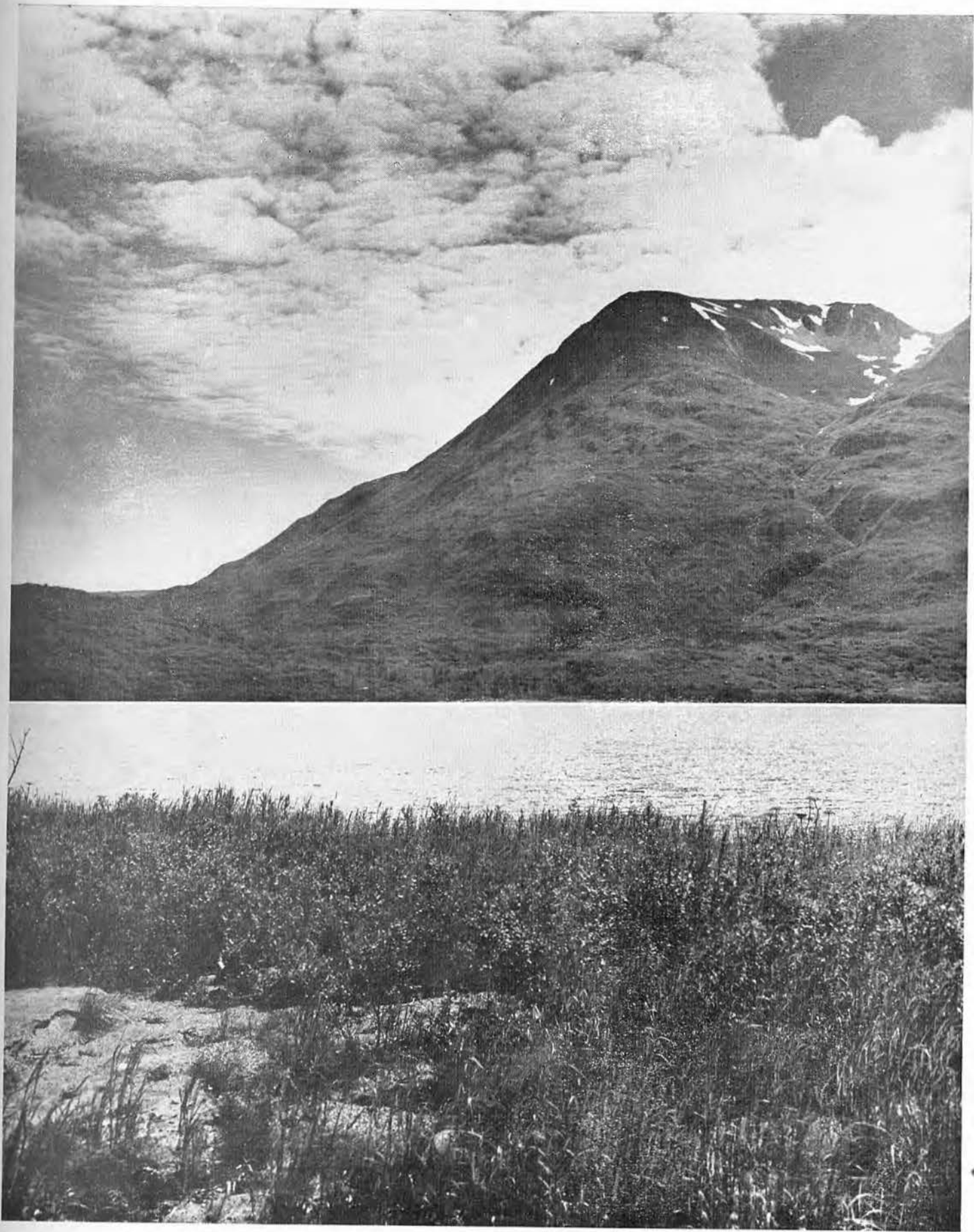












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You've thumbed through it you may have read it at least you now have formed an opinion we hope it is favorable We realize the imperfections are many we haven't done all we intended to do we couldn't We've had our troubles—our quarrels but all of it the hours of work, the new experiences have been fun The result, this book, is yours to do with what you will

Editors.



Phoebe
the female Seabee



8th SPECIAL

SECOND SECTION

CB

"ON
THE
BALL"



SECOND ★ SECTION

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 Executive Officer Lt. J.W. Swenson

STEVEDORE OFFICER
Lt.(jg) Hargrave

Lt. G.B. McPherson
 Safety Engineer

SHIP'S OFFICER
Lt.(jg) Morgan

SHIP'S BOSSES
(Ens) Bartholow
(Ens) Daniel

CARGO EXPEDITORS
Collier
McManis

STEVEDORE OFFICE
(Ch) Watters, 5 men

WALKING BOSSES
(Ch) Mullins
(Ch) Doyle

WALKING BOSSES
(Ch) Sawyer
(Ch) Welch

LABOR & TRANSPORTATION
(W.O.) Herndon

LABOR DISPATCHER
Holloway
Buckley

COOPERS
Land, 5 men

CHECKERS
(Ch) Gerhard
Henry

Houser
 8 men

Hansen
 8 men

STEVEDORE GANGS

No.1 <u>Morris</u> 12 men	No.2 <u>Biehn</u> 12 men	No.3 <u>Foster</u> 12 men	No.4 <u>Clynch</u> 12 men	No.5 <u>Chant</u> 12 men
No.6 <u>Gentry</u> 12 men	No.7 <u>Sanders</u> 12 men	No.8 <u>Maier</u> 12 men	No.9 <u>Nettleton</u> 12 men	No.10 <u>Moses</u> 12 men

TRANSPORTATION
(Ch) Ketchum

DISPATCHER
Henderson

DISPATCHER
Cabral

TRUCK DRIVERS
 17 men

TRUCK DRIVERS
 15 men

MECHANICS
Dulgar, 7 men

DOCK BOSS
(Ch) Moore

ASST. DOCK BOSS
(Ch) Maguire

ASST. DOCK BOSS
(Ch) Gianformaggio

Co. B
 DOCK GANG
 25 men

Co. B
 WHSE. GANG
 8 men

Co. D
 DOCK GANG
 27 men

Co. D
 WHSE. GANG
 9 men

JITNEY DRIVERS

GEAR LOFT
Snyder, 6 men

STEVEDORE ORGANIZATION CHART
 EIGHTH SPECIAL BATTALION
 SECTION II

EIGHTH SPECIAL BATTALION
SECTION II

Section II of the 8th Special CB Stevedore Battalion is loading and discharging all ships at Womens Bay, Kodiak, Alaska. This operation started on August 6, 1943, the same day this section of the battalion arrived at Kodiak Alaska.

At that time a complete Stevedore Organization was formed, several changes found necessary were made and we are now functioning with the preciseness of any well organized stevedore organization.

In discharging a ship, the material is placed in our dock warehouses and redistributed to the consignee from there. The loading and transporting of this material is entirely handled by the 8th Special Stevedore Battalion. The same procedure is followed in the loading of cargo aboard ships. The material designated to go, by the Supply Department, is loaded on trucks, transported to the dock or dock warehouses and then stowed in the ship by the 8th Special Stevedore Battalion.

Section II of the 8th Special Battalion has approximately 327 men on this base engaged in the loading and discharging of ships, warehousing for the Supply Department and miscellaneous other duties.

The Stevedore Organization is set up to operate under the direction of one (1) Stevedore Officer, one (1) Ship's Officer, two (2) Watch Officers and one (1) Officer in charge of Labor and Transportation. (See Organization Chart).

We have ten (10) Ship Gangs of twelve (12) men in each gang, who are under the supervision of either a Chief or First Class Petty Officer, called a Hatch Boss. The five (5) Hatch Bosses on each watch are under two (2) Walking Bosses (CBM), one taking charge forward and the other aft, when working a ship.

The dock operations are handled by five dock gangs of six men each, on each watch, led by a First Class or Second Class Petty Officer, who is the leader of each gang. The leader receives his instructions from the Assistant Dock Boss (Chief) on his watch. We also have a warehouse gang of seven men, operating under the same set up as the Dock Gangs, on each watch.

It is the duty of the warehouse gang to separate cargo discharged from the ship and pile it in marked sections of the dock warehouse for shipment to the various warehouses on the base. Their leader, a First Class Petty Officer, receives orders from the Dock Boss and Chief Checker.

When loading a ship, a Checker (SK 3/c) is used on each hatch being worked. He counts and records the cargo being loaded and turns in his reports to the Head Checker (SK 2/c) who in turn files the dock receipts and turns the Bills of Lading into the Manifest Office where the ship's papers, consisting of a Manifest, Cargo Book, Hatch Stowage List, Commodity Statement and Stowage Plan are made up.

When discharging a ship, the material is separated in the dock warehouses by the Warehouse Gang, under the direction of the Checkers. When a full lot of material is received in the warehouse, it is checked and loaded on a truck for the consignee. With each truck load of material loaded in the warehouse or on the dock a Receiver's Memorandum Receipt in triplicate form is made out. One copy for the Supply Department, Receiving Section, one for the base warehouse where the material is delivered to and the other kept on file in the Checker's Office on the dock, to be used as a receipt for material delivered to the consignee.

The Manifest Office is manned and operated by the 8th Special Battalion and receives requests for material to be shipped, notifies the departments interested on the

arrival and selection of cargo, makes up the Manifest, Cargo Books, Hatch Stowage Lists, Commodity Statement and Ship's Stowage Plan, besides keeping records and files on all activities in the Stevedore Organization.

All transportation for the battalion is handled by a Warrant Officer on the dock. Some thirteen miscellaneous types of cargo trucks, seven lift jitneys and seven tow jitneys were made available to the Stevedore Organization.

The lift jitneys and tow jitneys are ordered by the Dock Boss through the Officer in Charge of Transportation. The cargo trucks are logged in and out by a truck dispatcher, whose job it is to receive orders for the trucks to pick up cargo to be loaded or discharged. These orders are received through the Checkers or direct to the truck dispatcher. It is also the truck dispatcher's duty to transport the men to and from their quarters, the chow hall and the dock.

Two Crane Crews also operate through the Transportation Office. They consist of Crane Operators, Crews for hooking on and slinging loads and a truck driver. One Crew is available on each watch.

The Gear Loft is manned by three (3) men on each watch with a First Class Petty Officer in charge. All of the gear used in the loading and discharging of ships is furnished, maintained, made and stowed in the Gear Loft.

The Cooper Shop is manned by three (3) men on each watch with a Carpenter's Mate 2/c in charge. All repair work on working gear, docks and damaged cargo is made by this department. They also do the shoring and bracing of cargo on the ship under the direction of the Watch and Ship's Officers.

The Mechanics have three (3) men on each watch with a First Class Petty Officer in charge. The repair and maintenance of all rolling stock used in the stevedore operations on and off the dock is done in this department.

The Warrant Officer in charge of Transportation is also in charge of all labor used on the dock. A dispatcher under his supervision distributes the men to the different working locations. At the beginning of each watch, the gang leaders and hatch bosses report to the Labor Dispatcher, reporting men absent and the number of men available for work. The dispatcher is informed by the Dock Boss and the Ship's Boss as to how many gangs are

required on the ship, dock or in the dock warehouses. Any surplus labor is held in a pool to be available to outside warehouses or working parties authorized to draw from our labor pool. Each Gang Boss musters his men at the beginning and end of each watch and logs his men in and out with the Labor Dispatcher for each watch or when the project is completed before the end of the watch.

A Cargo Expeditor also works out of the Stevedore Office. It is his duty to secure a list of cargo to be loaded for each port of discharge, know where it is stored, type of cargo and any other information of value in the handling of it. It is also his duty to order trucks to transport this cargo and keep the different department heads informed of any new developments they may be interested in and to coordinate the work between the different departments of the Stevedore Organization, the Supply Department, etc.

* * * * *



*Permanent Pier
Dock #2*



*Temporary Pier
Dock #1*

Two well regulated docks, and busy



*Modern Handling
for
all types of cargo*



"S H I P G A N G S"

A Ship Gang consists of a Hatch Boss and a crew of twelve (12) men. Included in these twelve men is a winch driver, hatch tender, two lead holdmen, two front men on the dock and six holdmen.

The stowage and supervision of all work done in the hold is directed by the Hatch Boss. The hatch tender acts as a signalman for the winchdriver and is his relief whenever required. The leadmen in the hold each have three men and usually work on opposite sides of the ship, first taking a draft from the port side and then a draft from the starboard side.

In discharging, the holdmen sling the cargo in the hold ready for hoisting and in loading land the drafts in the square of the hatch and place the cargo in proper stowage.

Our holdmen have been instructed in stowage and are able to stow all varieties of cargo so damage can be avoided, how to place cargo in the slings, what gear to use, such as snatch blocks, bull ropes or drag lines in moving heavy packages from the square of the

hatch into the wings or from the wings into the square of the hatch.

The holdmen assist the deckmen in removing and replacing hatch beams and hatch covers and rigging the booms. Several men in each gang are being trained to operate the winches and eventually every man in a ship gang will be qualified to perform any other duty in connection with the ship's gang.

The two slingers or front men stationed on the dock at the ship's side land drafts discharged from the ship when discharging and hook on the drafts when loading. These men do not leave their station and are responsible for proper makeup of drafts and landing of drafts. They supply the holdmen with gear when requested and thoroughly understand type of gear to use. Their first duty is to see that the save-all net is placed between the ship and dock and to keep it properly adjusted at all times.

This battalion has ten (10) such gangs with five (5) on each watch. The personnel of our ship gangs' is as follows:

SHIP GANG NO. 1

Morris, L. L.	BM 2/c	HATCH BOSS
Jeanson, O.	S 1/c	Hatch Tender
Genung, D. G.	Cox	Winch Driver
Dyas, C. R.	Cox	Holdman
Bownds, I. J.	S 1/c	Holdman
Dam, C. E.	S 1/c	Holdman
Brown, F. E.	S 1/c	Holdman
Ingram, J. W.	S 1/c	Holdman
Holt, C. M.	F 1/c	Holdman
Duprey, H. W.	S 1/c	Holdman
Humes, W. F.	S 1/c	Holdman
Litherland, P. F.	S 1/c	Frontman
Ibsen, G.	S 1/c	Frontman

SHIP GANG NO. 2

Biehn, V. E.	CBM	HATCH BOSS
Paquette, A. C.	S 1/c	Hatch Tender
Gates, R. G.	Cox	Winch Driver
Pidgeon, G. R.	Cox	Holdman
Mortimer, J. W.	F 1/c	Holdman
Reed, D. S.	S 1/c	Holdman
Bruce, R. E.	Cox	Holdman
Mallgren, N. M.	S 1/c	Holdman
Pasiuk, E. J.	S 1/c	Holdman
Chambers, R. E.	S 1/c	Holdman
Hane, P. S.	S 1/c	Holdman
Pazulski, L. F.	S 1/c	Frontman
Leffard, D. H.	S 1/c	Frontman

SHIP GANG NO. 3

Foster, G. M.	BM 2/c	HATCH BOSS
Langrasse, M. J.	S 1/c	Hatch Tender
Dretsch, L. C.	Cox	Winch Driver
Kwiecinski, S. A.	S 1/c	Holdman
Kasbarian, V.	S 1/c	Holdman
Luer, H. A.	S 1/c	Holdman
Adams, E. W.	S 1/c	Holdman
Jansen, O. M.	S 1/c	Holdman
Carlson, W. L.	S 1/c	Holdman
Franklin, B.	S 1/c	Holdman
Bush, C. J.	CM 3/c	Holdman
Wehrlen, P. J.	S 1/c	Frontman
Hoffman, H. R.	S 1/c	Frontman

SHIP GANG NO. 4

Clynch, L. B.	BM 1/c	HATCH BOSS
Granger, L. K.	BM 2/c	Hatch Tender
Cocanower, B. L.	S 1/c	Winch Driver
Romanecki, T. J.	Cox	Holdman
Raya, R.	S 1/c	Holdman
Resh, D. W.	S 2/c	Holdman
Roberts, G. R.	F 1/c	Holdman
Shapiro, R.	S 1/c	Holdman
Morin, P. F.	S 1/c	Holdman
Reese, G. E.	S 1/c	Holdman
Meara, R. J.	S 1/c	Holdman
Chomiak, W. J.	S 1/c	Frontman
Pruett, E. H.	F 1/c	Frontman

SHIP GANG NO. 5

Chant, F. L.	BM 1/c	HATCH BOSS
Hall, J. R.	BM 2/c	Hatch Tender
Picard, H. L.	S 1/c	Winch Driver
Cassidy, E. C.	S 1/c	Holdman
Bernstein, O. I.	BM 2/c	Holdman
Dodge, J.	S 2/c	Holdman
Chandler, M. F.	S 1/c	Holdman
Landrum, L. L.	S 1/c	Holdman
Miller, J. F.	S 1/c	Holdman
Van Winkle, L. G.	F 1/c	Holdman
McCarty, F. J.	S 2/c	Holdman
Peterson, C. L.	CM 1/c	Frontman
Phillips, R. E.	S 1/c	Frontman

SHIP GANG NO. 6

Gentry, L. A.	CM 1/c	HATCH BOSS
Chapman, C. H.	MM 1/c	Hatch Tender
Musca ri, V. S.	BM 2/c	Winch Driver
Odorico, L. D.	EM 3/c	Holdman
Martin, J. R.	S 1/c	Holdman
Drago, L. S.	S 1/c	Holdman
Riley, K. T.	S 1/c	Holdman
Piotrowski, E. F.	S 1/c	Holdman
Kroh, L. W.	S 1/c	Holdman
Jenkins, B. L.	S 1/c	Holdman
Scarlett, T. E.	SF 2/c	Holdman
Visentine, J. P.	EM 2/c	Frontman
Barron, L. E.	F 1/c	Frontman

SHIP GANG NO. 7

Sanders, J. B.	BM 1/c	HATCH BOSS
Monohan, J. W.	BM 2/c	Hatch Tender
Kure, F. J.	Cox	Winch Driver
Seidenkranz, A. T.	CM 3/c	Holdman
Reagan, J. W.	S 1/c	Holdman
Sass, N. J.	S 1/c	Holdman
Marros, W. L.	S 1/c	Holdman
Akeley, B. A.	S 1/c	Holdman
Jabloski, H. E.	S 1/c	Holdman
Rasmussen, R. R.	Cox	Holdman
Friese, I. L.	F 2/c	Holdman
Grassick, G. T.	S 1/c	Frontman
Wysocki, E. J.	F 1/c	Frontman

SHIP GANG NO. 8

Maier, W. C.	BM 2/c	HATCH BOSS
Logan, P. J.	BM 2/c	Hatch Tender
Berg, L. W.	Cox	Winch Driver
Vanden, B. D.	MM 2/c	Holdman
Upham, G. K.	F 1/c	Holdman
Lescak, F. G.	S 1/c	Holdman
Meccariello, L. A.	F 1/c	Holdman
Correa, M.	S 1/c	Holdman
Lancaster, C. A.	S 1/c	Holdman
Murphy, E.	S 1/c	Holdman
Bertin, R. F.	S 1/c	Holdman
Koonce, D. D.	S 1/c	Frontman
Britton, C. R.	S 1/c	Frontman

SHIP GANG NO. 9

Nettleton, V. C.	QM 1/c	HATCH BOSS
Marr, O. H.	Cox	Hatch Tender
Bolma, V. L.	MM 1/c	Winch Driver
Lapp, I. P.	MM 2/c	Holdman
Van Fleet, M. C.	S 1/c	Holdman
Tattersoll, J. L.	S 1/c	Holdman
Balter, A.	S 1/c	Holdman
Trexler, D. A.	S 1/c	Holdman
Wade, H. L.	S 1/c	Holdman
Di Obilda, A. E.	S 1/c	Holdman
Nowak, W. F.	S 1/c	Holdman
Gugliemino, J.	Cox	Frontman
Gawinowicz, R. S.	S 1/c	Frontman

SHIP GANG NO. 10

Moses, W. A.	BM 2/c	HATCH BOSS
Newton, A.	Cox	Hatch Tender
Hawks, V. E.	Cox	Winch Driver
Galloway, H. L.	S 1/c	Holdman
Giacchino, A. J.	S 1/c	Holdman
Ray, S. W.	MM 1/c	Holdman
Forsman, J. M.	F 1/c	Holdman
Harrill, R. F.	S 1/c	Holdman
McGowan, J.	S 1/c	Holdman
Qiecek, C. J.	S 1/c	Holdman
Ernissee, R. E.	S 1/c	Frontman
Schadegg, V. R.	F 1/c	Frontman



"Two
at a
Time"



"CAN ~ DO"
#

"LOG
ROLLING
STEVEDORES"
#



"ALMOST
FINISHED"
#



W A L K I N G B O S S

The Walking Boss has complete charge of all operations on the ship. Four (4) Chiefs (CBM) act in this capacity with two on each watch.

These men were selected because they were leaders and understand handling of men, they were thoroughly familiar with loading and discharging operations and can perform the duties of every member of the ship gang.

Their duties are to inform the Hatch Bosses of any special orders, type of cargo to be loaded in each hatch and to oversee the stowage and handling of all cargo from the dock to the ship. They are in direct contact with the ship's Officers at all times.

