

EIGHTY-SECOND
U. S. NAVAL CONSTRUCTION
BATTALION



1943-1945





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U.S. NAVAL CONSTRUCTION
BATTALION



1943-1945

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DEDICATION

Our lives are often enriched by that which we do not have. Similarly our Battalion's life has been enriched by something it has lost. We are deeply grateful and shall always remember those who, by their diligence in the performance of their duties, have immeasurably added to the fullness of our life as a Battalion.

Elmer L. Bowlin, S 1/c
Fort Smith, Arkansas

Patrick J. Begley, BM 2/c
New York, N. Y.

Robert S. Coulter, CM 1/c
Seattle, Washington

Duncan M. Fernie, CCM
Alameda, California

James S. Holt, SF 2/c
Point Blank, Texas

Aaron W. Martin, SF 1/c
Lancaster, Penna.

William J. Mahedy, BM 1/c
Brooklyn, N. Y.

Daniel K. Parkman, Lt. (jg)
Greaton, Alabama

Paul E. Roelofs, V 2/c
Elwood City, Penna.

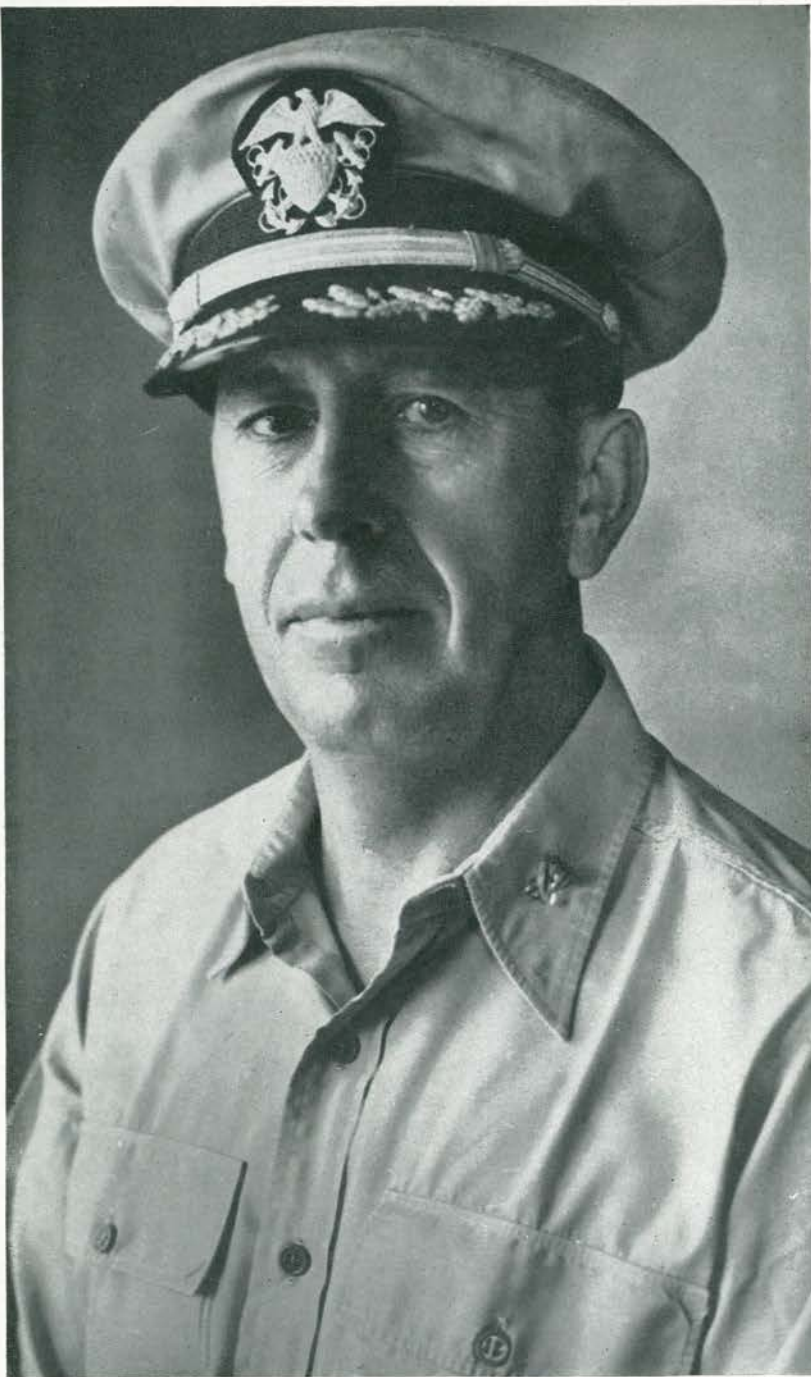
FOREWORD

The primary purpose of our book is to provide a pictorial record in time sequence of the journey of conquest, work projects, and related activities of our battalion in the Pacific Ocean Area. In no other way is it possible for us to have a true and compiled portrayal of our proud accomplishments, notable achievements, and fine associates. The past two years have cost immeasurable energy. We have forgone many civilian pleasures and activities. Accordingly, all this has greatly delayed the progress of our life's planned work.

It is our sincere hope that this record be as complete and accurate as possible. We trust that it will give you many fine, complete, and proud recollections of true and sincere fellowship. With this goes a great satisfaction. The contributions of our battalion have enabled the armed forces to successfully travel the road to complete victory.

We cannot measure our accomplishments in personal sacrifices or monetary gains or losses, great as they might have been. Rather it is for each of us to accept proudly the responsibility of our work and be humble in our acceptance of the glory in a great achievement. Let us proceed to use wisely the long and costly victory.

Many members did not subscribe to this book. In all probability there will be many requests for this book from 82nd. members and from other veterans of the Pacific Ocean Area. If enough wish to subscribe, the printer will handle the work. Battalion members may get their copy for \$8.50; non-members may subscribe for \$10.00. A limited number of copies in addition to the subscription have been prepared and are available. Whatever profit is made will be set aside for a future reunion. Send all inquiries and orders to Harold U. Crouse, 226 North Prince St., Shippensburg, Penna.



COMMANDER THOMAS J. FOWLER, C. E. C. U.S.N.R.
OFFICER-IN-CHARGE
JANUARY-1943—JUNE-1945

I.T. COMMANDER PAUL E. P. SEUFER, CEC, U.S.N.R.
EXECUTIVE OFFICER
JANUARY 1943—JUNE 1945
OFFICER IN CHARGE
JULY 1945 — OCTOBER 1945

The Skippers





Top Row, left to right:

ENS. DEYOE, LT. (JG) BIRCHALL,
W. O. LANAGAN, ENS. PARKMAN,
LT. (JG) TODD, LT. (JG) HEATWOLE,
LT. (JG) BURKE, LT. (JG) ABERNATHY,
LT. KHEEL, W. O. FITCHETT, W. O.
JOHNSON, LT. (JG) ROBERTS, LT.
JANES.

Front Row, left to right:

LT. BROWN, LT. SCHWARTZ, LT.
GORDON, LT. CROWLEY, LT. PIPER,
LT. COMDR. SEUFER, COMDR. FOWLER,
LT. COMDR. LONDERGAN, LT. MAN-
NING, LT. GENISOT, LT. DONOHOE,
LT. MYERS.



LT. COMDR. P. E. P. SEUFER & COMDR.
T. J. FOWLER TALK THINGS OVER

Front Row, left to right:

LT. KELLEY, LT. ROGERS, LT. EVANS,
LT. COMDR. SEUFER, LT. COMDR.
SUTLIFF, LT. BUCKLEY, LT. KHEEL,
LT. BREWSTER.

Second Row, left to right:

LT. (JG) MAGRATH, LT. (JG) SCHLITT,
W. O. RILEY, LT. (JG) FITZPATRICK,
LT. BLANK, LT. SCHWATZ, LT. MILLI-
GAN, LT. (JG) QUIST, LT. (JG) CROUSE,
LT. (JG) MAY, LT. (JG) LAMPP.

Top Row, left to right:

ENS. FALCONER, ENS. RICHTER, ENS.
NEWSOM, CH. W. O. LEVINE, CH.W.O.
KENNARD, CH.W.O. MICHAUX, LT.
(JG) OPLAND, CH.W.O. BERKEBILE,
CH. W.O. REDE, ENS. GROVE, LT.
(JG) RAYLISS.





First Row, left to right:

OBERMIER, THOMAS, MAYES, REYNOLDS, CLEMO, BURTCHE.

Second Row, left to right:

ROBERTSON, MARTIN, NOEE, SMITH, SCHYLER, BOUCH, BERQUIST, HACKNEY, HARRINGTON, WALKER.

Third Row, left to right:

WALL, SCOTT, HILLS, LEE, TAYLOR, TITUS, ISABELL, HEITZ.

Fourth Row, left to right:

GILHOOLEY, MURPHEY, HEIL, WOODS, BOYLE, CAREY, LANDRY, SWEET, WAPLES.

Fifth Row, left to right:

ARLEDGE, YAGELLO, SLATER, PAULSEN, GRUNLAND, McLAUGHLIN.

Standing Rear—

DUSSOR.

Front Row, left to right:

HIGHTOWER, KENNA, KINSMAN, COOK, MOREN, NABORS, HEDGECOCK, SULLIVAN, MARTINSON.

Second Row, left to right:

FOXWORTHY, WAY, HOUSTON, RAY, SCHONHARDT, ARCHER, WALL, PULSIFER, O'LEARY, McCLANAGHAN.

Third Row, left to right:

BAUDER, TRUSTY, MESSER, STEWART, CAREY, DUPREE, WAPLES, MANGUM, HERUM, HENDRICKS, INGRAM.

Fourth Row, left to right:

BOURN, SCOTT, SWEET, HACKNEY, PHILLIPS, LANE, LAMM, BOUGHTON, CANADY, THOMAS, KEHOE, YAGELLO, REGAN, WILSON.

Fifth Row, left to right:

ANDRADE, LANDRY, SMITH, McLAUGHLIN, GRUNLAND, JENSEN, GAGE, LOGAN, REYNOLDS, BONNER, NOLL, GARRETTE, PANELLA.



PREFACE

This book or album is an attempt to provide a pictorial history of the activities of the 82nd U. S. Naval Construction Battalion. While it may contain a goodly number of pictures, we regret that more were not available and that some of the events associated with the outfit and work are not included. Many of the Battalion films and negatives were unusable because of the tropical heat, accidents, and lack of cooling facilities for developers and fixers. Many subjects, which might have been included, were not taken because there were considered military and suitable only for official reports. While some events may have been caught by individuals with "illegal" cameras, most of the negatives had been mailed "Stateside" and the available prints were too small for copying and enlargement.

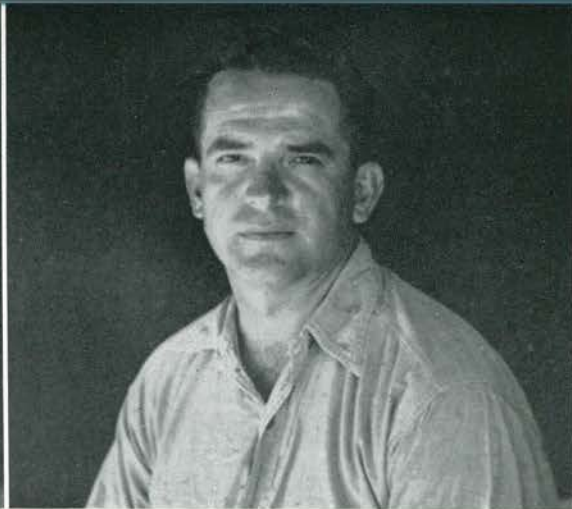
There are practically no pictures of activities on Vella Lavella because the small contingent had no assigned photographer. We wish to express our appreciation to the 58th USNCB which has so kindly supplied us with some material from its files. Likewise, we are grateful to the 87th USNCB for some of the material concerning the Stirling Island strip.

We have done as much as we could with what we had. We have tried conscientiously to make the roster and address section correct in order that it may be of value to you. It is correct as of July 15, 1946. We sincerely hope that this book will provide you with many memories of your life with the "Fighting 82nd" and the immeasurable contributions and uncountable sacrifices which you made to help the armed forces of the United States achieve victory.

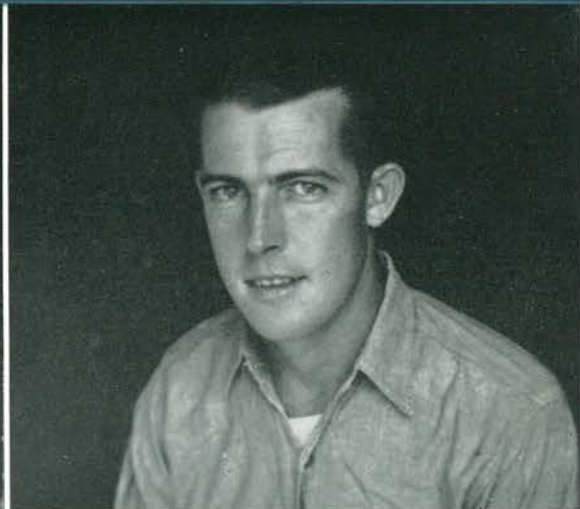
—The Staff



ARTHUR H. ROSS



HARRY HEATHCOCK



JAMES A. MACGRUER

The Staff

Lt. (JG) HAROLD U. CROUSE.....OFFICER ADVISOR, BUSINESS MANAGER

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VINCENT D. WRIGHT.....ASSOC. EDITOR

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DOMENIC RIGNANESE.....ASSOC. EDITOR

WILLIAM W. MCLAIN...ASS'T PHOTOGRAPHER



DOMENIC RIGNANESE



Lt. (JG) H. U. CROUSE

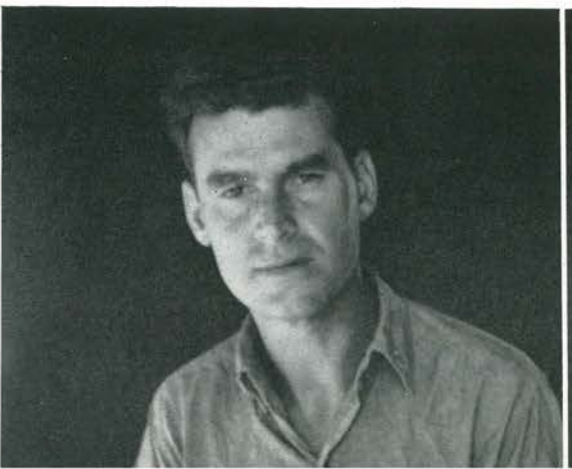
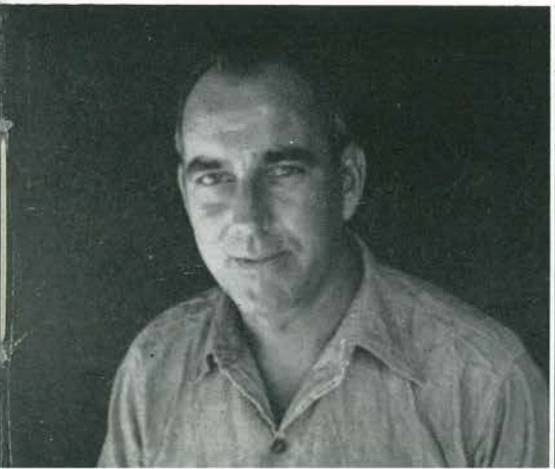


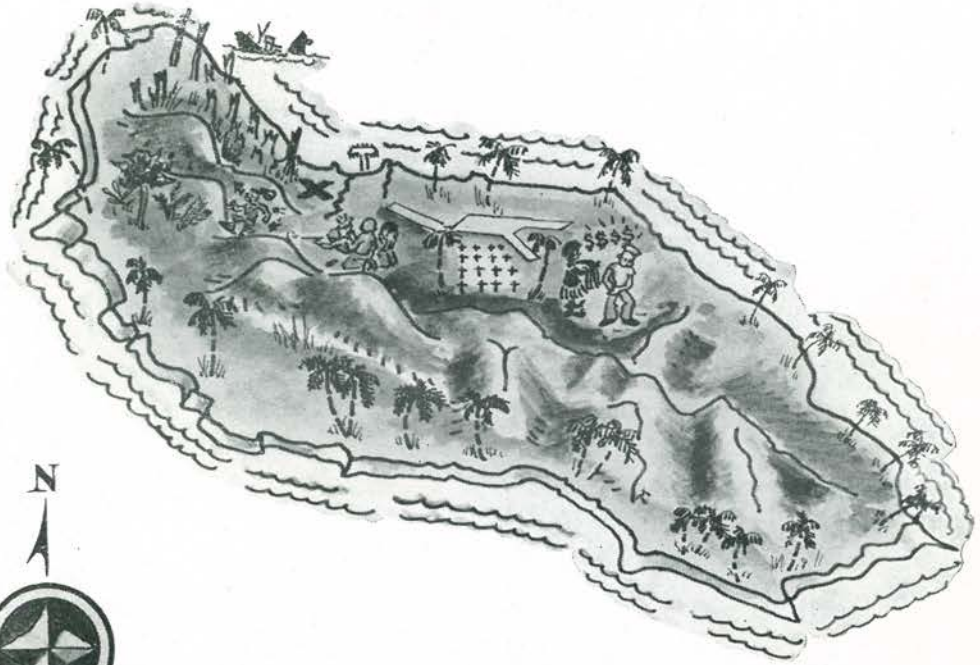
VINCENT D. WRIGHT

WILLIAM W. MCLAIN

MASON C. SMITH

ALFRED W. ERSEPKE





History

July 10, 1943—there is a date all the old members of the 82nd will always remember. On that morning, decked out in undress blues, with packs and hand luggage, we followed our resplendent military band, company by company, past the last group of V-signing civilians to the dock at Port Hueneme, California. We were to embark on the "Island Mail" for parts unknown in the vast blue Pacific. For us it was a "red letter day". Little did we realize that we would spend forty-one days and forty nights crowded into the dimly lighted, musty, and unpleasant interior. A small group of our men, traveling with and guarding our equipment and supplies, had already boarded the "Cape San Martin". They, in contrast to us, experienced a slower but more cruise-like and comfortable crossing.

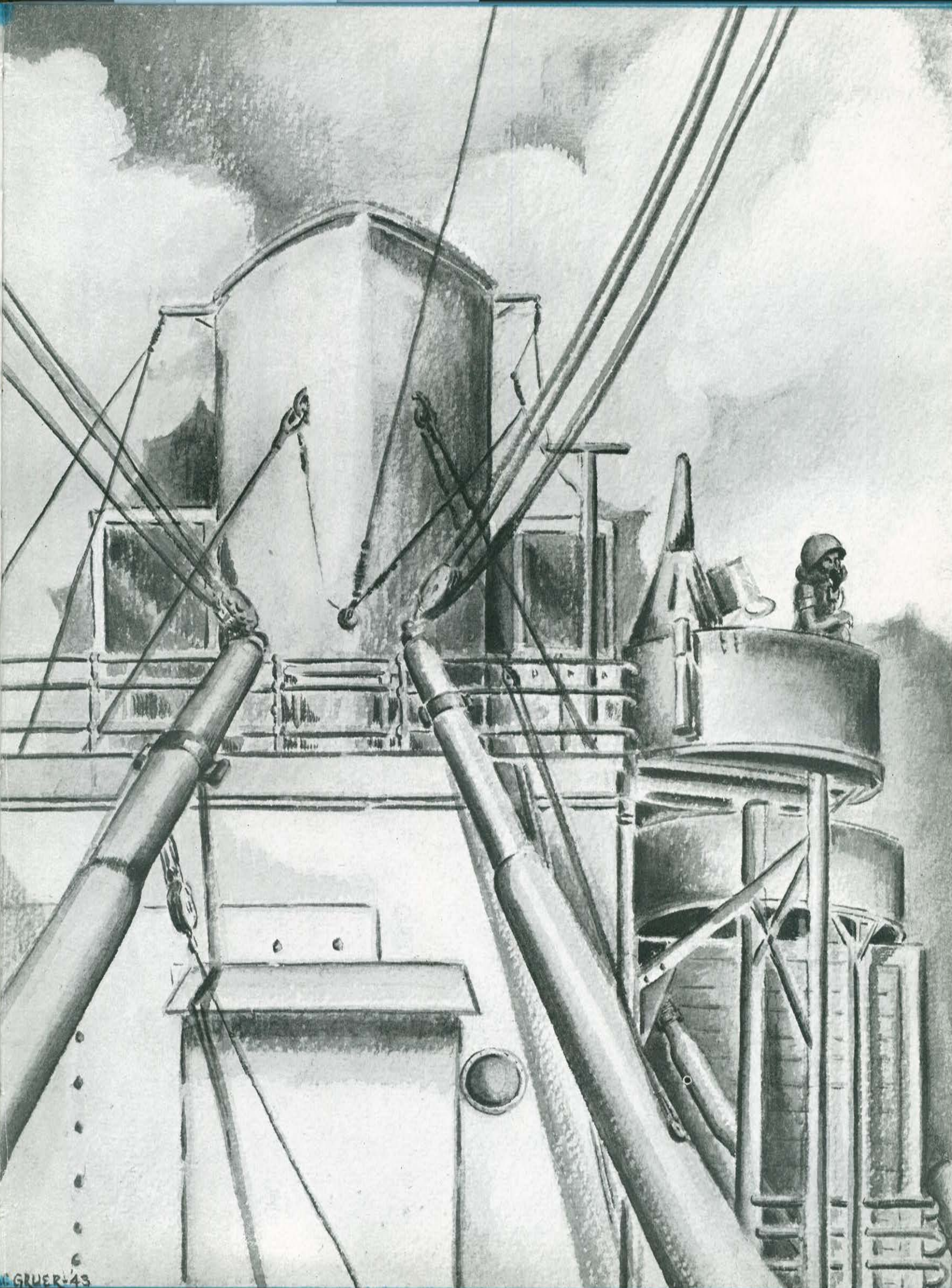
The trip across will ever haunt our memories. Meals were filled with such unpleasanties as cold storage eggs, Spam, more Spam, ham, canned hash, canned stew, and Vienna sausage. None will forget the many hours spent below decks in gloomy, steamy, and greasy "Hole Number Three". Life aboard ship included general quarters, musters, rifle inspections, guard and gun watches, unlighted nights, and a sub alert. For amusement and entertainment we had the hazing and initiation connected with the sudden change from a "Polywog" status to a "Shellback", the band concerts, the short-lived lecture series, pocket reading books, old magazines, a crowded topside and rail with the passing sea, the stars and moon at night, playing flying fish, and "Water, water, everywhere."

At sunrise one morning, July 28th to be exact, New Caledonia suddenly appeared on the horizon. Shortly the pilot was aboard and brought us through the reefs and mine field, steaming to the accompaniment of the band, into—not the inner harbor at Noumea, but to the unexciting or "let down" anchorage outside the sub net. Noumea, however, did not long remain without the "Fighting (?) 82nd". After a few days we entered the inner harbor, mainly to place us near the "Whitney" which needed some special work details. A little afternoon liberty in the strange French town and a beach-beer party were thrown in. Few of us suspected the quaint, foreign-looking, military-filled city would be the only sign of city-type civilization the Battalion would run into until we returned over a year later.

Finally, on August 15th, we raised our barnacled anchor and headed toward our first war contact in the Pacific Islands. On August 19th we landed on Guadalcanal, one year and 12 days after the Marines had made their initial landings in 1942. Here we found ourselves camping among the topless trees of a former coconut plantation on one of the beach-head battlefields which was surrounded by machine gun dugouts and littered with skulls.

The island had been secured only a few days before our arrival but was still subjected to air alerts and occasional bombings. More pleasant was the solid ground beneath our feet, the beer, and most of all, the fresh water brook. This was Utopia after all the salt water showers, pail bathing, laundering attempts, and stolen water-filled canteens of the "Island 'jail'".

The "Canal" proved to be a temporary stop-over—just a jumping-off place en route to more advanced bases—"up the line". There were a couple of small jobs, but soon Company "C" was off for Vella Lavella on August 29, the most advanced outpost at the time. On September 13th, the greater portion of the battalion boarded their LST's and LCI's for Ondonga. The rear echelons then followed periodically to Ondonga.





SOLEMN MYSTERIES OF THE
ANCIENT ORDER OF THE DEEP.

THAT ON THIS 18TH DAY OF
JULY, 1943, LATITUDE 00000
& LONGITUDE—153° 30' W.





MERMAIDS, WHALES, SEA SERPENTS, PORPOISES, SHARKS, DOLPHINS, EELS, SKATES,
SUCKERS, CRABS, LOBSTERS, AND ALL OTHER LIVING THINGS OF THE SEA.





CHRISTIANITY ON WAR-TORN GUADALCANAL.



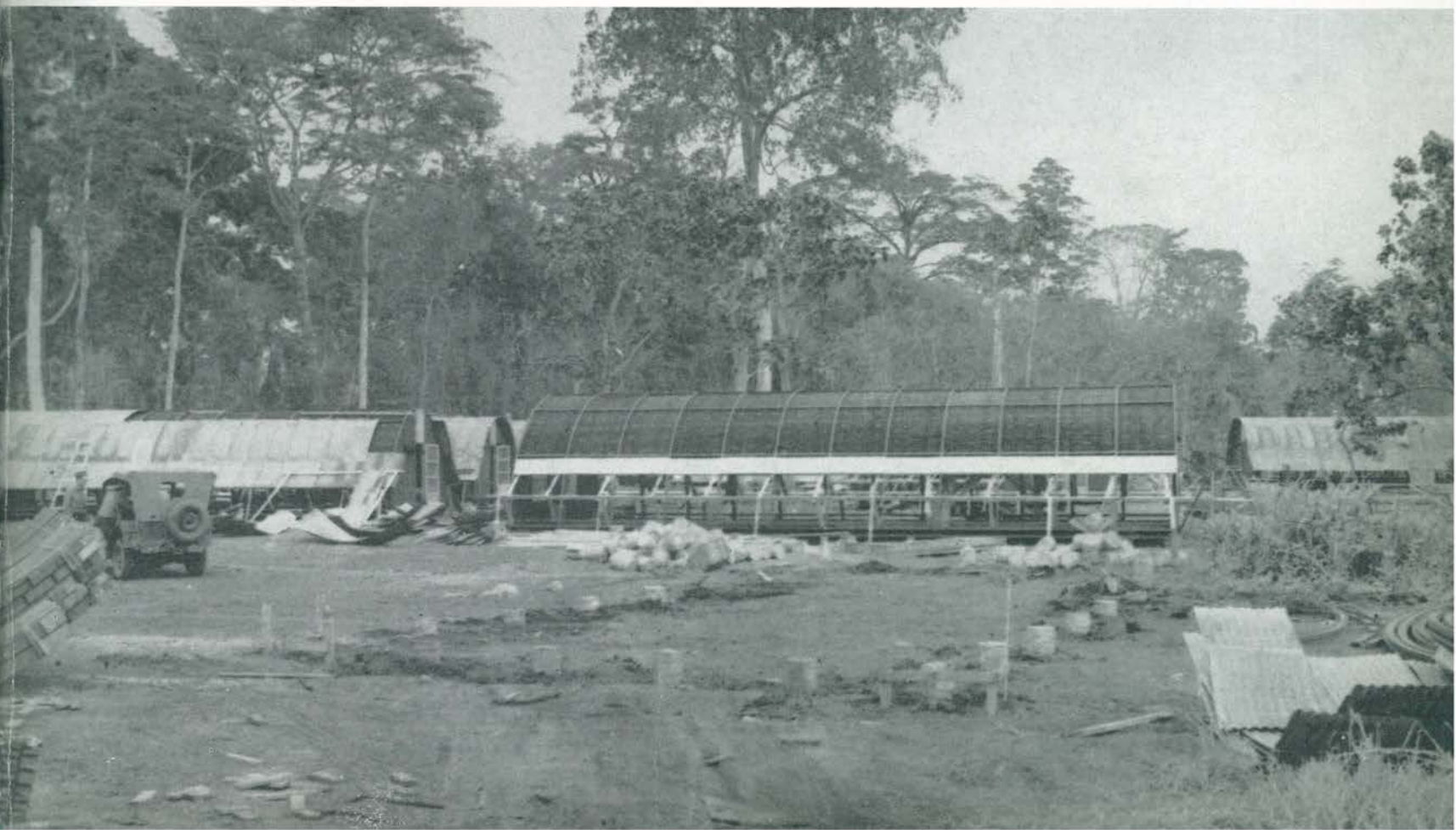
BISHOP JEAN MARIE AUBIN, S. M. VICAR APOSTOLIC OF THE SOUTHERN SOLOMON ISLANDS, SAID MASS AT THE 62ND. HE WAS LIBERATED FROM THE JAPS BY THE MARINES.

CHAPLAIN DONOHUE PERFORMS NATIVE CHRISTENING.



A QUICK SET UP OF REFRIGERATORS. OUR PREWAR, COLD DRINKS AND FRESH MEATS.

ONE OF OUR FIRST JOBS, LT. INGRAMS DETAIL ERECTS QUONSET HUTS



THE FIRST OVERSEA SUPPLY AREA



WE WELCOMED FRESH
CLOTHES AND



ZEKES IN THE
"BLOODY H" INFANTRY

THE FIGHTING 82ND MOVES BY TRUCK



WATER CLEAN FOR A DAILY SWIM



BREAKING CAMP





GUADALCANAL TO ONDONGA •



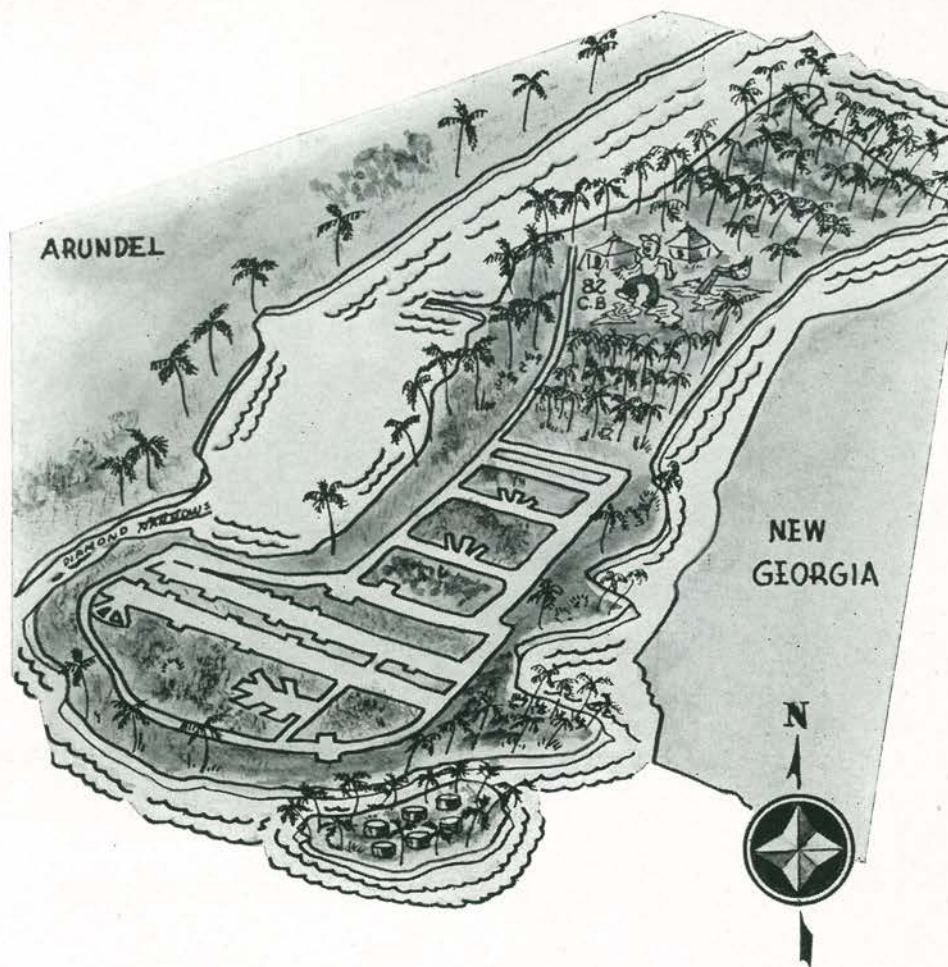
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NO TABLECLOTHS, NAPKINS OR CHINA CUPS—NO CIVILIANS—ARE WE
CROWDED? THIS IS NO PLEASURE CRUISE





History

The "Canal", we soon found, was to be but a jumping-off or reloading stop for more distant shores. September 13th was the LST boarding date for our first echelon, selected from the already one Company short Battalion. We were finally en route to show the 82nd "Can Do" spirit—at Ondonga, an oddly shaped flat little island nestled between New Georgia and Arundel, at the southern end of Kula Gulf across from Kolombangara. Ondonga, in native tongue, means "Island of death and disease". The approaches to the island were flat and in landing our first ship went aground in the shallow tidal water. As a result landings were made at Munda and the men and equipment transferred to LCI and LCT craft with less draught.

The big job, a 4250 foot fighter strip with taxiways and hardstands was started immediately with the clearing away of sections of jungle and hundreds of the evenly spaced coconut trees. A major part of the island had been "Peru" plantation of Lever Brothers, who had set trees in long straight rows. With dynamite, dozers, pans, shovels, graders, and rollers the coral was broken, moved, and pounded into something the Army Engineers had said, "Couldn't be done". On the 16th day the first small plane came in and made a successful landing. In the meantime, the camp was also taking shape amidst the deep, sticky, truck-chewed mud beneath the spreading, but continually-dripping palm fronds.

Even at this early date, the men were dreaming of going home or still believing the Recruiting Officer's famous last words. However, there was some cause for this homesickness, for a few of the men were receiving word of new additions to their family. The color of the men was also changing to "Atabrine Yellow", sunburn red, and dark tans. A few motley and mouldy beards appeared to change facial appearances. A few with brown noses, emanated from attempts to obtain decking from the mill for solid mahogany tent floors or a boardwalk for over the gumbo mud, or to catch a jump in rating. Cattle rustling was sporty but proved futile when the meat was declared diseased. The tent visiting goats were too reminiscent of lamb meals, but the ducks and chicks thrived and lay well until their numbers suddenly decreased one dark night. Boxes of wampum or Woolworth jewelry occasionally would arrive but natives were few and far between—Ondonga was not inhabited before the arrival of Allied forces. More welcomed were the packages of edibles or possibly a well sealed bottle of cherries (?) to supplement the potent locally stilled or jacked liquids. We were all saddened when one lot of mail was delivered to Davy Jones by mistake but we soon recovered after the next few batches arrived. The Chaplain's office housed a library. In mid November, the "Rec" Hall, with a supply of boxing gloves, footballs, soft and hard balls, games, and an often moved and tired piano, opened. The nipping, snipping censor remained, as ever, the butt of joke and gripe but dauntlessly continued with his unrelentless task.

Work and jobs came thick and strong, keeping the men busy and minds occupied. The airfield brought forth such added tasks as a perimeter road around the island, felling of the trees across the water on Arundel and New Georgia opposite the ends of the strip, a large tank farm to house high octane aviation fuels and oils, quarters for the flyers, and special electrical and communication work at the field. A small boat dock, for "Tom's Navy" which was being used for considerable salvaging work, was erected and an ingenious protective anchorage provided—by blasting a channel from the open water to a bomb crater on Kildare Island. While low tide allowed a person to wade from Ondonga to New Georgia, this was hardly feasible for vehicles and so a causeway connecting the two was added to the list of jobs accomplished. The Thick and Thin Lumber Company had been set up almost on arrival day and was pushing out mahogany, teak, and coconut boards at a rapid clip under watchful eyes because of imbedded shrapnel. Adequate warning of approaching planes resulted after we worked on the Army's Radar installations at Munda. The Marines (11th Defense) became even more friendly after we did considerable electric and telephonic wiring around their camp.

