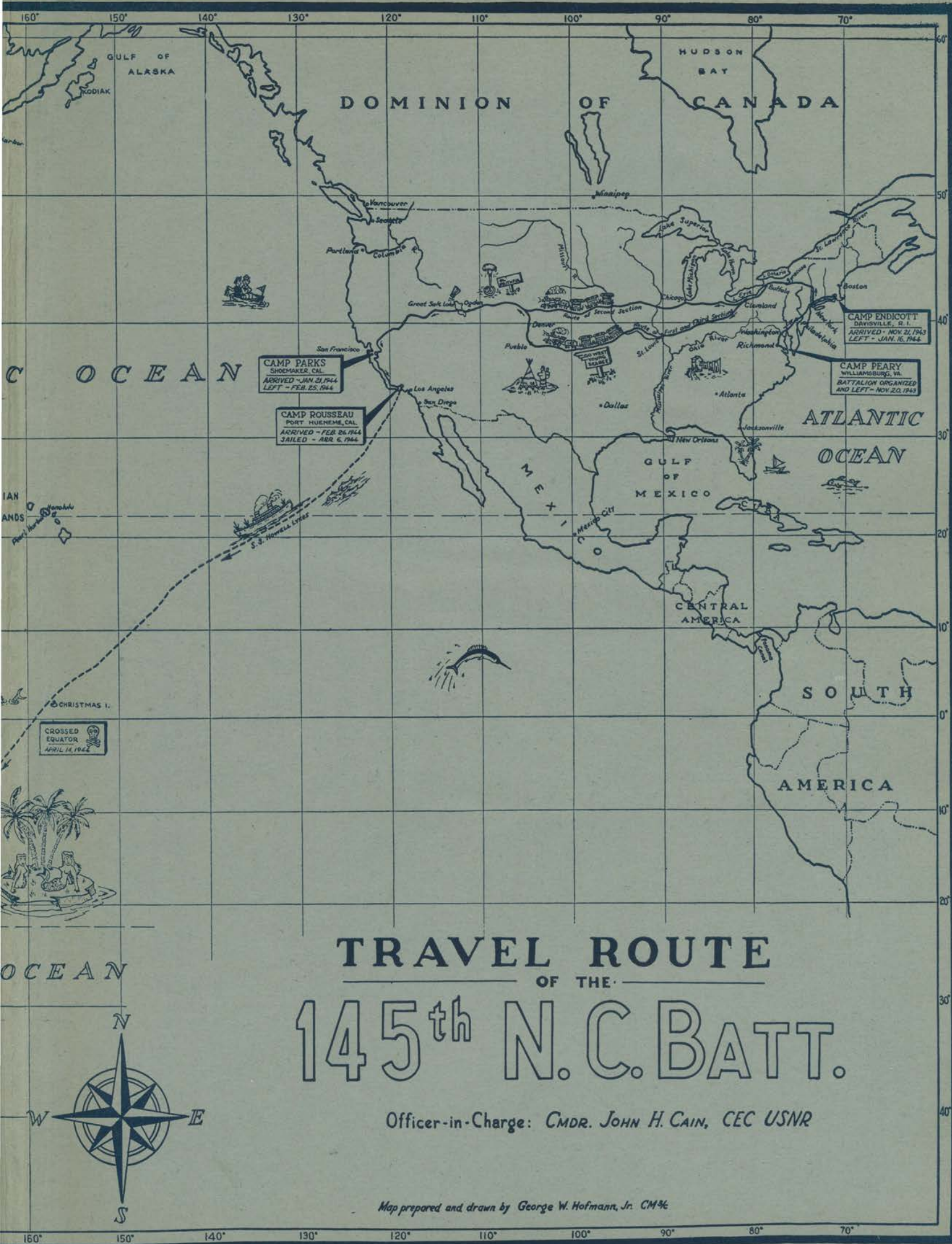




SERVICE RECORD





SERVICE RECORD

OF THE

145TH NAVAL CONSTRUCTION BATTALION

1943 - 1944 - 1945

ADONAS
OLLEA
YHAFALI
AM ADONAS

This Book is Dedicated to Those Who Did Not Return



SEYMOUR SALLENSON, S2c

who died on Banika in the Solomon Islands Aug. 4, 1944



WILLIAM E. LaRACE, CCS

who died on Banika in the Solomon Islands Sept. 9, 1944



JOSEPH J. NESGODA, GM3c

who was killed on Banika in the Solomon Islands Dec. 24, 1944



JOHN E. MARTIN, MM3c

who was killed on Okinawa April 13, 1945



ROBERT M. TINNES, S1c

who was killed on Okinawa April 29, 1945



RAY CLEO SKINNER, S1c

who was killed on Okinawa May 25, 1945





COMMANDER JOHN H. CAIN

ONE HUNDRED AND FORTY-FIFTH NAVAL CONSTRUCTION BATTALION

c-o Fleet Post Office
SAN FRANCISCO, CALIFORNIA



25 October 1945

JHC/jdw

From: Officer-in-Charge.

To : All Hands.

1. I have looked at unnumbered college and high school annuals. All of them contained a stilted message based on some pious platitude.

2. This is your book. It has been put together for one purpose only—to remind you in the future that you were once a member of the 145th "Seabees." It is my hope and the hope of the editorial staff that these reminders are all pleasant.

3. We have come a long way. We have been through some good times and some bad ones. We have gone through them together. If in the years to come this book brings you pleasant memories of your former shipmates and revives in you, at the moment, the spirit of that which was once the 145th "Seabees," then this book will have served the purpose for which it was intended. No word I might contribute could do more.


JOHN H. CAIN
Comdr., CEC, USNR
Officer-in-Charge



LIEUTENANT COMMANDER R. E. HARRISON

CHRONOLOGY OF 145TH EVENTS FROM 1943-1945

1943

November 15—First muster of 145th in Area A-7, Camp Peary.
November 20—Battalion boards train for Camp Endicott, R. I.
November 21—Battalion arrives at Camp Endicott, R. I.
December 3—Moved to Sun Valley firing range.
December 17—First edition of THE ISLAND X-TRA printed.
December 19—Embarkation leaves begin.
December 30—Battalion is commissioned.

1944

January 16—Battalion boarded three trains for Camp Parks, Calif.
January 21—Arrived in "Land of Sunshine".
January 22—Embarkation leaves for west coast men.
February 25—Battalion moves to Port Hueneme, Calif.
March 13, 21—Advance supply ships leave Port Hueneme.
April 6—Battalion embarks on transport Howell Lykes.
April 14—Ship crosses equator.
April 19—Ship crosses International Date Line.
April 22—Ship anchors at Espiritu Santo to refuel.
April 26—Ship arrives at Guadalcanal.
April 27—Ship arrives at Banika in the Russell Islands.
June 6—Announcement made of the invasion of Europe.
September 9—145th took over operation of ABCD.
October 9—Battalion moves to new camp near ABCD.

1945

January 6—145th quits ABCD, begins military training.
February—Thirteen special units of 145th embark for invasion.
February—Fifty men transferred to First Marine Division.
March 3—Main body of 145th and equipment embarks from Banika on LST's 581 and 672.
March 31—Battalion arrives with convoy off western Okinawa.
April 1—L-Day. Invasion of Okinawa.
April 1—Rear Echelon leaves Banika.
April 2—Forward group lands on Okinawa.
April 3—Forward group establishes camp below Yontan Airfield.
April 31—Rear Echelon arrives.
June 16—Detachment of men over 42 leaves for home.
July 15-28—Battalion moves to new permanent Okinawa camp.
August 10—Announcement made of Japan's offer to surrender.
August 31—First contingent of 145th's leaves for discharge under demobilization plan.
October 6—Battalion marks 18 months overseas.

A BATT IS BORN



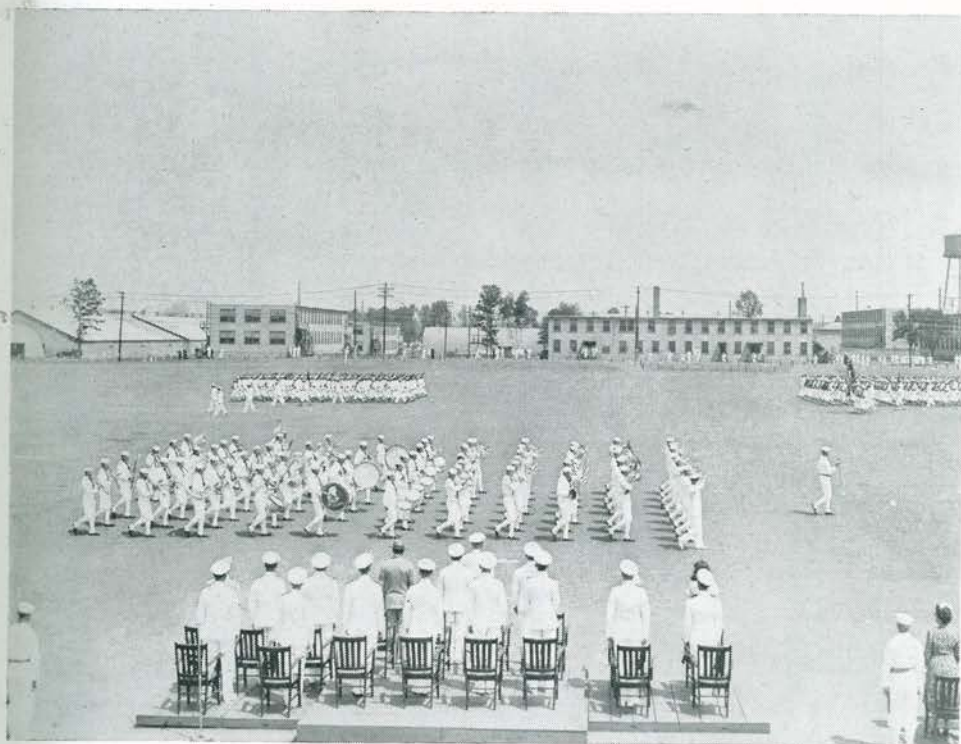
As the sunrise dispersed the chill early morning mists from over Camp Peary, Virginia, on the morning of 15 November, 1943, a momentous event was in the making. Old Doc Stork circled thru B-10 area, hopped into Replacement, dipped thru Ship's Company area, and laboriously dumped his mountainous load with a resounding thud into Area A-7.

The 145th Naval Construction Battalion was born.

Little did the infant suspect the experiences on the long rough road ahead of it . . . a journey that would occupy two years and would take it to Japan's front door and back.

And so it was with a naive and strictly GI "Here Sir" that we answered our first muster at Camp Peary. It was with the enthusiasm of the uninitiated that we marched to the trains in tempo with a band, and set out on November 20, 1943.

Camp Peary, Va., where was born the 145th Naval Construction Battalion in November 1943.



From Peary to Camp Endicott, R. I., where the 145th was whipped into a functioning unit and on the final day of 1943 was commissioned.

From Camp Endicott the 145th went to Camp Parks, Calif., for further training, thence to Port Hueneme, Calif., for the finishing touches, and then the waiting ships on April 6, 1944.





On the following morning, after sitting up in day coaches all night, we arrived at Camp Endicott, Rhode Island. As we marched thru the cold early dawn to a large drill hall, we had an experience that was to follow many times—that of coming into something new and unknown. There is an apprehension in such an experience that defies description. That same experience was with us in each move that we made throughout the battalion's career.

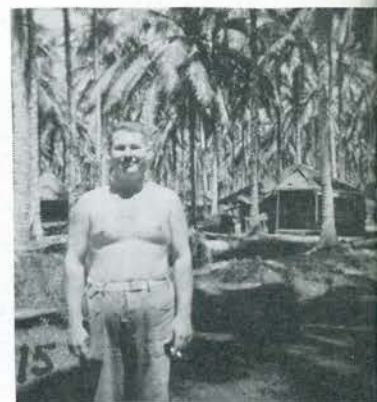
At Camp Endicott we studied in special schools, drilled, worked, had military training and on December 3, moved to unforgettable Sun Valley to practice on the firing range. The December cold numbed trigger





Park Avenue (1) Before & (2) After; (3) Jerry Colonna; (4) Ed Lyons, the ice man; (5) Censors McKenney, Mombourquette, Leight, Miron, Kiker & Thompson; (6) Laundrymen Kohler, Buschman, Sawyer, Roth, Shields, Martin, Tyrell, Richardson, in back row, and in front—DiNatale, Hertz, Maso & Margulis; (7) Banika airfield; (8) Bob Hope; (9) Chow line; (10) "Verboten"; (11) Tropical paradise(?); (12) "Where Poppies Grow".

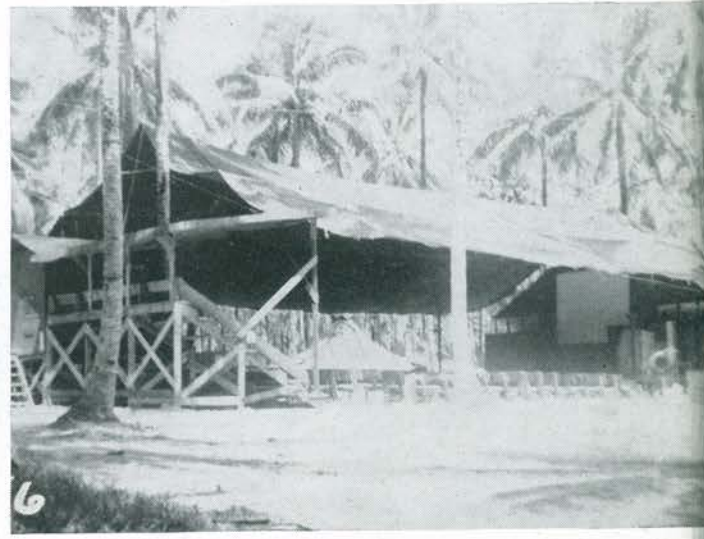
BANIKA VIEWS



(1) Banika Beach; (2) Malaria Control; (3) ???; (4) Red Cross Club; (5) Malaria Control and helpers; (6) W. R. Markotay dressed formal; (7) Chiefs Ewan, Turner and McKensy pose; (8) Chief Turner's coconut heads; (9) Chief Turner and friend; (10) E. F. Wood and Barracuda; (11) L. B. Jolls; (12) Publicity Hounds Beyers, McNally, Fisher and Fadden; (13) Lt. Engerran; (14) Headquarters Hoodlums; (15) V. E. Kline.



(1) Sailing in the Solomons: Officers Hewett, Engerran, Laity, Harrison, Cruse and Morgan; (2) Bar Room Art by Nowak; (3) Seabee Shower; (4) Schneller and friend; (5) Nastasi, "Veronica Lake" of the South Pacific; (6) Bailey and Bulldozer; (7) Welder Brockson at work; (8) Homesick?? (9) Herb Muhs congratulates Hofmann. Or vice versa; (10) Water tower; (11) Sick Bay Gang.



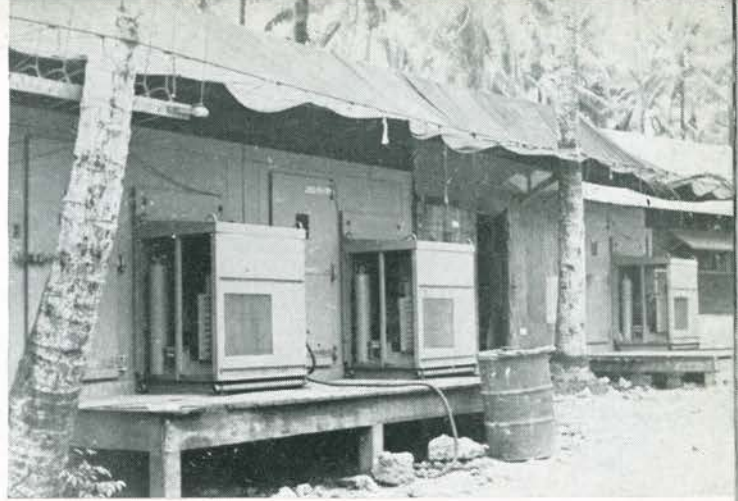
(1) Artist Leo Nowak at work; (2) Arnold and Alligator; (3) S. Favalaero and friends; (4) Bakers Hoeinghaus, Karvonen, Szatko, King and Fink; (5) Glamour Gals Muhs and Jorgenson; (6) Theatre; (7) Ship's Store; (8) Area entrance; (9) G. H. Emery and Power Plant; (10) Cook Brown has Butcher Hildebrand scared; (11) Coral Pit; (12) A. Kiker and Jungle; (13) Cook Brown doesn't scare Cook Fetterman.



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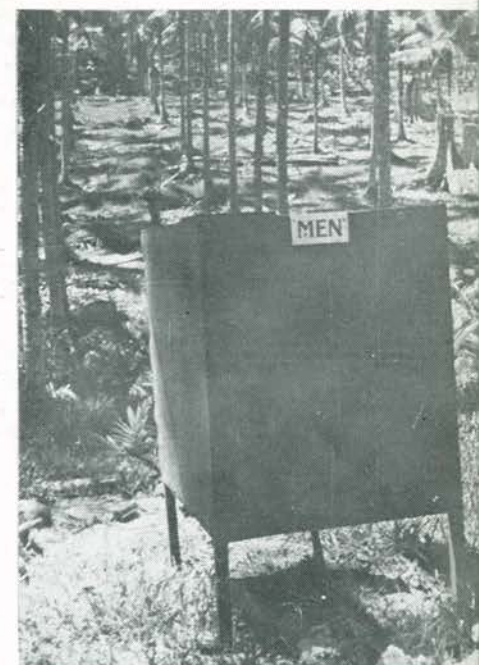
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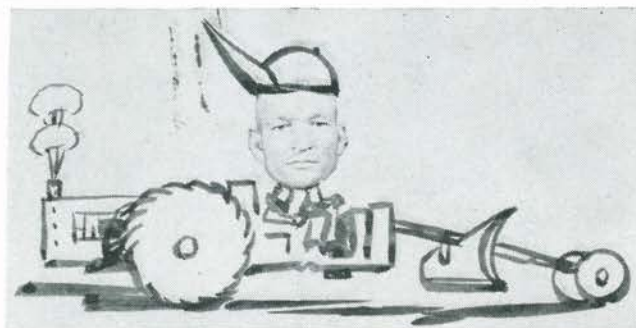
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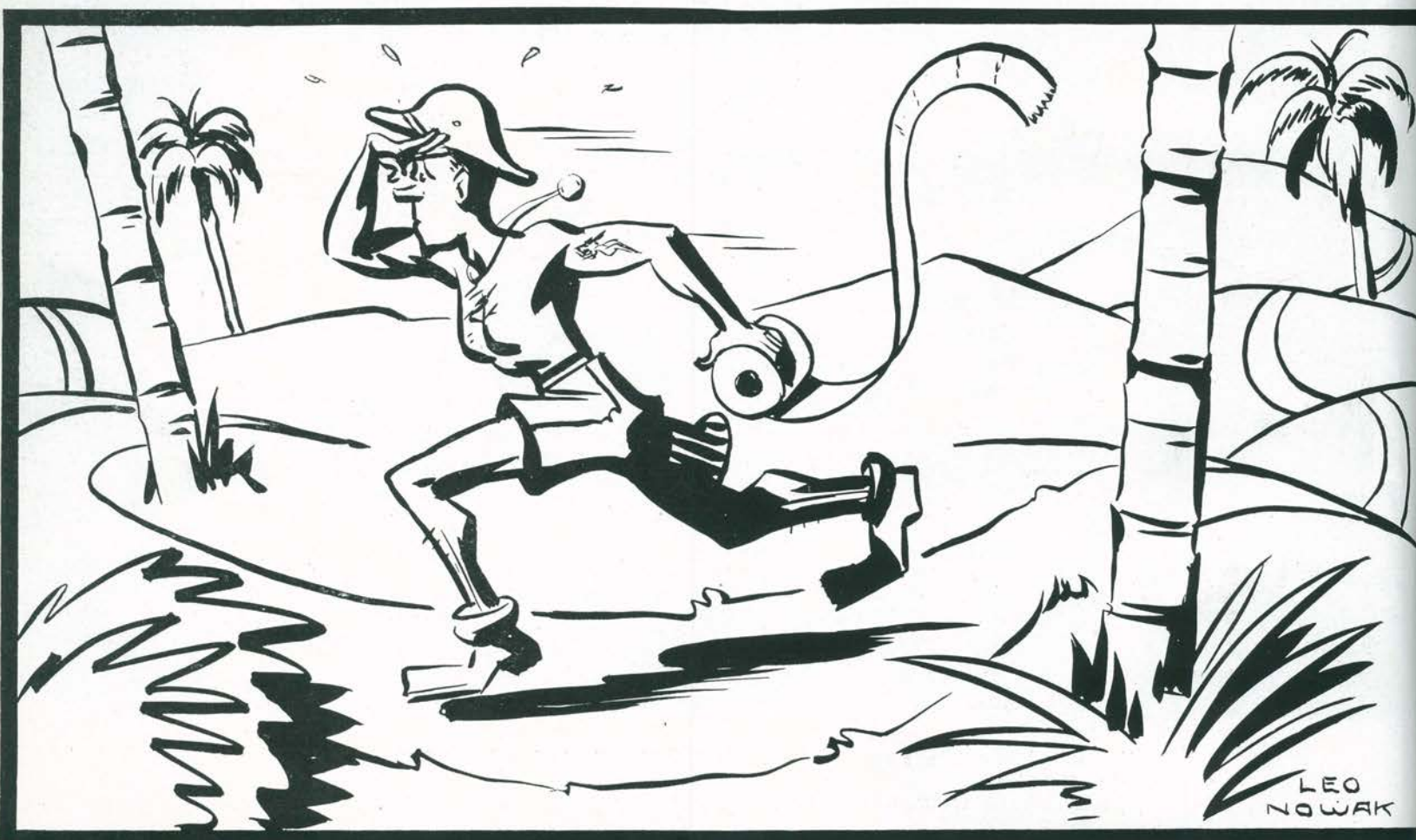
(1) Ole Stephenson strikes a pose; (2) Levesque and mansion; (3) Reefers; (4) McClellan—seeing spots; (5) Gebar amuses native friends; (6) Gateway to new Banika camp; (7) Honor Guard; (8) Bowman at ease; (9) Weidman practices; (10) No Women Allowed.



fingers, but even so, 48 men made "experts" by firing over 175. Executive Officer Lt. Cmdr. (then lieutenant) R. E. Harrison led the field of experts with a score of 185. Nestor P. Robinson was a close second with 184.

BATTALION IS COMMISSIONED

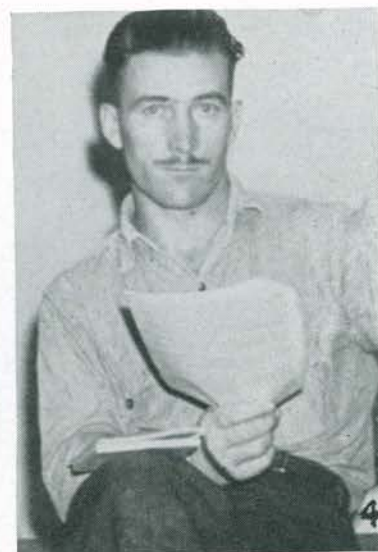
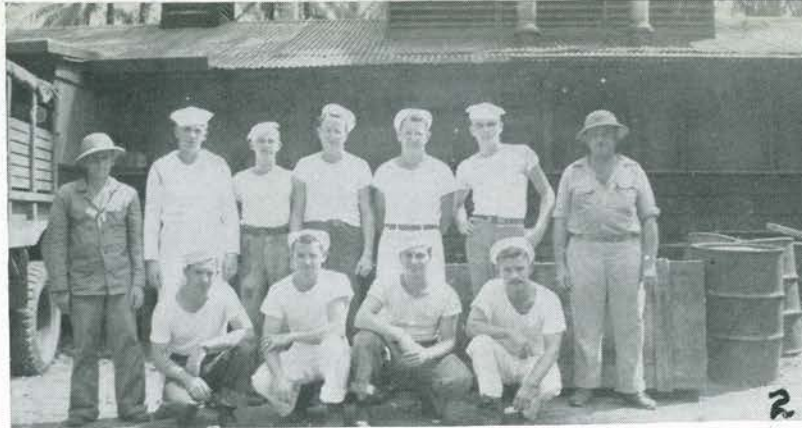
On December 17th the first issue of the battalion's official newspaper



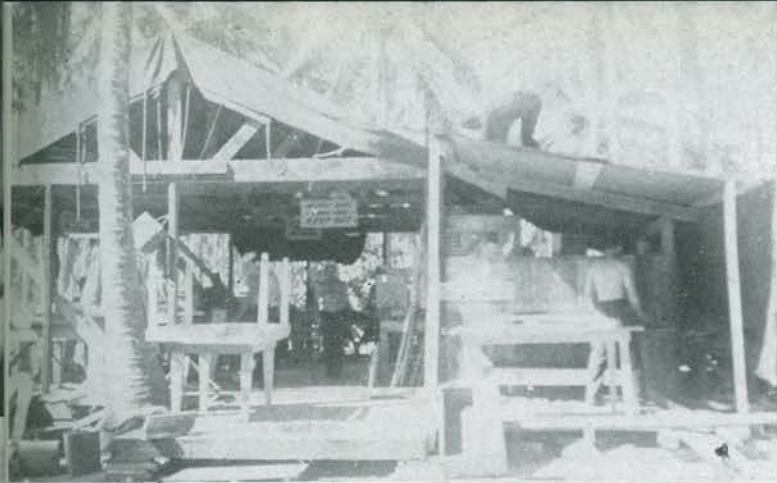
Head Hunting in Solomons



(1) The Skipper; (2) Ship's Service chit booth; (3) Lt. Rockwood and two Banika boys . . . no, that one on the right is Humphries; (4) Cooks Combs, Roberts and Ewig; (5) Seabee Simmons and chow; (6) Operator Bailey and dozer scratching up the earth; (7) Sokoloski and parrot; (8) Lt. (jg) William Redd; (9) Leaning Tower of La France; (10) Loading mail at SCAT; (11) Anthony "Hot Lips" Trovato.



(1) McShea, Yeaple, Scheinpflug and Anthony; (2) Galley Gang; (3) McQuilkin; (4) W. I. Lowry; (5) Welding shop; (6) George Mamanakis holding up a B-25; (7) Blanchard and Bendekovitz; (8) J. F. Mowrey; (9) Gary, Indiana gang; (10) Keefe and Jeep; (11) C. E. Sawyer taking it easy down at the Red Cross canteen,



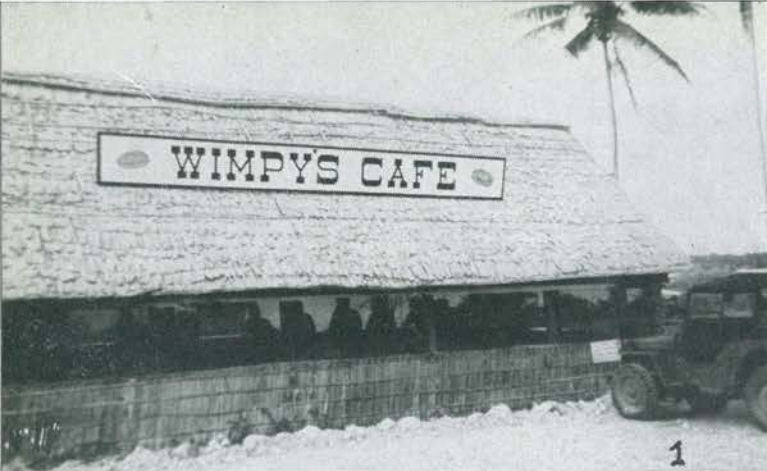
(1) Carpenter Shop; (2) C. R. Richards and Airacobra wreck; (3) Mailmen McGuirk, Hines and Aspinall; (4) Cooks and Christmas turkeys; (5) Hyde Park; (6) McShea and cocoanuts; (7) Foxhole; (8) C. L. Shook at Red Cross canteen; (9) P-38; (10) McGee, Logue, Nesgoda and Menard with "captured" Jap flag; (11) Lingatu; (12) Tuning her up; (13) Steele and . . . yep, McShea again.



(1) Lt. Carey L. Cruse; (2) Just a bunch of publicity hounds; (3) Chaplain Ivan Hoy; (4) New Banika galley; (5) Pettit and Keefe and foxhole; (6) Jungle flower; (7) Songbirds Judd and Boehler; (8) Recreation Hall; (9) Leibek and Knight grin for cameraman; (10) Galley gang; (11) "Jap-Hunters" Bromlow, Stephens and Gebar.



(1) Chief Carpenter L. J. Adams and Marine sons, Lt. Fred and Pfc. Gene; (2) Pete Chwalyk; (3) Beach Scene; (4) Tough Mutton; (5) Clyde Brandt and feathered friend; (6) For that play Whitney and Walsh should both be out; (7) Bowman and BAR; (8) "Man Mountain" Meister threatens Photographer Nowak; (9) Headquarters volleyball; (10) Bill Schroeder's "Greyhound" to ABCD; (11) Chaplain C. D. Denham; (12) Stephens and friends.



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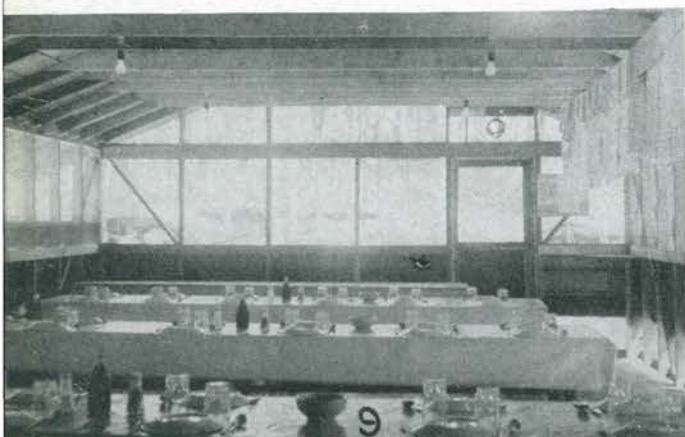
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THROW ME A
COUPLE MORE
MAC-AN' ANOTHER
BOTTLE OF GLUE!



8



9



10

(1) Wimpys on Banika; (2) Hobby Shop; (3) Coconut Grove; (4) Kommissary Kids; (5) Yankee Stadium of South Pacific; (6) Hup-two-three; (7) Gasoline dump; (8) Chow tents; (9) Chiefs' Mess; (10) Banika cemetery.



(1) Ball game at the 145th-constructed NAB field; (2) J. A. Volk inspecting air-propelled Seabee boat; (3) Martin Jost working on "native" souvenir; (4) E. L. Olivo liberty bound; (5) "Stumpy" Ritchey; (6) . . . and his Coca Cola; (7) Chief Kadel; (8) Doc May; (9) "The Beard" Mullenau,

was published. With our future definitely marked with an "Island X" destination, what was more appropriate for the paper's name than "THE ISLAND X-TRA"? Battered by the fortunes of war and circumstance, "THE ISLAND X-TRA" was to know a stormy and irregular career, but it served its purpose well.

After what seemed ages of Navy life, December 19 brought ten-day embarkation leaves for all personnel whose homes were east of the Mississippi—meaning about four-fifths of the battalion. Those lucky enough to be home for Christmas were back again before New Years, for on December 30, the 145th battalion was commissioned. In a colorful and

"Discouraging, isn't it? I always thought Seabees looked like they pictured them in the movies."



very military ceremony on Camp Endicott's parade field, Rear Admiral Gaylord Church presented the battalion's colors to Commander John H. Cain.

GO WEST, YOUNG MEN

On January 16, 1944, the battalion shipped out of Camp Endicott in three special trains, and five days later we unloaded at Camp Parks, California, near San Francisco. We were moved into a new and unimproved area, and as a "sideline" to drilling, working, and studies, workmen of the battalion put the area into strictly "Seabee" shape. The day

THE LONG AND SHORT OF IT

They slept in a tent together,
Big Tex and Tiny Tat.
To some, one seemed a runt
And the other big and fat.

But the one was a mighty atom,
A dynamic force of fire,
If he just weren't short on one end,
He'd been a darned sight higher.

The other, a good natured fellow
Was one who was firm and staunch.
A tower of powerful muscle and strength
Though slightly large in the paunch.

But do you think Tatulinski's kidded
About his size and all that?
No, his treatment was opposite,
He was always called "Big Tat".

And you'd think they called Pearce "Heavy"
To taunt and bother and vex,
But no, he was dubbed quite different,
His cognomen was "Tiny Tex".

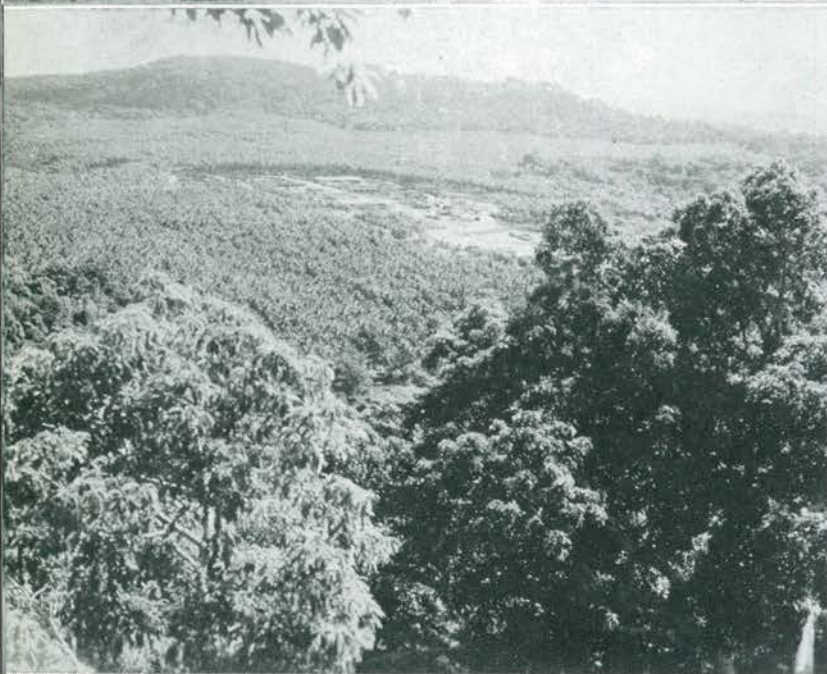




SOLOMONS NATIVES



NATIVE VILLAGE



SCENIC BANIKA



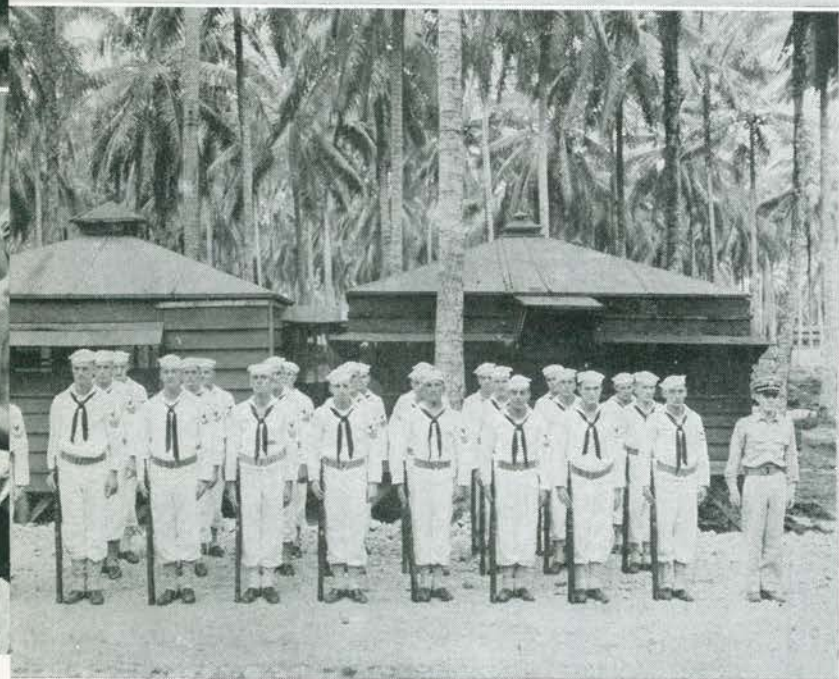
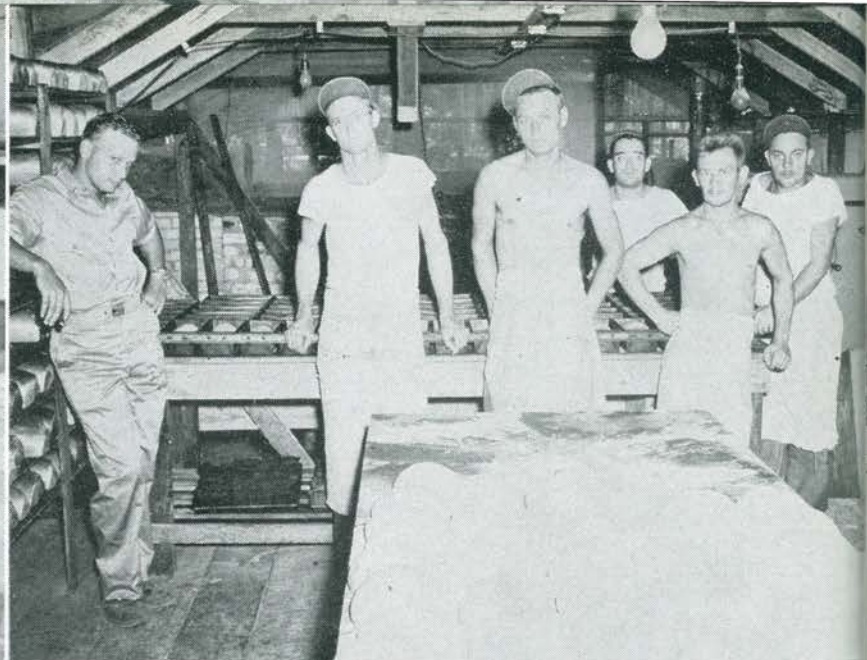
SCENIC BANIK A



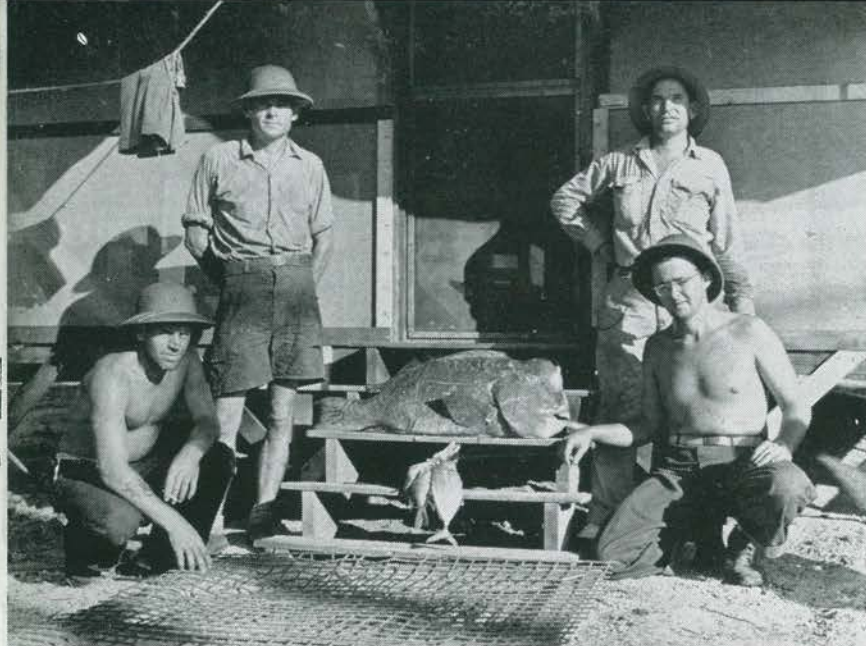
Upper left, on the line; upper right, in the butts; center left, "Ready on the right; ready on the left . . . ; center right, cleaning weapons; lower left, mortar team; lower right, students of the machine gun.



Top, Fourth Base Depot Native Chapel; center, Native chapels on neighboring islands; bottom left, Catholic Mass at 145th; right, Christmas Services, 145th, 1944.



Upper left, Supply Officer Lt. Carey Cruse and stogie with Chiefs Freeman and Kuttler; right, with the bakers "rollin' in dough"; center left, the 145th's portable galley; right, Cobblers Roth and Margulis wrestling GI footgear; lower left, honor guard for Adm. Halsey's visit to Banika; right, first 145th photo lab.

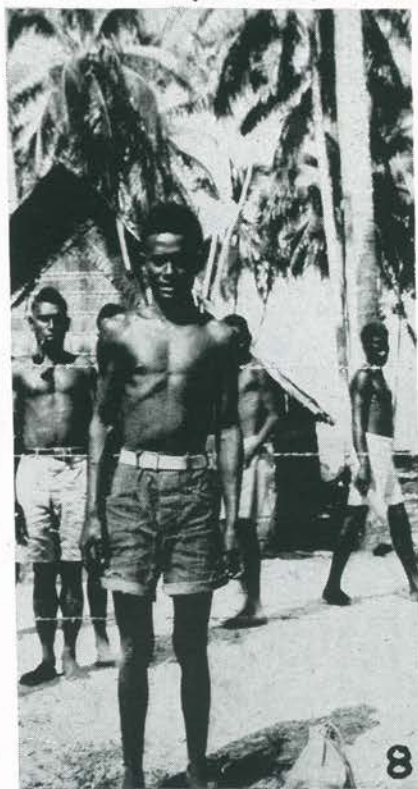
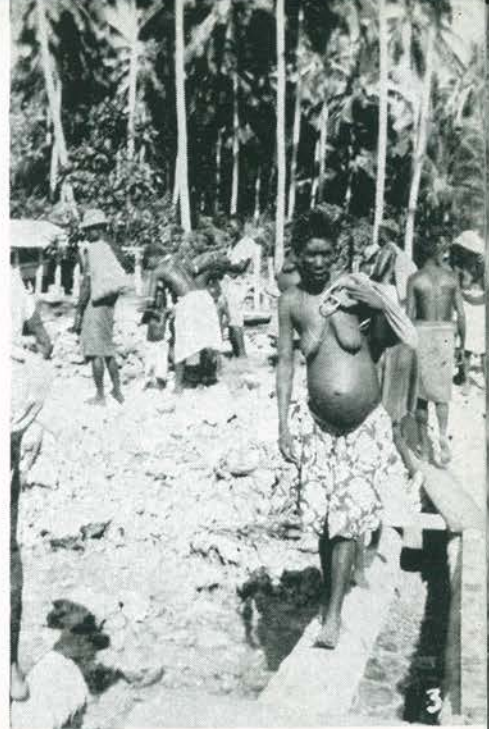


Upper left, Fishermen Weathers, Dobkins, Paradise and Jones with catch; right, The medics: Corpsmen Stillwell, Friel, Herrington, Walsh, Hammer, Carlsen, Frankowski, Barron, Regnery and Mairose; and Chief Pharmacist Mate Taylor, Doctors Ewald, Megna and Krulevitz; center left, Storekeepers Tyrell, McCrave and Taylor pose with Xmas-spirited store; right, gateway to new Banika camp; lower left, Banika airstrip; right, Buddies Kephart, Evans and Kulibert.

after our arrival, men whose homes were west of the Mississippi, were given embarkation leaves. After a great deal of working and drilling, and a few San Francisco-Oakland liberties (discouraged by the lengthy hike from the gate to our area) we were ready to move again. This time it was to Camp Rousseau at Port Hueneme, California. And when we boarded trains (day coaches again) for southern California, we knew we were outward bound, for Port Hueneme was a noted "jumping off" place



"Mascot Hell! This is today's chow rations."





145TH CHAMPIONSHIP BASKETBALL TEAM

Formed in Camp Endicott, Rhode Island, in December 1943, the 145th Battalion basketball team left a trail of victories across the U. S. from Endicott to Camp Parks, Calif., to Port Hueneme, Calif. This team won 17 of the 19 games played, and walked off with the Camp Parks trophy pictured here.

Back row, left to right, is shown, Lt. J. W. Rockwood, coach; Chet Solak, Bob Lazorchick, Fay Whitney, Jim Thomas, Ellis Humphries, Herb Muhs, manager; front row, left to right, Dar Ehorn, Robert Loube, Walt Knorowski, Chet Marshall, captain, Guy Ballard, and D. O. Smith. Also a team member was Robert Shurlow, not shown.



SHOWTIME ON BANIKA brought such entertainers via USO, as Jack Benny and Carole Landis, upper left; and Jerry Colonna and Larry Adler, center left. The Wilde Twins, Lee and Lyn, as official pin-ups of the 145th, graced the wall of the Rec Hall in the pose shown upper right. Lower left shows the interior of the recreation hall on Banika, and lower right is a scene from the Christmas Day entertainment, 1944.

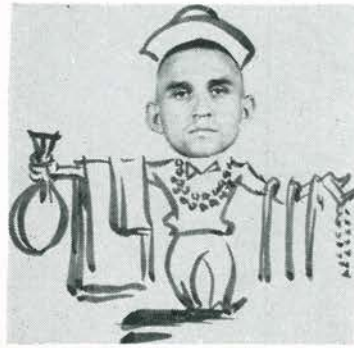


ABCD AT BANIKA



Upper left, warehouse area from distance; upper right, warehouse row; center left, trucks; center right, equipment; lower right, Warehouse No. 1 gang.





for the Seabees. We made the move on February 25, arriving at Hueneme the following day. Upon arrival, we straddled our seabags and paddled thru streams of liquid California "sunshine" to our area—another quonset village in need of much improvement.

THE FINAL PHASE

At Camp Rousseau we fired, drilled, worked, Hollywooded, and prepared for shipping out. Shipping the battalion overseas was no small item for it required three ships. The first two, supply ships, left in March. With the first ship on March 13, went a vanguard of the battalion headed by Chief Carp. W. C. Maynard. With him were Chief R. E. Bossell, N. A. LaDow, A. D. Farren, J. P. Zyczkowski, G. M. Contois, J. P. Meyers, J. M. May, W. D. Mullenau, J. E. DeMar, and E. H. Godfrey. On March 21, the second supply ship followed with Chief Carp. J. A. Roberts and Lt. (jg) O. P. Pope and a group of nine men aboard. The men were W. E. Haskin, A. S. Huser, H. G. Mercer, E. M. Harrington, C. I. Chester, B. D.

Reminiscent of Banika and the old camp is this scene of the canvas-topped theater, with the ever-present oil drums in the foreground.



And here the Barber Shop that peered between the cocoanut trees onto Park Avenue . . . the waiting stall in front where we sat and watched the Banika world go by while we waited for another GI.

To the left, the post office on which we daily hinged our hopes for our only connection with the rest of the world; to the right the Skipper's office; and in the background, personnel office.





FIRST BANIKA CAMP

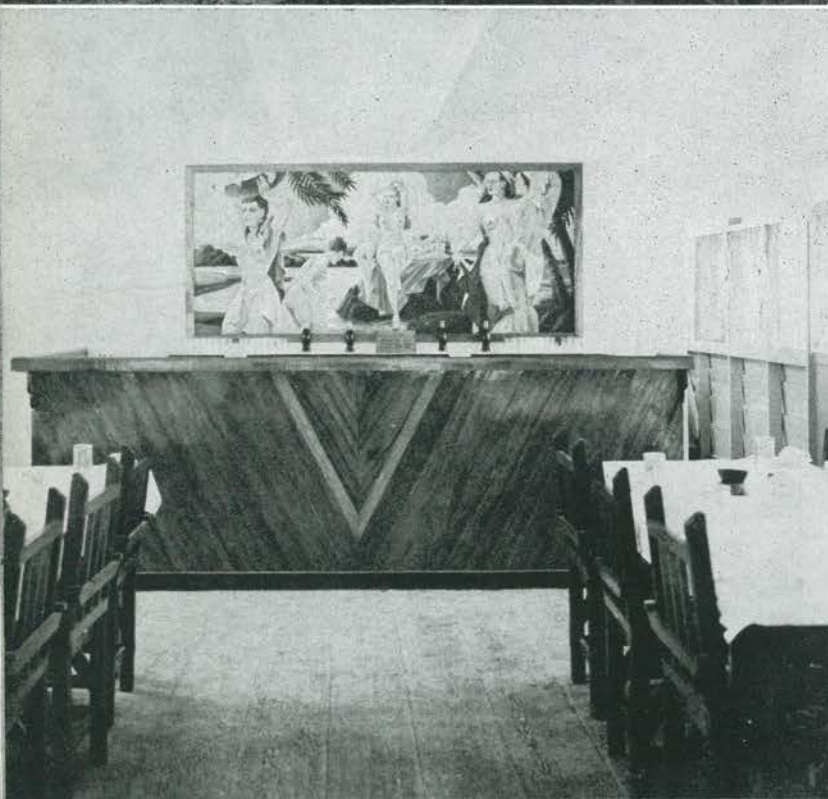
Upper left, Park Avenue; upper right, Supply; lower left, Transportation; lower right,
Sick Bay.