Our Walking Bosses are:

WATCH NO. 1

Walter Mullin	CBM
James F. Doyle	CBM

WATCH NO. 2

Fred Welch	CBM
George Sawyer	CBM



Main dock shed



#2 Dock Shed

D O C K S & W A R E H O U S E S

SUPERVISION:

All operations on the dock or in the dock warehouses on both watches are under the direction of a Chief (CBM) with an Assistant (Chief) on each watch.

A complete list of cargo to be loaded aboard ship is secured by the Dock Boss from the Expeditor in the Dock Office. This information is conveyed to the assistant dock boss on each watch who assigns the work to be done to the gang leaders, both on the dock and in the warehouses.

The Dock Boss also orders jitneys and lifts from the Transportation Officer and informs the lead driver as to what cargo is to go in each hatch and where it is stored on the dock or dock warehouse.

DOCK GANGS:

We have ten (10) Dock Gangs of five or six men each, including a leader, who is a First or Second Class Petty Officer. These gangs are divided into two

watches with five (5) Dock Gangs on each watch. These gangs work on the dock transferring the cargo from the ship's side to the dock warehouses and load and unload all trucks and jitneys on the dock.

These Dock Gangs also travel with the trucks loaded on the dock or in the warehouse to load or unload at the base warehouses. They have been thoroughly instructed in the handling of ammunition and explosives designated for shipment from base magazines to the dock and eventually aboard the ship. The leaders are directly responsible for the actions of all men under them.

WAREHOUSE GANGS:

The 8th Special CB Stevedore Battalion has two (2) Warehouse Gangs of eight men each with a First Class Petty Officer in charge. They work under the supervision of the Dock Boss and the Checkers. When discharging a ship, the material is piled in marked sections of the dock warehouses, under the direction of a checker assigned to sorting material. Their duties are similar to the Dock Gangs.

The following is our Dock and Warehouse personnel:

SUPERVISION:

Moore, L. E.	CBM	DOCK BOSS
Maguire, J. J.	CCM	Asst. Dock Boss
Gianformaggio, A.	CMM	Asst. Dock Boss

DOCK GANGS

Dock Gang No. 1

Wilkinson, W. L.	CM 1/c	Leadman
Dague, M. A.	S 1/c	Dockman
Mazur, J.	S 1/c	Dockman
Hackett, D. W.	S 1/c	Dockman
Hershman, A. M.	BM 2/c	Dockman

Dock Gang No. 2

McMenamin, J. I.	Cox	Leadman
Sagrado, B. M.	S 1/c	Dockman
Santos, R. M.	S 1/c	Dockman
Hillyer, R. L.	S 1/c	Dockman
Bratosh, A.	S 1/c	Dockman

Dock Gang No. 3

Moston, W. B.	WT 1/c	Leadman
Hewett, H. F.	S 1/c	Dockman
DeSatnick, J.	S 1/c	Dockman
Crockett, E. E.	S 1/c	Dockman
Freheit, H. W.	EM 1/c	Dockman
Peters, D. J.	S 1/c	Dockman

Dock Gang No. 4

Horstman, C. H.	EM 2/c	Leadman
Galloway, I. C.	Cox	Dockman
Snider, T. H.	S 1/c	Dockman
Privett, S. L.	F 1/c	Dockman
Batt, F. J.	S 1/c	Dockman

Dock Gang No. 5

Walters, V. L.	SF 1/c	Leadman
Richter, J. I.	S 2/c	Dockman
MacWha, B. E.	S 1/c	Dockman
Petrowski, C. J.	S 1/c	Dockman
Cryan, G. F.	S 1/c	Dockman

Dock Gang No. 6

Sparks, J. C.	MM 2/c	Leadman
Smith, T. D.	S 1/c	Dockman
Sable, N. H.	S 1/c	Dockman
Long, T. C.	S 1/c	Dockman
Lazarak, M. P.	S 1/c	Dockman
Soncrant, P. E.	SF 3/c	Dockman

Dock Gang No. 7

Slugocki, M. T.	Cox	Leadman
Hirl, F. J.	S 1/c	Dockman
Gushue, F. J.	S 1/c	Dockman
Stockmeister, A. J.	SF 3/c	Dockman
Kindt, K. R.	S 1/c	Dockman
Wenta, E. E.	S 1/c	Dockman

Dock Gang No. 8

Kimbrell, J. H.	MM 1/c	Leadman
Dodson, R. A.	S 1/c	Dockman
Howald, H. J.	S 1/c	Dockman
Barnes, D. G.	S 1/c	Dockman
Cowing, I. L.	S 1/c	Dockman
Pennyach, G.	MM 2/c	Dockman
Burden, W. E.	S 1/c	Dockman

Dock Gang No. 9

Stuckey, E. V.	EM 2/c	Leadman
Motto, J. F.	S 1/c	Dockman
Green, J. K.	S 1/c	Dockman
Paden, J. B.	CM 3/c	Dockman
Rohfeld, M.	EM 3/c	Dockman
Will, E.	S 1/c	Dockman
Skei, W. F.	WT 2/c	Dockman

Dock Gang No. 10

Conn, W. A.	SF 1/c	Leadman
Wilson, J.	S 1/c	Dockman
Fritz, P.	S 1/c	Dockman
Pleshko, H. H.	S 1/c	Dockman
Koenig, R.	S 1/c	Dockman

WAREHOUSE GANGS

Warehouse Gang No. 1

Jensen, Arne	CM 1/c	Leadman
Burnett, J. H.	EM 3/c	Warehouseman
Sorce, P. R.	SF 3/c	Warehouseman
Foust, J. L.	S 1/c	Warehouseman
Owen, B. L.	S 1/c	Warehouseman
Chandler, M. G.	S 1/c	Warehouseman
Pickard, G. D.	S 1/c	Warehouseman
James, J. L.	S 1/c	Warehouseman

Warehouse Gang No. 2

Taylor, H. H.	BM 2/c	Leadman
Persons, M. A.	WT 2/c	Warehouseman
Jepson, P. E.	F 1/c	Warehouseman
Tobias, R. H.	SF 2/c	Warehouseman
Cowdry, B. W.	S 1/c	Warehouseman
Dorroh, B. W.	S 1/c	Warehouseman
Groth, E. E.	F 1/c	Warehouseman
Miller, F. A.	S 1/c	Warehouseman
Newman, W. A.	S 1/c	Warehouseman



WAREHOUSING



LABOR AND TRANSPORTATION

SUPERVISION:

All Labor and Transportation for the battalion is handled by a Warrant Officer on the dock. The men are requisitioned from the battalion personnel for permanent jobs in the Stevedore Organization as required. All trucks and rolling stock are also under his supervision.

LABOR DISPATCHER

A Labor Dispatcher is on duty at all times on the dock and receives requests for labor required for jobs. At the beginning of each watch, the leadman reports the number of men available and men absent. The Labor Dispatcher then assigns the gangs to the jobs through the gang leaders. The men are secured by their leaders through the labor dispatcher at the end of each watch or when the assignment is completed before the end of the watch.

The surplus labor is kept in a pool at the dock and made available to any outside source that has been authorized to draw from the battalion.

TRUCK DISPATCHER

A Truck Dispatcher on the dock logs all trucks and rolling equipment assigned to the battalion in and out. Truck drivers have been issued identification cards and are permanently assigned to trucks.

TOW JITNEYS AND LIFT JITNEYS

All jitneys used on the dock and in the dock warehouses are ordered from the Transportation Officer by the Dock Boss. A lead driver is in charge and receives his orders from the Dock Boss or his assistant.

LABOR AND TRANSPORTATION

SUPERVISION

T. P. Herndon Warrant Officer

Ketchum, J. CBM Ass't. Transportation
Officer

DISPATCHERS

Henderson, J. N. MM 1/c Labor Dispatcher
Cabral, E. E. SK 3/c Labor Dispatcher

Holloway, B. B. SK 2/c Truck Dispatcher
Buckley, W. B. WT 1/c Truck Dispatcher

TRUCK DRIVERS:

Lamb, R. L.	EM 2/c	Olsen, D. L.	S 1/c
Ladner,		Wheeler, C. H.	SF 3/c
Jaentsch, K. H.	S 1/c	Veich, J.	F 1/c
Pence, L. W.	Cox	Jones, R. V.	S 1/c
Kennedy, R. N.	QM 2/c	Starr, R. L.	M 2/c
Butler, J. J.	Cox	Grokulsky, G.	Cox
Crain, R. S.	F 1/c	Harrison, D. F.	S 2/c
Johnson, R. E.	F 1/c		
Heijne, F. G.	MM 2/c	Heyne, C. I.	F 1/c
Surgeon, J. W.	S 1/c	Barnes, C. W.	S 1/c
Parker, K.	S 1/c	Griffith, C. W.	Ptr. 3/c
Moreno, R.	S 1/c	Taylor, J. T.	F 1/c
Hochdorfer, J. J.	F 1/c	Rodriguez, M.	S 1/c
Simmons, C. L.	S 1/c	Kelly, B. V.	S 1/c
Kooyenga, P.	S 1/c	Cook, K. D.	F 1/c
Hollenbeck, F. E.	MM 2/c	Anderson, S. A.	Cox
Teeter, O. L.		Mathews, W. T.	CM 2/c

JITNEY DRIVERS

McGrath, H. J.	EM 3/c	Madearis, R. L.	F 1/c
Ostman, J. O.	S 1/c	Martin, W. E.	F 1/c
Hilton, W. F.	S 1/c	Marek, E. F.	F 1/c
Haefner, C. P.	S 1/c	Herasuta, M.	S 1/c
Emigh, J. C.	F 1/c	Lucas, E. J.	S 1/c
Ippolitti, E.	F 1/c	Lyneis, W. J.	F 1/c
Lewis, L. H.	F 1/c	Cross, R. H.	F 1/c
Ennis, E. J.	S 1/c	Kowach, T. P.	S 1/c
Leslie, R. E.	S 1/c	Eckhart, R. L.	F 1/c
MacMillan, B. K.	S 1/c	Lauzon, M. G.	S 1/c



AND WE STILL HAVE TO
BORROW EQUIPMENT FROM THE ARMY



M A N I F E S T O F F I C E

This battalion is original in this sector in the manifesting of cargo and for this reason our requirements for information had to be made known to the sources of our cargo supply so that the necessary data could be placed on the ship's papers.

The Dock Receipt System was installed, whereby permits are issued before any material can be delivered to the dock. Government Bills of Lading are made out and a copy kept on the dock until the material is shipped.

File tags are furnished with each load of material stored on the dock or in the dock warehouses. These tags are removed by the checker on the hatch when the material is loaded aboard ship and turned into the clerk in the checker's office. The clerk compares the Dock Receipt and Bill of Lading with the hatch checker's report on what was loaded in the hatch and the papers are turned into the manifest office.

From the Checkers' reports a Manifest containing a description of the cargo, name of the shipper, consignee, transshipment information, number of pieces, weight and cube of every item loaded aboard the ship, is made.

A Cargo Book is also made and is tied into the items on the Manifest by means of Pro Numbers (Order of loading and manifesting) and contains the name of the shipper, consignee, transshipment information, number of pieces, kind of cargo, Government Bill of Lading number, weight, cube and stowage.

A Hatch Stowage List is made up which lists every item in each section of each hatch, showing the Government Bill of Lading number, number of pieces, description of material, weight, cube and stowage in that particular section of the hatch.

The Ship's Cargo Plan is drawn by the manifest office which shows a cross section picture on how the cargo is stowed, weights and number of pieces.

When the foregoing papers are completed a Commodity Statement is prepared which shows the type of cargo loaded in each hold. It also lists special cargo, heavy lifts and ammunition.

Each ship loaded at Womens Bay is furnished with a complete copy of the manifest and several Cargo Plans. Two (2) copies of the Manifest, five (5) Cargo

Books, three (3) Hatch Stowage Lists, three (3) Commodity Statements and two (2) Ship Cargo Plans are placed aboard the ship for the Naval Transport Officer at each port of discharge. Copies are kept on file in the Manifest Office and sent to the Supply Officer on this base, the Commander of the Alaskan Sector, the Port Director at Seattle and Port Director on this base. The copies that leave this base are sent by plane when the ship leaves Womens Bay.

The personnel of the Manifest Office is as follows:

Watters, J. P.	CSK	In Charge
Brown, V. O.	M	1/c
Harrell, J. L.	SK	3/c
West, W. S.	SK	3/c
Mathews, T. J.	SK	3/c
Rose, F. E.	S	2/c



Singing in the rain





More Slings
in the rain



C H E C K E R S

One Chief Storekeeper, two Head Checkers (SK 2/c), and eighteen Checkers (SK 3/c) comprise our Checking Department. They are divided into two watches with a Head Checker in charge.

The Checker's duties are to check the commodity, number of pieces and stowage of all cargo loaded aboard the ship. In discharging ships they work with the warehouse gangs directing the distribution of cargo in the marked sections of the dock warehouses. They make out the Receiver's Memorandum Receipts that are sent with each truck load of material delivered to the base warehouses. The Checkers also compare the pile tags with the Dock Receipts for material brought to the dock or the dock warehouses to be loaded aboard ship.

The Checker Department is one of the most important in our organization and the efficiency of our operations depends on their work. It is the checker's duty to identify the material to be loaded on board the ship and to know where the material can be located in the dock warehouses, dock or wherever it is stored awaiting shipment.

The Checkers keep a log of all time worked on each hatch, showing time lost and reason for same, besides a Hatch List of material loaded in each hatch. These reports are turned in at the end of each watch and they give the officer in charge a good working picture of the events of the day. They can be used to correct any defects in the loading procedure, besides giving a complete story on cargo stowed, time lost and reason for same.

Gerhard, J. A.	CSK	In Charge
Henry, J.	SK 2/c	Assistant
Houser, R. J.	SK 2/c	Head Checker
Loria, D. J.	S 1/c	
Claypoole, G. R.	SK 3/c	
Davis, W. J.	SK 3/c	
Hamm, J. D.	SK 3/c	
Gillespie, R. W.	SK 3/c	
Marino, J. C.	SK 3/c	
Donahue, F. J.	SK 2/c	
Parry, T. G.	S 1/c	
Hansen, R. E.	SK 3/c	Head Checker
Levine, M.	S 1/c	
Gerzer, H. J.	SK 3/c	
Hagemeyer, R. G.	S 1/c	
Parker, I. H.	SK 2/c	
Berg, B. G.	SF 2/c	
Allerdings, H.	SK 3/c	
Krajewski, L. J.	S 1/c	



DOUBLE GEAR
for
80 ft. lengths



Too
COLD
for a slip



EXPEDITORS

It has been found necessary in the loading of ships to know or anticipate the cargo going aboard. Therefore, to expedite the loading thereof, a separate department has been set up. It is composed of two men with one man on each watch.

Their duties are manifold and are as follows: Locate all anticipated cargo to be shipped from this base. This necessitates close association with the Supply Department and the officer in charge of all CB Battalions on this base. The information gained from these two sources is assimilated into a Cargo Booking file.

In order to give an accurate picture of the cargo to go, it is necessary to give quantity, cube and weight and a description. This is done in advance to the arrival of the ship. When the ship's arrival is determined, the expeditors immediately contact the labor and truck dispatchers. The location, type of cargo and amount is given to them, along with the type of equipment and number of men necessary to get it to the dock or dock warehouse in sufficient time to be placed aboard ship.

Once the cargo is started for the dock or dock warehouse, the assistant in charge of the Checkers is notified so that provisions can be made by him for a stowage space on the dock or in the dock warehouses.

A complete description on all cargo must be made available at all times to the Stevedore Officer and Officers in charge of loading on the dock. This is furnished by the expeditors through a Booking File System. This file is kept up to date at all times and is accessible to the interested personnel.

After the ship has been docked, the expeditors work in conjunction with the loading officer, who orders through them the type of cargo needed. He also specifies the approximate time the cargo will be needed and it is the expeditor's duty to carry these orders out without delay.

The Expeditors have completely eliminated delays in loading, due to no cargo available.

The Expeditors are:

McManis, W. O.	BM 1/c
Collier, W. S.	BM 1/c

G E A R L O F T

The Gear Loft is in charge of a First Class Petty Officer with an assistant on the opposite watch. Two other men splice cables, repair gear used in the stevedore operations and make minor repairs to the ship's gear.

The Gear Loft was very poorly stocked and most of the equipment in need of repair when the 8th Special CB Stevedore Battalion took up the duties of loading and discharging ships at Womens Bay. Since that time we have built up a complete stock of gear and equipment through the efforts of our Gear Loft personnel.

The selection and designing of all gear is done directly through our Stevedore Officers and their previous experiences have been used to a good advantage in every department of our organization.

Snyder, R. F.	MM 1/c	In Charge of Gear Loft
Chervenka, H.	BM 2/c	Assistant
Geiger, F. E.	S 1/c	
Long, H. J.	S 1/c	
Knight, G. M.	SK 3/c	
Burris, G. B.	SK 3/c	
Zarenkiewicz, M.A.	F 1/c	

GEAR LOFT INVENTORY

3	Blocks
2	Hack Saws
1	Cross Cut
1	Compass
2	Snatch Blocks
14	Shackles (50 lb.)
2	Timber Tongs
3	Cant Hooks
6	Hand Timber Hooks
9	Wheel Hooks
1	Blacksmith Cargo Hook
8	Picks
4	Sledges
2	Axes
4	Grease Guns
2	Cable Cutters
3	Screw Ja cks
5	Spud Wrenches
2	1 ton Chain Hoists
8	5/8" Chain Slings

3	Vises
4	Swivel Cable Hooks
8	Wrecking Bars
65	Cable Hooks
12	Shovels
6	Ballpine Hammers
5	Claw Hammers
5	Stillson wrenches
4	Automobile Lifts
3	Board Bridles
1	Spool 5/8" Galvanized Wire
1	" 1/2" " "
2	" 3/8" " "
1	" 1/4" " "
7	Wire Hook Bridles 8'
4	" " " 4'
1	" " " 2 hooks 5'
2	15' x 5/8" Wire Slings
5	Corn Brooms
6	Dock Brooms
3	Soft Brooms
72	Crowbars

2	Bridles w/dogs for steel plates
14	Cargo Hooks 5 & 10 tons
30	15' x 5/8" Slings
40	27' x 5/8" Slings
8	30' x 1" Snorters
8	40' x 3/4" Snorters
8	20' x 3/4" Snorters
20	8' x 5/8" Snorters
8	20' x 3/4" Chains-rings w/hook
12	20' x 5/8" Chains-rings w/hook
6	10' Bridles w/hooks 1/2" wire
24	Iron Rollers
1	Board Bridle
2	25' x 5/8" Wire Slings
10	15' x 5/8" Wire Slings
5	Water Cans
1	20' x 5/8" Wire Sling
5	18' x 5/8" Wire Slings
7	5' Bars
2	Cant Hooks
3	Sets of Barrel Chines

3	Bale Hooks
2	Bundle Hooks
1	10 ton Cargo Hook
1	Vise
2	14' x 5/8" Wire Slings
150	Pedro Hooks
1	Spool 7/8" 6 x 19 Wire
4	Westcott Wrenches
2	14' x 5/8" Snorters
5	Gallons Cantonment Green Paint
4	5' x 1" Snorters
1	7' x 1" Snorter
1	Coil 5/8" Rope
200'	3" Rope
1	Electric Grinder
2	Shovels
2	4' x 3/4" Snorters
2	6' x 3/4" Snorters
2	8' x 3/4" Snorters
2	10' x 3/4" Snorters
2	12' x 3/4" Snorters
65	Shackles

15	Wooden Rollers
2	Pierced Plank Landing Net Bridles
2	14" Snatch Blocks (steel)
4	12" Snatch Blocks (wood)
7	Gallons Red Paint
2	Landing Nets 48" x 90" (rope)
1	Cargo Net 12' x 12' (rope)
4	C-clamps
2	Rolls of Waxed Paper
2	30' x 7/8" Wire Slings
2	30' x 5/8" Snorters (galv.)
2	25' x 7/8" Wire Slings
2	Sets of Barrel Chines
1	Hook Board Bridle (rope)
4	18' Snorters (rope)
8	18' x 5/8" Wire Slings
2	14' x 1/2" Wire Slings
4	30' x 5/8" Wire Slings
10	20' x 5/8" Wire Slings
2	50' x 5/8" Snorters
2	50' x 7/8" Snorters
1	Box Load Binders

4	40' x 1" Snorters
1	40' x 3/4" Snorter
1	20' x 3/4" Snorter
4	30' x 3/4" Snorters
1	50' x 7/8" Snorter
1	34' x 5/8" Snorter
1	23' x 3/4" Snorter
2	24' x 7/8" Snorters
1	30' x 1" Snorter
1	40' x 1-1/8" Snorter
4	14' x 1/4" Snorters
1	Set of Steel Slings 8'
4	10' x 7/8" Snorters
2	8' x 7/8" Snorters



Gear Loft



*Cooper
Shop*

C O O P E R S

Three Carpenters Mates on each watch with a Carpenter Mate 2/c in charge of both watches comprise our Coopering Dept.