The days, weeks, and months passed with lightning speed, one upon another, until December 9, 1943, when we once more took to sea and headed for Stirling Island in the Treasury Group.





MOTHER SAID THERE WOULD BE MOMENTS LIKE THIS BUT SHE DIDN'T SAY THERE WOULD BE SO MANY
DISPERSAL AREA IN THE MUD, ONDONGA

CHOW
STAR OF THE





LINE
SEA CHAPEL



JAPANESE PERSONNEL BOMB REMOVED FROM STRIP, ONDONGA



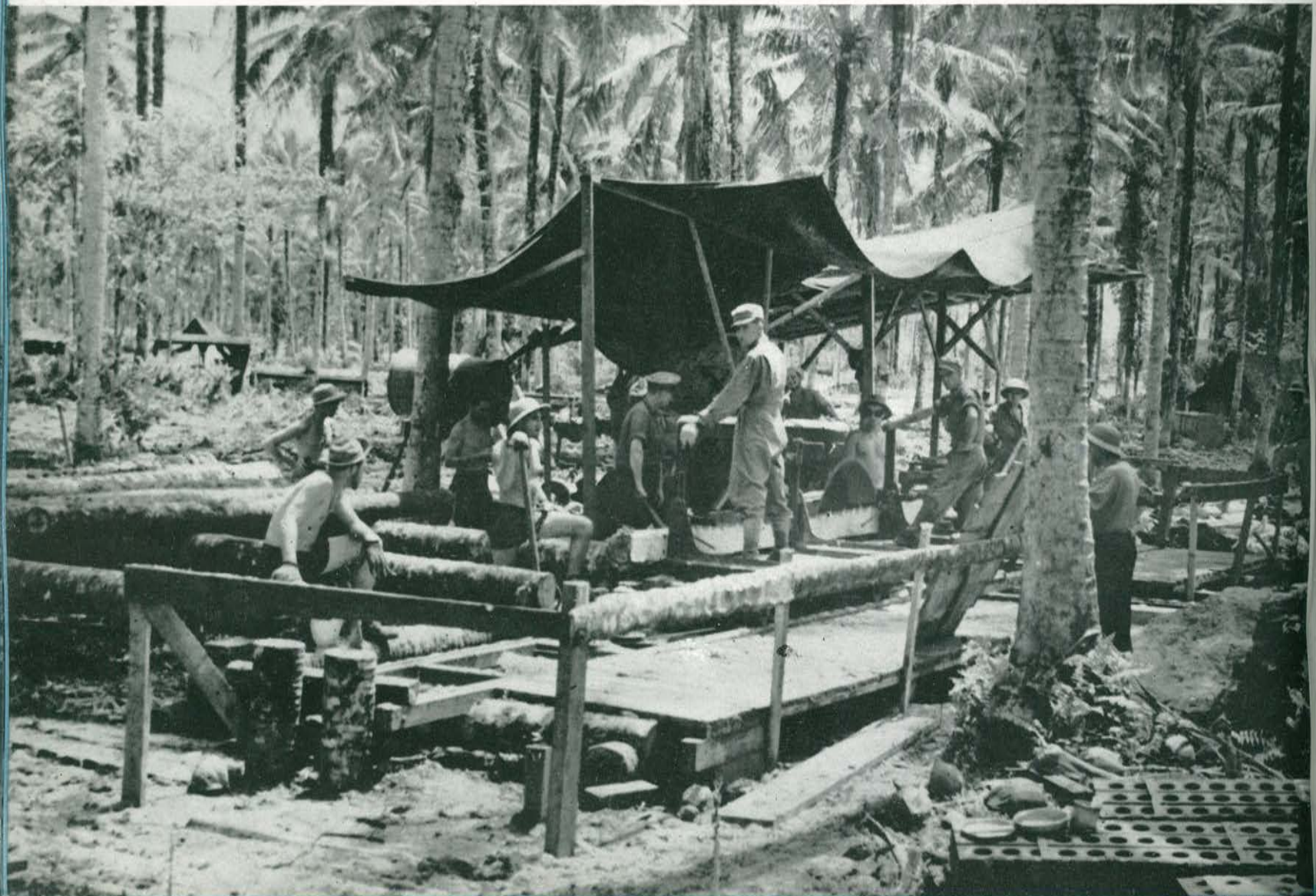
LIGHTER MOMENTS. MARINE ORCHESTRA PLAYING IN CHOW HALL

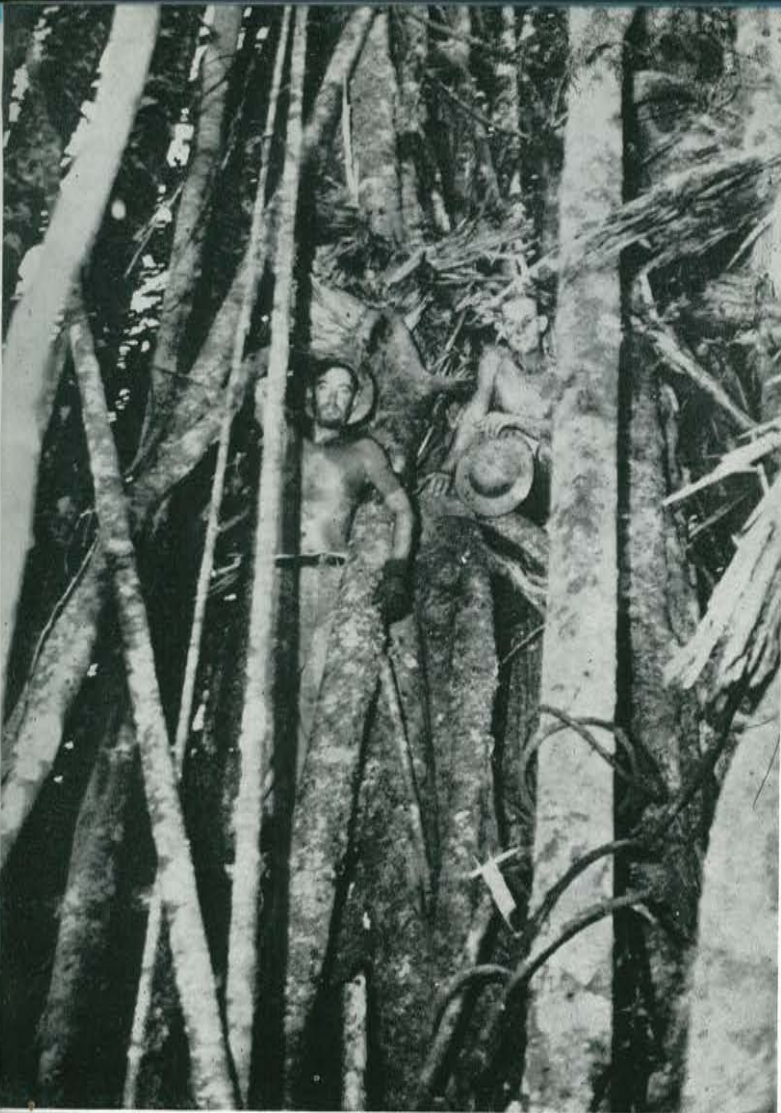
U. S. POST OFFICE IN TROPICAL SETTING

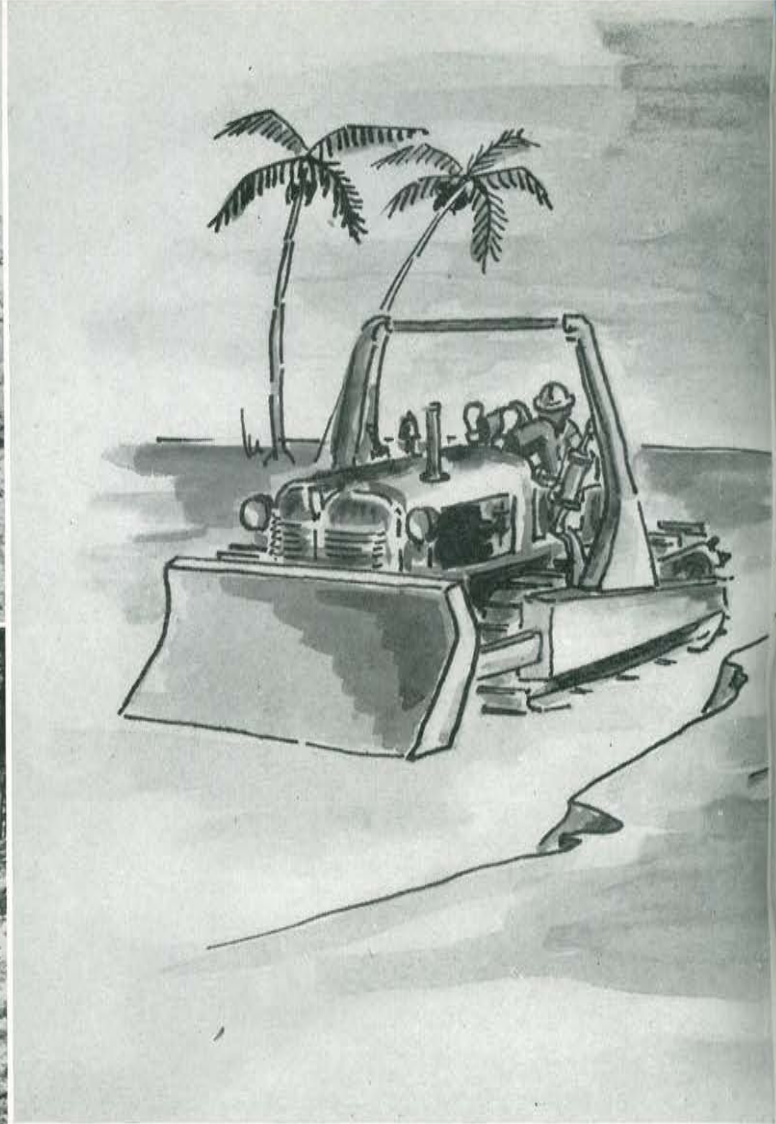




LOGGING AND SAWING OPERATIONS, ONDONGA







YESTERDAY A COCONUT PLANTATION
AN ALLIED FIGHTER STRIP IN THE





TO-DAY A SEABEE'S DREAM COME TRUE
HEART OF THE JUNGLES





BAD LUCK! ESPECIALLY AFTER HAVING COMPLETED A SUCCESSFUL MISSION





ADMIRAL HALSEY EXPRESSED AMAZEMENT AT THE SPEEDY
AND SUCCESSFUL COMPLETION OF THE ONDONGA STRIP



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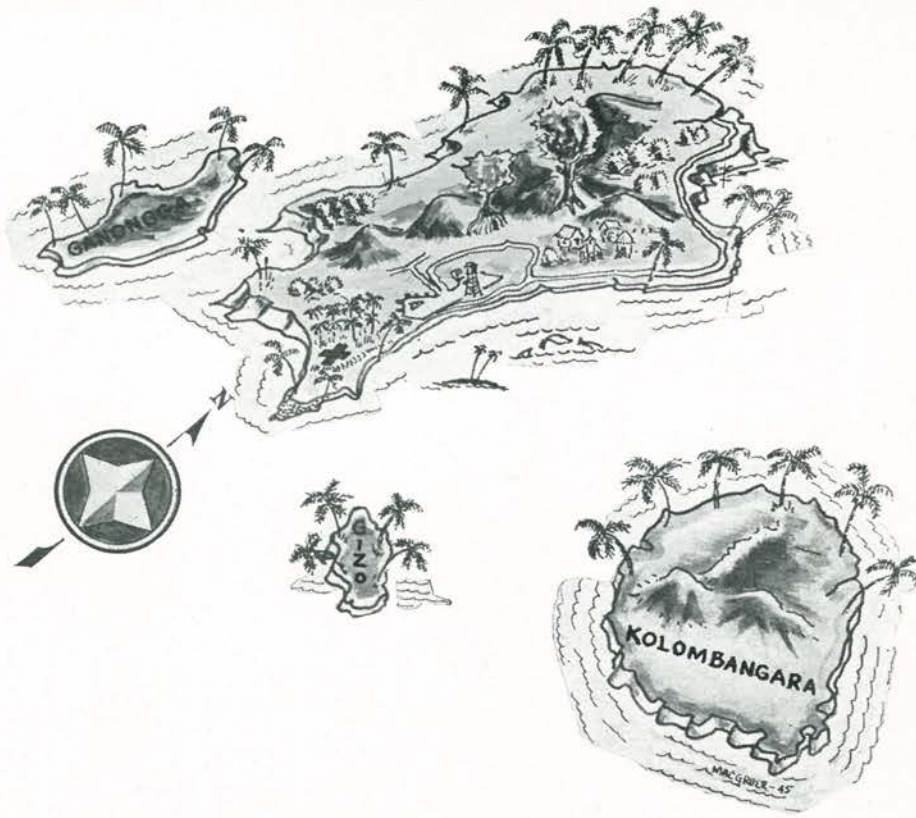
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PACIFIC PARADISE, BLUE SKIES, WHITE CLOUDS AND PALM TREES



History

To members of the Battalion, Company "C" will always be associated with Vella Lavella, and, to us of that company and the five Headquarters Company men temporarily attached with us, that island will probably stay foremost in memories of our time spent overseas. We had no definite idea of what to expect that Sunday, 29th of August 1943, as we boarded the three LST's for the trip, although scuttlebutt had been telling us that the Seabees already there had been in serious trouble. The next morning, around 0400, the anchors were raised, and we started off with our seemingly not-too-large destroyer escort.

The first inkling of trouble occurred at night between Rendova and New Georgia when a lone plane suddenly came in to bomb and strafe us. The following morning, August 31st, as we neared Gizo and Gononga, we found our escort nearly doubled and several LCI's added to the convoy. The destroyers, however, appeared to have no fear of land-based guns or troops for they skirted close to these Jap-held islands as well as to Kolombangara. But, as we pulled in to our beachhead about 0820, hell broke loose—Jap planes had the landing spotted and came in with bombs and spattering machine guns. Our fighters downed three enemy planes and sent the rest a-flying.

The 58th N.C.B., we soon found, had really been in trouble and, after two weeks, many were still living in foxholes. Scant crews had started the job at hand, the Barakoma airstrip, and were making some headway. Innocently, most of our first day we wandered from one possible camp-site to another. We finally were assigned a spot and set up a pup-and-fly-tent camp, with dozered foxhold-ditches, near the end of the strip and close to the offensive, dead-Jap-ridden and oil-slicked shore. The site was but a temporary one, and on September 5th, we packed off to a height behind the strip, later nicknamed "Daisy Cutter Hill".

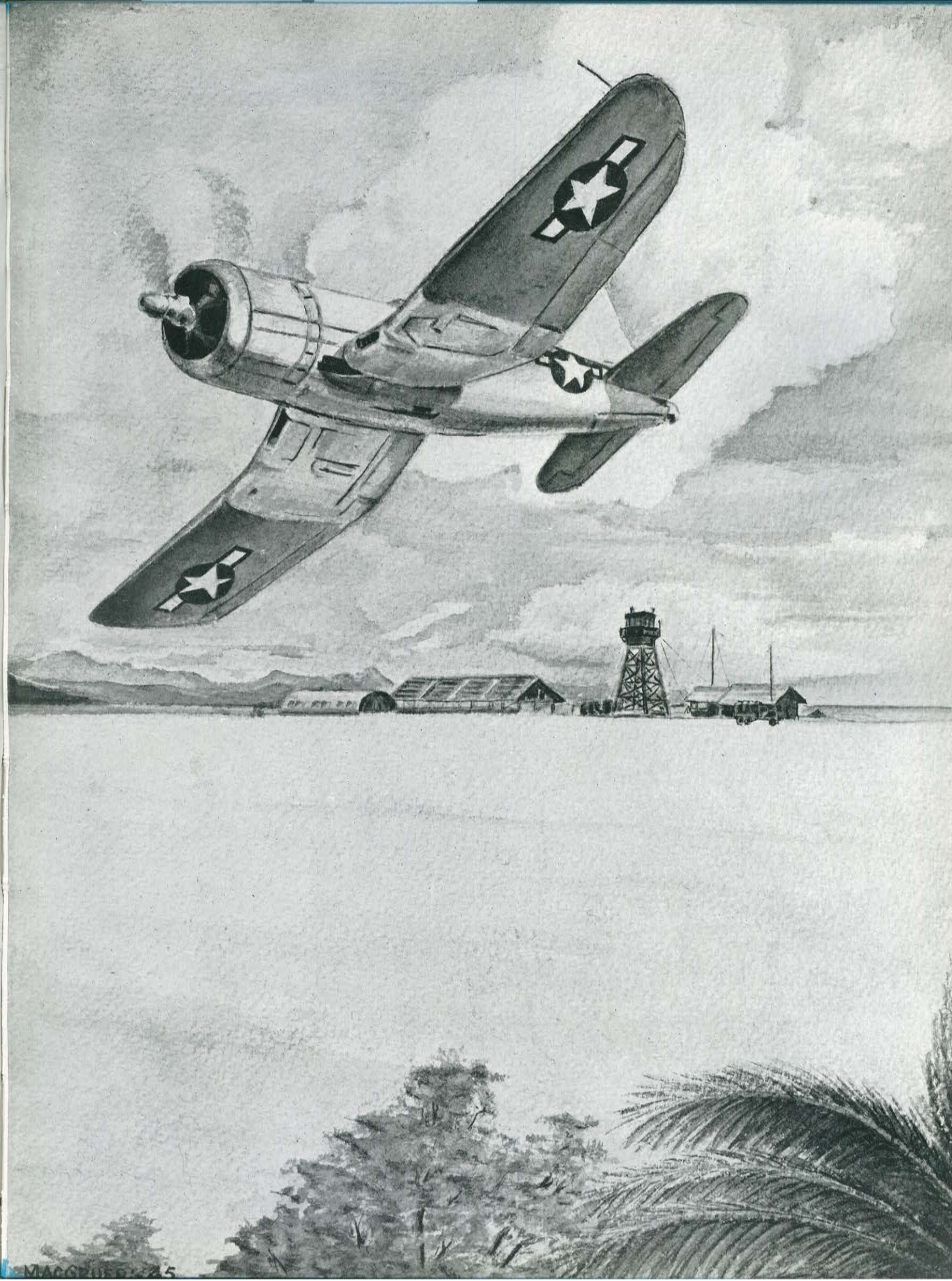
This camp, in contrast with the shoreline growth of coconut trees and bamboo, was in dense jungle with huge-kneed trees, little or no sunlight, lizards two and three feet long, huge land crabs, bats, parrots, night noises of all sorts, rain, deep gumbo mud, and even eerie, fluorescent glowings in the night where a tree had been cut or the bark bruised.

Since we were having alerts by day and night, foxholes and bomb shelters were much in evidence. Air operations recorded 144 conditions Red with 93 bombings the first month of the island's occupation. We, too, were on the receiving end, just after midnight, September 14; the Japs, who must have spotted our camp on the hill or suspected that something must be at the end of the road, let go with two personnel bombs. One hit in the woods behind the Chiefs' and officers' tents and the other on the edge of the enlisted men's section of the camp. They broke trees, flattened a row of tents, and caused sixteen casualties including the loss of Patrick Begley, and injury causing amputation of Keith Shattuck's arm.

With duds passing over us and hitting the strip area the next two nights and more bombs hitting in the midst of the 58th Battalion's motor pool across the road from us, we decided it was time to move again—and fortunately too, for the following night our former galley was hit. This time we built camp in a coconut plantation on a knoll behind the Naval Base, near the end of the island. Higher on a hill behind us were the Marines with 90 mm. A.A. guns.

While most of the motor pool men were busy assisting with the strip or working on our special assignment—taxiways, hardstands, and revetments, most of the other crews were working on the Barakoma River bridge, the tank farm, the hospital with its bomb shelter operating room and ward, chow halls, framed and decked tents, furniture, and other equipment. Twice small crews under Mr. Gordon went off on special assignments—radar installations, deep into unoccupied and possibly Jap-infested sections of the island. Road work came after some of the equipment was released from the strip and storage areas, and it was on one of these jobs that one of the dozer men stopped short, thinking he was climbing a pretty big boulder, only to find that it was Lieutenant Gordon's jeep beneath his dozer. Later, another operator was ordered to push some trees and brush into the sea—only to have the machine suddenly fall out from under him. But more serious was an accident which occurred when a damaged plane came in with an unexploded bomb load. The rendering-safe of the bomb attracted a large number of by-standers among which were a group of our boys. The bomb's untimely explosion cost us three more men—Elmer Bowlin, Aaron Martin, and Samuel Holt, as well as seriously injuring George Edgerly.

All could not be work for such a group of men and there were lighter moments, highlighted by the "Kiwi" Concert Party, Chaplain Ayer's Smokers and guests, the preliminaries for the boxing championships of the South Pacific with six of our men competing and three reaching the island finals, the cat-eye and shell hunting, the hikes to the lemon and lime grove or to the o'd native villages and beautiful beach on the other side of the island, concerts by the 4th Marine Defense Orchestra, soft-ball in the park on the hill top, and, of course, movies every other night. Some enjoyed simply watching the sun rise over the extinct volcanic cone of Kolombangara or sitting beneath the huge tree which extended out over the water on the beach below the camp.





INITIAL LANDINGS ON VELLA LAVELLA





SURVEYING PATROLS FIND VIRGIN JUNGLE
AND CORAL ROCK

AN EARLY STAGE IN STRIP CONSTRUCTION. LOGS FROM FELLED TREES WERE
LATER USED IN BOMB SHELTERS





BARAKOMA STRIP
OF CONST





IN VARIOUS STAGES
RUCTION



NEW ZEALANDERS AND 77TH C.B.
CAMPED IN RAIN SOAKED
DISTANT, RIGHT



LAND AND SEA PLANES
TAKE OFF

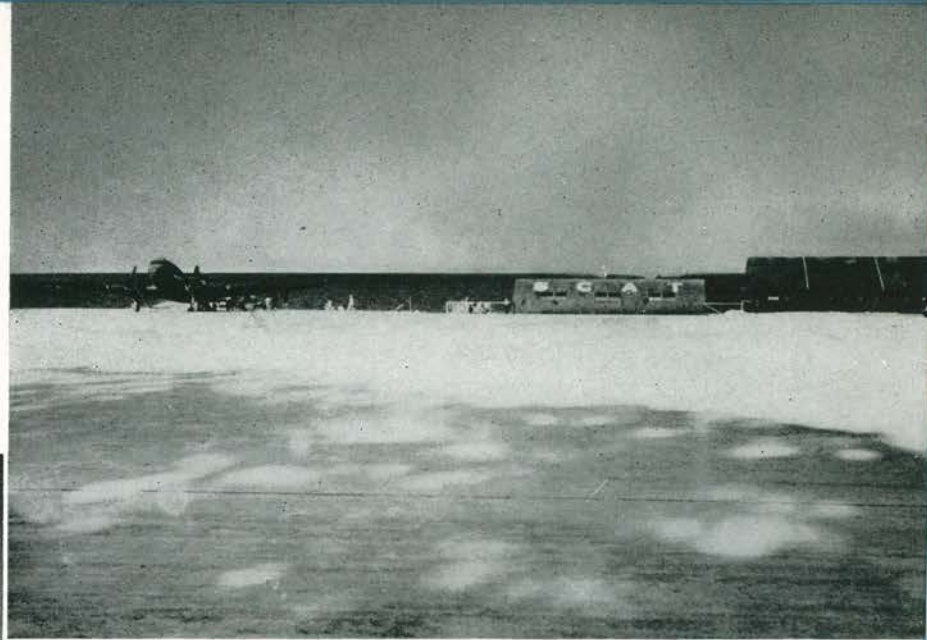


LOOKING SOUTHEAST



SERVICE COMMAND AIR TRANSPORT
BUILDINGS

ACORN 10 BEHIND JUNGLE, CENTER
SECOND COMPANY "C" CAMP BEHIND JUNGLE, RIGHT



LOOKING NORTHEAST



SUPPLIES
CONTINUALLY
ARRIVE BY
LST AND
LCT.

CLOUD
VEILED
KOLOMBANGARA
ACROSS
VELLA GULF



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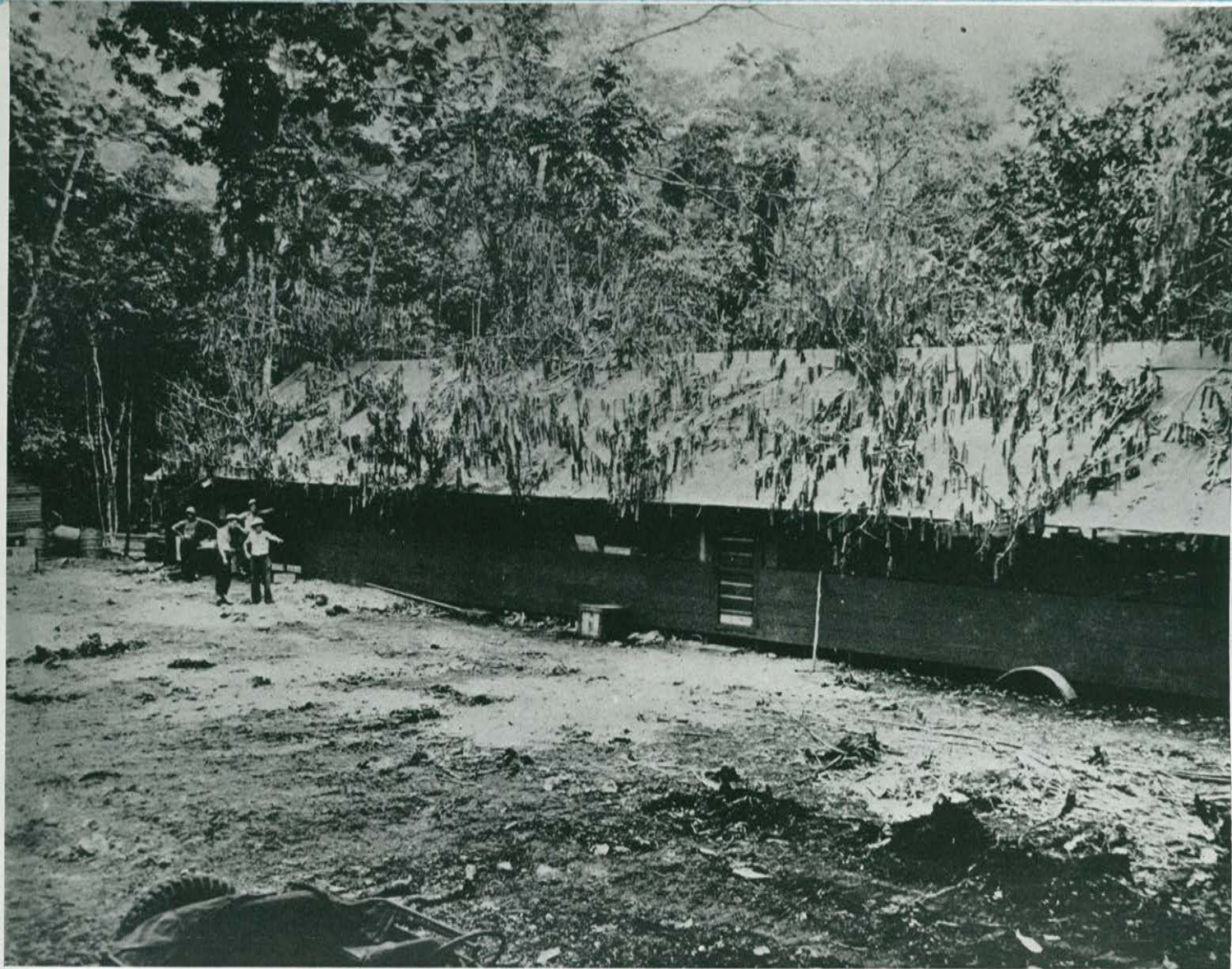
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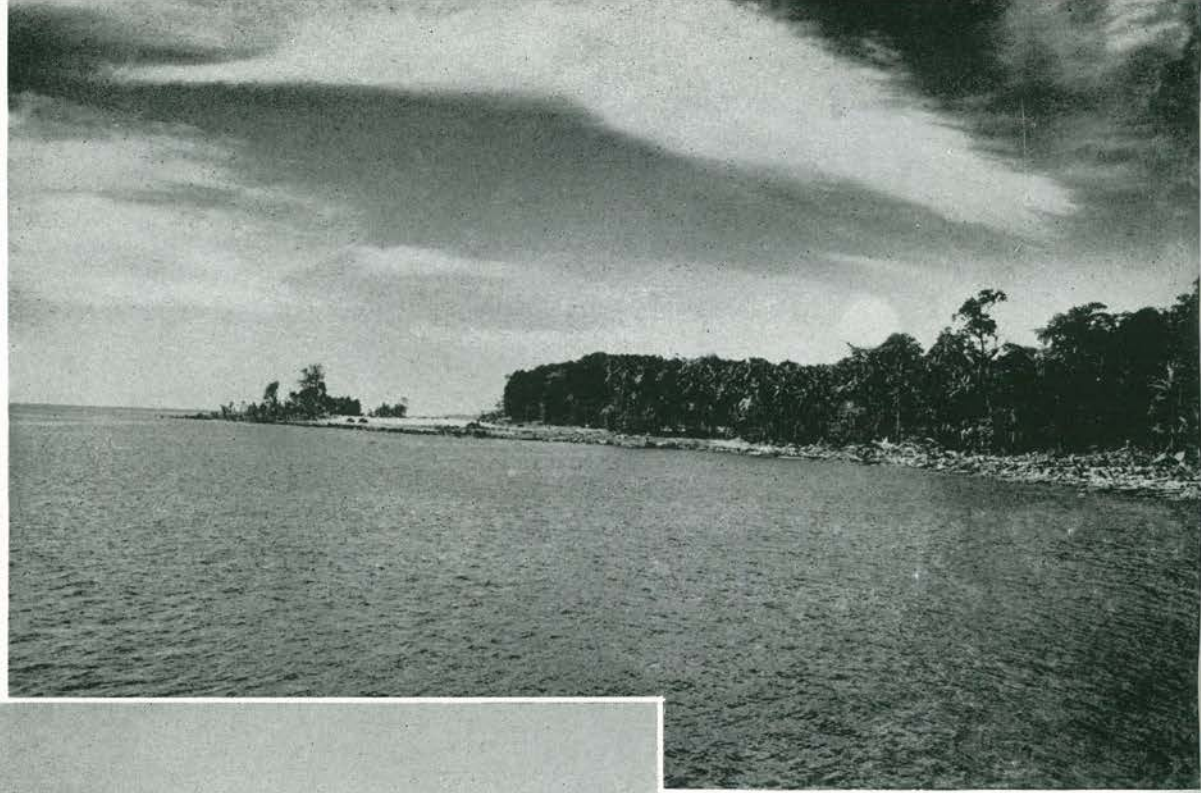


ACORN 10 OFFICERS MESS SLIGHTLY HIDDEN •



58th CBS STRIP WORKERS MESS HALL •

END OF STRIP TAKEN FROM NEAR
BEGLEY BRIDGE OVER BARAKOMA
RIVER



CRASH AND SMALL BOAT PIER,
NAVY BASE



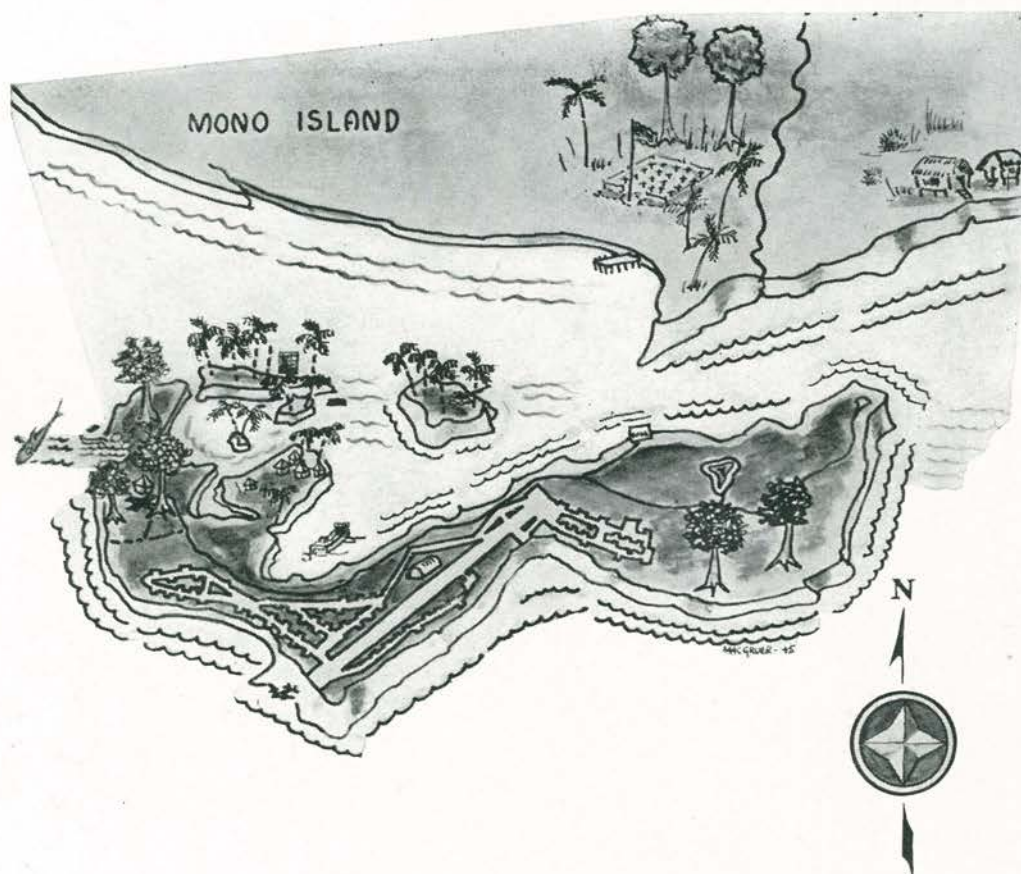
THE NAVY BASE NESTLED IN THE
COCONUT GROVE WITH THIRD
COMPANY "C" CAMP ON SLOPE BEHIND
CENTER-RIGHT





WE HUMBL Y DEDICATE THIS PAGE TO THE MEN WHO
WERE AWARDED THE PURPLE HEART MEDAL

| | | | |
|------------------------------------|-------|--------------------------|--------|
| Eisenbraun, George J..... | S1/c | Shattuck, Keith W..... | EM1/c |
| Begley, Patrick (Posthumously).... | EM1/c | Caton, Irwin F..... | Ptr1/c |
| Gronlund, Leonard R..... | CCM | Davis, Edward J..... | MM3/c |
| Lannquist, Carl F., Jr..... | CM1/c | Mallette, Richard V..... | MM3/c |
| Williams, John R..... | SF1/c | Fiorillo, Albert..... | WT3/c |
| Castner, Kenneth E..... | EM2/c | Turburg, Paul A..... | EM2/c |
| Fuss, Robert J..... | CM2/c | Reed, James D..... | MM3/c |
| Warner, George R..... | MM1/c | | |



History

The Treasury Group proved to be our next rung up the Solomon Island ladder, and it was there that the Battalion gradually reunited. The forward echelon landed on Stirling Island December 10th. Company "C" came in on the 23rd and a small portion of Company "D" arrived from Munda on March 28th. This group of islands had been invaded by Americans and New Zealanders on October 30th, just prior to the initial landings of November 1 at Empress Augusta Bay, Bougainville.