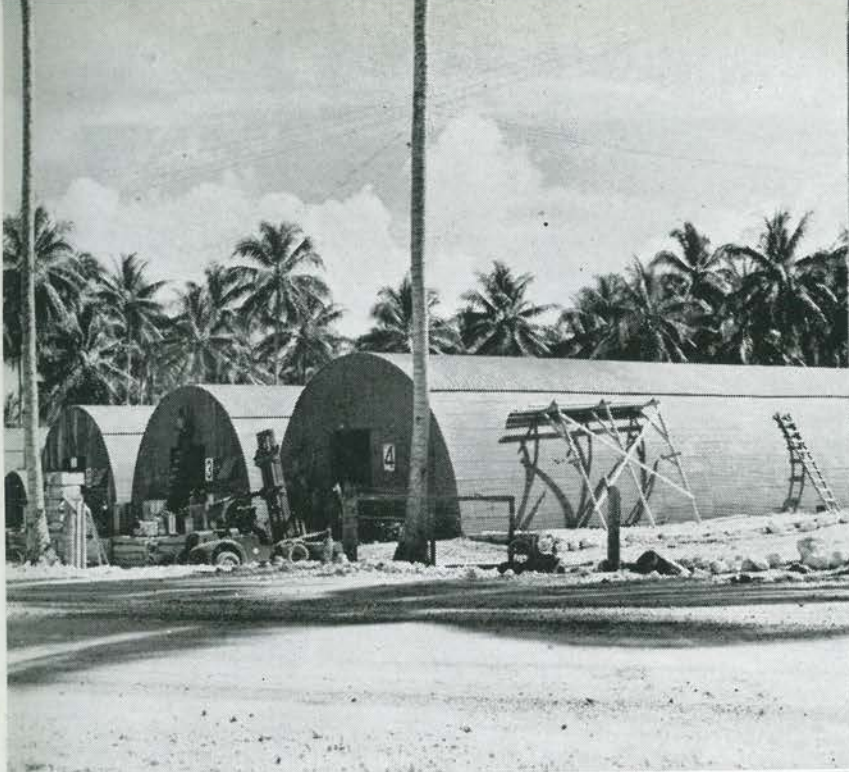


OFFICER'S CLUB, BANIKA



Elks Club, cocktail lounge, and dining room rolled into one, is the 145th Officer's Club. At left an exterior view of the Banika establishment. Center left, the bar; center right, the dining tables. Lower left, a friendly game; lower right, Christmas party.





WAREHOUSE CONSTRUCTION

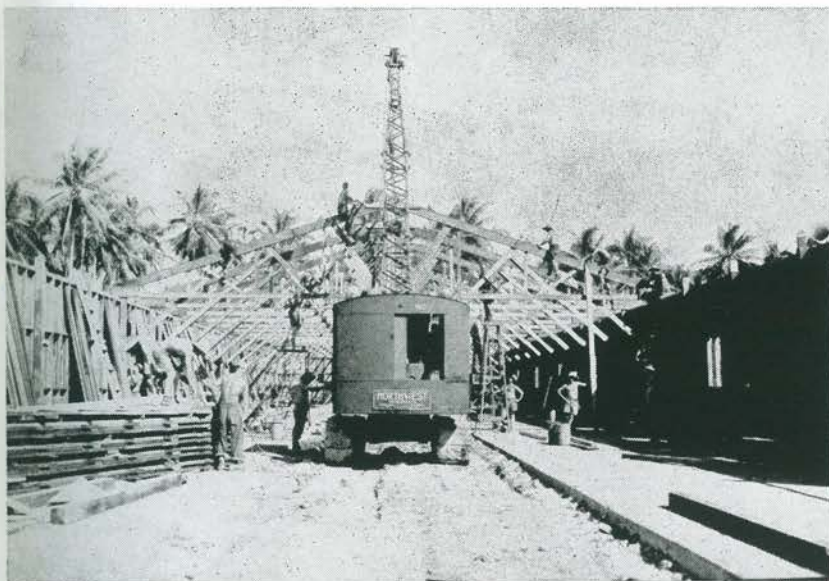
Through practice, the 145th became almost perfect in warehouse construction on Banika. Here are shown typical examples of 145th work. Upper left, the quonset warehouses and concrete loading docks built at the Naval Advance Depot; a Marine ordinance warehouse going up; left center, laying the floor, right, the finished job. Lower left, the skeleton.



Jolly, D. G. Phillips, R. L. Vaughn, and M. G. Engstrom. It was April 6, when the remainder of the battalion said "goodbye" to the California coast and headed west into the Pacific on the troop transport Howell Lykes.

TO "ISLAND X"

The three weeks spent aboard the Howell Lykes was a never-to-be-forgotten experience, and quite painful in more ways than one. First, that old feeling of dropping off into the unknown again, second the knowledge that as land slipped out of sight we were saying "goodbye" to home and the U. S. for many long months, perhaps years; and then the physical discomforts of being crowded many men deep into a dark stuffy hold, of following a long slow chowline along the side of the pitching ship, of eating food so unappetizing and unpalatable, and then leaning

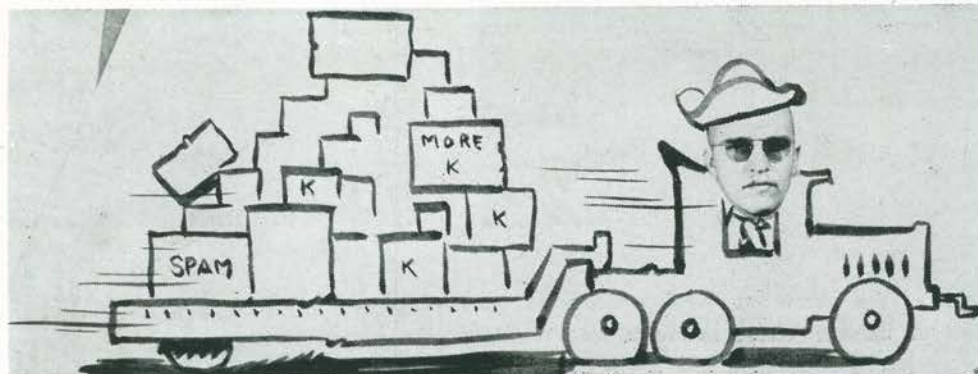


Pictured here are some of the numerous giant warehouses constructed by 145th builders over the island of Banika. These buildings were built for the Marines to house equipment and supplies.

MARINE WAREHOUSES

out over the rail to heave it up again, and finally the undignified initiation into the Royal Order of the Deep. We crossed the equator on April 14, and continuing in a southwesterly direction crossed the international dateline on April 19—a day that lasted but two hours in our lives. On April 22, we anchored at Espiritu Santo for refueling. Four days later we arrived at Guadalcanal and on the 27th of April reached Banika in the Russell Islands.

Banika is a picturesque little dot of palm-thatched coral looking just like a thousand other of the Solomon Islands. We were transported in trucks to an area that was to become our camp. We had been glad to get off the ship, but on arrival at our camp site, most of us would gladly have clambered back onto the ship. We came in on the end of the rainy season and arrived at our camp site about dusk. The area was a muddy mess of abandoned huts and foxholes. Fresh water was rationed out by the canteenful, and each man was handed a box of K rations.





STAG ONE

Officers' quarters, mess and facilities constructed by the 145th for an air group on Banika.

MISSISSIPPI BOULEVARD

Resurfaced and improved by the 145th to carry heavy traffic along the beach by the Naval Advance Base on Banika.



MARINE PX WAREHOUSE

Being constructed by carpenters of the 145th who built a great many of these big wood structures on Banika.



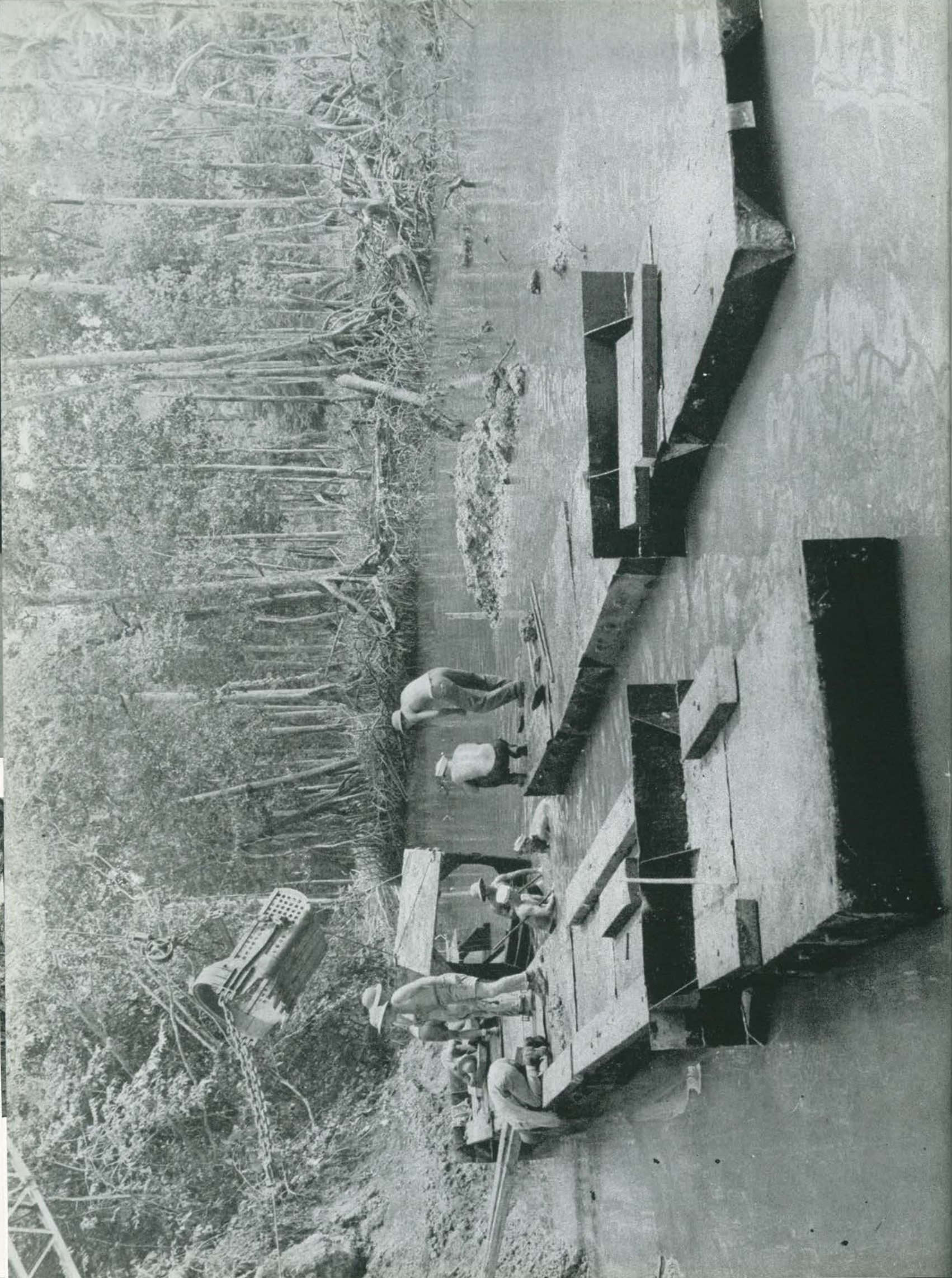
KENTUCKY ROAD

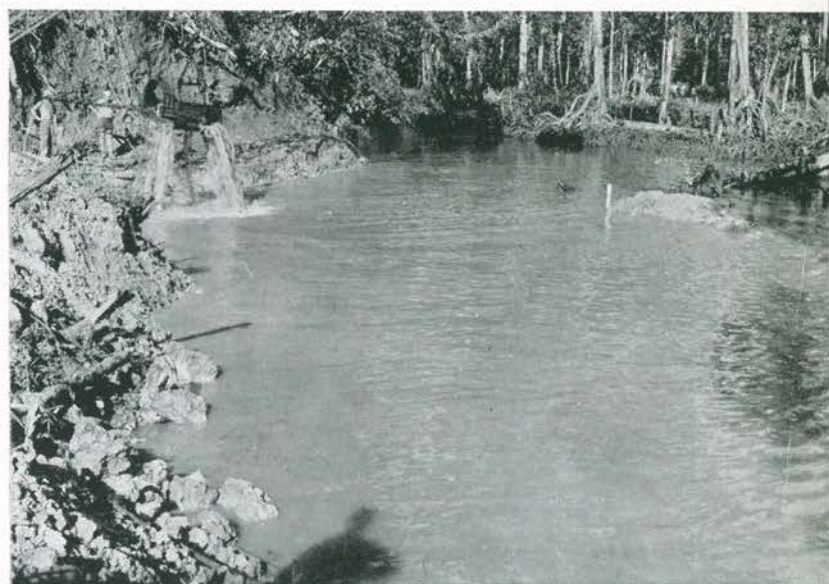
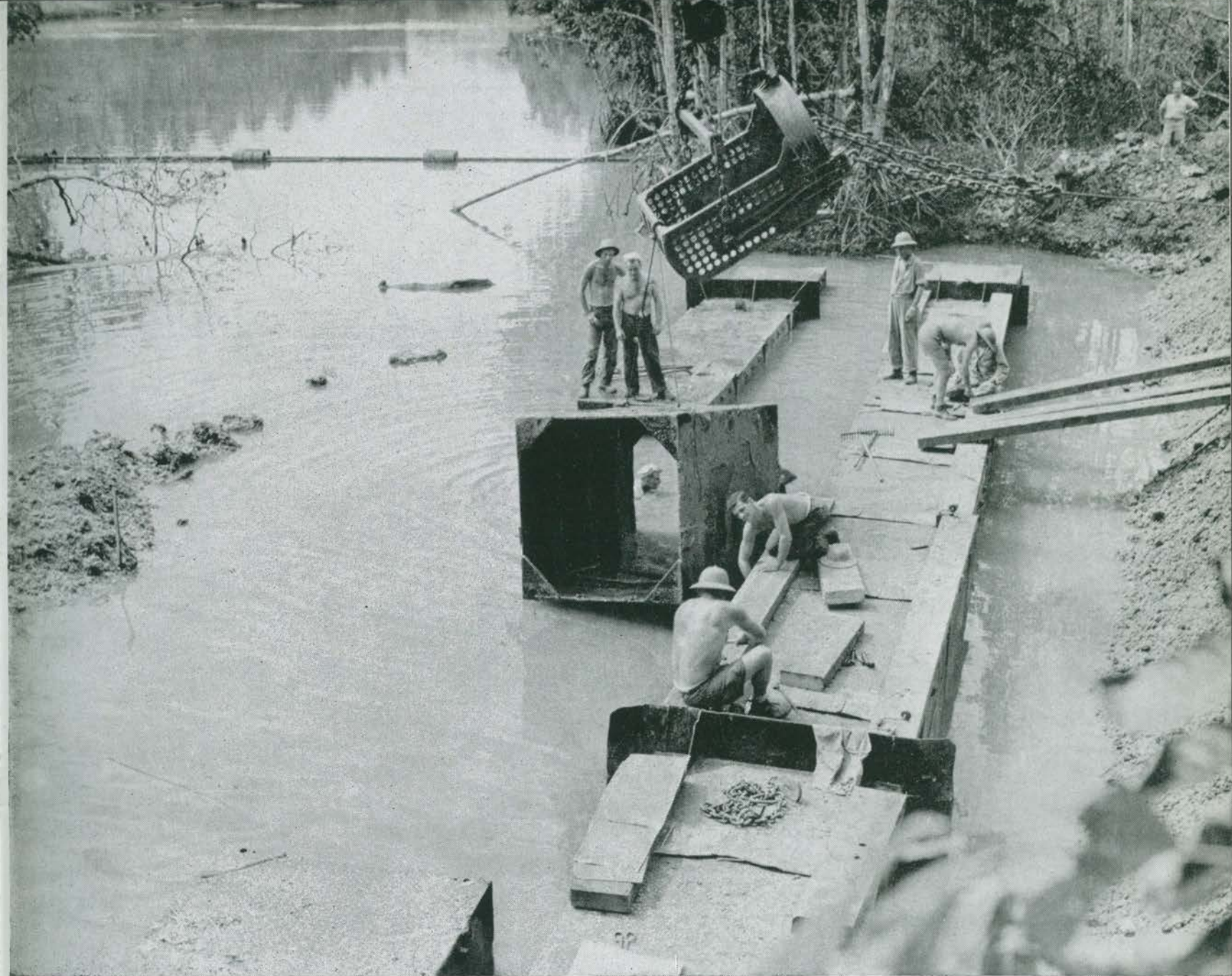
Pictured here are three views of the Kentucky Road relocation job which entailed clearing a pathway thru a swampy cocoanut plantation, building a solid foundation and hauling in coral to build a new gleaming white roadway.



Carrying more weight than almost any road on Banika was the Reynard Sound Road which led from the Advance Base Construction Depot to Blue Beach. Men of the 145th cut thru jungle growth, hills, and cocoanut groves, and filled gullies and swamp to relocate this road. They hauled tons of coral and surfaced it into a broad smooth highway.

REYNARD SOUND ROAD



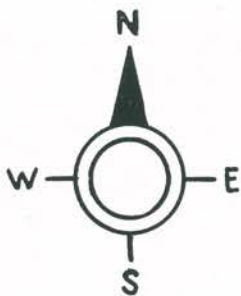


REYNARD SOUND

Was nothing more than a little finger of the Pacific Ocean that had to be bridged to shorten the Reynard Sound Road, but the flow of tides was to be contended with and no ordinary culverts would do. To solve the problem, the ends were cut out of barge pontoons, and they were welded together to form a huge culvert. They were set on a firm foundation and a coral fill carried the road uninterrupted across the sound.

REYNARD SOUND

PAVUVU



Lever
Point

MOKO

SUNLIGHT
CHANNEL

TILLOTSON'S COVE

White Beach

x "KATURA"
A.R.C.

145th N.C.B.
ABCD



LCRB

ARSD

Sunlight
Field

STAG
ONE

Green
Beach

Blue Beach

x
A.R.C.

RENARD
SOUND

Renard
Field

ORIGINAL AREA
OF 145th N.C.B.



NAB

x "WIMPY'S"

4th
BASE DEPOT



HUI

LINGATU COVE

PAD #2

CUB 12

Yellow
Beach

MOB
10

Memnui
Point

Lingatu
Beach

BANIKA

Most of us bedded down on the ground that night, but not many slept, for the jungle, which crept into the cocoanut plantation on two sides, held unknown terrors for us, though we knew there were no Japs on the island. In fact we later learned that falling cocoanuts were far more dangerous on Banika than Japs.

LIFE ON "ISLAND X"

For the first ten days on Banika our chow consisted of K rations and coffee, or anything else the cooks were able to prepare with their meagre supplies and utter lack of facilities. Out of the muck and mire there soon began to rise the outline of a camp, but it was many long, weary weeks before we rose from the ooze of tropical undergrowth and mud to the comparative luxury of mosquito netted tents with doors, and beds made from two-by-fours and strips of rubber inner-tubes.

But working on our own camp was secondary to the regular jobs assigned us on the island. One of our first projects was the construction of three giant quonset warehouses with concrete loading docks for the Naval Advance Base on the island. During May and June a large crew of men under Lt. W. H. Strong constructed thirteen giant wood warehouses for the Marines. During the same period, men of the 145th con-



SHOVING OFF FOR INVASION

March 3, 1945

structed officers' mess, quarters and facilities for STAG ONE on Reynard Sound.

During June our road men rebuilt and improved two miles of Mississippi Boulevard, one of the main roadways of the island. During July they relocated one and one-half miles of the Reynard Sound road, another main artery, and shortened it a great deal by ingeniously bridging the sound with a giant culvert system of cut-out pontoons, and filling with coral.

In August and September, one and one half miles of another road were relocated. This was Kentucky road that led thru a dense plantation of cocoanut trees near the island's main airfield. In August the 145th built two more giant Marine PX warehouses and in September built similar structures to house Marine workshops. And during this time the boys with the earth-moving equipment found time to construct an almost stateside ball field, known as the "Yankee Stadium of the South Pacific". For all the road projects coral pit men and truck drivers moved mountains of coral, one of the principal construction materials of the Pacific war. Of course, along with all this work, there were smaller assignments too numerous to list. Constant improvement was made on our own camp until facilities included a complete laundry and other ship's service activi-



EN ROUTE OKINAWA



MARCH, 1945



"Load it up again Seabees—wrong island."

ties, new chow halls, a large theatre, a recreation hall, and showers with running water. Park Avenue, the main thoroughfare thru camp, was converted from a one-way rut of mud to a broad, smooth, gleaming street, one of the finest on the island.

WE GET A NEW JOB

On September 9, we were given a new assignment, that of operating ABCD. ABCD stands for Advance Base Construction Depot—and that's just what it was: great warehouses full and a vast supply yard full of



equipment and supplies for construction battalions operating in the South Pacific. When the 145th took over, the entire establishment was in bad need of general overhauling. The 145th went to work at once and during the following three months completely re-crated, re-stacked, and inventoried the entire stock of the depot, surveying goods beyond the salvage stage, and salvaging and repairing damaged equipment and supplies. In addition to this monstrous storekeeping job the 145th sorted, cleaned up, and moved another supply yard on the island known as Cub 12.

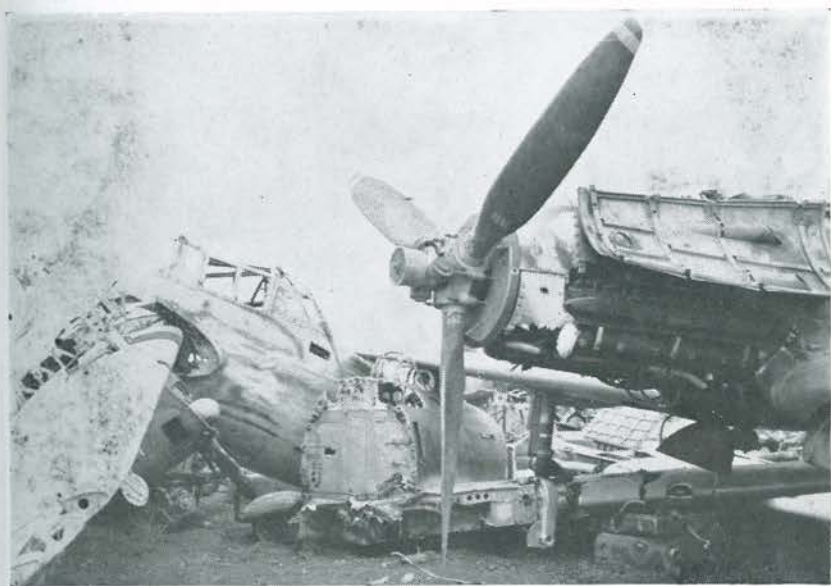
And again the inevitable job of camp building, for in order to be near the new job, a camp move was necessary. We took over an old area abandoned by the 20th Seabees and completely rebuilt it. We moved in in October.

By this time we had become overseas veterans. We spoke of the U. S. as the "old country" or "Uncle Sugar"; we had learned how not to be so overenthusiastic as to knock ourselves out in the tropical heat made

almost unbearably oppressive by the excessive humidity. And we had become disillusioned about our Hollywood-born concept of a "tropical paradise". The palm trees, the beaches, the azure skies, the rolling surf made a beautiful picture, in reality a hell-hole somewhat trying to a white man's constitution. Weather was somewhat different from the way Dottie Lamour movies depicted it. In the rainy season one slogged about ankle-deep in mud. If he wore a raincoat he perspired so much he was as wet with as without one. In the "dry" season he sweltered in the stifling humidity. The lovely lagoons that looked so inviting for swimming were full of fungus to grow between your toes, in your ears and any-

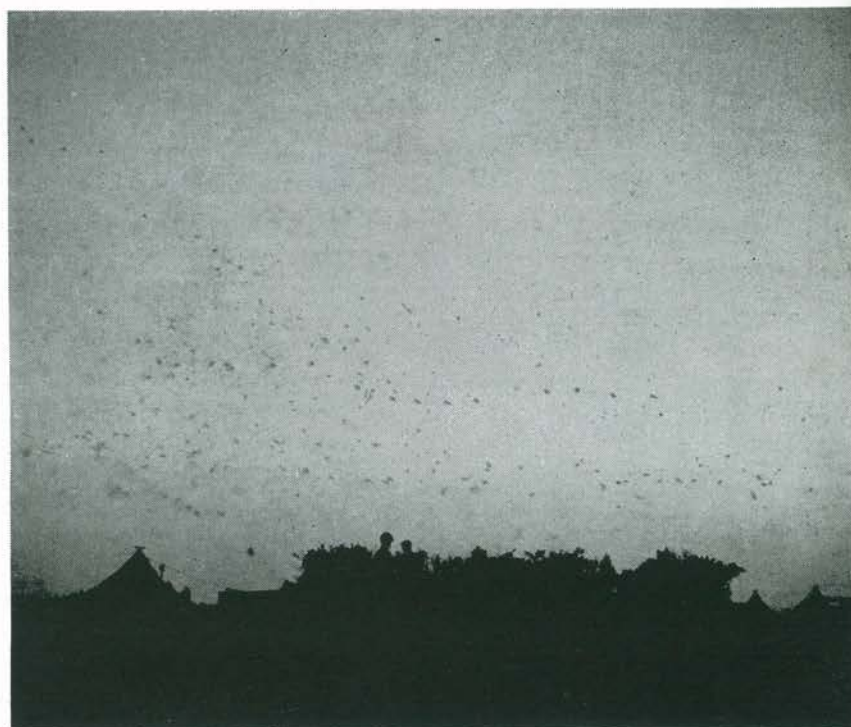
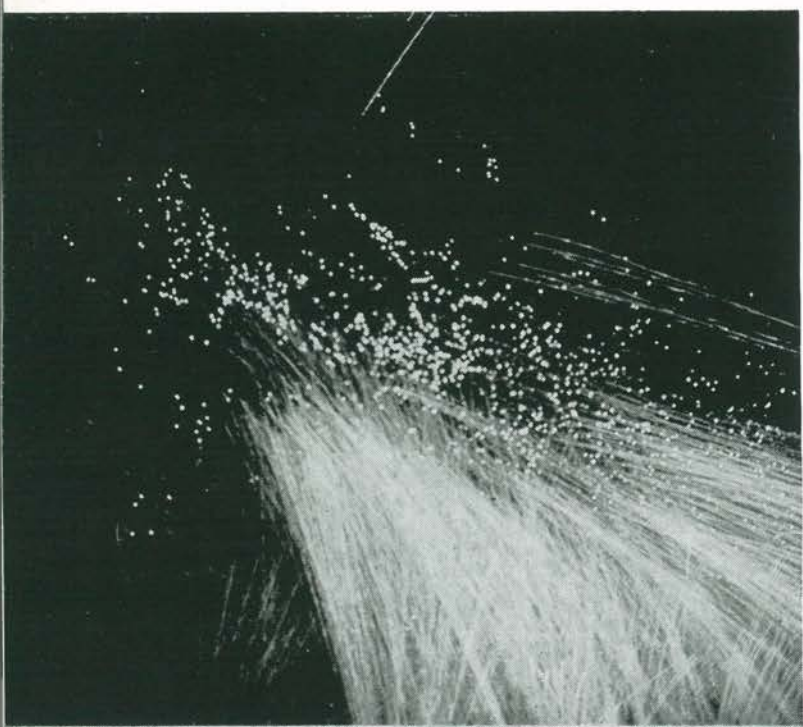
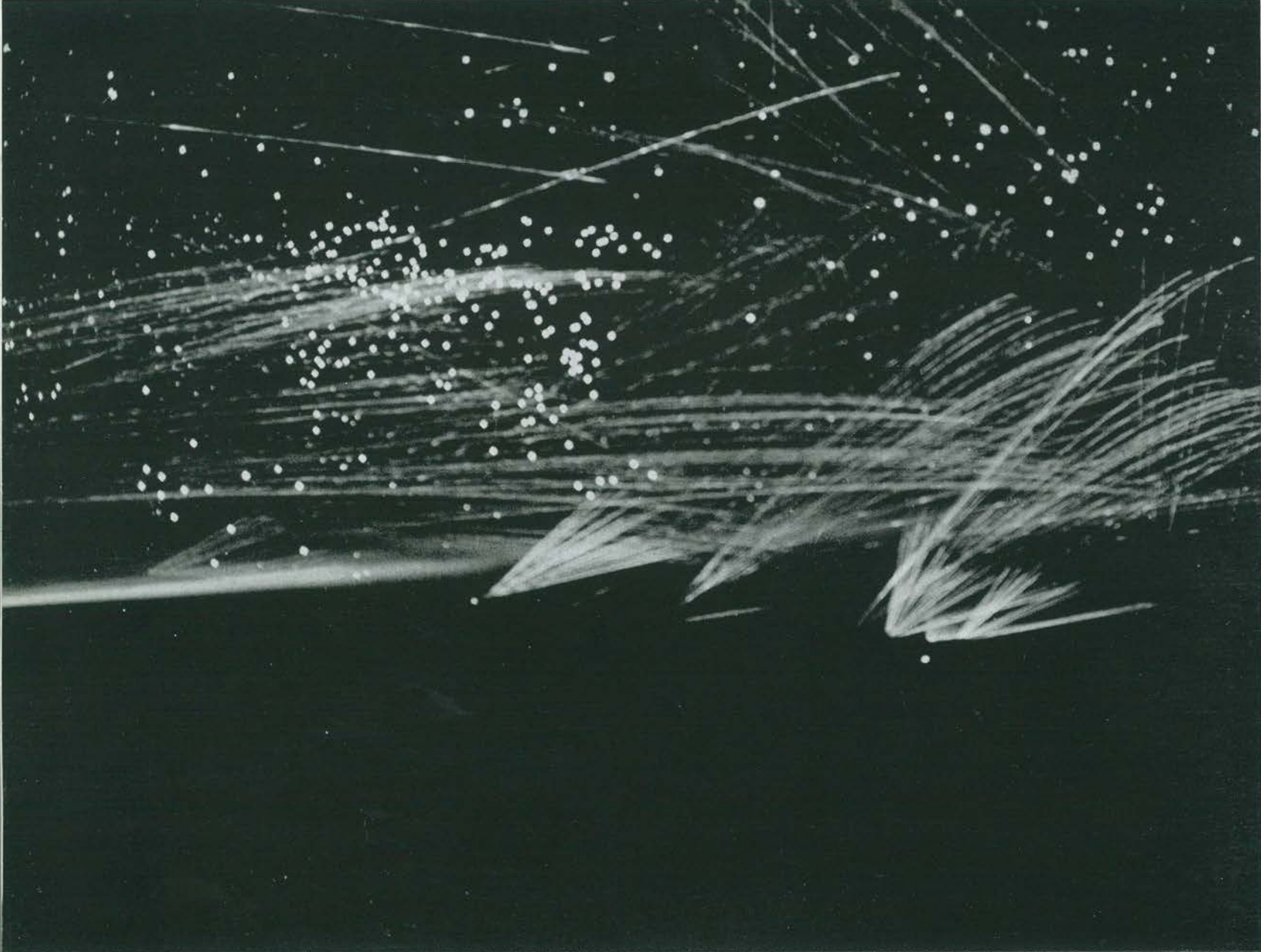
FOXHOLING ON OKINAWA





Yontan Airfield looked like a junk yard when the Marines took it the afternoon of L-Day. Preinvasion bombing and shelling had wrecked nearly every Jap bomber and fighter before it got off the ground. The Seabees bulldozed it all off the runways and there it lay, victim to salvage crews and souvenir hunters.

J A P J U N K



F L A K

Dangerous, yet intriguing and beautiful is the lacework of fire woven across the black skies during the battle of Okinawa and caught here by Photographer Harvey Kuli-
bert's camera. Top and lower left tracers skyward; lower right, flak bursting around
a Jap plane that tried to sneak in at sunset.



where else it could dig in. One of the biggest surprises for tenderfeet from the States came when they set out to trade with the natives. The natives refused to accept dime store trinkets for their war clubs and grass skirts. They wanted good old American cash. Their prices were high and they stuck to them.

A NEW ERA

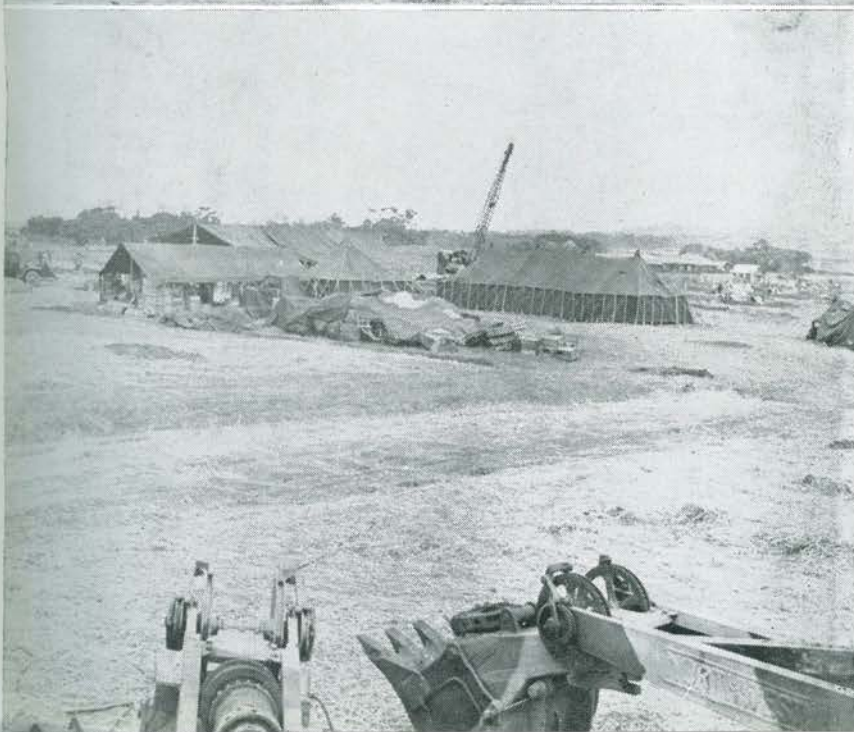
January 6, 1945 brought a new era in activities of the 145th battalion. It was on that date that we turned ABCD over to another unit and took up our guns, our packs, and everything else but the galley stoves, loaded them on our backs and set out on a hike. This was military training. Preparation for the invasion which "scuttlebutt" had long since foretold. For weary, hot weeks, we hiked and drilled, rolled packs, unrolled them, rolled them up again; we pitched pup tents, then broke camp. We fired



ONE WAY TICKET TO YONTAN

It was a bright moonlight night at the end of May 1945, when anti-aircraft guns around Yontan airstrip on a rise just above the 145th camp, burst into their barking din. A brisk enemy air raid was on.

Suddenly a Jap twin engine bomber, its wheels still retracted, glided in and scraped down the runway in a belly landing. From the grounded plane scrambled Jap foot soldiers who scattered to grenade parked bombers and fighters. They caused some damage but were all killed. Four other big Jap planes made the same try that night, one right behind the other, but they were shot up, crashed and exploded, scattering Jap bodies over the landscape. Upper picture shows the east end of Yontan field with Japs and their planes cluttering the runway. Lower picture shows the tail half of one of the planes that broke off before the plane crashed.



PRAIRIE DOG TOWN



Upper left, men and machines dig in; right, digging the Skipper a foxhole; center, left and right, residential district; lower left, supplies.





OLD CAMP, OKINAWA



Upper left, heavy equipment shops; right, prone position flakshack; center left, Chaplain O. L. Daley conducts first church services on Okinawa; right, Foxhole Builders Reynolds and Reagan hard at it; lower left, muddy camp entrance.





mortars, machine guns, and carbines, M-1's, O-3's, and BAR's. We ate C rations and marked targets with bullets flying inches above our heads. We listened to lectures, and tried our masks in the gas chamber. And again we faced that horrible long-nosed monster that had plagued us since the day we entered "boot" camp. The hypodermic needle. Over and over we ran the gauntlet of corpsmen stabbing at our arms with the vicious little needle. Until we were immune to disease, C rations, hikes, and even invasions. We were ready.

WE SCATTER

First to leave the battalion were Chief R. W. Quicksall and a group of 49 men who were assigned to the First Marine Division for malaria and disease control. They were detached from the 145th on February 6, moved over with the Marines on nearby Pavuvu island, and were with the Marines thru the entire invasion campaign. They did not return to the battalion until July 1, 1945.



GENERAL MUD



No Jap general on Okinawa caused the Yanks as much grief as General Mud. And no one had any more worry with Mud than did the Seabees as illustrated here.



OKINAWA POT SHOTS

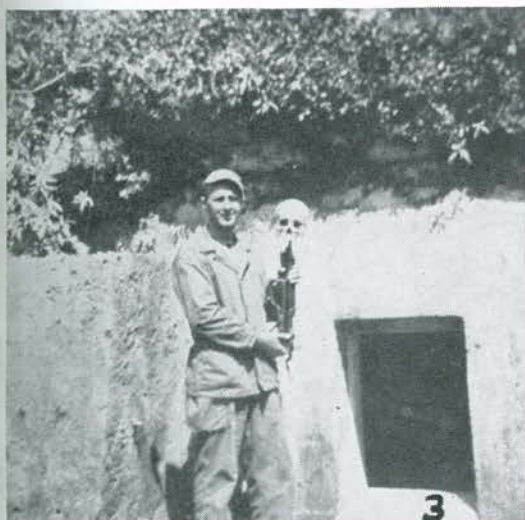
(1) Tex Pearce, Hurdle, Harvey and Porter on LST 672; (2) Rock, Winters, Fox, Reese, Rosebury, and McKean "take five"; (3) Jerry Contois bravely guards outpost; (4) "Dee" Mullenaux, Daisy Mae and Doc May (no relation); (5) Prohaska likes his work; (6) Seabee Willis Lowry meets Army Engineer brother, Edwin; (7) Recreation center; (8) Ben Stachelek bathes in Jap tub; (9) Dr. A. L. Ewald gets "trimming" from Barber Petty; (10) Cook George Marmanakis does a little cooking for himself; (11) K and C Ration hustlers; (12) M. H. Hoard de-muds his GI gunboats; (13) KP Rohrback in uniform of the day (muddy day).



1



2



3



4



6



7



8



9



10



(1) Signpainters Ricker, Flanagan and Ogborn decorate entrance to Okinawa camp; (2) Buddies Mourer and Olivo; (3) Parsons head hunting; (4) At Yontan; (5) Carpenter Crew; (6) Parsons finds quarry dead; (7) Chowtime on Okinawa; (8) Pontoon Putter-togetherers; (9) Just what it says; (10) Yep, a throne with a view; (11) A rare scene: Pete Pestillo awake.

On February 17, 120 men under Lt. W. H. Strong and Lt. (jg) W. M. Redd boarded APA 95, as a stevedore crew. They were followed on February 18, by another 120 men under Lt. I. C. Bentz and Chief Carp. L. G. Johnson, who embarked on APA 200.

On February 20, A. L. Krueger and H. C. Rogers went on board APA 226 as water purification operators; on February 21, 120 more men boarded APA 215 as stevedore crew. They were under Lt. George Low and Ens. H. J. Palazeti.

R. R. Komenda, J. A. MacLeod, A. J. Perry, and T. A. Scally on February 22, boarded LST 341 as water purification operators. On February 23, R. A. Cavanagh, R. C. Earle, D. Johns, and R. S. Kaplan went on LST 939 as water purification operators. During the invasion, Cavanagh, manning a gun, was shot with a 20-mm. shell and was evacuated. On the 23rd another group of water men boarded LST 651. They were C. T. Eads, W. E. Norton, F. W. Schween, and D. C. West.

On the 24th of February F. J. Harvey, R. J. Hurdle, J. G. Pearce, and C. F. Porter boarded LST 762 as water men; J. W. Johnson, R. R. Wicklund, D. V. Council, C. R. Kendall, I. G. Meek, and J. P. O'Hara went aboard LST 834, in the same capacity. That day A. F. Bonacker, J. R. Gay, C. E. Herring, and H. J. Kubowitz boarded LST 728; and L. L. Long, R. I. Means, J. E. Newton, and D. O. Smith boarded LST 759, all as water men.



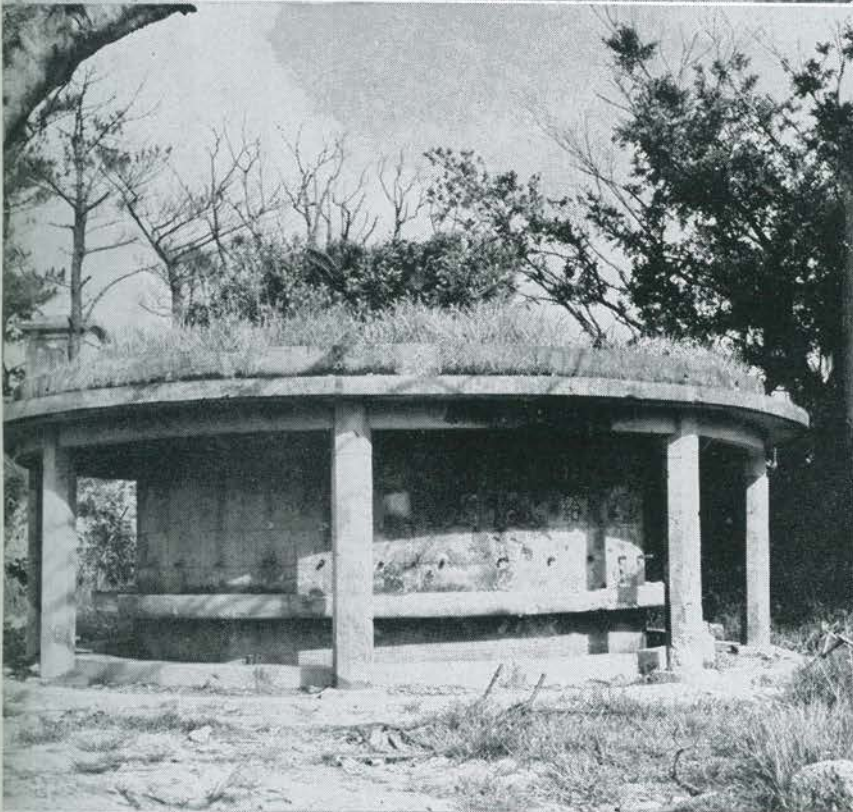
OKINAWA SCENES



THE AFTERMATH

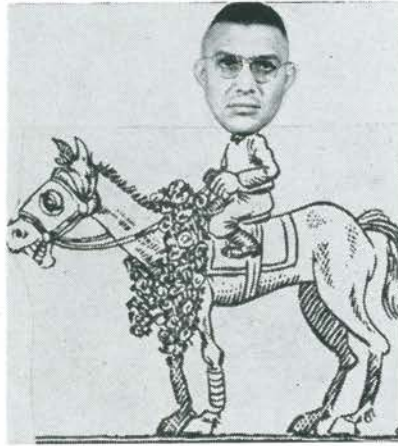


As the battle for Okinawa swept to the southern end of the island, a grave yard of ruined equipment was left behind by the Japs. Upper photos show Jap field guns; center, wrecked Jap tanks; lower left, a Jap heavy artillery emplacement.



OKINAWA ARCHITECTURE

Upper left, a typical Okinawa tomb. The dead are placed in these edifices, which are found in profusion all over the island. The tomb is sealed and a matter of years later after the body has decayed, the tomb is opened and the bones are cleaned and placed in urns and replaced in the tombs. Right, an arch bridge; center left, water tank and washing facilities at military academy in southern part of island; right, a water fountain at an Okinawan temple; lower left, a monument in the southern part of the island.

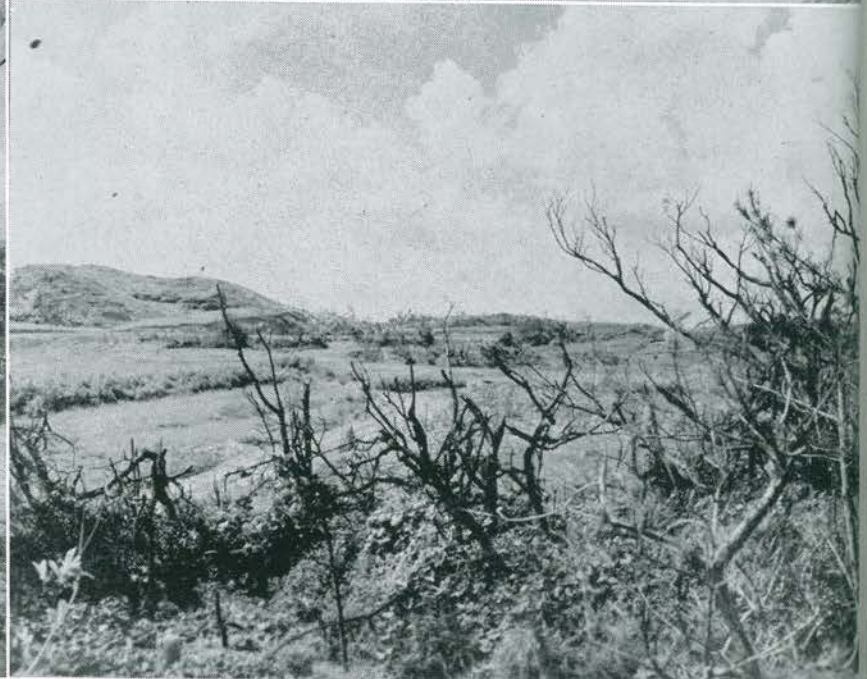


February 25th, G. W. Johnson, C. F. Kuemmel, F. A. Mazzrillo, and K. H. Russ boarded LST 562. On the 27th J. E. Bush, E. N. Lyon, and H. E. Mill boarded LST 687.

The final days of February were spent in loading equipment and supplies for the invasion on two LST's. On Friday, March 2, personnel were loaded onto LST 581, and on Saturday morning men were loaded onto LST 672. Both were beached at White Beach. On that day, Saturday, March 3, 1945, we started on our big adventure.

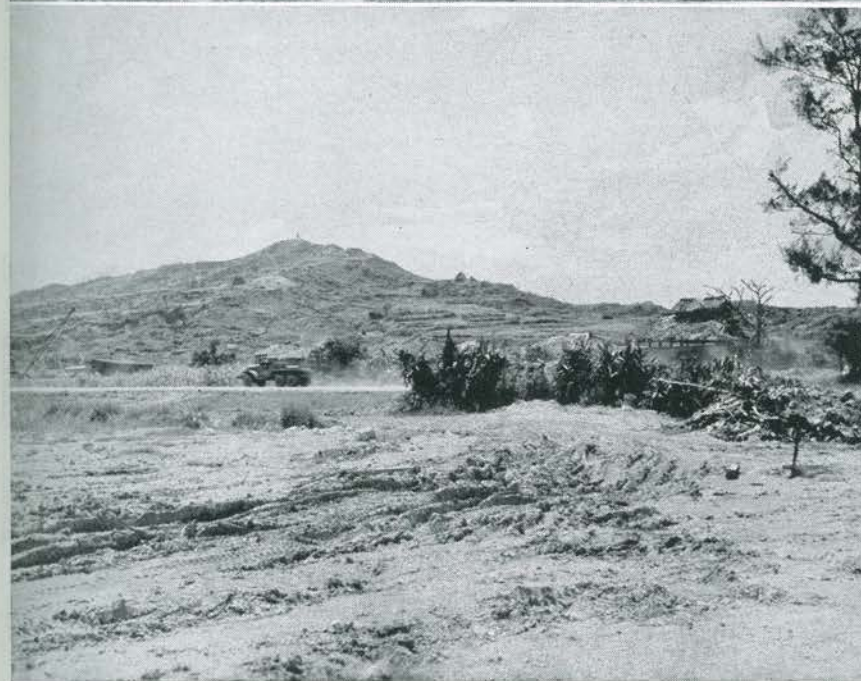
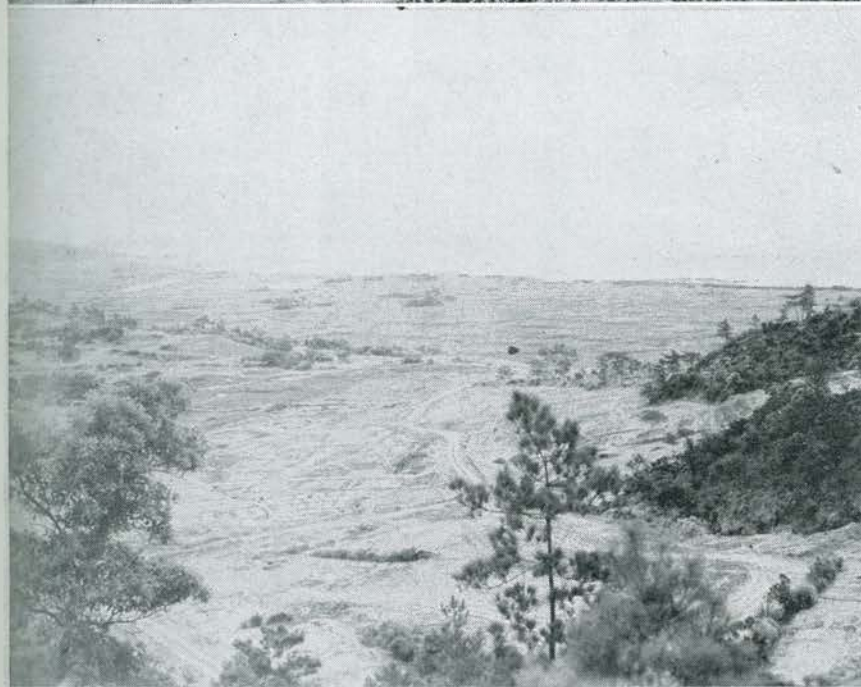
Remaining behind to bring up the rear and the bulk of supplies and equipment was a 200-man rear echelon under Lt. (jg) Robert Hewett and Chief Carp. Paul Miller.