They repair all wood gear such as pallet boards, boxes, etc., used in the stevedoring operations. They do shoring and bracing of cargo loaded in the hatches and repair boxes, crates, etc. containing cargo for shipment.

The Coopers were furnished with one set of carpenter tools when the battalion was divided into two sections and since then have acquired a power saw and another set of tools.

The personnel is as follows:

Land, S. B.	CM 2/c	In Charge
Allers, A. J.	CM 3/c	
Cooper, J. C.	CM 3/c	
Beal, J. W.	S 1/c	
Archibald, B. D.	CM 1/c	
Yonquist, L. E.	CM 2/c	
White, W. E.	CM 2/c	

M A I N T E N A N C E

The Maintenance Department is under the direction of a First Class Petty Officer with three men on each watch. Their duties are to keep all of the rolling stock and equipment used in our operations on the dock in good running condition.

We have several top rate mechanics, schooled in both deisel and gasoline motors and a proficient electric and acetylene welder that has helped greatly in keeping our equipment in repair.

The trucks and jitneys assigned to the battalion at this base were worn out and in need of major repair jobs. Very little repair parts were available so our equipment was repaired by scrapping worn out vehicles and salvaging some of the parts for the equipment found to be in slightly better condition.

The Maintenance men are on duty on the dock at all times to make minor repairs and adjustments as needed.

Dulgar, K. L.	MM 1/c In charge of Maintenance Department.
Dripps, J. T.	SF 2/c
Riddell, T. F.	F 1/c
Eastep, J. H.	MM 1/c
Dennison, R.	MM 2/c
Hardy, J. E.	F 1/c
Wyatt, C. J.	F 1/c
Smith, G. S.	MM 2/c

INVENTORY OF MATERIAL IN

THE MECHANIC SHOP

- 40 Four wheel Pull Trucks plus three for parts.
- 7 5000 lb. Lifts, Clark Trucktractors.
- 7 Pull Jitneys, Model B Ford.
- 6 Push Trucks, two-wheel type.
- 2 Sets of Mechanic Hand Tools.
- 3 25 ft. Extension Cords.
- 5 5 gallon Gas Cans.
- 2 Funnels.
- 1 2 quart Oil Cans.
- 2 1 gallon Oil Cans.
- 1 Hobart Electric Welder mounted on chasis.
- 1 2000 watt Ononan Portable Light Plant mounted on chasis, with 4 lights and shields plus 60 ft. of wire of same.
- 1 4 horse-power Jaeger Suction Water Pump with 40 ft. of suction hose.
- 2 Bench Vises; 1-4" jaw and 1-6" jaw.
- 1 Ingersoll-Rand 300 ft. Electric Air Compressor with 50 ft. of hose and with tire attachment.
- 1 Rolloway Greasing Outfit with 25 ft. of hose.
- 1 Greasing Ramp for Bulls and Jitneys.
- 1 Caterpillar Grease Gun for rollers.

- 10 Small Hand Grease Guns.
- 1 8 lb. Sledge Hammer.
- 1 6 lb. Sledge Hammer.
- 1 Lorain Truck Crane. (20 ton capacity)
- 1 Waukeshau-Hesselmann oil burning motored Stiff
Leg Crane, with 4 speed-up transmission
and 1 lowering speed. (50 ton capacity)



NEW
Ones
Out
Of
LO
&
L



STEVEDORE OFFICERS

The stevedore organization is headed by a Lieutenant (jg) who oversees and supervises all operations. He is assisted by the Ship's Officer (Lt.(jg) and two Watch Officers (Ensign).

The Ship's Officer handles the stowage of cargo and supervises all heavy and dangerous lifts made on the ship. He notifies the expeditors as to type of cargo and approximate time it will be wanted at the ship's side.

Two (2) Watch Officers, one (1) on each watch, help supervise the loading of the ship and check the effort put forth by the men working both on the dock and in the ship's hold. They are in charge in the absence of the Stevedore Officer and the Ship's Officer.

Lt.(jg) P. K. Hargrave	Stevedore Officer
Lt.(jg) W. E. Morgan	Ship's Officer
Ensign G. B. Daniel	Watch Officer
Ensign J. W. Bartholow	Watch Officer

stands by ladders at each warehouse prepared to mount to the roof if necessary. Each man has been notified in writing where his post is located and the exact duty he is to perform.

Adequate alarms have been provided and fire drills are held at unannounced intervals. We have two ex-city firemen in the battalion who have acted as instructors at fire drills. The men selected for the Fire Department are those whose duties keep them in the vicinity of the docks at all times and they will be available when needed.

Realizing the need for education along fire prevention lines, a vigorous course of instruction is being pursued and it is our hope that all our fire alarms will be false ones for drill purposes only.



"RAIN
and
CARGO"



"BOSSIE"
#4 'tween
deck stowage



Battal
and in
and bu
on the

enforc

FEED FOR "BOSSIE"
#4 lower hold



S A F E T Y

A Safety Department is operated through the
Lion Headquarters. Accident reports are made out
investigated. A Safety Campaign is always in progress
bulletins and posters are placed in prominent places
dock and in the warehouses.

The following are some of the Safety Rules
ced:

TOW AND LIFT JITNEYS

The operator is the only man allowed on
the Jitney.

When machine is idle, always leave it out
of gear.

Fingers must be left on ground when jitney
is not in operation.

Do not ride on figgers of lift at any time.

Only men assigned to jitneys are allowed to
operate them.

Jitneys to be operated only on planking and
pavement.

No unnecessary driving.

Unnecessary speeding of jitneys will not be
tolerated.

YOU DON'T HAVE TO BE CRAZY....

TO GET
HURT...BUT...

...IT
HELPS!



**WORK
SAFELY!**

example of numerous safety posters throughout the dock area)

SAFETY RULES FOR STEVEDORE
OPERATIONS

Men should keep clear of the bight of a line and should in or on coil.

Men should stand to one side - not straddle a line when stopping it.

When topping or lowering a boom, if necessary, suitable stoppers should be used to prevent falling of the boom. When ship is equipped with wire purchases the ship should furnish a sufficient number of chain stoppers to permit safely shifting the derrick-topping lift. There should be at least one stopper for each hatch.

Men shall not be allowed to walk out on hatch beams or strong backs to place slings or to cross hatch.

When longshoremen are working through an opening of one section in a hatch, the remaining beams that are left in should be properly secured.

'Tween deck hatch covers should be stowed at a safe distance from coaming to prevent them from being thrown into hold by a draft swinging under coamings.

When gangwaymen make a flooring of hatch covers between the coaming and sides of the vessel they should place them so as to leave no space between the hatch covers and prevent a tripping hazard.

Longshoremen should not be permitted to handle slingloads in the 'tween decks being worked unless strongbacks and hatch covers are in place and properly fitted, and if a section of covers is left off, then the strongbacks should be properly secured and if practical, life-lines rigged to prevent men from stepping off into the open space.

Vehicles transporting workmen shall be operated in a safe and careful manner and shall not exceed speed limits.

Check rungs of ladders before going into hatches.

Gear or equipment not in use should not be left lying around decks of ship or dock.

Cargo shall be loaded so that no piece can fall from the draft.

Men should not make up drafts under or in the path of moving loads or drafts.

Cargoes which are likely to shift or roll shall be secured or blocked.

Stevedores' Hand Hooks when not in use should be put in some safe place and should not be placed where they may be stepped on or hung up where vibration may shake them down.

Loose dunnage should not be permitted to be left in square of hatch or in the path of draft being dragged or landed. It should be laid as needed or picked up as uncovered.

Bend all nails in dunnage so as not to cause a hazard.

Gangwaymen or anyone occupying a similar position, should not give signal to hoist or lower any draft unless it is properly slung.

Hatch Tenders and gangwaymen should be instructed not to give signal for hoisting or lowering a draft until all men are clear of the draft.

When drafts are to be landed in the wings employees should be instructed to push and not pull the draft.

No person should be permitted to stand between the load and fixed objects, such as stanchions or other cargo, and when using a bull line to move cargo, stand out of the bight and clear of the throw of the load and hook.

When draft is being landed, men should keep their feet well away from under it. When guiding a draft they should keep in a safe position to avoid being struck by it.

No winch driver should leave his winch while steam is on, but should first shut the steam off at the valve ahead of the throttle.

Tractors, tractor cranes, burden trucks and hand trucks should be operated in a safe and careful manner, and should be slowed down or come to a halt when there is a possibility of injuring anybody.

Trailers should be checked when heavy pieces of cargo are being loaded or unloaded when there is a possibility of rolling.

No horse-play will be tolerated during working hours.

An injury of any kind, irrespective of its severity, shall be reported immediately to the man in charge, by the injured person if he is physically able to do so. If the injured person is physically unable to report the injury, then it shall be reported by any person in possession of the facts. The man in charge shall see that the injured party is given immediate first-aid treatment.

Upon the occurrence of a personal injury the man in charge shall investigate and determine the cause of the accident.



*SPEED UP
PROCESS*



*And Still
MORE PIPE*



*Quick Loads of Ammunition
Between Showers*

S T A T I S T I C S

In the first three (3) months we have worked sixty-one (61) ships, of all types from Liberty Ships to Patrol Ships carrying cargo to points in the near vicinity.

We have discharged from the above ships approximately 25,000 tons of cargo and loaded some 32,000 tons of all types. Our average rate of discharge has been 18.5 tons per hour, per gang and in loading and stowing our average rate has been 12.2 tons per hour.

The following are copies of unsolicited letters received from Masters and Chief Officers of some of the ships worked by our battalion:

(copy)

ALASKA STEAMSHIP COMPANY
"The Alaska Line"

16 October 1943

Lt.(jg) P. K. Hargrave
Lt. (jg) W. E. Morgan
Stevedore Officers
8th Special Stevedore Battalion.

Gentlemen:

It has been a pleasure to observe the excellent progress your battalion has made in the loading of ships, knowing that your men were new at this work only a few months ago.

I would class them with any experienced crew of longshoremen and wish to compliment them on the excellent job of stowage and securing cargo on my ship.

I sincerely wish you and your men all the success in the world and hope they may have the opportunity of working the S/S Thomas Condon again.

Sincerely,

Arthur Howgate, Captain
SS Thomas Condon

(copy)

UNITED STATES LINES

S.S. Leonidas Merritt
Kodiak, Alaska,
September 8, 1943

Lt.(jg) P. K. Hargrave
Lt.(jg) Wm. Morgan,
8th Special Stevedore Battalion
Kodiak, Alaska.

Gentlemen:

I wish to thank you for your complete cooperation, for the excellent stowage and securing of cargo on this ship while at your pier.

It has been truly a pleasure working with you and your men and I am confident that such cooperation as yours has been, will play no small part in the reaching of our final goal, victory.

Respectfully yours,

Ralph R. Leman, Chief Officer
S.S. Leonidas Merritt.

(copy)

NORTHLAND TRANSPORTATION CO

S/S J. P. GAINES
August 27, 1943.

Lieut. Comdr. A. B. Harr
Stevedore Battalion
Womens Bay, Alaska

Dear Sir:

I wish to compliment you and your men that loaded my ship at Womens Bay. The job was equal to any experienced crew of longshoremen. I sincerely wish that your battalion may have the opportunity to work my ship again

Very truly yours

Captain A. W. Nickerson
S/S J. P. Gaines

(copy)

ALASKA STEAMSHIP COMPANY
"The Alaska Line"

October 22, 1943

Lt. (jg) P. K. Hargrave
Lt. (jg) W. E. Morgan
8th Special CB Battalion
Kodiak, Alaska

Gentlemen:

I wish to congratulate you and your men on the business-like manner they worked the SS Richard Mansfield while at Womens Bay Kodiak, Alaska.

The planning, handling, stowage and securing of cargo shows a lot of foresight and hard work in training these CB Battalions for this operation.

I wish you and your men all the success in the world.

M. R. Parks, Chief Officer
S. S. Richard Mansfield



EIGHT SPECIAL

SECTION III



EIGHT SPECIAL

**U. S. NAVAL CONSTRUCTION BATTALION
SECTION
III**



**1943-
1945**

1830-788.67

James F. Miller
204 NE 131st Pl.
Portland, Oregon
#97230

Peter Koenig
470 TOUTLE PK. RD
CASTLE ROCK W.N.
98611

1830-67



9479
Capt. R. E. Bassler, CEC, USN, Ret.
DIRECTOR OF TECHNICAL INSTITUTE DEVELOPMENT
University Of Tampa Tampa 6, Fla.

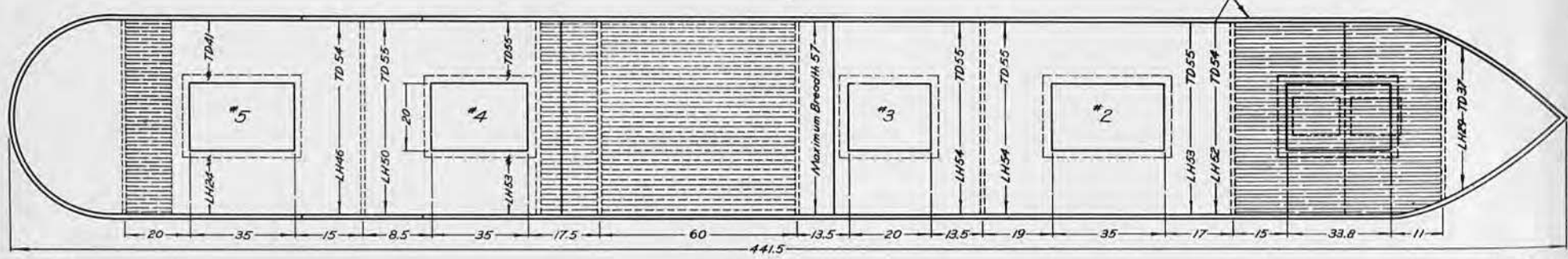
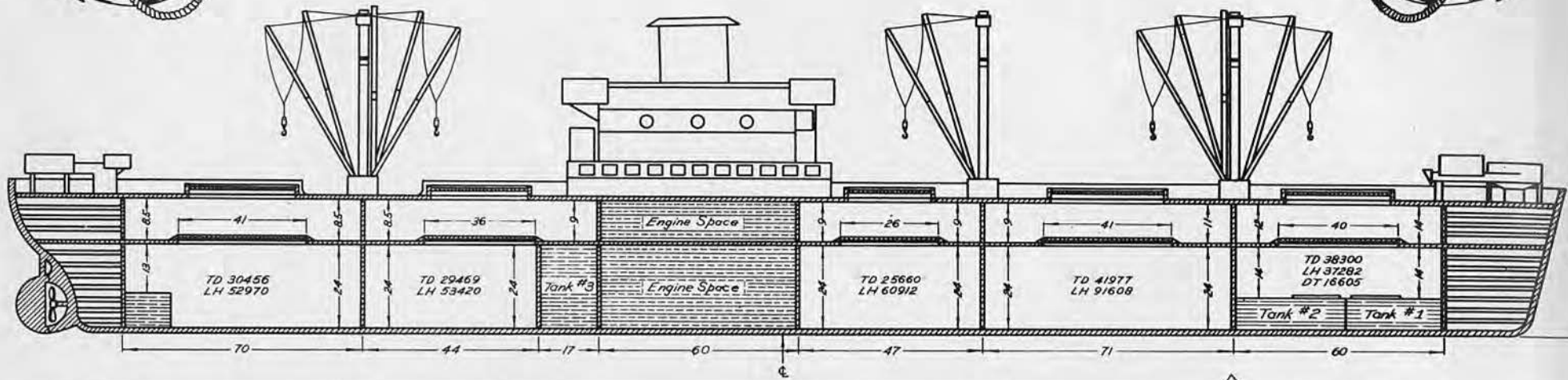


LT. J. W. SWENSON

This yearbook is dedicated to the memory of J. W. Swenson, Lieut. (CEC) USNR., who lost his life while on tour of duty in the Aleutians. As Executive Officer of the Eighth Special Battalion and Officer-in-Charge of Section One, his sincerity of purpose, benevolent interest in the complement welfare, and honorable qualities of leadership were perceptive to all who knew him.

LIBERTY SHIP

TRIMMING SCALE AND CARGO DIMENSIONS



DRAFT 27 FT. DRAFT 27 FT.

+10.4	+10.1	+9.7	+9.3	+8.9	+8.6	+8.1	+7.7	+7.3	+6.9	+6.5	+6.1	+5.7	+5.3	+4.9	+4.5	+4.2	+3.8	+3.4	+3.0	+2.6	+2.2	+2.3	+2.7	+3.1	+3.5	+3.9	+4.3	+4.7	+5.1	+5.5	+5.9	+6.3	+6.7	+7.1	+7.5	+7.9	+8.2	+8.6	+9.0	+9.4	+9.8	+10.2
-6.3	-5.9	-5.5	-5.1	-4.7	-4.5	-3.9	-3.6	-3.2	-2.8	-2.4	-2.0	-1.6	-1.2	-0.8	-0.4	0	+0.4	+0.8	+1.2	+1.6	+2.0	+1.8	+1.4	+1.0	+0.6	+0.2	-0.2	-0.6	-1.0	-1.4	-1.7	-2.1	-2.5	-2.9	-3.3	-3.7	-4.1	-4.5	-4.9	-5.3	-5.7	-6.1

Table of Corrections in Inches to Draft Forward and Aft for Each 100 Tons Loaded at any Distance from Amidships.

+12.4	+12.0	+11.5	+11.0	+10.6	+10.1	+9.7	+9.2	+8.7	+8.2	+7.8	+7.3	+6.8	+6.4	+5.9	+5.4	+5.0	+4.5	+4.0	+3.6	+3.1	+2.6	+2.6	+2.7	+3.2	+3.6	+4.1	+4.6	+5.1	+5.5	+6.0	+6.6	+6.9	+7.4	+7.9	+8.3	+8.8	+9.3	+9.7	+10.2	+10.7	+11.1	+11.6
-8.0	-7.6	-7.1	-6.6	-6.2	-5.7	-5.2	-4.8	-4.3	-3.8	-3.3	-2.9	-2.4	-2.0	-1.5	-1.0	-0.6	-0.1	+0.4	+0.8	+1.3	+1.8	+1.8	+1.7	+1.2	+0.8	+0.3	-0.2	-0.6	-1.1	-1.6	-2.0	-2.5	-3.0	-3.4	-3.8	-4.4	-4.8	-5.3	-5.8	-6.2	-6.7	-7.2

DRAFT 17 FT. DRAFT 17 FT.

EXAMPLE → FIND THE CHANGE OF TRIM AFTER LOADING 100 TONS IN FORE PART OF #1 TWEEN DECK.

Original Draft — Forward 25' 06" Aft 26' 08"
 Correction — Forward 09" Aft 05"
 New Draft — Forward 26' 05" Aft 26' 03"

Directly Beneath The Weight Find In The Scale Marked 27 Ft Draft.

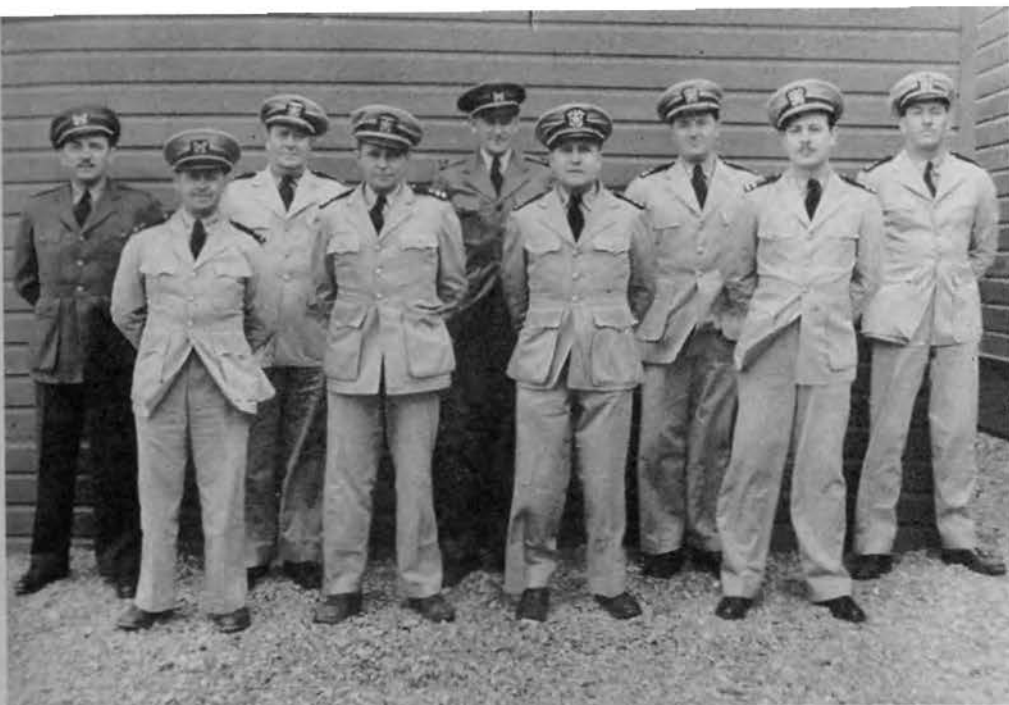
REMARKS → The corrections have been computed for the two drafts 10 ft apart to facilitate interpolation; but in practice it will be accurate enough to refer to the scale nearest the ship's draft.