Stirling is a small island, four miles long and ranging from one half to one and a half miles wide. It is little more than a mass of coral projecting from the sea, rising about 100 feet in a weather-beaten cliff-like formation on the open sea side and sloping down to the beaches on Blanche Bay. Like the other islands of the chain, it was jungle-covered except for a few small areas along the bay where some of the land had once been cleared and planted as coconut plantations. As a rarity among islands of similar size, it had a small lake, which we used as our fresh water supply.

The first few months of our eight months stay flew by. We were intensely busy, working round the clock on the various taxiways connected with the strip. First, there was clearing the area of its thick jungle vegetation, then, scraping, dynamiting, and cutting the white virgin coral. Next came the leveling, filling, and grading to form the rock-hard, rolled taxiways and hard-stands for the "Mitchells" or B-25's. The number of these was continually increased for the relentless pounding of the Japanese at Rabaul, Kavieng, Buka, and other places on New Britain, New Ireland, and Bougainville. Added to this, our biggest project, were others of great importance; the soundings in the Bay, the erection of the Quonset hut camp for the 42nd Bomb Group, the Navy Base Hospital, the tank farm, the Mono signal tower, the pontoon dry docks for the P. T. Base, radio masts, bomb dumps, the piers for the crash boats, the concrete gas barge, the small boat dock, Mono beach, and miles of roadway.

But all was not work, and we had some lighter moments. Our camp was situated in the center of a "theatre district", due to the proximity of other camps, giving us some selection in motion pictures to attend. Occasionally a USO show or other stage show would visit the island; it was thus that we heard "Love in Bloom" a la Jack Benny with Larry Adler accompaniment. We also had Bob Hope, Jerry Colona, Frances Langford, and Patty Thomas distract us somewhat from a torrential downpour. A group of touring New Zealanders with Marlene Heatrash, a female impersonator, gave us a grand but air-alert-broken performance. In addition to this, we had our own Island Talent Show. Our First Anniversary Overseas provided us with an unusual day, remembered for the Commemoration Service, the special dinner, the baseball game, and the satisfaction of a year behind us. Excursions were frequently made to the native villages on Mono. There was a marvelous salt-water swimming hole near the bomb dump. Cat-eye hunting and souvenir-making became quite popular. The double-purpose ball field was nearly always in use and rivalry between Company teams ran rampant. For a time we had Saturday night boxing matches and exhibitions. Even a small school, with quite a varied program of study, operated for awhile. A few small issues of fresh meat and vegetables broke the monotonous food fare between the Stirling holiday dinners on Christmas, New Years, and our First Anniversary.

As with all groups, there were moments of more seriousness. When the work slackened and more time was available, we turned to a military training program complete with close order drill, pack inspection, field problems, and rifle range practice. The visit of Admiral Combs brought forth a dress parade, honor guards, and special clean-up details. The Japs, during the early part of our stay, caused excitement with their air raids and had the island gunners creating deadly Fourth of July skies. The falling, rotten, rain soaked, shallow rooted trees brought many a terror-stricken heart, especially after the first casualties occurred within our own area and the P. T. Base. Despite all the danger, a bit of humor was added the night a creaking tree hastily emptied the 42nd Bomb Group theater area.

August found us packing for another move, with "Stateside" skuttlebutt emanating from every mouth. However, much to everyone's disgust, it turned out to be only wishful thinking, and New Caledonia was next stop.





TAXIWAYS HAD TO BE FINISHED WITHOUT DELAY. HARDWOODS TEAKWOOD, MAHOGANY, AND EBONY TREES LEFT DEEP ROOTS EMBEDDED INTO THE CORAL. . . . SEABEES APPLIED THE BULLDOZER, LOGGING CREW, AND DYNAMITE AND SOON HAD THE JOB ON THE WAY





CAN WE GIVE YOU A PUSH?

BY DAY, BY NIGHT TRUCKS MOVE ABOUT THE STRIP





THE BOYS FINISH THE STIRLING TAXIWAYS



STIRLING'S FIRST RADIO TOWER

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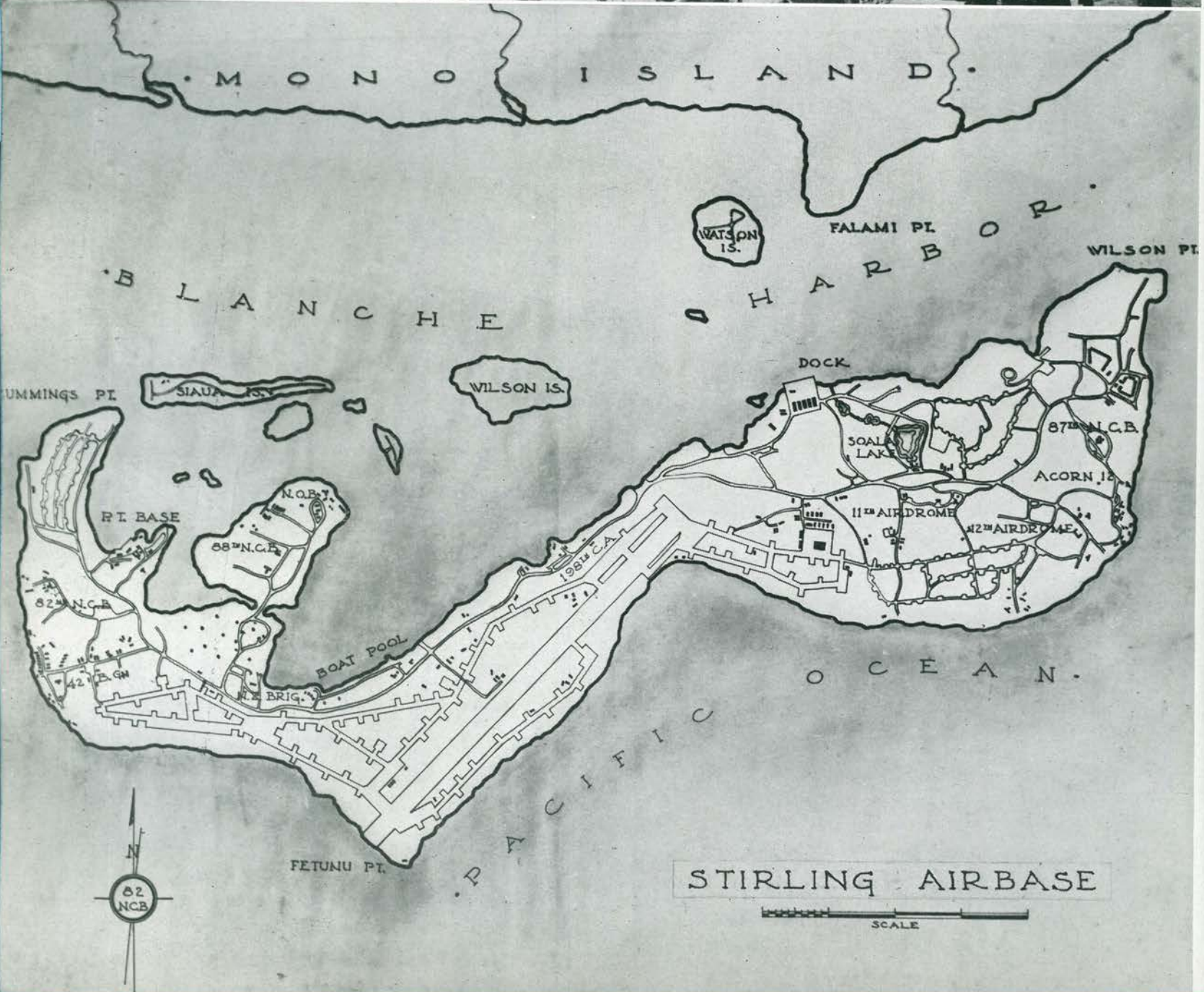
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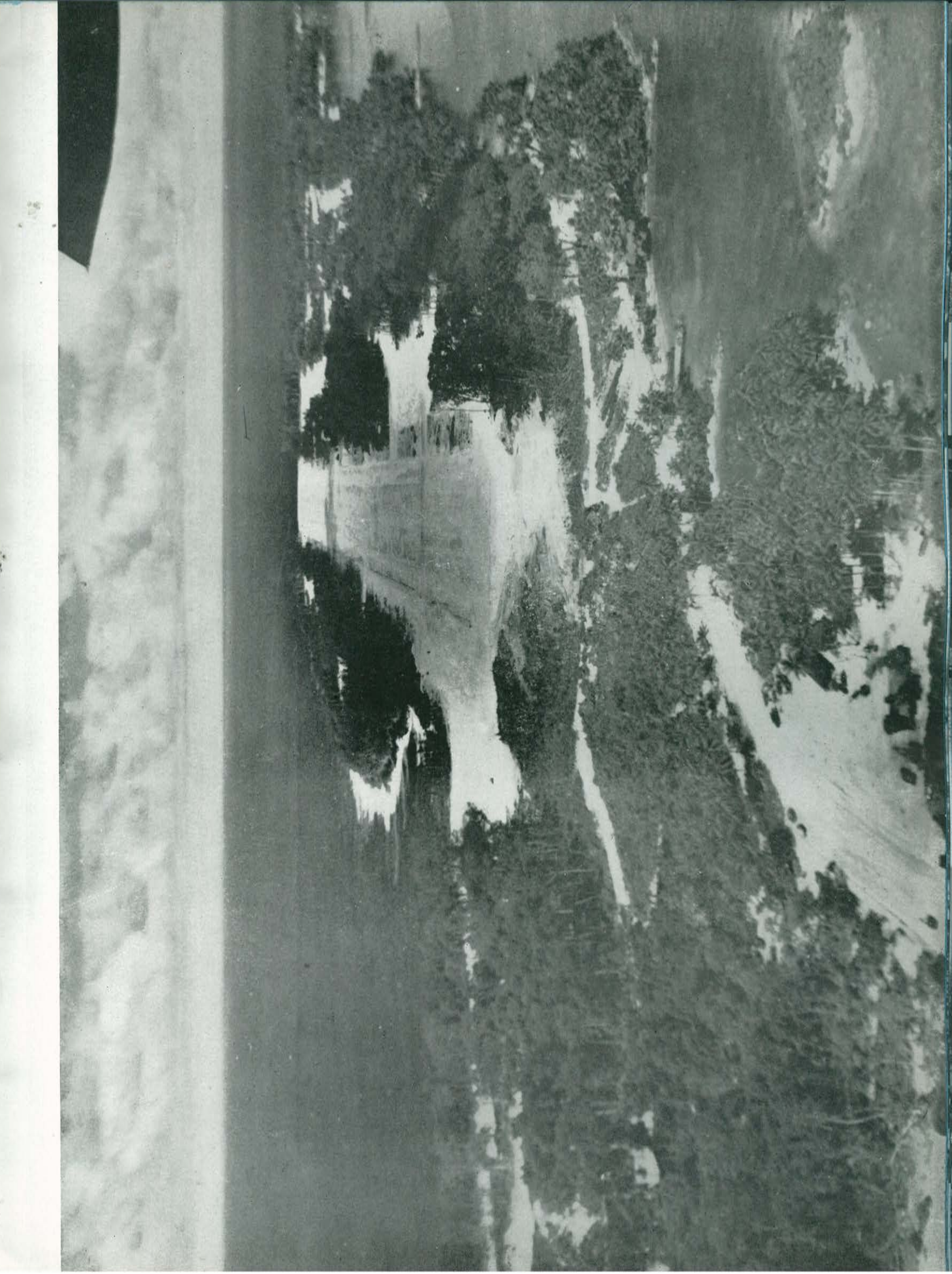
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CONSTRUCTION OF WOODEN WATER TANK

HIGH ON A WINDY HILL. MONO-ISLAND



WE CONSTRUCTED FLEET



HOSPITAL No. 811



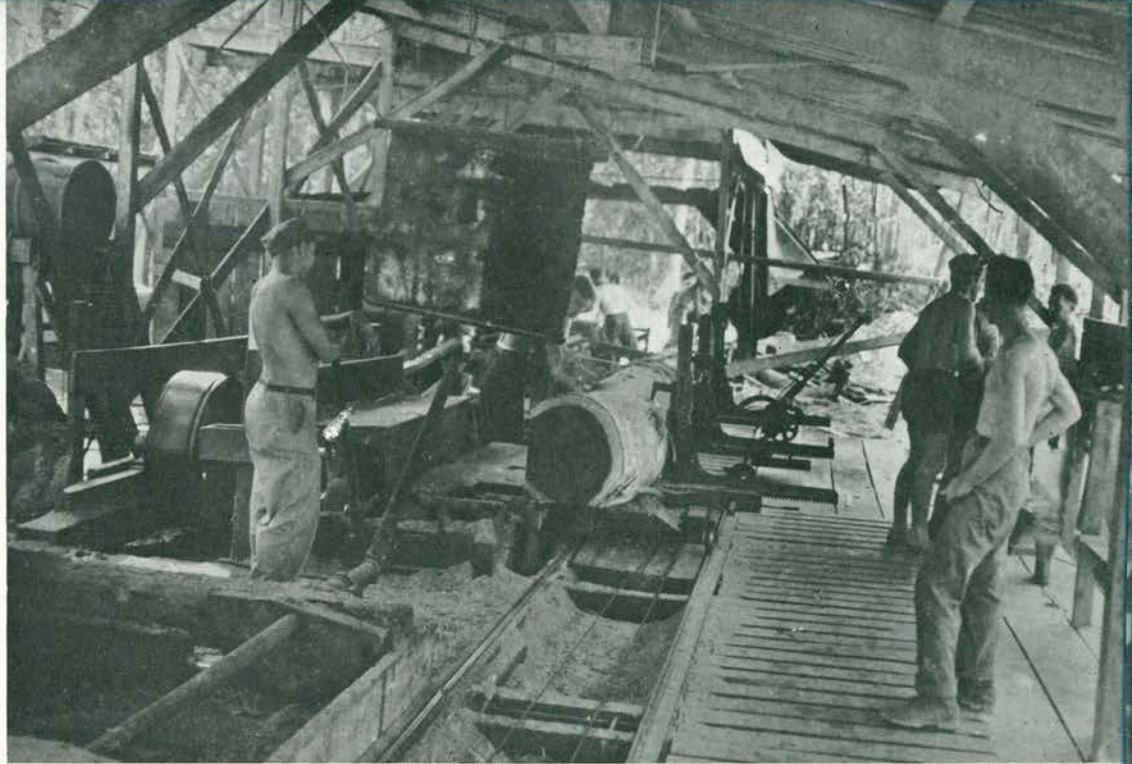
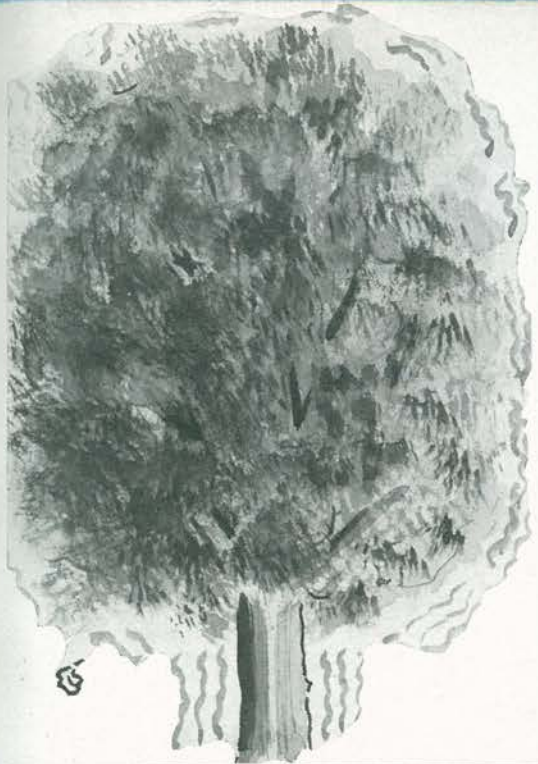
PIER CONSTRUCTION, MONO ISLAND





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MESSHALLS, DOCKS, HOSPITALS AND TENT DECKS. . . . THE 82ND'S SAWMILL WAS THE CHIEF SOURCE OF LUMBER SUPPLY FOR THE TREASURY ISLAND GROUP. DAILY PRODUCTION TOTALED ABOUT 8,500 FINISHED BOARD FEET OF LUMBER. THE SAWMILL CREW HAD TO BE ON THE ALERT FOR SHRAPNEL LODGED IN THE TREES.







"UNCLE TOM'S CABIN"



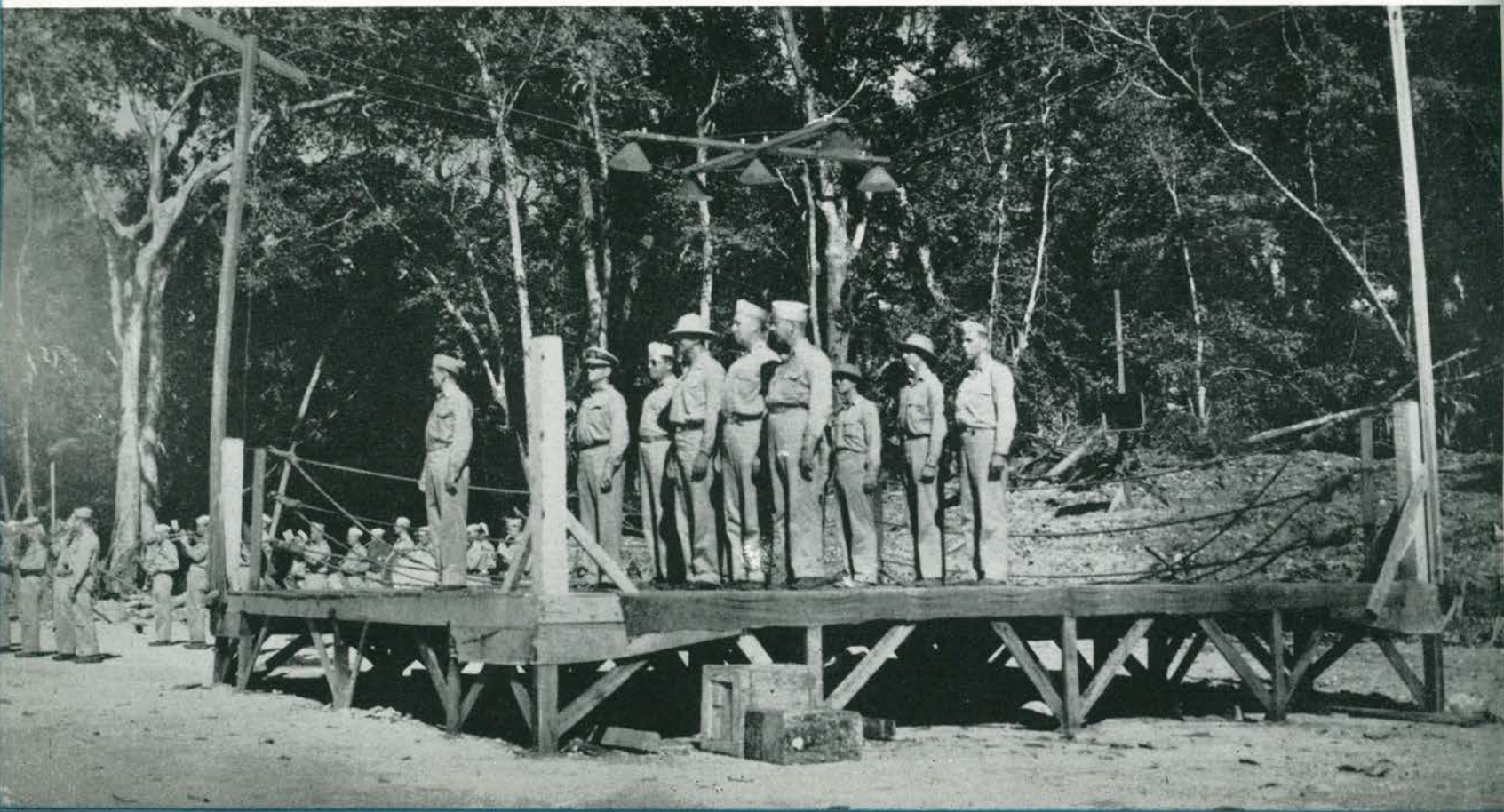
DEDICATED TO THE 82ND SEABEES

SEABEE FURNITURE



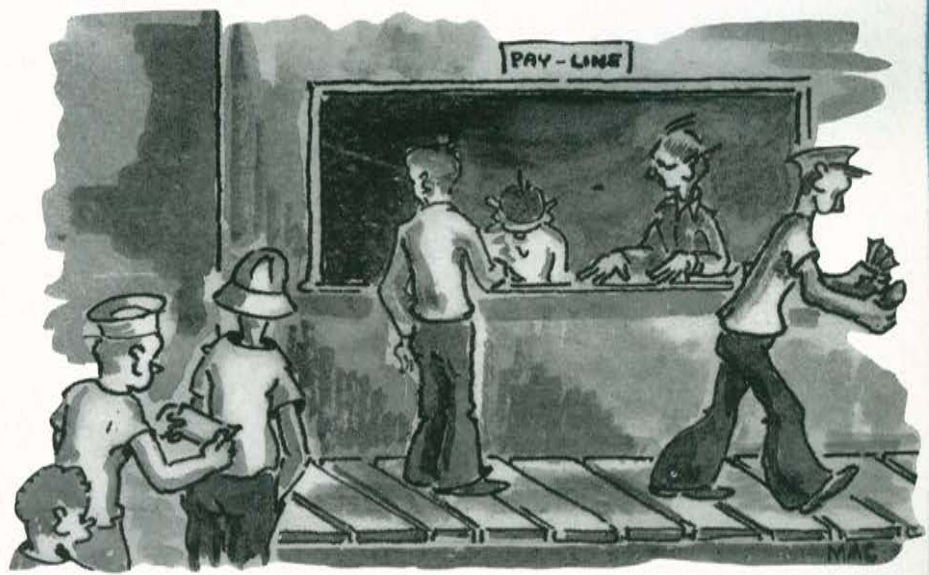


THE BATTALION STAGED ITS FIRST OVERSEAS REVIEW IN HONOR OF REAR ADMIRAL COMB'S VISIT. IN HIS ADDRESS REAR ADMIRAL COMBS PRAISED THE 82ND. FOR ITS OUTSTANDING RECORD IN THIS THEATRE OF OPERATIONS





AT THE NAME OF JESUS EVERY KNEE SHOULD BEND





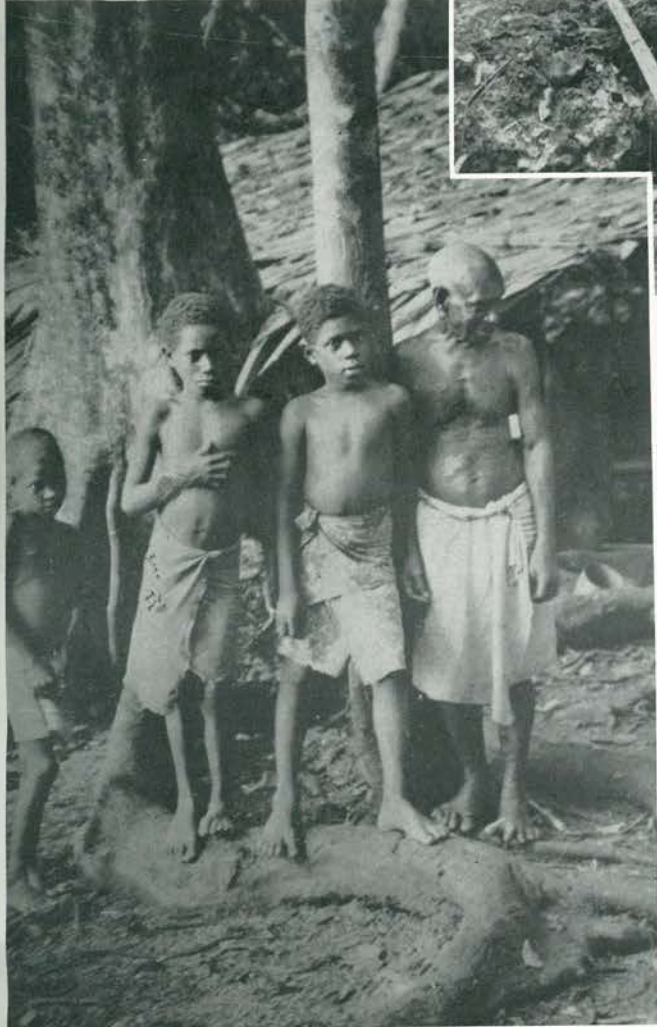
SHE IS A BOY! THE NEW ZEALAND CONCERT PARTY FILLED THE ISLAND WITH CHEER



BOB AND JERRY TALK IT OVER. BOB HOPE CERTAINLY WON THE FAVOR OF SERVICEMEN OVERSEAS DURING HIS VISITS.



FATHER DONOHUE DIRECTS THE BOXING TOURNAMENT. A POPULAR SPORT WITH THE BATTALION



WHEN THE CLOUDS OF WAR CAME TO THE TREASURY ISLANDS,
NATIVES RUSHED TO CAVES AND CLIFFS FOR SHELTER



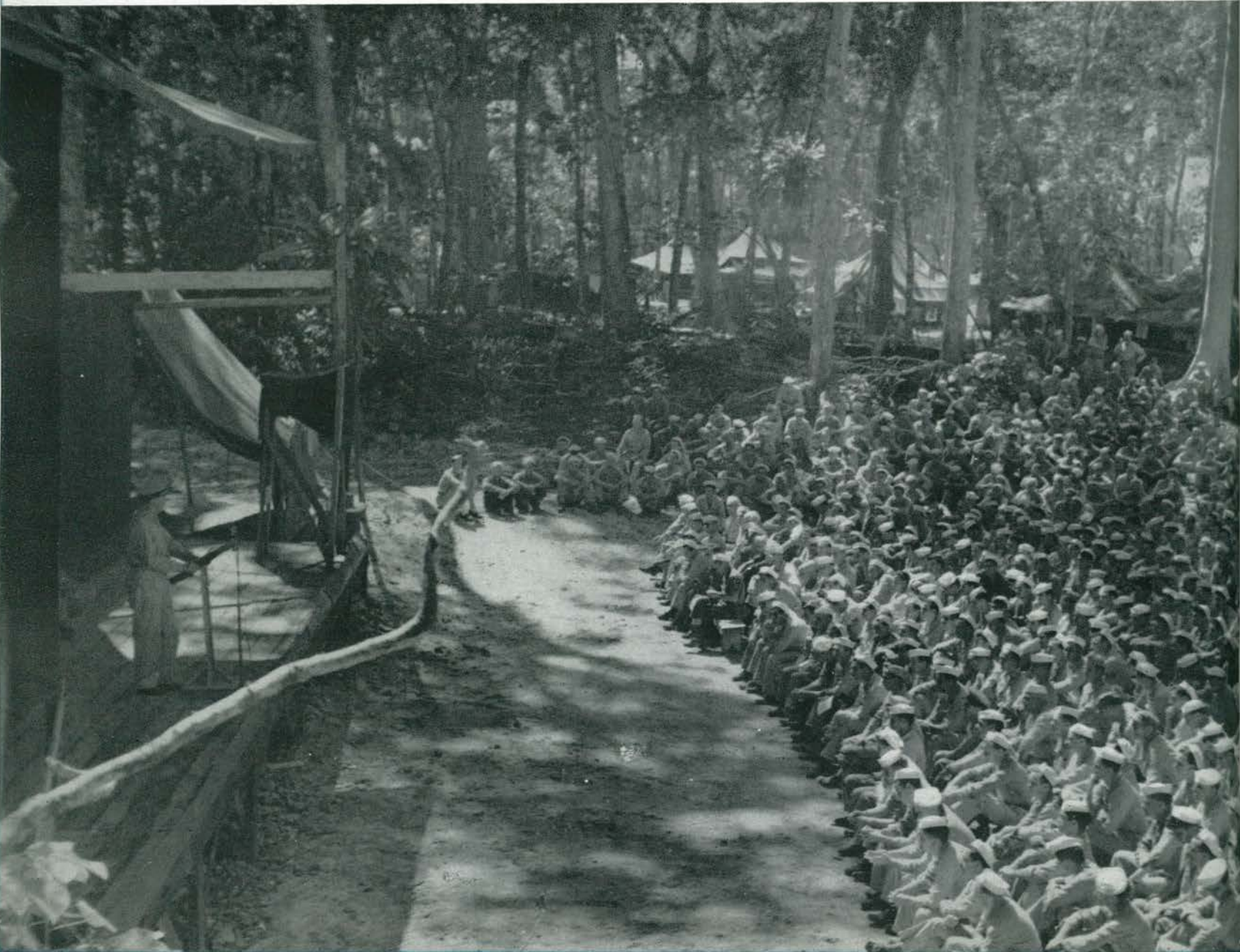
THE 82ND'S FIRST ANNIVERSARY OVERSEAS BROUGHT THE BATTALION TOGETHER FOR THE FIRST TIME SINCE LEAVING THE STATES. WE LEARNED THE WAYS OF THE TROPICS AND HAD BECOME FAMILIAR WITH THE MOVEMENT OF THE ENEMY. ON THIS DAY WE GAVE THANKS TO THE LORD FOR OUR GOOD FORTUNE.

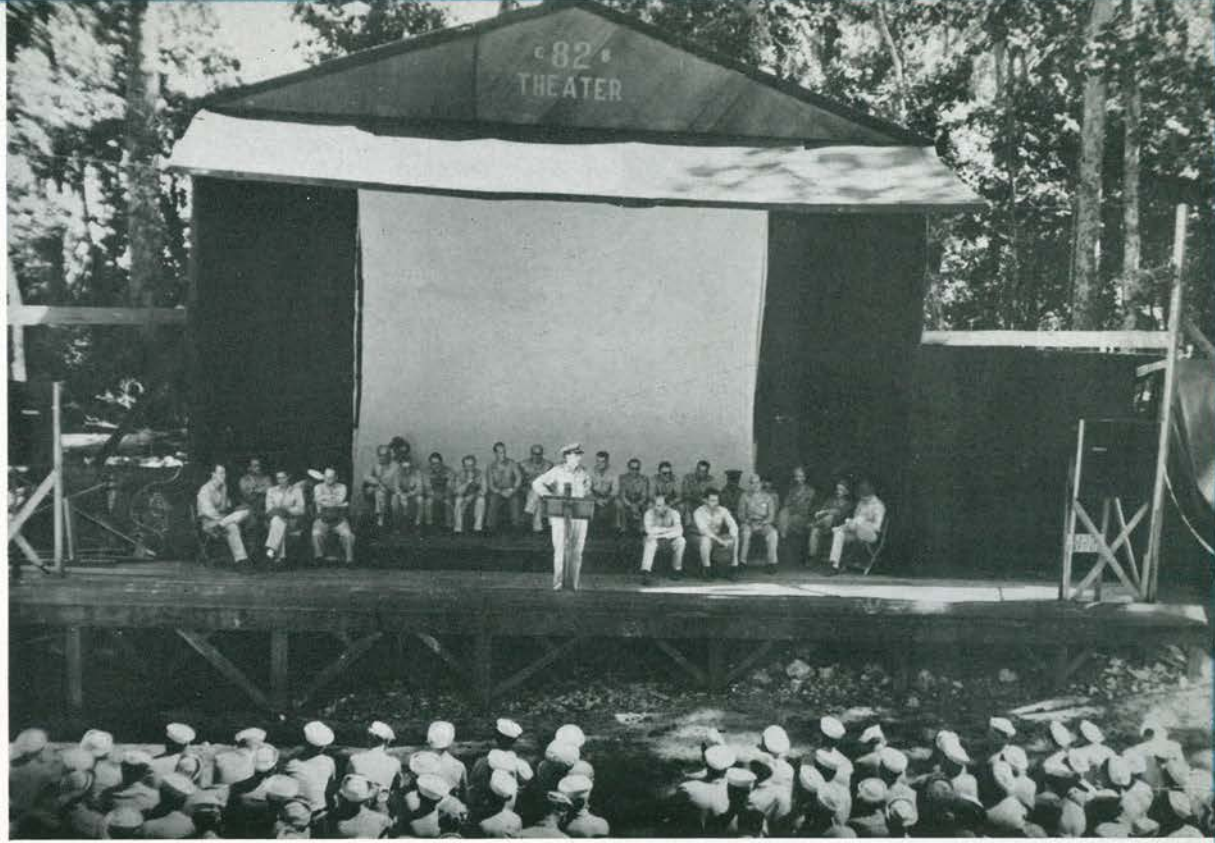


ANNIVERSARY PROGRAM



ANNIVERSARY CAKE



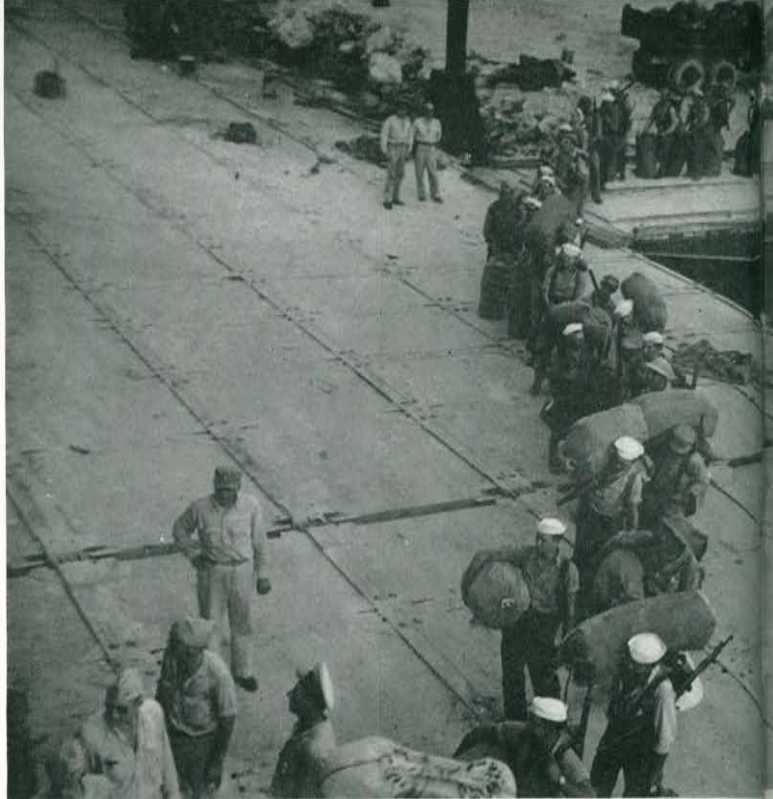


COMMANDER FOWLER GIVES AN ANNIVERSARY ADDRESS. HE THANKED THE BATTALION FOR ITS JOB—DAMN WELL DONE!