The two LST's headed at first for Guadalcanal where we engaged for several days in maneuvers in the Guadalcanal, Tulagi, and Florida Islands area. Then in convoy with other landing ships we headed out for Ulithi, a large naval base taken only a few months before from the Japs.



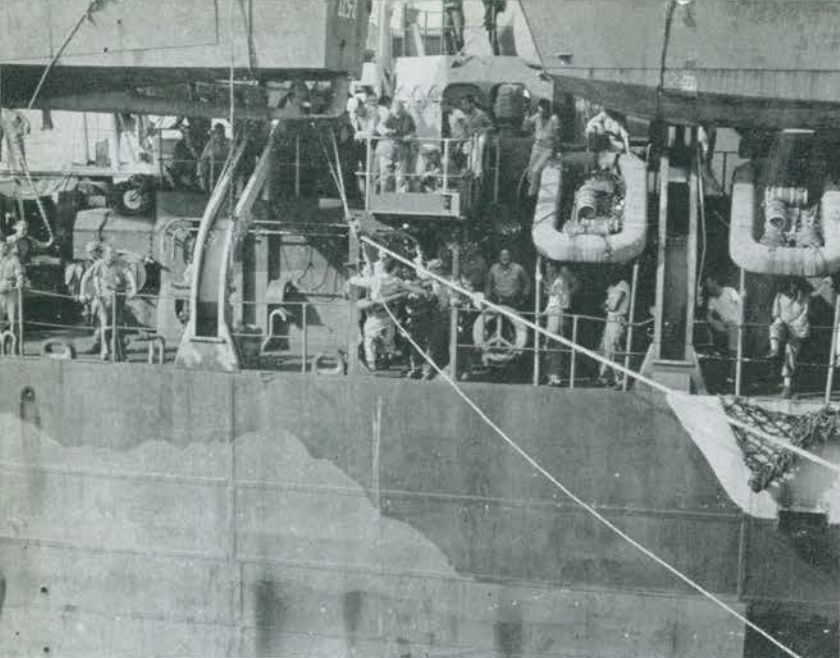
SCENIC OKINAWA

Coral-lined coast on southern part of island, upper left; right, wrecked equipment lies abandoned at the foot of hills where fighting was intense; center left, looking across Naha bay into the city; right, hill country near Yonabaru; lower left, a natural arch on the southern tip of the island; right, a picturesque native village nestled under flat-topped pines.



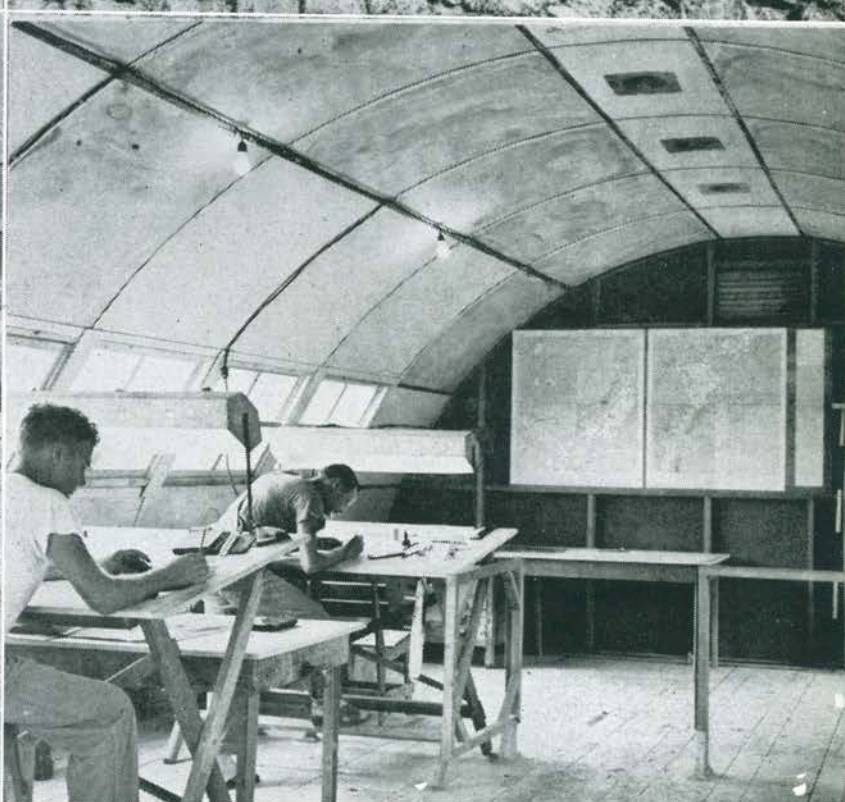
Upper left, Baten Ko dotted with shipping; right, Yonabaru airfield; center left, looking out over Buckner Bay; right, overlooking Yonabaru field and Baten Ko from a mountain road; lower left, Conical Hill, scene of bitter fighting in the battle for Okinawa; right, radio and lookout towers near Shuri.

SCENIC OKINAWA



SHIPS IN THE INVASION CONVOY

Upper left battleship of the New Mexico class; right, a coast guard cutter; center, two views of the Cruiser Louisville. Lower pictures show Dr. A. L. Ewald of the 145th being transferred to a Marine-loaded LST en route to Okinawa the night before invasion. He was swung to the Marine ship to care for an ill passenger.



Upper left, J. T. Toler and H. Y. Summerskill proudly display their motor crane; right, C. C. Dugger and E. T. Swope with their rubber tired roller coaster, the "Low Boy". Center left, Personnel Office (before the busy days of discharging); right engineering office, Ed Johnston's south end facing camera and Walt Knorowski "doodling" on far drawing board; lower left, ship's store.



We hit plenty of rough water and we on the LSTs learned a heretofore closely-guarded secret of warfare in the Pacific. We learned first hand of America's secret weapon of assault on Jap-held islands. It was quite simple. LSTs were loaded with all the men, supplies, and equipment they would hold. The men sought shelter under trucks, in tanks or wherever they found it and were tossed about on the high seas for a month; then no matter where the ship beached, when the ramp was let down the men came out so fighting mad they could whip anything.

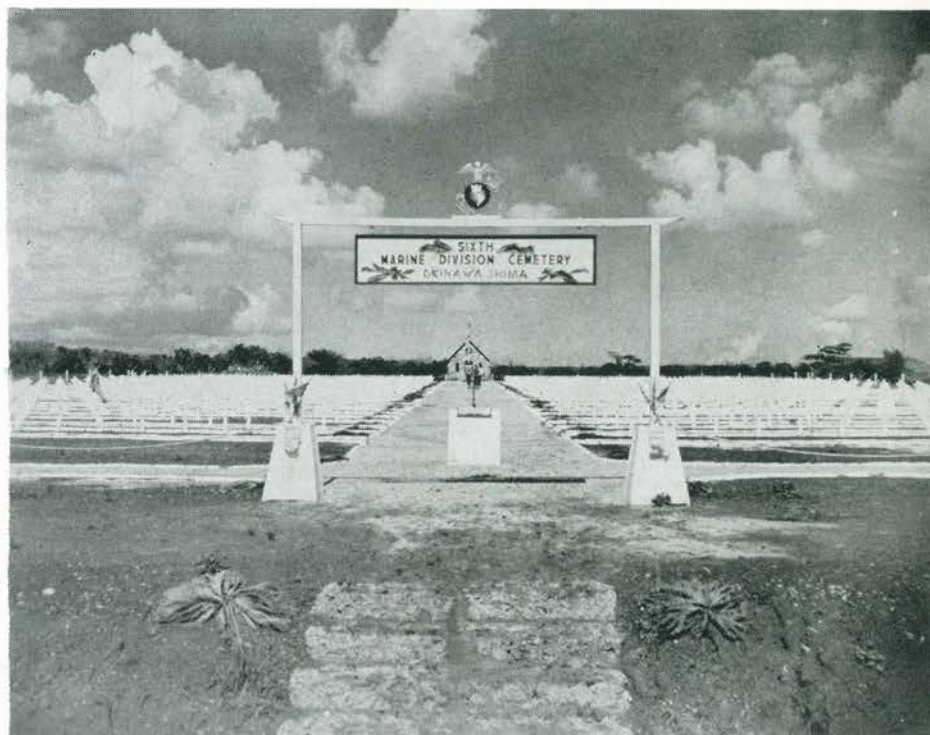
Life on the LSTs was a routine of bugs in the bread and salt water showers in bed on the deck. One of the highlights of the trip of LST 672 was the transfer of Dr. A. L. Ewald to another LST loaded with Marines. The transfer was made the afternoon of March 31, as the ships plowed thru the waters of the China Sea. Dr. Ewald was swung across by a "Bo'sun's chair", and was instrumental in saving the life of an ill Marine aboard the other LST.

On Easter morning there was a strange sight for the rising sun. The

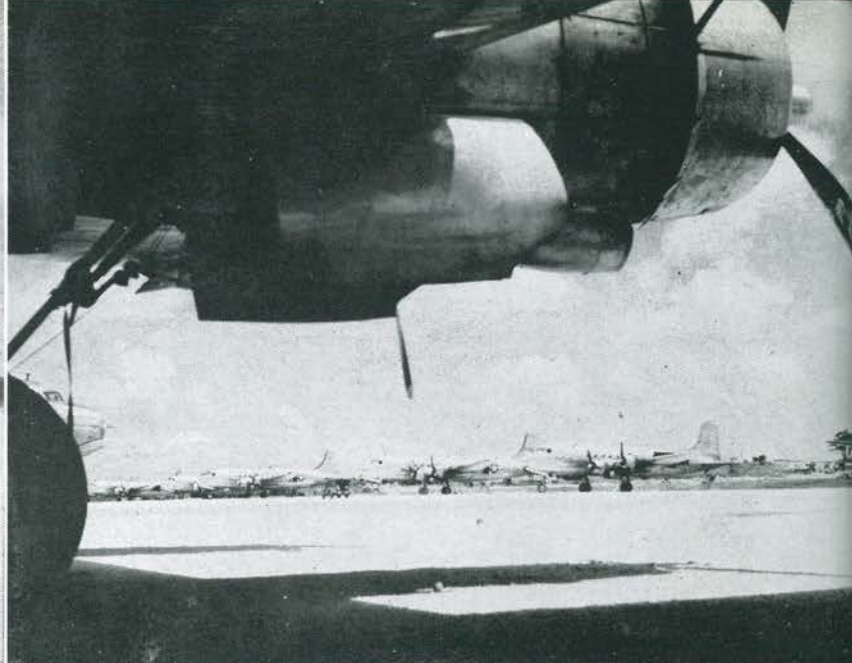


FIRST MARINE DIVISION CEMETERY

SIXTH MARINE DIVISION CEMETERY



SEVENTH ARMY DIVISION CEMETERY



Upper left, Navy Privateers on Yontan airfield; right, C-54's on Kadena airfield; center left, 145th rock crusher, like some pre-historic monster; right, remains of a Jap Saki plant; lower left, Jap transformers salvaged and reconditioned by 145th electrical shop; right, burning Jap plane, shot down at edge of 145th camp.



ROUGHING IT ON OKINAWA

Upper left, Chief Carp. B. T. McCall and bungalow; right, Salty Seabees; center, left and right, where Jap bomb landed in 145th camp; lower left: Chaplain O. L. Daley awards Marine Lieutenant See with a "Junior Seabee" certificate for "taking his training from the 145th".

ball of fire of the solar system saw a harbor filled with more than a thousand American ships and a program of floating and aerial fireworks, the Japs never dreamed of. The questionably human counterparts of the solar symbol apparently didn't linger long over the aforementioned scene but cast their eyes to the hills to which they traveled. But fast. And Okinawa was invaded.

Many of our men got in on the very beginning of the landings. We on the LSTs had ringside seats, but we didn't get in until L plus two. But we did get our share of action for our camp was situated on farmland between two airstrips and a harbor full of ships. And the Jap fliers that came over lived up to their reputation of being nearsighted, for although there were a number of nearby targets more important than we, the flying sons of heaven dropped "hot stuff" too close to us for comfort.

The evening of D plus two when we pitched camp we joked and grinned in levity over the adventure, but after a few experiences of zooming, bombing Jap planes, flak-filled skies, and moaning sirens our interest in abodes centered on safety. Comfort ran a poor second.

WE WORK

Into the few and far between "spare" moments of the Okinawa campaign we managed to jam fox hole building and improvement, the "pro-



Upper left, Signpainters Ricker and Ogborn trying to keep up with 145th projects; right, Guards Ziegler, Kenney, Skinner, Vaughn and Contois pose with Security Officer Lt. J. W. Rockwood and captured Jap anti-tank gun; Refrigeratormen Council, Winter, Kaplan, Pearce and Kendal in rear; front, Hurdle, Warner, Lyon and Angel; right, Armorers Kelly, Hoppe and Ritz; lower left, Laundrymen Richardson, Maso, Manetta, Riley and Cooper, standing; sitting, Tyrell and DeGroat, right, Lt. Carey L. Cruse and Supplymen Stanley, Beaumont, Rhiner, Huser, Kemmer and Mullenau, standing; in front, Bonham, Stamm, Bleecker and May.

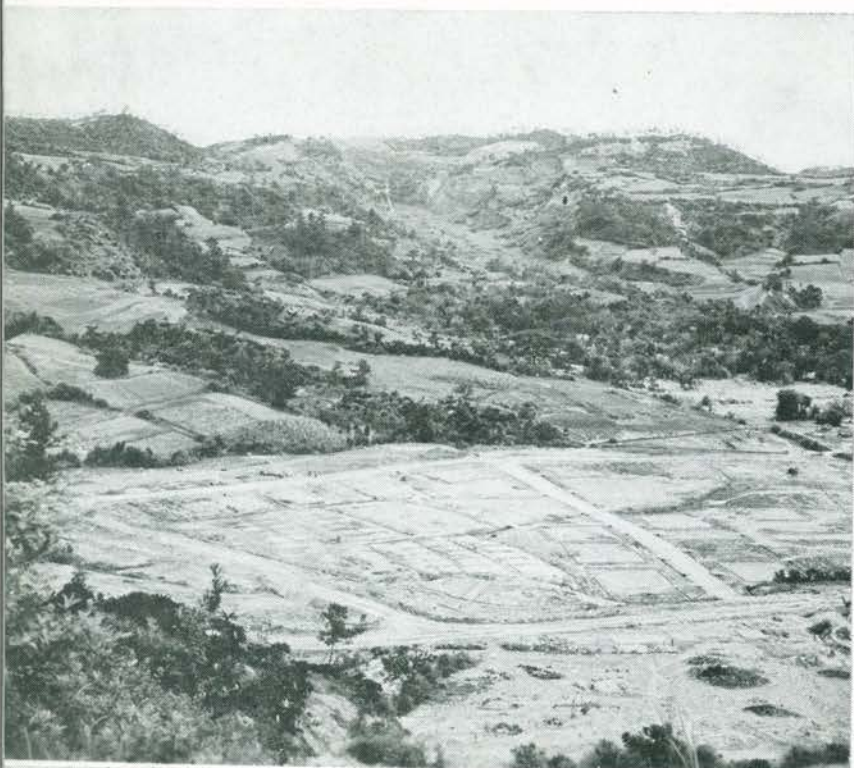
curement" of chow to supplement our rations, and even a little souvenir hunting, but most of the time was occupied with work, and for many weeks after the landings there was no minute of the day that some crew of the 145th was not working. Biggest jobs in April were construction of two roadways, Route No. 1 and Route No. 3, which included access roads; the improvement of Yellow Beach No. 3, one of the main man and supply landings, and access roads to it. One of the most important jobs was the construction of a 150 foot double-double Bailey bridge over the Bishi Gawa at Hiza. This was on Route 1, the main artery feeding supplies south to the battlefield. A crew of 80 men of the 145th built the bridge in two days and a night. The Japs didn't want the bridge built, and signified their feelings in futile, but dangerous air raids on the bridge site throughout the night. For their rapid and successful completion of the project, the workers were commended by Commander White of the 44th Regiment.

Also during April the 145th constructed a camp for the Island Command, operated the DDT mixing station at Yontan airfield, constructed the 3rd Amphibious Corps hospital, operated a water station at Hiza, furnished a bomb and mine disposal crew for all our own projects, numerous others, and for the policing of a large area for unexploded ordnance.



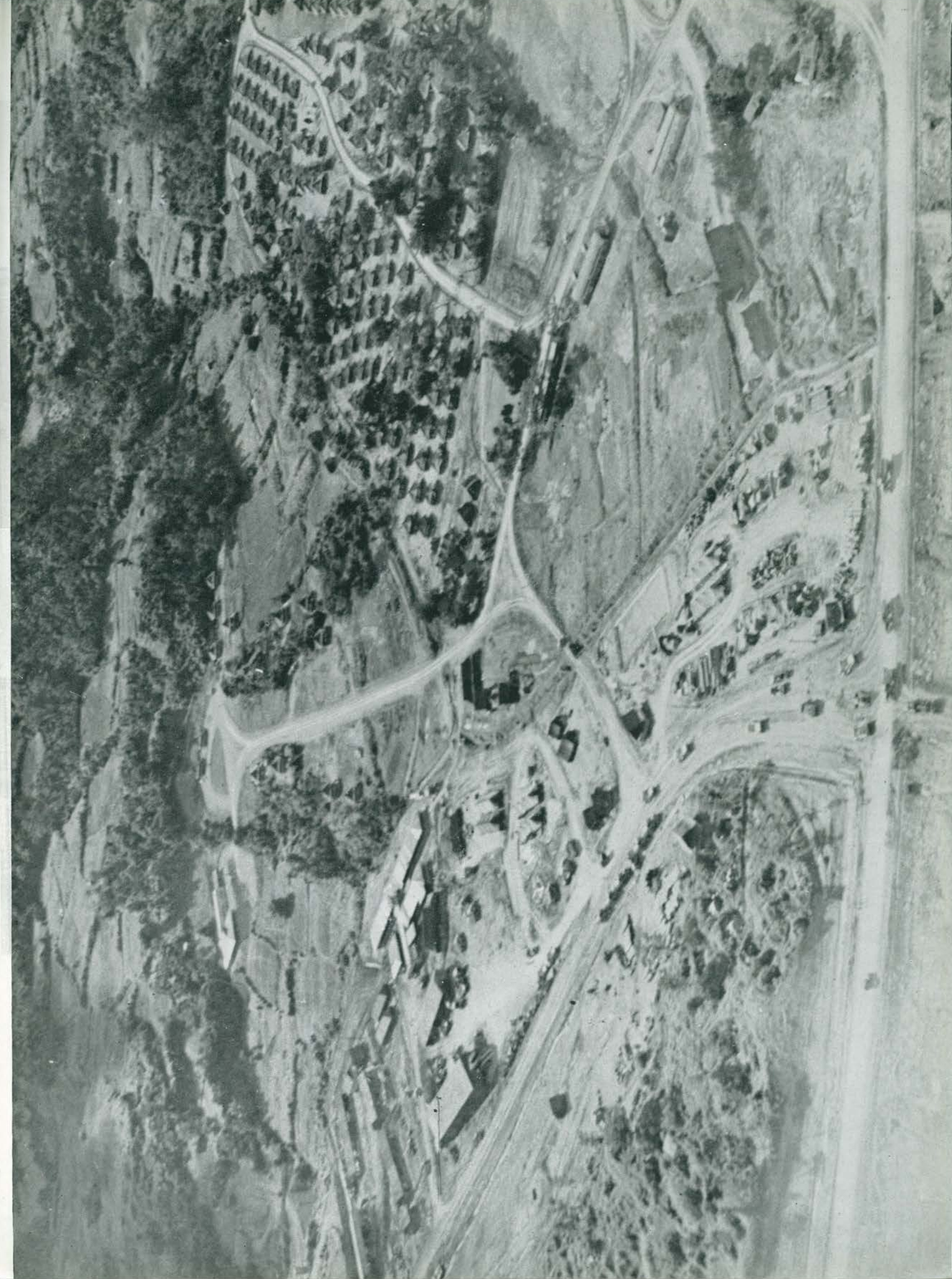
Top pictures: Okinawa roads, center left, new
CNCT camp; right, Okinawa's fleet post office
tents at Kubi-Saki; lower left, ships at anchor in
Baten Ko.

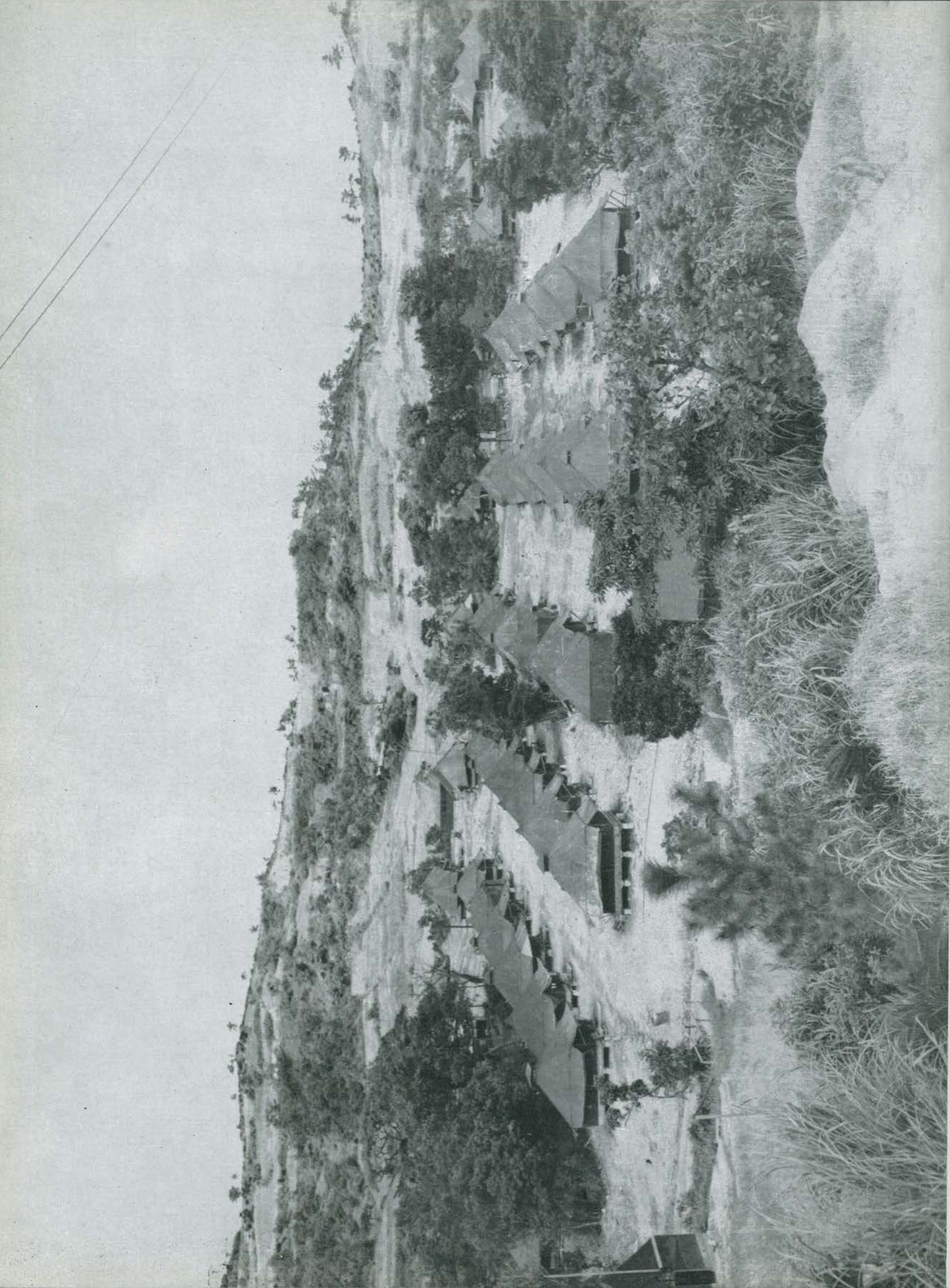


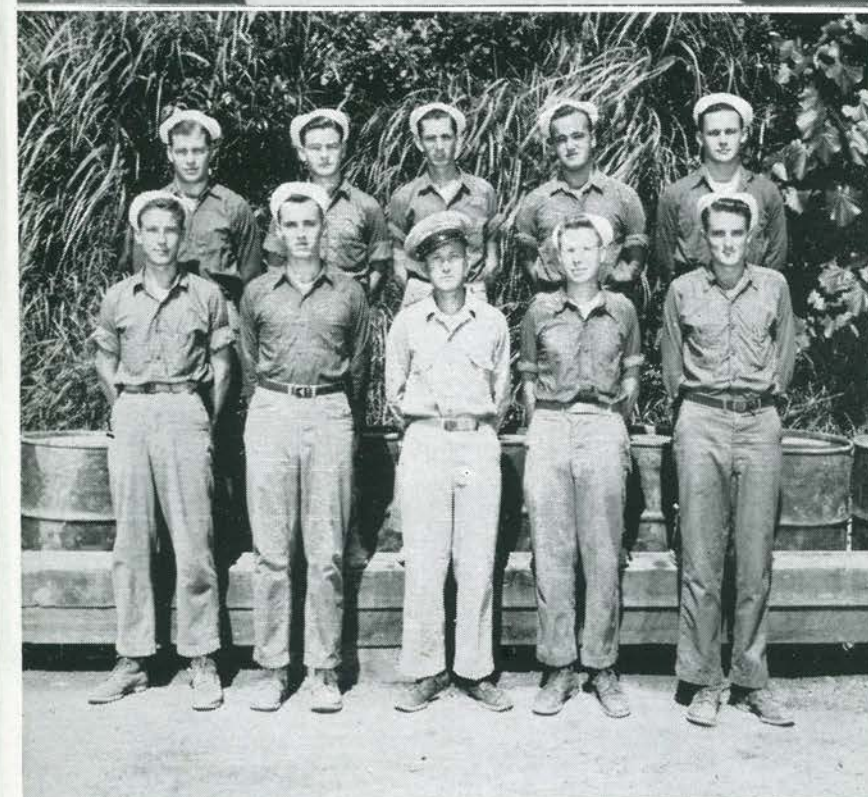
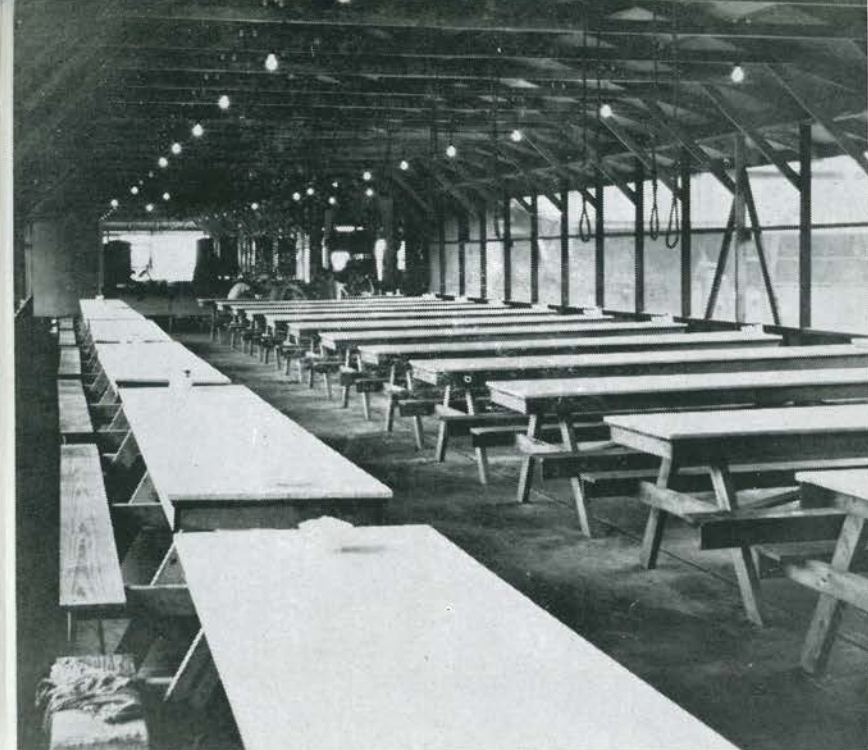


NEW OKINAWA CAMP

Above are four views of the 145th camp site north of Yonabaru before construction of the camp was begun in July 1945. On the following page is an aerial view of the completed camp taken from above the beach by Ens. R. H. Braun; and the page after that shows a typical residential section of the tent city.







NEW CAMP, OKINAWA



Upper left, Mess Hall; right, Transportation; center left: Yeomen D. N. Buttram, J. D. Wood, K. H. Brown, F. D. Vanacore and H. C. Deem in back row; front row: R. M. Christenson, F. D. Hoffman, H. M. Hays, J. R. Thompson, C. T. Boehler; center right: Water Point Operators Mill, Jahn, Stovall, and West; lower left, Signpainters Ogborn, Ricker and Flanagan.

The 145th road crews maintained and improved a section of Route No. 6 from Tokeshi to Yamada. Our survey parties did reconnaissance work on airfield sites, and another crew operated coral pits on around-the-clock schedules.

During April the 145th suffered two casualties: Robert M. Tinnes, S1c, of Chicago. Attached to the First Marine division, he was killed on April 29 by an accidental discharge of a Jap rifle. On April 13, John E. Martin, MM3c of Hudson New Hampshire, was killed when his truck rolled off the Okinawa bridge over the Bishi Gawa at Hiza.

In May, men of the 145th constructed a camp and facilities for the commander of construction troops. They salvaged materials from a wrecked ship; worked on the First Marine cemetery; constructed a large number of facilities for Yontan airfield; helped the 146th battalion establish an advance base construction depot; built the giant Machinato causeway and pontoon dock for unloading ships; salvaged materials and supplies at Naha; constructed many miles of new roads and improved many more miles of existing roads.

All of this time other work was being done on our own camp. Our electric shop salvaged and put into operation Jap equipment such as transformers; our sign shop painted signs that posted almost the whole



PAY LINE

Disbursing Storekeepers Raulerson and Kelly, check 'em off and Disbursing Officer Lt. V. J. Engerran pays out the yens and sens, as the payline comes in one door and out the other.



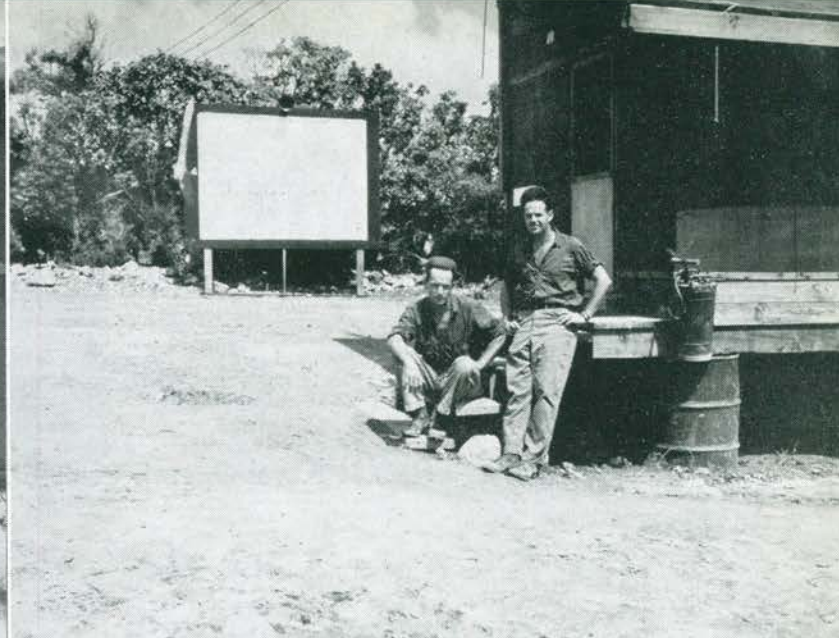
SICK BAY

Snugly housed in a quonset hut was the sick bay in the new Okinawa camp. Right, Dr. Megna gives the once over to a 145ther's molars.

island; messing facilities and showers were built, and almost from the start we had movies projected on a plywood screen while we sat on coral blocks, boxes, and the ground. Throughout this entire period we experienced at least one air raid every night; some nights, an almost continuous succession of them. When an air raid stopped the movies—and they often did—we'd run for our foxholes and then return the next night to see more of the same movies from where we left off. It got to be like Saturday serials broken into nightly episodes.

It was toward the end of May that the Japs tried one of their most daring attacks in our vicinity. With suicidal plans of wrecking grounded planes with grenades and scattering to the hills, they tried an airborne landing of troops on Yontan airfield, just above our camp. Only one plane made a successful landing on the field. Good quality and quantity of our anti-aircraft fire accounted for the others. The Japs, who did land, damaged a number of our planes, but they never got off the field alive. The following morning presented a bloody scene in the vicinity of Yontan field.

During the next two months our road crews continued their endless job of networking the island with wide, smooth, coral-topped highways to replace the one-way cart trails that composed most of Okinawa's road-



Upper left, Guard outpost and Guards Bob Langdale and Bob Loube; right, 145th movie and Operators Cliff Hoem and Gene Bailie; center left, Mailmen L. A. Mombourquette, D. N. McGuirk and H. A. Aspinall; right, Barbers M. E. Edmondson, J. J. Petty and K. J. Bitney trimming James Walsh and W. R. Evans; lower left, Bomb Disposal Squad: Ens. William Norman and Helpers Bjorne, Worringer, Williams, Arney and Boehm; right, 145th fire department. On truck, Firemen Crane, Haskin, Mullenau, Beaumont, McLean, Knox and Vanacore; standing, Hoffman, Schildt, Sugden, Fire Chief Wentzel, Security Officer Lt. J. W. Rockwood, Pestillo, Boufford and McShea.

ways. And the coral diggers and haulers continued to move out coral for these and other jobs, such as the construction of taxiways and hardstands built by the 145th at Yonabaru airfield. Workers built a fleet post office at Naval Operations Base to handle the Navy's mail on the island. They constructed a huge port director's and signal tower at Naha to overlook the harbor there. They built another port director's tower at Machinato. The 145th also furnished a crew of men and a fleet of trucks in the operation of the island's provisional trucking company.

And during this time, work and materials were poured into the construction of a new 145th camp—a real camp—on Highway 13 between Kubi-Saki and Yonabaru. In July we moved to the new camp and were back on the Pacific ocean again. It was at least a help to look out over the ocean and know you were looking toward home and not China.

The battle for Okinawa ended officially on June 22 when the American flag was raised over the island. Lt. Gen. Simon Bolivar Buckner, Jr., commander of the Tenth Army on Okinawa was killed Monday, June 18th. The Okinawa campaign occupied 82 days of fighting. A total of 100,000 Japs were killed, paid for in American dead at a one to 13 ratio. It was on June 22 that the 145th was detached from the First Marine Division to which we had belonged since December 3, 1944.

L I N E S

CHOW LINE



PAY LINE



SHIP'S STORE LINE





OKINAWANS

Typical of the Far East (upper left) are the big loads carried on their heads by women; right, next to women, the two wheeled horse carts are the most common Okinawa mode of transportation; center left, they start working young; at right, at rest in a field where they have been digging sweet potatoes; lower left, the kids divide K rations provided by a GI; right, dressed in Sunday best.



Upper left, Native Police or "Honchos" aid the military government in control of civilians; right, natives rebuilding homes wrecked by war; center left, the women do the heavy work, and they soon adapt such Yank materials as gasoline cans to help them; center right, even Okinawans have to learn to use chop sticks; lower left, native "carpenters" at work with GI tools; right, kids are the same the world over.

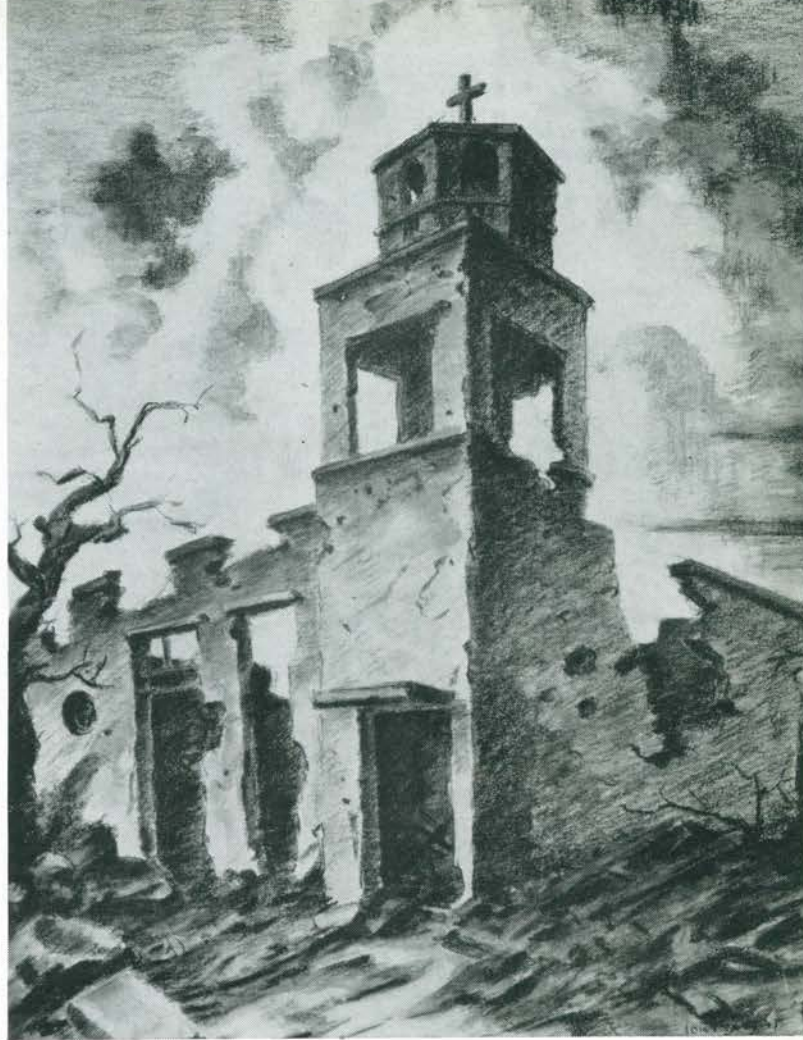
OKINAWANS

Our rear echelon under command of Lt. (jg) R. W. Hewett arrived on Okinawa on April 31. Our final supply ship came in May. It was on May 25 that this ship was torpedoed by a Jap plane and Ray Cleo Skinner, S1c, of Salt Lake City, Utah, was killed.

On the night of August 10th, announcement was made of Japan's offer to surrender. All hell broke loose on the island and it rocked like a drunken boat. Most of the 145th personnel not on duty were at the movies, and first impression received from distant ack-ack tracers was that an air raid was in progress, for although the Japs had lost Okinawa, they had not stopped raiding it. Just before everyone bolted from the scene it was announced that Japan's offer was heard.

For a stifled, silent moment there was utter stillness as everyone was at first stunned at the announcement. They could not comprehend. Then suddenly and spontaneously a cheer, as if from a single mighty throat rent the air.

The sky was a lacework of anti-aircraft fire. Searchlights stabbed their white needles into the clouds in a crazy erratic fashion. Guards cut loose with their tommyes and a hundred 145thers ran for their shacks to grab their carbines and add to the victory din. Even the ships in the harbor threw ack-ack at the stars.



There is no one in the 145th who does not know well Artist Leo Nowak and his work. Reproduced here are copies of three of his Okinawa paintings, two of them village scenes and upper right, the Christian church ruins at Shuri. Nowak, lower right, comes from Cleveland, Ohio, where he was in commercial and fine arts for 17 years, having been a studio partner for 12 years. His post war plans were to follow the art line on the west coast.

In the Seabees Artist Nowak wielded his brush on everything from camouflaging equipment, to painting murals for officers' clubs. In the welfare department he illustrated the battalion newspaper and designed V-mail cards for the men to send home. In his spare time he painted portraits and made sketches of the men.

A R T I S T



T Y P H O O N

Grazed by a typhoon in September 1945, the 145th camp was left looking a little ragged in spots. Top, supply quonset flattened; lower left, remains of the 145th church tent; and right, the wreck of "Sympathy Row" where tents for the Chaplain's department were all but blown away.

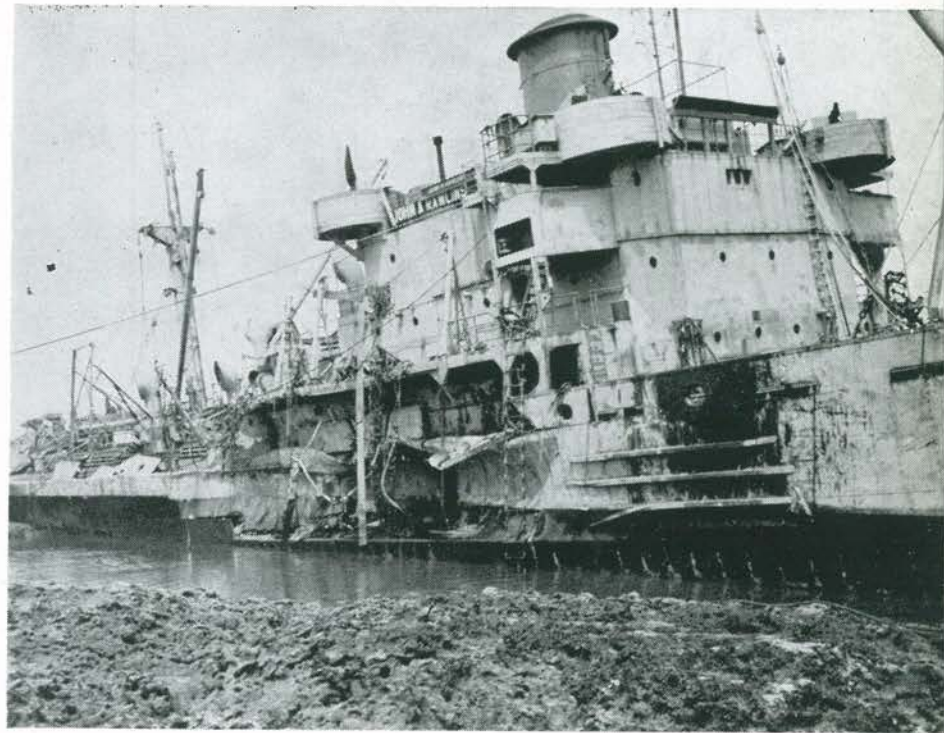
T Y P H O O N



A typhoon that struck Okinawa in September 1945 slammed shipping from Buckner Bay into the corally coast. Left, a floating dry-dock left high and dry, and to the right of it a wrecked Liberty ship.



Another Liberty ship smashed into the reefs in Baten Ko.



And small boats take a terrible beating.

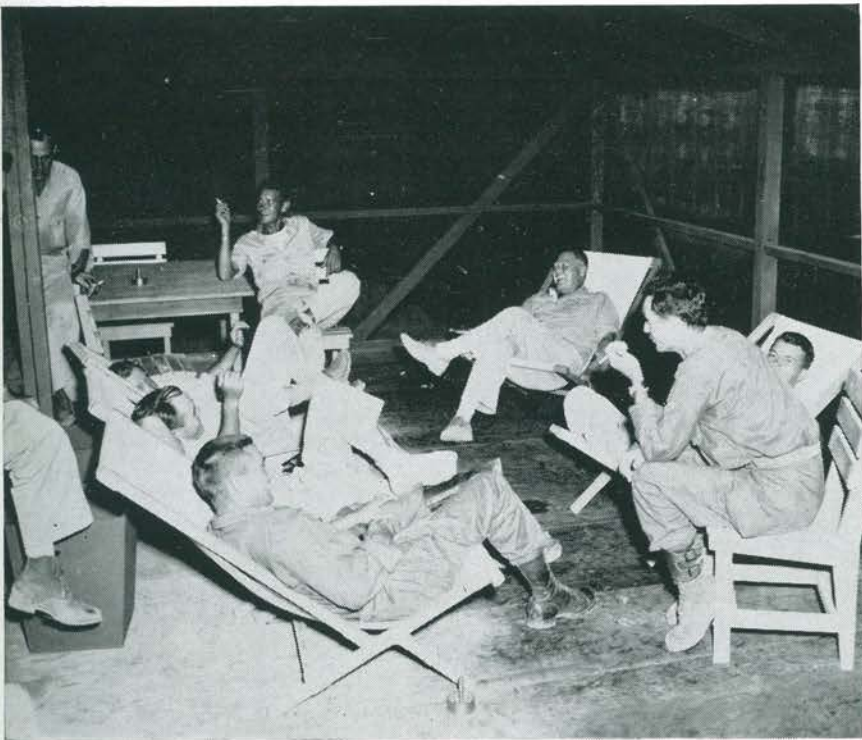
The island went mad. Until an island-wide red alert stilled the celebration.

It was a memorable night.

On August 31, the first contingent of the 145th left Okinawa for discharge under the demobilization plan.

But war or no war, work continued, and a 145th crew operated rock crushers at Yonabaru, and others constructed an aviation gas tank farm at Yonabaru with spillways and loading stands. Biggest job was the construction of NATS and TAGS facilities at Yonabaru air field. This included housing and messing facilities for fliers and enlisted men at the field, administration buildings, air terminal buildings and other facilities. Construction was of lumber, tents, and quonset huts. Another big job was the construction of the Acorn 29 water supply system with purification and pumping plants and storage tanks. A water system was also constructed at Yonabaru. Our men worked on the construction of a new camp and facilities for the commander of construction troops. Our men surveyed and graded on Route No. 5 from Yonabaru to Shuri, and the 145th built and operated a concrete pipe casting plant.

In September a number of men were sent home for discharge, and we received a large number of new men from the 66th and 74th Naval Construction Battalions.



OKINAWA OFFICER'S CLUB



Top, Officer's Club and Mess atop hill in new Okinawa camp; center left, "bull session" in club; right, bar; lower left, mess hall.



MEN OF STEEL

Upper left, garagemen, left to right, Y. Q. Weathers, J. A. Cybulski, G. V. Brecht, John Hall, D. J. Spano, J. T. Martin, Stan Kopacz; upper right, E. V. Voorhees, W. T. Winters, M. Engstrom, and A. F. Schultheiss solve a field problem; center left, riggers, J. A. Toich, N. G. Allard, H. W. Allen, T. A. Scally, V. W. Nida; center right, heavy equipment yard; lower left, repair crew, J. C. Wellborn, R. A. Bonser, L. A. Strickland, W. J. Mundell, J. E. Beard, J. L. Roddy, M. Engstrom, Ensign Palazzetti, C. Mowry; front, T. H. Smith, R. R. Wicklund, and R. J. Majka.



HEAVY EQUIPMENT

Back row, left to right, Lt. Murphy, C. F. Kuemmel, J. C. Wellborn, V. T. Price, M. Engstrom, J. E. Bears, Ensign Palazetti; center row, R. D. Wooldridge, P. R. Wicklund, T. H. Smith, R. J. Majka, W. J. Mundell, C. Mowry; in front, A. F. Schultheiss and N. F. Hall.

Standing, left to right, Woody Haskin, Warrant Officer Walton, E. T. Swope, H. Y. Summerskill, J. M. Cox, J. E. DeMar, H. W. Allen, J. A. Toich, R. S. Laird, T. A. Scally, H. E. Jones; center row, A. W. Strickland, D. W. Nida, W. R. Crane, J. L. Roddy, N. G. Allard, F. Arnold; in front, W. J. Owens.



Standing, left to right, K. W. Kломhaus, N. A. LaDow, Don Halterman, A. V. Stepulat, A. Z. Szablewski, J. A. Will, P. M. Benya, G. H. Bailey, C. C. Dugger, M. H. Wandt, C. R. MacDonald; in front, J. B. Knott, N. G. Alper, J. Lober and B. M. Swystun.