When DISCHARGING use the scale as for loading and reverse the PLUS and MINUS signs.

DEEP TANKS							
TANKS	NO.1	NO.2	NO.3	TOTAL	TANKS	RES FEED	FR WATER
PORT	2729	5294	12506	CUBIC FT.	PORT	67	27
STBD.	3004	5578	12024	41135	STBD.	67	27

PRINCIPAL DIMENSIONS			
SHIPS LENGTH	441 1/2 FT.	SHIPS WIDTH	57 FT.
CAPACITY WT.	9005 TONS	FUEL CAPACITY	12160 BBL.S.
CAPACITY MEAS.	11966 TONS	FRESH WATER	475 TONS
MAX DRAFT	27' 7 1/2"	AV. # PER INCH	45 TONS
TOT. CU. HOLDS	478659	SPEED	10 1/2 / 11 KNOTS

BOOMS							
BOOMS	NO.1	NO.2	NO.3	NO.4	NO.5	#2 JUMBO	#4
LENGTH	55'	55'	47'	55'	55'	51'	51'
TONS	5	5	5	5	5	30/50	15



The Braid

front, left to right:

C. V. Knupp, Carp.; **P. K. Hargrave, Lieut.;**
J. W. Swenson, Lieut.; **H. J. Cole, Lieut., D.C.**

rear, left to right:

W. S. Collier, Carp.; **L. E. Moore, Lieut. (ig);** **A. Jensen, Carp.;**
E. L. Bishop, Lieut.; **J. W. Bartholow, Lieut. (ig).**

The Chiefs

front, left to right:

R. F. (4-5-6) Snyder, CSK; **W. M. (Tonnage) Mullins, CBM;**
J. J. (Silent) Maguire, CCM; **W. F. (Lil. Chiefie) Costello, CBMA;**
H. J. (Butterball) Mekus, CY.

rear, left to right:

C. L. (Pete) Peterson, CBM; **R. B. (Texas) Clinch, CMM;**
F. F. (Sheriff) Chant, CMM; **V. E. (Bunker) Beihn, CBM;**
E. E. (Blanket) Moon, CGM; **W. B. (Jelly Belly) Moston, CMM;**
J. F. (South of the Yards) Doyle, CBM.



U.S. NAVAL OPERATING BASE
NAVY 151 (ONE FIVE ONE)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

26 June 1944

To: Commanding Officer
Eighth Special N.C.B.
Navy 151

Subject: Commendation.

1. The Commander, Naval Operating Base, wishes to express his extreme gratification and pleasure to the officers and men of your Command for the cooperative spirit and professional skill displayed in the completion of a recreational building attached to this Command.
2. Such devotion to duty, above and beyond the normal requirement, is not unusual or unexpected from your command. It has frequently come to the Commander's attention that your organization has performed this type of service as "routine"; therefore, it is fitting that official recognition be accorded on this occasion as a recreational establishment has been provided thereby, when none has been previously available, for the Nurses presently on duty, and those that will be on duty in the future.
3. This building was recently dedicated, and will be hereafter known as "Hendricks Hall" in honor of Lieutenant (jg) Hendricks, U.S. Navy.
4. Well done.

(Signed) L. CONN
LANNIE CONN
Commander

*Fleet Air Base
Coca Solo
Panama
1932-5*

EIGHTY-FIFTH U.S. NAVAL CONSTRUCTION BATTALION
DUTCH HARBOR, ALASKA

18 April 1944

To: Officer-in-Charge, Third Section, Eighth Special USN CB

Subj: MAC MILLAN, Bernard K., Slc, 817 15 54, USNR
HATHERLEY, J. A., PhMlc, 632 78 74, USNR
Commendation of

1. The services rendered by the subject named men in connection with the attempt to resuscitate James W. MUNSEY, Jr., of the 85th NC Battalion, 15 April 1944, have come to the attention of the Officer-in-Charge.
2. It has been discerned from the statements given by various witnesses in connection with the electrocution of MUNSEY that the subject named men displayed exemplary conduct in their prompt action. MAC MILLAN, according to the above mentioned statements, arrived on the scene almost concurrent with the time of the accident and immediately upon becoming cognizant of the situation, proceeded to administer artificial respiration. He continued in this for a period of approximately ten (10) minutes. Hatherley then arrived at the scene of the accident and relieved MacMillan for a period of a few minutes, at which time the ambulance and doctors arrived from the Naval Operating Base Dispensary.
3. The fact that the attempt to resuscitate MUNSEY was unsuccessful does not detract in any way from the valiant action taken by these men and it is the desire of the Officer-in-Charge that these men be commended for this action on their part.

(Signed) THOMAS J. LEWIS
Lt. Comdr. CEC, USNR
Officer-in-Charge

Log

OF THE EIGHTH SPECIAL U.S. NAVAL CONSTRUCTION BATTALION. THIRD SECTION

- | | | | |
|----------------------------|--|-----------------|--|
| 6 April 1943 | Battalion formed in A-10 Area Camp Peary, Virginia. | 10 July 1943 | Entrained for West Coast passing through New Haven, Poughkeepsie, Syracuse, Buffalo, Cleveland, Indianapolis, St. Louis, Kansas City, Pueblo, La Junta, Trinidad, Raton, Albuquerque, Gallup, Winslow, Williams, Needles, Cadiz, Barstow, San Bernardino, Los Angeles. |
| 7-23 April 1943 | Military training under direction of U.S. Marine Corps. | 16 July 1943 | Arrived at Camp Rousseau, Port Huenum, Calif. |
| 23-26 April | 62 hour liberty. | 17-29 July 1943 | 36 hour liberties, military and duty assignments. |
| 26 April | Dress Parade and Presentation of Battalion Colors by Capt. Ware. | 30 July 1943 | Entrained for North passing through Santa Barbara, Santa Maria, San Luis Obispo, Paso Robles, King City, Salinas, San Jose, Oakland, Richmond, Martinez, Benicia, Davis, Colusa, Redding, Weed, Klamath Falls, Eugene, Salem, Portland, and Olympia. |
| 27 April to
15 May 1943 | Technical training period in stevedoring, hut erection, communications, welding, water purification, gunnery, etc. | 1 August 1943 | Arrived at Seattle and boarded USS Chaumont. |
| 16 May 1943 | Moved to Area A-3 Camp Peary. | 2 August 1943 | Sailed from Seattle to Island "X". |
| 17 May 1943 | East Coast men departed on 10 day leave. | 6 August 1943 | Arrived at Island "X", after a quiet voyage. "B" Co., quartered at Buskinville; "D" Co., and half of Headquarters Co. quartered in P-Barracks. |
| 27 May 1943 | East Coast reported aboard upon expiration of leave. | 7 August 1943 | USS Chaumont with "A" and "C" Cos. and half of Headquarters Co. aboard sailed for the Western Aleutians. |
| 28 May 1943 | In pouring rain, entrained for Rhode, Island. | 27 August 1943 | "B" Co. moved to P-11-12 Barracks. |
| 29 May 1943 | Arrived at A.B.D. Camp Endicott, Rhode Island. | 23 Feb. 1944 | Departed from Island "X" for Island "Y" on board SS Yukon. |
| 31 May 1943 | West Coast men departed on 17 day leave. | 26 Feb. 1944 | Arrived at Island "Y" after a very rough voyage and were quartered in Cabañas at Sheep Ranch. |
| 31 May to
17 June 1943 | Men at Camp given basic military training, hikes to Goddard Park and Sun Valley. | 13 March 1945 | 1700—Departed for the U.S.A. |
| 17 June 1943 | West Coast men reported aboard. | 26 March 1945 | Arrived in the U.S.A. at San Francisco. |
| 17 June to
9 July 1943 | Military training and duty assignments continue for all at Camp Endicott, Rhode Island. | | |

Manifest Office



left to right:

B. L. Gill, J. L. Harrell, T. J. Mathews

Arriving at Island "X" on August 6th we immediately set to work and organized the Manifest and General Stevedore Office on the dock. The necessary office equipment, typewriters, desks, etc., were procured and we settled down to work on our first actual job. There, improvements being in order, carpenters, painters, electricians, were called in and from the welter of confusion emerged the show place of the docks. Just as we were all settled down along came orders to shove off for Island "Y". Finally, after a tempestuous voyage on the YUKON we arrived safely but still wobbly and walked smack into the biggest job we had tackled as yet. We had no sooner put our feet on the dock and been assigned quarters when we were put to work.

Procuring the necessary office equipment, remodeling and painting the office, we again had an attractive office of which we were proud.

During the month of April Chief "Muddy" Watters was promoted to the rank of Ensign and transferred to the States.

Jimmy "Trigger" Harrell was then put in charge of the office and his worries really began. The day-off schedule became uncertain as the work mounted, making cargo plans, commodity statements, cargo books, hatch lists and the important task of manifesting. There was always plenty to do and sometimes on busy days one would see the force slowly count to ten on their fingers "to keep from blowing its top".

Assisting Jimmy Harrell in the office was Tommy "TNT" Mathews, who took care of all the cargo booking files, manifesting and numerous other jobs.

Another worker in the office was "Carrier Pidgeon" F. E. Rose who also acted as draftsman and artist.

Last but not least was "Myrt" of the Docks, the genial pipe smoking switchboard operator, Barney Gill.

In tribute to a swell crew with a tough job to do we can proudly say "Well Done".

Stevedoring Operations

Since the 8th Special Battalion was primarily a stevedore organization, more emphasis was placed in our training on this type of work rather than in the general construction and maintenance trades. For this reason it was not exceedingly difficult upon reaching Island "X" to adapt ourselves almost completely to the technical activity associated with a port company. With the start of actual operations, this company together with other units forming our section, branched out into five ship gangs and corresponding dock crews. This formation gave more of the detachment's personnel a chance to complete their somewhat scanty knowledge of good stevedoring practice.

Most battalions of our type spend about 95 per cent of their time discharging freight and have little experience in ship loading practice. Since loading is somewhat more exacting than the discharging of a ship, it was probably to our advantage being assigned duty on a base where there were several large shipments to be

loaded out. Thus for our first four months of service the performance in transporting cargo to, and stowing the same aboard ship, was much greater than our discharge tonnage.

By the time our unit was ordered to assignment at a new advanced base, the ships' gangs, dock crews and maintenance units were smoothly working sections of an efficient port company. In most instances they far surpassed civilian stevedore groups attached to the ships serviced at our base. Statistics on time consumed during tonnage loadings and discharges clearly pointed out that our company operated close to maximum efficiency.

The crews responsible for our good stevedoring record were for the most part young men from various stations in life. Very few had any civilian stevedoring experience prior to their entering the naval service.

This is enough of facts and figures, for the personnel are much more important than any figures could be. So we present "Dunnage" Mullins, CBM, and "South of the Yards" Doyle, CBM, the two walking bosses, who got their jobs done, but not quite in the same manner. Under them of course came the hatch bosses, "Texas" Clynych, "Tonnage" Morris, "Pete" Peterson, and "Bird" Pidgeon. Under these hatch bosses came the winch drivers, the front men, and the (when in the hell are we going to get a rate) hold men, those rough and ready boys who really start to throw the freight when they get a little mad.

left to right:

J. W. Turner, Lt. (jg) Bartholow, Lt. (jg) Moore.

Ship Boss
W. M. (Dunnage) Mullins,
CBM.



Ship Boss
J. F. (South of the Yards)
Doyle, CBM.



Morris's Crew, No. 1

front, left to right: W. F. (Willie) Humes, P. F. (Dub)

Litherland, O. (Ollie) Jeanson, I. J. (Sonny Boy) Bownds.

rear, left to right: L. L. (Tonnage) Morris, R. D. (Randy) Mallon, C. H. (Sea-
bee) Holt, C. R. (Boats) Dyas, J. W. (Ingie) Ingram, C. E. (Busy Bee) Dam.



Clynch's Crew, No. 4

front, left to right: B. L. (Round Boy) Cocanower, T. J. (Joeseffie) Roman-
eck, W. C. (Bad Eye) Howell, D. W. (Joe-Joe) Resh, G. E. (Big-Un) Reese.

rear, left to right: P. F. (Fat Boy) Morin, R. J. (Red Arse) Meara, R. B. (Texas)
Clynch, R. (Chingow) Raya, C. J. (Pete) Petrowski, J. (Sinatra) Mazur.

Ship Gangs

Pidgeon's Crew, No. 2

front, left to right:

G. R. (Bird) Pidgeon,
E. J. (Clippin's) Pasiuk,
J. T. (Whitey) Watson,
J. W. (Mort) Mortimer,
B. M. (Billy) Sagrado,
F. J. (Coon Arse) Batt.

rear, left to right:

N. M. (Norris) Mallgren,
D. (Danny) Reed,
R. E. (Blackie) Bruce,
A. C. (Frenchy) Paquette,
I. C. (Pork Chops) Galloway.

Peterson's Crew, No. 3

front, left to right:

L. C. (Dutch) Dretsch,
H. R. (Herb) Hoffman,
C. L. (Hilge) Hilgedick,
V. (Sam) Kasbarian,
S. A. (Steve) Kwiecinski.

rear, left to right:

R. E. (Sanitary) Leslie,
E. W. (Fat Stuff) Adams,
C. L. (Pete) Peterson,
R. (Witchie) Moreno,
P. J. (Happy) Wehrlen,
P. S. (Snafu) Hane.

Dock Gangs

Hand in hand with the ships gang's operations were those performed by the dock gangs. They did everything in connection with the handling of the cargo to and from ship-side. This was a busy outfit, always undermanned (to hear them tell it). Out of all the hustle and bustle the hook kept moving and a record amount of vital cargo was handled. Credit for the efficiency of this department was due to the following dock gangs:



Genung's Crew, No. 1

front, left to right:

**A. J. (Blondie) Wilen, R. E. (Tar Heel) Phillips,
D. G. (Pop) Genung, J. (Joe) Dodge.**

rear, left to right:

H. J. (Hank) Long, J. F. (Sleepy) Miller.



Crockett's Crew, No. 2

left to right:

**W. R. (King) Cole, H. F. (Rebel) Hewett, E. E. (Seagull) Crockett,
J. W. (Doc) Surgeon, G. F. (Red) Cryan.**



Starr's Crew, No. 3

left to right:

R. M. (Chicago Kid) Santos, J. J. (Doc) McGowan,
J. I. (Hot Head) McMenamin, G. R. (Big Star) Starr,
R. L. (Spike) Hillyer.



Farmer's Crew, No. 4

front, left to right:

J. I. (Rich) Richter, B. T. (Bernie) Herrity, M. C. (Zaz) Zazuetta.

rear, left to right:

R. E. (Coach) Farmer, E. C. (Seabee) Hightower,
T. M. (Atlas) Reno, R. R. (Gig) Gignac,
F. L. (Sheriff) Chant, Dock Supt.



Wilkinson's Warehouse Crew

left to right:

J. R. (Junior) Hall, B. L. (Myrt) Gill,
J. E. (Russ) Russell, L. F. (Paz) Pazulski,
A. D. (Whiskers) Lewis, W. L. (Wilkie) Wilkinson,
E. J. (Mac) MacDonald.

Bull & Jitney Drivers



front, left to right:

B. E. (CawCaw) MacWha, M. G. (Gabby) Chandler,
R. L. (Ech) Eckhard, L. H. (Beanie) Lewis, C. E. (Westy) Westover,
H. A. (Seagull) Mason, E. (Ippy) Ippoliti, T. P. (Bishop) Kowach,
M. W. (Dupey) Duprey, D. W. (Polack) Hackett,
E. J. (Skinny) Ennis.

rear, left to right:

R. G. (Gold Dust) Gates, R. H. (Muncie) Cross,
R. (Hey Rube) Shapiro, B. K. (Knobby) MacMillan,
W. J. (Limey) Lyneis.

Necessary, but sometimes an evil adjunct, were those wild and reckless speed demons, the bull and jitney drivers, under the able direction of "Ippy" Ippoliti and "Bishop" Kowach. On busy days these boys made the docks look like the Indianapolis Speedway. With all their recklessness they did move a large amount of cargo in record time and so we say: "Well done."



front, left to right:

Donahue, Gillespie, Marino, Parry,
Johnson, Davis, Knight.

rear, left to right:

Famera, Loria, Simpson, Foust, Claypoole, Houser, CSK; Landrum.

Checkers

The Checkers, better known as the "Racketeers" of the dock, were a hard working band of Seabees (to hear them tell it, but ask anyone in a stevedore gang and he'll tell you they were a bunch of bums).

Their boot instructor had told them that checkers were a select group with special qualifications, the work was light and the heaviest thing they'd handle would be a pencil and clipboard. What a liar that instructor was!!! They have long since found out that the select group included anybody, that the special qualifications were broad shoulders and strong legs (Editor—weak minded also), that the pencils and clipboards also included heavy crates and boxes. Seriously though, they are a swell bunch of men and have done a most commendable job.

Plenty of credit is due them in helping the Eighth Special to "keep the hooks moving." We, of the Eighth Special salute the following members of that proud checker force:

Chief R. J. (Butch) Houser, F. J. (Pop) Donahue, W. J. (Deputy) Davis, R. W. (You All) Gillespie, G. R. (I always say the right thing) Claypoole, J. C. (Junior) Marino, T. G. (Blondie) Parry, J. L. (Pal Parrot) Foust, D. J. (Nigger) Loria, R. (Speedy) Knight, R. G. (My boy) Johnson, L. L. (Alf) Landrum, F. A. (Jiggs) Simpson, C. (Muscles) Famera.

Transportation

TRANSPORTATION DEPARTMENT

Soon after the Eighth Special landed at Island "X", the Transportation Department was established, the central office being located on "Temporary Pier". Fourteen drivers were picked, with W. S. Collier as truck dispatcher. As the work progressed additional drivers were added to the organization and F. G. Heijne was made heavy equipment supervisor. The ball was kept rolling and the drivers worked diligently during all kinds of weather, with the thought in mind to get the work done, which accounts for the proficiency of the department.

Lt. (jg) Herndon was put in charge of the Transportation Department upon his return from detached duty, and his ability in obtaining additional equipment proved valuable. He was like a father to the drivers and straightened out their little troubles to the satisfaction of all. One cannot think of Mr. Herndon without remembering his ever present shadow; none other than "Heavy Duty" Heijne.

In order to expedite the handling of the cargo, "Casanova" Collier was given the job of Cargo Expeditor and Jim "Mother" Henderson took over the job of truck dispatching.

Orders arrived for part of Section 2 to be transferred west to Island "Y". "B" Company and part of Headquarters Company were picked for the move; thus forming Section 3. The trip on the YUKON will be remembered by all; most of the fellows spent the trip in their sacks. Food was something no one talked about.

The YUKON docked at Ballyhoo Dock, Island "Y" at about 1100—26 February 1944. The Transportation Department was first to get under way as drivers were called and trucks started rolling, taking the men and their gear to their new quarters, "The Sheep Ranch".

The department started functioning under great difficulties as only three trucks out of all the equipment would run. The mechanics got on the job and it wasn't long until the Transportation Department was operating in full swing.

(W.O.) C. V. Knupp and (W.O.) W. S. Collier were put in charge of the Transportation and more drivers were added to the organization; F. E. "Holly" Hollenbeck and W. T. "Frisco Willie" Mathews assumed the job of Truck Dispatching. By the second day "Heavy Equipment" Heijne knew the location of all the warehouses, the phone numbers and the storekeepers by their first names. Wheels rolled and cargo was handled with a speed that brought commendations from the Base officials.



kneeling, left to right:

Anderson, Privett, Cook, Taylor, Hollenbeck, Mason, Heijne.

standing, left to right:

W. O. Collier, Kelly, Hall, Lauzon, Mathews, Pruett, Griffith, Barnes, Burnett, Simmons, Hochdorfer, Snider, W. O. Knupp.

rear left to right:

Rodrigues, Teeters, Parker, Heyne, Kooyenga.