MOVING
AGAIN



PROTESTANT SERVICES AT SEA





GOING
AGAIN

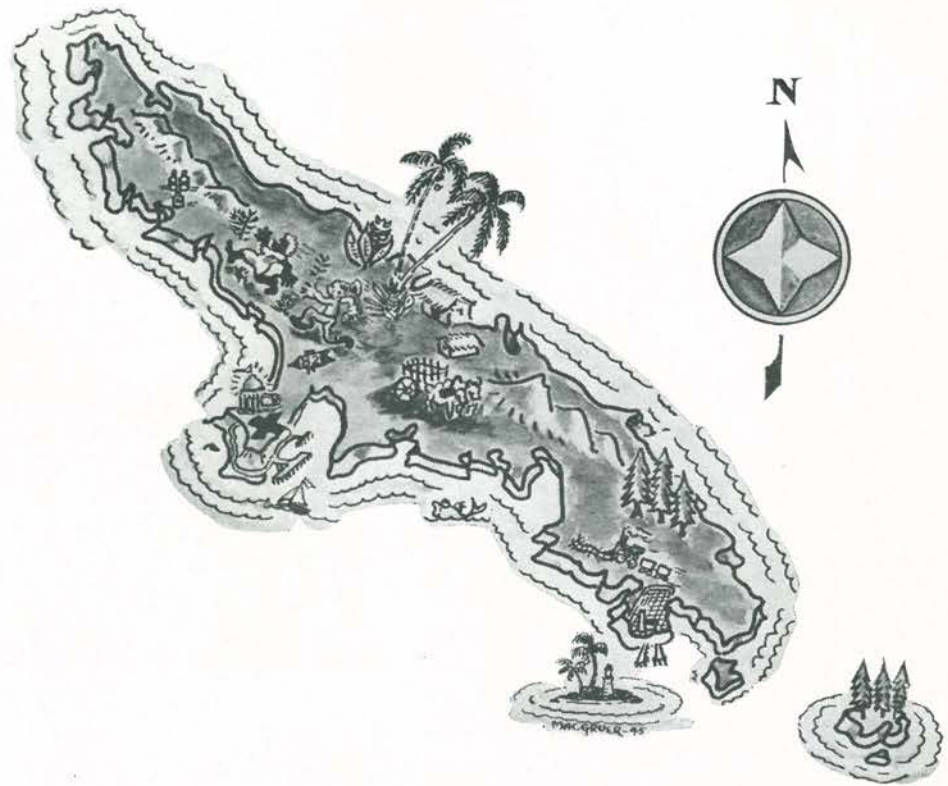


CATHOLIC SERVICES AT SEA

FAREWELL TO STIRLING



HEAVY
EQUIPMENT



History

Whatever may have been our homeward hopes and desires when we left Stirling Island, such was not to be, for we headed Southwest, and, on September 1st, we passed through the reef and into Nepoui Harbor where we were met by Commander Fowler and some of the other Battalion officers who reported directly there from Australian leave. The harbor facilities were most meager, with only a small "rickety" dock in evidence, and, since that was being used by New Zealanders, we ferried ourselves and equipment via pontoon barges to the shore.

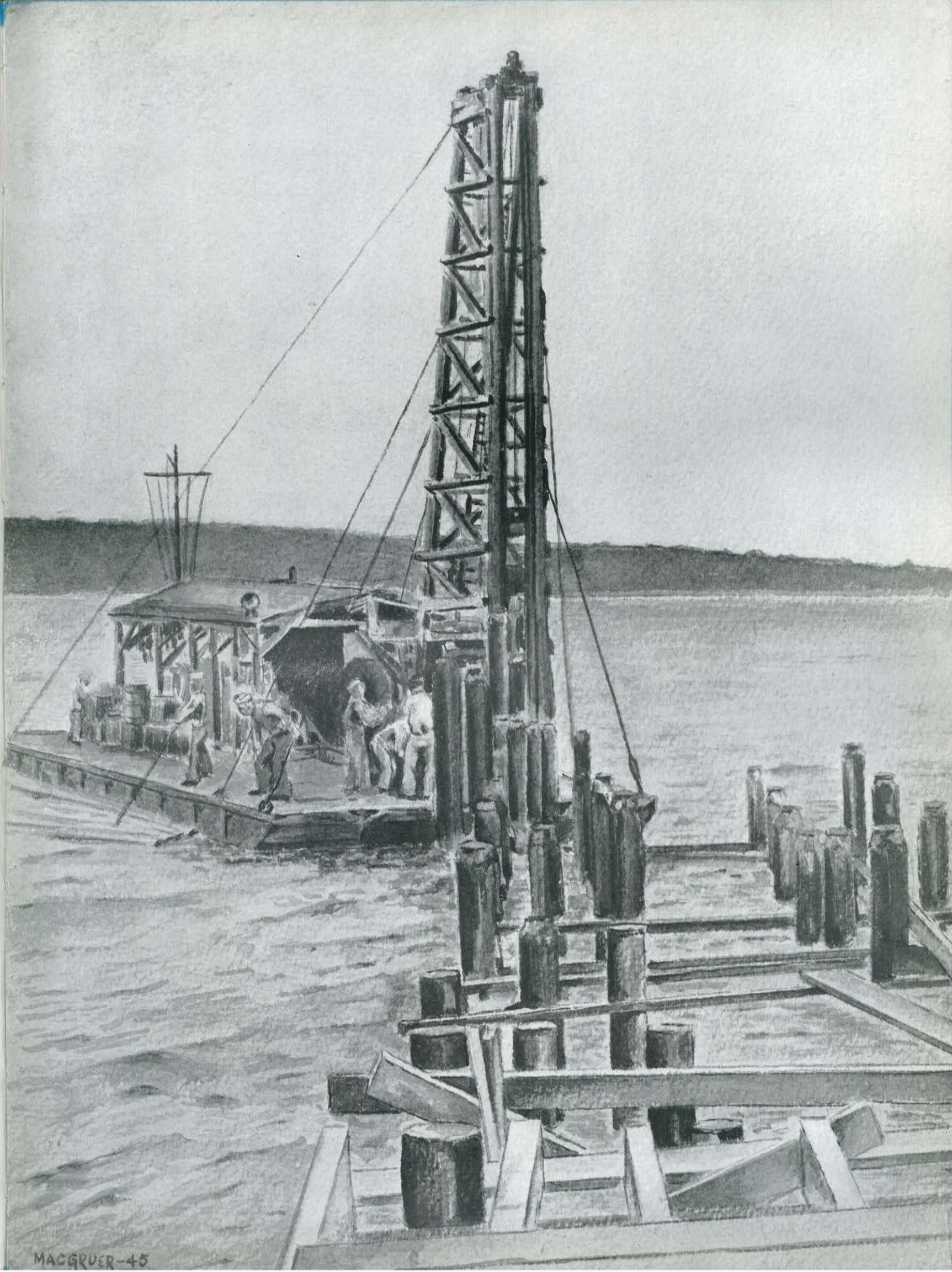
Our rule-and-square camp, we soon found, was to be located atop a 170 foot, arid, windswept, and uninhabited plateau promontory, Nepoui Peninsula, which, above the cliff-like coral and sandstone sides, was covered with a scrub-like forest growth containing mainly a type of long leaf pine, a eucalyptus—the Niaouli, and some types of year-around leafed trees. The view overlooking the bay toward the broken "razor-backed" rugged mountain ranges or the low coastal plains was exciting, but as we were accustomed to tropical, steaming jungle heats, we nearly froze for about a month in the 21 degree South Latitude temperatures. We wore sweaters and jackets by day and crawled beneath two and three blankets by night, after taking ice-water showers.

A large two-berth dock was our big job, for the Army was to use the south central section of the island as a jumping-off place, replacement center, supply base, and rehabilitation area for the armies invading the Philippines. We started the job and were progressing toward the angle of the L when suddenly the bottom dropped out of the bay, and piles driven into the silty mud bounced out as soon as they were released. The design was hastily changed to a very flat V and work resumed, only to be temporarily halted at times, then continued again. The Pacific war was proceeding faster and better than expected and needs for the dock varied. In time, it was pushed to completion and was a commendable job complete with a harbor master's building with signal tower, night lighting, fire wall partitions and water lines, and a lead-in or access road around the peninsula's point.

The motor pool was busy with the access road as the dock was being constructed, cutting into the cliff around the point. They were also busy on the road from camp to the main island road, and on the latter—widening, bridging, cutting, and maintaining from Pouembout to Poya.

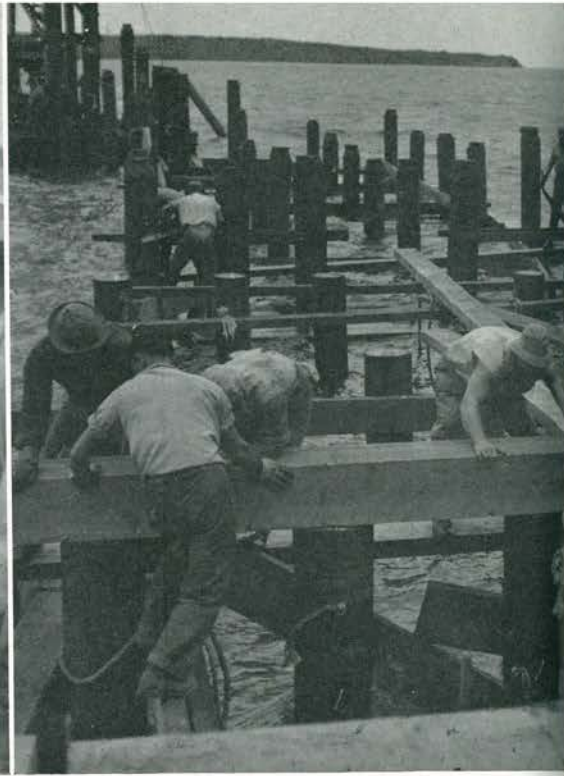
The stay on New Caledonia will be remembered for many more things than just the work we did. Liberty once again became a frequent word on the lips of the men, as well as "Three Feathers", "Kanaka Chasing", and hunting. Special passes and transportation were allowed, and excursions to Kone, Voh, Bourail, La Foa, Houailou, and the Missions near Poya were frequently made. Most of the towns had small inns and bars (and there were steaks, other fresh meats, and foods delicious to G. I. palates). The little mine trains and native villages were photogenic, and, of course, there were the French girls and natives, with difference of language no barrier. Deer were most plentiful and huge hunting parties were formed, with a special detail bringing in meat for our galley. Fishing was good and soon the men were making their own sail boats to enhance this sport in deeper waters or for the keenness of racing competition. PDG was a PX and ice-cream stop and Camp Hadsell, for awhile, accepted some of us for a week of rest and relaxation which was made pleasant by the women Red Cross workers. Movies, fortunately, became a nightly routine broken by only three stage shows including a presentation of Gershwin's "Porgy and Bess". We generally preceded the movies by a soft-ball game on the only night-lighted field in the Pacific Area. Christmas and New Years could hardly have been as uniquely celebrated by any other military group. But all was not play, and a serious occasion was the Christmas church services with the native choir which returned to be with us in the service on Easter Sunday. Thanksgiving and Christmas each offered a track and field day with running, shot put, high jump, tug of war, and other field events.

Work was started on a new camp area in the Seabee Staging Area at Mt. D'or near Noumea and men were continually going back and forth from Nepoui to there, some for a week of divided work and liberty, others for medical treatment and dental work. One group of shipfitters and welders were away for awhile for special ship repair work at Tulagi in the Solomons. A military training program was again inaugurated to keep the men partially occupied, and a dress parade for Admiral Hendren was held for the awarding of Purple Heart metals. After weekly visits to the rifle range, military training culminated with each Company spending a few, generally rainsoaked, days in a bivouac area not far from Bourail. The training came to a hasty conclusion when work was started in dismantling half of the dock and preparations were made to move on once again. The "William N. Gray" took on some of our equipment and shortly the USS Celeno tied to our infrequently used dock, and we once again climbed the gangplank and set to sea, bound for the front—Okinawa, if scuttlebutt held true.

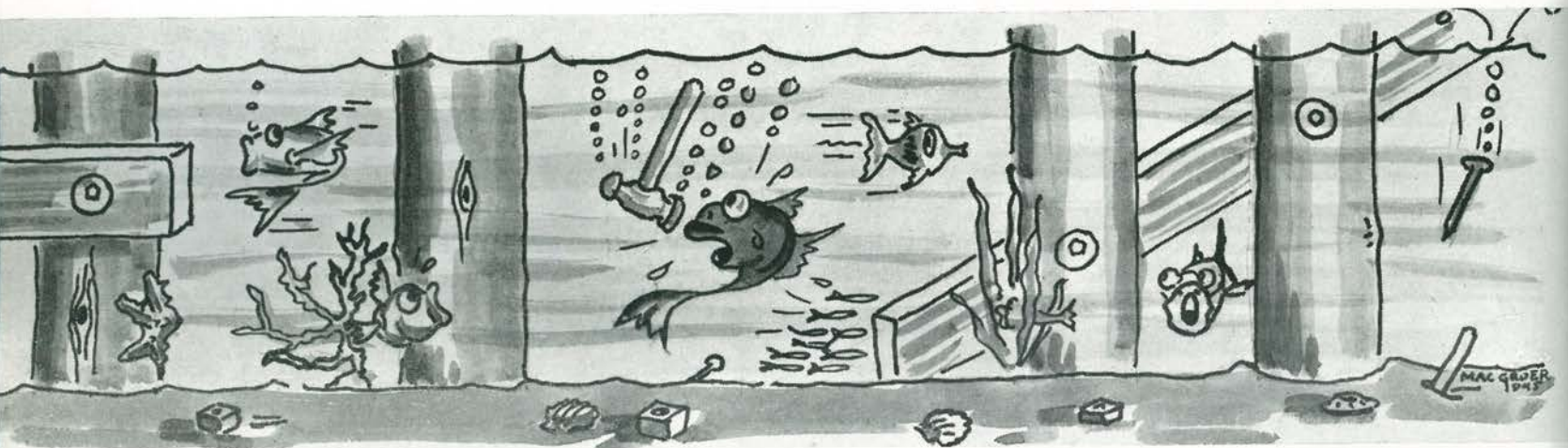




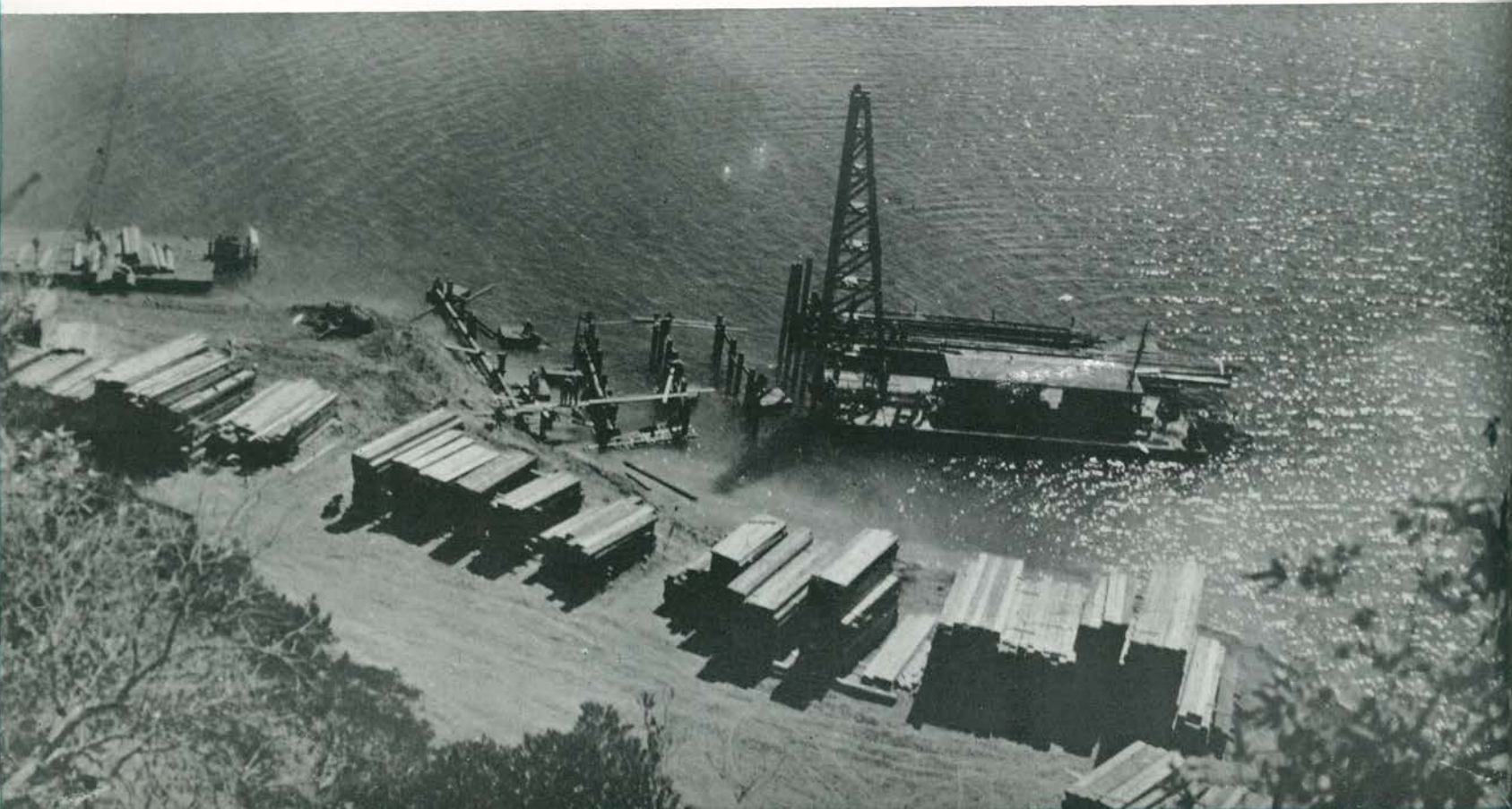
PILES RECEIVE FINISHING TOUCHES



THERE, IT'S IN PLACE. THE



SOUNDINGS HAVE BEEN MADE AND THE ENGINEERING OFFICE GET THE BLUEPRINTS READY.

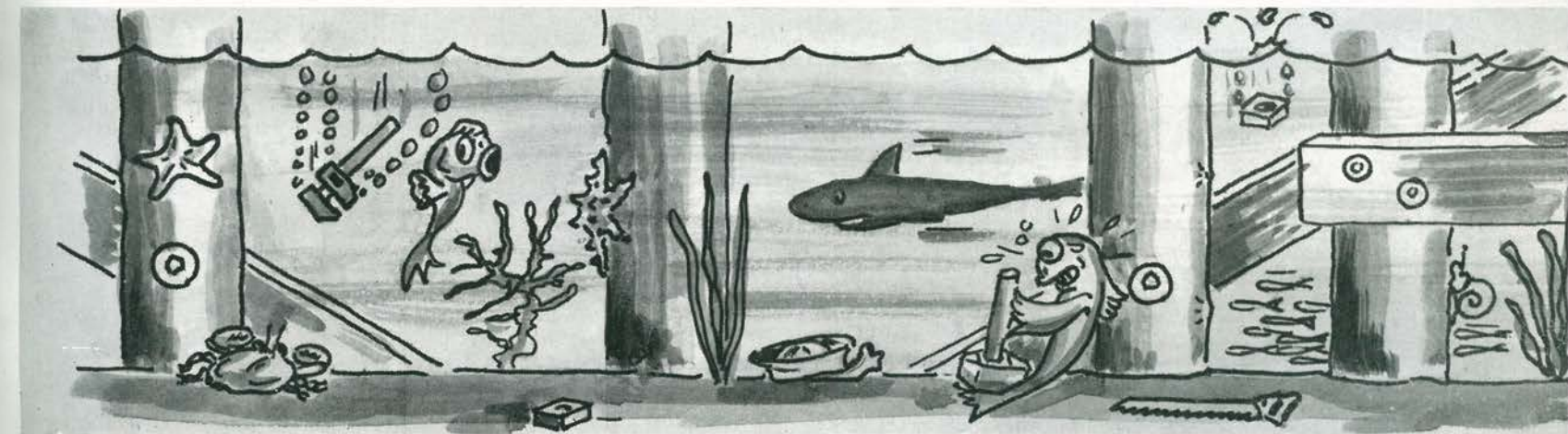




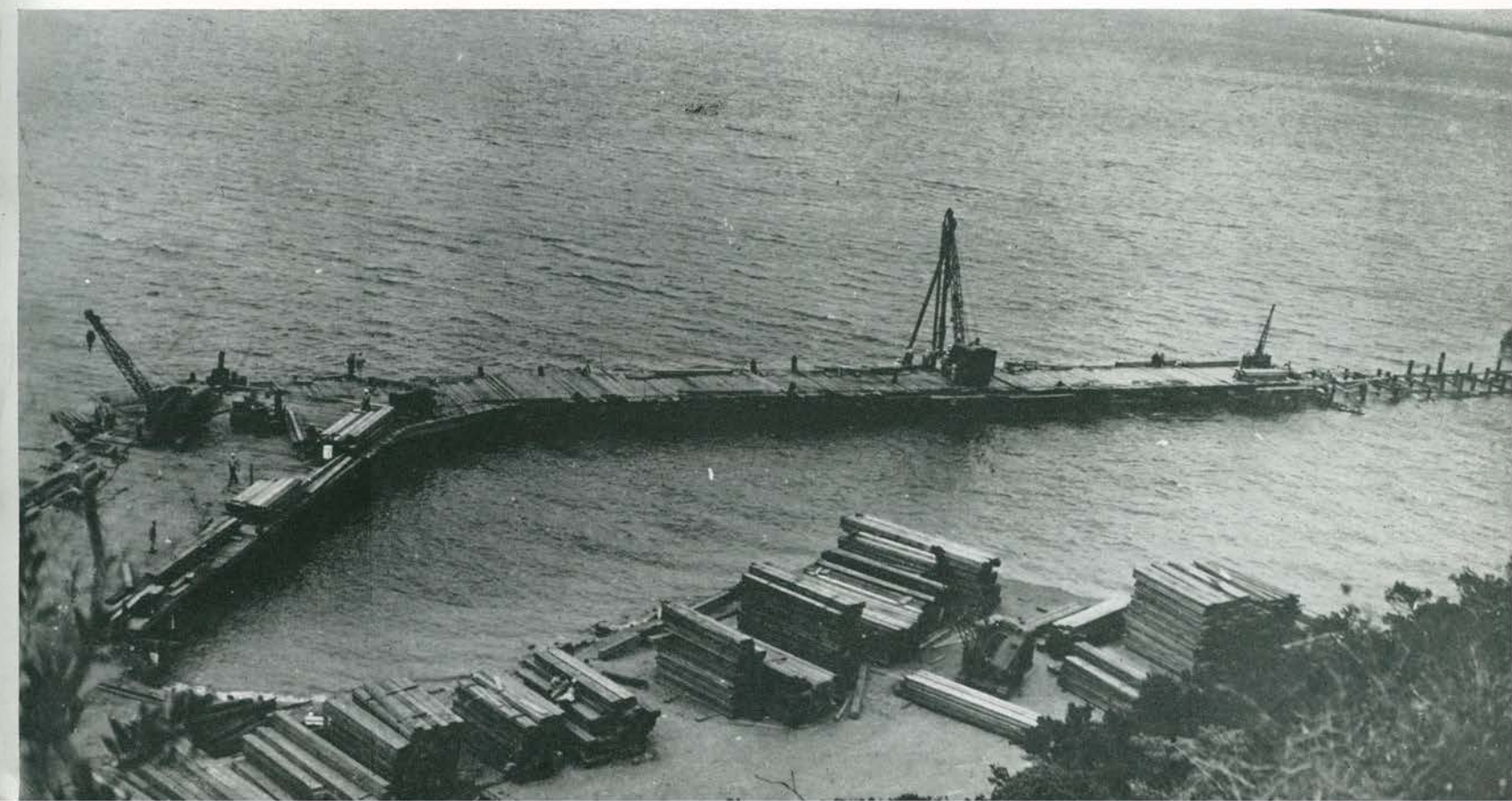
CRANE IS USED TO HOIST BEAM.



BY HAND AND ELECTRIC DRILL THE BOLTS SINK INTO THE TOUGH WOOD.

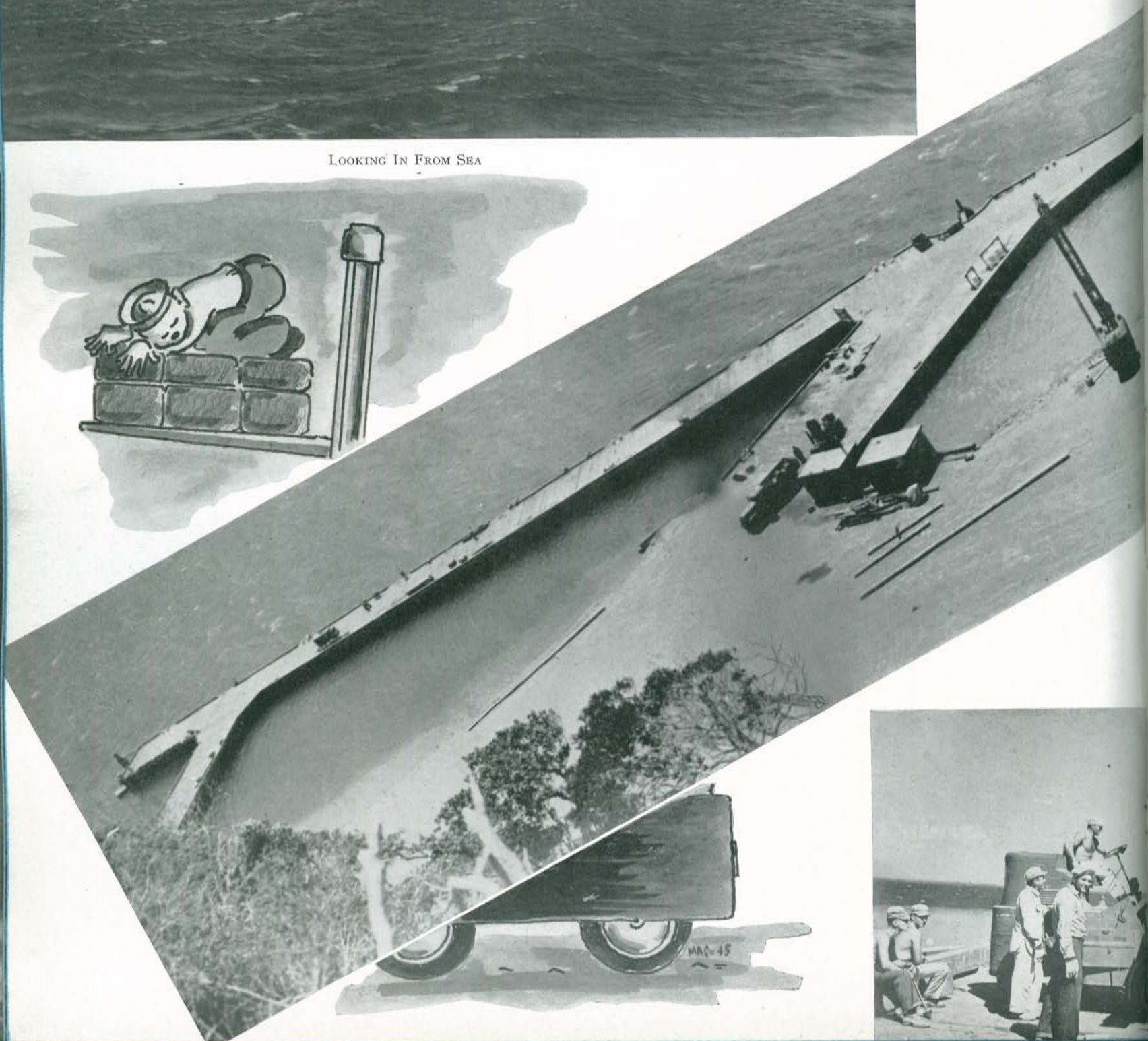


IMMEDIATELY PILE DRIVERS BEGIN OPERATIONS

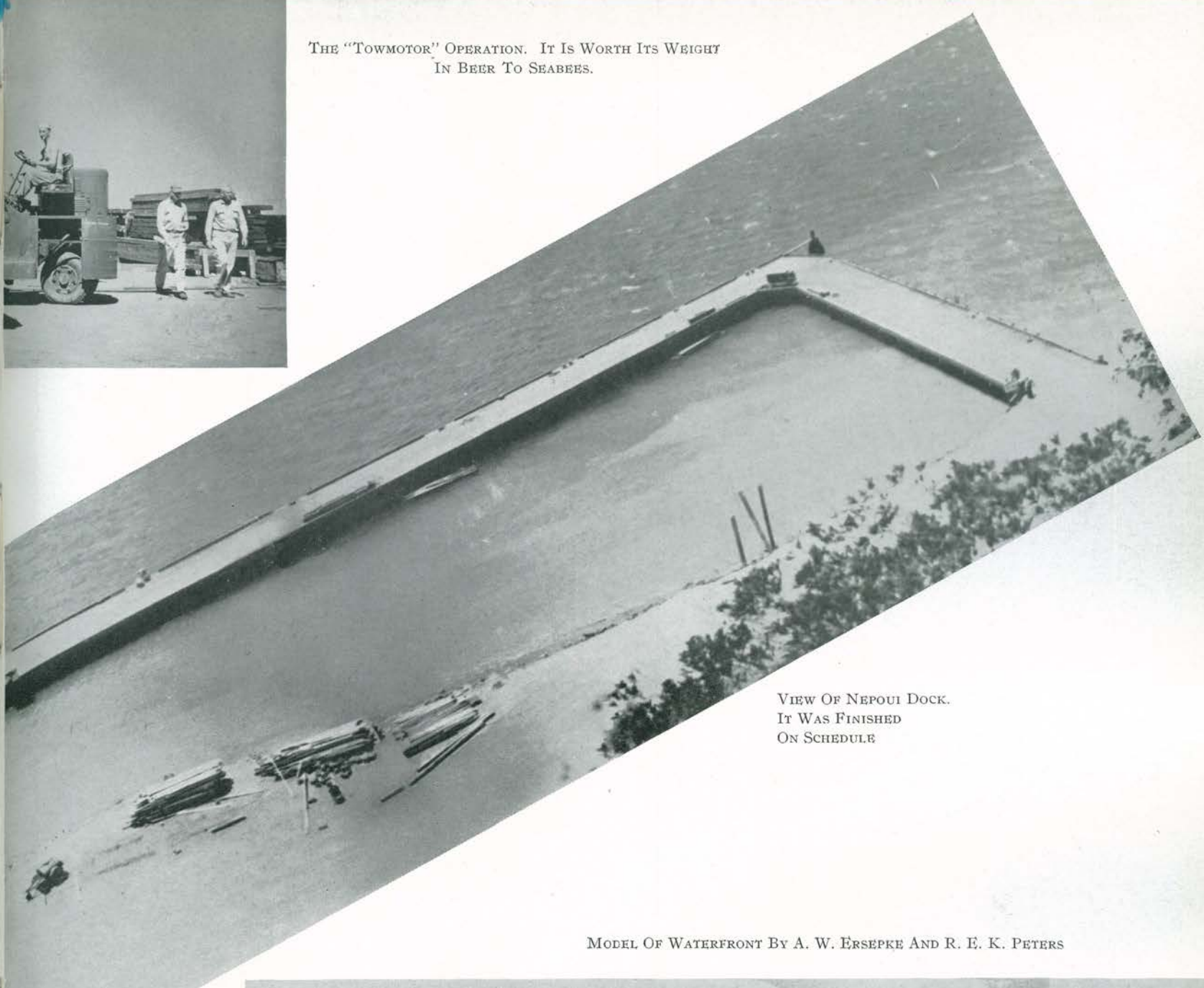




LOOKING IN FROM SEA



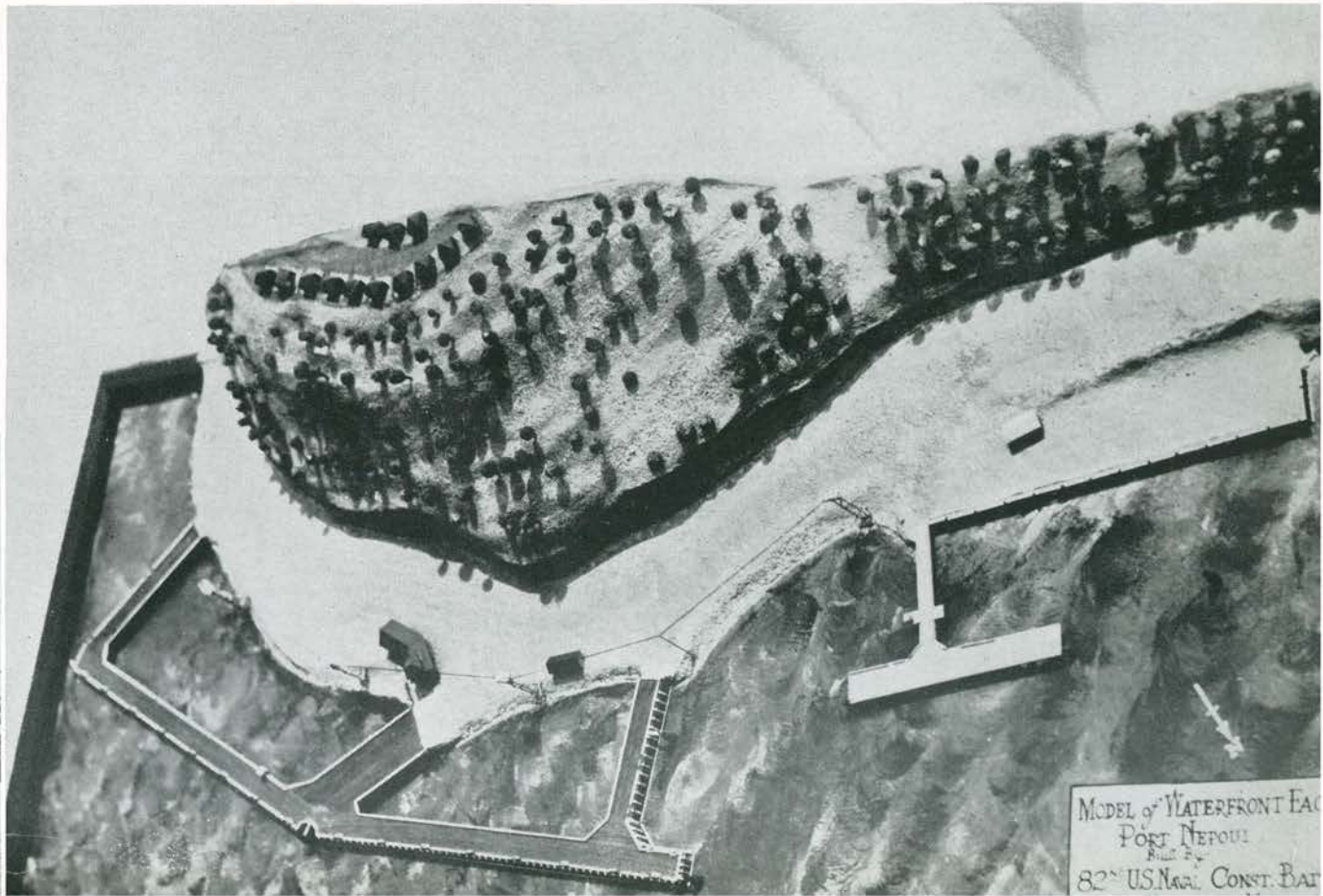
THE "TOWMOTOR" OPERATION. IT IS WORTH ITS WEIGHT
IN BEER TO SEABEES.