HEAVY EQUIPMENT



Back row, left to right: D. J. Coates, C. W. Nyman, E. V. Voorhees, W. B. McKinstry, J. H. King, C. A. Sullivan, M. J. Sibowski; front row, G. L. Tondreau, Ben Vavra, H. W. Steigerwald, A. P. Russell, A. J. Lofreddi, W. J. McNally, J. E. Arnold.

Left to right, standing, R. A. Bonser, N. G. Lee, R. D. Sprayberry, J. A. Dwyer, D. V. Dold, A. C. Thomas, R. F. Edgett. In front, R. J. Fadden, W. S. Reese, J. W. McKean, H. F. Fox.



Back row, left to right, M. J. Zilles, F. M. Cadorette, F. A. Barnard, W. P. Bub, O. E. Moore. Front, R. J. Menard, H. King, P. A. Ciufo, J. J. Strianese, J. W. Romans.

On Saturday, October 6, the 145th marked 18 months overseas.

The following Tuesday, October 9th, the elements gave the Yanks on Okinawa a worse drubbing than the Japs ever dreamed up. A typhoon hit the island that day, and all day and throughout the night it ripped Okinawa apart with winds that reached a velocity of 150 knots.

The wind's disintegration of the island's facilities marked the wholesale beginning of the disintegration of American forces on Okinawa. Thereafter in increasingly larger groups, men left the island for home.

Here ends the story of the 145th in words on this printed page, but the 145th continues in spirit and with it the story continues in a thousand different channels as each man returns home to live his part of this story.

It's your story . . . you take it from here.





"Saturday night" on Okinawa, and the local women appreciate the invasion of their privacy here no more than anywhere else.

This oldster doesn't like his picture taken while bathing.



But the kids don't mind. Bathing is a matter of swimming with them.

Everything is washed at once: bodies, clothes and hair.



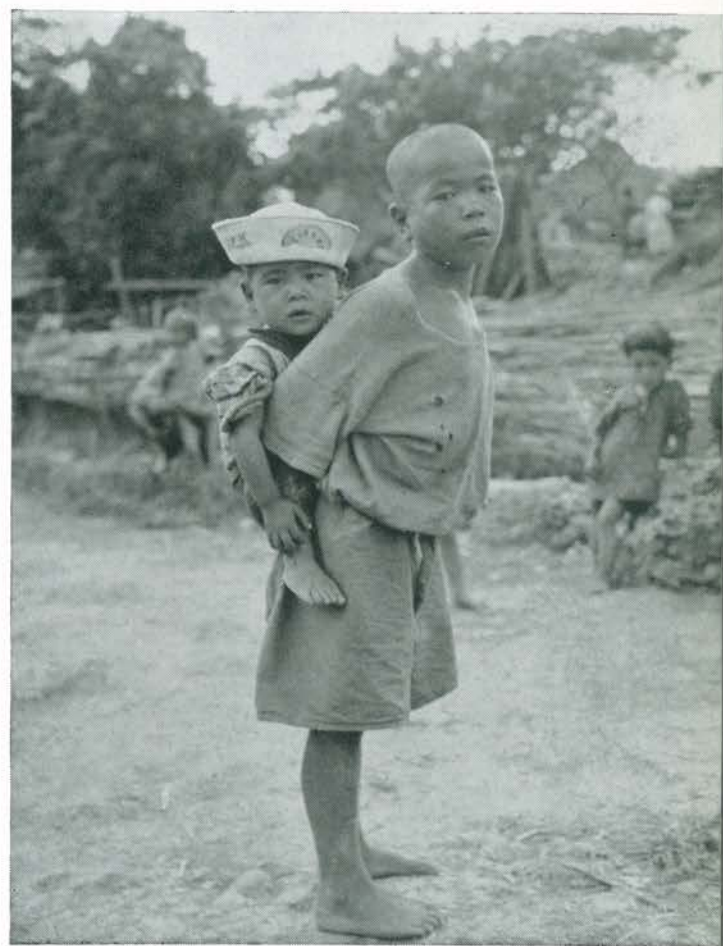
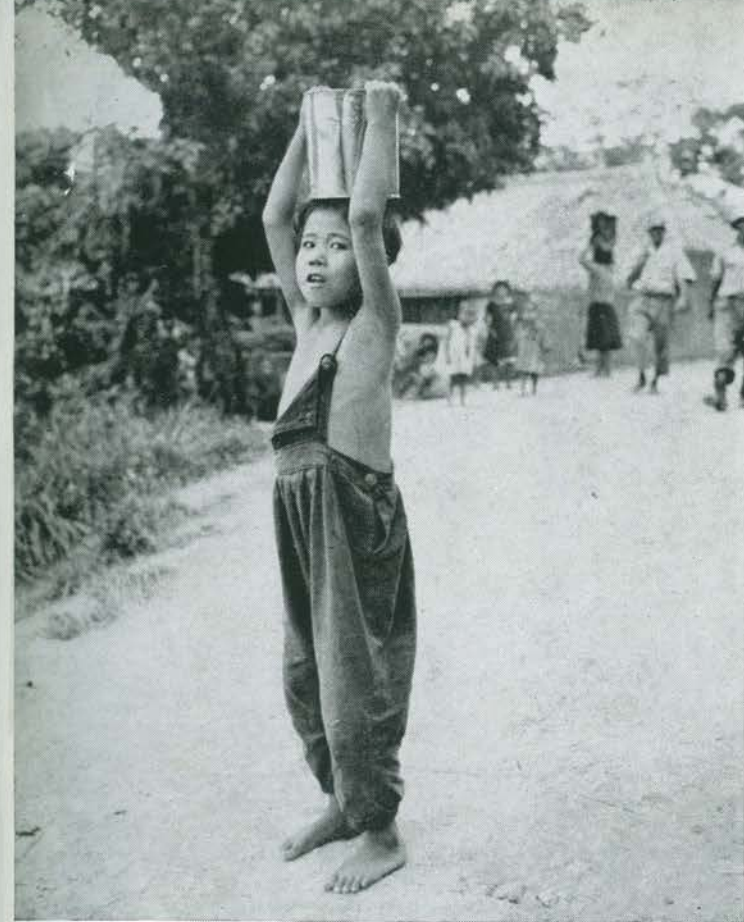


THE WEAKER SEX

Top photos show some rather extraordinary Okinawa pin-up girls. Geisha Girls to be exact. Lower left, the girl is evidently more interested in other things than the sewing her elders are doing; right, a little Okinawa girl decked out in her "Sunday" best.



The Native Okinawa way of life was very uncomplicated, their wants few, and their customs strange to us. Upper left shows a typical village street; upper right shows an unusual Okinawa cemetery near Nago. Left, an aerial view of a native village on the northern part of the island. In the immediate foreground can be seen the tiny fields, and to the right of the village, a ponderous sea wall constructed painfully by hand labor from stones.



Native life on Okinawa was simple but interesting. The GI influence was noted everywhere. Upper left a youngster carries water in a can "made in the USA"; upper right, in back of the woman giving her son a haircut, can be seen a native with a GI sun helmet; lower left, army tents, GI shoes, and service cot are in evidence; and right, a local tot decked out with a decorated sailor hat.



Upper photo: Evidently the shoe doesn't fit, or perhaps it is something besides the comparatively monstrous GI footgear that irks this Okinawa offspring. Lower left, Kids have a universal appeal . . . and they're not camera-shy. Right, two Okinawans and the local mode of locomotion now work for Uncle Sam.



Lt. Murphy tries out one of the little Okinawa locomotives at the Naha station; right, Jap landing craft beached near Nago.

Scenic pictures taken near Nago, left a beach; right an inlet.



Native women at work. Left cooking meat over an open fire in one of the Military Government-supervised villages; right: washday; and that means Junior, the dishes, and the food.





OKINAWA SUNRISE



ROUTE 16 JOB

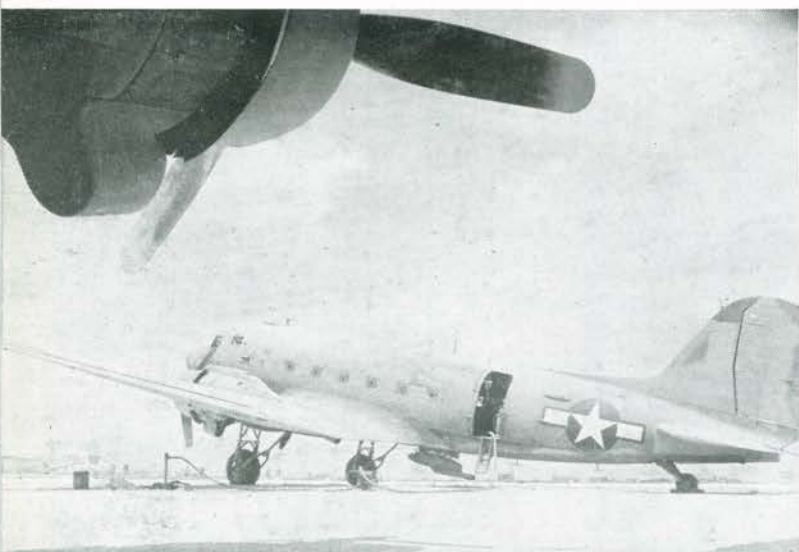
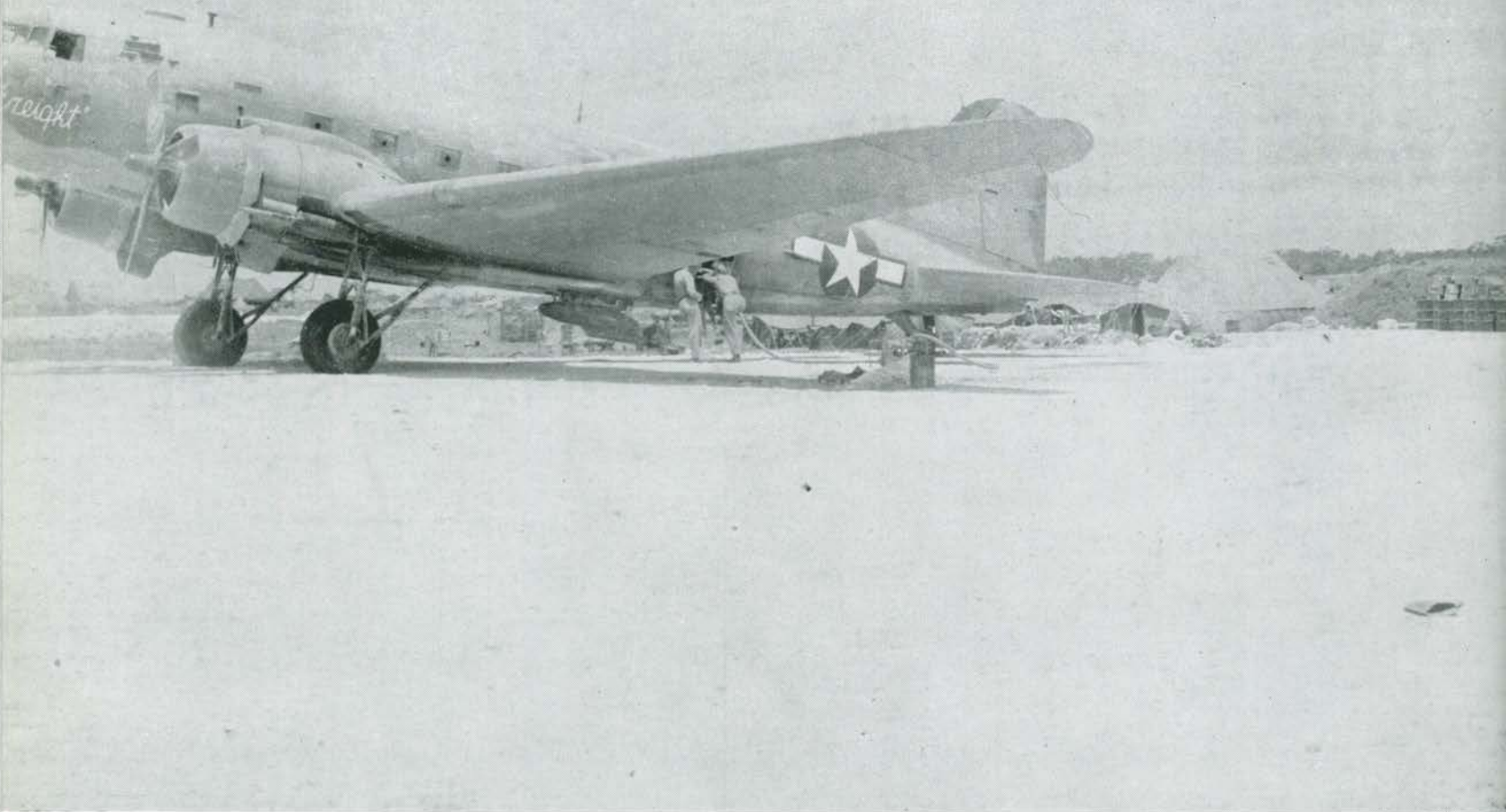
This is a section of the three miles of Route No. 16 east of Kadena airfield, graded and improved by the 145th.

Here Route 16 presents a pattern picture as 145th heavy equipment smooths out the dun-colored Okinawa earth.



THIRD PHIB CORPS HOSPITAL

One of the island's first emergency hospitals was the Third Amphibious Corps hospital built by the 145th near Yontan airfield. The job included the erection of tents, messing facilities, showers, heads, and a water system.



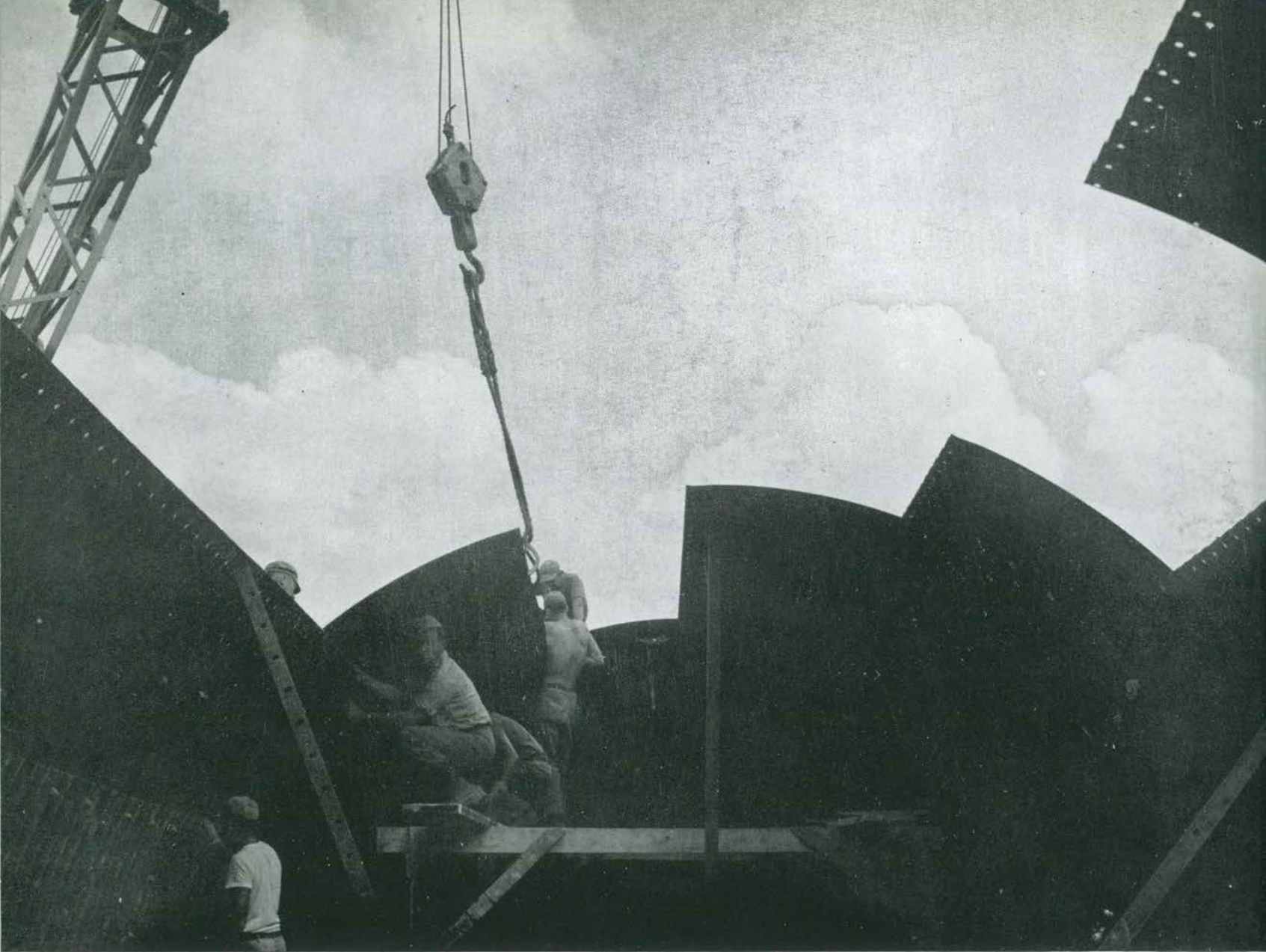
DDT PROJECT

During the months of April, May, June and July, a crew of six 145thers and Chief Bernstein, were engaged in operating a DDT mixing plant at Yontan airfield. The insecticide was mixed at first by hand, but later by mechanical means devised by the Seabees. Loaded into C-47 planes, the DDT was sprayed over the entire island from Yontan south by hedge-hopping pilots. Primary purpose of the project was the control of malaria, typhus and other insect-borne disease, but it proved a boon when used to spray Naha, Shuri and other sites of heavy concentrations of Jap dead to control disease borne by flies. This crew received a letter of commendation from the Island Command disease control headquarters. Men in the crew were F. W. Smith, P. C. Marusak, R. L. Joanis, J. A. Stephens, E. A. Petrosky and Nick Obradovich.



Yellow Beach number three was one of the main landing points of supplies both during the invasion of Okinawa and later. The 145th built facilities and moved earth at the beach, coraled the area and built access roads to the beach.

YELLOW BEACH THREE



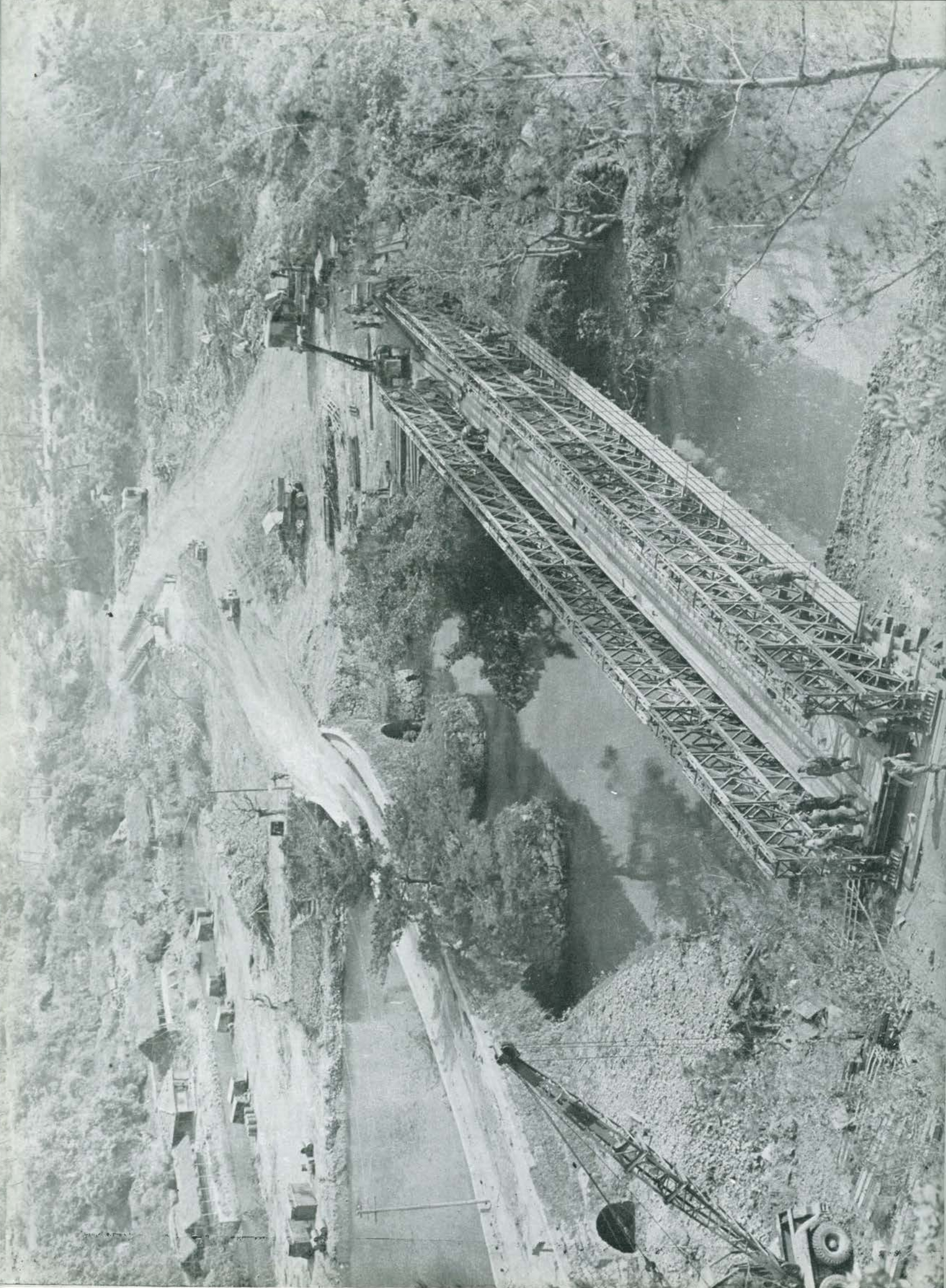
ISCOM PROJECT

One of the early 145th jobs on Okinawa was the construction of a camp for Island Command. Top photo is an unusual view thru the open top of an unfinished quonset hut. Lower left is a view of officer's quarters constructed in the camp, and right, a communications building well protected by sandbags.



A broad, gleaming, coral-topped highway was the result of 145th labors on Route No. 1 south of Machinato toward Naha on the west side of Okinawa. Upper photo shows the finished product. The two lower photos are progress shots.

MACHINATO ROAD

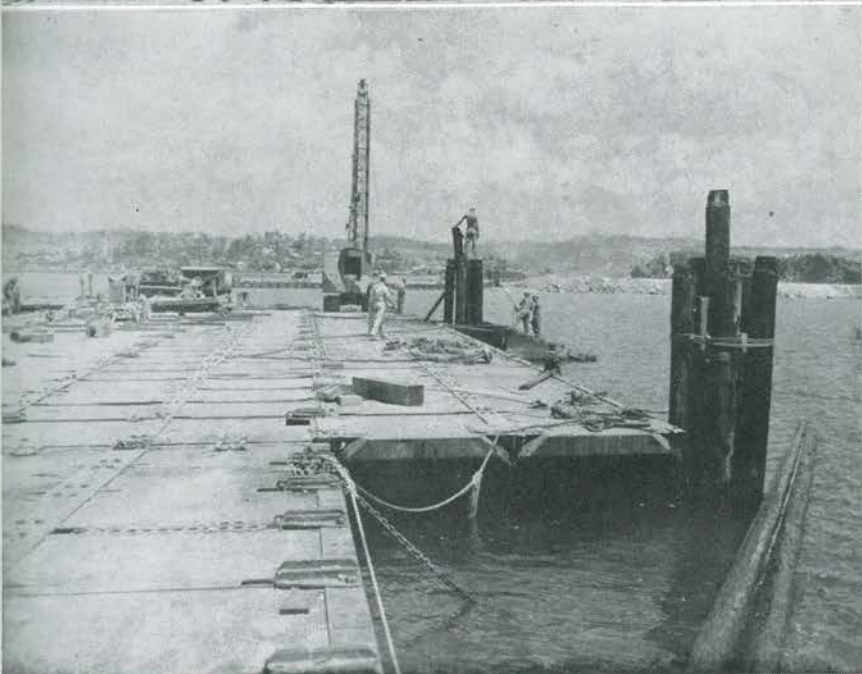
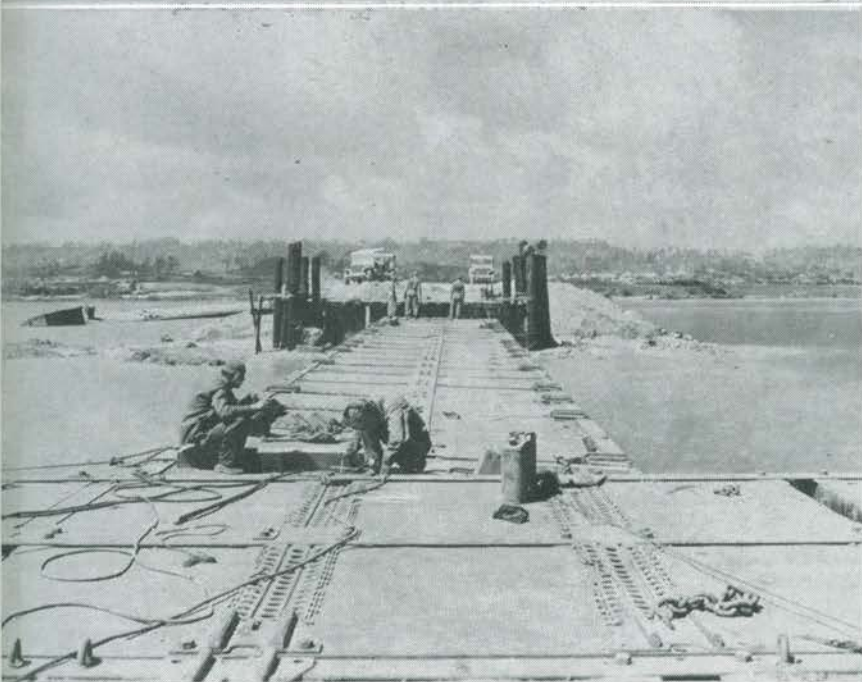
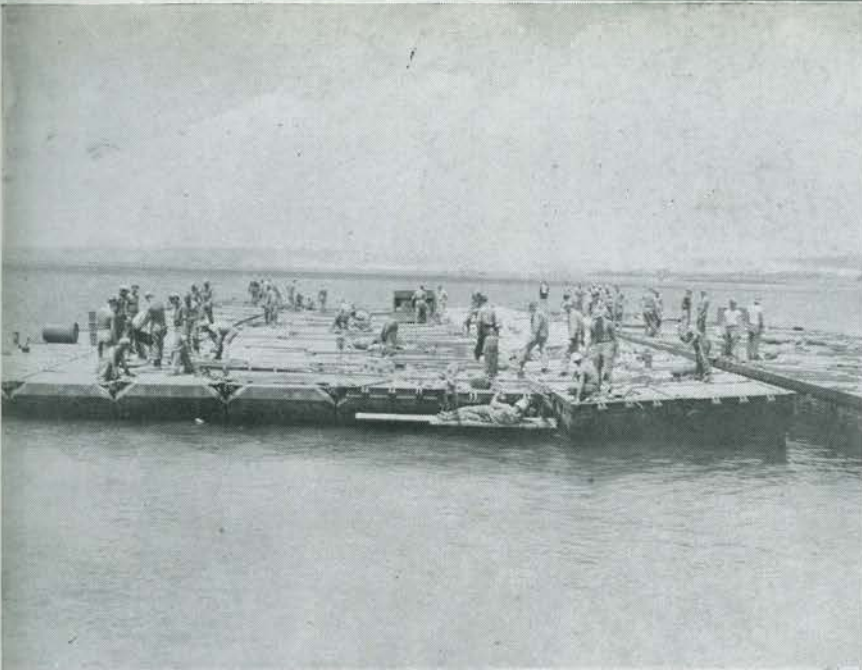




One of the fastest but most important jobs done by the 145th was the construction of this 150 foot double-double Bailey Bridge across the Bishi-Gawa on Route No. 1 at Hiza in April 1945. Supplementing the stone native bridge nearby, it carried heavy supply traffic south to the front lines during the Okinawa campaign. A crew of 80 men completed this job in two days. They worked during air raids and received a commendation for their work.

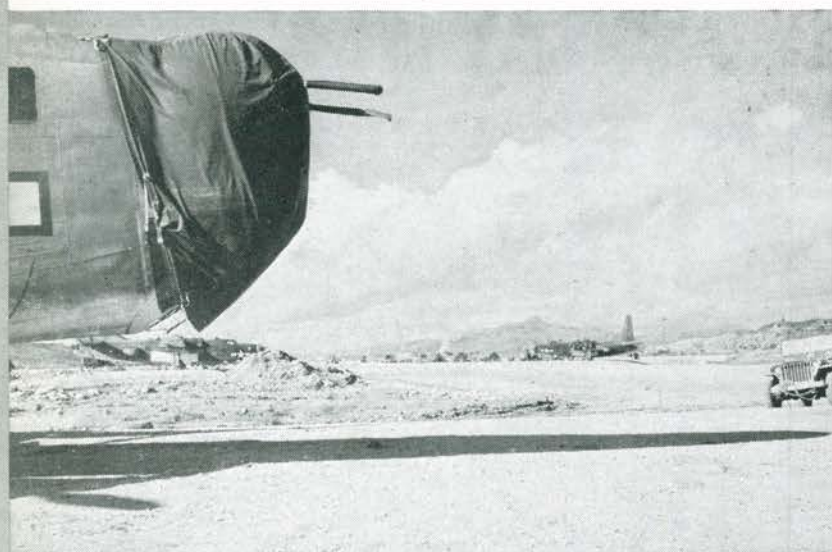
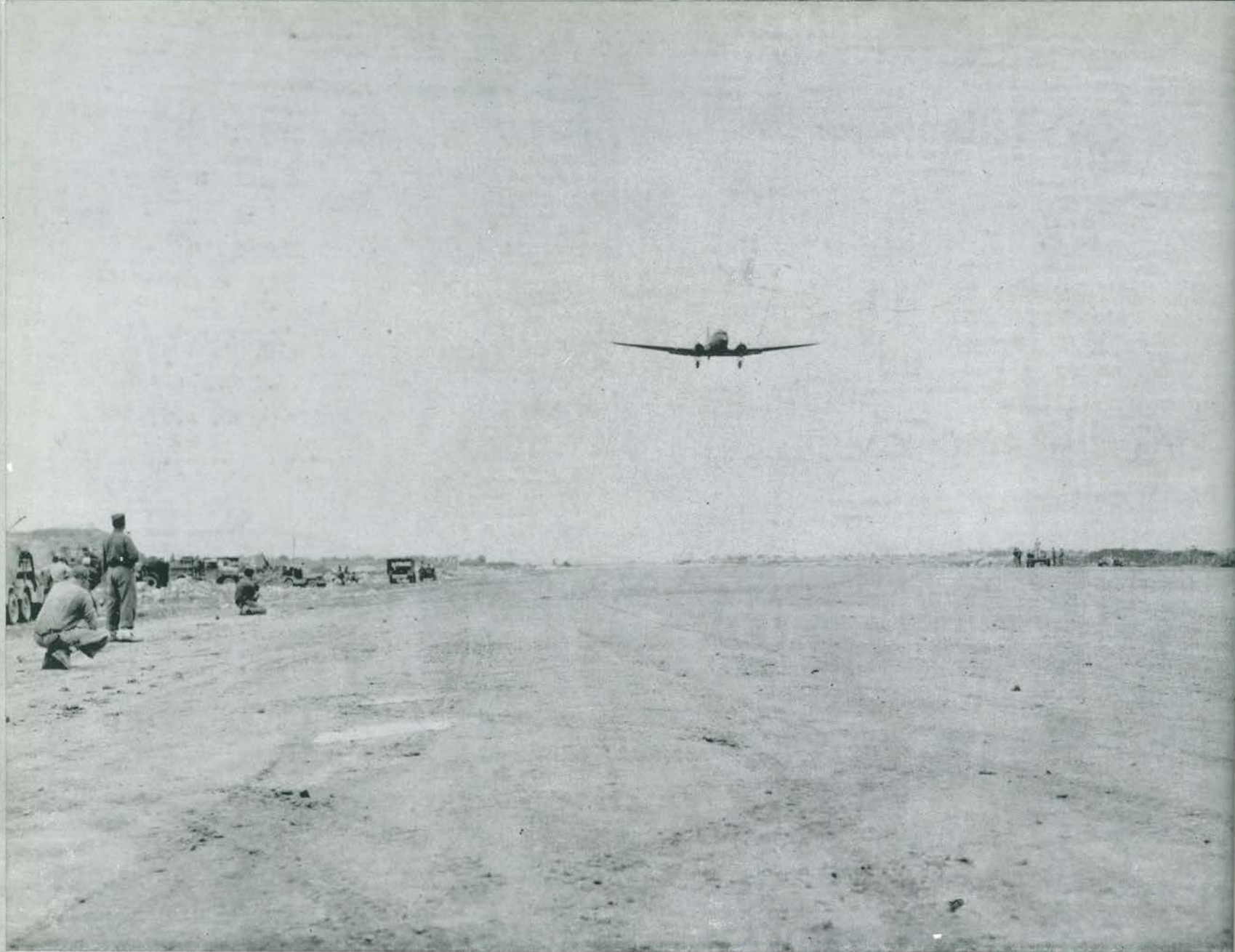
BAILEY BRIDGE





A giant causeway was built on the China Sea near Machinato in July by men of the 145th. It consisted of two earth piers, one 1100 feet long and the other 1400 feet, and both bearing 40-foot roadways. The piers were connected by a pontoon causeway 800 feet long and six pontoons wide. At the end of one pier an LST unloading ramp 60 by 200 feet was constructed. During the project a temporary camp for 400 men was located at the site. The three photos on the left show the pontoon section; upper right and center right show the building of the earth sections; and lower right photo shows the completed dock in operation.

MACHINATO CAUSEWAY



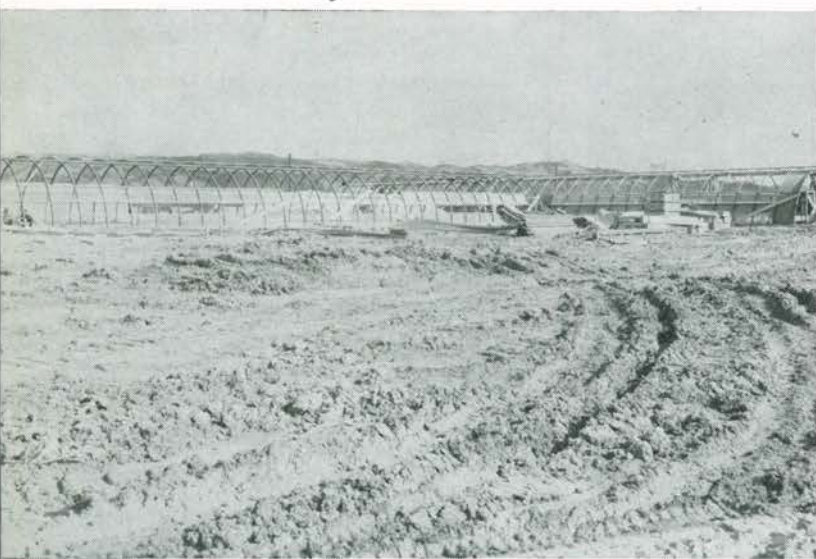
YONABARU AIRFIELD

Men of the 145th worked from July thru October grading and surfacing taxiways and hardstands for the Yonabaru airfield. Besides building the field itself, they constructed perimeter roads. Top photo shows the landing of the first plane on the field. Lower photos are later views after the field was populated with Navy Privateers.



Top photo shows the reservoir to the 145th's new camp on Okinawa. Tanks and treating plant are at the right, and part of the camp can be seen below the hill. The reservoir was created by an earth dam on a small creek that flowed thru camp. Lower pictures show tanks and plant for the water system. Water was pumped from the beach by pipeline, treated and stored, and flowed over the camp thru a gravity system.

WATER PLANT



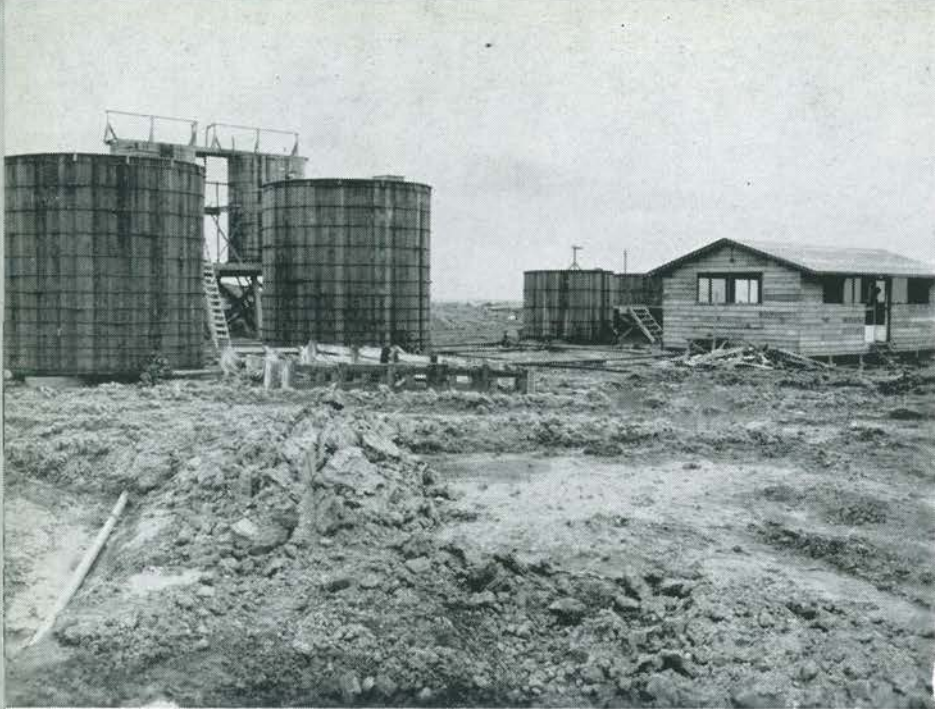
NATS AND TAGS

Construction of facilities at the Yonabaru airfield was one of the 145th's biggest jobs on Okinawa. This project included the erection of eighteen 20 by 56 quonsets and three 40 by 100 quonsets; construction of one hundred 14 by 14 tents with framing and wall, and construction of one hundred 16 by 16 tents in the same fashion; construction of a 40 by 200 foot wood terminal building; a one thousand man mess hall and galley; and installation of electric and sewage systems. Upper photo shows the tent area; lower photos, the quonsets under construction. These facilities were completely wrecked in a typhoon that hit the island on October 9th, and had to be rebuilt.



The unusual three-way quonset building was constructed by the 145th at Yontan airfield on Route No. 6. It was a joint communications building.

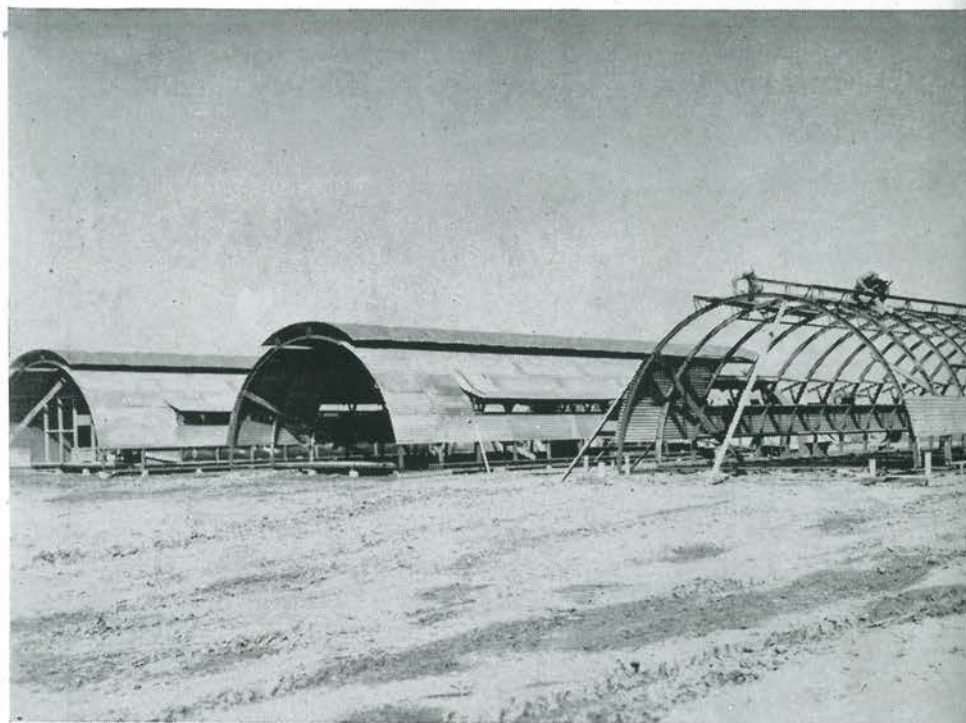
AACS AT YONTAN AIRFIELD



ACORN 29 WATER SYSTEM

This water system to supply Acorn 29 and Yonabaru airfield was constructed by the 145th in August 1945. The project included a treatment plant with a capacity of 120,000 gallons daily. In connection was a two-mile, eight-inch steel pipeline, and a 10,000 barrel storage tank. Capacity of the system was later doubled.

Shown here is a part of the facilities built at Yonabaru airfield by the 145th.



28TH RECON PHOTO UNIT

These quonsets were constructed by the 145th for the 28th Recon Photo unit on Route No. 1 between Yontan and Kadena airfields. They were used for the storage of film and photo paper.





Here are three views of men of the 145th constructing a huge aviation gas tank farm near Yonabaru airfield. The twelve one-thousand barrel steel tanks were located about a mile north of the field and west of Route 13. Besides construction of the tanks, the job included the laying of two miles of four and six inch pipeline. The job was under supervision of Lt. Bentz, Lt. (jg) Redd, and Lt. (jg) Hewett.

AVIATION GAS TANK FARM AT YONABARU



PORT DIRECTOR TOWERS

Upper three photos show the construction of the Naha Port Director tower, built under supervision of Chief Carp. Adams. Mounted on the tower were signal lights for directing ships into Naha harbor; and radio facilities were installed in the building that formed the base of the tower. Lower right photo shows the Port Loomis director tower constructed of pre-fabricated materials at Machinato.



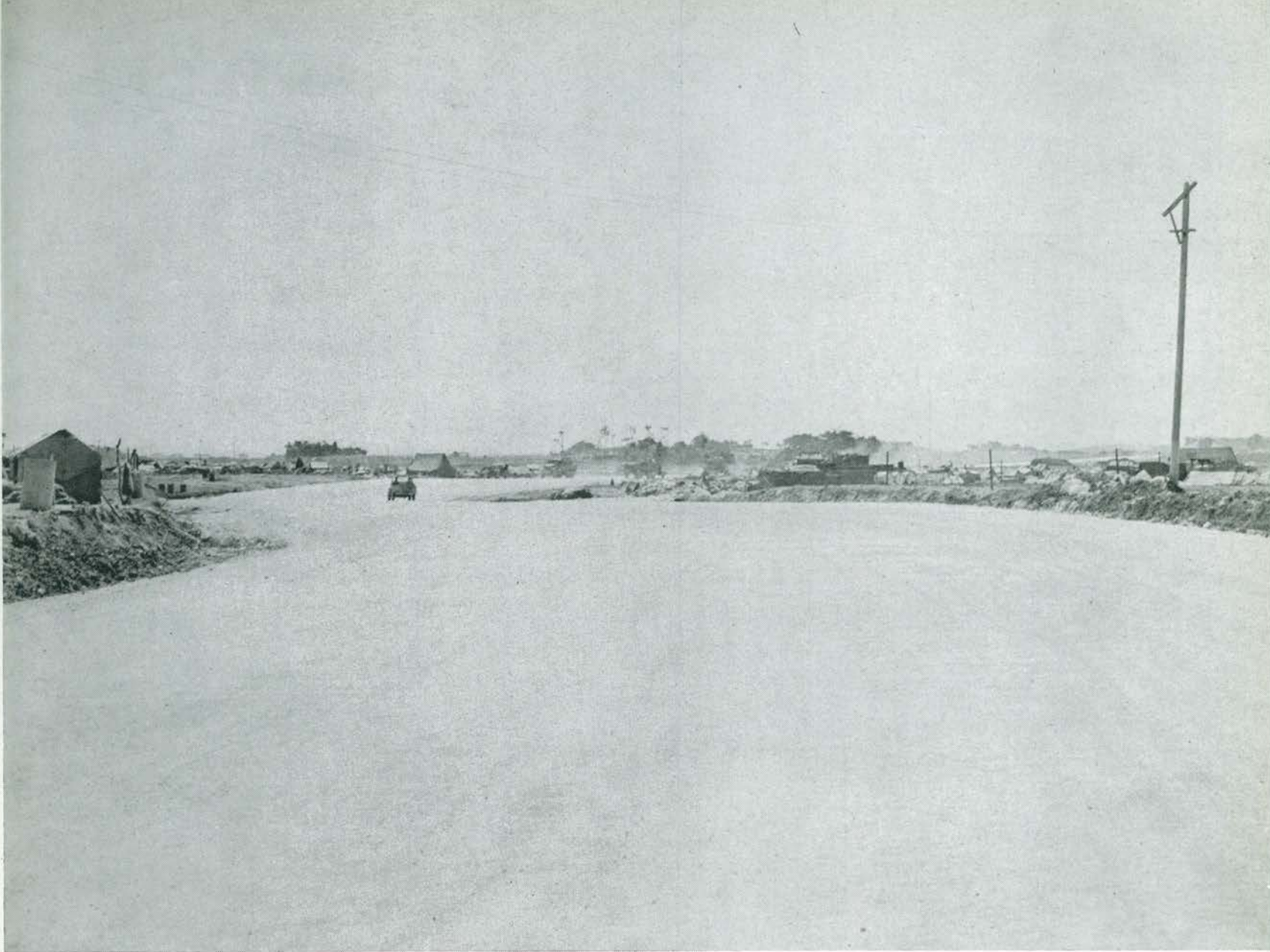
Shown here are six views of the Route No. 13 job which involved grading from Kuba Saki south along the Pacific coast side of Okinawa to Yonabaru airfield. Much of the road was relocated, and that portion from Route 32 junction south was coral-surfaced by the 145th.

ROUTE NO. 13 JOB



CONCRETE PIPE PLANT

These photos show the 145th concrete pipe plant B. S. (Before the Storm). It was erected the latter part of August on the beach near the 145th camp. It went into operation on September 2, making concrete pipe for sewage facilities at Yonabaru, for the Acorn 29 camp, and other projects.



Shown here are three views of Route No. 6 constructed by the 145th from Hiza up the west side of the island along the beaches for about five miles. One of the island's heaviest traveled roads during the Okinawa campaign, this artery was built extra wide and heavily coraled.

ROUTE NO. 6 JOB



ELECTRICAL DEPARTMENT

Back row, left to right: H. H. Utpadel, C. A. Evans, C. D. Estridge, G. H. Emery, W. A. Hunt, C. W. Scholl, L. M. Tozier, T. E. Miller, B. J. Lureau and E. R. Kelly. Center row: Chet Marshall, W. A. Robinson, H. Jones, F. T. Luhrs, W. J. Fay, R. E. Winkler, G. M. Harmon, K. A. Beyers and E. D. Hardy. Front row: Warrant Officer Frederick Walton, H. G. Bryant, L. Aultman, E. G. Niemeyer, E. H. Godfrey and J. J. Gilson.

MALARIA CONTROL men

Left to right: L. G. Naul, K. R. Viser, D. V. Norell, J. L. Reagan and R. N. Perkins.