The organization consisted of the following men:

(W.O.) C. V. (Pappy) Knupp

(W.O.) W. S. (Casanova)

Collier

F. G. (Heavy Duty) Heijne

F. E. (Holly) Hollenbeck

W. T. (Frisco Willie) Mathews

S. A. (Know It All) Anderson

C. W. (Baling Wire) Barnes

K. D. (Three Tray) Cook

J. H. (Bammy) Burnett

M. A. (Shepherd) Dague

C. W. (Chuck) Griffith

J. J. (Hotchy) Hochdorfer

B. B. (Buckshot) Holloway

J. R. (Junior) Hall

P. (Pickles) Kooyenga

B. V. (Carburetor) Kelly

L. H. (Beanie) Lewis

M. G. (Ebony) Lauzon

C. I. (Little Fingal) Heyne

R. L. (Moose) Mason

R. (Donut) Moreno

K. (Rear View) Parker

S. L. (You All) Privett

E. H. (Old Man) Pruett

M. (White Indian) Rodriguez

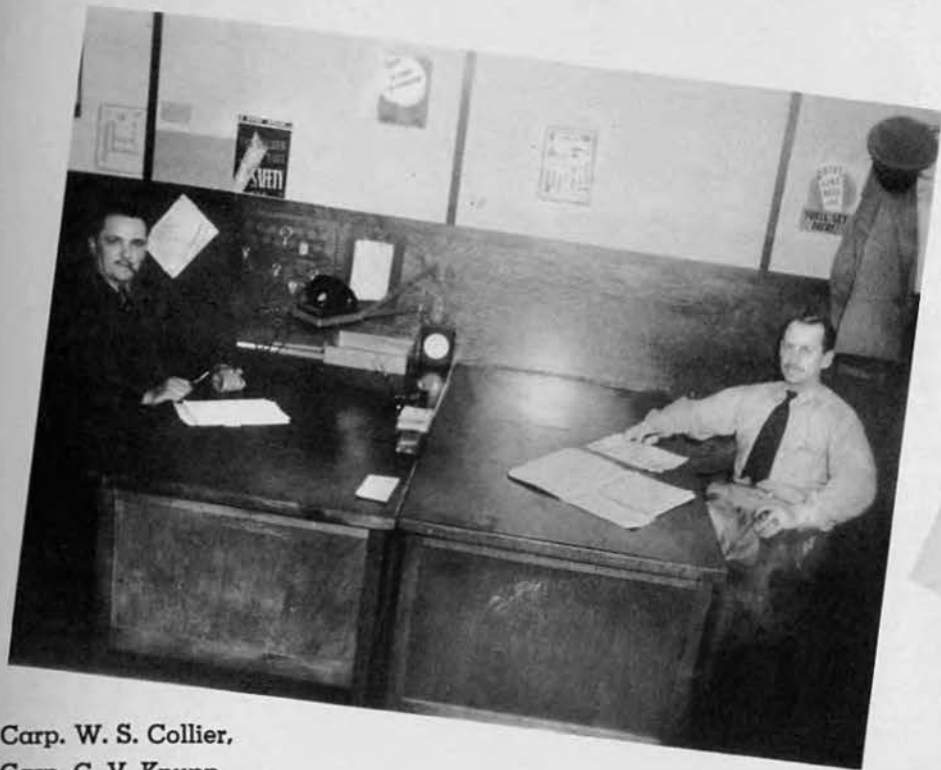
T. H. (Hyster) Snider

C. L. (Two Beer) Simmons

J. W. (Doc) Surgeon

J. T. (Long Pants) Taylor

O. L. (Dozer) Teeters



Carp. W. S. Collier,
Carp. C. V. Knupp.



F. E. Hollenbeck,
F. G. Heijne,
W. T. Mathews.



Our Transportation Equipment

Gear Loft

A dock where ships are loaded and discharged could not operate as such without a gear loft as a component part. We point with pride to our gear loft. It is the store room, the procurement center for almost all of the stevedoring unit's moveable assets. All our gear, wire and manila rope, slings, bridles, cargo nets, and countless other appliances essential in the loading and discharging of cargo vessels were not only stored but also produced in the gear loft. This department played an important part in dock and automotive maintenance.

From the time of its inception the gear loft employed every safety device known in the manufacture of stevedoring gear. A cable or rope splice intended to suspend a heavy lift must be faultless. It might be of interest to note here that not one accident in this unit's operations may be traced to the use of poor or faulty gear.

Electric and acetylene welding and burning were everyday tasks performed in our shop. We had been able to cut the proverbial "red-tape" on many occasions in offering assistance to ships of the Merchant Marine in need of small necessary repair. It is a recognized fact that a ship's gear must always be in first class operating condition and we like to think that this department stood ready to insure this desirable end. Many worthwhile suggestions to lighten the burden of the stevedore, when practicable, were advanced in the gear loft.

The men responsible for the efficiency of this section were:

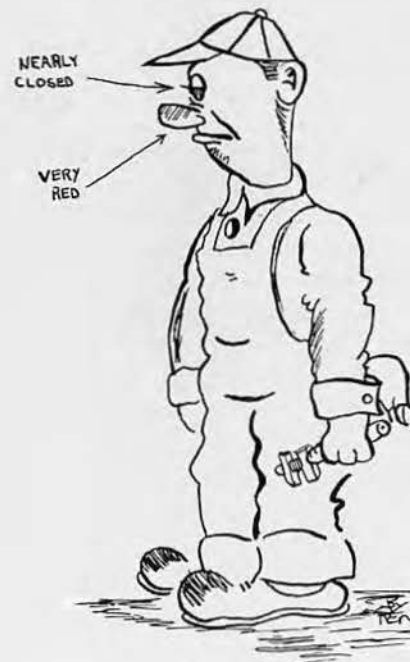
Chief R. F. (4-5-6) Snyder, H. (Happy about the whole thing) Chervenka, E. C. (Seabee) Hightower, B. L. (Red) Owen.

Among Rodriguez memories of Island "X", will be his spectacular trip when hauling bombs on the "Burma Road." Coming down a steep grade he lost control of his truck and overturned, throwing the bombs down the hillside. —Rod. lost his ruddy complexion for a few days and gained the nickname of "White Indian".



left to right:

H. Chervenka, B. L. Owen, E. C. Hightower.



C. B. Hightower

Dock Mechanical Shop



Dripps,
Granger,
Roberts.

At Island "Y" our dock mechanical shop operated in quarters equal to that of a lobby of a swank hotel. Painted in (Hargrave) green, soothing and restful to the eye, was a shop deluxe that fairly dazzled one. There in such splendor was the mechanical maintenance "shoppe" where our bulls (without sex), jitnies (not the nickle kind) and all dock mechanical equipment was repaired and kept in top notch shape. The maintenance work performed by the personnel of this department was on the same high class scale as the interior of the shop in which the work was performed.

The personnel consisted of the following men:

L. K. (Ninemen) Granger, In charge; G. R. (I have a mustache) Roberts, J. T. (Squeaky) Dripps.

Cooper Shop



Allers,
Cooper,
Pickard,
Carlson,
Land.

A Cooper Shop is a component part of stevedoring operations. We were fortunate in having several men with carpenter's ratings to man this shop. Their duties were manifold and as coopers their primary duties were the shoring, bulkheading and re-coopering of cargo aboard ship. In conjunction with this work they also built foot lockers, picture frames, sailboat rudders, cabinets and many other jobs of a high class nature. The efficient work of this shop was performed by the following men:

S. B. (How brown is my nose) Land, In charge; A. J. (When do I make a rate) Allers, J. C. (Montana) Cooper, G. D. (Pick) Pickard, W. L. (Swede) Carlson.



Automotive Maintenance

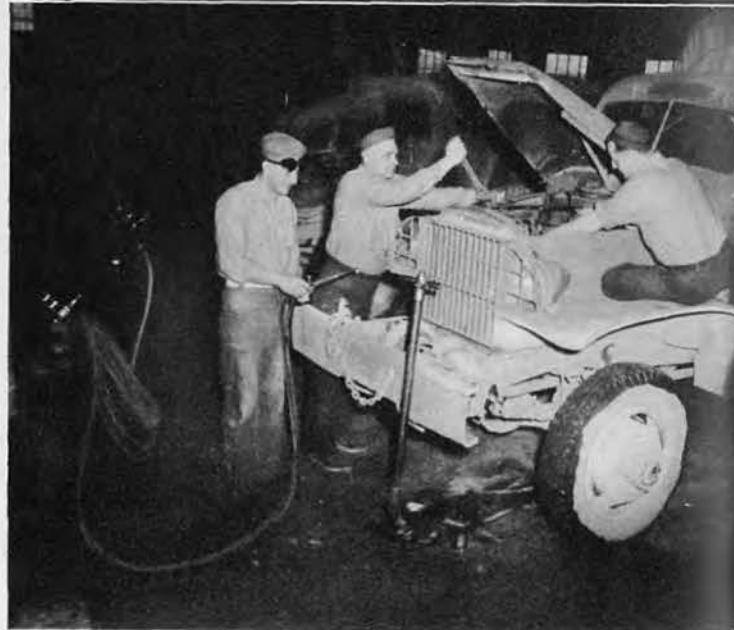
The Shop



On February 26, 1944, the Eighth Special relieved the Seventh Special Battalion. For a few days we were without a shop, tools or equipment with which to work, but on the 3rd of March a portion of the Public Works garage was allotted to us. In all there were three large stalls and one grease rack for servicing the equipment. The next few days were spent in procuring tools and equipment for the shop and by the 6th of March we were "on the ball". When we say "on the ball" we mean it, for by this time there were some twenty-five pieces of our equipment out of commission and badly in need of repair. In a few days the minor repairs had been made and the largest number were back in service. At our departure all equipment was in good running condition, and had been overhauled from stem to stern mechanically. Fenders, bodies and grills had been straightened, all the old bumpers had been cut off and replaced with new and more reliable ones.

EDITOR: In the true Seabee spirit these men took over an almost hopeless job in the inimitable CAN-DO—WILL-DO way. We, of the 8th Special can be justly proud of this efficient group and can rightfully say, "Well Done". We salute:

G. F. (Chief Woof-Woof) Woodruff, Chief in Charge of Procurement; K. L. (Red) Dulgar, In Charge of Shop; J. H. (Williwaw) Eastep, H. W. (Herb) Freiheit, B. (Chicago Kid) Grauman, T. F. (Jughead) Riddell, J. L. (Limey) James.



Hard at it



Dock Operations

Lt. (jg) J. B. Thwaites,
Stevedoring Officer



Discharging
Cargo from
Ship



Lt. P. K. Hargrave,
OinC;
Lt. (jg) J. W. Bartholow,
Exec.



Spotting
a Load on
a Dolly

Unloading Mail



Mail—the first Cargo to be Unloaded



Stowing Lumber in Hold of Ship



Lumber Carrier

Dock Operations

Lumber Carrier



Arranging Cargo for Loading

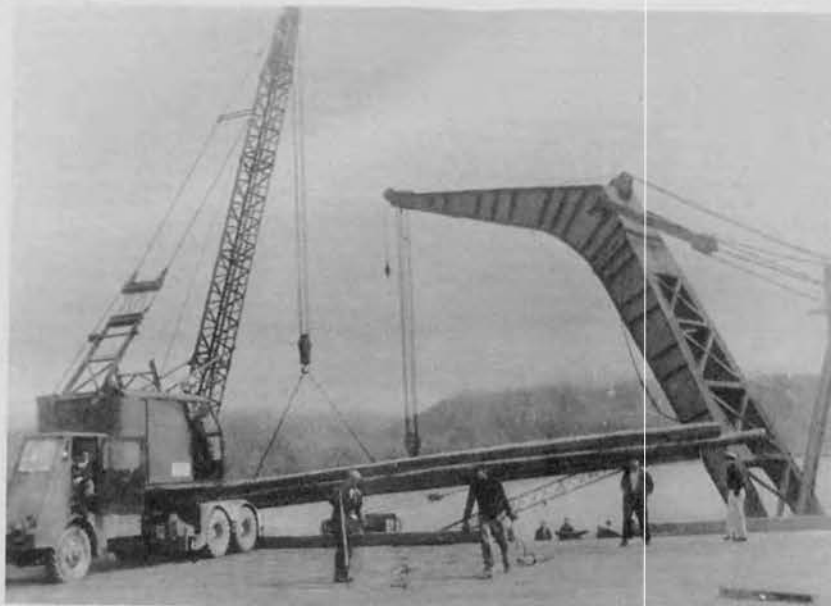


Moving Freight for Delivery

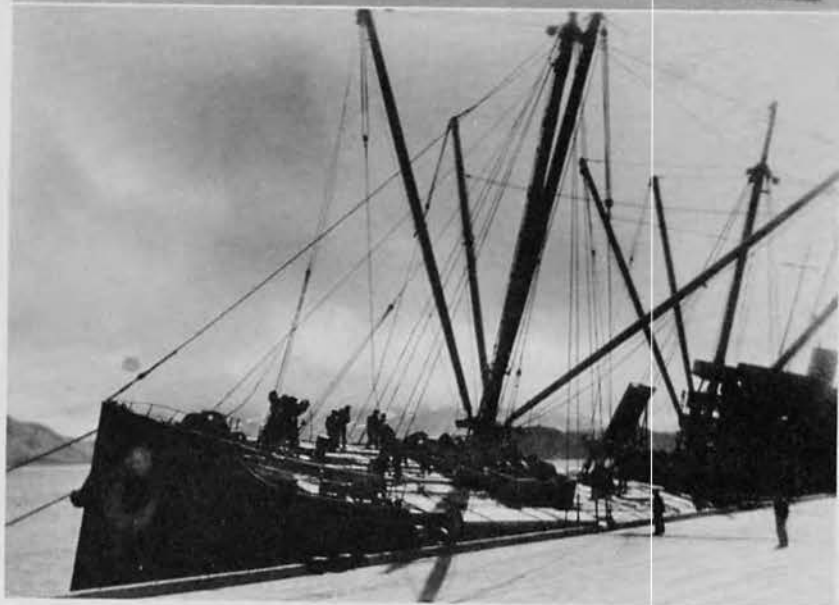


Picking up a Truck Crane

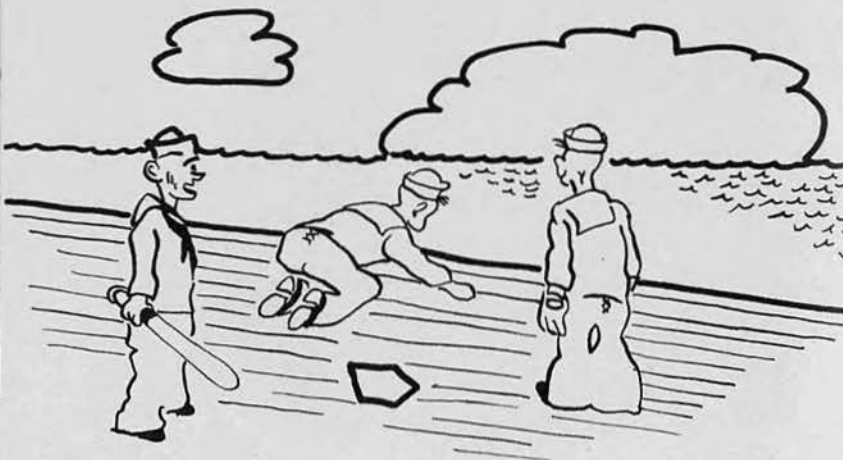
Handling Piling



Discharging Piling



A List to be corrected



"Just the same, it's still a good slide"

Dock Operations

Correcting a List

A Deck Load

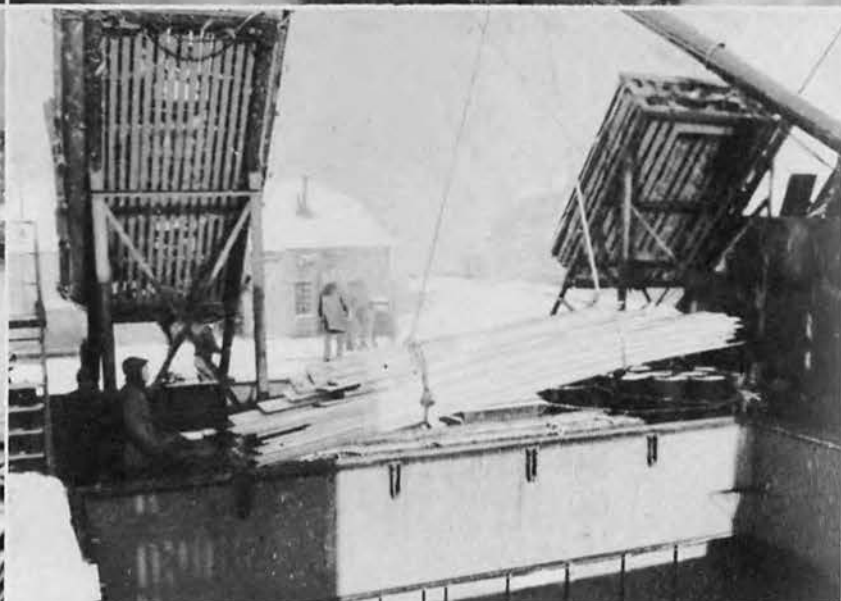


A Load of Halibut

Discharging Cargo during Snowstorm



Discharging Cargo



Discharging Lumber

Dock Operations

Discharging Lumber



Crane Operators Griffith and Gates



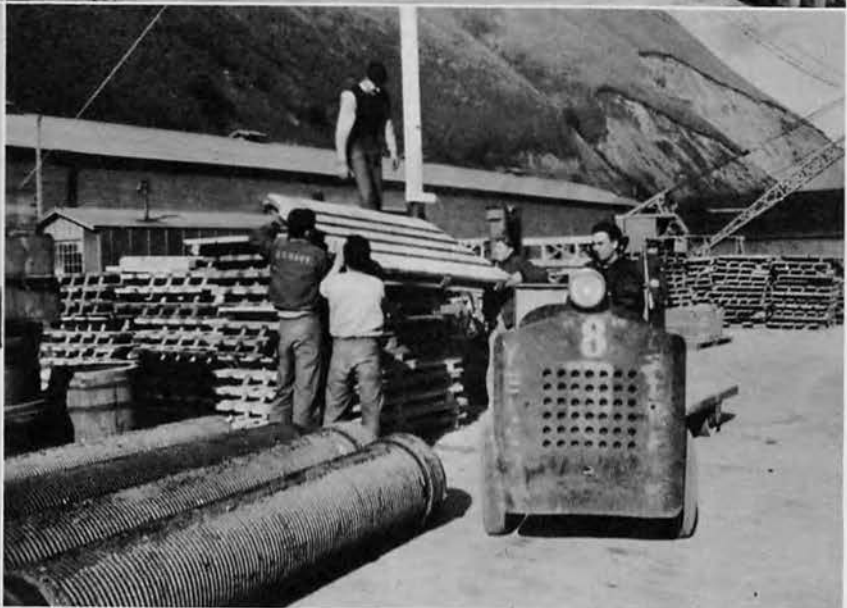
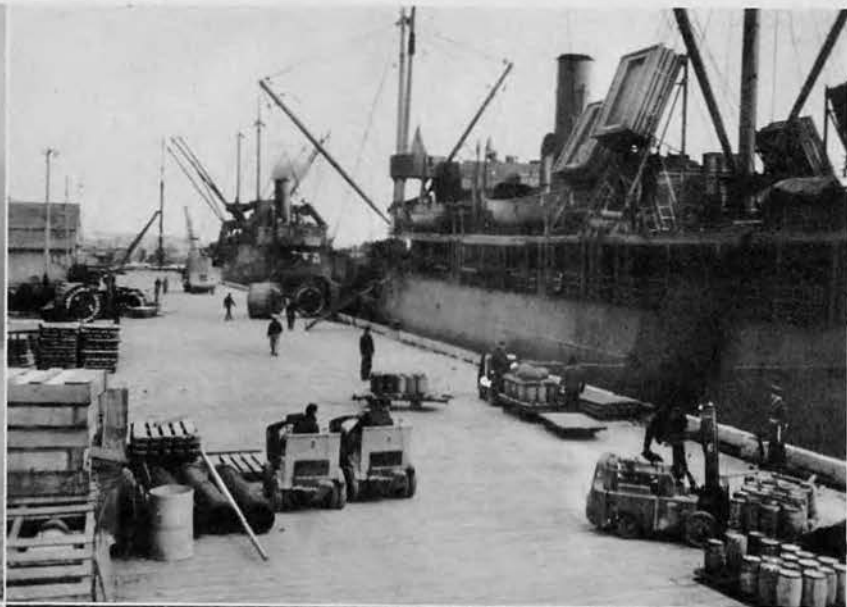
The Snow Plow



Granger driving, with Chief Snyder and Powers as Ballast

Dock Operations

Loading at Island "X"



Discharging Piling into Bay



left to right:

B. B. Holloway; J. J. Maguire, CCM; J. D. Hamm.

On Island "X" the Labor Dispatching Office was one of this organization's essential working units. Demands for labor were many and varied. Because of the irregularity of working hours and diversity of detail assignments an accurate record of time expended by each gang was necessarily recorded. In time it was possible to offer collected data for statistical purposes and the establishment of routine day-off schedules.

Some changes were experienced in this section upon the company's arrival at Island "Y". Labor dispatching was charged to the Personnel Office with both stevedoring and construction making daily demands for men. The new stevedoring and timekeeping section was made a subsidiary of the Port Company and received its orders and was responsible to the Executive Officer.

All records of ship hours worked by the individual gangs were compiled here. Ship data relative to loadings and discharges, hatch hours worked, commodities handled in weight and measured tons were computed and held for reference. The personnel of this Department consisted of Chief J. J. (Silent) Maguire, B. B. (Buckshot) Holloway, and J. D. (Jeemie) Hamm.

Statistics & Timekeeping



"Okay, Big Man of the Seabees, get your nose to the grindstone"



Time on his hands

Fire Department

The Fire Laddies in Action



The Fire Department was organized at Island "X" and started off in a BLAZE of glory. The first fire drill was given a realistic touch using smoke bombs which were set off by Commander Harr and burned out before the Fire Department could get into operation. To further complicate matters, while Chief Moore was endeavoring to put out the supposed fire at one end of the dock, the Commander pulled a fast one by setting off another smoke bomb at the other end of the dock. Right then the Chief was between the devil and two smoke bombs. If this was an example of the Fire Department's efficiency, a bucket brigade would be more in order.