VIEW OF NEPOUI DOCK.
IT WAS FINISHED
ON SCHEDULE

MODEL OF WATERFRONT BY A. W. ERSEPKÉ AND R. E. K. PETERS

BEFORE THE
DOCK IS CLEARED
AN ALLIED SHIP
ARRIVES



MODEL OF WATERFRONT FAC
PORT NEPOUI
82nd US NAVAL CONST. BATT



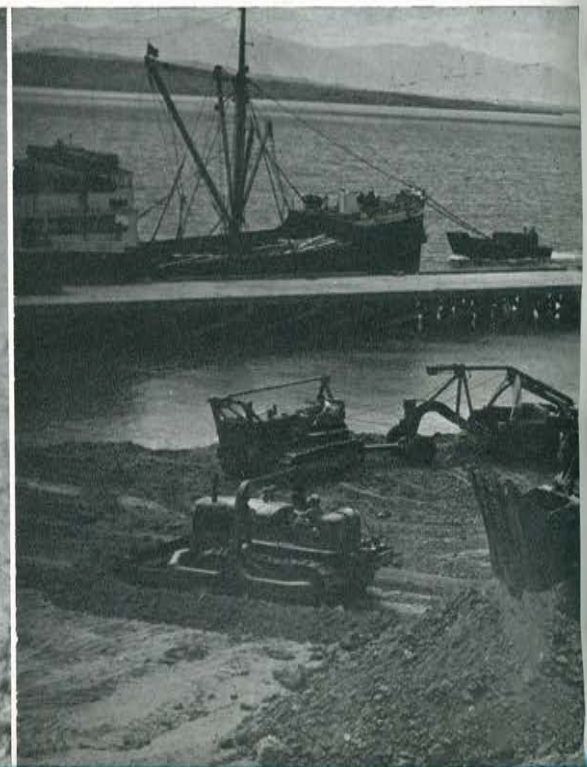
POURING
CEMENT



ROAD
PROJECT



A TANK FOR FUEL STOWAGE





HEAVY EQUIPMENT IN OPERATION. NOTICE EACH PIECE IS IN THE PROCESS OF EARTH MOVING



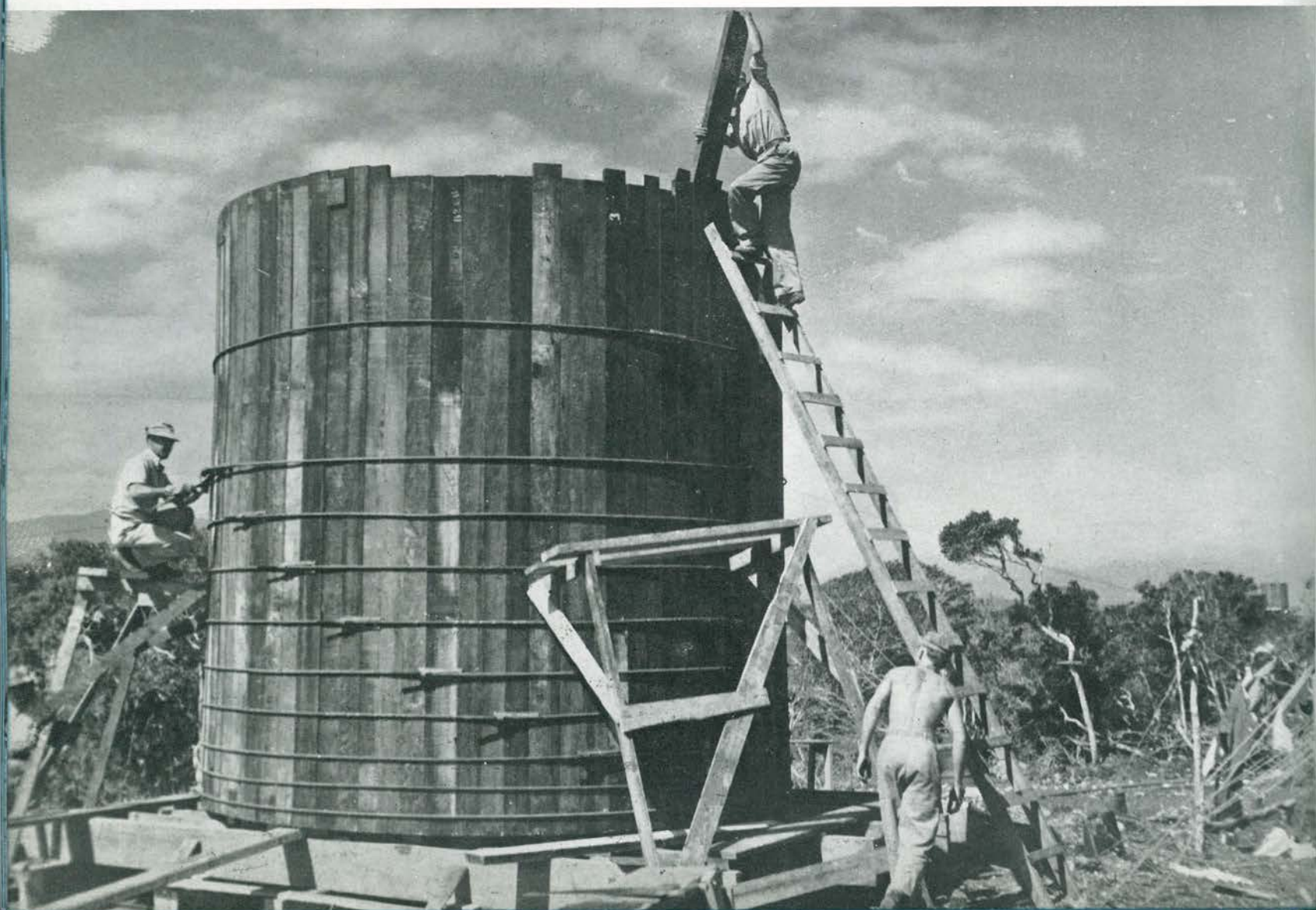


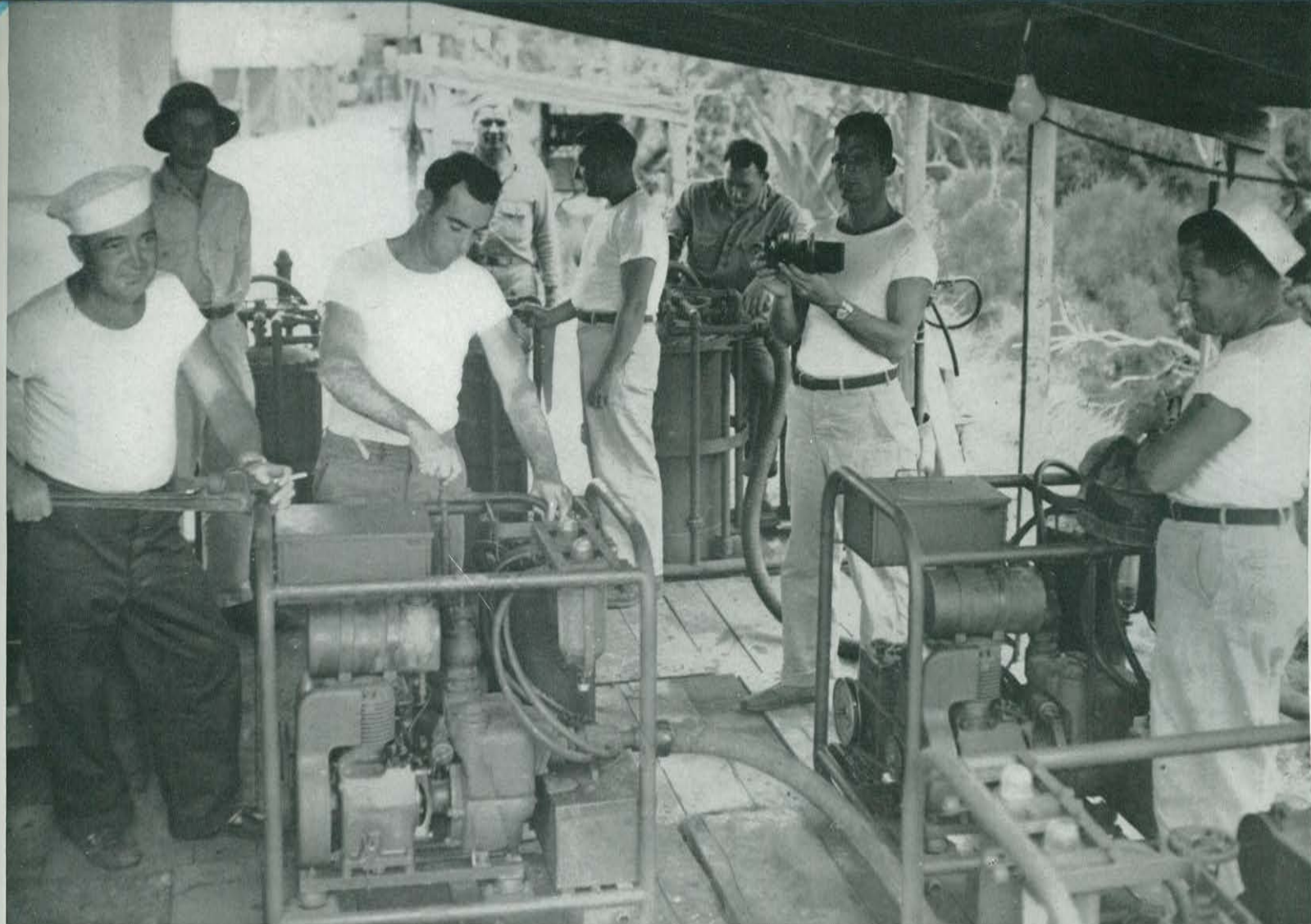
RUGGED AND ROUGH DYNAMITE CREW.



LOOK OUT!

FORTY THOUSAND GALLONS OF WATER ARE USED BY THE BATTALION EACH DAY. AT NEPOUI IT WAS NECESSARY TO BRING THE WATER INTO CAMP BY TANK TRUCK. THIS CAUSED THRICE THE HANDLING AS WHEN BRINGING THE WATER DIRECT FROM THE EARTH.



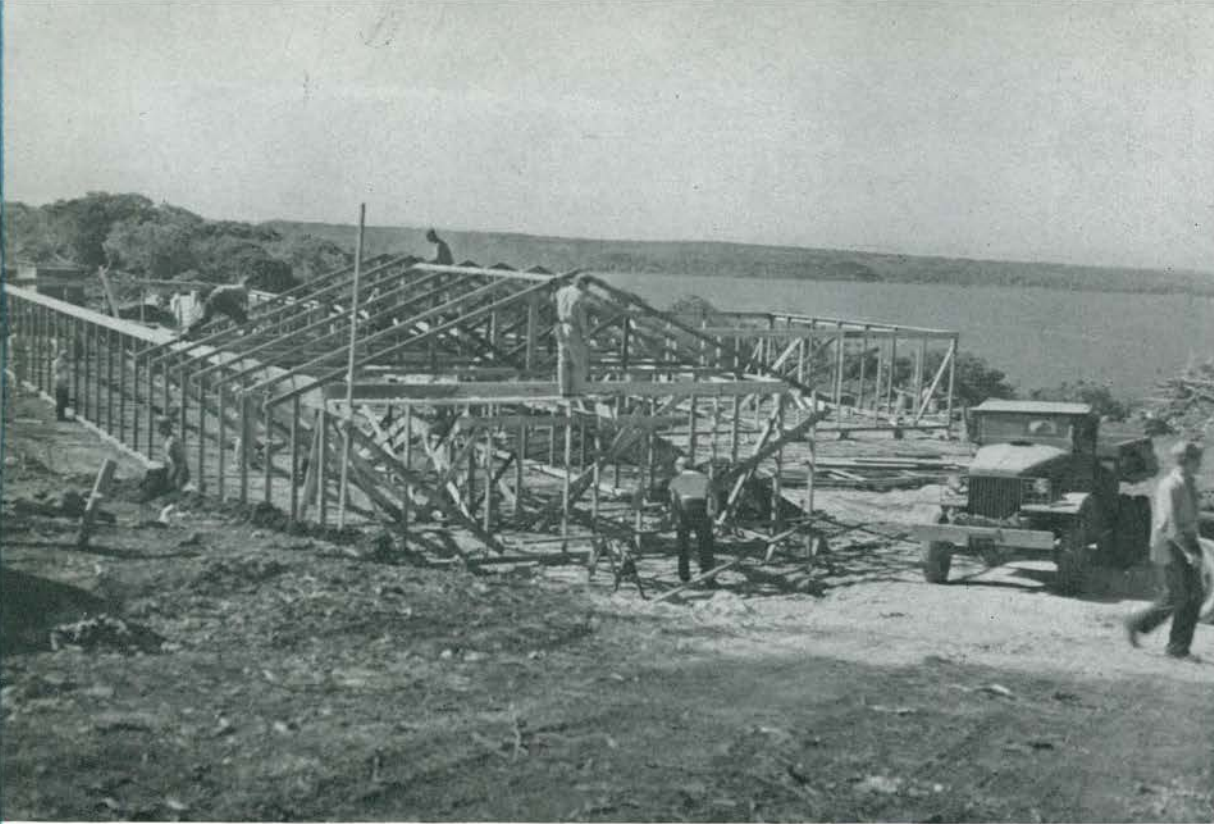






AERIAL VIEW NEPOUI SHOWING 82ND. SEABEE CAMP, THE DOCK AND A BIT OF THE ROAD PROJECT





COME AND GET YOUR CHOW.

NO TIME LOST IN GETTING THE CHOW HALL UP. LUMBER FROM STIRLING.



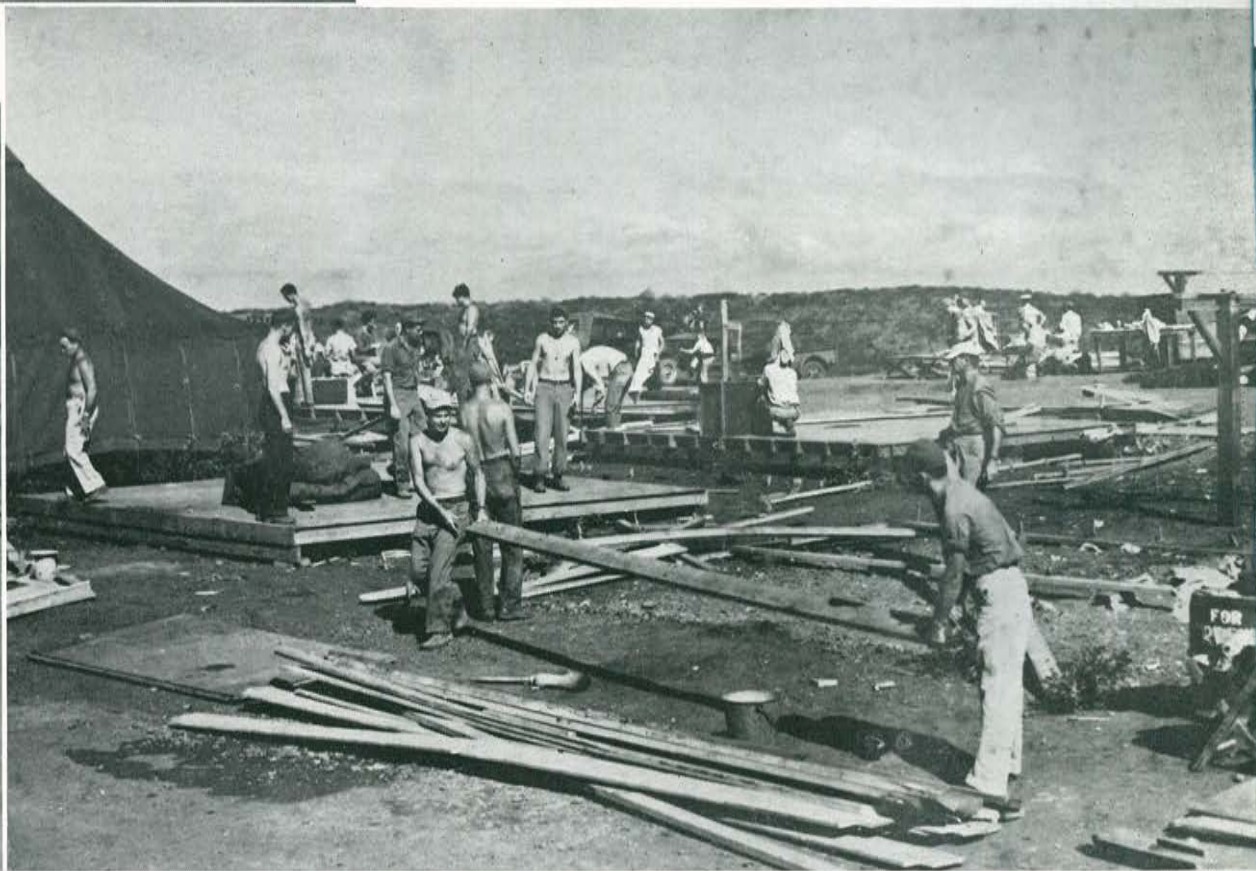
ANOTHER VIEW OF CAMP





WOODEN DECKS IN EVERY TENT

BRING YOUR MESSGEAR





DELICIOUS FRESH HAM



THE BUTCHERS ARE KEPT BUSY DEER WAS A POPULAR FOOD



BREAD PIES AND PASTRIES LIKE YOU HAVE AT HOME COME FROM THE 82ND. BAKERY



CREW IN CHIEF'S MESSHALL.



THE COOKS MAKE READY THE FIRST STEAK WE RECEIVED IN MONTHS



WHEN YOU WRITE A LETTER



LOOK GUILTY, DON'T THEY?



WHAT ARE YOU THINKING OF?



THEY ARE CALLED BARBERS

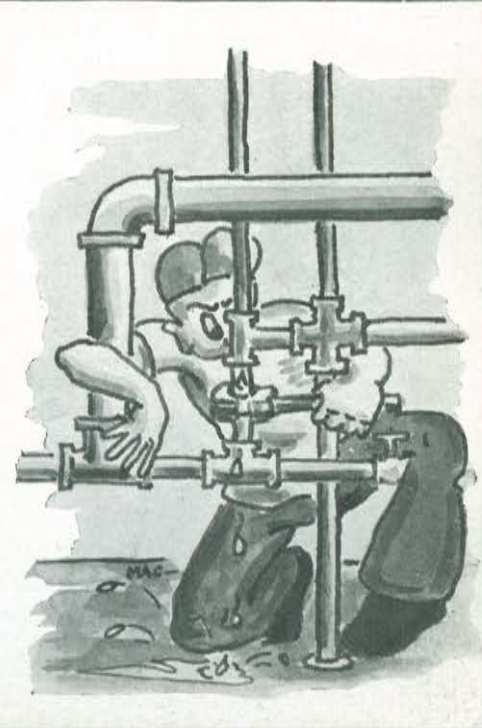


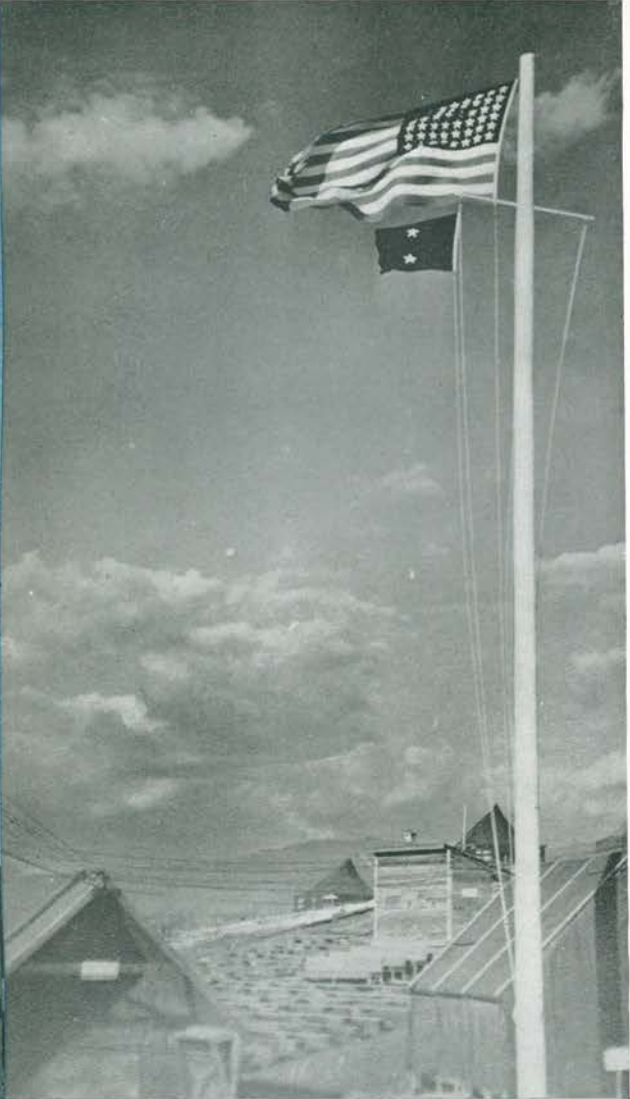
WHO MADE THIS PICTURE?



COT ANYTHING TO TRADE?

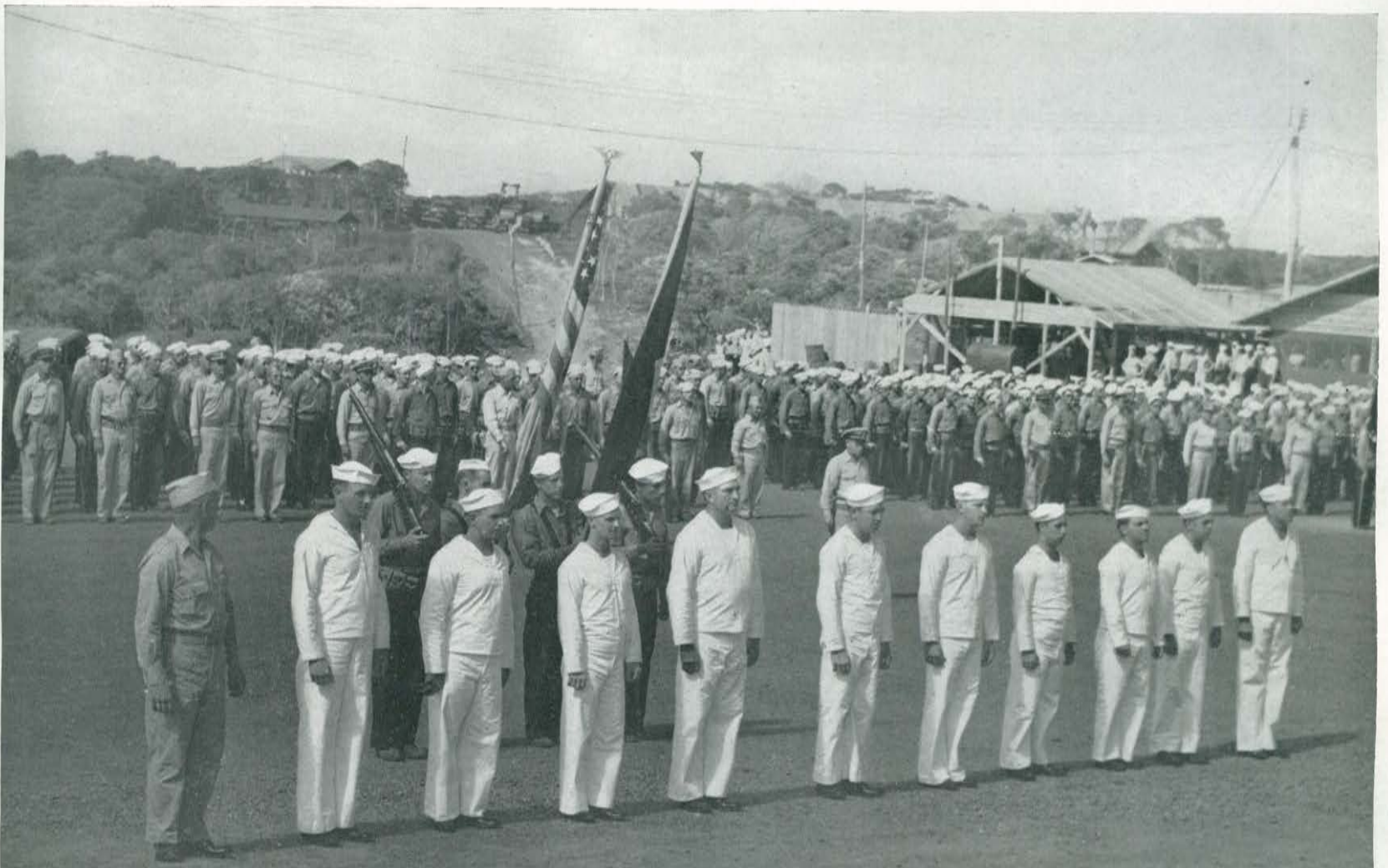
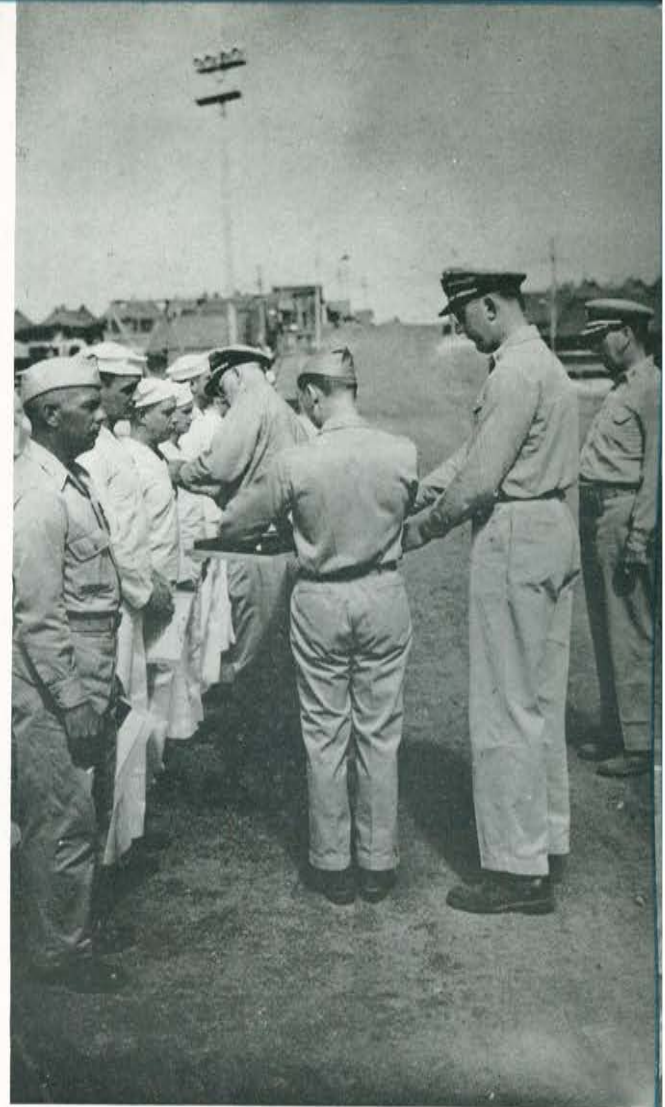




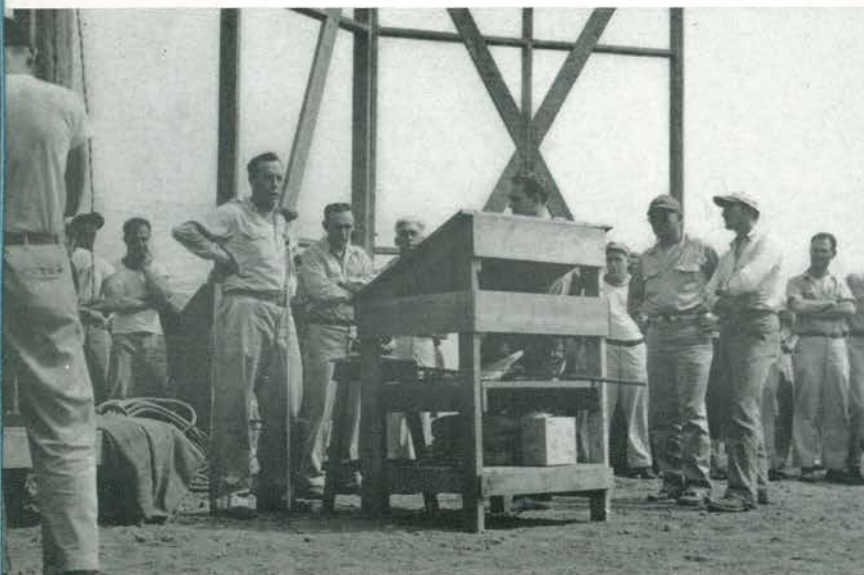


IN THE NAME OF THE PRESIDENT OF THE UNITED STATES, REAR ADMIRAL PAUL HENDREN PRESENTS THE PURPLE HEART MEDAL TO MEMBERS OF THE 82ND. NAVAL CONSTRUCTION BATTALION WOUNDED IN ACTION, AGAINST THE ENEMY.





**Thanksgiving Day was celebrated in the usual American way.
Lots of Sports.**



COMMANDER FOWLER AND FATHER BUCKLEY SAID
A FEW WORDS OF THANKSGIVING



PLENTY OF GOOD CHOW, LOTS OF SLEEP, AND HARD WORK
KEEP THE BOYS IN SHAPE



GRAB THAT STICK



PHOTO FINISH

FAT MANS RACE

THE SIXTY YARD DASH





FOUR, FIVE, AND SIX FEET. OVER HE GOES



EVERY MUSCLE MUST BE UNDER CONTROL



THE 42 YEAR OLDERS MAKE A HUNDRED YARD DASH



THE GREEKS HAD NOTHING ON THE SEABEES



PERFECT



TUG OF WAR. SEE HOW THEY STRIVE. THE WINNERS RECEIVE A CASE OF BEER

Christmas, not home yet, so back to the celebration in sports



ON THE MARK, GET READY, GO!



NEW CALEDONIA IS IDEAL FOR OUTDOOR SPORTS.
WHEN IT ISN'T RAINING.



WATCH THAT CORNER!



THE HUMAN WHEELBARROW RACE BROUGHT A LOT OF CHEERS

TURKEY WITH ALL THE TRIMMINGS FOR CHOW TODAY

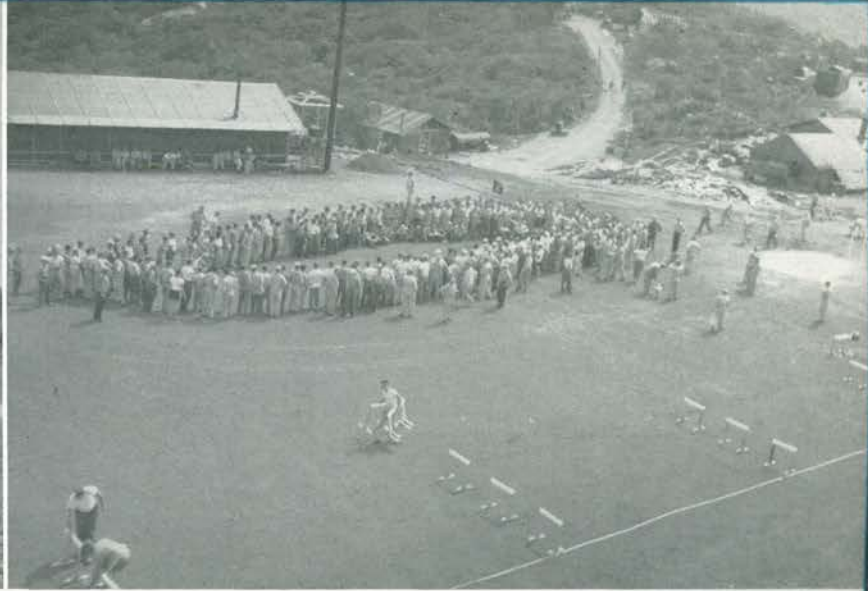


AT IT AGAIN





TUG OF WAR WINNERS. THEY GOT THE BEER



COMMANDER FOWLER IS SOMEWHERE HERE
GIVING OUT ICE CREAM



THE SHOES JUST COULDN'T MAKE IT



HOW MANY INCHES?

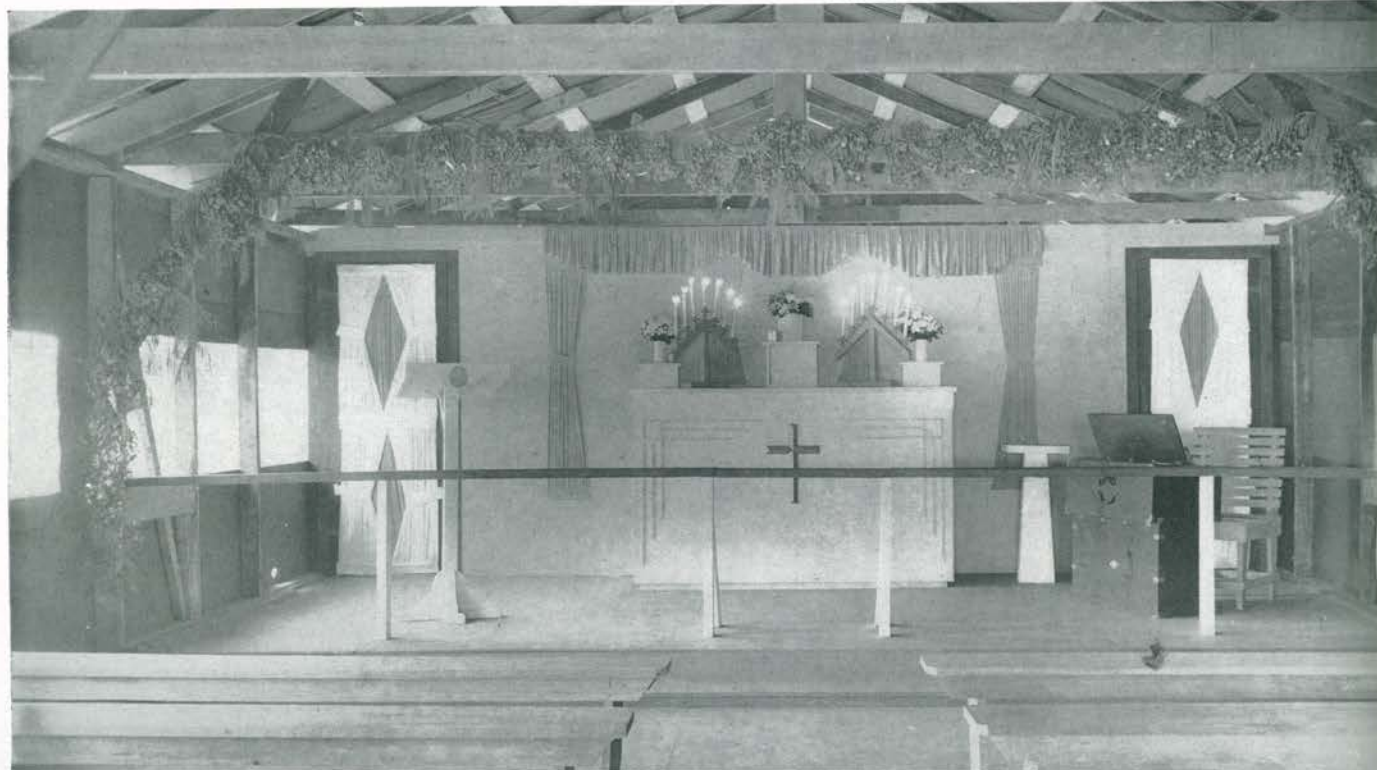


LIKE A FEATHER IN THE BREEZE



JUST CAN'T KEEP THOSE FAT MEN STILL

CHRISTMAS WAS AS CHEERFUL AS COULD BE UNDER THE CIRCUMSTANCES. GIFTS AND GREETINGS FROM HOME ADDED GREATLY TO OUR CONTENTMENT. SPECIAL RELIGIOUS SERVICES WERE CONDUCTED DURING THE HOLY SEASON. MOST IMPRESSIVE WAS THE MIDNIGHT MASS IN WHICH A NATIVE CHOR FROM A NEARBY MISSION PARTICIPATED.