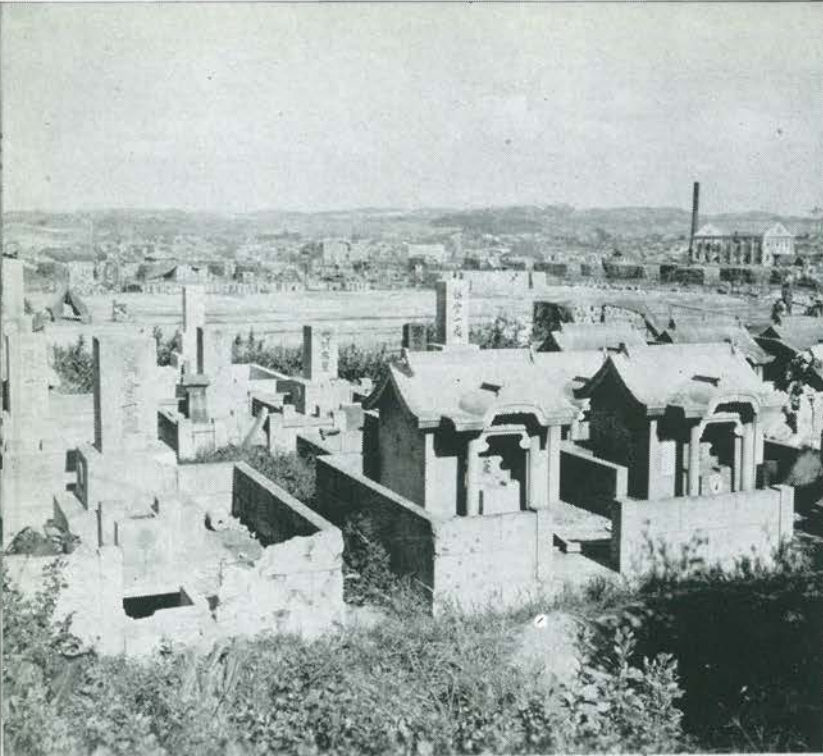


PHOTOGRAPHERS

H. C. Kulibert, left; and Stan Korczak in front of their lab.



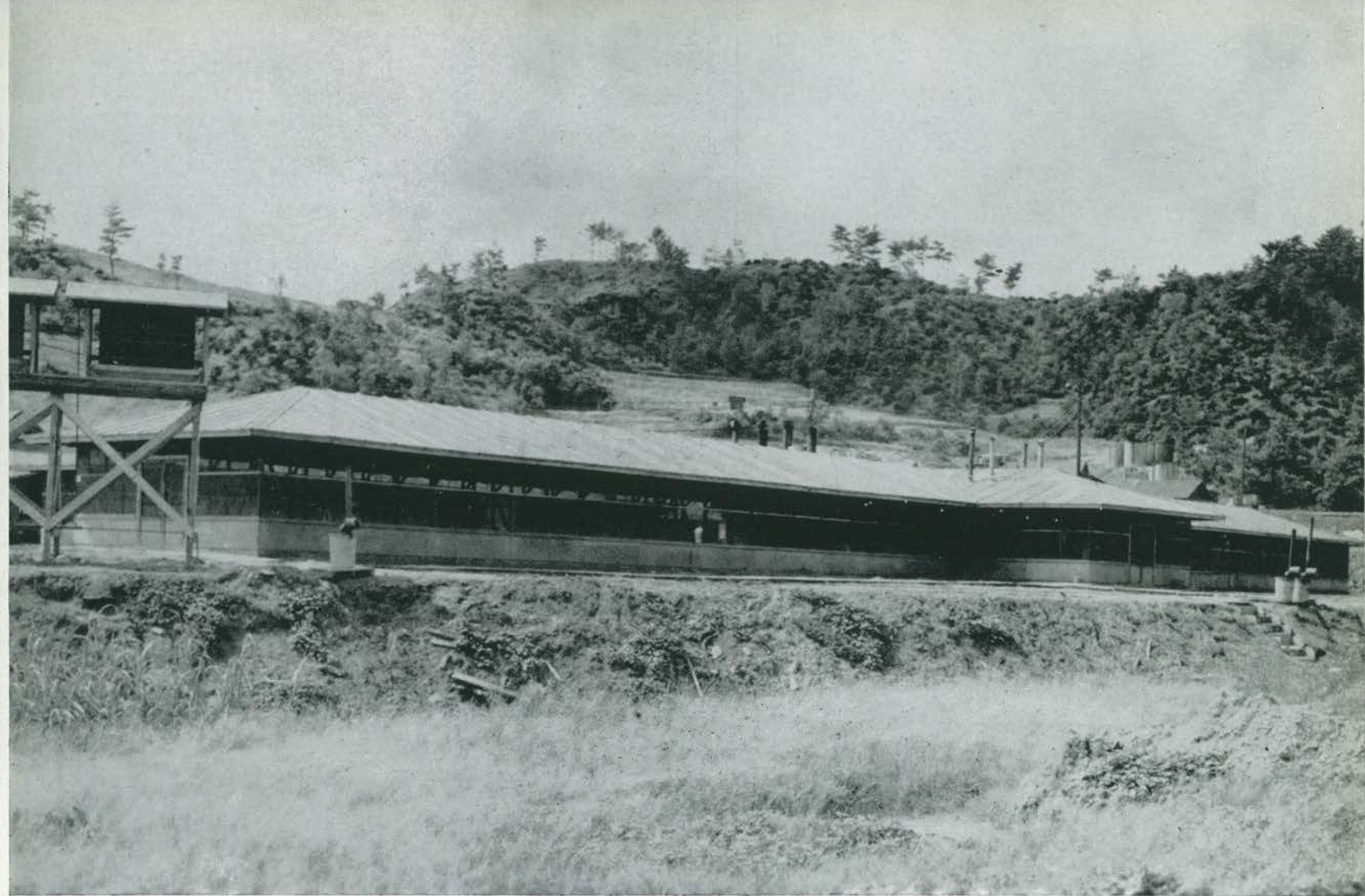
Upper left photo, left to right: F. K. Maness, W. P. Wedgeworth, R. C. Duke, A. B. Crump, T. E. French, Jerry Con-
tois and "Mort" Martin. Upper right: Some Okinawan's
ancestors peer out from their decorated burial urn. Center
left, Electrician Bowles enjoys a smoke on the verandah of
his homestead. Center right, D-4's Bullett, Hanson and
Anderson atop their foxhold. Lower left: W. R. Coombs
and B. M. Swystun at a cross-roads.



NAHA ARCHITECTURE



Typically oriental are these random photos of Naha architecture . . . or what was left after the fighting. Upper left, fancy tombs in the Naha cemetery. Upper right, remains of a church. Center, Shinto shrines; lower left, Naha athletic club.



The 145th men's mess hall in the new camp on Okinawa, was all but stateside, and by far the best facility we had had in our overseas experience. Capable of handling more than 1,500 men per meal thru its two chow lines, the hall was located in the center of the camp. The two lower photos show cooks at work in the galley.

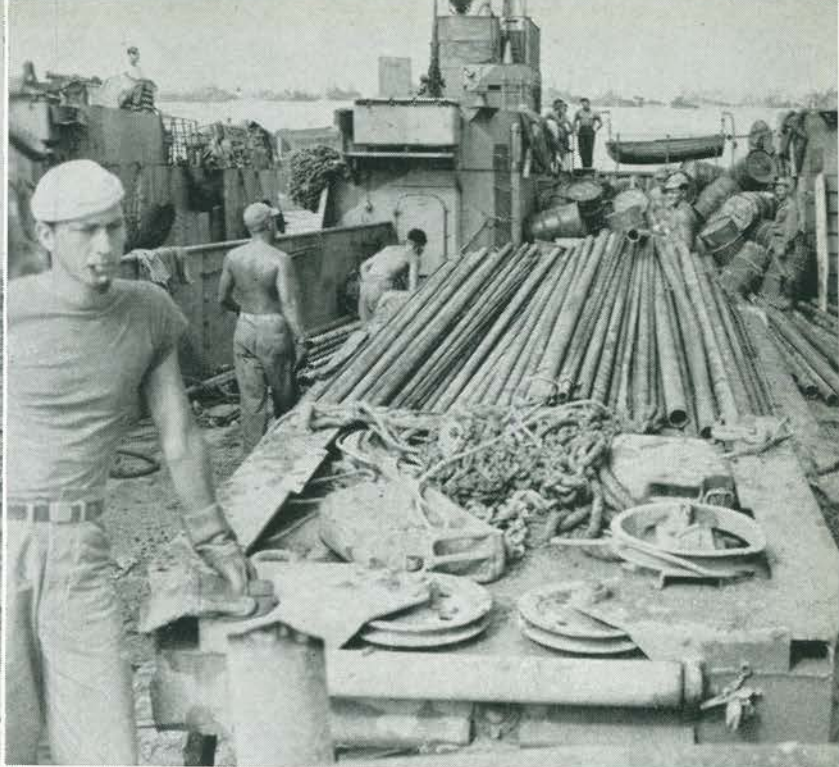
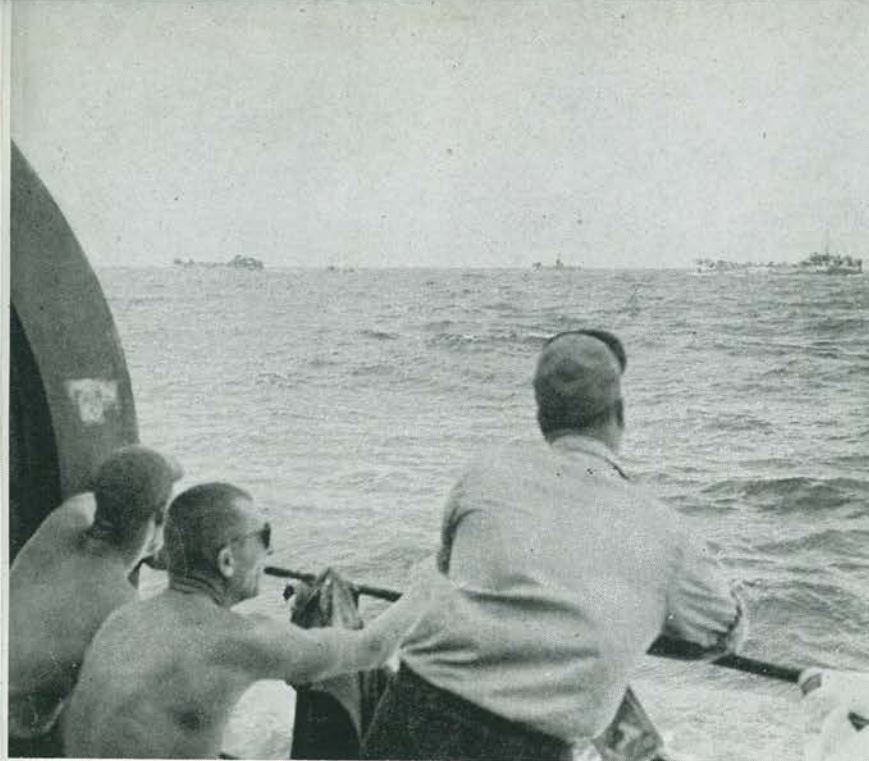
MESS HALL



AROUND OKINAWA



Top photos: A couple of views of the temporary camp constructed by the 145th for Commander of Construction Troops near Island Command. Center left: 145th's milling around for pay line; center right: 145th water reservoir; lower left: part of the camp.



P R O G R E S S



Upper left: coming into Okinawa; upper right: 145th unloads supplies; center left: 145th camp on L plus three; center right, and lower left: 145th falls to work at once.



NATIVE KIDS



NATS RECONSTRUCTION

After the typhoon of Oct. 9th that flattened facilities on Okinawa, the 145th had a big job rebuilding, especially facilities at Yonabaru air-field.



Pictured here is a new type of steel frame construction the 145th used to replace the terminal building at Yonabaru.



The typhoon was no gentleman. Nurses' quarters on Okinawa were as badly wrecked as anyone's.

All the girls had left were wind-blown bobs.



But they started salvaging things immediately.

T Y P H O O N



On Tuesday, October 9th, 1945, the island of Okinawa experienced what was said to be its worst typhoon in history. Peak of the storm was reached at mid-afternoon, but the wind continued almost unabated throughout the night. Ninety per cent of the island's facilities were damaged, and frail tent-huts were smashed everywhere leaving thousands on the island without quarters. Hundreds of men were injured, and a large number of men, most of them on barges or ships, were killed as vessels were dashed into reefs, into one another, or were swamped by mountainous waves.

Wind velocity was reported to have reached a peak of 173 miles an hour.

Photographs on the following pages taken by 145th Photographers H. C. Kulibert and Stan Korczak offer a sample of the aftermath of the storm.



YONABARU AIRFIELD

Facilities built by the 145th Battalion at Yonabaru airfield took a real beating in the typhoon. Shown at the left is one of the huge quonsets constructed at the field.

Efficient-looking Seabee-built facilities are reduced to nothing but a rubble of sheet metal and twisted steel.



The storm created new projects for the Seabees.
Clean up and rebuild.



This Jap-built fortress at Naha, surveyed a scene of greater damage after the Oct. 9th typhoon, than it ever beheld as a result of man-made devices.

The Sargasso Sea never collected in its calm, a mass of derelict shipping equal to the mass of vessels that were ground together at Baten Ko during the typhoon.



A few pipes and the water tower were all that was left of the 145th's concrete pipe plant after the typhoon.



The typhoon played some odd pranks. Here it left "Silica" stranded on the sand.

The storm tossed some of the big ships a lot closer to shore than they ever expected normally to get.



The landing craft weathered the typhoon better than any of the other vessels. They were built for shallow water.



Baten Ko would have been a beach comb-
er's dream after the October 9th typhoon.

A big job. Where to start?



But the mess must be cleaned up. So sal-
vage begins.



B A T E N K O

Baten Ko on the southern end of Buckner Bay, presented a solid shoreline of wreckage after the October typhoon. Just one big mess.

Ships and debris litter the beaches and reefs as far as the eye could see.



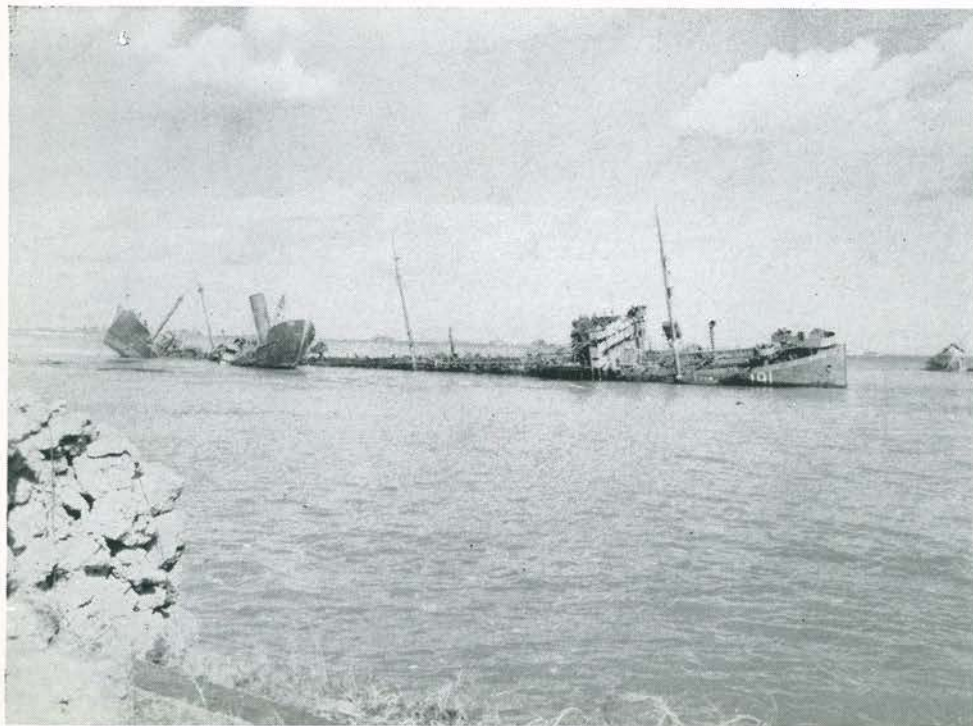
Boxes, barges, bouys, barrels and beams were driven high aground by the storm.



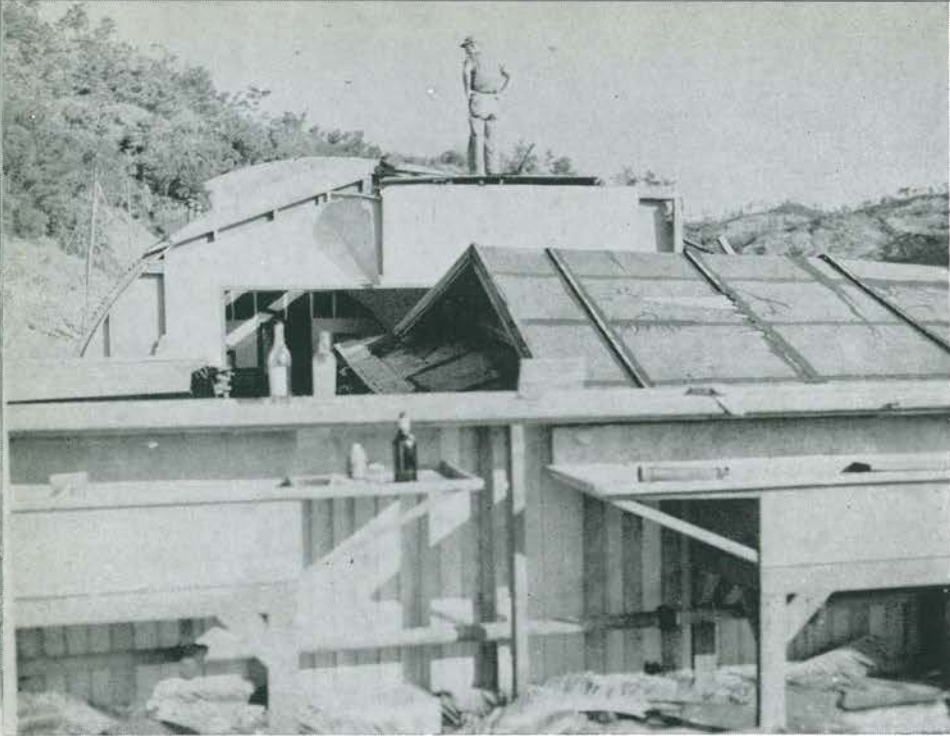
SHIPS AGROUND

These ships, left, were driven aground by the typhoon at Naha.

Barges and landing craft by the score were dashed onto the coral reefs by the storm.



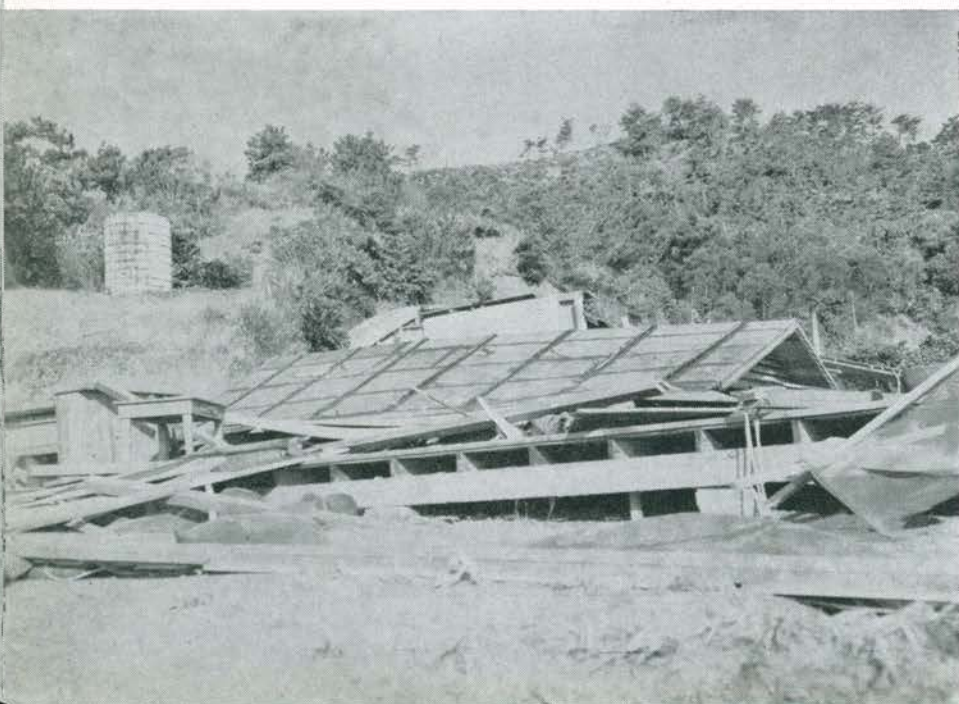
Ships in Naha harbor. Many large vessels such as the lengthy APA shown here, were victims of the typhoon.



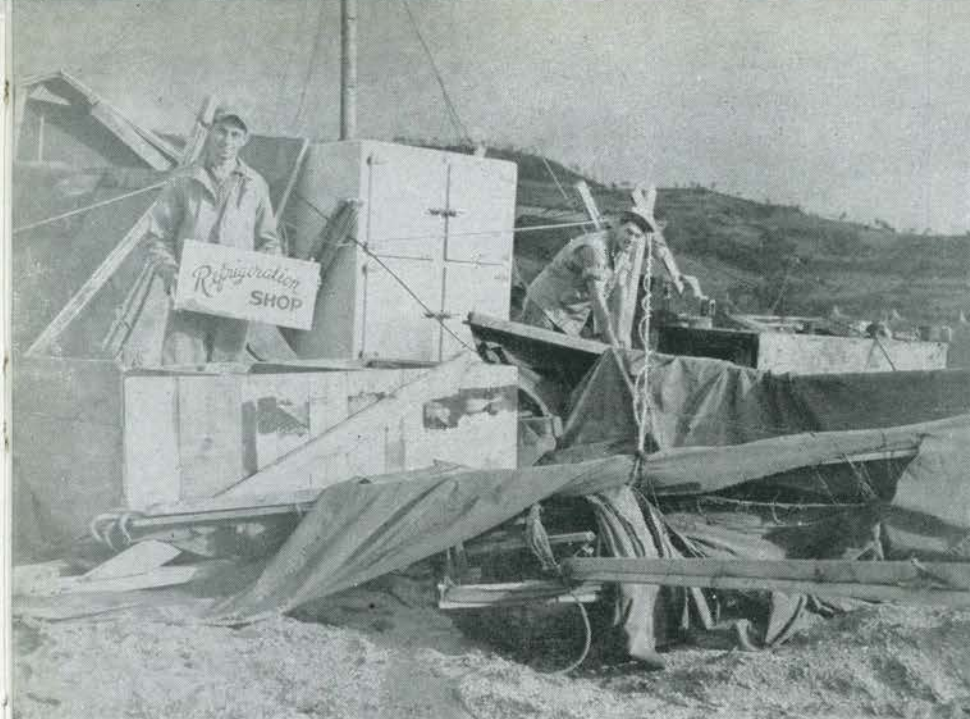
OFFICER'S CLUB

Untouched by the typhoon that decapitated the officer's club, an empty bottle stands serenely on the bar.

The officers' refrigerator and bar were about all the big wind left standing.



When the typhoon blew the walls out from under the officer's club, there was nothing for the roof to do but drop . . . as demonstrated at the left.



HUMOR IN THE WRECKAGE

Apparently ready for business again before the typhoon wreckage is cleared, the refrigerator department boys waste no time.

The big typhoon was no respecter of rank. Officer's club and mess on a hill overlooking the camp was flattened as shown here. Left, part of the galley.



Dr. Ewald, left, and Dr. Chessid, right (apparently intrigued by something under the floor) survey the ruins of their wrecked abode, tossed over an embankment by the typhoon.



"HOME WRECKER"

Tent areas, especially living quarters, were hardest hit by the October 9th typhoon. Left is shown part of the residence section with decapitated tents.

"GONE WITH THE WIND"

Supply Officer Carey L. Cruse surveys what appears to be a hopeless situation.



"ORPHANS OF THE STORM"

Many were the 145thers completely homeless after the typhoon which wrecked living quarters as shown to the left.



THE AFTERMATH

A couple of laundrymen survey the wreckage of their once-functioning establishment, now "Gone With the Wind".

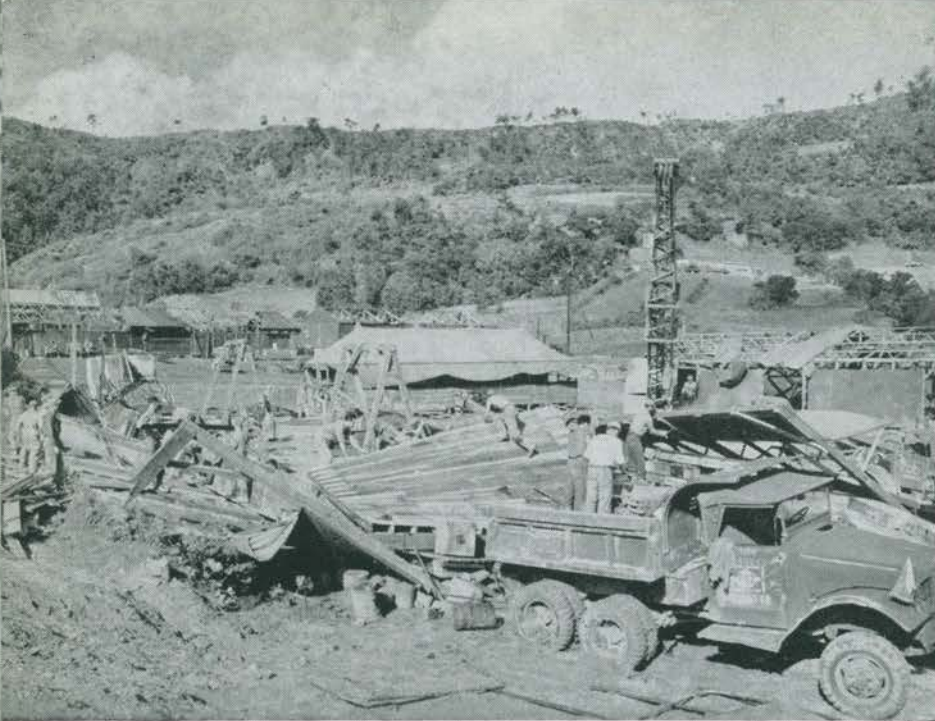
SUPPLY YARD

This is what the 145th supply yard looked like after the blow. Everything from bombs to beans was scattered and mixed.



HEAVY EQUIPMENT

The heavy equipment yard had an advantage over other departments. Caterpillars and rollers won't blow away. But the shops did . . . or nearly did.

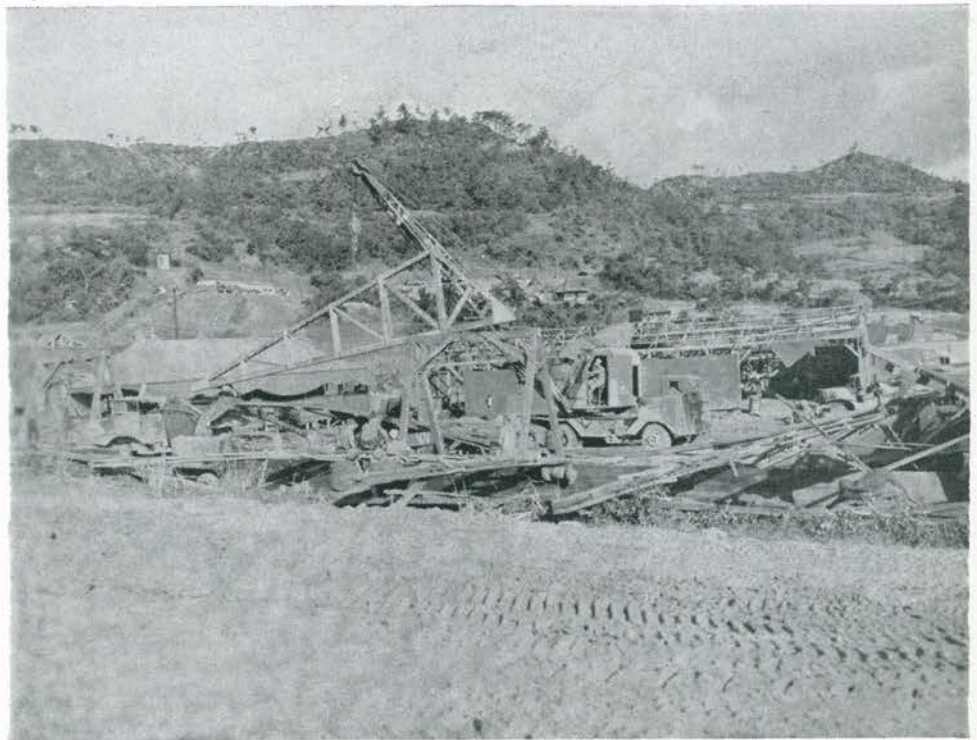


REBUILDING BEGINS

No sooner had the typhoon passed than 145th Seabees were at work rebuilding their devastated camp. Left, what was left of the garage.

BY MACHINE

Here Seabees put to work their able machinery to put back what the storm misplaced.



AND BY HAND

Those whose "homes" weren't badly wrecked by the typhoon, pitched in to help the homeless rebuild.

F E A T U R E
S E C T I O N



REALLY???



Listen chum, d'ja hear the latest?
This is straight, I know,
Because I got it from a good source:
The third seat, second row.

It seems the Seabees' work is done
And we are left sans project,
So, you'll find our daily work
Directed toward one object:

Clean our gear and get it set
To transfer to another,
Soon we'll board and merrily sail
Across the sea to mother.

Aye, me mates, the jest is this,
We'll soon be going home.
For us the mighty battle won,
And never more to roam.

Now listen chum, 'bout what I've said,
T'll put you in a rut
If you don't remember that
'Tis naught but scuttlebutt.

TWO YEARS DISASTROPHE

BY W. D. MULLENAUX

HYSTERICAL DATA

October of 1943 was similar to October of any other year . . . the world was still turning on its Axis and the Axis was still turning on the world. The Moustache from Berlin and the Jaw from Rome considered the world their own private turkey and they were carving the best slices for themselves. Their brother rat in Tokyo . . . the one with the wrong slant in his eyes and the wrong slant on nearly everything in general . . . was invited to the feast too, and the rest of the world had nothing left but the wishbone and a few bedraggled tail feathers. That was the picture in October of 1943. All God's children had shoes . . . but they were wearing a little thin around the edges. The Sons of Satan were calling the tunes at most of the square dances.

Mac was still a civilian then . . . he hadn't yet gotten the old double cross from his "friends and neighbors". You know Mac; he's the guy in

the hut next door, or the bloke who beats the bass in the battalion band . . . or he might even be you. Now Mac isn't exactly a quiz kid, and yet he's not all gristle between the ears. It's true he's read more Hoyle than Emily Post, but he knows which knife to eat his beans with. He's getting along swell as a civilian trying to eke out a modest living on a buck-fifty an hour in the local war plant. He joined the Seabees because his conscience bothered him about making so much money, and because he wanted to do his bit for the cause, and also because they came and got him.

Mac was railroaded into service . . . I mean of course that the Navy bought him a one-way ticket to Camp Peary, Virginia. Dear old boot camp . . . how I miss the bloodhounds and cat-o-nine-tails. Mac's first contact with Navy life was a rousing chorus of "You'll be sorry" from a miserable group of boots strung up by their thumbs for talking back to a chief.

Mac caught right onto the easy leisurely schedule of boot camp. Nothing to do before breakfast except swab the deck, make up your sack, wash your face, comb your hair, brush your teeth, police the grounds, do a few hundred measly push-ups and other bone-crushing exercises, fall in for muster, stand around in the cold while the platoon chief beats his gums about your dirty barracks, so . . . you swab the deck again, go over the window sills with a toothbrush, clean the inside of the stove again and then gratefully march to the chow hall for a generous helping of hominy grits, fried beans and cold coffee. The rest of the day was spent in similar happy-go-lucky fashion.

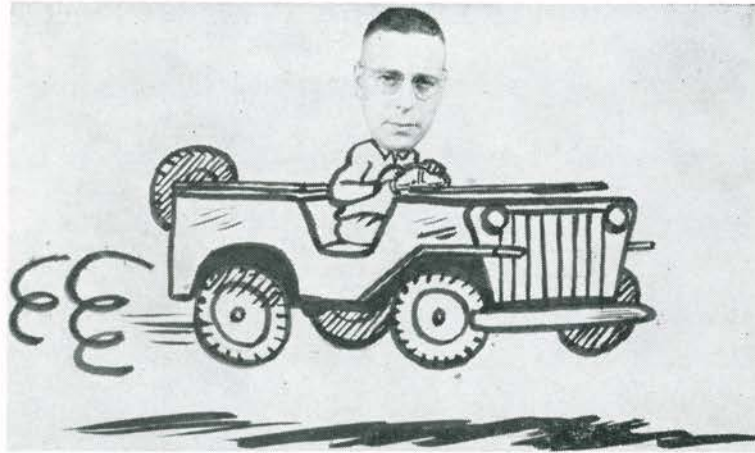
As the weeks passed Mac found that his body had hardened considerably (the bones were closer to the surface). His appetite had toned up until he felt that he could eat anything . . . and he often did. He whiled away his time drilling, marching, learning new games (such as hitting the deck on his belly and face at a full gallop . . . oh well, with chow the way it was he had no use for those teeth anyway!)

October faded away into November while Mac faded away to a shadow. The big moment arrived. Mac was assigned to the 145th battalion . . . the battalion to end all battalions.

And so, they said farewell to the majestic, swamp-ridden bogs of Camp Peary and entrained to the icy wastes of Rhode Island. Camp Endicott was a joyous place surrounded on three sides by Rhode Island and on the other side by Quonset Naval Air Station. The Navy fliers weren't satisfied to hedge-hop over the double decker barracks; they had to leave wheel tracks on the roof. Twice the roof caught fire from the exhaust flames of passing Corsairs. The barracks was always held in readiness for open house because they expected a pilot to drop in at any time.

Camp Endicott was clean. Trash cans were placed at convenient intervals to dispose of any old frozen toes or frost-bitten ears. In Rhode Island the thermometers are only marked up to ten degrees above zero . . . even the seagulls wear earmuffs.

Part of Mac's advance training included two weeks at Sun Valley. The wag who named that refrigerator SUN Valley must have been the same one who started calling "Tex" Pearce, "Tiny". The closest that valley ever got to the sun was the time the sky leaked a few sunbeams and all the penguins died of heat prostration.

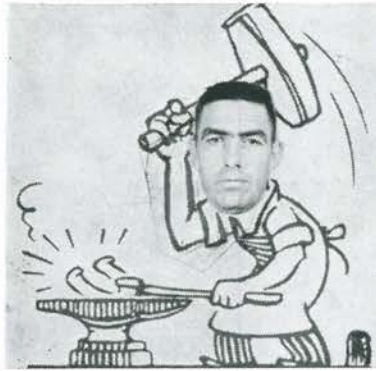


Mac and the boys were quartered in quonset huts. A quonset hut is an igloo wired for electricity. It was so cold there that if you put a pot of boiling water outside the door it froze so fast the ice was still warm.

No wonder Mac felt good when he learned that the outfit was transferred to California. California is the place where good Floridians go when they die. Mac liked Camp Parks the minute he felt the sunshine running off his rain coat.

Next stop was Camp Rousseau at Port Hueneme. Mac looked kinda worried every time he looked out at the Pacific Ocean; he knew that if the Horace Greeley who was directing the battalion west had any more funny ideas, the whole outfit would need water wings. Hueneme probably was a very pleasant place, but Mac didn't stay long enough to find out. The first thing he knew, he was hanging over the rail of the S. S. Howell Lykes feeding the fish. There was only one consolation about leaving the States; his pay was increased twenty per cent for overseas service. But the way Mac figured it, twenty per cent of nothing is still nothing!

You've seen these movies where the boys are on a big liner and they're all singing and dancing, and it's hard to walk across the deck without



pushing dozens of beautiful nurses out of the way . . . well, it ain't like that. I wouldn't say that the ship was crowded but whenever it lurched, nobody fell down. Some of the passengers were so far down in the hold they didn't see the sun during the whole trip. Even the rats down there carried carbide lanterns.

Crossing the equator was a lot of fun. The neophytes were initiated into the mysteries of the Ancient Order of the Deep. It was a gala occasion highlighted by such festive sports as breaking both a man's legs, then forcing him to do the Lambeth Walk pigeontoed. There was much hilarity and blood-letting. The resulting deaths of 18 men helped to reduce overcrowded conditions. There was more food available too . . . Instead of just an orange for dinner, each man received an orange and one and one-half slices.

Figuring loss of weight conservatively at ten pounds per man, the ship was 10,000 pounds lighter when it dropped the hook at Espiritu Santo. Mac got his first close look at a South Pacific island at Espiritu, and if they hadn't discovered his hiding place in the hold, it would have been his last look. They stopped at Espiritu Santo only long enough to replenish their dwindling supply of oranges and then pushed on out into the Pacific again.



There is one island in the Pacific where the trade winds won't blow . . . seagulls detour hundreds of miles to avoid it . . . even the tide comes in only when absolutely necessary. This gem of the Pacific is called Banika (which is Polynesian for "It shouldn't happen to a dog"). Here lives the dreaded killer "Anopheles Annie," the malarial mosquito. Spending a night with Annie is like committing hara-kari with a broken arsenic bottle. She's a hypodermic needle with wings. Annie is president of the local blood-bank. Her theme song is "I've Got Me Under Your Skin".

Banika was crawling with insects of all kinds, and so were the men after a few days. Mac liked to take long hikes into the jungle but the chief always found him and brought him back to work. A chief is an enlisted man with delusions of gold-braid. He's like the bat . . . neither bird nor beast. He sleeps by day and drinks beer by night. He's the only man in the Navy who never makes the same mistake once. He wears an anchor on his hat and works with it in the seat of his pants.

The outfit spent a whole year on Banika. That year wasn't wasted though. Most of the men studied the customs and habits of the native population . . . but they could never catch a woman out alone.

Learning the native dialect was difficult, but after twelve months of

comprehensive effort, each man had a well-rounded vocabulary of "Haba Haba, Joe" and "Trade-um mattress cover for cat-eye?"

It was hot on Banika. The boys had a white Christmas all right . . . white hot. The only cold thing on the whole island was the breakfast coffee. Mac found that the only way to be comfortable was to wear a sun helmet and a pair of shorts . . . on extra hot days we wore only the sun helmet. The only difference between summer and winter was in the thickness of the coat on Mac's tongue . . . that, and the fact that he spoke with a southern accent in the summer. It was so hot there that the mama birds never knew whether they were going to hatch a fledgling or an omelet.

The battalion's next big move came in March of 1945. I remember it was March because the Christmas packages were beginning to arrive. Some of the boys shipped out on APA's, but Mac was with the majority of men who were assigned to two LST's. An LST is a freight train with a rudder. It not only rolls from side to side, but has a hinge in the middle. It rides like a roller coaster with the "D.T's". If you're not bow-legged when you start the trip, you are when you end it. Walking the deck of an LST is like trying to climb stairs on a pair of roller skates.

The two LST's joined a convoy at Tulagi. Joining a convoy is like hitching your wagon to a war. Mac knew he wasn't going along just for the ride. At the rendezvous point in the Caroline Islands he saw the Navy that the Japs had sunk three times. Admiral King had heard of the Jap scrap metal drive and decided to deliver a few thousand pounds to help the cause.

On April Fool's Day the United States Navy played host at a delightful

surprise party honoring the Jap forces on Okinawa. It was Easter Sunday and the Japs had no trouble finding the eggs . . . they were dropping all over the place. The Naval shelling was terrific. It sounded like Clancy's Bar on a Saturday night.

The First and Sixth Marine Divisions, assisted by the Tenth Army, went ashore to join the fun. A Marine is an atomic bomb with eyeballs. He hates everybody in the world except his mother and the Seabees . . . and some of them hate their mothers. His motto is "Semper Fidelis" which is Latin for "Blow it out your seabag". The only time a Marine is civil is when he's asleep . . . and most of them are insomniacs.

Mac and the outfit went ashore at Okinawa on L-Day plus two. The L stands for Lunacy, and the two means it was too damned soon to be going ashore. However, they pried him off the ship, and the invasion continued. Mac knew that the Marines were ahead of him because every little native kid he met told him what Tojo ate.

The first camp was set up between two airstrips and the bay. The Jap fliers would never think to look for us there. Now I know what a bullseye thinks about at a state rifle meet.

The first thing the boys did (after they built the officer's club) was to dig a foxhole. A foxhole is an underground apartment with hot and cold running chills and self-sealing tombstone. Every man carried his helmet with him at all times . . . if it wasn't rain falling, it was Jap bombs or planes. Condition red was announced so often that the boys always felt in the pink. It got so bad Mac couldn't go to sleep unless he heard the bombs falling.

Work continued as usual. The Army Engineers came ashore the week after the Red Cross girls landed. They tried to enter into competition with the Seabees, but the fliers preferred landing on our roads rather

than on airstrips built by the engineers. Mac tried to explain to them that this was the machine age, and that a roller could level an airstrip much faster than tamping it by hand; but they said if coolie labor was good enough for the Chinese, it was good enough for them. If all the engineers on Okinawa were laid end to end it would serve them right.

The battalion moved to a permanent camp at Yonabaru in July. That is, they thought it was a permanent camp until the typhoon hit. That typhoon was a lulu . . . after the wind died down the only thing still up was the cost of living. Chow was served that night aboard a battleship that had washed in from the other side of the island. To top it all off, some character wrote, "Gone With the Wind" on the movie bulletin board.

Japan surrendered in August while Mac was still on Okinawa. The Navy set up a generous point system for discharge, and with time off for good behaviour, Mac should be home again the first Tuesday in 1949.

See you then!

W. D. Mullenaux, SK2c



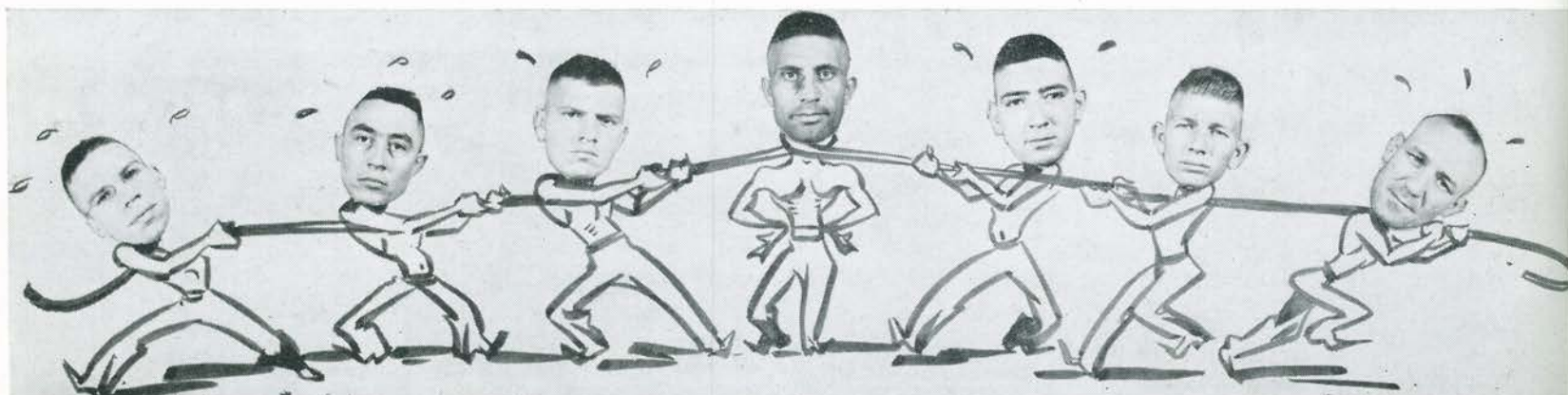
145TH BOASTED OWN "WONDER MAN"

Living under canvas for a year and a half overseas was no novelty for one member of the 145th battalion. He is Charles Ali, who was born in a circus and, until entering the service, had spent his entire 33 years in the show business. His family roster also boasts show people. His father was a "strong man" and was the first show man to pull an automobile with his eye lids. His mother was a tattoo artist; one sister owns a show of her own, and another sister concessions at another show.

Ali's wife is a tight wire and trapeze artist, and her mother, father, and sister, too, are in the show business.

Ali, who says his home is the "United States," as he has never been in one place long enough to call it home, has had many thrilling experiences in his career as a showman. Once, in one of the acts he has made familiar to men of the 145th, he was showing in Canada and allowed a rope to be placed around his neck with six mounties playing tug-o-war with the rope. The tug was stronger than Ali had bargained for, and almost finished his career.

Ali's acts, several of which men of the 145th witnessed at battalion shows, include the usual "strong man" stuff with a few extras thrown in such as biting nails in half, lying on a bed of nails, and the tug-o-war trick. Six of our own men pulling a noose around Ali's neck failed to bother him. His tattoo artistry while in the 145th is being carried back to every corner of the U. S.





ANTARCTIC EXPLORER WASHES CLOTHES

One of the most unusual experiences of any Seabee is that of Hollis E. Richardson, who was in charge of the 145th battalion's laundry during its overseas tour of duty. But Richardson's unusual experience was not in washing dirty 145th's dungarees. It was before the war, when, as a civilian Richardson went to the South Pole with Adm. Richard E. Byrd. He was in charge of the dogs.

The expedition left Boston in October, 1939, with a crew of 28 men and 75 dogs. The explorers sailed on two ships, the North Star leaving first and the USS Bear following. Richardson was on the second ship in charge of the 75 dogs. Only three of the entire group of dogs did not get seasick. Healthy huskies are a job to take care of, Richardson says, but caring for sick huskies is a job he wouldn't even wish on a Jap.

For Byrd's Antarctic explorations, dogs were used almost exclusively for transportation and that is where Richardson came into the picture. For many years he had bred dogs in Franklin, N. H., as a hobby; had run them in many races, winning in Pennsylvania and Lake Placid meets. He heard that Admiral Byrd needed huskies for his expedition and went to Washington expecting to sell his dogs. But he came back a volunteer for the expedition at the rate of one dollar per year. He then had to pass a rigid physical and mental examination.

Experiences too numerous to recount were had at the two Antarctic bases 1400 miles apart. The expedition was exploring an area larger than the United States.

There are just two months of summer, January and February. The sun never sets and things warm up. In fact at one time the mercury rose to zero, while the rest of the year the temperature runs to a cool 68 degrees below zero. It is during the two summer months only that it is possible to get a ship to Little America.

Preparing to leave for home, the men waited two weeks while the Bear sailed outside the ice barrier trying to get in to take them aboard. Failing to reach the ship the men moved by plane 150 miles to another island where they were picked up by the ship.

Because the men were moved by plane it was necessary to abandon equipment and kill the dogs. This was the hardest part of the trip for Richardson.

The expedition left Grahamland, which is the east port of Antarctica, on 28 March 1941, and after 18 months at Little America, returned to the United States.



"You'll have to come back in the morning Mac. Sick call is at 0800."

THE CROSSING

(By CHAPLAIN C. D. DENHAM)

We shoved off from Port Hueneme,
On the California shore.
'Twas a sunny day in April
In the year of forty-four.
But the sunshine wasn't shinin'
Very brightly in our hearts,
Cause the ship on which we sailed was
Takin' us to far-off parts;
And we thought of wife and kiddies,
Mother, Dad, and Sweetheart too;
And the thing that made it hardest
Was the fact that we all knew
We'd be gone for the duration,
Seven thousand miles and more
From the home we left behind us
When we left Hueneme's shore.
And a lump it started climbin'
But we swallowed it back down;
And we brushed away a teardrop,
Never once a lookin' 'roun'.
Offered up a prayer in silence
That our Father up above,
Thru long months of separation
Would be near the ones we love;
Keepin' them beneath the shadow
Of His wings 'til our return
From the far-off land of battle,
Back to those for whom we yearn.
And our lives unto the Father
We committed ere the night
Closed in silently around us,
Shuttin' out the land from sight.

Then our reverie was broken
By the grim reality
Of a feelin' kinda sick like
As we bore on out to sea.
And our innards kept a churnin'
Keepin' time to every leap,
Every surgin' rockin' rollin'
Of the ship upon the deep.
I remember well that night of
Ghastly faces wan and pale,
Bendin' o'er the open heads and
Leanin' out upon the rail.
Many far into the mornin'
Many on into the day,
Kept a-heavin' though it brought them
Only added agony.
Quiet then became the waters,
Calmer too, the ship became,
But there lingered still within us
That old feelin' just the same;
Until finally the turmoil
Of our innards settled down,

And we felt like shoutin' but were
Far too weak to make a sound.

Strength came with the passing days and
Life, though brighter many fold,
Still was saddened by the fact that
We were quartered in the hold;
Packed like canned sardines together,
Little more alive than they,
Little more of life enjoyin',
Little more of liberty.
And the air was standin' still-like
As we lay there row on row,
And we all but suffocated
In that stuffy hold below.
And the stench was even worse
Than the smell of old latrines,
That exuded from the hold where
We were quartered like sardines.
Sweat was pourin' off us faster
Than it ever had before,
And we lay there sweatin', cussin'
Tojo, Hitler, and the war.
We were burnin' like the devil
Must be burnin' where he is,
But we wondered if our burnin'
Wasn't even worse than his.
Hotter than all hell it was there;
Maybe this is IT we thought,
Surely hell could be no hotter
Nor with agony more fraught.
Now and then we'd come up gaspin'
For a breath of freshened air,
When a stand-to or a drill would
Grant us respite from despair.
Twenty days and one we suffered
Thru the heat and misery,
Bound for some port way down under
On a troop transport at sea.
Books and magazines they gave us,
Games, and now and then a show,
If perchance these things might help us
To forget our common woe,
But the deep humiliation
Of full liberty denied
And the endless chow line creepin'
Aft along the starboard side,
And the galley odors reekin'
In our nostrils all the time,
And the sloppy chow they fed us
At the end of each chow line,
Kept us mindful of the fact that
We were not a lucky sort,
Just a bunch of Seabee troopers
On an army troop transport.