At Island "Y" the Fire Department was in the same efficient hands plus the addition of "Safety" Collier.

We were fortunate in never having a serious conflagration and therefore the abilities of our fire laddies in times of stress are still untested.



*"Even if you do have a 'No Duty' slip,
it wouldn't hurt you to go into a little action"*

Construction



front, left to right:

Billock, Carlson, Beal, Bush, Spittle.

rear, left to right:

Lt. Bishop, Ch. Biehn, Henderson, Ch. Moston, (W.O.) Jensen.

Our Third Section of the Eighth Special Battalion once more proved its worth on Island "X". We of the Construction Department were proud of the part we took in the achievements.

When it became evident that the Stevedore work would not utilize all the available man power, it was thought advisable by Lt. Swenson, Officer-in-Charge, to set up a Construction Department. Having such an organization in existence would enhance possibilities of obtaining jobs from the Base Public Works Department. Fortunately, this was true to such an extent as to secure projects where we could use our skilled men and those with latent potential ability.

Not only did the conception of the Construction Department offer opportunity to the skilled tradesman, but it was of immeasurable benefit to the Public Works Department. As often is the case during emergency building, there comes a time for renovation and additional building for permanency. It was in this scope of activities that we were to help make the Eighth Special Battalion an important functioning part of the Base.

The necessity of a construction unit was apparent soon after its formation on March 14, 1944. On the same date the Base Public Works Department submitted project requests for our immediate attention. In rapid succession other requests were received to make a total of fifteen in all. Other work assigned to the department as Port Company and general Battalion projects, eleven in number, were in nature of Base maintenance. This line of endeavor resulted in an accumulated expenditure of 14,600 man hours in construction work.

Part time crews up to sixty-five in number were obtained from the Labor Pool when stevedoring schedules permitted.

To outline types of projects worked by the department, we illustrate the project known as the Catapult Job. This work involved complete dismantling and crating of hydraulic launching and arresting gear, wooden runway and accessories. The original cost of the Catapult assembly was over one half million dollars. A total of eighteen hundred twenty-five man hours were required to do the work. Over nine thou-

sand board feet of lumber was required for crating purposes. Men were actually employed on the job twenty-eight days under the supervision of Chief R. F. Snyder.

Another project of a strictly construction nature was the Dock Addition Job. The work here was to build an addition to the Ballyhoo Dock. It was a project that required men of carpentry and concreting experience. Required lines and grades were skilfully laid out by the surveying crew composed of Resh, Bownds and Simpson.

In the construction of the Nurses' Recreation Building we were required to do rough and finishing work. This involved the use of carpenters, sheet metal men, plumbers, electricians and painters. To meet specifications it was necessary to skid two Quonset Huts a considerable distance, then join them together. Due to the slope of the ground a large amount of foundation work was required and necessitated the placing of one hut by means of a "cherry picker". The resulting building was composed of one large recreational room and an adjoining lounge room complete with a bar and back bar. More than twenty-one hundred man hours were expended on this project.

In undertaking the project known as Drum Storage we were offered an opportunity to utilize our form builders and concretemen. Upon completion this project had utilized more than fifteen hundred man hours and progressed according to schedule.

During its brief period of existence the Department had been called upon to use professional ability and experience in engineering the projects. Numerous skilled men were needed in the various trades. A summary of jobs shows skilled men were used in carpentry, electricity, painting, plumbing, concrete, drainage, sheet metal, machinery dismantling and handling heavy equipment. Again it has been proved that the Seabee Construction Battalions are beneficial to the military forces.

Personnel of this commendable force consisted of the following:

Lt. (jg) E. L. Bishop, (W.O.) A. (Iowa) Jensen, Chief V. E. (Bunker) Biehn, Chief W. B. (Jelly Belly) Moston, J. N. (Mother) Henderson, C. J. (Joe) Bush, N. J. (Nick) Billock, E. M. (Beanie) Spittle, J. W. (Onion Head) Beal, W. L. (Swede) Carlson.



Dropping a Quonset Hut in place

Construction

"Cattin'" a Quonset into position



Addition to Ballyhoo Dock



Drum Storage—Preparing Forms for Concrete



Concrete Mixer Truck discharging

Construction

Pouring Concrete at the Drum Storage



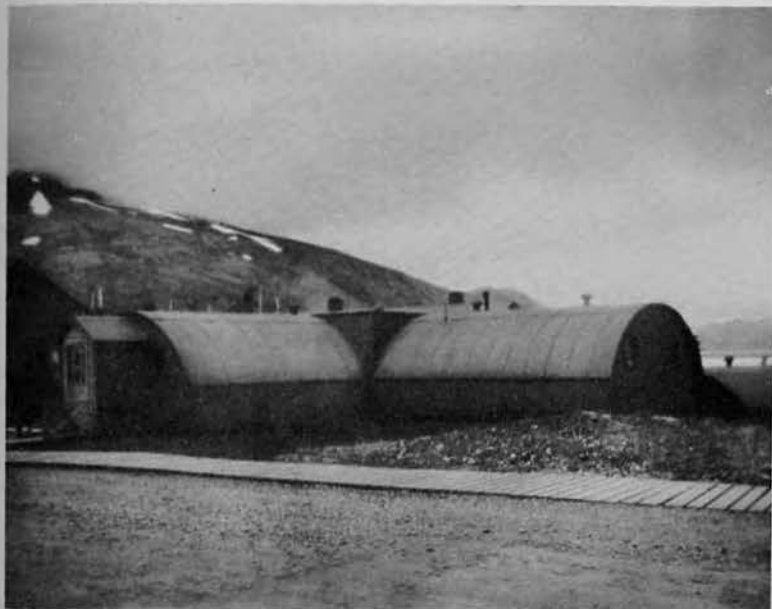
Cutting re-
inforcing Steel



"Scuttlebut! why this is straight"—??

Construction

U.S. Navy Nurses' Recreation Hall: "Hendricks Hall"



Exterior View



Interior View



View of Bar

Most of us have forgotten, but a few certainly remember the night when a certain Chief with a slight list to starboard was picked up while asleep in his bunk and carried, "Bunk and load", out into the road at Sun Valley. Sleeping blissfully and in ignorance of his whereabouts when awakened by the bright rays of sunshine in the morning, in bewilderment he questioned, "Where in Hell am I?" If you must know he is now a Lt. (jg) and by name, L. E. Moore.

Barber Shop

J. H. Burnett and P. F. Silfies



At Island "Y" our Tonsorial Department was placed under Silfies and in that capacity his head work steadily improved, but we do remember those first haircuts he gave. The only thing missing at first was that proverbial pot as the recipients of his haircuts looked as though the pot surely had been put on their heads and the hair trimmed all around. Later Silfies went to the hospital for an appendectomy and his place was taken by "Bammy" Burnett (he with the tricky mustache and its curled ends looking for all the world like a little pig's tail). "Bammy" had his difficulties at first and as he said in that "southern drawl" referring to the time he took to cut one's hair, "Speed will come with practice".

Silfies was discharged from the hospital in June and returned to his shop. Up to the time of leaving "Pot" Silfies and "Pigtail Bammy" were operating in peaceful harmony.

Bernie's 5 & 10

—but mostly up

O. I. (Bernie) Bernstein



At Times Square and Hollywood Blvd., Island "Y", our Ship's Service Store was located, better known as Bernie's 5 and 10. It was operated by "Bernie" Bernstein, BM2c (Boloney Merchant Second Class).

Just try to get out the door without buying something!!! He would start off showing necklaces at \$32.50 and if that was too high for the pocketbook he would offer his list of merchandise and probably end up by selling a 5c item. Confidentially, we think he was working on a percentage sales basis with the main Ship Service. Around the stove, nightly, gathered the men to pass the latest scuttlebutt. Here was found a combination grocery, jewelry, magazine stand, cigar and cigarette, drug and general merchandise store. It's quite possible that "Bernie" upon request could have offered a set of harness for a dog sled. Seriously though, "Bernie" did a swell job and we salute him. Woe unto the mate who asked for credit.

Personnel

On 19 February 1944, orders were received from ComAlSec to split the Second Section of the Eighth Special Battalion into the Second and Third Sections, the Third Section to proceed to Island "Y", Alaska, for further duty. A split was made, with 239 enlisted men and 5 officers comprising the Third Section which left Island "X" on 23 February 1944. The Battalion arrived at its new base on 26 February 1944. Lt. Hargrave and Chief Costello were detached in advance of the Battalion leaving Island "X" to arrange for the housing and messing of the Battalion. They left by plane on 20 February 1944. Immediately the Battalion reached its destination the men were put to work unloading ships. It seemed that the men saw more ships in that day of arrival than in all their stay at Island "X". Some of the men worked practically 24 hours, without complaint, proving the efficiency of the Eighth Special Battalion.

On 4 March 1944, Chief Mekus arrived from an emergency leave to take over the duties as Personnel Chief. The work of the Personnel Office was capably handled by "Larry" LaCoss in the absence of Chief Mekus. Upon the return of Chief Mekus, LaCoss received a wire his father was seriously ill and that he was needed at home. He left in about two days and returned in April.

Franklin of Co. "B" was transferred on 16 May 1944 to the U.S. Naval Hospital for treatment of an infected leg. Geiger, of Co. "B", was sent to the States as a candidate in the Navy V-12 Program.

Since the Battalion's stay here Chief Moore has been promoted to the rank of Lt. (jg), LaCoss and Watters were made Ensigns and Jensen and Collier both received appointments as Carpenters CEC. LaCoss and Watters both were transferred to the States for further schooling and assignment.

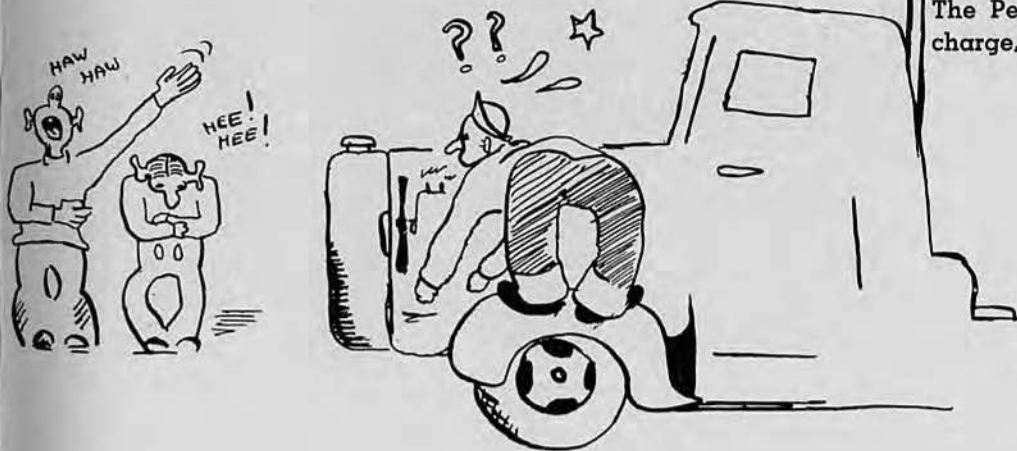
Lt. (jg) Hargrave and Ensigns Bartholow and Bishop were advanced in rank to Lieutenant and Lt. (jg) respectively.

Dr. Cole arrived on 16 May 1944 from the Second Section of the Eighth Special Battalion to take over the dental needs of the Battalion.

The Personnel Office was ably staffed with H. J. (Butterball) Mekus, CY, in charge, and D. H. (Cutie) Myers, Y3c, as his valuable assistant.



Chief Mekus and D. H. Myers



Kelly lost the carburetor

Supply Department



Snitcher and
Willenborg

Upon our arrival at Island "Y" the Supply Department was immediately put into operation and at first it probably was one of the busiest of the various departments. As usual during the settling down period the demands upon Supply were numerous and heavy. The work gear of the men while at Island "X" had practically become threadbare and Supply was urgently requested to furnish new gear. Supply came through in its usual grand style procuring utility clothing, Melton cloth jackets and trousers, G. I. shoes and gloves. Some trouble in obtaining suitable sizes was encountered but eventually all were provided for.

The Supply Department's job was to furnish all requested material which covers a lot of territory. It ran the gauntlet from a clothespin to a battleship and requests came from the Stevedore Department, Construction Department, Photo Lab., Personnel, Battalion Operations, Automotive Shop, Cooper Shop, Painter, etc. The numerous departments requested a variety of materials and Supply had the job of finding it or offering a suitable substitute. The Supply Department was ably staffed with "Snatch" Snitcher in charge and "Willie" Willenborg as his assistant.

Well remembered is the day in Buskinville when "I always say the right thing" Claypoole borrowed a wrench from the Company Office to fix his stove. He returned in a half hour covered from head to foot with soot stating he'd fixed it. Twenty minutes later Hank Chervenka, the hut captain, arrived breathing fire and threatening death to Claypoole. The hut due to Claypoole's mechanical ability was completely filled, bunks covered and uniforms black with soot. Some mechanic that boy Claypoole!!



Mail Call

left to right:

D. V. (Indian Chief) Ziddell,

T. J. (Shanty) Sheehy, E. M. (Walt) Walters.



The line-up for Mail

The most inspiring sight to everyone is the raising of the "Yoke" (Mail) Flag. That signifies that mail has arrived and woe to the man who gets in the way of the thundering herd as they come on the double to the Mail shack. For it is there that we hear from our loved ones and friends. There is happiness written on the faces of the men who receive mail and sadness on those who come out empty handed. The most disagreeable job the mail orderly has is to tell a mate there is no mail for him. The Mail Department firmly believed that the men had contacts in Seattle (advising them of a mail plane departure) because the mates knew of mail long before the Mail Department had received information. Hand in hand with mail call is the censoring of outgoing mail, important in the respect that it prevents information of a military nature from becoming common knowledge. Disclosure of the Unit's location was the most frequent violation and several ingenious attempts to inform families and friends were deciphered by the censors.

Censoring enables one to study the human side of life and some of the interesting inner secrets of the weather beaten veterans of the 8th Special have come to light. While the censors were bound to confidence by Naval Law a few stories can be told without embarrassing any of the men. We actually had heroes with us; some had seen action in the Pacific theatre, some had been wounded in action, several killed Japs in battle and one of the mates killed a Jap a week for his girl friend. What imagination some of these men have!!!

To the small select group who handed to us joy or sorrow, cut out our secrets, read our innermost thoughts and kept our confidences, we of the 8th Special salute three swell mates.

"Pickle" Kooyenga tells one that even Ripley hasn't heard about. Kooyenga claims there is no relation between pickles and cucumbers. Says he, "If you want cucumbers you plant cucumber seeds; and if you want pickles, well, you just plant pickle seeds."

Dental Department

A. J. (Pip) Pipkin, Lt. H. J. (Doc) Cole, D. C., and unidentified victim.



"Brush your teeth twice a day and see Dr. Cole for dental work without delay". That is exactly what most of the 8th Special did during its Aleutian tour of duty.

As a part of the Medical Department, the Dental Corps makes free dental care available to Navy personnel on a purely voluntary basis. It was the aim of the Dental Officer and his able assistant, PhMlc, Pipkin, to not only correct the dental disorders of every man in the outfit but also to advise the men about the importance of preventive measures and periodic examinations.

The Dental Department felt confident that the two-fold purpose of treatment and education had been achieved because the men of the 8th Special realized the importance of retaining the good dental health that they were enjoying.

Medical Department

J. A. (Sawbones) Hatherley

It's been a long trail, starting at Hueneme, then to Seattle, then to Island "X" and finally settling at Island "Y". All of us will clearly remember that rough, rugged trip on the "YUKON" to this base. The care and comfort administered by our Medical Department will be

fondly recalled by our seasick mates. (Believe that one! Our Medical Department spent most of the time in the ship's Sick Bay being cared for by the ship's Medical Department.)

Arriving at this base we immediately opened for business and administered to our own sick, ailing and those seeking No Duty Slips. For 4 or 5 days after our arrival, wobbling drunkenly from the "Oceania Roll", we were not quite up to par. Maybe we did diagnose a few cases wrong, but they all lived and that's more than we thought we would do. Business boomed with appendectomies, tonsillectomies, colds, aches, pains, and especially the request for No Duty Slips. 'Tis strange how a man can come to the Sick Bay in the morning all doubled up with a strained back, obtain a No Duty Slip, and in the afternoon be seen playing volleyball. The cures of the Medical Department are miraculous at times.

The primary duty of the Medical Department is to keep all the men physically able to perform their duties. You may only see your doctor once a year but you can see your Sick Bay Mechanic any morning or evening.

To a swell mate and one who had the medical interest of the men at heart. We salute: Jim "Sawbones" Hatherley.



R. F. (I'm for the
under dog) Snyder

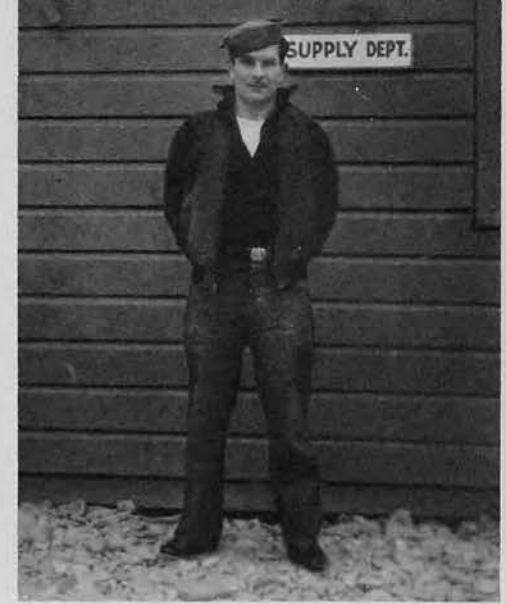


Snyder, Chief in Charge of the Gear Loft, was on detached duty at Island "X". Having been in charge of the dismantling of the catapult he was sent to Island "X" to supervise its erection. A swell guy, an expert mechanic, and a good chief.



"How much to put a bathing suit on a blonde?"

H. H. (Nuts & Bolts)
Johnson.



Johnson was assigned to the Supply Department both at Island "X" and Island "Y". His work was in truck, tractor and heavy duty spare parts distribution. Having had considerable experience in this line, prior to coming in the Navy, he fitted into this department creditably.

Little did we know that we had an ex-football player in the BOQ. That came to light only when a closed door failed to stop Lt. Bishop. NO SIR! He came through, taking the door with him. Result: A call being made for a new door and casing.

"Chicago Kid" Grauman should take up "Burling" instead of pipe rolling. Standing on a piece of pipe as a truck backed over it the "Kid" turned acrobat. He sailed through the air with the greatest of ease and landed flat on his!!!



*Detached
Duty*

*Military
Training*

Chief R. B. Clynch (right) receiving Trophy from Commander Lannie Conn.



Men working away from the Battalion are liable to be lost in the shuffle and we wouldn't care to lose two of our mates. They had been working steadily since our arrival on Island "Y", in the NOB Laundry. They are Cassidy, E. C. and VanWinkle, L. G. We would like to have had them use less starch but we accepted the stiffness along with the cleanliness and shrinkage. This laundry guaranteed to shrink a size 16 shirt to a 12 without removing the buttons.

A good 75 per cent of the time at Camp Peary and Camp Endicott was spent on military training. We drilled, hiked, pitched camp, had sham battles and in general ran the whole gauntlet of military instruction. And so reaching Island "X" everyone preferred work than have what was known as "Military Day." However, after the first rush of work was completed a military training program under Biehn, CBM, was started. This program ran the remainder of the time we were at Island "X". This was a very well organized program and with more time for these maneuvers much good could have been accomplished.

But then Section Three was detached to the second base, and there the military program was dropped due to the push of stevedoring work. However, we did get in a couple of days of military, but these were used mainly in running through practice alerts in our dispersal area and base inspections.

As part of the program for July 4th each activity entered a platoon of eighteen men, with a Chief Petty Officer as platoon leader. Due to the working schedule our entry did not get very much practice, but even at that we came out a very good second, beaten only by the platoon from the Army Infantry. This, of course, put us ahead of the much vaunted Gyrenes. But we could not be held down entirely, for R. B. Clynch, CMM, our platoon leader, won a cup as the best platoon leader.

It was a good thing the Navy only allowed the trucks to be painted one color, otherwise "Doc" Surgeon would have been driving a rainbow.—Another driver that took to tinting pictures during his spare time.