EASTER SUNDAY MASS. AGAIN THE
NATIVE CHOIR CAME TO SING PRAISES
TO THE LORD. A PRAYER FOR PEACE
WAS SAID.



PROTESTANT
EASTER
SERVICES





A FORWARD ECHELON WAS ESTABLISHED AT MT. D'OR, 175 MILES AWAY. IT WAS BELIEVED THE FULL BATTALION WOULD LATER MOVE UP ALSO, SO MUCH BUILDING WAS COMPLETED.



MT. D'OR BEING NEAR THE CITY OF NOUMEA MADE IT POSSIBLE TO SEND MEN DOWN FOR A FEW DAYS LEAVE. OVER A YEAR HAD PASSED SINCE ANY TIME WAS GIVEN FOR A REST.





SEABEES REPAIR TARGET AT THE
82ND. RIFLE RANGE.



IN THE PRONE POSITION FOR
RAPID FIRE.

SINCE THE MARINES FIRST TOOK THE 82ND. SEABEES INTO
TRAINING IN MILITARY STRATEGY, WE HAVE CONTINUED OUR TRAINING.





KEEP YOUR EYES AND EARS OPEN

A SWIM IN THE MOUNTAIN POOL. THE WATER IS CLEAR, SWIFT AND COOL.



**Hunting and Fishing were
and fish added greatly
good**



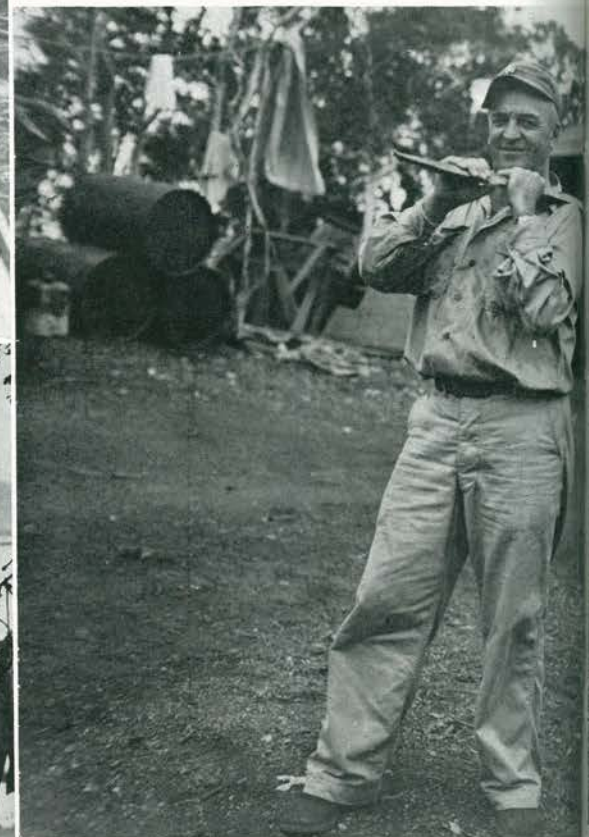
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REAR ADMIRAL HENDREN, COMMANDER
FOWLER AND LT. THOMAS GO FISHING.



LT. COMMANDER SEUFER
THEIR

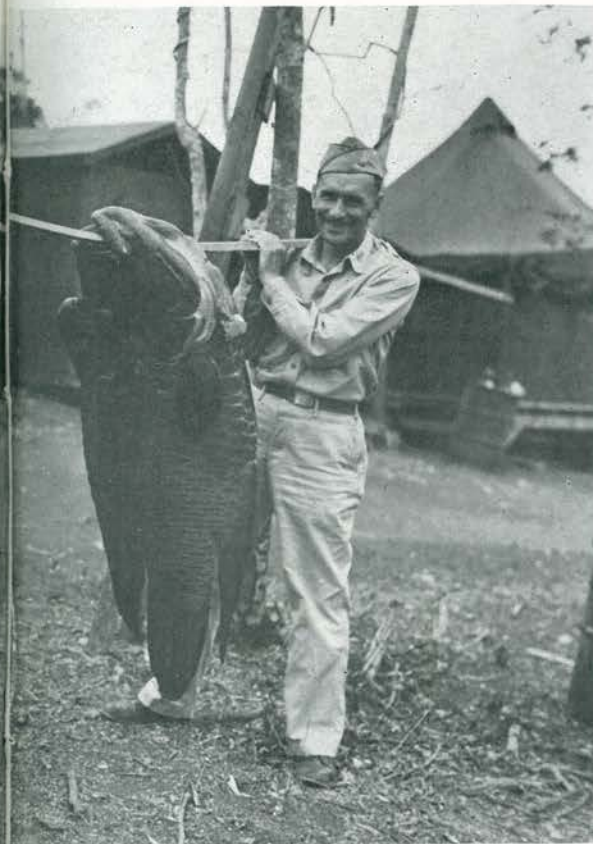


THE PARROT FISH MAKES

popular sports. Fresh deer
to the 82nd having
chow.



AND LT. THOMAS DISPLAY
CATCH



A TASTY DISH

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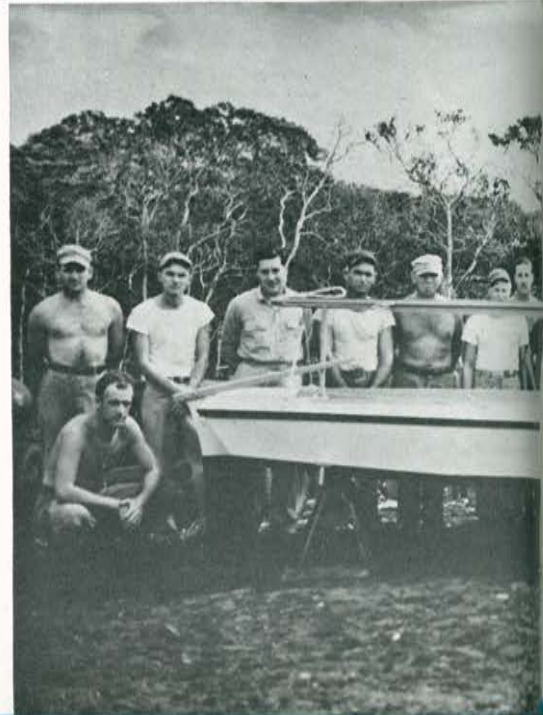
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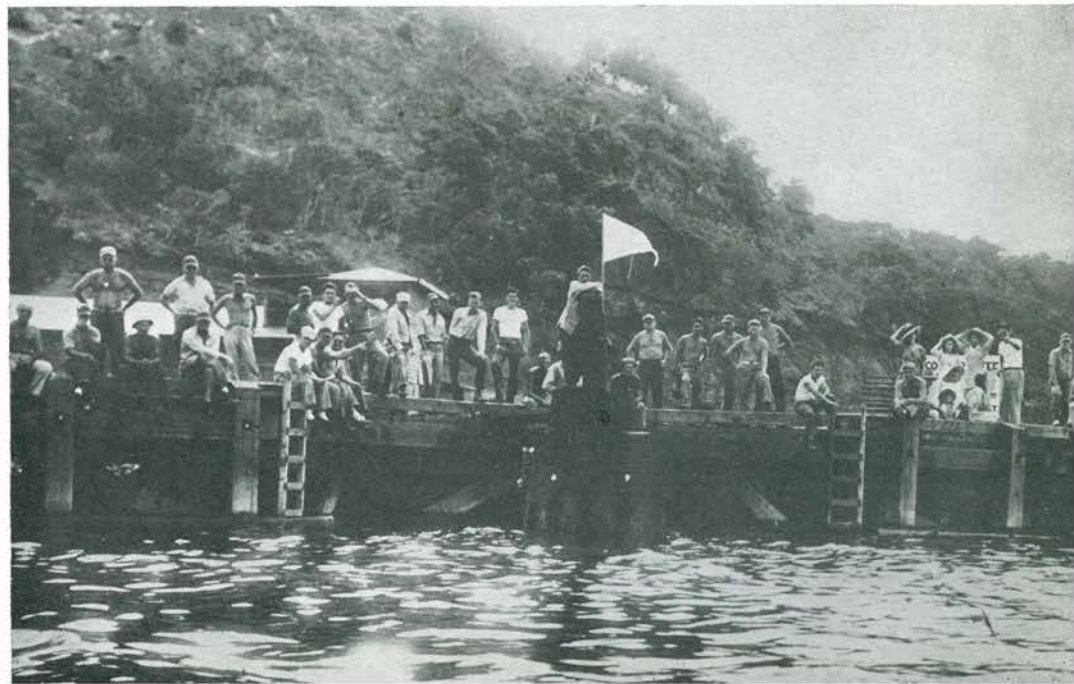
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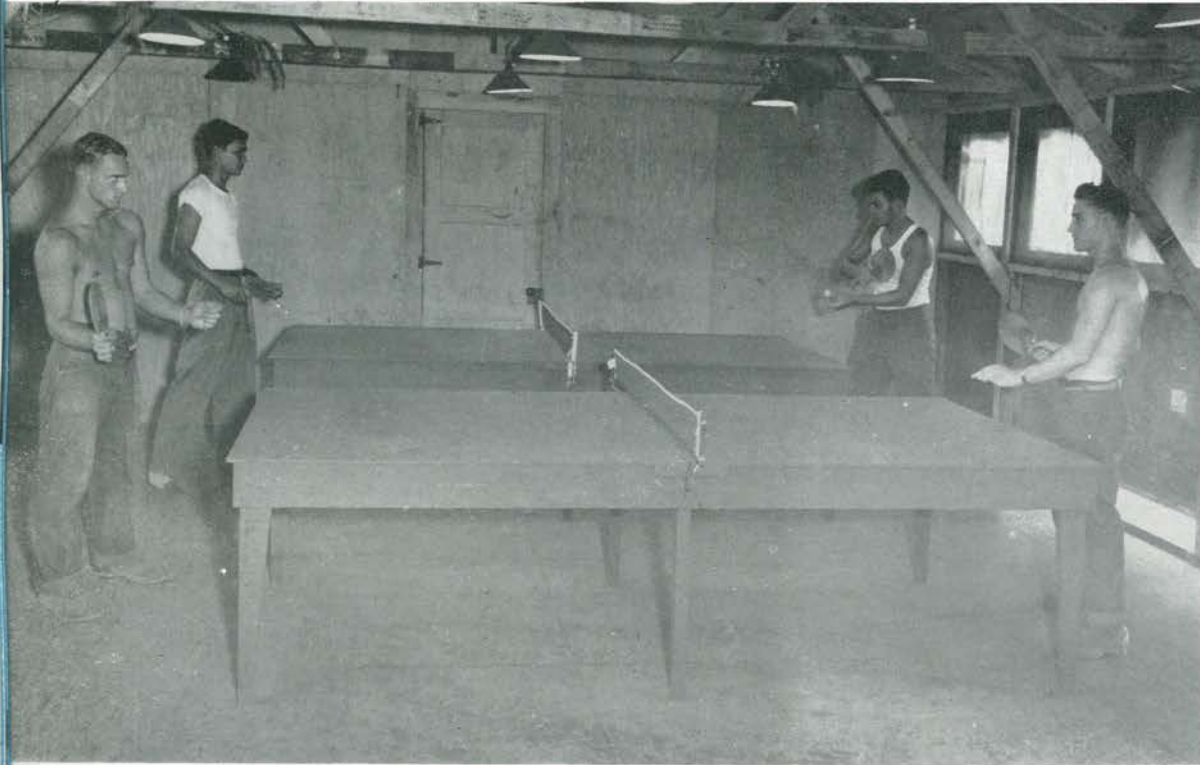
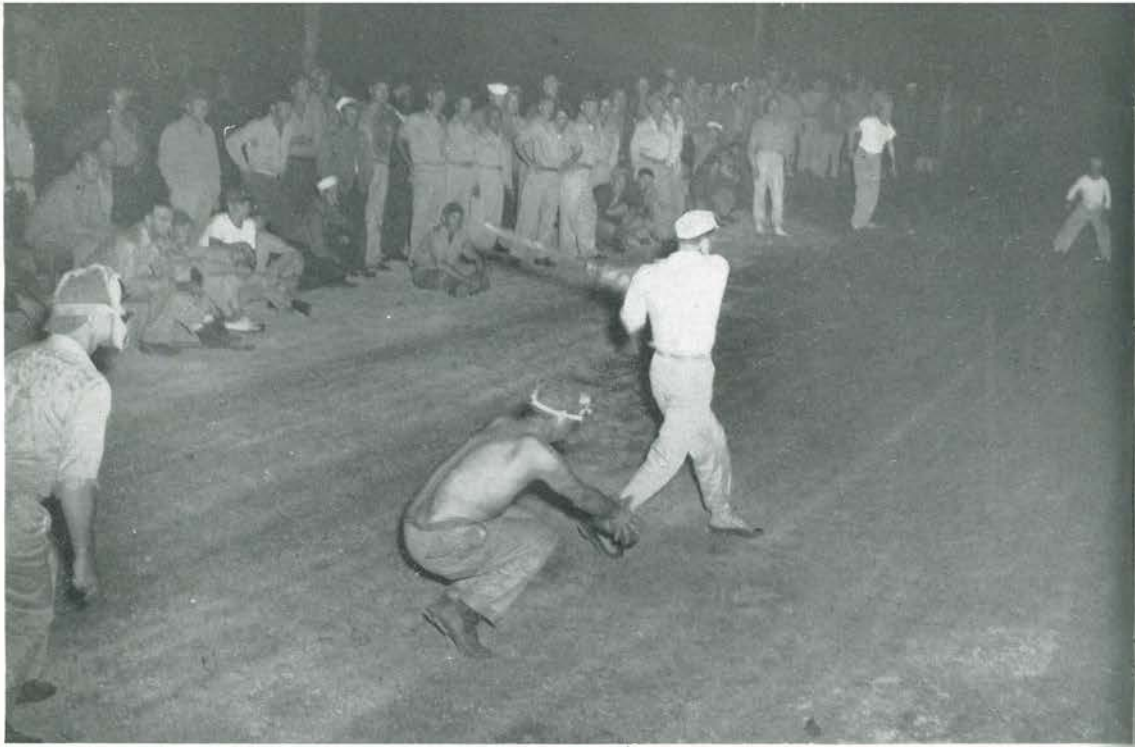
SAILBOAT RACING PROVED TO BE AN ALLTIME POPULAR SPORT. THE SEA WAS ROUGH AND THE WIND STRONG.



SPECTATORS GET EXCITED AS THEY GET STARTED



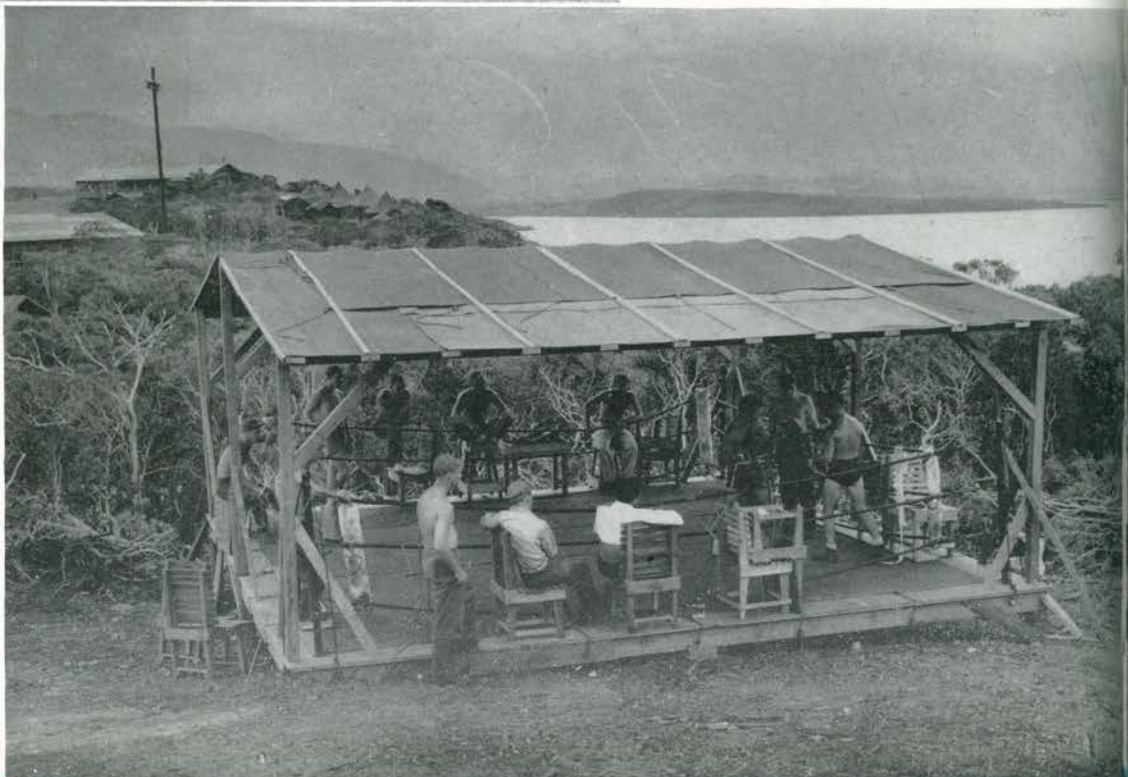
BASEBALL AND SOFTBALL WERE THE MOST POPULAR SPORTS AS THEY COULD BE STAGED AT NIGHT. THE FIELD WAS LIGHTED BY FLOOD LIGHTS.



OFFICERS VS CHIEF PETTY OFFICERS



BOXING TOO





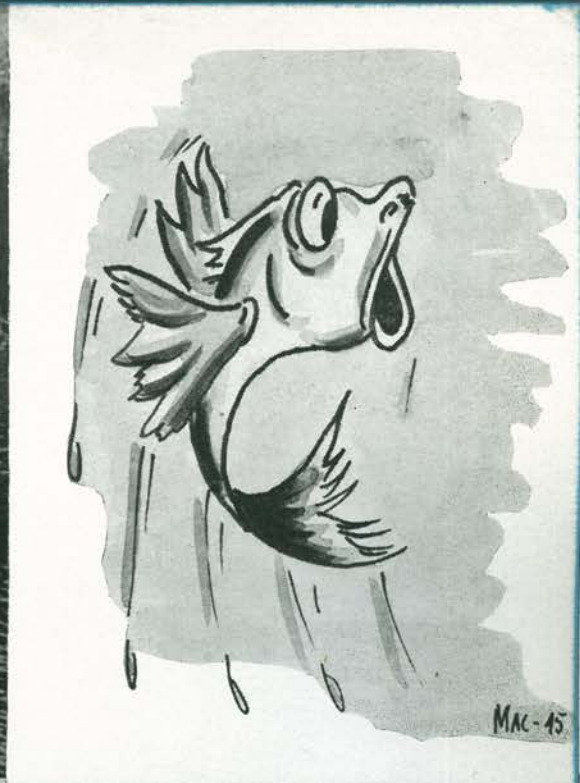
COMPANY AND BATTALION TEAMS, SOFTBALL AND BASEBALL, WERE POPULAR. THE COMPANY TEAMS WERE ACTIVE ALMOST DAILY AND THE BATTALION TEAMS WERE FREQUENTLY TESTING THEIR SKILL WITH OTHER BRANCHES OF SERVICE MEN.

FROM MILES AROUND GIRLS CAME TO THE 82ND. SEABEES DANCE-ON-THE-DOCK. THIS BEING THE ONLY SOCIAL ENGAGEMENT THE BATTALION SAW OVERSEAS.



THE FRENCH GIRLS SPEAK LITTLE OR NO ENGLISH. THEY LIKE TO HEAR ABOUT THE AMERICAN GIRL.





ON NEW CALEDONIA THE NATIVES MAKE A LIVING BY USING THE SIMPLEST, YET EFFECTIVE METHODS. IN THE ART OF FISHING THEY ARE TOPS. A HUGE MAT WOVEN WITH LEAVES AND PALM BRANCHES IS PLACED IN THE CENTER OF THE CLEAR WATER STREAM. ARMED WITH LONG LIMBER STICKS A CIRCLE IS FORMED AND BY STRIKING THE WATER WITH GREAT FORCE THE FISH ARE FRIGHTENED AND JUMP INTO THE AIR ONTO THE MAT.





L I F E
M A R C H E S
O N



G O I N G
H O M E



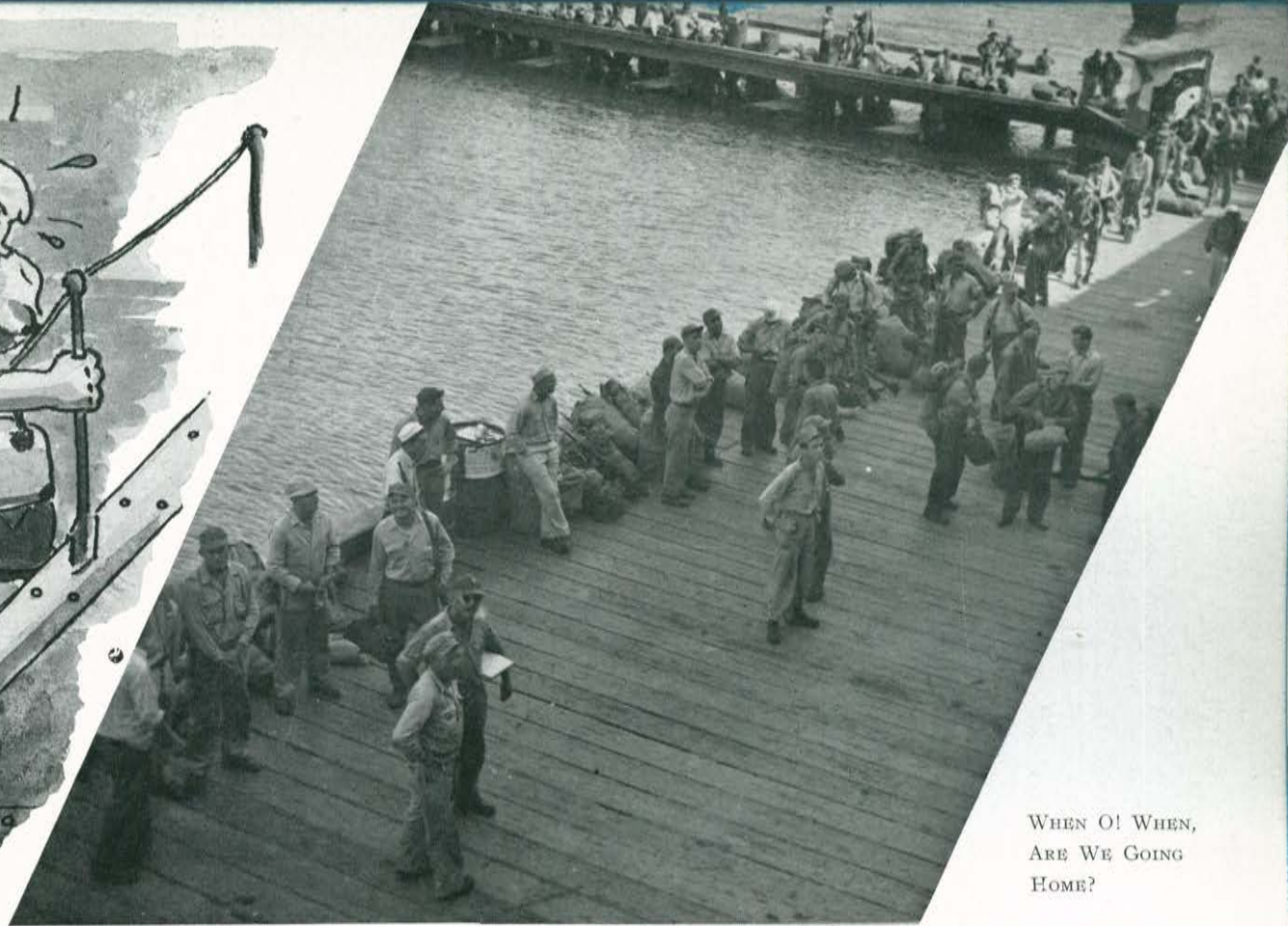
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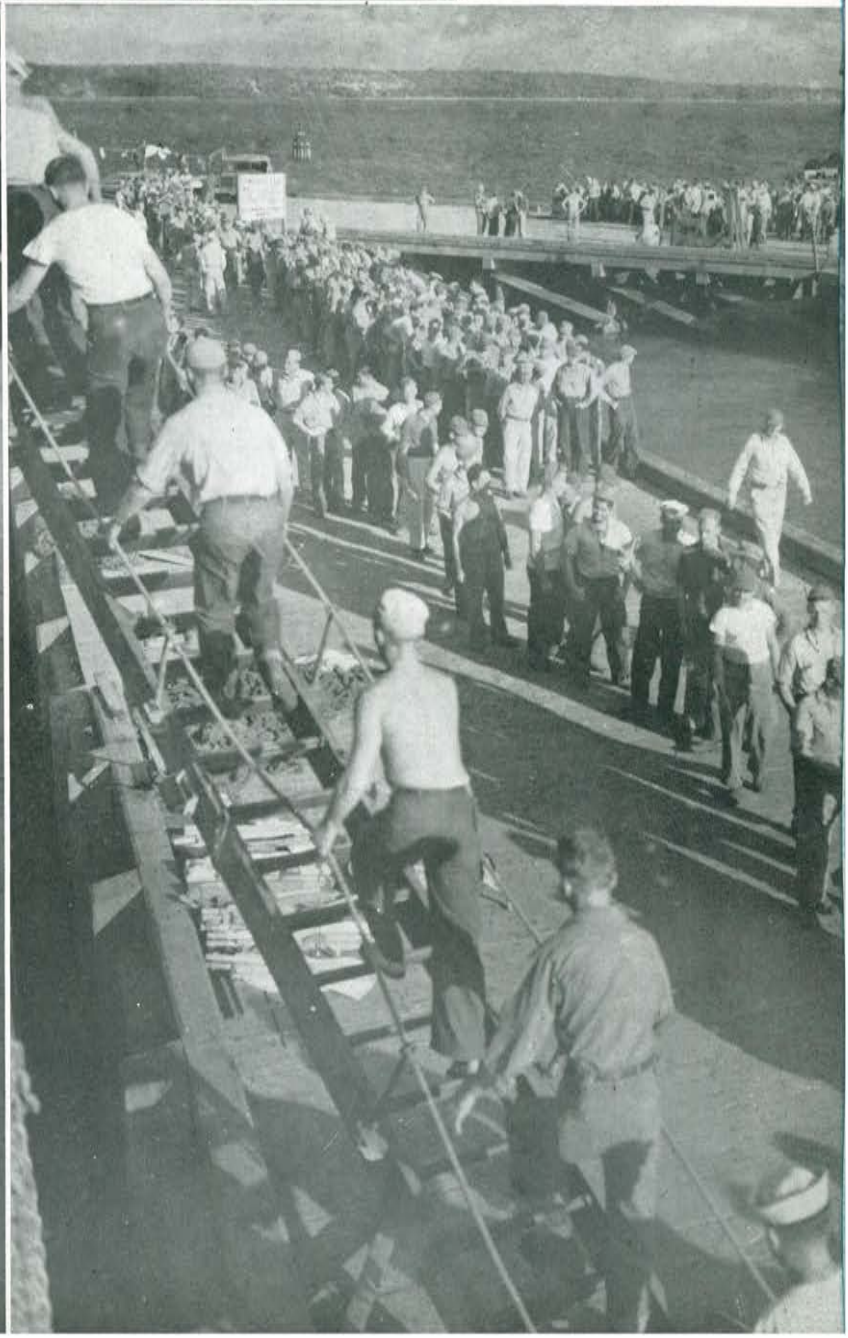


AGAIN WE MUSTER ABOARD FOR ANOTHER VOYAGE. GOT YOUR DOG TAG?





WHEN O! WHEN,
ARE WE GOING
HOME?



O K I N A W A •



History

As with all of our previous moves, we had no definite idea of our final destination on leaving Nepou, but certainly it was to be "up the line", for we were carrying most of our equipment with us. Okinawa was running foremost in our minds, but still, there could be a possibility of, say, the Marianas or the Philippines. It was thus not too much of a surprise when we headed toward the former in the Ryukyus, after two lengthy atoll lagoon anchorings at Eniwetok and Ulithi. Our trip, even though broken by a few hours ashore where coke and beer were available, was long and monotonous, and our regular mail was missed keenly. V-E Day was jubilantly received, but our minds ran more to the fighting at our destination and the unknown conditions we might find. That all was not tranquil was ascertained as we drew closer and could see the flashes of guns, the flare lighted sky, our planes on bombing runs, and hear the distant rumble of battle. Yet a short time later, we passed serene terraced islands and were astounded by the tremendous number and variety of ships as we drew to our final stopping place. We disembarked, arrayed in helmets, leggings, impregnated clothing, packs, loaded belts, extra ammunition, gas masks, rifles, and loaded further with our personal gear.

We traveled by truck to our first camp on an ocean-view slope. We passed the charred ruins of native houses with their walls and windbreak trees, an occasional Japanese shrine, and rows of the unusual but battle-scarred hillside tombs. Here, beneath the scattered pines, we caught our first glimpse of enemy planes in the searchlights, and we stood perimeter guard with unlocked pieces. Shortly after our arrival our first rotation and discharge-bound men left for the states. Likewise, we saw Commander Fowler leave and Lieutenant Commander Seufer take over. Soon our work on the taxiways of Bolo Airfield began; at the same time work proceeded on our second camp on the beach near Kikuda, which was ready for the Battalion by the weekend of June 30th.

The new campsite proved to be ideal with its rain-absorbing sand and scattered sun-protecting pines. Though very busy, we gradually became more comfortable. Our Second Anniversary Overseas passed nearly unnoticed, a system of individual birthday cakes for every man in the Battalion was highly welcomed. Wandering horses, abandoned by the natives, provided amusement and recreation for some; wandering goats were also plentiful but less amusing.

New officers joined us as all original officers except Lieutenant Commander Seufer were re-assigned to the States.

Progress on Taxiway "C" of Bolo Airfield continued and was finally completed in time for use by the C-46 and C-47 transports that took the first troops to Japan.

The battalion also built camps for CCT and 10th Brigade, for which commendations were received. In addition we completed a 29-building Operational Area on Bolo Airfield, an asphalt plant, and sections of perimeter road on the airfield. Our camp was gradually built up to Seabee standards and many worked as volunteers in the construction of beautiful St. Philips Chapel. It was honored by a visit from Archbishop Spellman who held a special Mass dedicated to all Navy and Marine personnel on the island.

News of Russia's entry into the Pacific War and of the atomic bombs was followed shortly by the most welcomed news of all—"Japan desires peace." That provided the island with a seldom-equalled display of fireworks, and never was there a group of men with happier hearts. From V-J Day onward, our minds were doubly occupied—one half being devoted to our jobs, the other half, to thoughts of getting home, totalling discharge points, and wondering how long it would be. It wasn't long before some of the men actually did start back and hopes ran high.



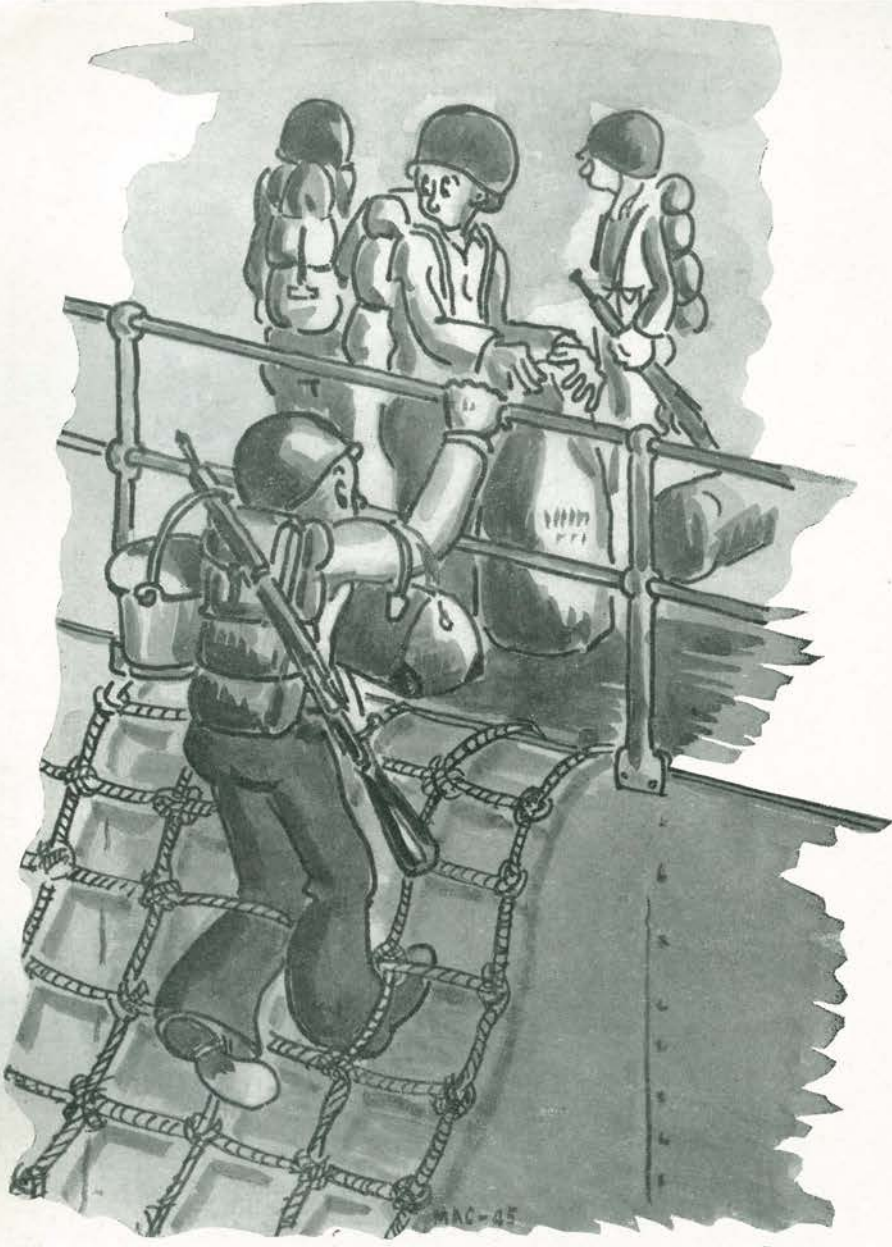
V-E DAY FOUND THE S2ND. AT SEA. WE JOINED THE REST OF THE WORLD IN CELEBRATING VICTORY IN EUROPE. SPECIAL CHURCH SERVICES WERE CONDUCTED AND FATHER BUCKLEY LED US IN A PRAYER OF THANKSGIVING. COMMANDER FOWLER SAID A FEW WORDS; ASSURING THAT V-J DAY WOULD ARRIVE SOONER THAN ANY-ONE EXPECTED. HE GAVE HIS HEARTY ESTEEM TO THE MEN OF THE BATTALION FOR THE MANNER IN WHICH THEY CONDUCTED THEMSELVES IN THE PERIOD OVERSEAS.