RECONVERSION

When bugles sound their final notes
And bombs explode no more,
When we return to what we did
Before we went to war,
The sudden shift in status,
In the ladder of success,
Might make some worthy gentlemen
Feel like an awful mess.

Just think of some poor ensign
Minus his gold bars,
Standing behind a counter
Selling peanuts and cigars.
And think of all the commanders
With their oak leaves far behind,
And the uniforms they're wearing
Are the Western Union kind.

Shed a tear for some poor lieutenant
If he doesn't feel himself,
Jerking sodas isn't easy
When your gold braid's on the shelf.
'Tis a bitter pill to swallow,
'Tis a matter for despair,
Being messengers and clerks again,
A mighty cross to bear.



"Hell No, I'm not the Battalion Blacksmith. I'm a cook."

COCOANUT ISLE

Fates have cast me on coconut isle,
A land of palms and fruit and honey;
Here I'm living in heavenly style,
I need not work, I need no money.

The days are bright and long and lazy,
Nights are clear with a beautiful moon;
And when dusk paints the horizon hazy
I've a beautiful girl with which to spoon.

She's a lovely lass, a tropical goddess,
With flashing eyes and tresses black.
The loveliest gal in the isles, I guess,
I wanna stay here; I'll never go back.

There's a deep lagoon in which to swim,
And the ocean's surf on which to ride.
Of the old U. S. my memory's dim,
I'll never go back to the other side.

This dope I dish is on the level,
You'll agree I'm really in the gravy,
But you'd ought to know sure as the devil
I'm the biggest liar in the whole damn Navy.

SPAM

Jackson had his acorns, Grant his precious rye,
Teddy had his poison beef—worse you couldn't
buy.

The doughboy had his hardtack without his army's
jam.
All services on their stomachs move, and this one
moves on Spam.

For breakfast they will fry it, for supper it is baked.
For dinner what a delicacy, they have it pat-a-
caked.

Next morning it's with flapjacks, or maybe
powdered eggs.
Where the hell do they get it all? They must
order it by kegs.

Surely for the evening meal, they'll cook up some-
thing new,
But these cooks are sure uncanny—now it's in
the stew.

And thus this tireless cycle goes; it never seems
to cease,
Spam in stew, Spam in pie, Spam in boiling
grease.

We have had it tucked in salads, with cabbage
or corned beef,
We've had it for an entree, perhaps apertif;
We've had it with spaghetti, with chili and with
rice,

I remember such a happy day—we only had it
twice!
Back home I have an angel whose name I'm going
to change,

I'll buy her a fancy home with a new-fangled
range;
But marital bliss is sure to cease if I ever ask
for ham,

And find my eggs are looking up from a slice of
that damn Spam.

THE BANIKA ADDRESS

(With Apologies to Lincoln)

Two score and seven days ago our battalion brought forth upon this island a new project conceived in a foxhole and dedicated to the proposition that all Japs are created evil.

We are now ensnared in the heat, rain and mud of the island, testing whether this project or the Seabees will long endure.

We are altogether slipping and sliding as we do this, but in a larger sense we cannot cultivate, we cannot navigate, we cannot harrow this ground, for those great rains which make this mud here have made it impossible, far above the poor power of all but the "cats".

It is for us the Seabees, rather to be enslaved here by this menial labor which they in charge have thus so freely advanced. It is rather for us to be here sickened by the dish of hash, that from these cans we took our nourishment; nor no devotion to those cooks for our stomachs give an everlasting measure of commotion.

The world will little note nor long remember what we build here, but we shall never forget the hash and beans we ate here. Let us resolve that we shall not have sweat in vain; that this battalion shall have 30 days of freedom in the United States by Christmas; that this thought shall not perish from our hopes.

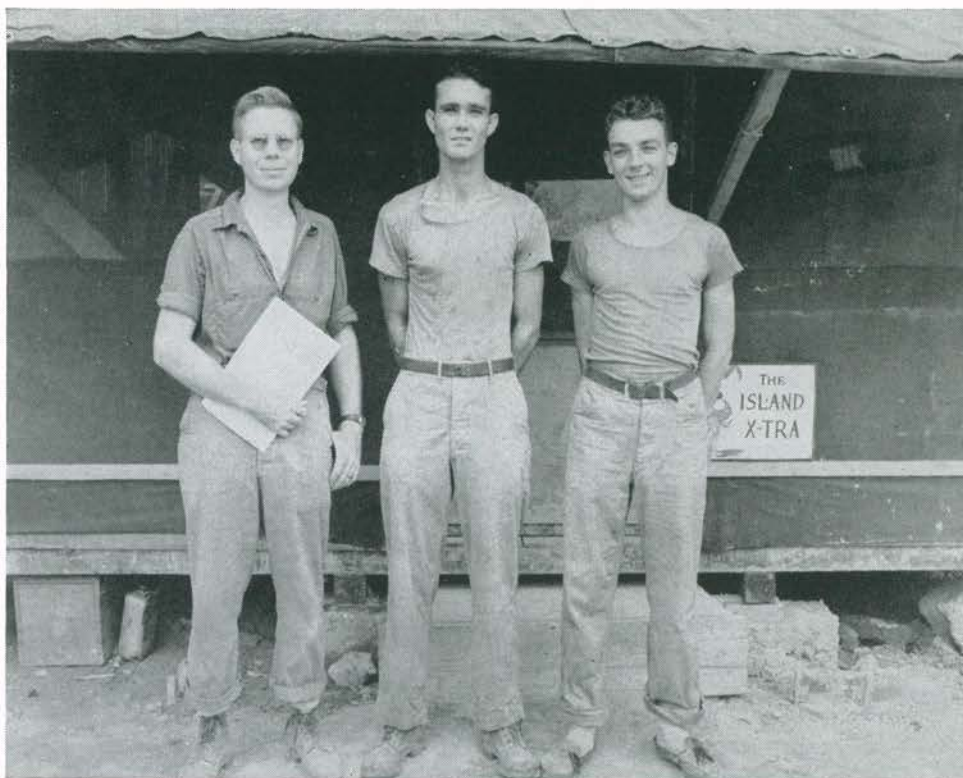
THE ISLAND X-TRA

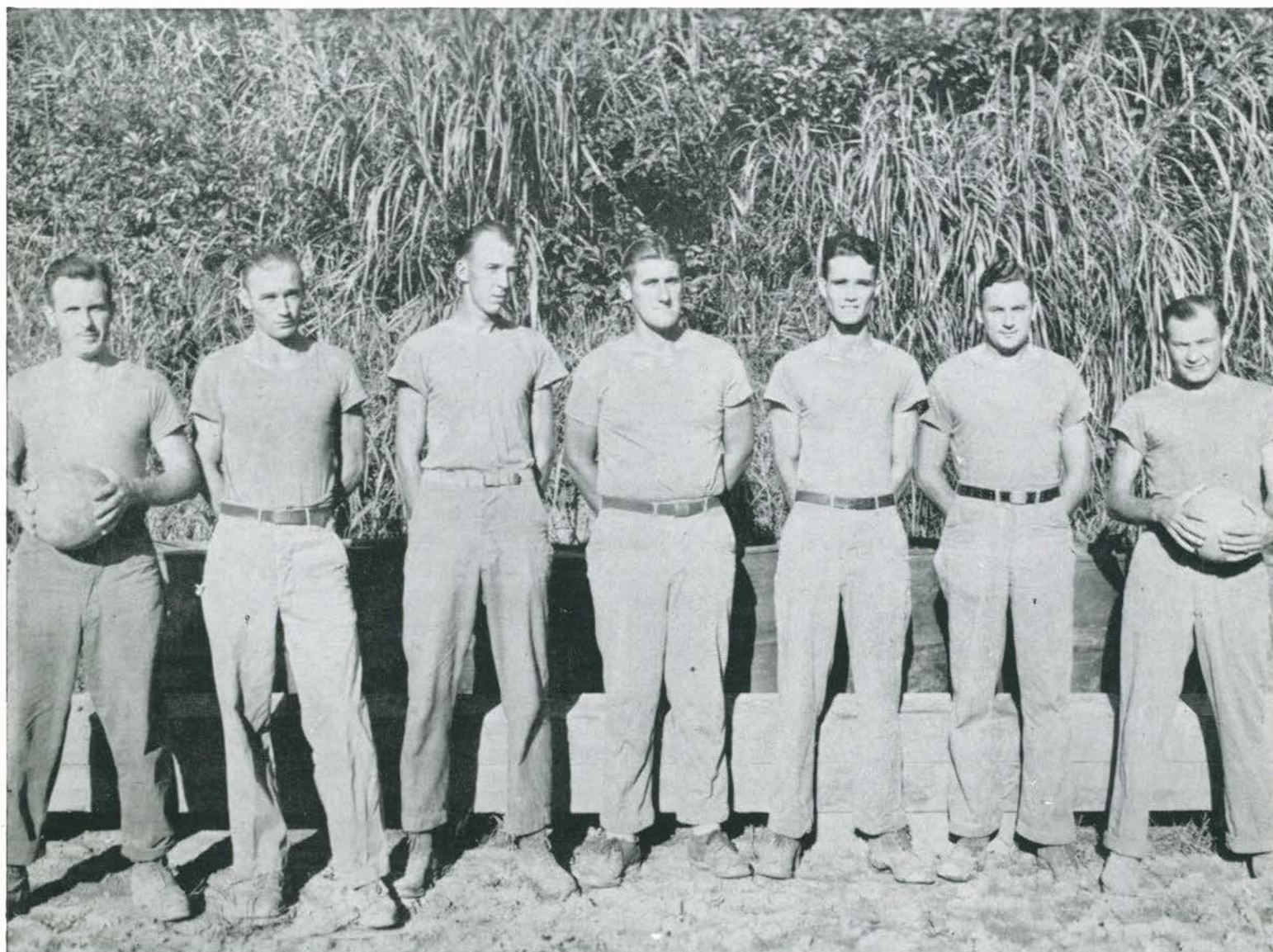


Founder and editor of the 145th Battalion's newspaper, the "ISLAND X-TRA" is J. R. Thompson, a newspaperman in civilian life. On December 17, 1943, the publication made its debut, heralding embarkation leaves for the 145th Battalion. The first issue announced Leo Nowak as winner in designing the Battalion emblem. Artist Nowak acted as staff artist of the paper during its entire career. Also in Volume I, Number I, was a message from the commander, and biographical sketch of him. Announcement of the formation of our basketball team—later to win championships across the country—was made.

Because of base regulations only three more issues of the paper were published before the 145th went overseas. Then a regular weekly schedule of publication was assumed, beginning on May 28, 1944. In addition to the regular ISLAND X-TRA, there were published some "extra" and special editions; and also for some time, a daily two-page edition of world-wide radio news. Soon after the 145th arrived on Okinawa the paper resumed publication with a new "tabloid" format.

Throughout its existence, a great many men assisted in the publication of the paper, but essentially the staff was composed of Leo Nowak as art editor; and (shown below, left to right): Editor Thompson; Feature Editor W. D. Mullenau; and Sports Editor George Zidek.





VOLLEY BALL CHAMPS

Undisputed volley ball champions of the 145th are W. D. Wentzel, Johnny Walden, J. P. Meyers, H. W. Miller, W. D. Mullenau, Tom Beaumont, Walter Knorowski. Also players but not shown are Reuben Miron and F. D. Hoffman. This team won every series of games it played, and after winning the battalion championship went on to win the Banika championship beating First Division Marines, Sixth Marines, Fourth Base Depot, and several Navy and Seabee teams.



BATTALION SOFTBALL TEAM

B company's softball team proved so outstanding in the battalion that it went on to become battalion representative in the Banika league. Pictured above, back row, left to right: C. S. Solak, F. M. Jacob, J. L. Thomas, J. A. Masino, W. B. Wojnarowski; front row: H. E. Justice, Robert Loube, H. L. Muhs, D. J. Spano, R. W. Predmore. Other 145th softballers not pictured are W. R. Markotay, N. L. Keeley, W. C. Wilkins, C. W. Marshall, J. Wisneski and G. F. Raymond.



BATTALION BASEBALL TEAM

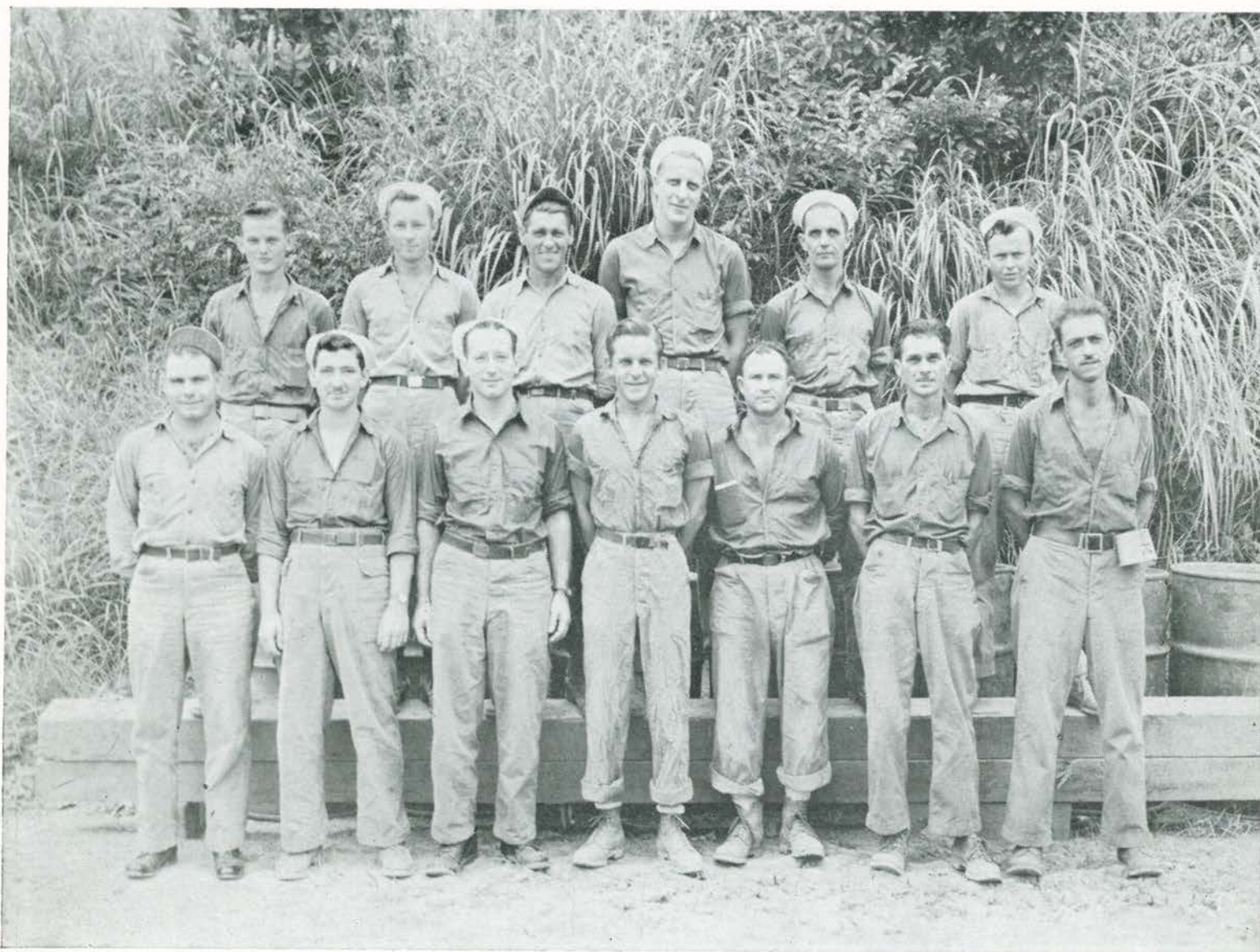
The 145th Battalion baseball team was quite active on Banika and won second place in the island championship tournament. Shown here, back row, left to right: J. Roman-chick, M. E. Edmondson, J. A. Masino, M. H. Muhs and J. L. Thomas; front row: H. C. Weller, G. S. Ballard, R. Loube, D. J. Spano and E. B. Witowski. Also on the team but not pictured, were Tommy Rock who was captain, Robert Shurlow, C. W. Marshall, C. E. Edgerton and W. T. Bruce.



M A S O N S

An active group, both on Banika and on Okinawa, was the 145th Masonic organization. Pictured here, back row, left to right: H. E. Witte, B. J. Spence, M. C. Baus, P. R. Wicklund, M. D. Long, G. H. Emery and C. E. Perkins; front row: H. F. Lancaster, W. R. Wilkinson, C. P. Herrick, K. H. Russ, W. B. McKinstry, R. N. Perkins, G. W. Coons and E. L. Olivo.

Other members not pictured here are F. Arnold, L. J. Berg, J. A. Butler, L. D. Cleckner, W. R. Coombs, Don Council, Carey L. Cruse (Lt.), D. V. Dold, F. B. Ewalt, M. J. Freeman, J. F. Glover, S. E. Goff, Don Halterman, A. Hartman, L. G. Johnson, J. G. Kadel, A. Kruger, R. Levesque, J. McKean, J. Meyers, P. M. Miller (CWO), A. T. Pettit, H. C. Shiphorst, L. A. Strickland, J. H. Wallace, R. A. Williams and J. A. Zahn.



SAD SACK DADS

Sad Sack Dads was an organization of 145th Seabees who had children they had never seen. Most of the progeny of these stranger fathers were born after their proud but unseen Dad had come overseas. However, some were born just before their fathers shipped overseas and the Dads never had an opportunity to see them. A special membership card was issued to these unhappy Dads who appear above, back row, left to right: C. R. Hilton, R. J. Weister, F. M. Jacobs, F. D. Weber, R. W. Keller, S. E. Riner; front row: L. R. Shannon, Jerry Contois, M. Margulis, R. C. Wear, C. E. Perkins, M. D. Long and L. A. Anderson.

RE-RATES FOR ALL HANDS



MEMORANDUM

To: All Hands

Subj: Advancement in Rating

Ref: (a) BuPers circ. ltr. 679235-56

1. In accordance with reference (a) the battalion petty officers' rating board is abolished and the battalion complement thrown in the wastebasket. Every man in the battalion can now become a petty officer. Qualifications are not required.

2. Advancements in rating will be made in accordance with the following procedure:

(a) No man will be given a rating for which he shows any qualifications or aptitude. You MUST pick a rating about which you know nothing.

(b) Do not wait until you have been recommended by your company commander and project manager. Buttonhole both of them. Worry the hell out of them and any other officer or CPO who will listen. Be careful of which chiefs you pick on. You may get your ears pinned back.

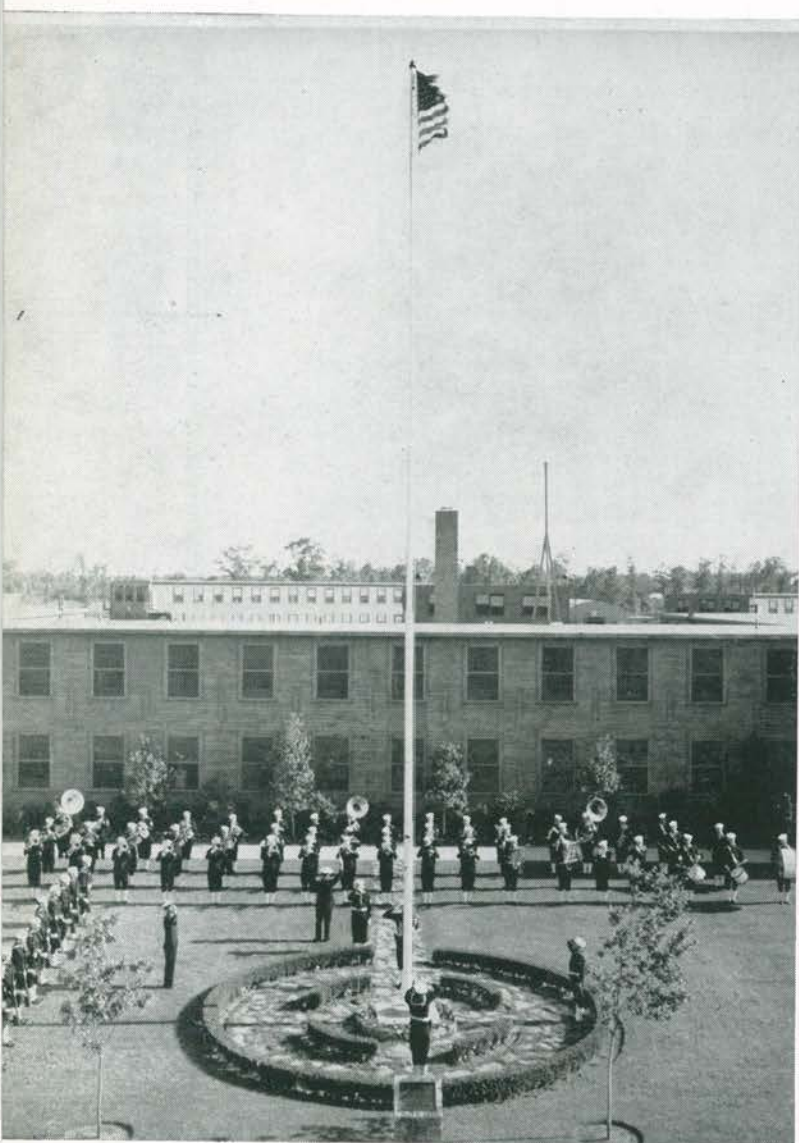
(c) Go to the personnel office not less than five times a day and raise hell with the yeomen. Don't be bashful about it because they deserve it. This will show you can't be pushed around.

(d) Report to the personnel officer's quarters between the hours of 0230 and 0500. You must be tactful as the personnel officer is usually grouchy before breakfast.

(e) If by this time you haven't been killed some place along the line you will be made a Minor Irritation, I/c to rank with, but after mosquitoes, gnats, flies, ants and other pestiferous insects.

(f) After a physical examination to determine your fitness for the rating you will be liberally treated with DDT.

Signed: JOHN H. CAIN,
Cmdr. CEC USNR



CAMP ENDICOTT

Upper left, Camp Endicott Chapel; upper right, equipment operations instruction; lower left, colors in front of Camp Endicott Administration building; lower right, Camp Endicott dedication ceremonies.



Port Hueneme, California, from where the 145th embarked on its overseas tour of duty, was one of the largest shipping ports on the west coast during the war. Millions of tons of supplies and equipment were shipped from there. All over the Pacific one found 'dozers, cranes, and cases stenciled "ABD HUENEME".

The 145th received final advance training at Camp Rousseau which is part of this bustling port.

**PORT HUENEME
CALIFORNIA**

AVERAGE OF 145TH WAS 29 YEARS



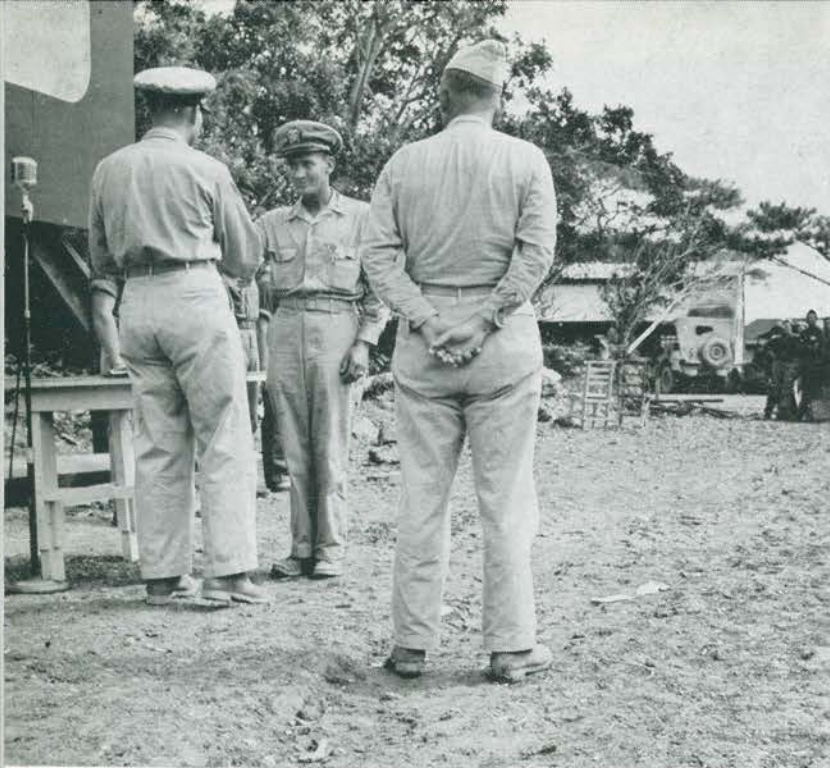
The ages of men in the original 145th battalion ranged from 18 to 48, average for the entire outfit being 29.3 years. Total age of the battalion in years was 30,185. Chief Jacob Cohn, 49, was the oldest member, while there were a number of 17 year olds on the other end of the ladder. Largest single age group in the battalion were the 19 year olds.



"No Mort, not thataway. You just push the leetle button."



NATIVE KIDS



PURPLE HEART AWARDS

On Friday, October 19th, Commander John H. Cain presented Purple Heart awards to five members of the 145th battalion at a ceremony in the theatre area. The award was given for wounds received as a result of enemy action. Winners of the award were Lt. A. L. Ewald, battalion senior medical officer; W. D. Wentzel, battalion fire chief; R. L. Vaughn, William B. Boehm and J. E. Skelton. A number of other 145thers received the award also, but the presentations were made at Guam and elsewhere when the men were evacuated from Okinawa.

Photo upper left shows the Commander making presentation to Dr. Ewald; center left, to Wentzel, and lower left to Boehm. Top photo, right, shows the men of the 145th gathered for the ceremony; and center right, all five recipients. Lt. Cmdr. J. W. Rockwood, executive officer, is shown at the left of the picture.

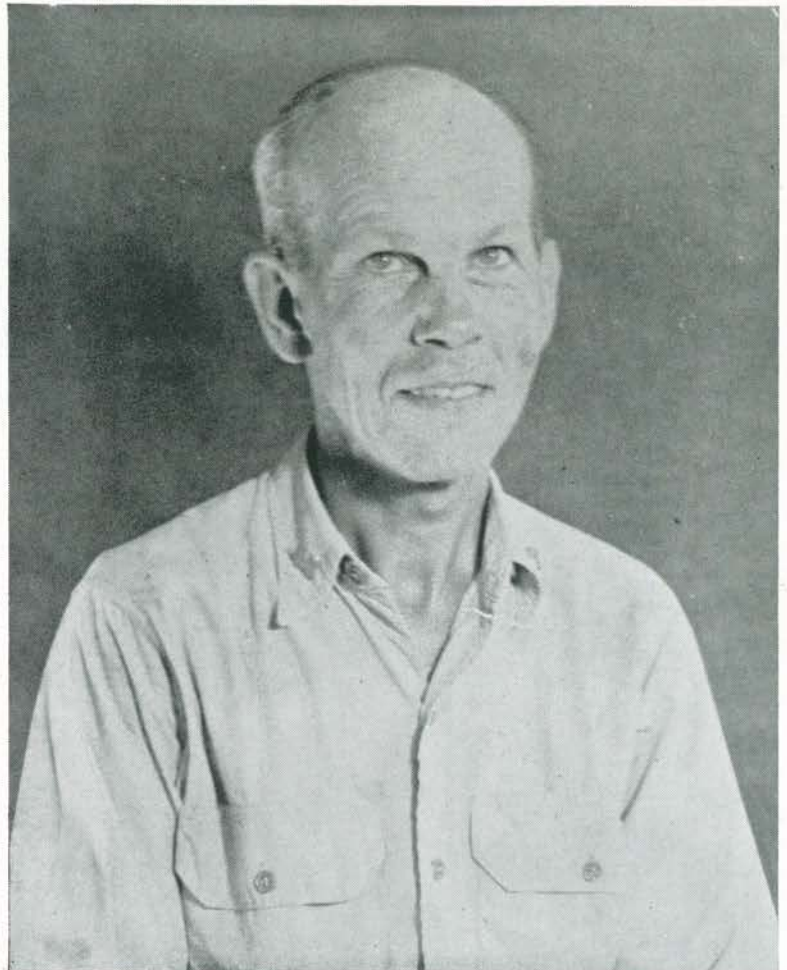


CHAPLAIN BALDWIN

Chaplain William P. Baldwin of South Carolina was our last Chaplain. He came to the 145th the first of October 1945, and held the welfare department together during the battalion's disintegration. His was a tough job thru an unsettled period, but he did it well. He was preceded by Chaplain C. D. Denham who came overseas with the 145th but was transferred to the 33rd C. B. in August, 1944. Chaplain W. Ivan Hoy followed him. He was succeeded in November by Chaplain O. L. Daley.

CHAPLAIN DALEY

Chaplain Oscar Levi Daley (the Oscar for the Protestants, the Levi for the Jewish fellows, and the Irish Daley for the Catholics) was the 145th's "Invasion Chaplain". He was with the 145th thru our final training period and the invasion of Okinawa. He left in September 1945 for discharge under the point system.





CHIEF HARRIS GIVES HIS BROTHER-IN-LAW A SNOW JOB

Upper left: meet Chief Harris and his brother-in-law who came over for a visit. Chief Harris at once proceeds in fine Seabee fashion to tell a tale . . . a tale of how he suffered at the hands of the enemy. Upper right: "Old washing machine Charlie comes in from the left. As he comes over camp (center left), he breaks into a dive. He unloads his eggs and I'll swear the stuff don't miss me more than this far (center right). And you know what happened to me? Do you know what that '&—!\$* son-of-heaven did to me? He got dirt in my eye." (lower left.)

O K I N A W A



Okinawa was, strategically, the most important as well as the largest of the pre-war Japanese territories the U. S. invaded in the Pacific war. Located in the center of the Ryukyu chain, Okinawa gave us a large base within 300-odd miles of the Japanese home island of Kyushu, and within 400-odd miles of Formosa and the China coast.

Most of the island's half-million population was concentrated in the southern portion, the area in which initial landings were made. This portion of Okinawa had relatively good terrain and supported the principal industries which included sugar cane growing and refining, silk manufacture and fishing. The northern portion of the island was found to be rocky hills supporting little population and of negligible economic value.

Ranging in width from two to 18 miles, Okinawa at the time of the invasion had five good operational air fields, three of which fell into American hands immediately following the initial landings.

Although the climate of the island was temperate, temperature having a year round average of 70 degrees, Okinawa proved unhealthy because of the excessive humidity. The island boasted numerous anchorages and an excellent harbor at Naha; and small, but good rail and road systems in the southern part.

The population of the island included a mixture of Japanese, Malaysians, Mongols and aboriginal natives.

HOW TO BEHAVE IN THE STATES

It's a grim prospect coming home after a long time overseas; leaving free and easy Seabee life for the more exacting ways of civilians; giving up the habitual informality of tents and heads for a cocktail lounge or family dwelling; guarding against rough talk where feminine ears may be listening. It should hold no terror, however, if you study the following rules:

Upon arriving in America you will be amazed at the large number of beautiful girls you will see. Remember, you are not in the Pacific. Many of these girls have occupations such as stenographers, sales girls, or beauty operators. Therefore, you do not approach them with "How much?" A proper approach: "Isn't it a beautiful day?" or "Were you ever in Scranton?" Only then do you say "How much?"

You are visiting at someone's home. If, after spending the night you are awakened by a gentle rap at the door informing you that the household is arising, the proper answer is, "I'll be there shortly." DO NOT SAY: "Blow it out your seabag".

At breakfast you will find cantaloupe, fresh eggs, fresh milk, etc. These things are highly palatable. If you wish some more butter you turn to the nearest person and say, "Please pass the butter." You do not say, "Throw the goddam goose grease".

No matter how urgent your situation you do not grab a shovel in one hand and a copy of Yank in the other and head for the garden. You will find that ninety percent of the homes in the States have one room in the house called a bathroom.

You are invited to someone's home. If, on arriving, you find that all the chairs in the living room are occupied, do not squat down in the corner or sit on the floor in the manner of a Solomon Islander or an Okinawan, and say that you are perfectly comfortable. Have patience and your host will soon provide a chair for you. Belching in company is strictly frowned upon. If you should forget about it, however, just say, "Excuse me." Do not say, "It must be that damned chow we are getting." When at dinner you will be amazed to find that each item has, in most cases, a separate dish.

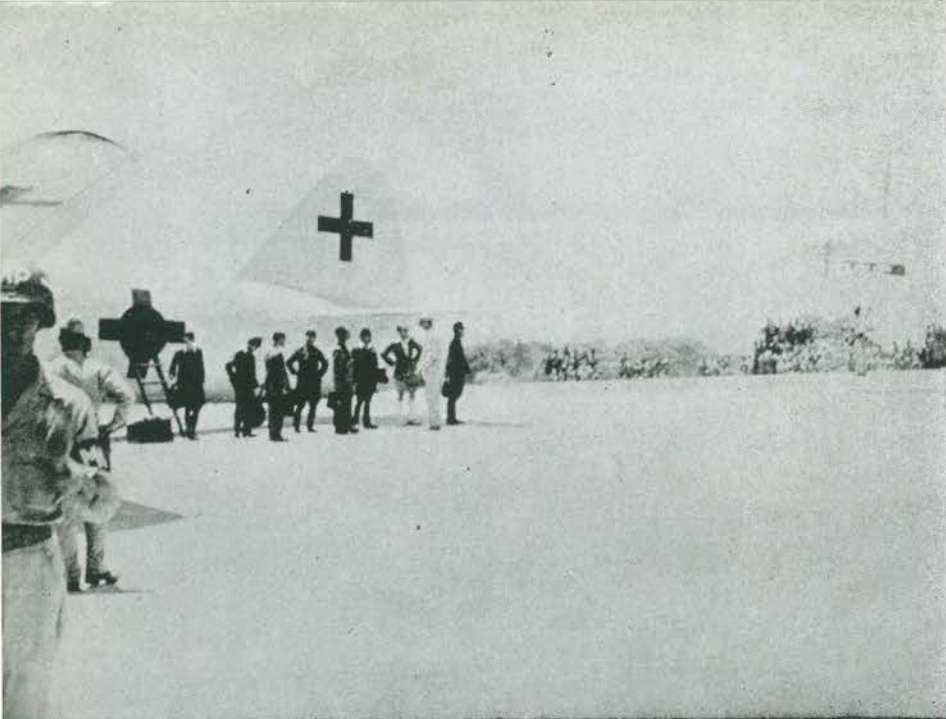
In the Seabees you have learned to eat such combinations as meat loaf mixed with pudding, or spam, lima beans and peaches. You will get used to this "separate dish" system, and thoroughly enjoy your meals.

If you are entertaining at home and plan serving any stimulants, you must be very careful. It has been your experience overseas that such drinks as varnish remover and grapefruit juice, hair tonic, or an invigorating combination of torpedo juice and water, are highly acceptable. Your civilian friends are more discriminating.

If, upon leaving a friend's house after a visit, you find you have misplaced your hat, it is highly probable that it has been placed in the closet for you. You meet this situation by turning to your host and saying, "I don't seem to have my hat; could you help me find it?" DO NOT SAY, "Don't anybody leave this hut . . . some S O. B. has swiped my hat." At motion picture shows in the States seats are provided. Do not whistle everytime any female over eight and under 80 walks across the screen. If your vision is impaired by the person in front of you, merely move to another seat. Do not say, "Move your head, jerk. I can't see a damn thing." If the machine should break down or the picture stop for some other reason, do not shout, "All right, Cliff, let's get going." Cliff won't be within a thousand miles. Do not bring your flashlight to the movies. The ushers have them and besides there is no reel change-over where you can play your flashlight on the screen.

Upon retiring you may find a pair of pajamas laid out on your bed. Try to act as if you have used them before. A remark such as "My what delicate shades of blue they have" would do. But do not say, "Now how in the hell do you expect a Seabee to sleep in a get up like this?"

When someone greets you, answer "Good Afternoon" or "Good Morning" as the case may be. Do not say, "Hello, you goddam F. O."



JAP SURRENDER ENVOYS AT IE SHIMA

Pictured here are the Japanese peace envoys who, in August of 1945, flew to Manila to confer with General MacArthur on the surrender and occupation of Japan. They are pictured here as they stopped at Ie Shima off the coast of Okinawa.



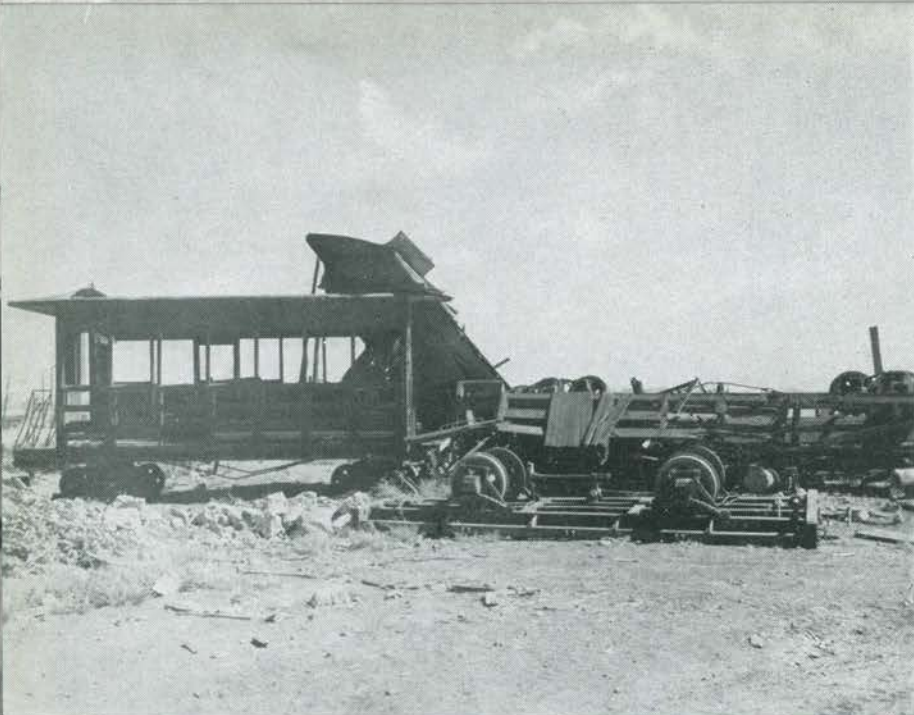
The sixteen envoys transferred at Ie Shima from their own plane to an American C-54 which took them on to Manila, after dipping over Okinawa installations to give the Japs an eyeful of American might there.

OKINAWA ARCHITECTURE

Buildings on Okinawa in many cases were quite modern. Most large buildings were of concrete and built to withstand typhoons and 'quakes . . . but not shelling and bombing.



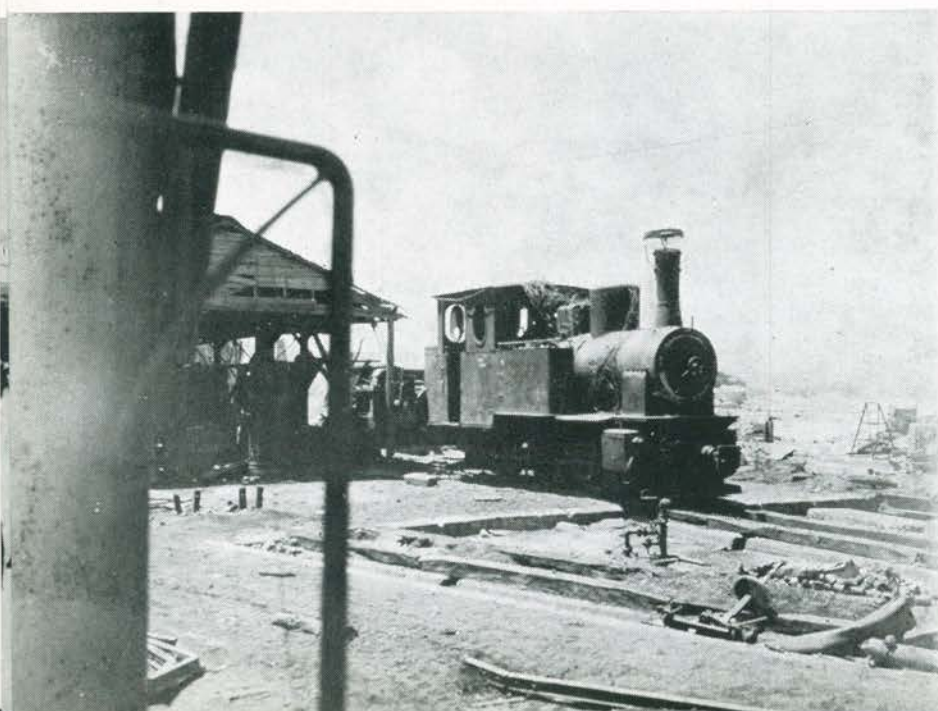
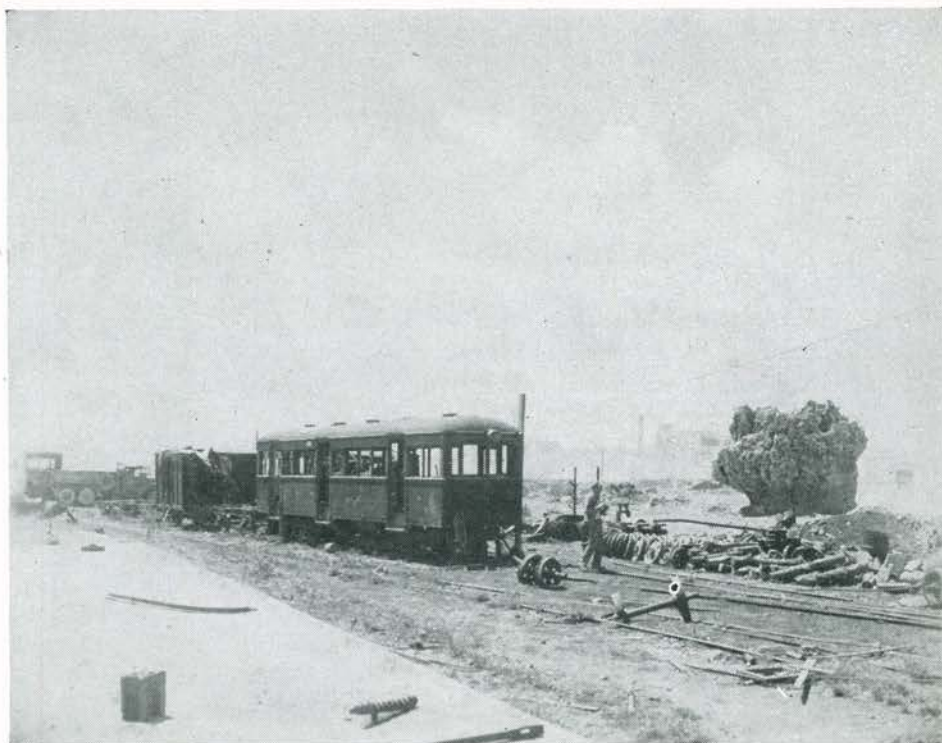
Private dwellings were of comparatively flimsy construction, except for the roofs, which were usually of heavy concrete tile. These heavy tops, supported by sturdy corner posts, held down Okinawa homes during high winds.



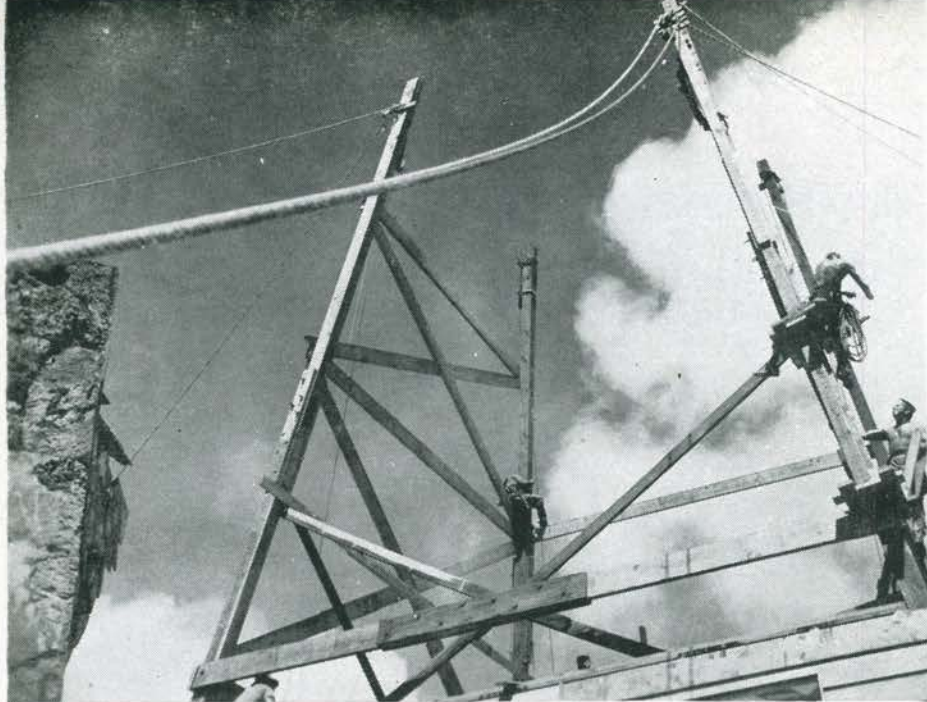
THE NAHA LIMITED

Lilliputian by comparison to American railroads, this little rail system out of Naha seemed almost ridiculous. Left, one of the "open air" passenger cars, and an overturned flatcar.

Right, a fancy enclosed passenger car in the Naha yards.



Left, one of the locomotives that pulled the tiny trains around Okinawa.

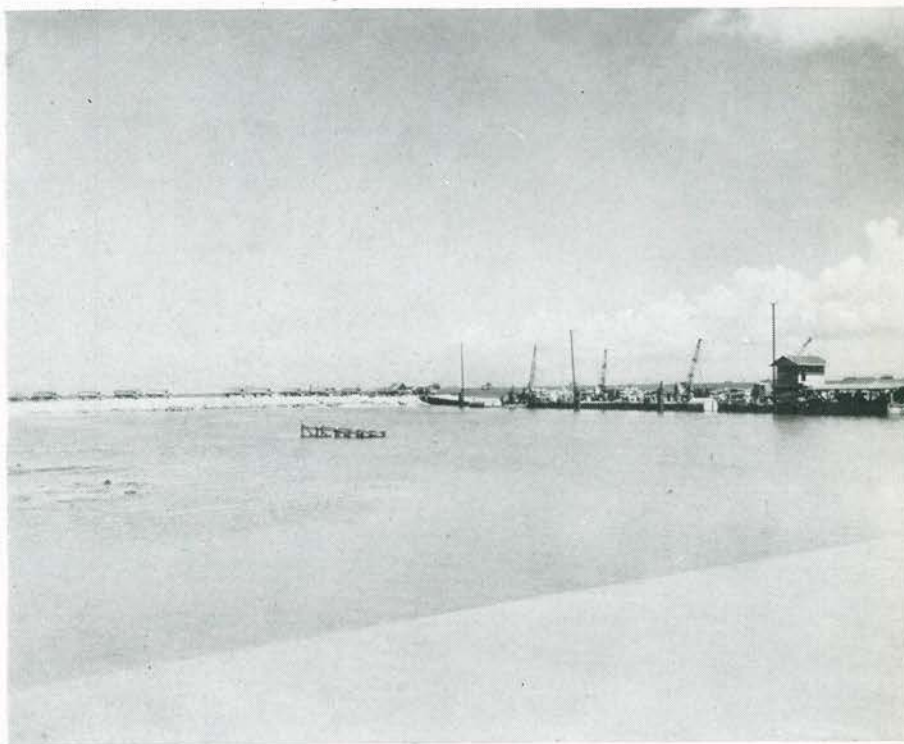


S K Y W A R D

Up toward the clouds go 145th'ers as they build a port director's tower at Naha.

S E A W A R D

Out the long causeways to the pontoon pier at Machinato go trucks for supplies vital to American Forces on Okinawa.