Military Training

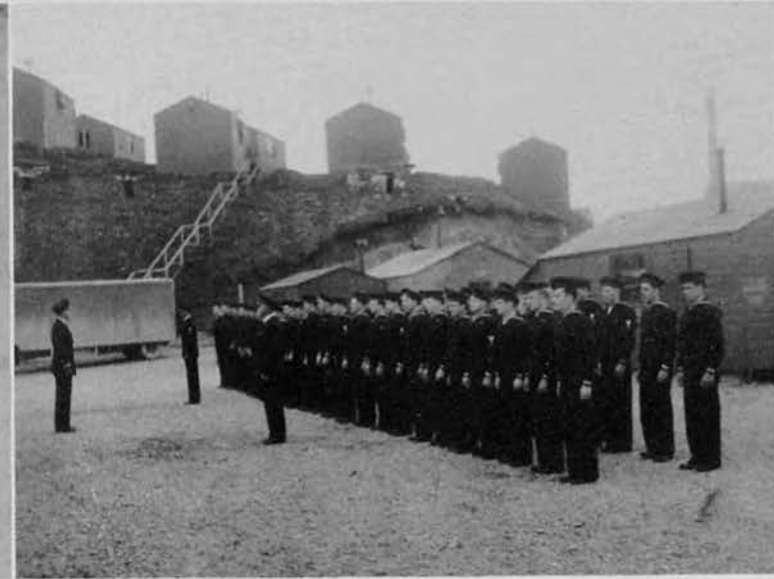
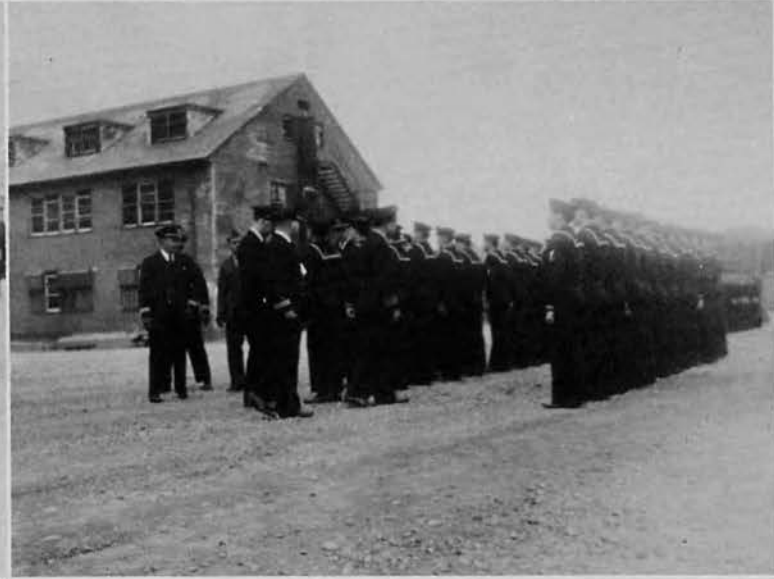
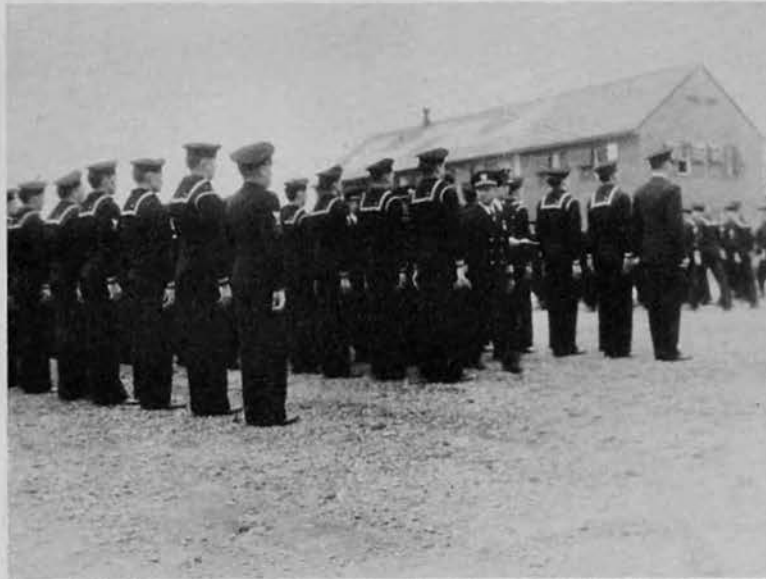
Drill Platoons



"I can't understand it—all I said was, 'Yes, we're the blind dates!'"

Military Training

Dress Inspection





The Dance Band

Boom & Bang Dep't

In the merry month of May 1943 at good old Camp Peary in Dear Old Virginia, the idea was born that a bunch of would-be Stevedores could make the music. This brilliant thought was conceived in the mind of the "Reverend" Don L. Nuffer. Those musically inclined and others received the idea with enthusiasm.

When the call went out for musicians the request was well answered. Enough men turned out to form a band, dance orchestra and string novelty band. By utilizing existing Welfare funds the necessary musical instruments were purchased.

Band practice and rehearsals were the order of the day and night. After a few days' practice, surprisingly, sounds of harmony emanated from the band practice room. When the sour notes were ironed out a series of evening "jam sessions" were started to the delight of all hands.

It was soon apparent the boys were on the musical beam. There were demands for their services at entertainments, parties, smokers, ball games, parades and beauty contests (?). During the tour of "Seeing America First", traveling from East to West, numerous concerts were given at train depots. Needless to say the solos and other skits were a boost for the morale during the long trip.

Military Band



Drill Leader—J. I. McMnamin.

first row, left to right:

W. F. Hilton, F. R. Colucci, H. R. Hoffman, D. H. Leffard.

second row, left to right:

H. A. Powers, J. N. Bedell, J. C. Marino, P. F. Litherland.

third row, left to right:

C. E. Westover, B. T. Herrity, J. C. Hendrick, F. J. Donahue.

fourth row, left to right:

J. Suhay, C. Famera, J. J. McGowan, T. F. Riddell.

fifth row, left to right:

E. C. Cassidy, J. DeSatnick, R. M. Santos, J. S. Freismuth.

There are only those land lubbers of the first water that fail to remember the enjoyable musical shows staged on the USS CHAUMONT. In fact it was the melodious efforts of the musicians that helped the new seagoing sailors to keep Mal De Mer (seasickness) from becoming a serious ailment.

Upon arriving in the Alaskan area the band members were reassigned to give a musical organization to each section. Section One received the String Orchestra and the Band remained with Section Two at Kodiak. In addition to functioning as a military band, a novelty orchestra was formed perhaps better known now as the Aleutian Eight, to supply a hilarious bit of music to the enjoyment of all hands.

Another redivision of the battalion and changing location made continuance of the band impractical; though on occasion we had the pleasure of impromptu musical renditions by "Pop" Donahue.



Members of the Eighth Special Battalion were quick to offer their services to Chaplain P. C. Pieri, when the latter expressed his desire for a choir to assist at religious services on Easter Sunday. Three weeks prior to the day of presentation eighteen of this section's personnel appeared at rehearsal. All practice sessions were held in the evening and there was no conflict between duty watches and this avocation. As time drew near for the offering and in order to reach a stage of near perfection, all hands participating willingly attended daily rehearsals.

The prime object of this systematic practice was to prepare the choir for the ultimate presentation of "Missa Rosa Mystica" (Mass of the Mystical Rose) or the singing of the Gregorian Mass. The latter was the final choice. Both are beautiful and impressive offerings. Many of the boys had the benefit of previous choir training and in due time each man had a constituent part in the unit's rapid improvement.

All who attended Easter Sunday Mass at the base chapel joined the Chaplain in expressing righteous tribute to the choir. All were worthy of the equitable commendation. The encouragement and assistance offered by the Executive and Commanding Officers of this section played an important part in the successful end.

Good voices and the ability to use them are sometimes found in the most obscure places, even in a Navy stevedoring battalion.

Choir

Those who took an active part in the choir are:

B. V. Kelly	P. J. Wehrle	J. J. Mattes
G. F. Cryan	B. T. Herrity	B. L. Gill
H. J. Long	F. J. McCarty	E. Ippoliti
J. I. McMenamin	F. R. Colucci	E. J. MacDonald
J. J. McGowan	L. F. Pazulski	W. L. Wilkinson
	M. W. Duprey	

Chief "South of the Yards" Doyle was good on geography. He bet that Miami is on the opposite coast of Florida from Miami Beach.

'Tis with fond memories that we recall the spots in Providence; Campbells, the Girls' Club, etc. What a liberty town! !

It took the aroma of fried clams to start activity on the docks at Island "X". It was a nice, quiet, peaceful Sunday afternoon; no one at the office but Henderson and Collier. Razor clams had been dug and were in the process of being cooked when hungry mates began pouring in wanting clam sandwiches. Then hungry officers arrived, but when a ship tied up at the docks with its passengers inquiring as to the location of the restaurant—THAT WAS TOO MUCH! ! !

Master-at-Arms & Area Maintenance Force

front, left to right:

R. E. (Happy) Hastedt
E. J. (Mac) McCreary
F. R. (Coluch) Colucci
D. F. (Lefty) Leffard

rear, left to right:

W. S. (Willie) Fielder
Chief W. F. (Lil' Chiefie) Costello
C. H. (Charley) Haspel

front, left to right:

E. M. (Beanie) Spittle
Chief W. F. (Lil' Chiefie) Costello
A. (Tony) Bratosh

rear, left to right:

J. J. (Mattress) Mattes
J. J. (Joe) Leporati
R. D. (Lens) Tetrault
P. R. (Phil) Sorce



... "and is that what's called a 'G.I.' haircut, Dear?"

This section of our detachment was not only the law enforcing unit but also the group charged with the maintenance and order which existed in the Sheep Ranch Area. Details for repair and upkeep to buildings, roadways, and servicing mechanical equipment were performed by this department.

Cabañas



A view of Times Square

A change in the type of housing facilities was experienced by the personnel of this detachment upon arrival at Island "Y". A vast improvement over the barracks quarters in Island "X" were the cabañas assigned to us at this base. The Sheep Ranch Area was a small irregular hillside village of these structures with modern facilities.

The individual hut was 16' x 20', heated adequately by oil, easy



The interior of a Cabaña

to clean and served as comfortable living quarters for four mates. Hut interiors were decorated to suit the temperament of their individual occupants. Pin-up girls, or G.I. wallpaper predominated as a unit of interior decoration. Many mates had taken elaborate steps redesigning and adding new construction to their quarters. "A man's home is his castle"—evidence of this proverb was marked and observed in the Sheep Ranch.

Familiar Scenes

Entrance to Sheep Ranch

Times Square



Ye Old Cinema (what's left of it)

Hobby Lobby Louie's Pool Hall

Familiar Scenes

Dog Patch Alley



Moody's Fish Foundry



Bernstein's Paladium

Remember the time "Pictures" Tetrault, with a few lengths of stove pipe and a couple of elbows filled with mirrors constructed a home-made "periscope" up through the roof of his cabaña? A signal light fastened beside it on the roof provided the finishing touches necessary to carry on many an interesting conversation with the ships in the harbor.

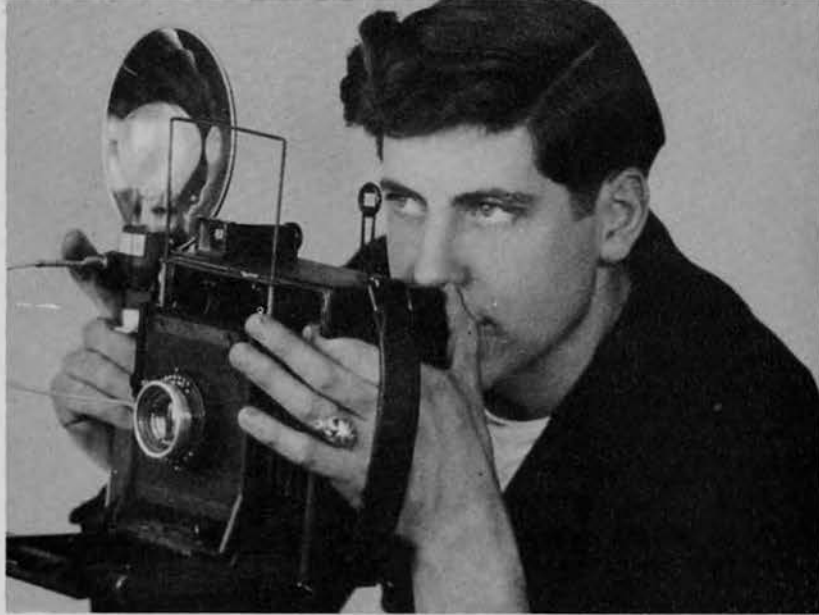
"Williwaw" Eastep must be an old "Keyhole Peeper"; He tried peeping in the open petcock of a radiator and got both eyes full of prestone. "Williwaw"—you're getting too old for those kid tricks! !

Photography

We were most fortunate in having the services of two excellent Photographers and are proud of the commendable work they performed.

R. D. "Pictures" Tetrault, whose picture appears above, is responsible for the creditable photography in this book.

M. C. "Mattie" Matthews was our portrait expert and had been attached to the base Photo Lab.



R. D. (Pictures) Tetrault

M. C. (Mattie) Matthews



... "and when you finish, 'Beanie,' we have another"

Duke's Diner



seated, left to right:

C. J. Gren, G. W. Eagen, A. Perfetuo,
D. F. Graphia, J. Marinas.

standing, left to right:

G. S. Cann, P. A. Perna, C. L. Holmes,
D. E. Noah, CCS; K. Simpson, A. Baizer.

There is a well known expression in military circles that an army fights on its stomach. This phrase also applies to the Seabees who work on their stomachs. In reminiscing we recall the poor chow we were served in boot camp and Camp Peary. Then we went to Endicott and opened our own mess hall. The food was decidedly better and our cooks did a fine job. This carried us on through Hueneme. Then upon arrival at Island "X" we were again reminded of the chow at boot camp. We were fed at the NOB mess hall, where to our way of thinking, they used plumbers for cooks and bakers. Due to the chow there we were happy at the prospects of moving and hoped that at our next base we might have our own cooks and bakers cooking for us. On Island "Y" our dream came true and while the chow hall was operated by NOB our own cooks and bakers did the cooking for us.

The Sheep Ranch chow hall accommodated about 400 and we were feeding 240 of our own men and about 100 others from various base units. The Officers' wardroom, containing a pool room and dining room, was in a separate wing of the main structure. The CPO mess and lounge room was also in a separate wing.

During the last 19 months the mess cooks served quite a few chows to the fellows of the Eighth Special Battalion. Although it wasn't always on the "homey" side, our chow really did wonders for most of the boys. M. F. Chandler, for one, only topped the scales at 155 pounds when the Seabees got hold of him but now it's up there for a close 200. D. W. Resh, who must have really "found a home", is the leading contender of weight gainers by the sum of 58 pounds. Resh, who weighed a mere 120 at enlistment now weighs 178 (this figure was of three months ago). Our "pusher" at the chow hall, Moody, also gathered 36 pounds to his credit. Other high scorers were Allers for 30, Beal for 33, Farmer totaled 40, Kooyenga got 34, Landrum picked up 33, Lauzon for 30, and our own Chief Noah, who managed the "snack house", put on 30. (I hope they recognized you when you got home, fellows.) It may be interesting to note that 90 per cent of the personnel of the Eighth Special Battalion, Section Three, gained weight. Instead of trying to name each of you—here is the total weight gained by all the men of this Section. Not 1, not 2, but 3126 pounds.

Back to the mess hall again with a bit of news about the management. Our wonderful cooking and baking came under the department of D. E. Noah, D. F. Graphia, G. S. Cann, A. Baizer, G. W. Eagan, C. L. Holmes, J. Marinas, A. Perfetuo, P. A. Perna, and K. Simpson. The men who deserve appreciation for their duties as officers' stewards are A. Jackson and L. A. Townes. The assortment of K.P.'s were under the supervision of J. F. Moody, who did a fine job of keeping our mess hall in good standing.

As to feeding, you know that we were to be at the chow hall by 0645 for breakfast. Of course those who slept over or with a day off had their meal brought to them in bed. Many trips had to be made for these boys because usually the order they had checked wasn't brought to them the first time. Anything for the boys, you know!!! (Note: Any resemblance between the above quotation and the Seabees is purely—AW! what's the use, it isn't anyway.) Well, I guess that is enough said about our mess hall, except—Gosh! but we're going to miss the good ol' Navy cooking for the next 30 days. (Where's the nearest straight jacket?)

We of the Eighth Special Battalion can feel justly proud of the "Well Done" job performed by our cooks and bakers. They made our food tasty and appetizing and many a mate could be seen going back for seconds. The entire group worked in the mess hall as a highly efficient force and to illustrate this they fed 350 men, cleaned and swabbed the hall, and were completely finished in one hour and a half.

To those remarkably brave and courageous K.P.'s who overcame the terrific hardship of arising at 0400 to report to the front line for duty, go the best regards and admiration from the men of the Eighth Special Battalion.

The men of the 8th Special can proudly salute this hard working group and commend them for their unflinching and untiring devotion to the duty of satisfying the "inner man".

We know, for we are satisfied, and to the following men we say "Well Done":

D. (Duke) Noah, CCS; G. (Windy) Eagan, A. (Little Dago) Perfetuo, D. (Dago) Graphia, C. (French Fry) Holmes, J. (Joe) Marinas, P. (Philly) Perna.

Mess Cooks:

J. (Mac) McCarty, W. (Mad Russian) Chomiak, J. (Yank) Suhay, J. (Mule) Bedell, O. (Kentucky) Huff, W. (Kin Folk) Hilton, J. (Dodger) DeSatnick, D. (Alfred) Peters, G. (Ibby) Ibsen, J. (Goose) Hollaway, M. (Tex) Chandler, J. (Clink) Clinkscales.



K.P.'s

front, left to right:

J. DeSatnick, O. B. Huff, F. J. McCarty, W. F. Hilton.

rear, left to right:

J. F. Moody, MAA, J. C. Hendrick (Asst.), J. T. Clinkscales, J. B. Hollaway, G. Ibsen.



Suhay—"Sorry girlie, but I've already promised three girls I'd marry them"

Commissary Galley

The Chow Hall



Officers' Wardroom



left to right:

Carp. W. S. Collier, Carp. A. Jensen, Lt. (jg) E. L. Bishop,
Lt. P. K. Hargrave, Lt. J. W. Swenson, Lt. H. J. Cole, D.C.:
Lt. (jg) J. W. Bartholow, Lt. (jg) L. E. Moore, Carp. C. V. Knupp.

Officers'

Stewards

L. A. Towns, A. Jackson.



left to right:

H. L. Kintzer, I. C. Galloway, Chief W. F. Costello,
J. L. Harrell, C. H. Horstmann.



left to right:

C. H. Horstmann, J. L. Harrell.

Theatre

For recreation and relaxation after a day of activity, personnel of this section could visit their own theatre. A section of this structure served as our B.O.Q. The auditorium, a temporary structure, had an adequate seating capacity of 300, with a suitable stage for the presentation of USO and GI itinerant vaudeville. Two cinema performances were offered nightly and a fine quality of entertainment attracted the attendance of Army and Navy personnel attached to other units at this base.



USO Show

Theatre

USO Show



Recreation Hall



Dripps, the originator of the "Dripps' Peep-Sight Pool Ball Sight", had a new excuse for not making an easy shot. It seems that his wrist locked on him when he shot.

"Moose" Mason and "Willie Hoppe" Fielder played together whenever they were in the rec hall at the same time. They very seldom played against each other. Could there have been an understanding between them?

Our Recreation Hall, otherwise known as "The Bowery", played a very important part to the men of the Eighth Special Battalion during our stay at Island "Y". For an enjoyable afternoon there was no place like "The Bowery" to rest and pass the time of day by playing a game of pool, ping-pong, or other interesting sport. We also had a recording machine and all the "hep-cats" took advantage of that by playing their favorite swing records, and occasionally we listened to our own swing band that came to rehearse there frequently.

Now as to pool, we had our "sharks" as they were called. There were men who never held a cue stick until Island "Y" who play the game now like masters. Eckhart for one, who missed the cue ball six months ago, misses very few shots now and there are others also such as: Clinkscales, Dyas, Cassidy (who plays a very good game), Silfies, Dripps, Morin, Reno, and Lanegrasse. The old timers at this game are Rose, Mullins, Picard, Horstmann, Hollenbeck, Meara, Genung and Farmer, and they added up many good wins in competition games and tournaments. Our first pool tournament netted Picard a pen and pencil set for first prize; Genung an identification bracelet for second prize. The third prize went to Rose with a Parker pen. Our final tournament for money prizes went to Rose, Genung and Dripps while the favorite, Picard, was convalescing in the hospital.

Then there was ping-pong, of which there, again, were many good players. Petrowski was probably one of the best at this quick sport and beat many competitors. There also were Lanegrasse, Reno, Cann, Adams, Foster, Meara, Morin, Riddell, Rodriguez and Russell. Besides acting as a recreational facility, ping-pong tables served as a grand stand seat for our pool games.

Our library didn't hold all the latest novels but it did have many of the past best sellers. We had 200 and probably more books in the Eighth Special Battalion library. There are men in the outfit who can boast of having read them all.

Then came the day when two of our Red Cross women were introduced to our men during chow hour. After meeting the girls we asked if they would give some of our boys dancing lessons and they agreed. It was to be for beginners only—but naturally there wasn't a person in the Eighth that could dance (under these circumstances).