ABOARD THE USS CELENO THE PRACTICE WAS TO SERVE TROOPS TWO MEALS EACH DAY. OUR COOKS AND BAKERS PROCLAIMED THEY COULD PUT THREE MEALS A DAY BEFORE, FOR OVER A THOUSAND MEN—THEY DID! BECAUSE OF THE SMALL OVEN THE BAKERS HAD TO WORK AROUND THE CLOCK TO SUPPLY BREAD AND AN OCCASIONAL PASTRY. THE COOKS ALSO WORKED LONG HOURS IN ORDER TO BRING THE BATTALION THREE MEALS A DAY—NEVER BEFORE HAD AN EQUAL NUMBER OF TROOPS RECEIVED THREE MEALS A DAY WHILE ABOARD.





IN MAKING THE OKINAWA LANDING TROOPS WERE PREPARED FOR COMBAT





IMMEDIATELY AFTER LANDING CAMP IS SET UP. ONLY THE ESSENTIAL ARTICLES WERE BROUGHT ASHORE IN THE FIRST LANDING. IMPREGNATED CLOTHING AND LEGGINGS WERE WORN AS THE ISLAND WAS DEEMED UNSANITARY AND FILLED WITH DANGEROUS REPTILES.



NO TIME WAS LOST IN BUILDING FOXHOLES. ENEMY ACTION IN THE AIR AND ON LAND WAS ENCOUNTERED. ALERTS LASTED FOR HOURS — DAY AND NIGHT. THE MILITARY EQUIPMENT HAD TO BE KEPT IN TIP-TOP CONDITION.

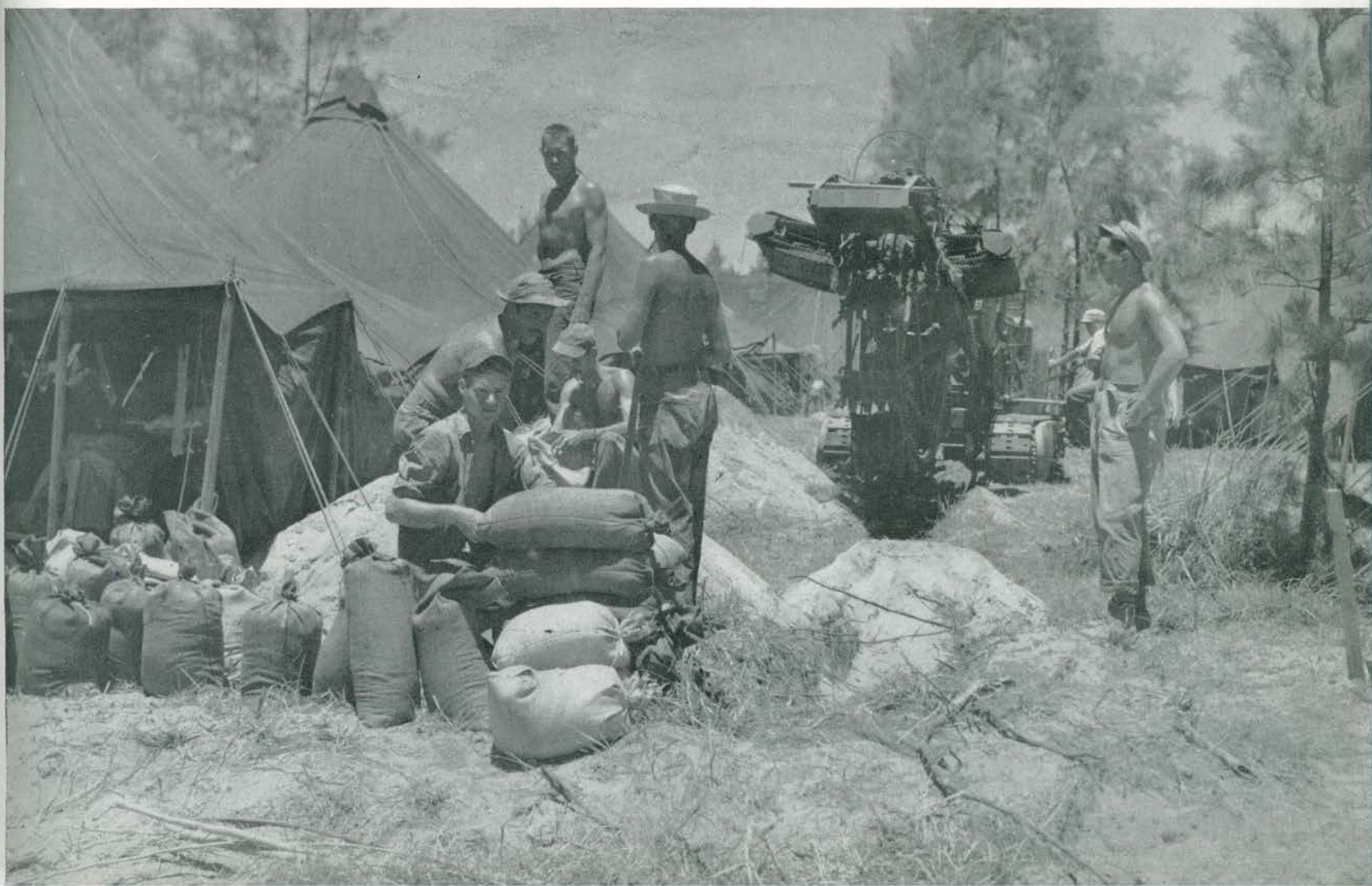


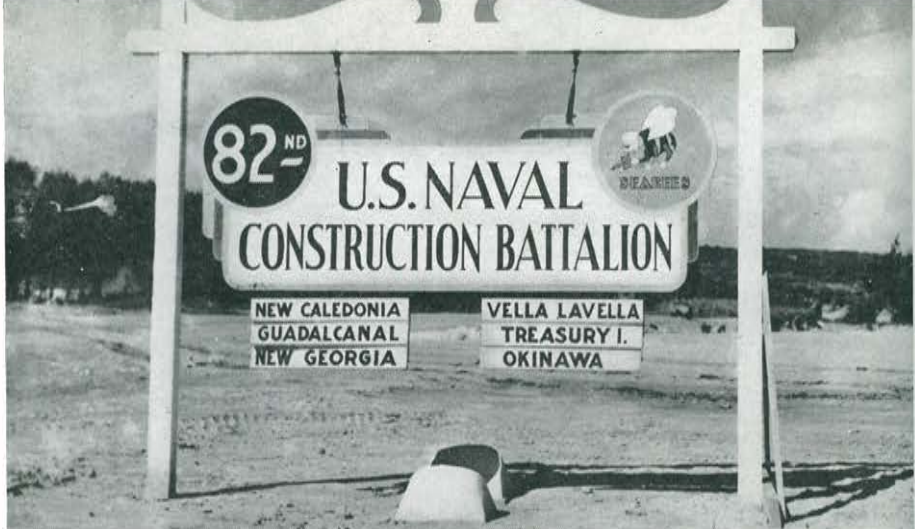
"TAKE YOUR FIRE-ARMS WITH YOU", WAS THE ORDER. THE ENEMY WAS DEPLOYED THROUGHOUT THE ISLAND AND EVEN THOUGH HIS CHANCES WERE SLIM HE WOULD ATTACK.

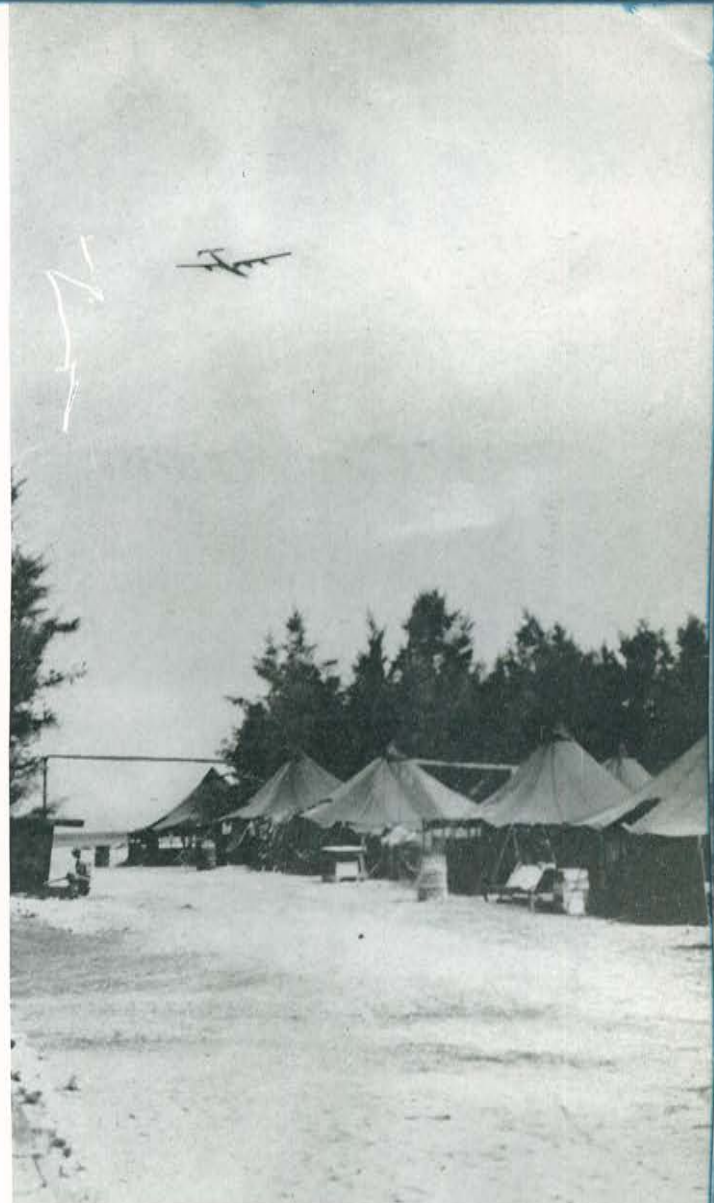




CONSTRUCTION AND MORE CONSTRUCTION. THE DITCHER WAS EMPLOYED BUT WITH LITTLE SUCCESS, BECAUSE THE SOIL WAS OF A SANDY NATURE.







St. Philips



ST. PHILIPS CHAPEL WAS CONSTRUCTED WHOLLY BY VOLUNTEER SEABEE WORKERS



CATHOLIC



PROTESTANT

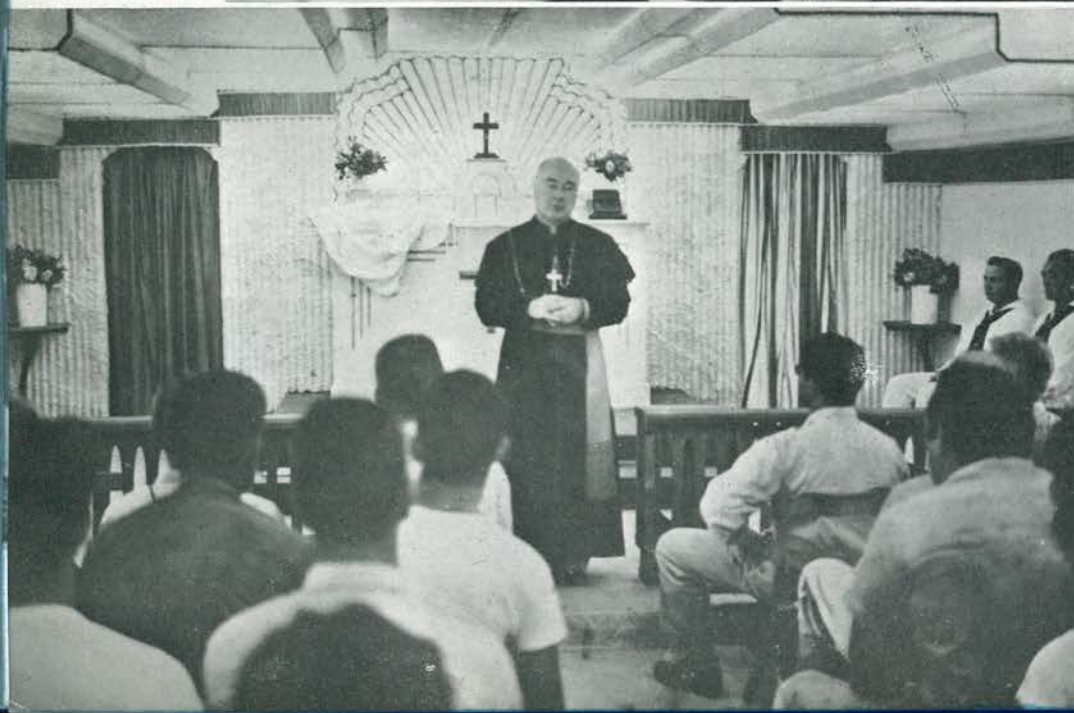
Chapel



VISITORS CAME FROM MILES AROUND TO VIEW THE BEAUTIFUL 82ND. CHAPEL.



ARCHBISHOP SPELLMAN OF NEW YORK STATE VISITED THE 82ND. AND SAID MASS. THE MASS WAS SAID IN GRATEFULNESS FOR PEACE AND FOR THOSE WHO HAD LAID DOWN THEIR LIVES ON THE BATTLE FIELD.



ARCHBISHOP SPELLMAN EXPRESSED DELIGHT IN SEEING SUCH A BEAUTIFUL CHAPEL. AFTER THE MASS HE SHOOK EVERYONE'S HAND AND WANTED TO KNOW THE INDIVIDUAL'S NAME, HOMETOWN AND STATE.



GOING HOME—ALL MEN 42 AND OVER.
WILL MY WIFE KNOW ME?





COBBLERS

THE OUTSTANDING FACTOR ABOUT OUR BATTALION IS, WE FUNCTION AS AN INDEPENDENT UNIT.



PRIMITIVE GUARDS



MEDICAL



SHIP SERVICE



ICE

WHAT CAN'T BE MADE, WE BUILD, WHAT
CAN'T BE BUILT WE CONSTRUCT.



BARBERS



STAFF



LAUNDRY



CREAM



PHOTOGRAPHERS

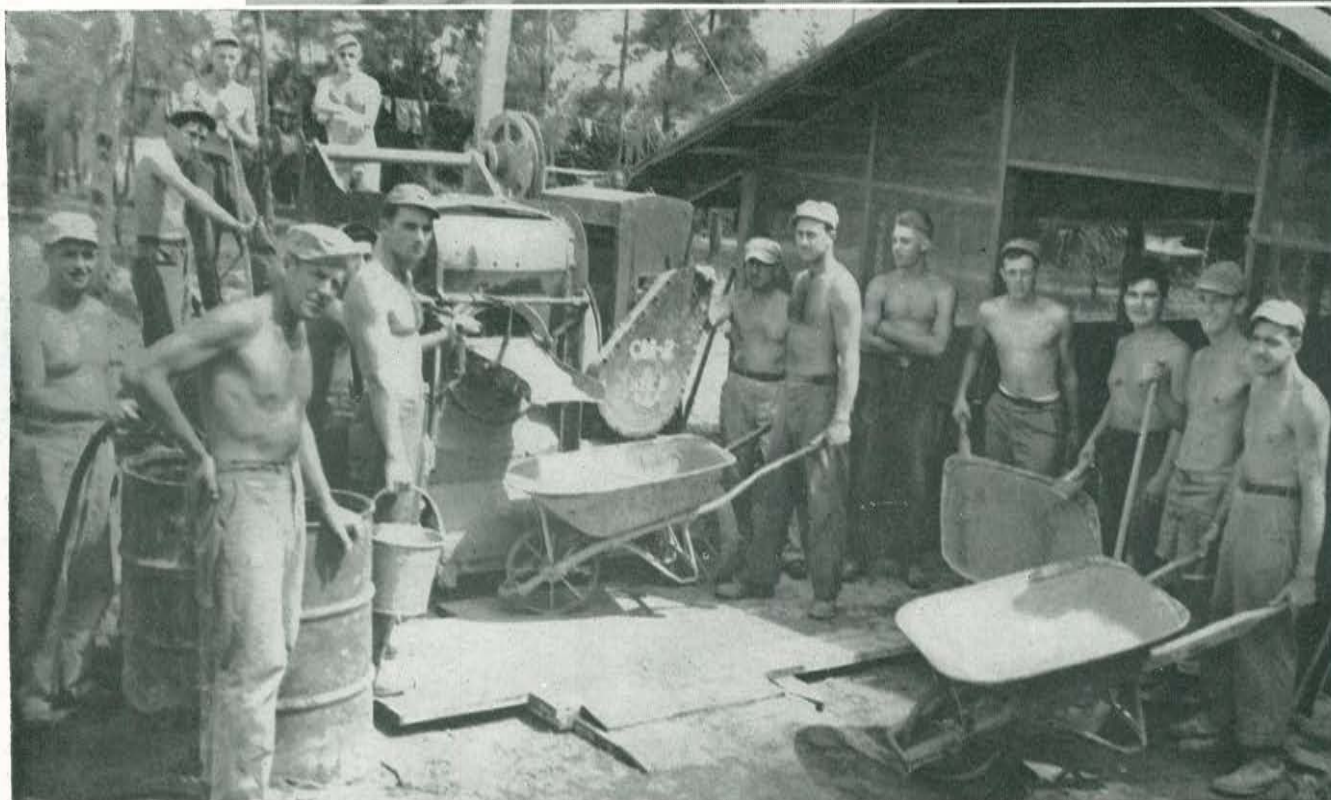
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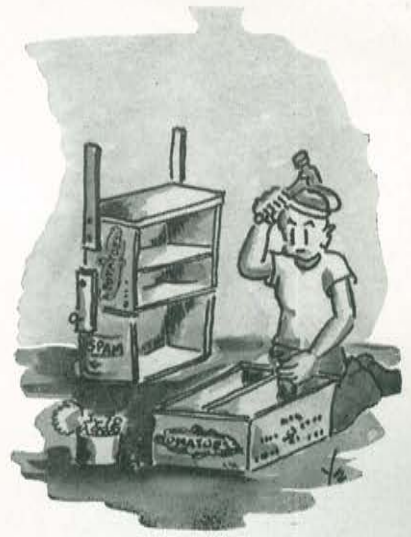


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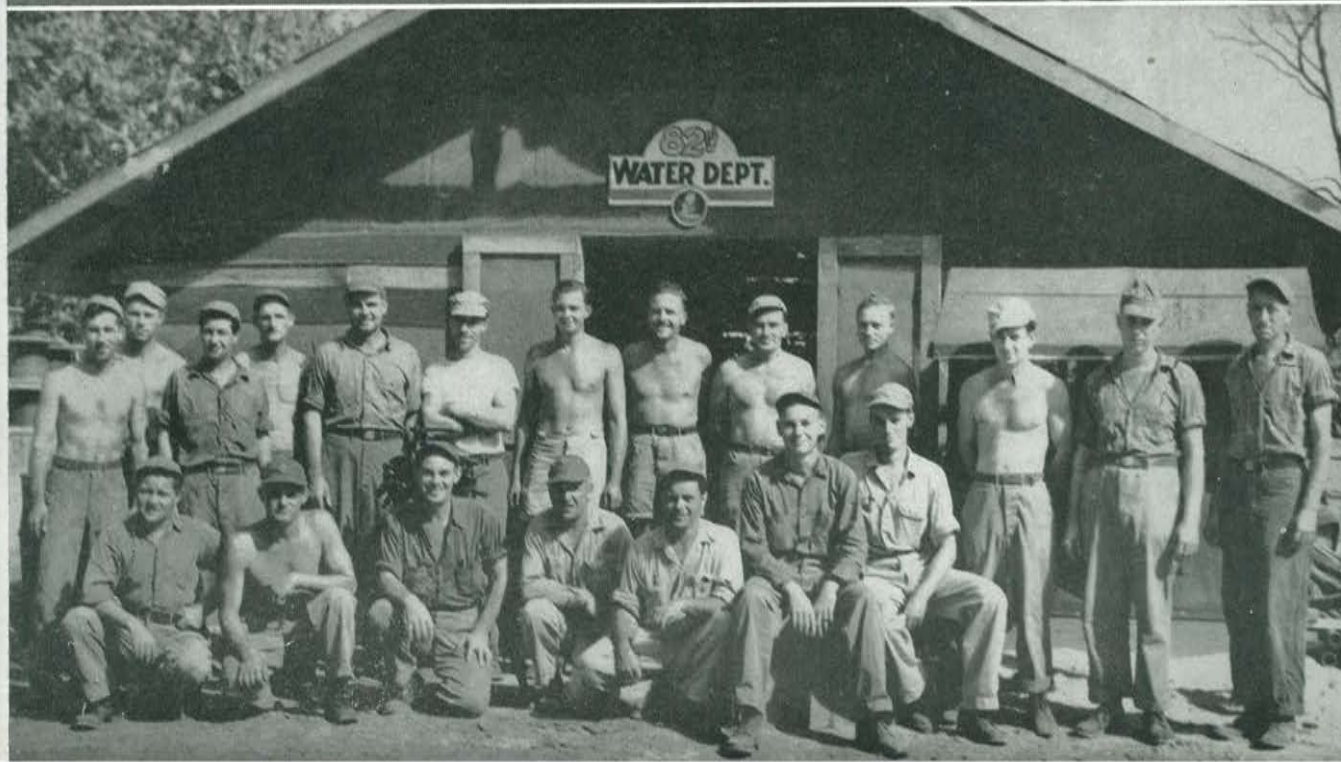




CARPENTER SHOP



PAINTERS



PLUMBERS



PRIOR TO THE CONSTRUCTION OF THE BOLO AIRFIELD A STUDY OF THE SOIL AND TERRAIN WAS CONDUCTED BY THE 82ND, ENGINEERS. SURVEYORS FOLLOWED. ABANDONED OKINAWAN HOMES CAN BE SEEN IN THE BACKGROUND





THE WEATHER WAS IDEAL FOR CONSTRUCTION, HOT— A DIFFERENT HEAT FROM THAT ENCOUNTERED BEFORE. THE JAPS CAME AT ALL HOURS TO DETER PROGRESS.





SUCCESSFUL DRAINAGE IS ACQUIRED BY EMPLOYMENT OF EMPTY FUEL DRUMS



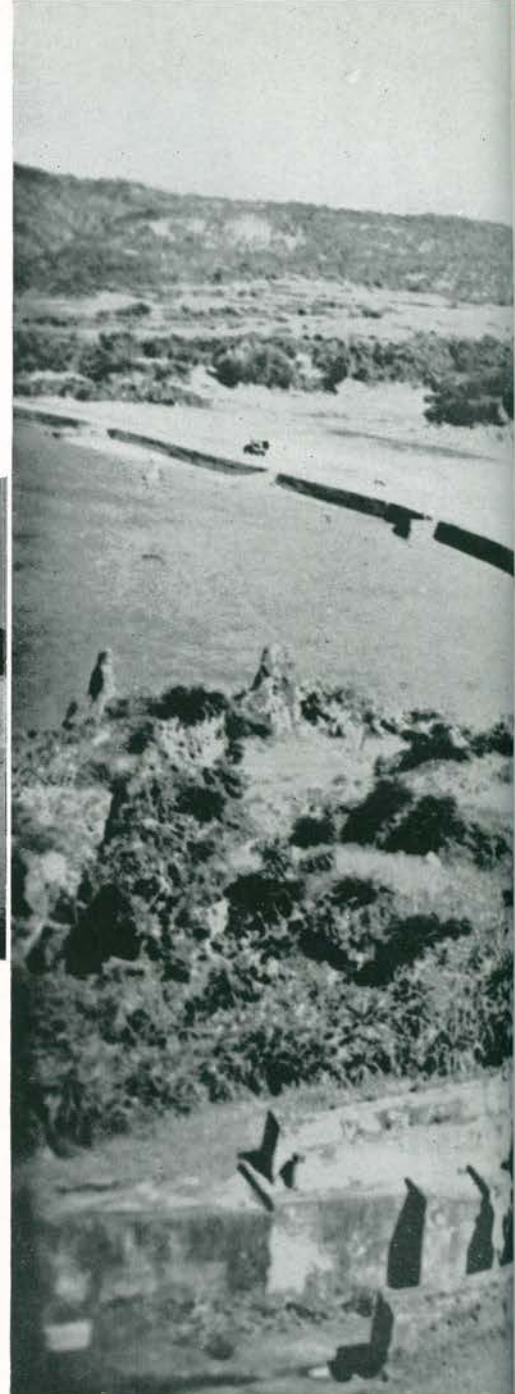


TONS OF DYNAMITE ARE USED IN BUILDING AN AIRFIELD. THE DYNAMITE CREW CONSISTS OF ALERT, TOUGH AND SPECIAL TRAINED MEN.





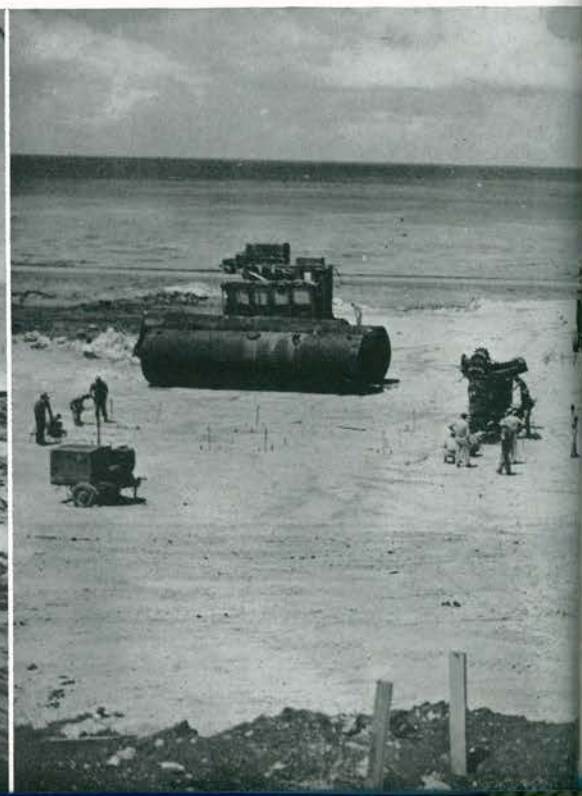
THE SHOVELS AND TRUCKS ARE KEPT BUSY BRINGING CORAL TO THE AIRFIELD

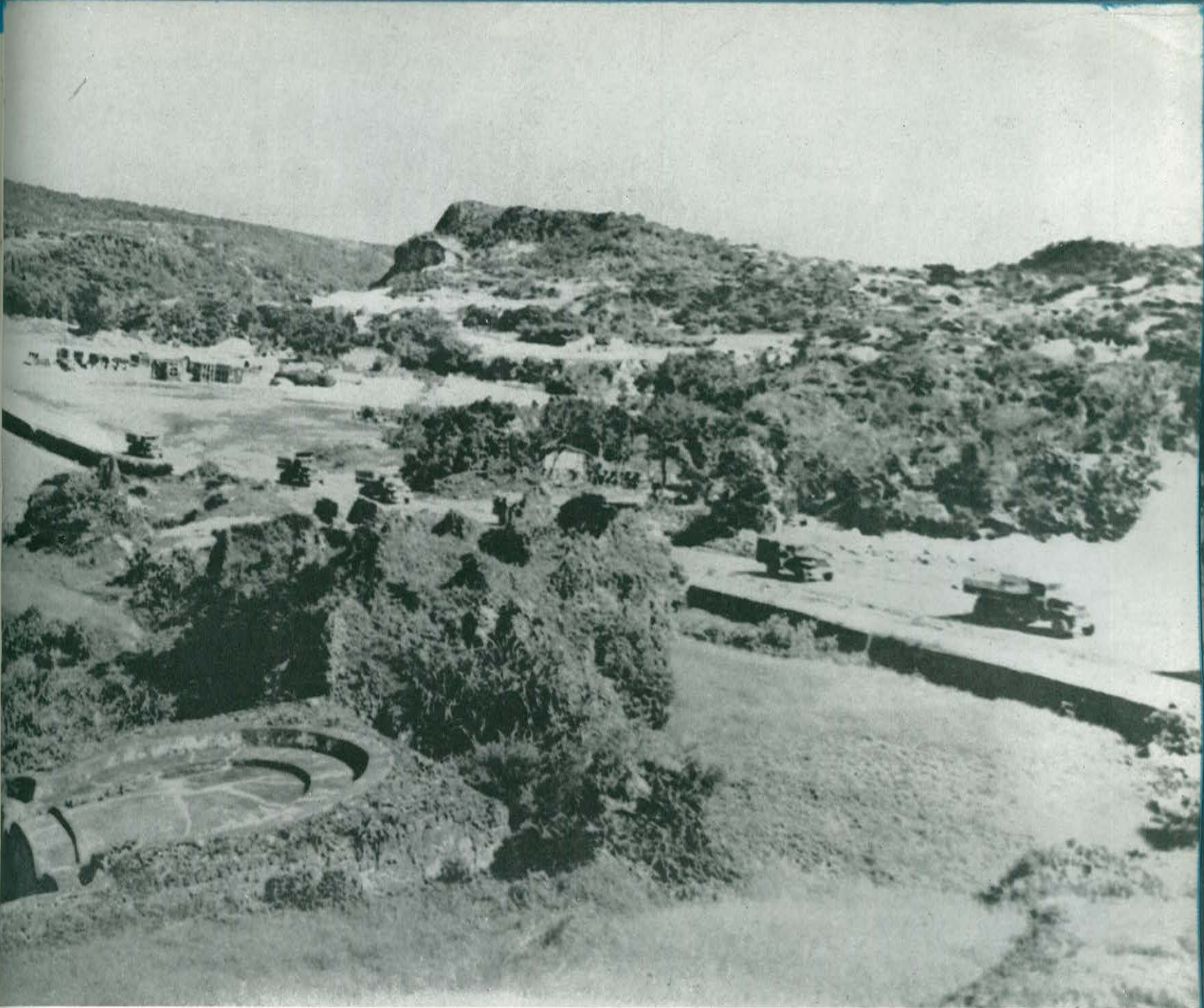


QUONSET HUTS ARE ALWAYS POPULAR

HERE PARACHUTES WILL BE DRIED AND CHECKED

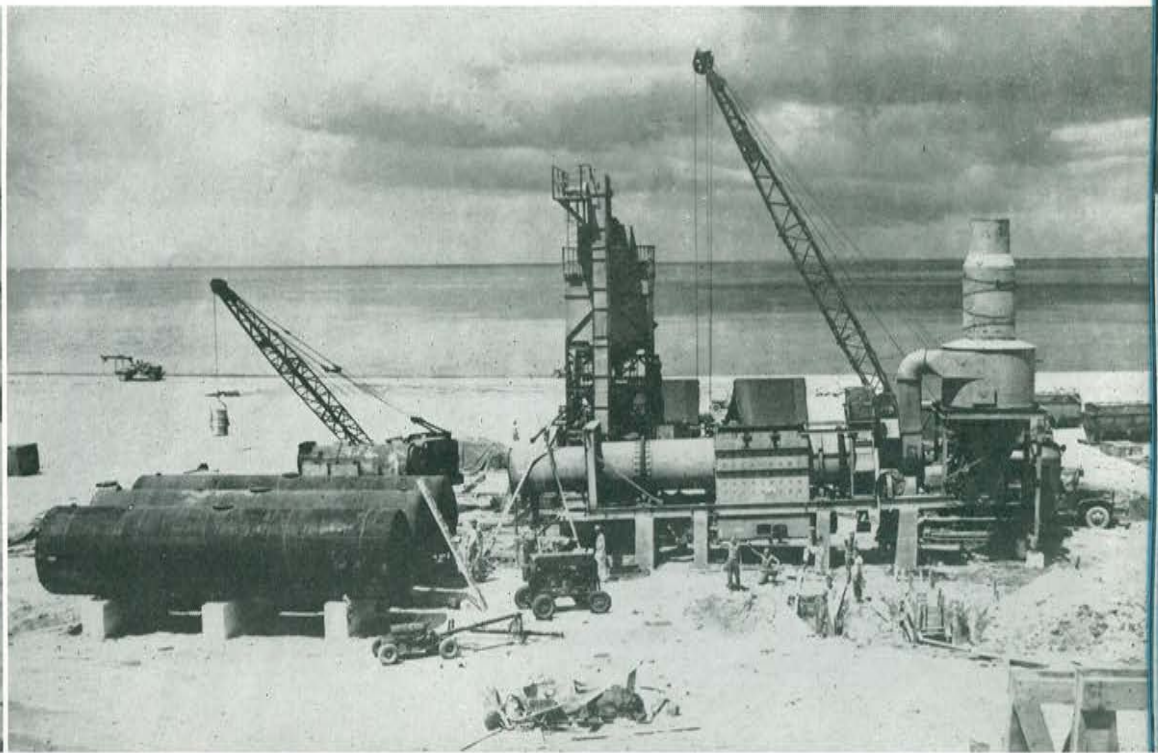
AN ASPHALT UNIT





BEFORE

AND AFTER

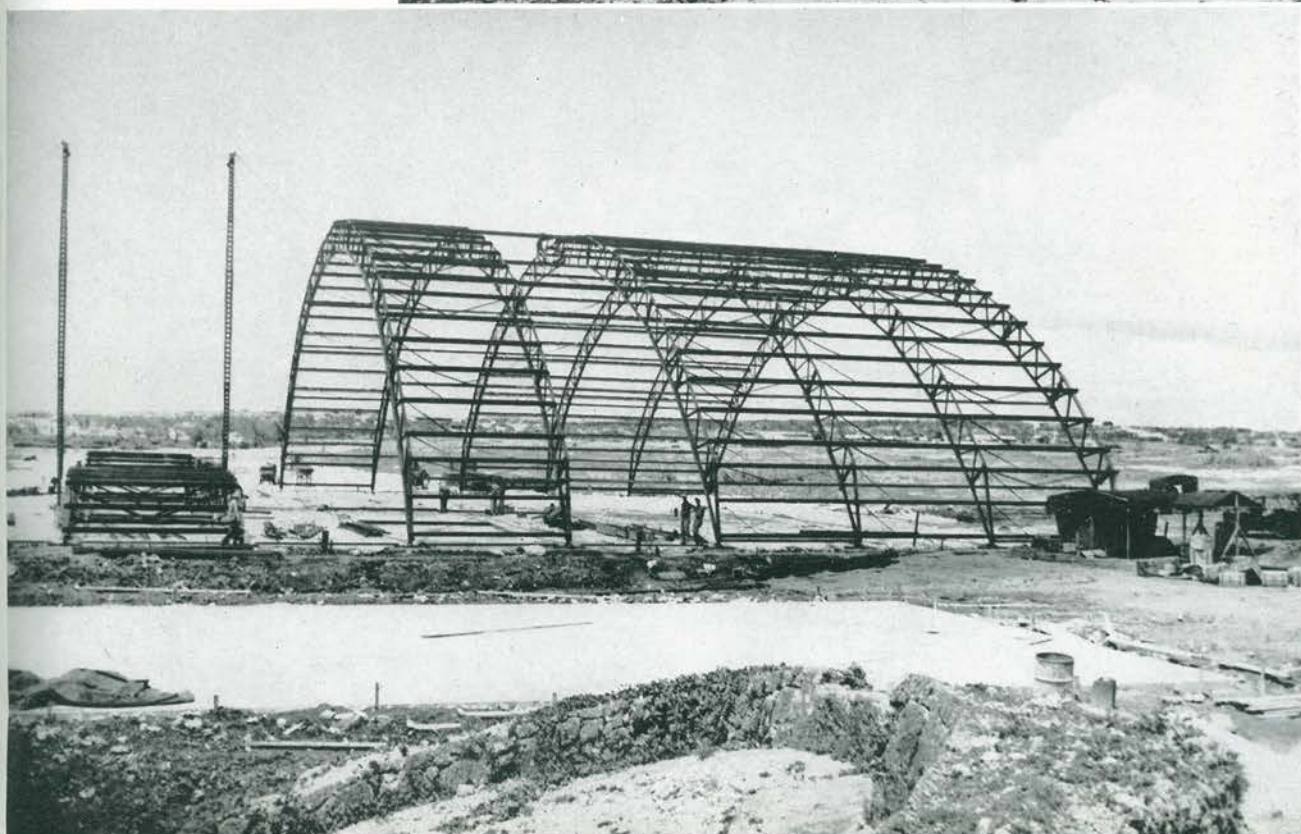
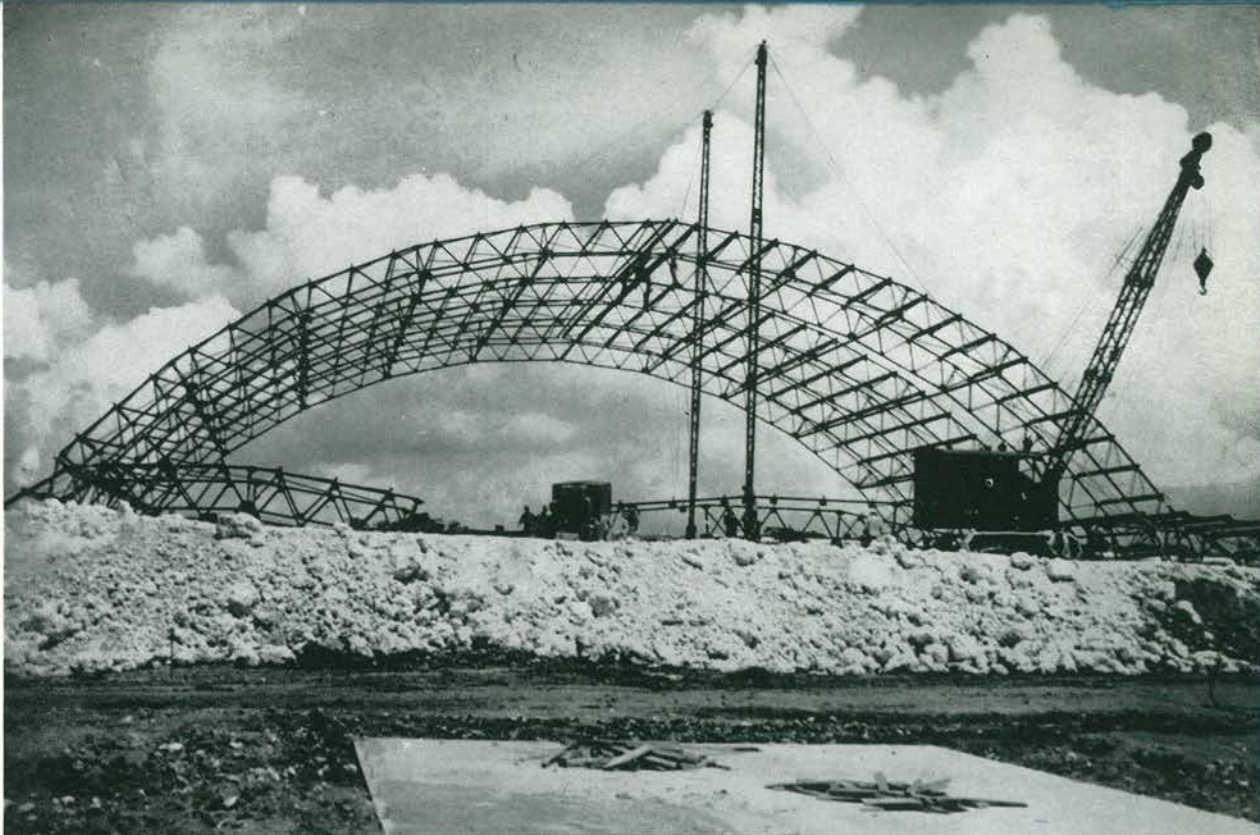