H O M E W A R D

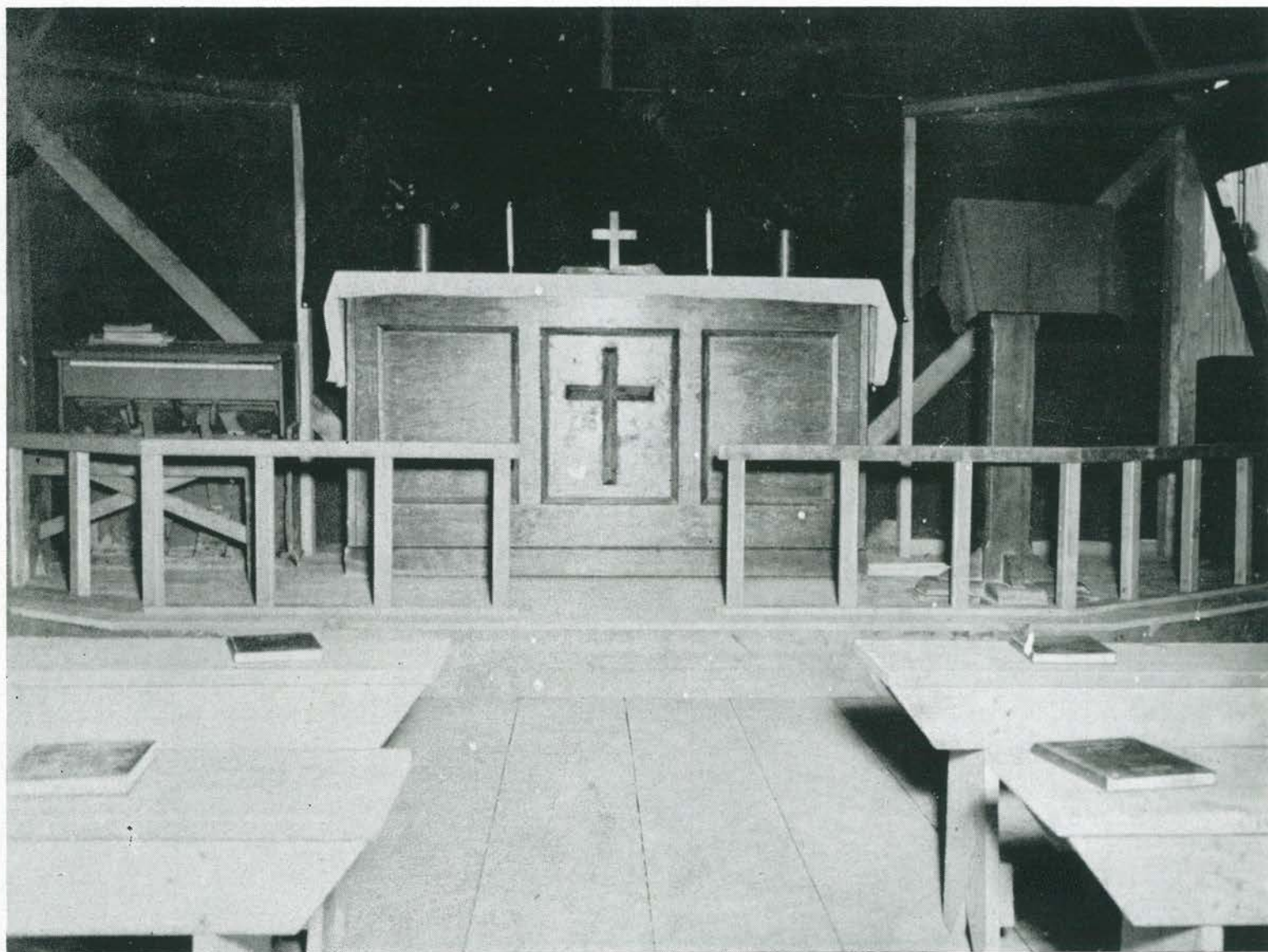
Across the bloody battlegrounds of Shuri, still dotted with the wreckage of war the cameraman looks east and homeward.



ERNIE PYLE

"It's not that I have a premonition that death's going to catch up with me. It's nothing more than any foot soldier in the lines feels . . . you begin to feel that you can't go on forever without being hit. I feel that I have used up all my chances. And I hate it . . . I don't want to be killed."

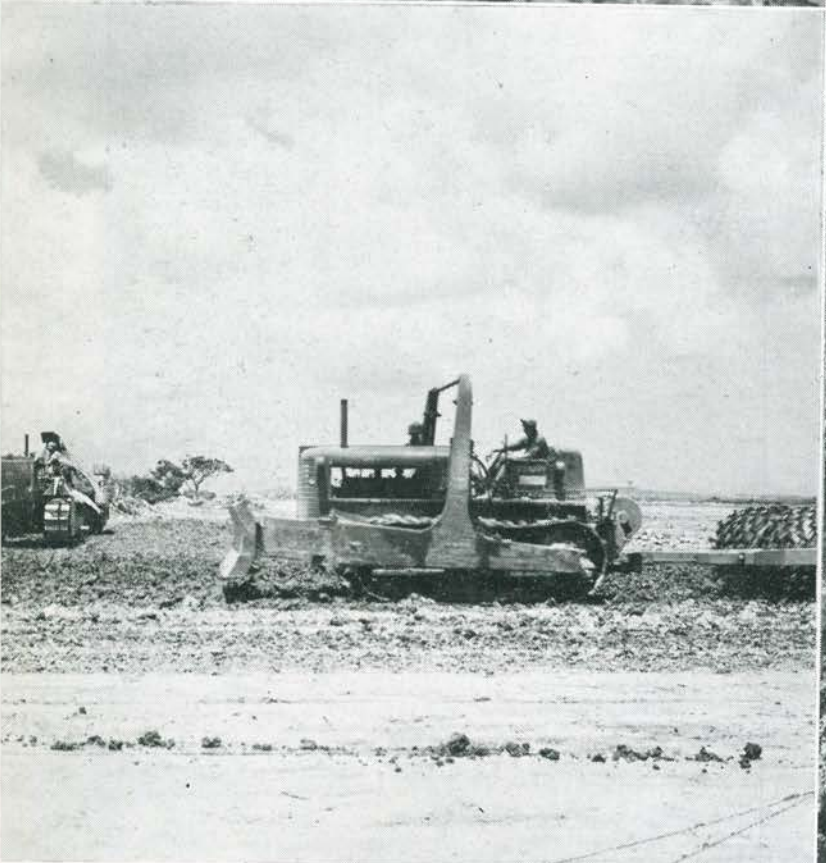
That was Ernie Pyle talking before he joined in the Okinawa invasion. The "GI's Correspondent" had gone thru the London blitz, the North African Campaign, and the European war unscathed. But on the 18th of April 1945, a Jap gunner's bullet found him as he peered from a foxhole on tiny Ie Shima northwest of Okinawa. He was 44.



CHAPEL

The 145th's first real chapel for services was constructed in October 1945, shortly after Chaplain Baldwin came aboard. Previous to this time services had been held in the theatre areas or in tents. The chapel was 50 by 16 with a canvas top. Wooden benches provided the seating and an altar was built at the front.

Shown in the above photo is the front of the chapel, all Seabee built even to the cross, candlestick holders, and vases, made from heavy artillery shell cases. First services were held in the chapel on Sunday, October 20.



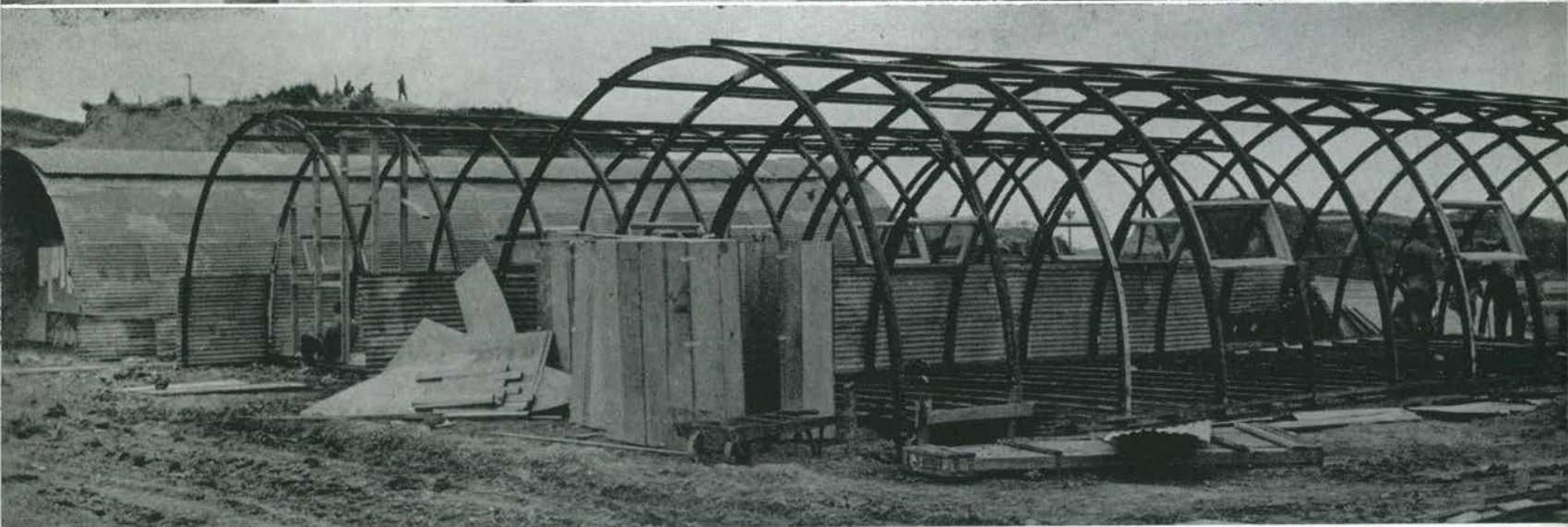
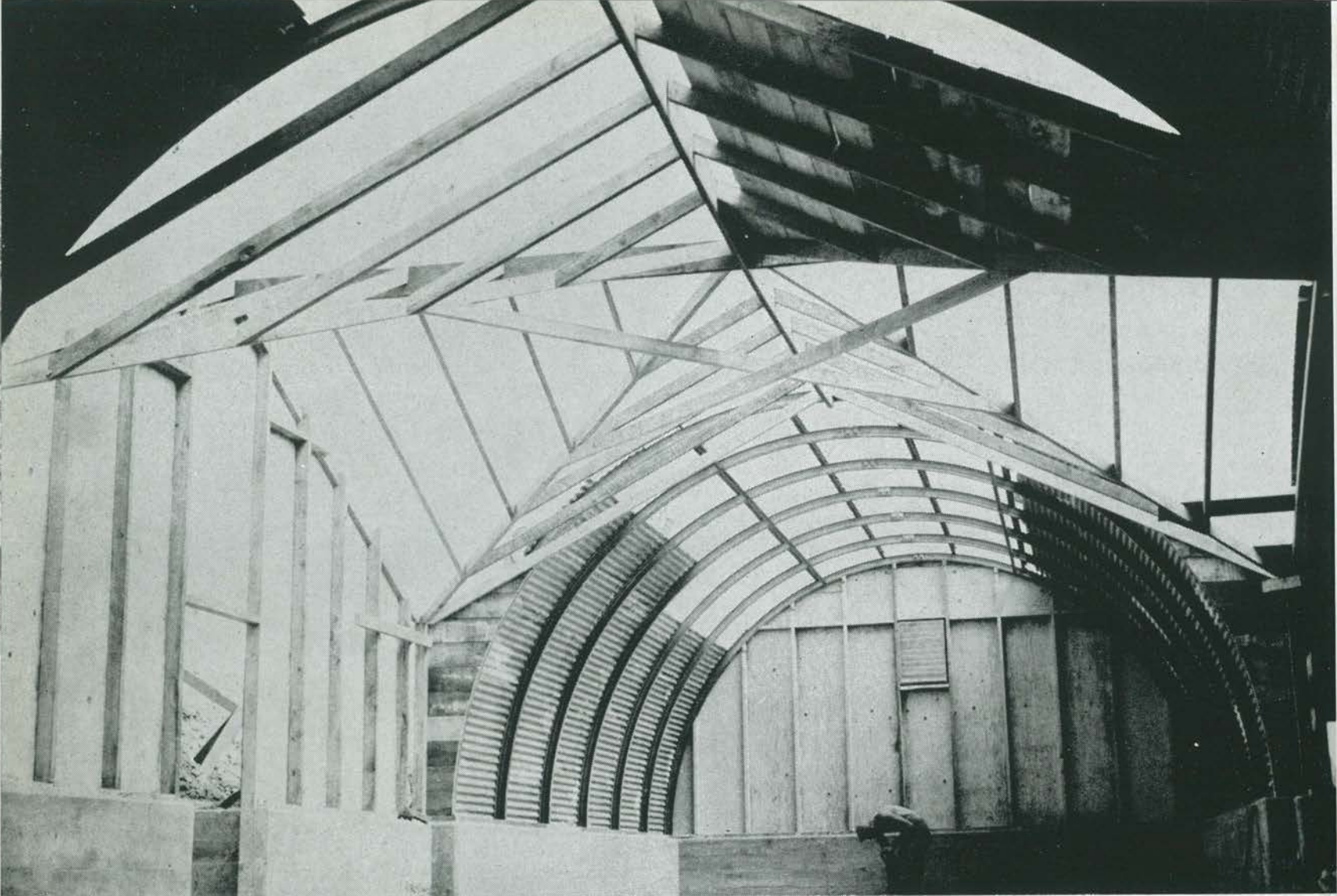
BULLDOZERS

Such a great factor in building the road to Tokyo were the bulldozers that they have become a symbol of the Seabees. Upper left, the debris of the village of Hiza disappears under the blade of the 'dozer; upper right, it moves earth by the ton; and, lower left, scrapes and rolls out air fields. Lower right, 'dozers blade away an approach for a bridge over the Bishi Gawa.



CORAL

There was only one other thing as vital as the Seabees in the construction of the Pacific road to Tokyo, and that was coral. With it, Seabees constructed roads, air fields, camps, supply dumps, landing beaches, causeways, and every other facility where it could conceivably be used. When it came to moving coral, the 145th diggers were no pikers. On Banika in the Russel Island and on Okinawa, the 145th moved some 150,000 cubic yards of coral.



QUONSETS

Erecting quonset huts is one of the things the Seabees do the best and the fastest. The 145th built 'em in the Solomons and on Okinawa for almost every conceivable purpose, and in a hundred different variations.



NATIVE LIFE

Upper left: rural native life on Okinawa is primitive. Here grain is pounded in a bowl made from a tree trunk; upper right, Father minds the babies; lower left: weaving mats from grass; and lower right: time for tea.

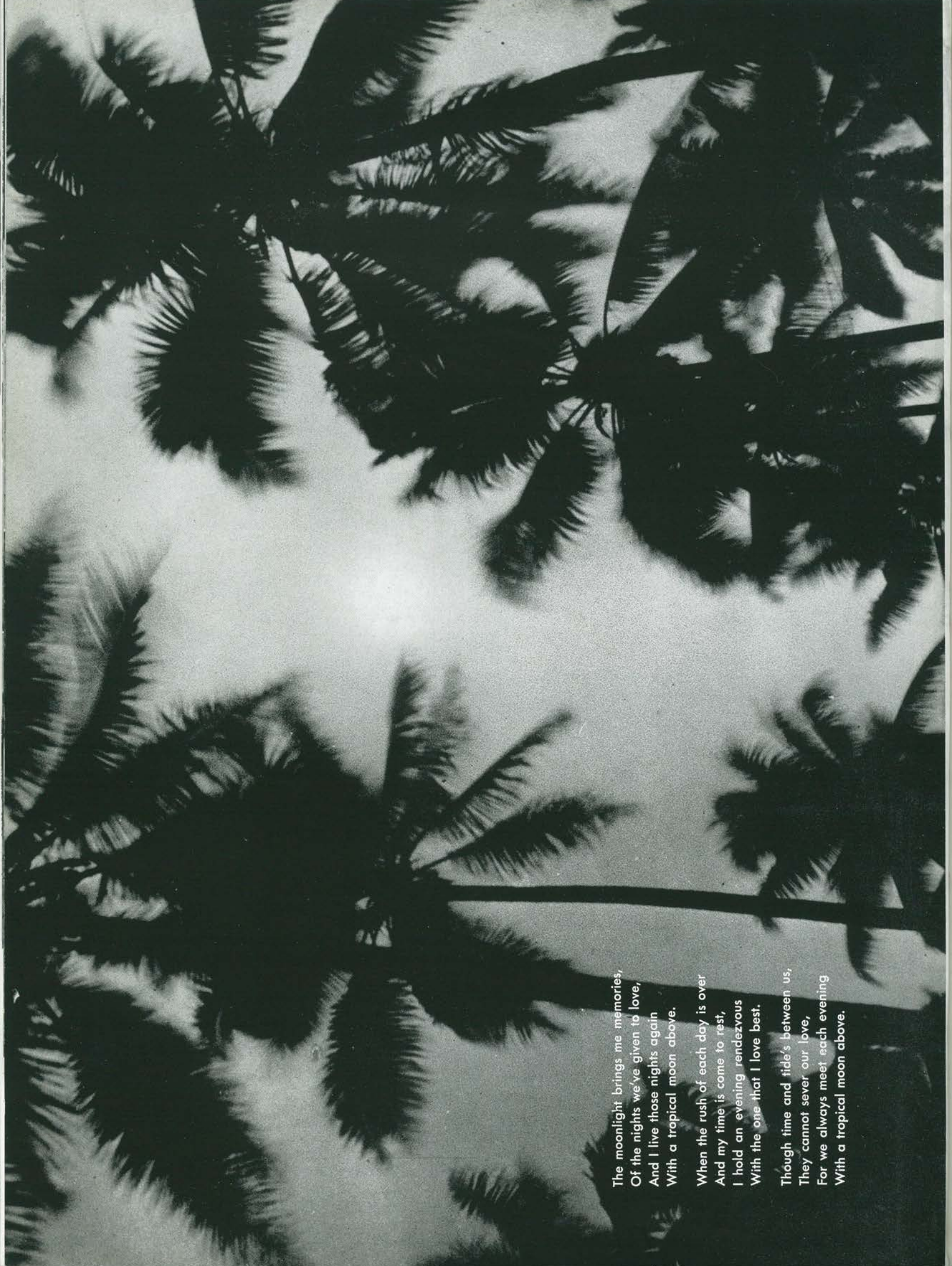


NATIVE LIFE

Upper left: Okinawa "Junior Misses"; and right: Grandma. Lower photos show the accepted Okinawa fashion of transporting youngsters.

Salon

S E C T I O N

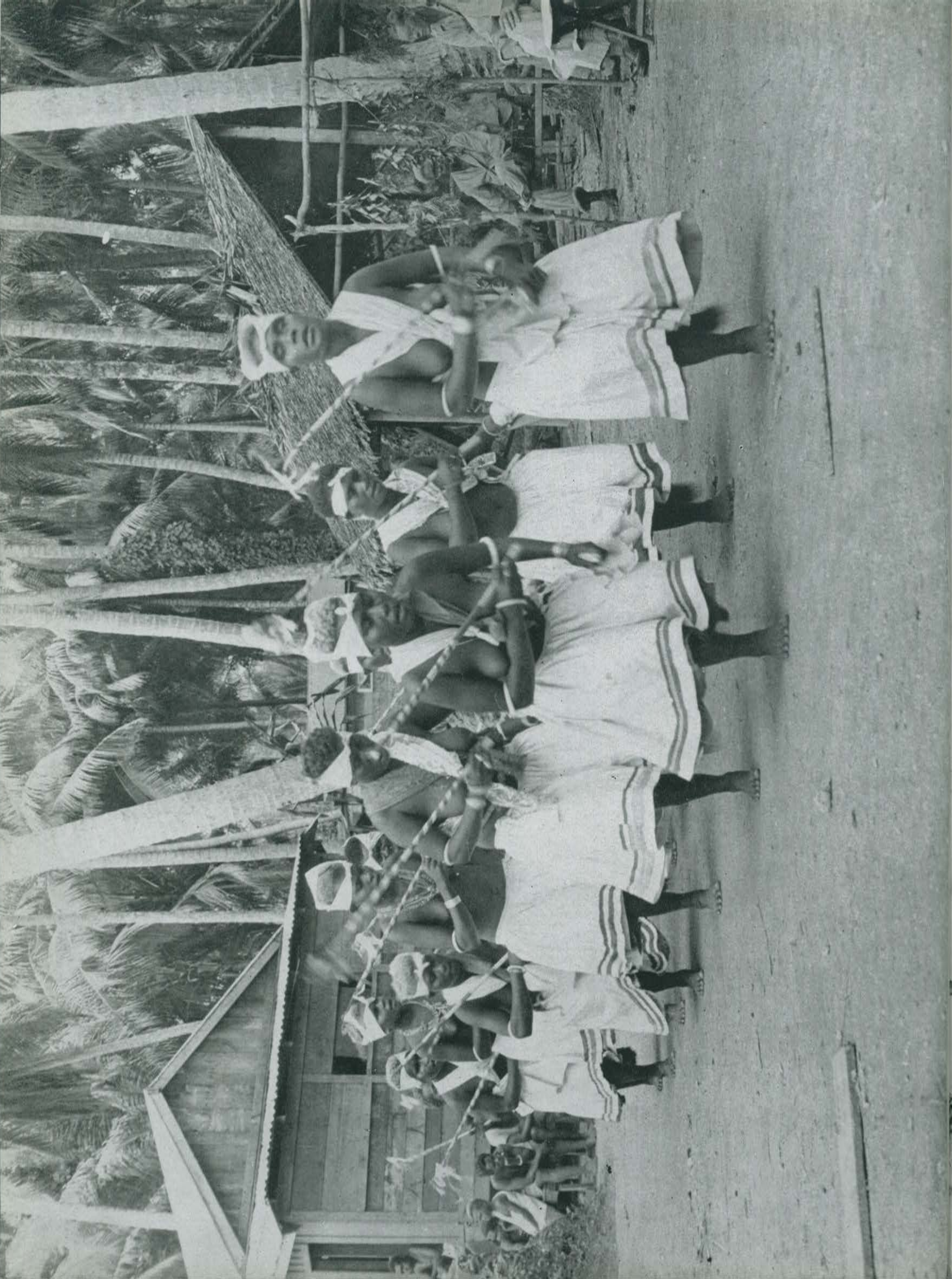
A high-contrast black and white photograph of palm trees against a bright sky. The palm fronds are silhouetted against a very bright, almost white sky, creating a dramatic, graphic effect. The fronds are scattered across the frame, with some appearing more prominent than others. The overall mood is tropical and nostalgic.

The moonlight brings me memories,
Of the nights we've given to love,
And I live those nights again
With a tropical moon above.

When the rush of each day is over
And my time is come to rest,
I hold an evening rendezvous
With the one that I love best.

Though time and tide's between us,
They cannot sever our love,
For we always meet each evening
With a tropical moon above.







A black and white photograph of a rocky coastline. In the foreground, a dark, craggy rock formation juts out into the sea. Waves are breaking against the base of the rock, creating white foam. The sea extends to the horizon, with small waves visible. The sky is filled with large, dramatic, white clouds. The overall mood is somber and powerful.

The silent mists come sweeping
In from the restless sea,
And while the island's sleeping
They bring you near to me.

Incessant pounding of the surging foam
As it breaks on the reefs below,
Carries me back to my distant home
And your arms that I used to know.



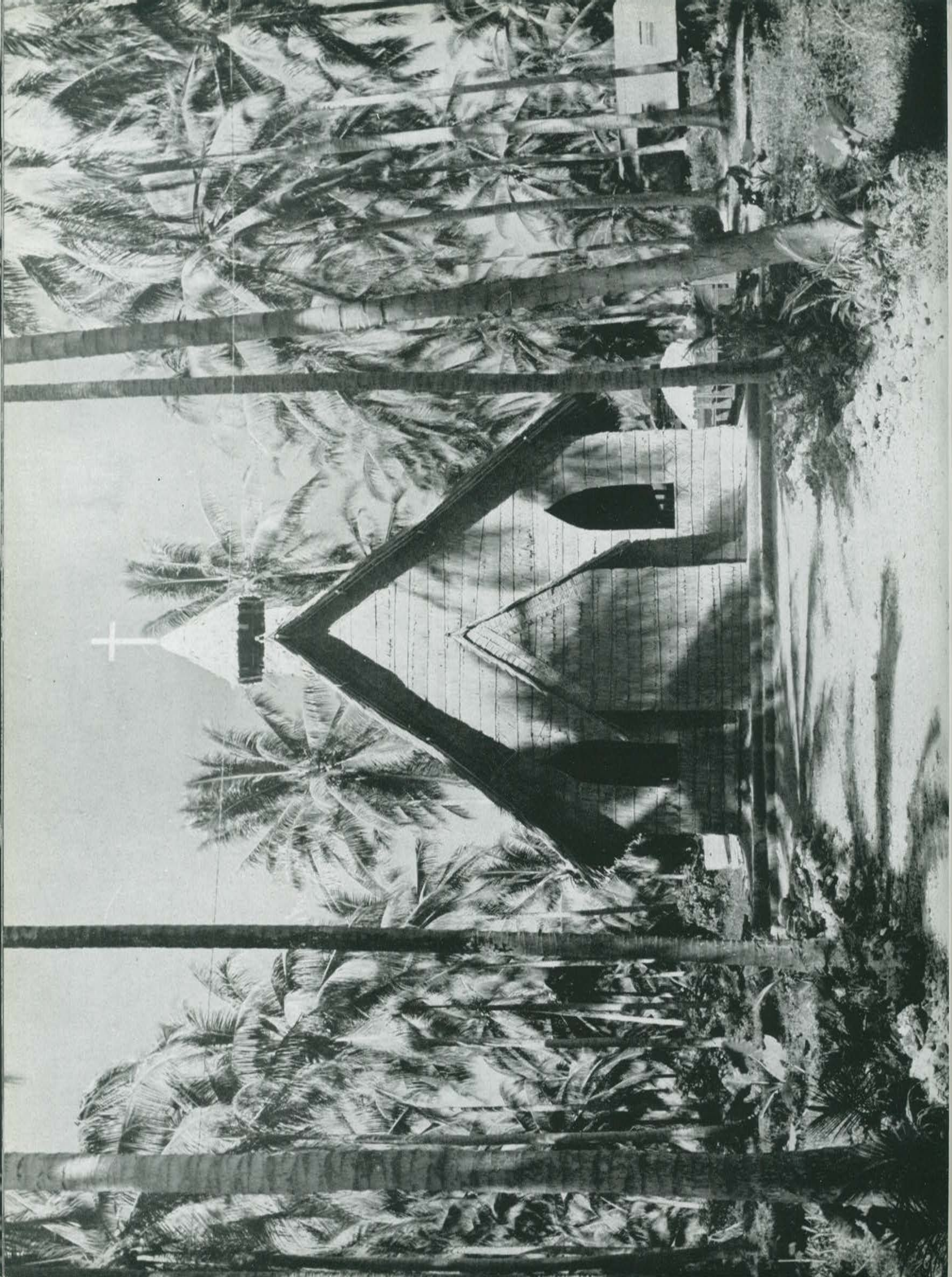


last night as I lay and gazed at the blue,
And dreamed in the tropic skies,
My heart went back to home and you
And the moon got in my eyes.

And side by side we lingered long,
Our sweet rendezvous
And thru the night there came a song
And lulled us off to sleep

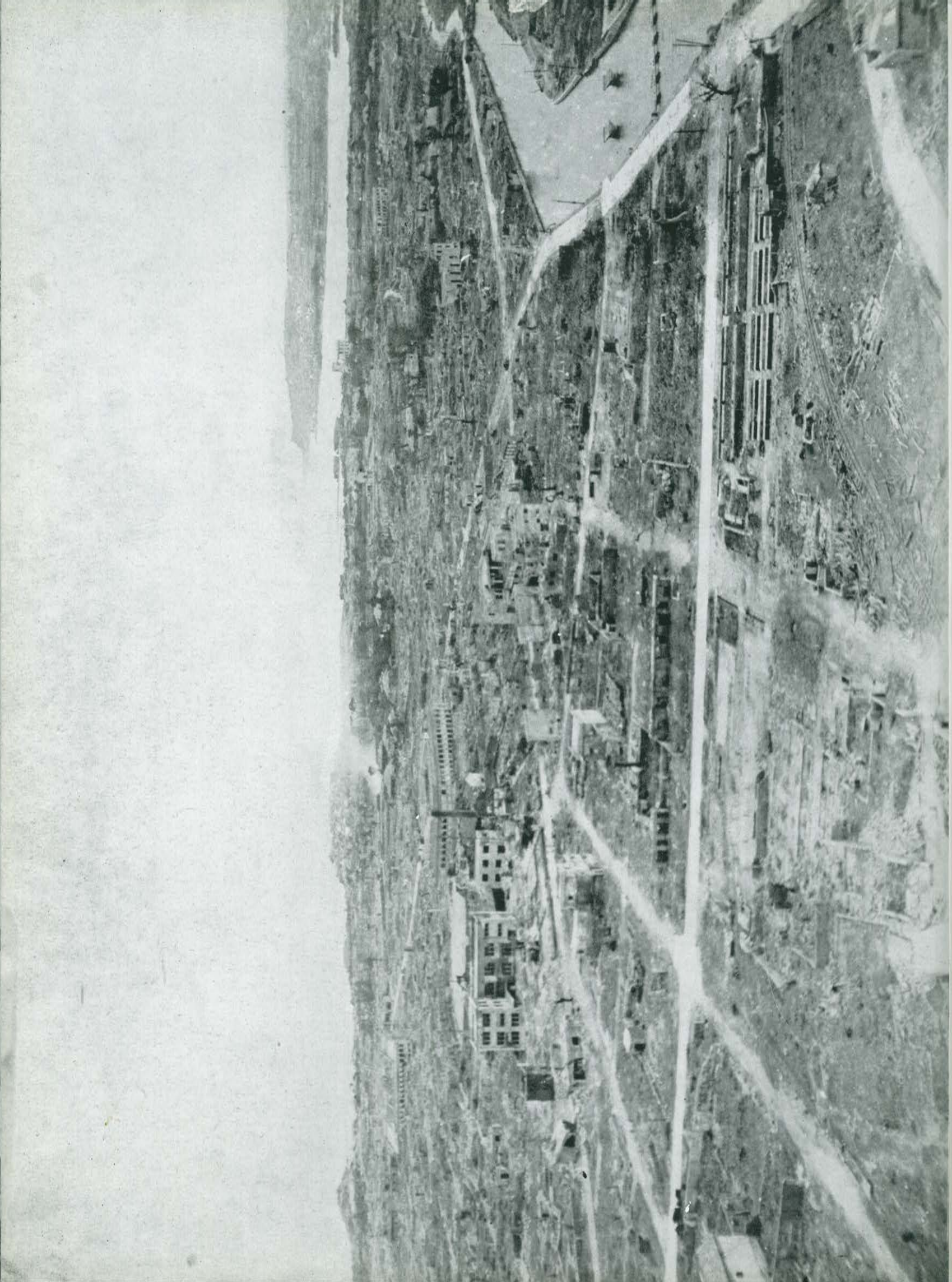
I awoke with a start and then it seemed
I was back 'neath tropic skies,
I knew then I had only dreamed
And the moon got in my eyes.