The word "recreation" is defined as "refreshments of strength and spirits after toil". Gloom never prevailed in the rec-hall. Men were always in good humor and problems and troubles were forgotten there. So among recreations it also served as a meeting place for fellow mates to talk over old-times back home, etc. All these things put together served to make our stay at Island "Y" pleasant and to carry us over to the day we would go home.

Sports' Review

After the Eighth Special Battalion was formed in Camp Peary, Softball teams were made up from various companies and play-offs for the Battalion championship were started. After many tough games, "B" Company emerged the Battalion champions by defeating Hdqt's team 7-5. The highlights of the game were the fine pitching of Resh and the fielding of Pazulski.

Handball games between the Battalion teams were played three times weekly. Hdqt's Company emerged the Battalion champs after four weeks of play.

Section Two was then formed and again basketball was the sport of the day. A team representing this section was formed with the following players representing the Battalion in league play: Eernisse and Schadegg from "D" Company, Moody, Walters and Grattle from Hdqt's; Owen, Resh, Mazur, Parker, Clynch and Reno from "B" Company. The team made a very creditable showing by winning first place in its league, and by coming in third in the round-robin tournament of the three leagues.

Boxing next came into the spotlight in Kodiak, with boxers from "B", "D" and Hdqt's Companies taking part. In the feature bout of the evening, Kuntzig of "D" Company and Hamm of "B" Company put on a slug fest worth watching. Hamm emerged the winner with a TKO. A special attraction was added when L. H. Lewis and Pazulski put on their famous slug fest with bare fists. This bout brought down the house with rounds of applause. This later turned out to be just part of the show. (Remember that "Smoker"?)

A big boxing event took place on December 2, 1943, with entrants from every department on the base. Again the 8th Special was well represented by having Vince Schadegg entering the 130 pound class, Bob Eernisse in the 150 pound class and "Tex" Lanegrass in the 195 pound class. All the bouts were well contested.

Badminton and bowling were other recreations in which many men took active part. Several bowling teams were formed and H. Mekus and his team, "B" Co. took top honors. The Base badminton championship was won by K. Tyler of "B" Co.

After Section Three was formed and moved to a new base, a basketball team was made up of the following players: Resh, Walters, Owen, Mazur, Parker, Clynch and McMenamin. They played the base All-Stars two games and lost by two points in the first game and by four points in their final game of the season.



H. L. (Pappy)
Kintzer, Coach.

A softball team was entered in the league and again it showed plenty of fight by giving the 85th NCB its only defeat in 26 games. The team's record was 16 wins and 4 losses. The team was represented by the following players: Resh, Parker and Moody as pitchers; Petrowski, Kwiecinski as catchers; Lauzon, Kasbarian, Meara, Moreno and Willenborg as infielders; Rose, Paquette, Clynch, Simpson, Gill, Chandler and Pazulski as outfielders.

The Fourth of July athletic events in which Section Three took second place, were held on the No. 1 Ball Field. The outstanding event of the day was the tug-of-war, and again Section Three took first place with the following huskies making up the team: Houser, Dyas, Dretsch, Mason, R. L. Chandler, M. F. Burnett, Ingram, Lanegrass, Lauzon, Lyneis, Mallgren, Morris, Pruett, Pickard, Privett, Reese, Roberts, Wilkinson, Owen. The other events in which Section Three took places were the baseball throw, with Bob Meara coming in second and the potato race with Lauzon, Gill, Rose and Chandler taking third. Base running gave Gill a second place and the football throw gave Willenborg third. Horseshoes: Rose and Mazur won fourth place.

September 4th saw the Eighth Special Battalion take part in the first track and field meet to be held on this base, and again they came through by taking first and second in the 16 pound and 12 pound shot-put. (Dyas took first and Chomiak took second in both events.) Walters took second place in the half mile and Moreno fourth in the mile. The relay team, with Gill, Simpson, Walters, and Reno, took third place. Enough points were gathered during the day's events to make the 8th Special a close second place.

Touch football started and the 8th Special entered three well balanced teams. The teams were known as the Toilers, Hoisters and Cargoers. The Toilers were composed of the following players: Lanegrassie, Meara, McMenamain, Mathews, Resh, Parker, Hackett, Chomiak and Peters. The Hoisters had Silfies, Long, Kasbarian, Kwienecinski, Reese, Simmons, Walters, Mathews, T. J., Rose, Petrowski and Lauzon. The Cargoers had Willenborg, Simpson, Reno, DeSatnick, Duprey, Hewett, Howell and Chandler.

The Big Game of the season saw the 8th Special Hoisters and the Toilers battle it out for top honors of the Beach League. After 60 minutes of rough and grueling game, the Toilers emerged the victors 2-0. In the play-off for the Beach League Championship the Toilers lost to the Marines, 12-6.

Basketball again took the highlight as the NOB formed three leagues. The 8th Special was represented in each. The leagues were: The Hornet League, in which the 8th Special Comets were entered; the Wasp League, in which the 8th Special Bears were entered; and the Lexington League, in which the 8th Special Blues were entered.

In the first half the Blues took top honors losing one game out of eleven to the Wolves by a very close margin, 39-37.

The Bears made a creditable showing in their Wasp League by coming in fourth, winning six of their eleven games.

The Comets in the Hornet League were less fortunate, winning only four of their eleven games scheduled.

The 8th Special Blues were composed of the following players: Resh, Willenborg, McMenamain, Mazur, Walters, Owen and Tetrault.

The Comets had Moody, Billock, Silfies, Gill, Reno, Moreno, Parker and Duprey.

The Bears had Jansen, Dyas, Paquette, Bownds, Leffard, Lanegrassie, Clynych and Petrowski.

A bowling tournament was formed at Island "Y" in which five 8th Special teams were entered, namely: The Strikers, the C-Bees, the Gutterballs, the Hot Shots and the Sweepers. (Each was entered in a different league.) The Strikers took first place in their league with averages of Rose 187, Parker 176, Foster 166, Billock 161 and Allers 161. The C-Bees captured third place with each man averaging as follows: Mekus 175, Lanegrassie 172, Rose 170, Lovda 160 and Graumann 159. Our Chiefs, of the Gutterballs, won fourth place with averages of: Mekus 177, Doyle 153, Peterson 142, Houser 139, and Biehn 114. Our Hot Shots won another fourth place by averaging: Reese 152, Snitcher 150, Clinkscales 148, Pidgeon 147, Reed 145, Famera 137, Lyneis 126 and Pickard 125. In fifth place the Sweepers came through with averages of Petrowski 149, Cann 146, Mallon 135 and Mattes 130.

Lt. J. B. Thwaites, as Welfare and Recreation Officer, had complete charge in the organizing of all of our Battalion recreational activities. Morale of the men in the Eighth Special Battalion was always kept high due to the many sporting events, etc., that this department offered. Carp. R. B. Clynych deserves much credit for training and forming most of our Battalion's sport teams. He was also one of the top stars on our baseball and basketball teams before his transfer back to the States.

"Pappy" Kintzer deserves credit also, for his fine coaching of our baseball, football, basketball and boxing events. His clever ability of knowing how, and continual practicing, made the Eighth Special Battalion receive high honors.



front, left to right:

K. Parker, D. W. Resh, J. P. Willenborg.

rear, left to right:

H. L. Kintzer (Coach), R. D. Tetrault, E. M. Walters, J. Mazur.

The Blues



The Bears

Sports

Basketball Teams



The Comets

front, left to right:

P. F. Silfies, B. L. Gill, T. M. Reno.

rear, left to right:

N. J. Billock, J. F. Moody, R. Moreno,
H. L. Kintzer (Coach).

front, left to right:

A. C. Paquette, D. H. Leffard.

rear, left to right:

O. M. Jansen, I. J. Bownds, C. R. Dyas,
H. L. Kintzer (Coach).

Softball Team



front, left to right:

B. L. Gill, C. J. Petrowski, A. C. Paquette Jr., S. A. Kwiecinski,
V. Kasbarian, R. J. Meara, R. Moreno, H. L. Kintzer (Coach).

rear, left to right:

M. G. Chandler, J. F. Moody, L. F. Pazulski, F. A. Simpson,
R. B. Clynych (Chief), M. G. Lauzon, K. Parker.



left to right:

K. Parker, F. E. Rose, G. M. Foster, A. J. Allers, N. J. Billock.



Bowling Teams

Strikers



Sweepers

left to right:

J. J. Mattes, R. D. Mallon, J. F. Miller, J. F. Moody, G. S. Cann.

Sports

Volley Ball in Times Square



Tug O' War



Kiska Pat

Patricia Haracich



Patricia Haracich, while practically unknown by this name except to close friends and family, is more familiarly known as "Kiska Pat" to the thousands of servicemen who have had the occasion of meeting this almost singular representative of the feminine sex at Island "Y." A robust, jovial, yet modest and shy young lady is this local example of feminine pulchritude. She is 22 years of age, 135 pounds in weight, and 5'4" tall.

Born in Alaska, she has lived her entire life in this land of ice, snow and midnight sun, with the exception of three years spent in the States at school. The prefix "Kiska" was added to her name while she was on a trapping expedition in the Aleutian Islands.

At present her mother and two sisters are living in the States and her father is on an island west of this location.

Few of us will leave this island without fond memories of "Kiska Pat" and all of us wish her well.

The Ferry
(Heavily
patronized
between
the
hours 1330
and 2030)



Have you seen a pea squeezed out of a pod? If so, then you have a picture of "Two Beer" Simmons' departure from the cab when a six ton load was dropped onto his truck from a height of fifteen feet.

Sometimes the boys wondered if "Heavy Duty" Heijne didn't think he was still working for P.F.L.—He would say, "Carry a load each way; we gotta make'er pay". . . It has been whispered that the big lug tints pictures during his spare time. My-O-My! !

During slack moments on the night shift one could always be sure of a card game in the Dispatcher's Office with "Frisco-Willie" Mathews dealing a good hand—to himself.





THE FLAG OF ALASKA

Eight stars of gold on a field of blue,
Alaska's flag. May it mean to you
The blue of the sea, the evening sky,
The mountain lakes, and the flowers nearby.

The gold of the early sourdoughs' dreams,
The precious gold of the hills and streams,
The brilliant stars in the northern sky,
The "Bear"—the "Dipper"—and, shining high.

The great North Star with its steady light,
Over land and sea a beacon bright,
Alaska's flag—to Alaskans dear,
The simple flag of a last frontier.

Marie Drake.



Russian
Church



The Aleutians

Bordered on the north by the Bering Sea and on the south by the Pacific Ocean the Aleutians are a narrow strip of islands extending about a thousand miles westward of the Alaskan peninsula. The islands are rugged, mountainous, and on some of them are found active volcanoes. In general the islands are treeless, overgrown with grass, bush, moss and colorful wild flowers. Wild life is plentiful as the sea and mountains yield an abundance of fish and game. The climate is wet and disagreeable, with an abundance of rain, snow, ice, wind, fog and very little sunshine. The "Williwaw" is the dread of the Aleutians and at times its resulting destruction is tremendous.

The native inhabitants of the island are the Aleuts (pronounced Aleuyoots) and number less than 5,000. They have their own language and tradition and due to the Russian influence they worship in the Russian Orthodox Church.

Explored in 1728 by Vitus Bering, a Danish sea captain in the service of Russia, subsequent Russian expeditions and traders depleted this country of furs, practically exterminated the sea otter and enslaved the Aleuts.

In 1867 the United States purchased Alaska from Russia and it is safe to say that the Aleutians alone, in returns of fish and furs, have amply repaid the purchase price of \$7,200,000.



Winter scenes on adjacent Island



Looking across the Bay



Ask Verne Walters how the swimming was at Island "Y". What a sailor! While the boat was tied up to the dock Walters attempted to step ashore; a puff of wind hit the sail; the boom swung round and hit Walters. Walters grabbed the mast, and 240 lbs. of beef tipped the boat and into the drink went Walters.

"Shepherd" Dague—everything happened to Dague; never a trip was made without a flat tire or without losing part of the truck load. . . Better stick to sheep, Dague ole boy!

Alaskan
Winter
Scene



The Aleutians

A bit of scenery at Island "Y"



Winter
Road
Building



"Limey" James should know that sneaky Pete distorts the vision.. HE should know that a cotter pin isn't a grease fitting. He tried it.

Riddell might be O K in an auto shop but we wouldn't recommend him on boat work. His boat sprung a leak, so Riddell drove a dry wood plug through the opening. The plug swelled, opened the crack wider, and down went the boat in 16' of water.





The Tug, Geo. Washington
and Crew

Marine Division

The operation of Harborcraft by the Eighth Special Battalion began at Island "X" just prior to our departure for Island "Y".

There we assumed complete operation of Long Island Dock and its attached craft. Among these were the Tug, William 60'; Tug, Reliance 62'; Tug, Royal 65'; also the Harbor Tug, Lillian. Our duties were varied: mail service to the surrounding outposts, heavy barge work to outside jobs and supplying transportation to the men needed for certain jobs on other nearby islands. The most interesting job was the complete fitting out of the Tug, Reliance, for her long trip back to Seattle; those of the 8th Special abroad as crew were Chapman and Nettleton both of "D" Co. Section Two. The operations were ably handled by Lt. (jg) J. W. Bartholow and Chief J. F. Doyle.

Relating work on Island "Y" consisted of the manning of the Tug, Washington. She was 67' long, of double plank construction and powered with a three cylinder Atlas Diesel. Her crew consisted of Ken Tyler, QM1c, as Skipper; Vern Walters, SF1c, as Engineer, and John Lovda, MM3c, as all-around man.

Our day started with some brisk exercises on the fan tail to keep in trim and then turning to, towing barges, transporting men to outposts and emergency trips of all types. Twice a week along with our regular duties, we conducted fishing trips for the enlisted men.

Moored at the same berth with the Washington was the 8th Special 16' sailboat. This was designed and fitted out by Chief Costello and the little craft did a fine job of sailing. Our friend Riddel also had his power boat at the same berth.

"Lil' Chiefie's" Yacht



"Hit the road 'Mac,'
the 8th Special's back"



The Tug
Geo. Washington
at her Berth

Marine Department

Ferry service
to adjacent
Island



A day of
Fishing



A Boatswain, 2c (Turner) learning how
to row; D. H. Leffard in the Bow



J. A. Lovda seems to have a Big One



J. T. Clinkscates
and a Small One
(The Big One got away)



A good day's catch of Fish

J. A. Lovda caught the Big One



Remember?

There were Women and Dances at Island "X"
At Island "Y" there were neither



The parties at Island "X"



Remember?

Beer parties at Island "Y"



Memories

Camp Peary: Passing beer over the fence at the beer hall.

★ ★

A.B.D. Davisville: "Cassanova" Collier winning the prize waltz at Howard Johnson's.

★ ★

En Route Davisville to Hueneme: Some trains had beer; some DIDN'T. Some had fun.

★ ★

Port Hueneme: Those liberties!! Some got three 36 hour passes; others only one.

★ ★

Port Hueneme: The trip Rose and Peterson took in a commandeered Jeep.

★ ★

Los Angeles: The Hollywood Stage Door Canteen!! What a time!!

★ ★

Island "X": Those card and crap games the Cooks and Bakers had!! WOW!!

★ ★

Island "X": The nite Sagrado got hooked for a \$500 Bond when Lt. Cole walked in on the card game.

★ ★

Island "X": Remember the day the men were lined up near P-12 for inspection. "Lil' Chiefie" looked up and there on the barracks roof was Lyneis, hiding out!! What a crestfallen descent!!

★ ★

Island "X": We bet that Martha O'Driscoll and Errol Flynn won't forget the fifty bucks they bet on Lanegrass's fight. Bye, Bye dough.

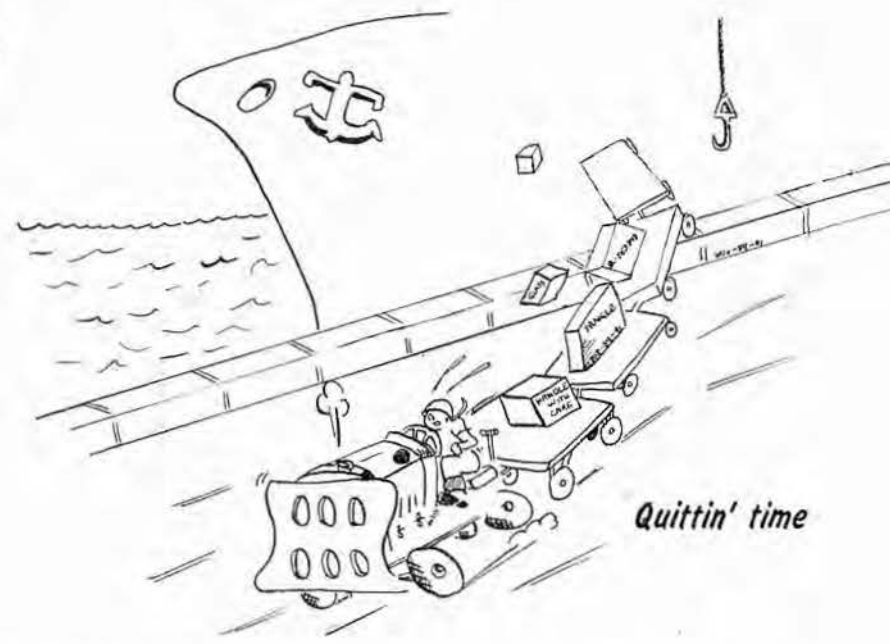
★ ★

Island "X": Tyler crossing Woman's Bay in a rowboat with one oar.

★ ★

Island "X": "Bammy" Burnette and Red Owen sure pulled a fast one getting beer off the dock in the O.O.D.'s car. Clinkscapes was the guard. Lookout brig—here we come.

★ ★



Island "Y": Remember the halibut Lovda and Walters used to cook?? What feeds!!

★ ★

Island "Y": Pappy Kintzer and Navy time!! He was dated for 1930 and Pappy had the basketball team report at 9:30 PM.

★ ★

Island "Y": J. W. Turner (Boatswain Mate 2c) tying up a small boat. What Knots!

★ ★

Island "Y": Sorce and Turner paddling "Lil' Chiefie's" Sailboat back with a piece of siding.

★ ★

Island "Y": The U.S.O. Show when "Bammy" stole the show with his laugh.

★ ★

Island "Y": The "Lil' Chiefie" is still wondering who it was that threw the catsup in the chow hall.

★ ★

Island "Y": Remember the day Lt. "Military Jack" Bartholow and "Lil' Chiefie" shook down the area. Upon arriving at a small dirty foxhole the Lt. would look at the "Lil' Chiefie", nod and point to the hole. What the hell could the "Lil' Chiefie" do but crawl in? A shower and change of clothing was in order after that.

★ ★

Directory

OFFICER PERSONNEL

Lt. P. K. Hargrave, OinC, 842 Manning St., W. Los Angeles, Calif.
Lt. (jg) J. B. Thwaites, 424 South Polas Verdes St., San Pedro, Calif.
Lt. (jg) J. W. Bartholow, Exec., 3808 Potomac, Dallas, Tex.
Lt. (jg) L. E. Moore, 910 Harlan Ave., St. Louis, Mo.
Lt. (jg) E. L. Bishop, 94-10 64th Road, Forest Hills, New York
Carp. C. V. Knupp, 596 Via Escuela, Palm Springs, Calif.
Carp. R. B. Clynch, 3201 E. Lancaster, Fort Worth, Tex.
Carp. W. S. Collier, 2038 S. E. 47th Ave., Portland, 15, Ore.
Carp. A. Jensen, 2126 S. Cedar St., Sioux City, Iowa

ENLISTED PERSONNEL

CHIEFS

V. E. Beihn, CBM, 420 N. Main St., Georgetown, Ohio
F. L. G. Chant, CMM, 946 Euclid St., Houston, Tex.
W. F. Costello, CBMA, 1450 California St., San Francisco, Calif.
J. F. Doyle, Jr., CBM, 2026 E. 73rd St., Chicago, Ill.
J. J. Maguire, CCM, 116 Hope St., Providence, Rhode Island
W. B. Moston, CMM, 8715 S. Racine Ave., Chicago, Ill.
W. M. Mullins, CBM, Wilmington, Calif.
C. L. Peterson, CBM, Port Townsend, Route No. 2, Wash.
R. F. Snyder, CSK, Dresden, Ohio
G. F. Woodruff, CEM, 6424 S. Kimbark Ave., Chicago, Ill.
R. J. Houser, CSK, Dunlap St., Bellefonte, Penna.

ENLISTED MEN

E. W. Adams, MM3c, P. O. 301, Modesto, Calif.
A. J. Allers, CM3c, Goodhue, Minn.
S. A. Anderson, BM2c, 7724 31 SW, Seattle, Wash.
C. W. Barnes, MM3c, 1020 S. Broadway, Hobart, Okla.
F. J. Batt, Jr., S1c, 3829 Laurel St., New Orleans, La.
J. W. Beal, SF3c, Box 43, Williams, Calif.
J. N. Bedell, F1c, Star Route, California, Mo.
O. I. Bernstein, BM2c, 752 Euclid Ave., Miami Beach, Fla.
I. J. Browns, S1c, 227 W. 17th St., Houston, Tex.
A. Bralosh, S1c, 123 Beach St., Gowanda, New York
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