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THE CRANE IS USED TO LIFT EACH SECTION INTO POSITION.



AFTER SECTIONS ARE IN POSITION SEABEES APPLY SCREWS TO SECURE THEM.



BEAUTIFUL CLOUDS FILL THE SKIES



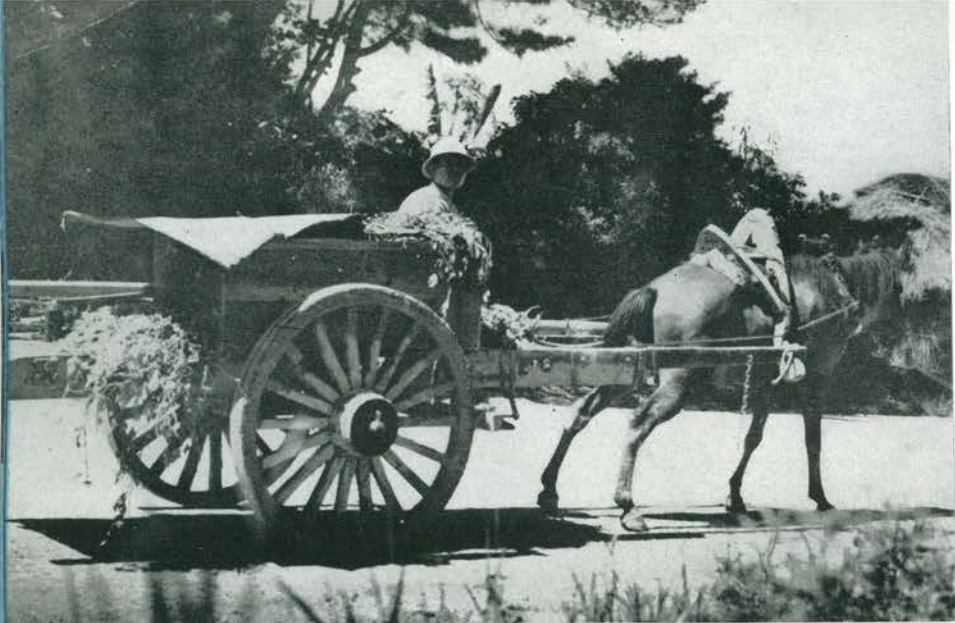


PANDANUS FRUIT

LOW TIDE



THE ANCIENT TWO WHEEL CART FURNISHED THE
NATIVES TRANSPORTATION



SOME OF THE NATIVES LIVE IN STRAW HUTS.





EACH FAMILY OWNS A TOMB IN WHICH THE BONES OF THE DECEASED ARE PLACED IN AN URN.



SOME TOMBS WERE USED BY AMERICANS, FOR FOXHOLES DURING THE BATTLE FOR OKINAWA.



NATIVE LIFE ON OKINAWA IS ANCIENT AND SIMPLE. THEIR LIVING COMES FROM THE SOIL.







NATIVES BEG FOR AMERICAN CIGARETTES



NATIVES HAD TO FLEE WHEN THE BATTLE BEGUN



THEY ARE SKILLED WEAVERS





AMERICANS GAVE NATIVES CARE AND PROTECTION

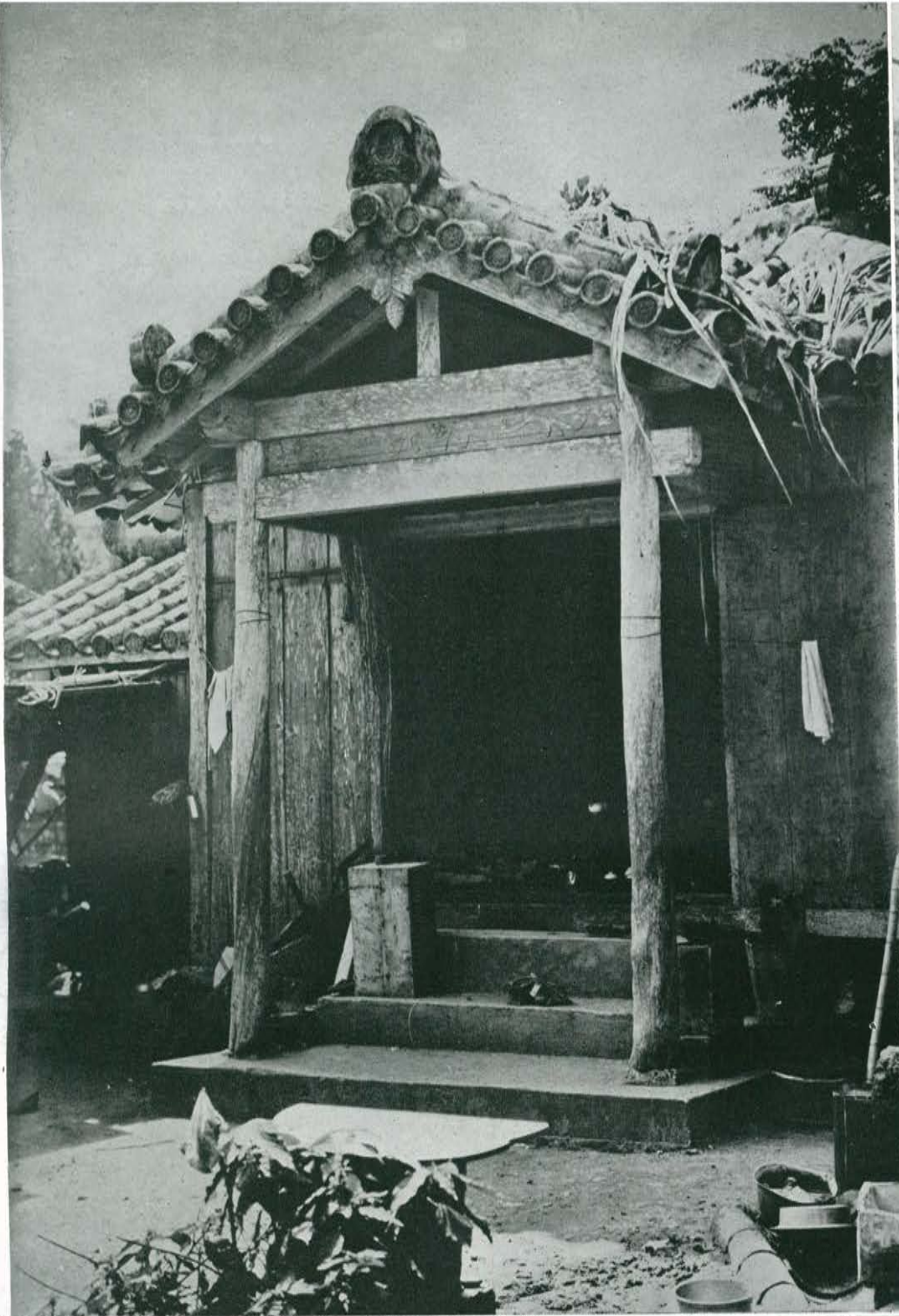


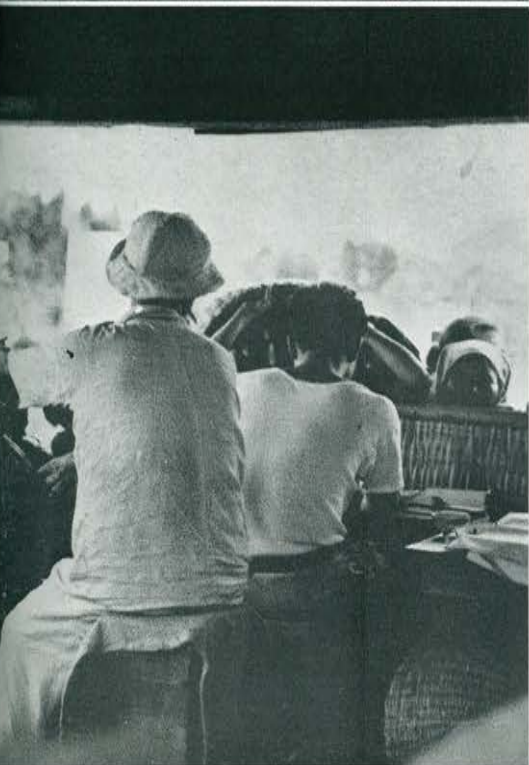
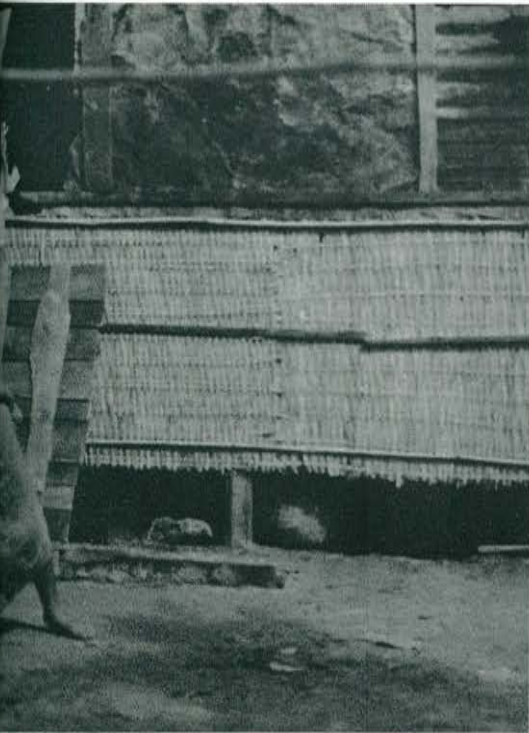
THE BABIES GET TO RIDE

SMILES



A DAY IN THE NATIVE SETTLEMENT





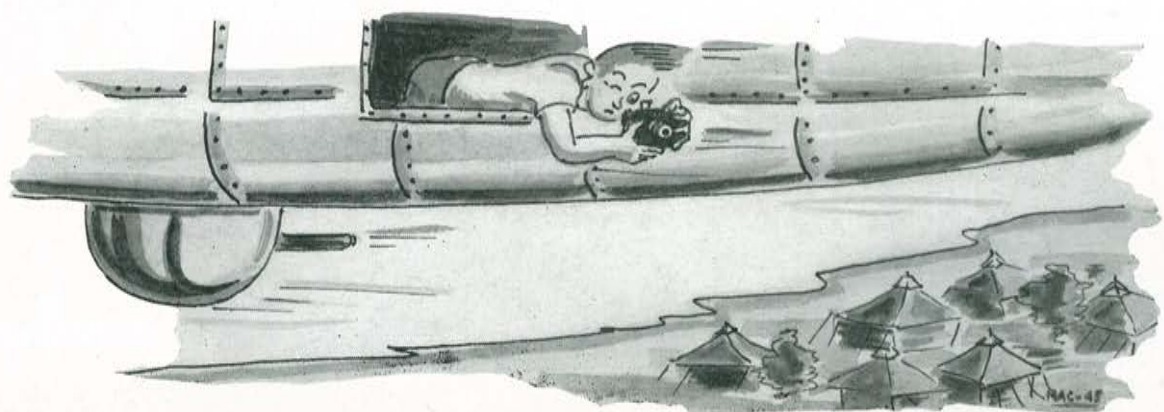


BOLO AIR FIELD AT 5,000 FEET





LOOKING DOWN AT CAMP 82ND. SEABEE.





WAR LOG OF THE EIGHTY SECOND U. S. NAVAL
CONSTRUCTION BATTALION

Commissioned at Davisville, R.I.....28 January 1943
 Left Davisville for Gulfport, Miss.....29 March 1943
 Arrived at Gulfport, Miss.....1 April, 1943
 Embarkation Leaves.....April, 1943
 Left Gulfport for Port Hueneme, Calif.....24 April, 1943
 Arrived at Port Hueneme, Calif.....23 April 1943
 Left Port Hueneme.....10 July 1943
 Crossed Equator.....18 July 1943
 Arrived Noumea, New Caledonia.....28 July 1943
 Left Noumea, New Caledonia.....15 August 1943
 Arrived at Guadalcanal.....19 August 1943
 Co. "C" Left Canal.....31 August 1943
 Battalion left Canal.....13 September 1943
 Co. "C" arrived at Vella LaVella.....1 September 1943
 Battalion arrived at Ondonga.....14 September 1943
 Battalion left Ondonga.....9 December 1943
 Co. "C" left Vella Lavella.....22 December 1943

Battalion arrived at Stirling Island.....10 December 1943
 Co. "C" arrived at Stirling Island.....23 December 1943
 First Anniversary Overseas.....10 July 1944
 Left Stirling (Harbor).....25 August 1944
 Arrived at Nepoui, N. C.....1 September 1944
 Left Nepoui, N. C.....2 May 1945
 V. E. Day aboard Ship (USS CELENO).....7 May 1945
 Arrived at Eniwetok.....11 May 1945
 Left Eniwetok.....20 May 1945
 Arrived at Ulithi.....25 May 1945
 Left Ulithi.....12 June 1945
 Arrived at Okinawa.....18 June 1945
 Rotation began.....July 1945
 Commander Fowler Left Battalion.....June 1945
 Second Anniversary Overseas.....10 July 1945
 V. J. Day.....(ON OKINAWA).....2 September 1945
 V. J. DAY.....(IN U. S.).....14 August 1945

BATTALION DEACTIVATED—DECEMBER 1945



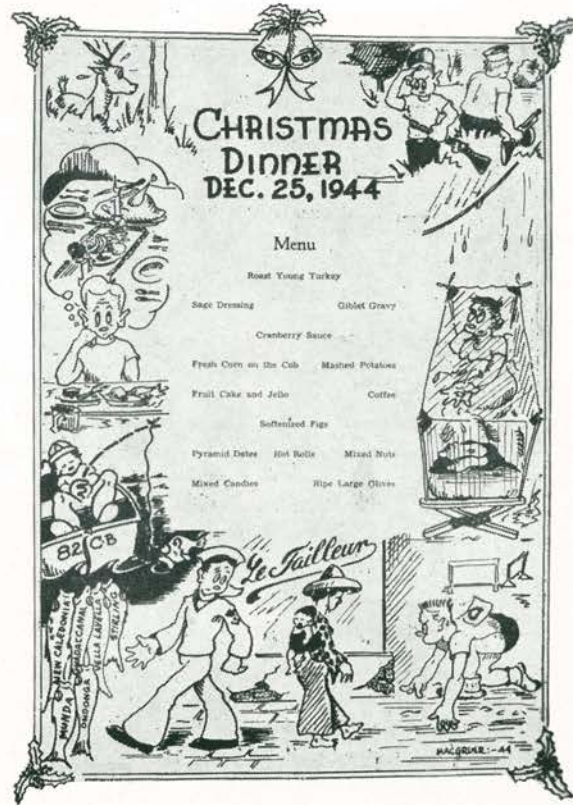
CHEB

MISCELLANEOUS PHOTOS



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ON NEW CALEDONIA NATIVES COME FROM NEARBY MISSIONS TO JOIN IN THE EASTER MASS





A SPECIAL DRAFT OF WELDERS WAS ASSIGNED TEMPORARY DUTY AT
ESPIRITH SANTO.



TUG OF WAR WINNERS OF COMPANY "A"

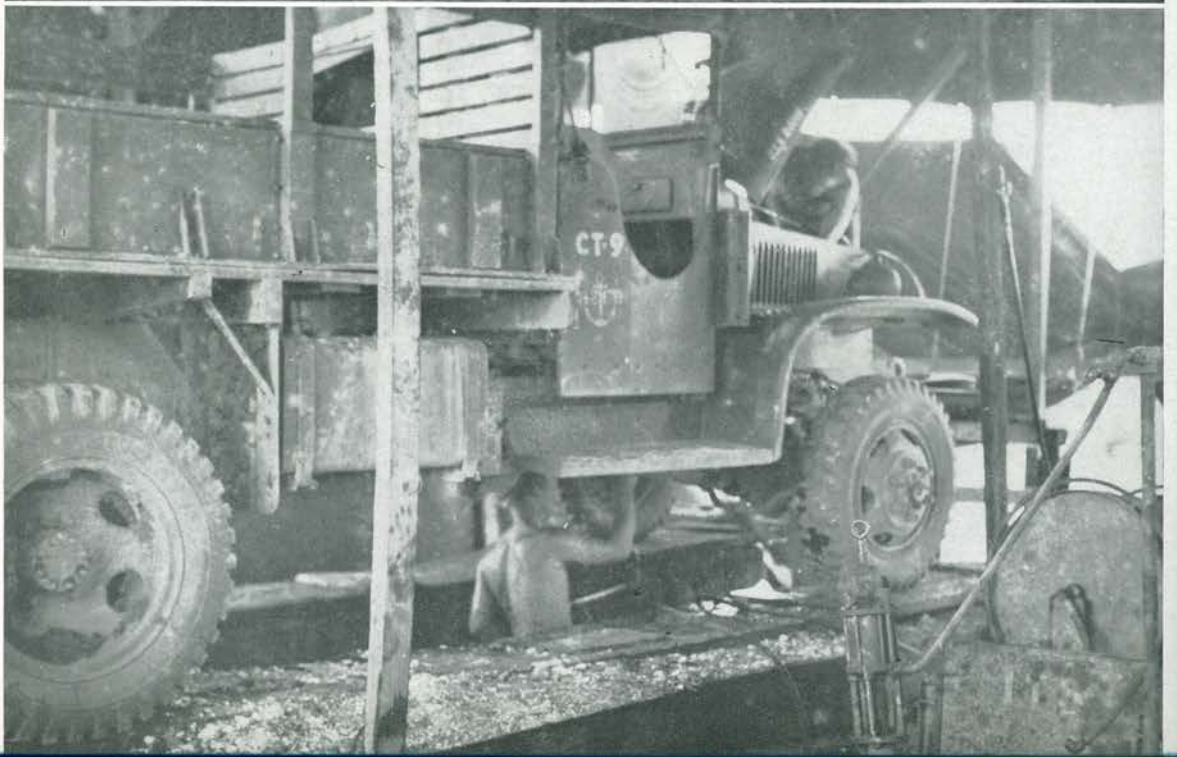
TO KEEP THE TRUCKS GOING THE
TIRE SECTION AT THE MOTOR POOL
IS KEPT OPEN AROUND THE CLOCK.



EACH VEHICLE'S TIRES ARE CLOSELY
CHECKED ONCE EACH WEEK.



LUBRICATION TAKES PLACE EACH
WEEK ALSO.





FIRE IN THE BAKERY

HAPPY BIRTHDAY! HAD YOU BEEN WITH THE BATTALION YOU WOULD HAVE RECEIVED
A SPECIAL CAKE AND A GALLON OF ICE CREAM.





HUNDRED YARD DASH

HIGH JUMP





SHOT PUT

RELAY





DURING THE EARLY DAYS ON OKINAWA IT WAS NECESSARY TO GET OFFICIAL PICTURES COMPLETED. A FOXHOLE WAS THE SOLUTION.



DOCK MODEL

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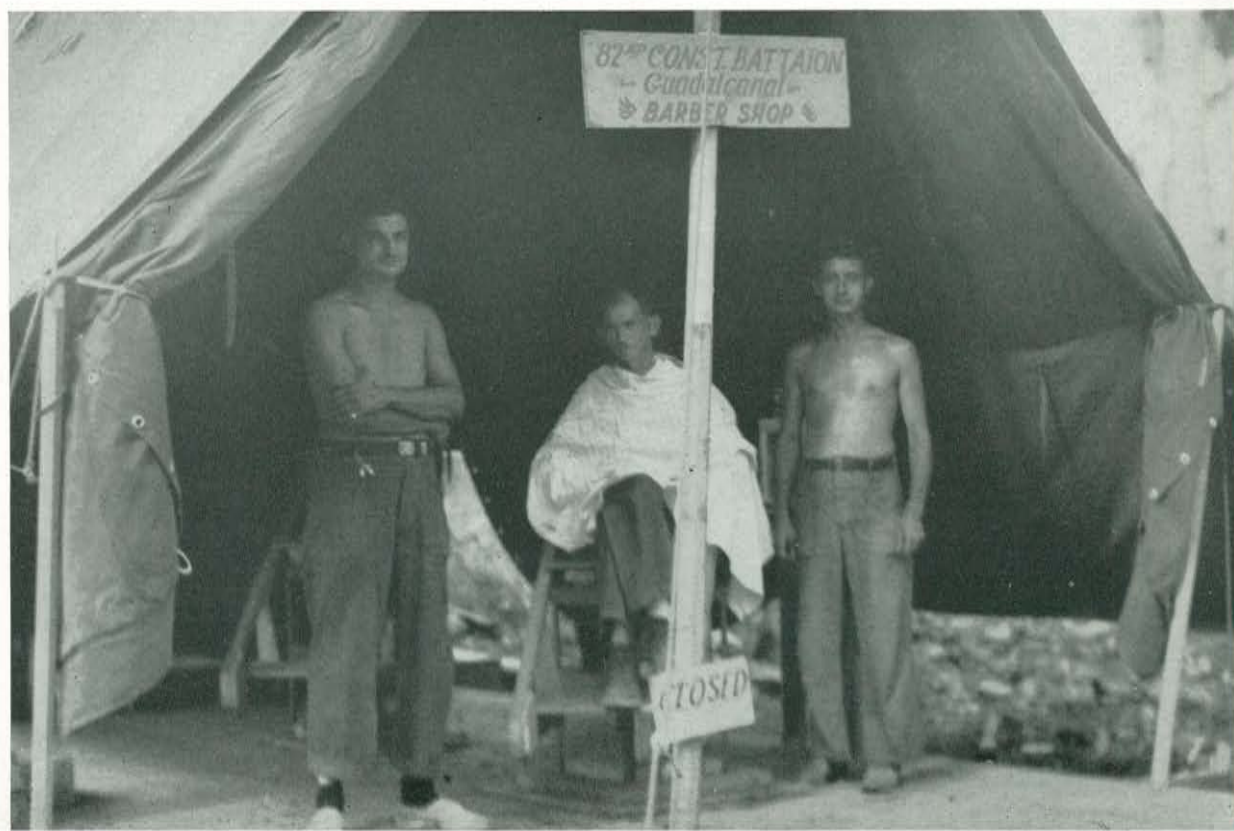


RELAX



OFFICERS MESS

FIRST OVERSEAS BARBERSHOP



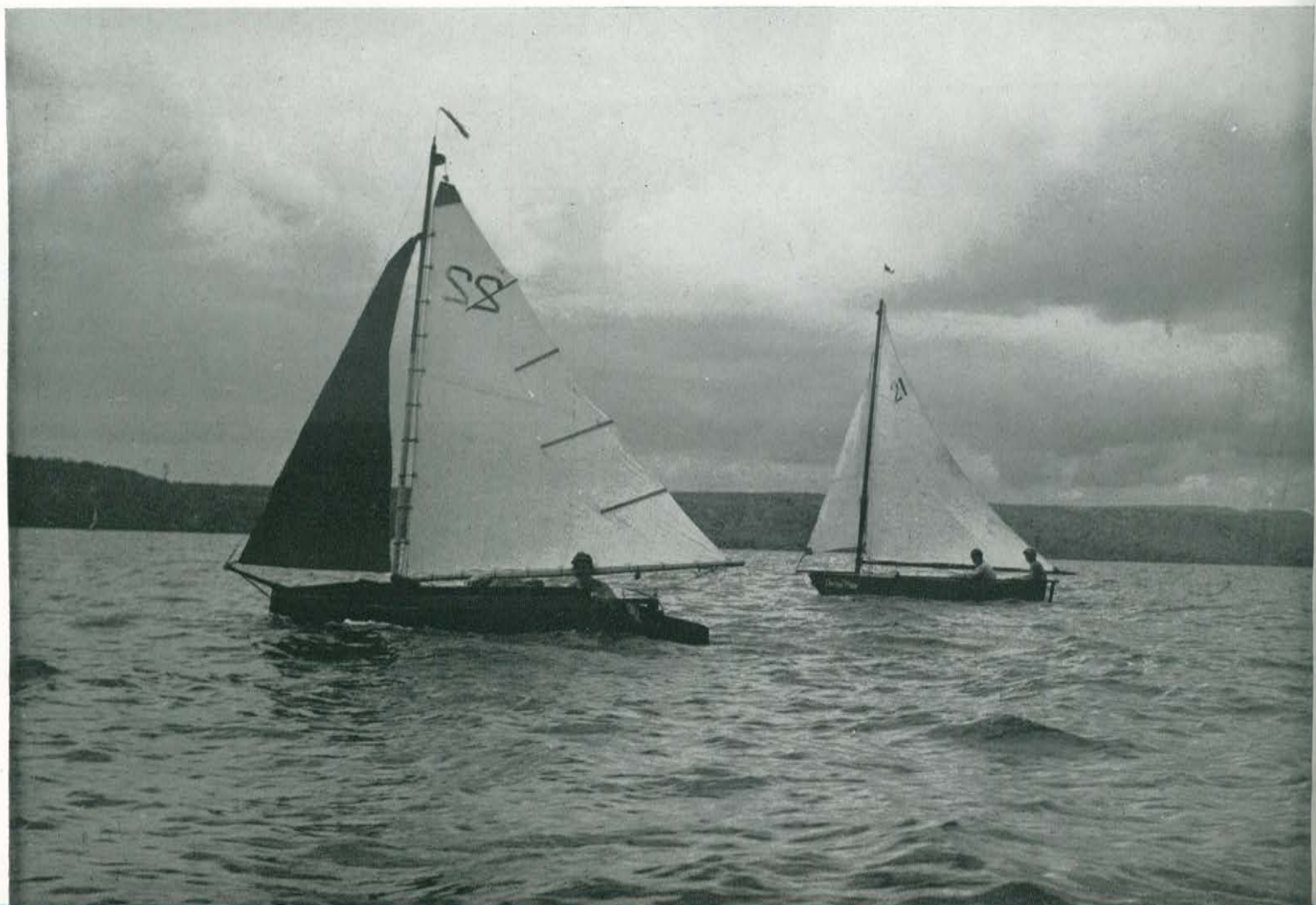


OUR COMMANDERS



MAGGIE

LET'S
GO
SAILING





FIX BAYONETS



SEABEE INGENUITY



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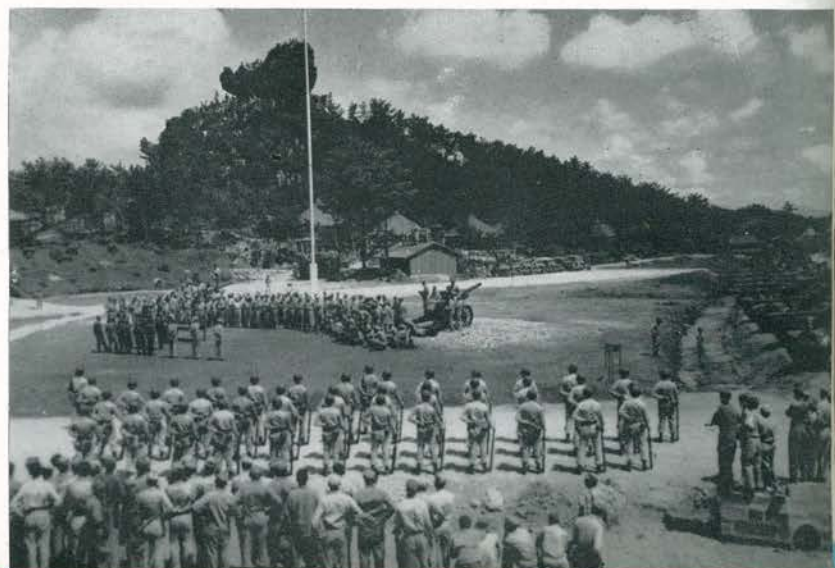


JAP "BETTY" LANDING ON IE SHIMA WITH EMISSARIES WHO ARE ENROUTE TO PHILIPPINE ISLANDS TO ARRANGE SURRENDER TERMS WITH GENERAL MACARTHUR



MAKING TRANSFER FROM JAP BOMBER TO AMERICAN TRANSPORT ENROUTE TO MANILA

SURRENDER OF RYUKYUS TO GENERAL STILLWELL ON OKINAWA, SEPTEMBER 7, 1945





WELL, I CAN DREAM, CAN'T I?

ENGRAVINGS BY
NORTHERN ENGRAVING AND
ELECTROTYPE CO.
CANTON, OHIO

PRINTED BY
CHAS. M. HENRY PRINTING CO.
GREENSBURG, PENNSYLVANIA

ROSTER of

THE 82nd U. S. NAVAL CONSTRUCTION BATTALION

OFFICERS

| | | | |
|--|--|---|---|
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| <p>BLANK, HAROLD H. 14 Elm St. Great Neck, L. I. N. Y.</p> | <p>FITZPATRICK, J. W. 32 Jefferson St. Ellicottville, N. Y.</p> | <p>LAMPP, RICHARD L. 349 Cottage Ave. Jacksonville 6, Fla.</p> | <p>QUIST, AUSTIN H. 919 S. 17th. Ave. Yakima, Wash.</p> |
| <p>BRODERICK, FRANK P., JR. c/o 503 Beacon St., Boston, Mass.</p> | <p>FOWLER, THOMAS J. 205 Alworth Bldg. Duluth, Minn.</p> | <p>LANAGAN, CHARLES W. 6 Eliot Crescent Brookline, Mass.</p> | <p>REDE, JOSEPH F. 8730 Covington Ct. Brentwood 17, Mo.</p> |
| <p>BROWN, ELLIS R. P.O. Box 382 Ashland, Mass.</p> | <p>GENISOT, ANTHONY L. 629 Eastern Ave. Rhineland, Wis.</p> | <p>LEVINE, BENJAMIN 144 Sheppard Ave. Newark, N. J.</p> | <p>RICHTER, HOWARD J. 719 Richmond St. Rockwell City, Iowa</p> |
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|--|---|---|--|
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| <p>DAVIS, NORMAN (n) 300 Commerce St. Cordova, Ala.</p> | <p>DERRICK, LOUIS J. Rt. 2, c/o Mrs. Joe Miller Bronte, Texas</p> | <p>DOMANICO, EDWARD C. 80-29 162 St. Jamica, N. Y.</p> | <p>DRISCOLL, JOHN J. 3814 Upton Ave., S. Minneapolis, Minn.</p> |
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