大宮神社

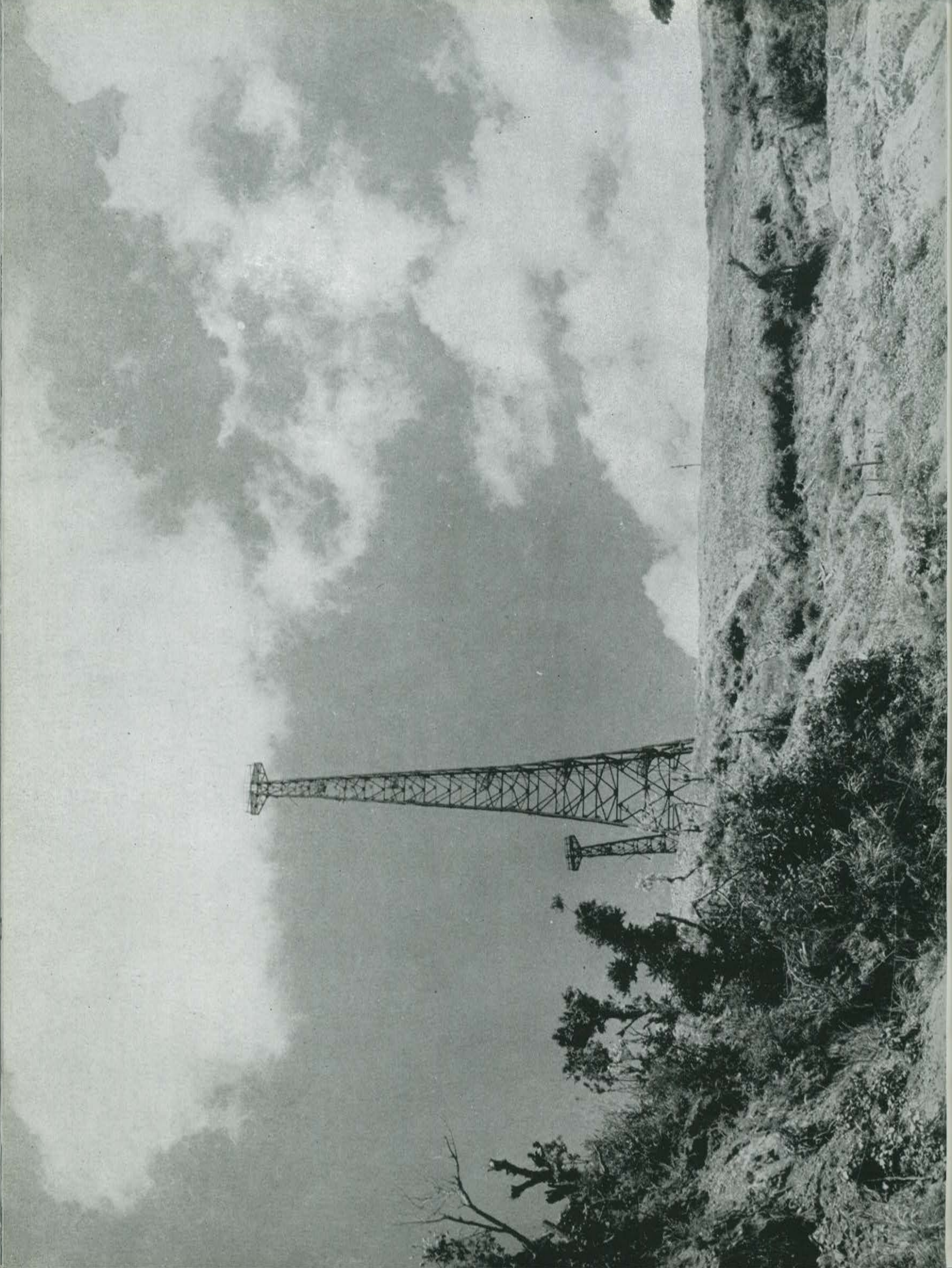








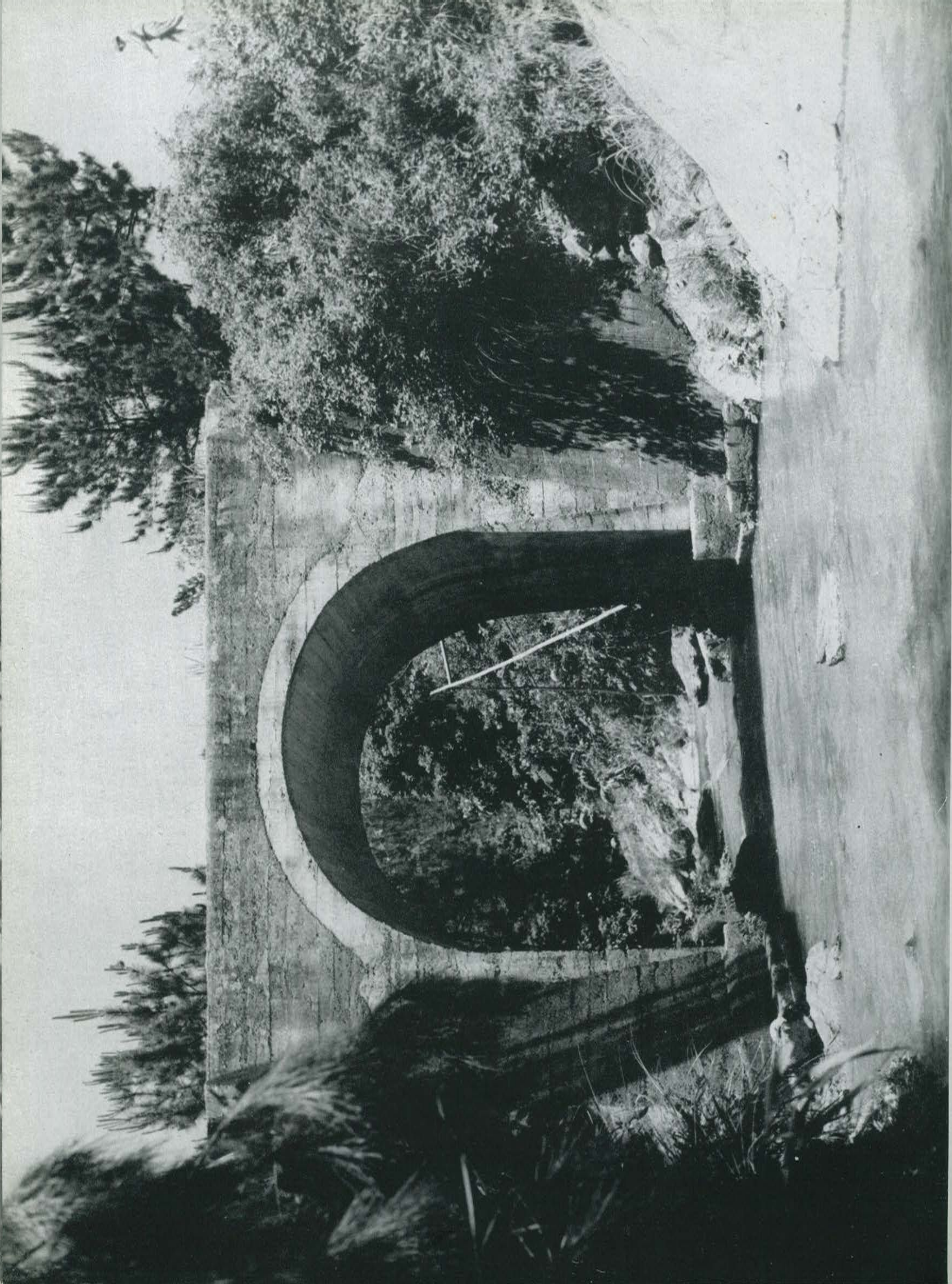




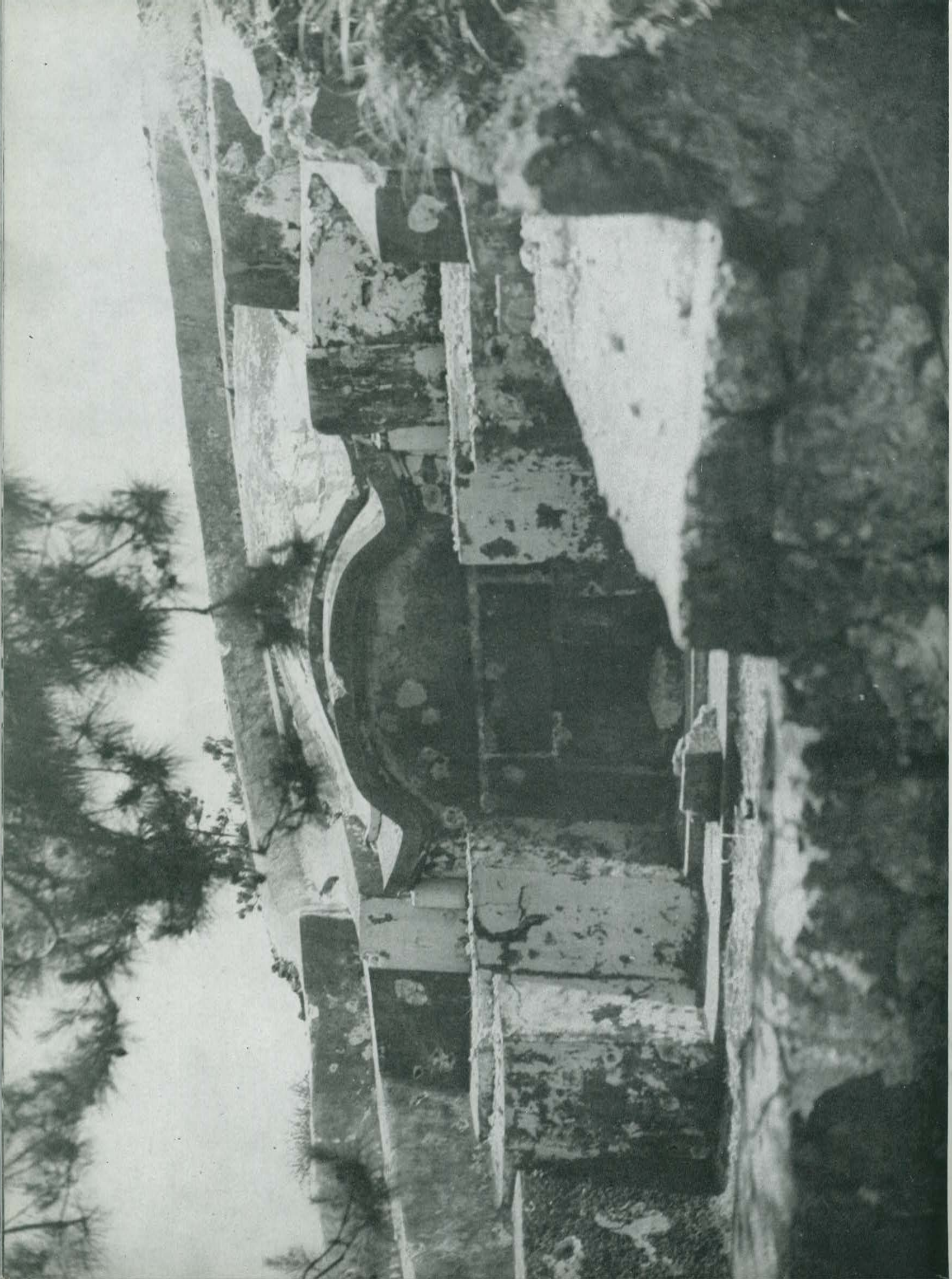


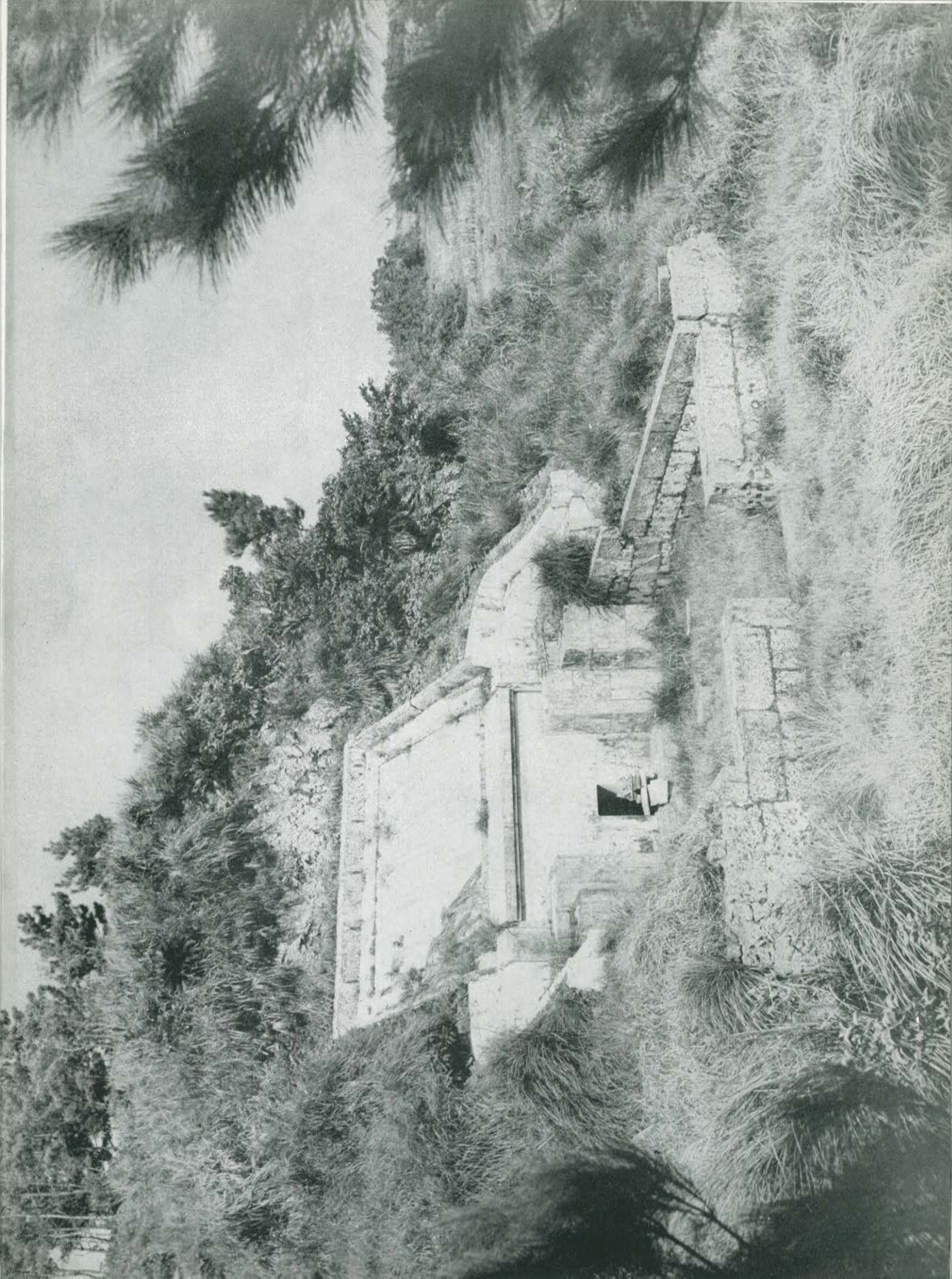


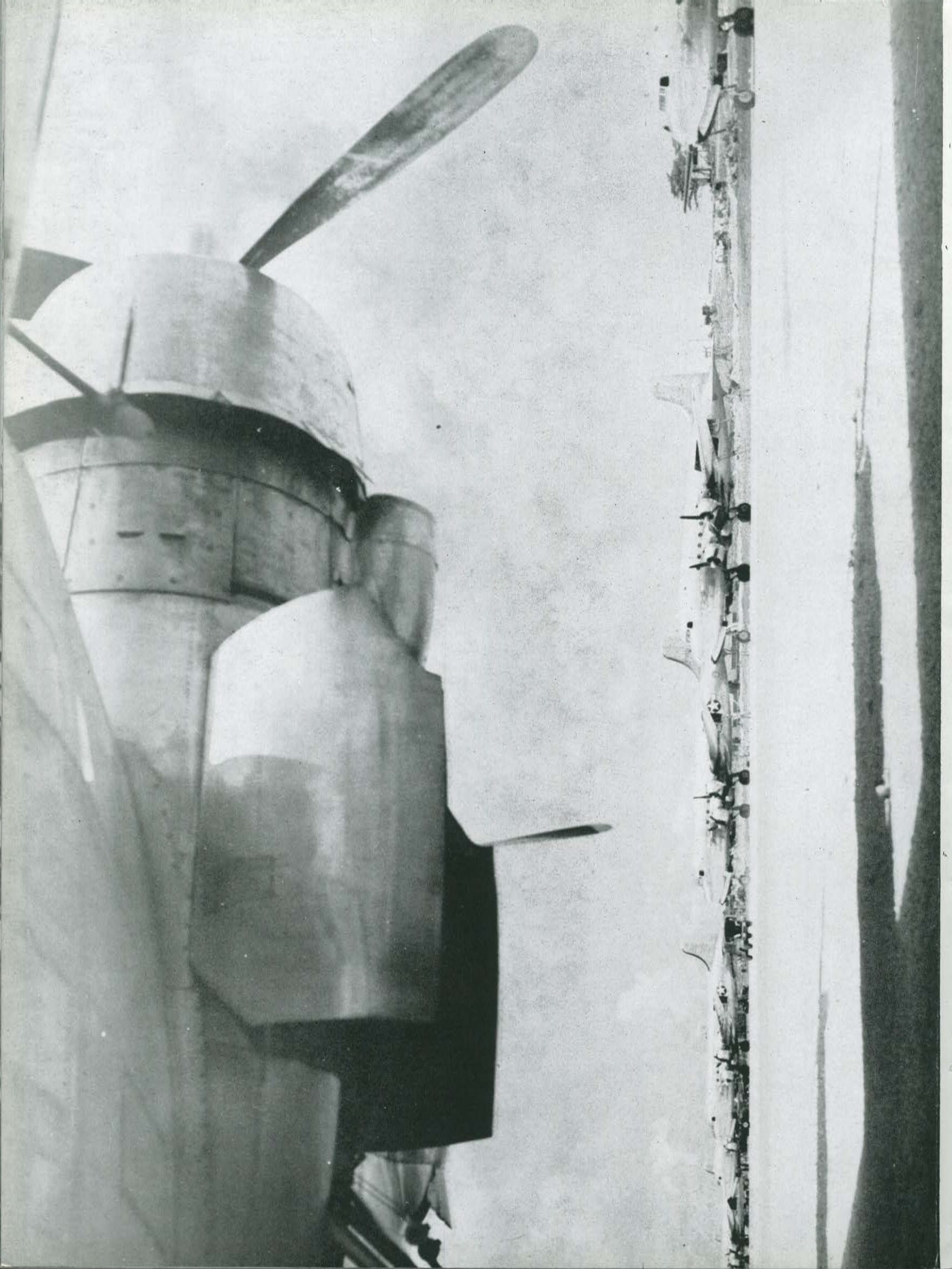


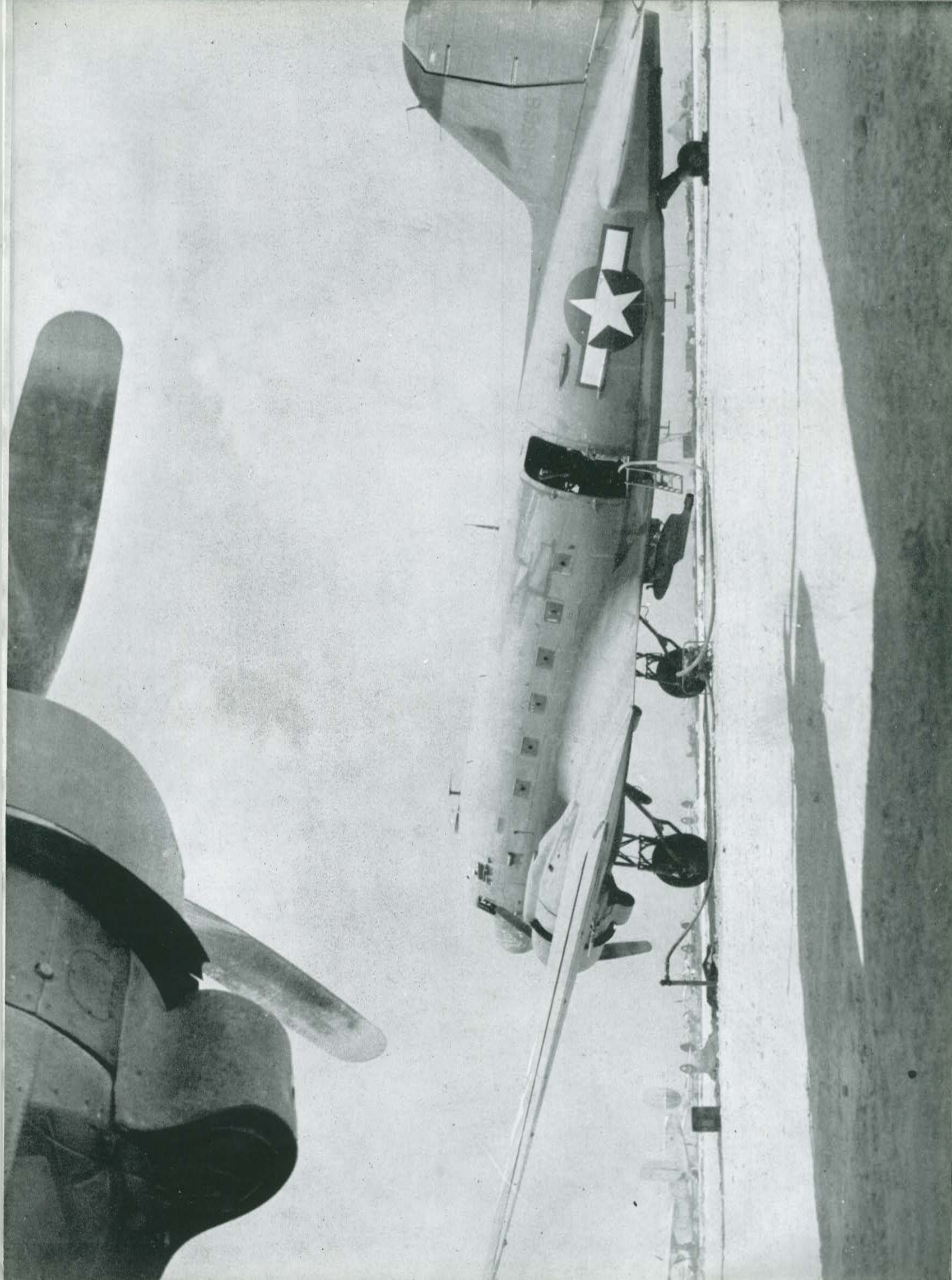








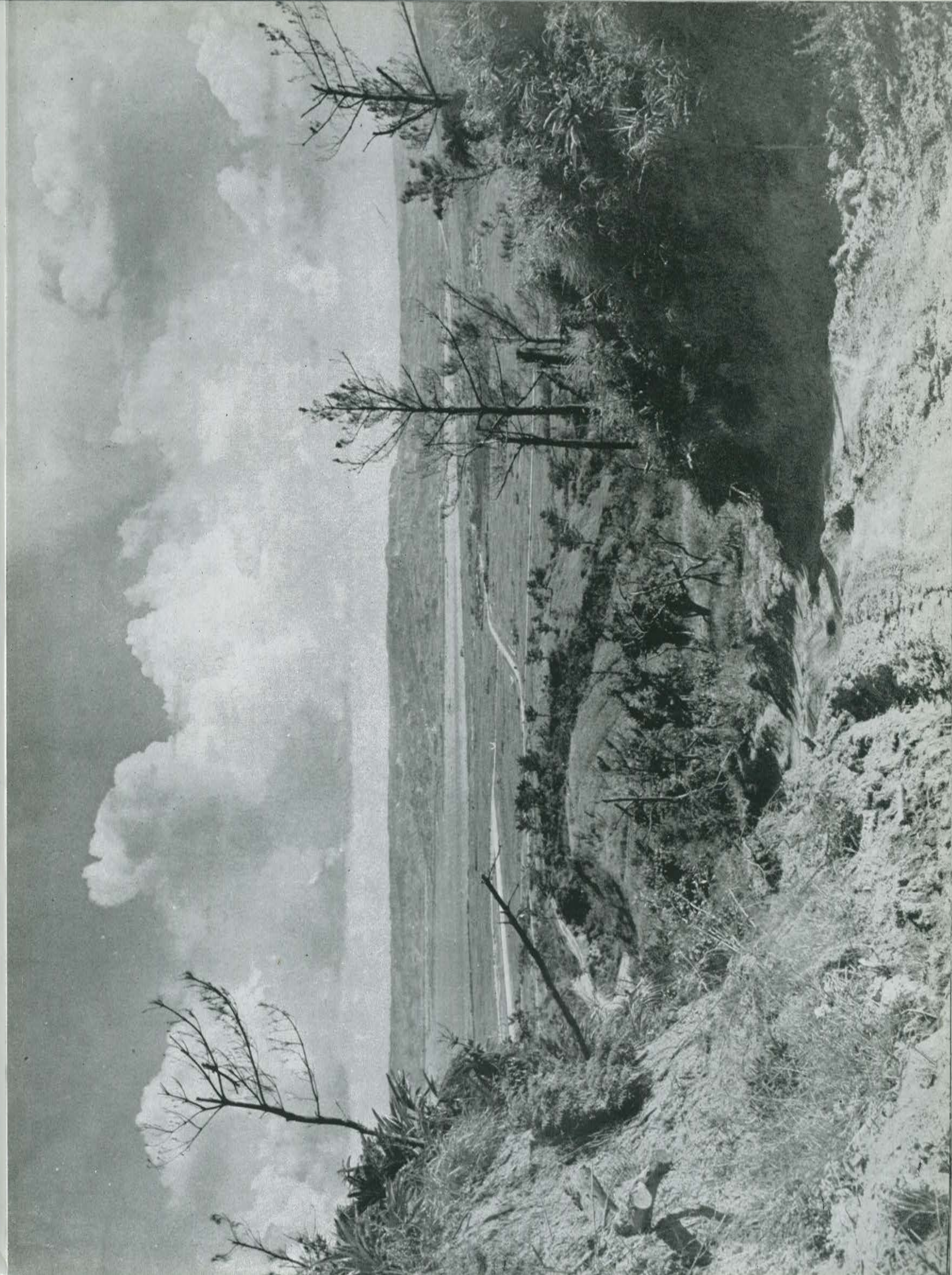


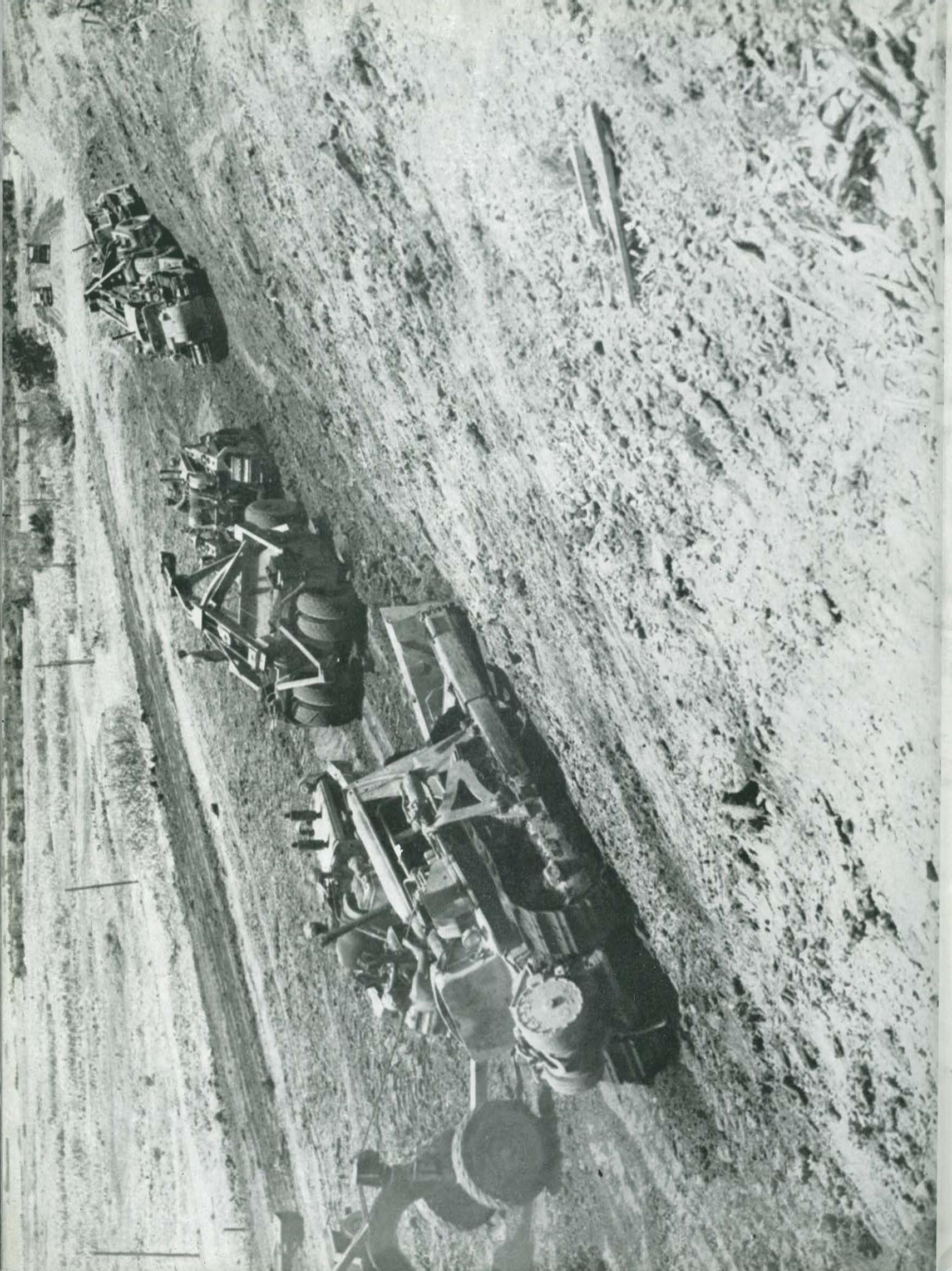








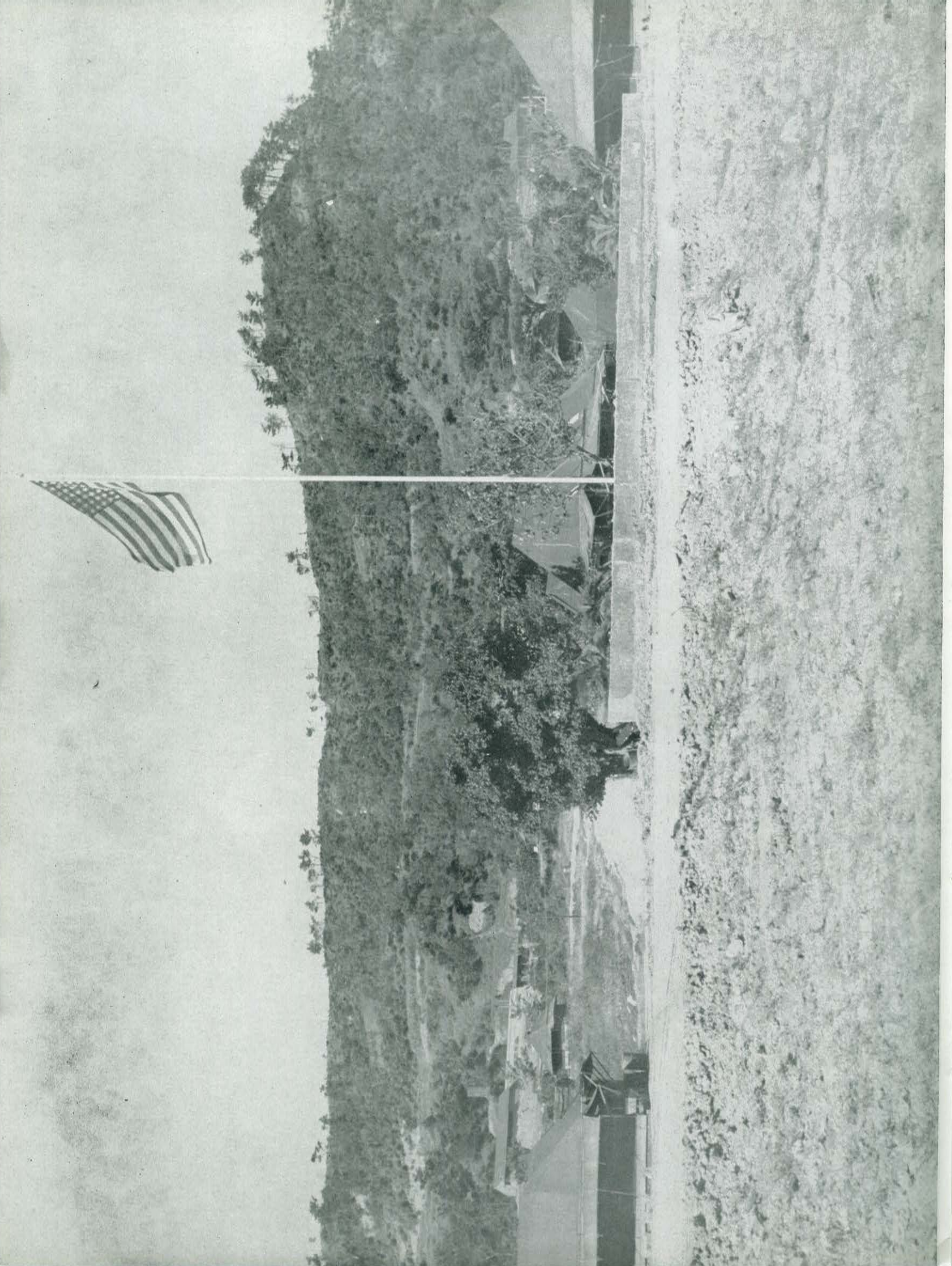


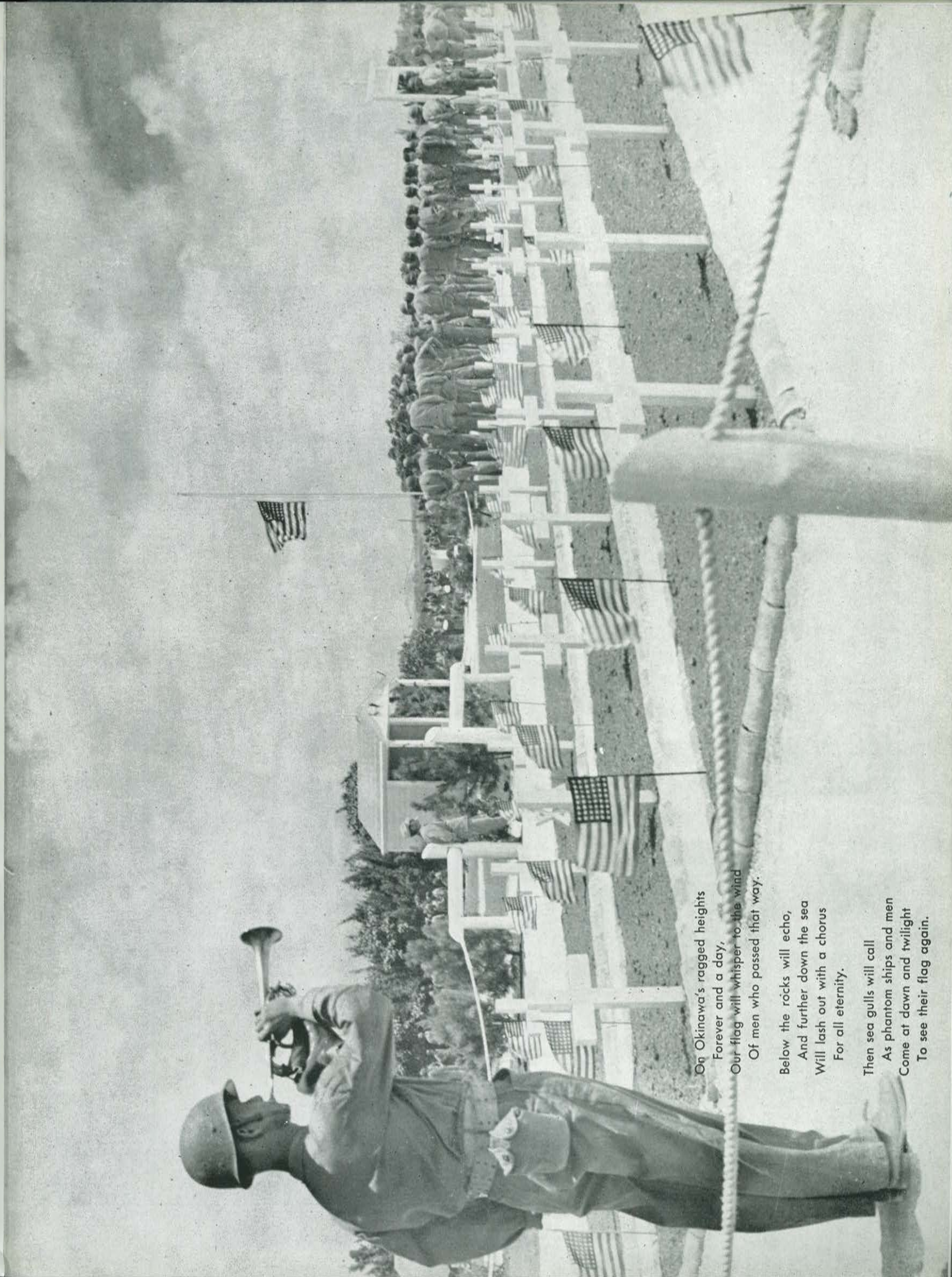












On Okinawa's ragged heights
Forever and a day,
Our flag will whisper to the wind
Of men who passed that way.

Below the rocks will echo,
And further down the sea
Will lash out with a chorus
For all eternity.

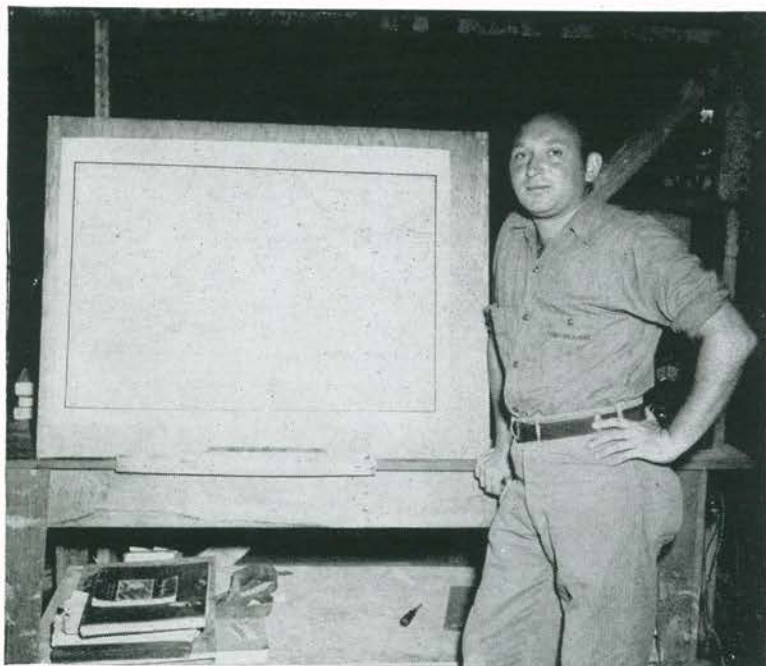
Then sea gulls will call
As phantom ships and men
Come at dawn and twilight
To see their flag again.

THE SERVICE RECORD STAFF

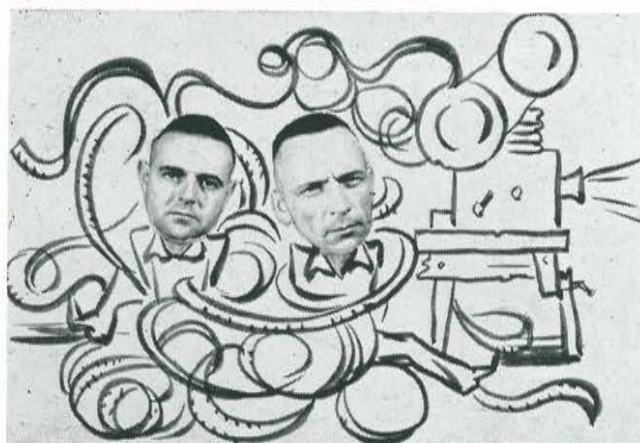


Pictured here are the men responsible for your "SERVICE RECORD". On the left is Editor J. R. Thompson, who wrote the script and planned the format; center is Librarian George Hofmann, who turned cartographer and drew the maps for the book. Below are Photographers H. C. Kulibert on the left and S. J. Korszak on the right who clicked their collective shutters a couple of thousand times for the good of the cause, and whose efforts comprise the major portion of the book. Sketches for the book were made by Battalion Artist Leo J. Nowak.

If a picture is actually worth a thousand words, then the "SERVICE RECORD" was at once a book of a million words. Thus, verbal discussion was held to a minimum. And besides, if we'd written everything that happened, we'd have made liars of a lot of letter writers.



PRESENTING
OFFICERS AND MEN
OF THE
145TH NAVAL CONSTRUCTION
BATTALION





SEABEES

Where the ice is rough, where the palms are wavy
 The Seabees work for the U. S. Navy.
 Never resting in calm or storm,
 Over the planet the Seabees swarm.
 Far away from their homeland hives,
 From movies, neighbors, and kids and wives.
 So they have no queens and they have no drones
 And they buzz in very masculine tones.

Craftsmen bees
 On risky missions;
 Draftsmen bees
 And electricians;

Diggers, riggers—gotta be bees
 Full of "savvy" in the Seabees.

They are partly gob and they're part marine,
 And they're good with a gun or a road machine,
 And clever at making a motor mote
 And building and landing a landing boat.
 In fact, whatever you may require,
 Is part of their business—under fire.
 They toil and battle by day and night,
 For the Seabees' motto is "Work and Fight".

Driller bees
 And deisel runners
 Killer bees
 And tommy-gunners,

Drivers, divers, husky he-bees,
 That's the nature of the Seabees.

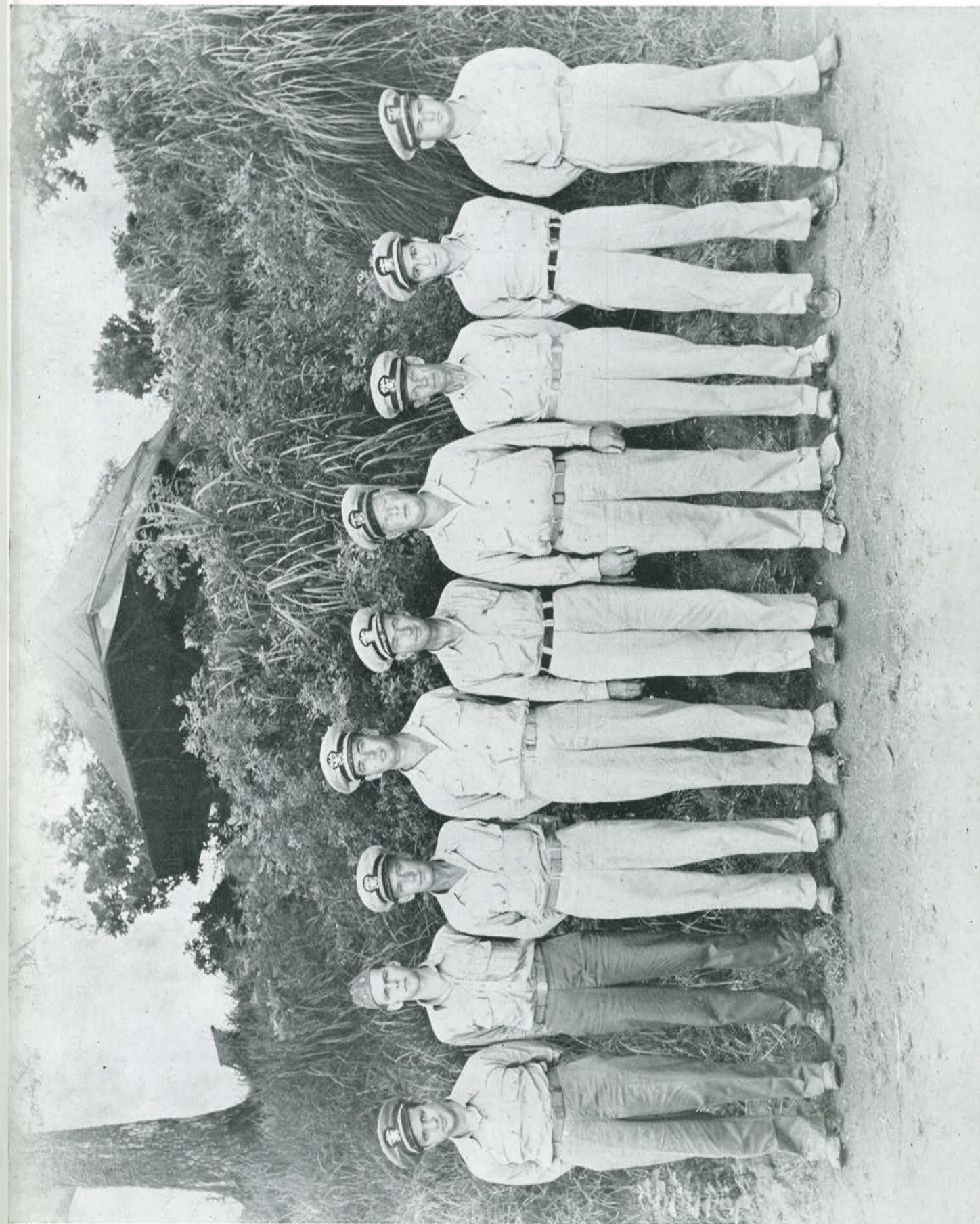
They work when harried by flies—and planes,
 They work when fever is in their veins
 To finish anything they've begun
 In half of the time it can be done.
 They lay out fields and they dig out bases
 In the dim, damp distance of lonely places.
 Wherever the Seabees go they swing
 A working wallop—a fighting sting.

Swimmer bees
 Who work in water
 Grimmer bees
 All set for slaughter.

In the Navy's work they're key-bees,
 All around the world—the Seabees!

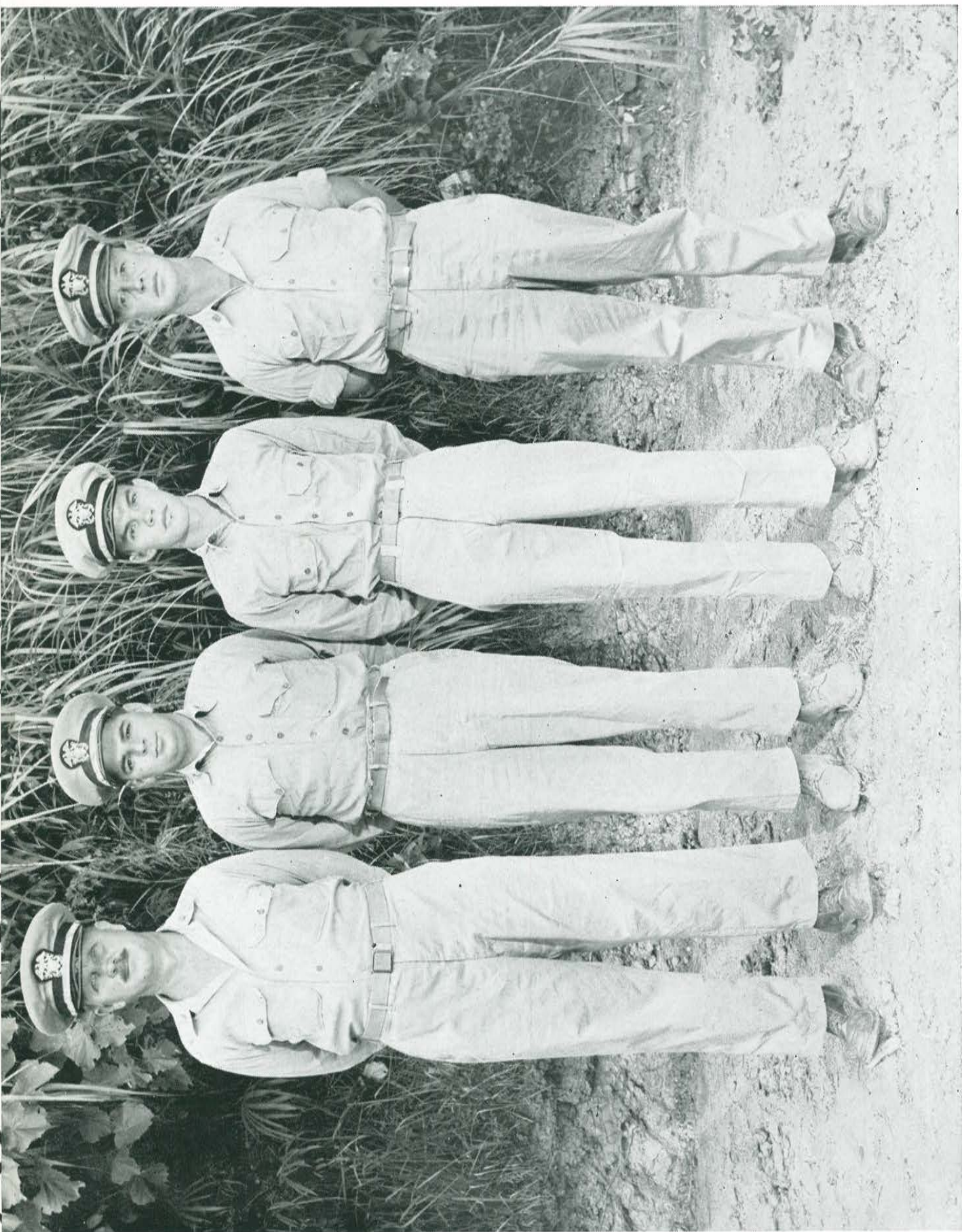
—BERTON BRALEY



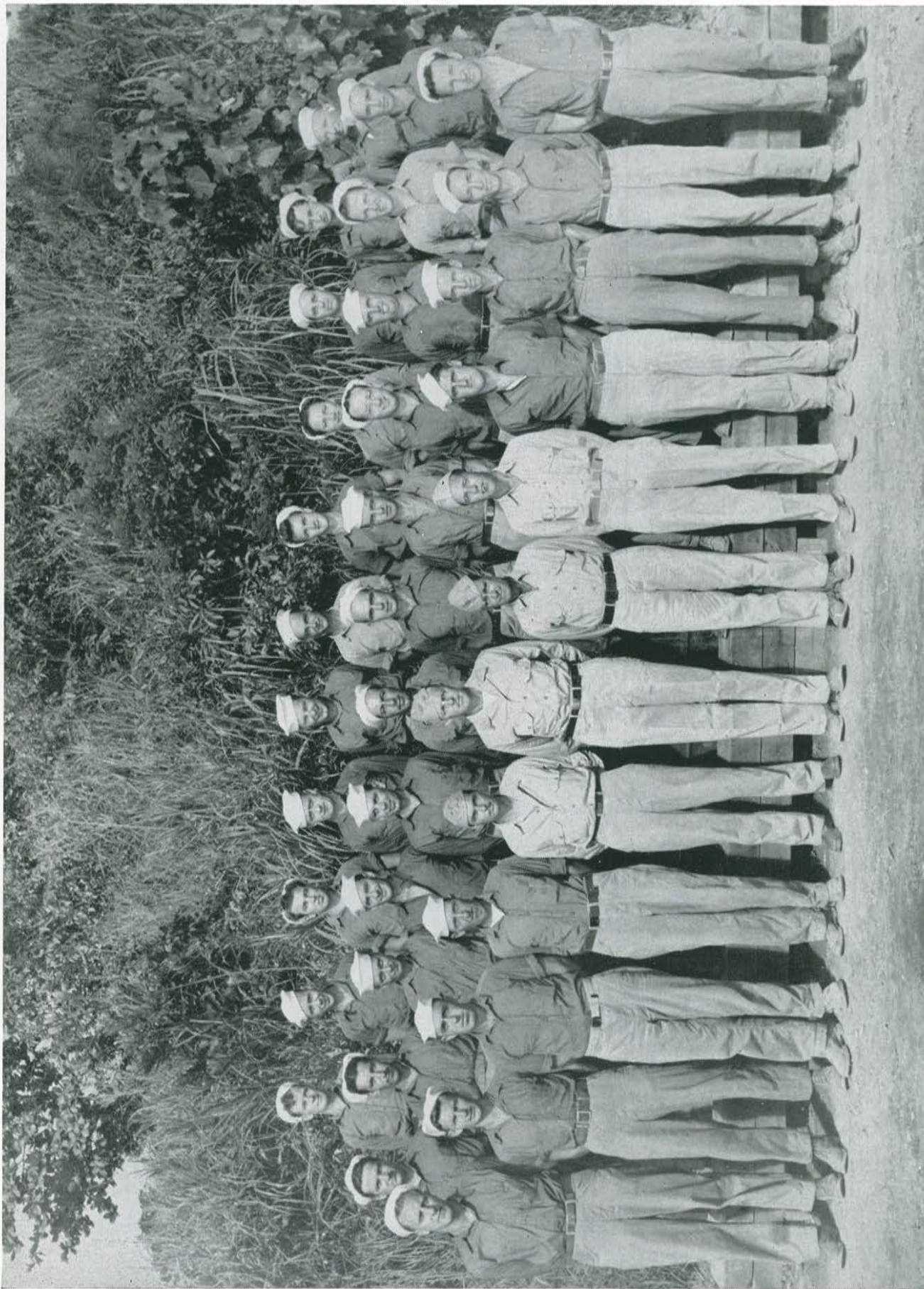
STAFF OFFICERS

Left to right: Lt. (jg) Sigmund E. Chessid, Ensign Therl J. Ockey, Lt. August L. Ewald, Lt. (jg) Wayne C. Morgan, Commander John H. Cain, Lt. Cmdr. R. E. Harrison, Lt. O. L. Daley, Lt. Joseph R. Megna, and Lt. Vernon J. Engerran.



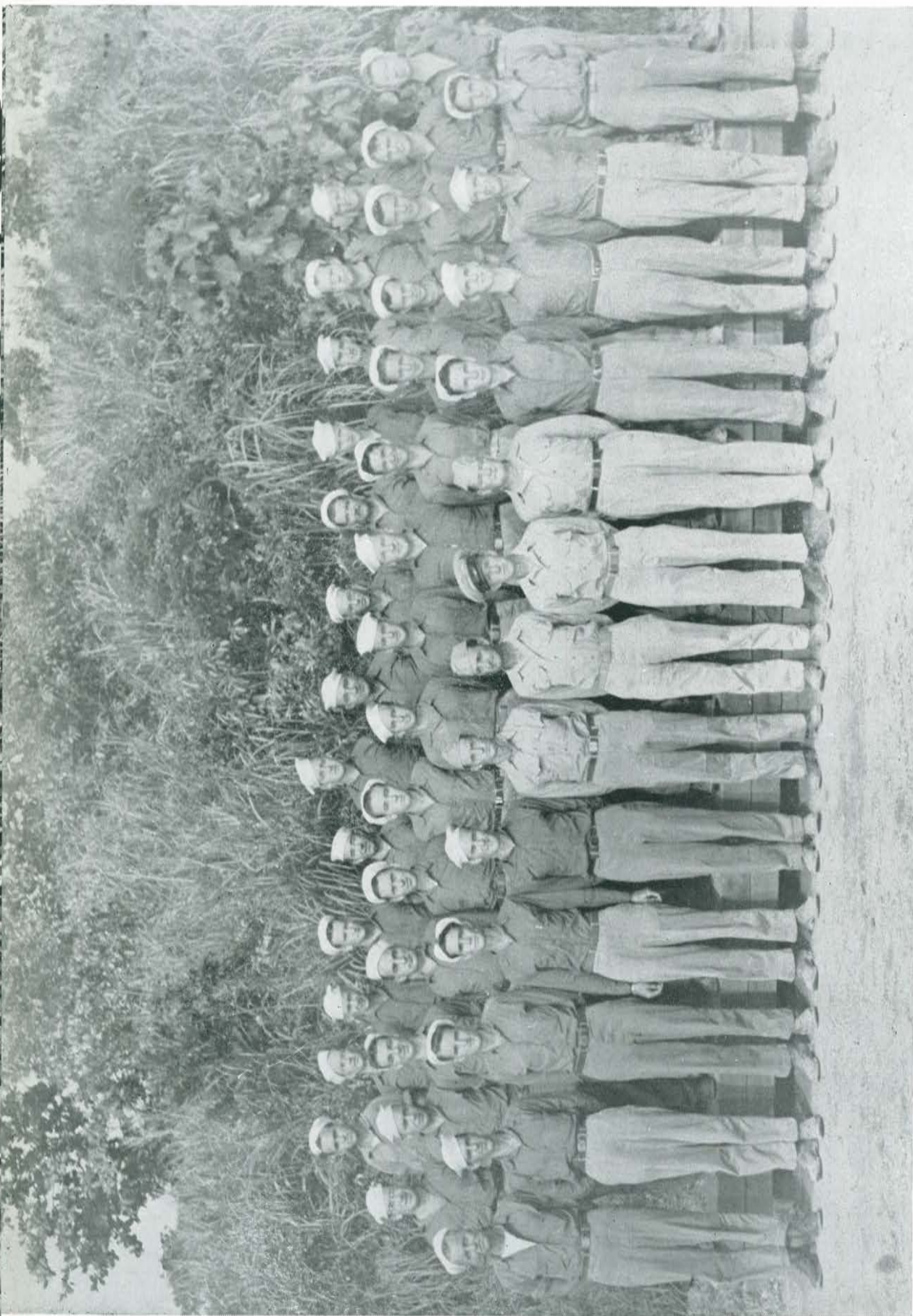
HEADQUARTERS COMPANY OFFICERS

Left to right: Chief Carpenter Paul M. Miller, Lt. (jg) Robert W. Hewett, Lt. (jg) William M. Redd, Jr., and Lt. William H. Strong.



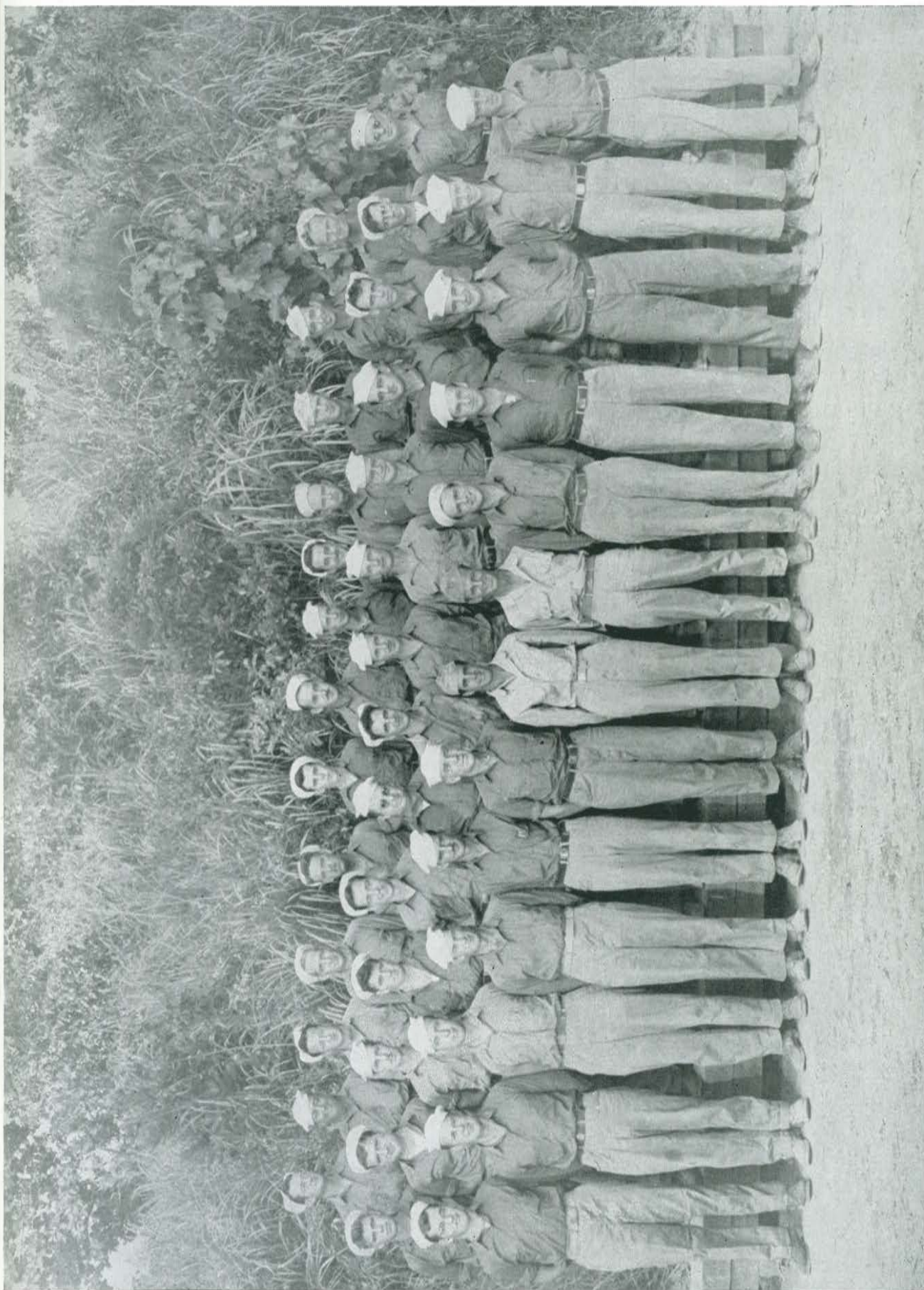
HEADQUARTERS COMPANY—PLATOON 1

Back row, left to right: J. L. McCrave, R. E. Baker, M. E. Edmondson, N. W. Runyan, W. J. Knorowski, N. F. Hall, T. J. Cooper, C. Yulo, E. F. Hertz, E. H. Walaszek, G. W. Hofmann; second row: R. W. VanAllen, S. Favallero, W. C. Sharpe, E. J. Kelley, R. E. Wilson, J. Bruno, H. E. Richardson, W. T. McGill, M. Margulis, H. Y. Summerskill, W. T. Bruce, J. R. Waldon; front row: F. D. Weber, C. L. Lasure, M. Hughes, W. W. Sullivan, R. J. Underwood, L. J. Berg, H. E. Weed, G. W. Mahan, H. W. Miller, C. B. Myers, H. W. Buschman, J. J. Petty.



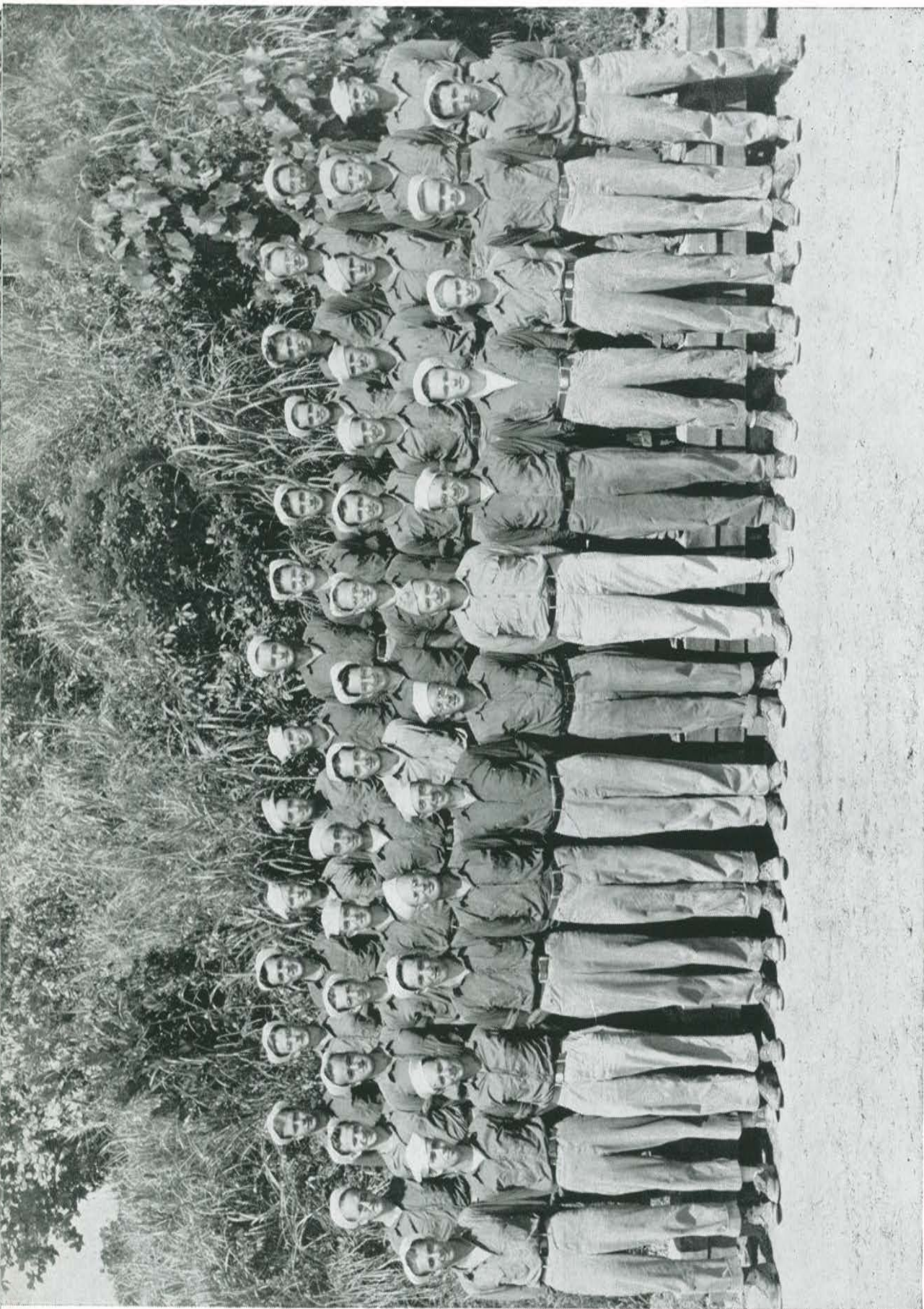
HEADQUARTERS COMPANY—PLATOON 1

Back row, left to right: W. L. Conn, E. J. Erkkila, T. A. Karvonen, L. S. Blackney, J. H. Maher, E. L. Taylor, A. Gorski, K. R. Marlar, R. G. Ewig, T. K. Raulerson, D. Bleecker, R. H. Covalt, W. B. Russell; second row: H. F. Robinson, A. Witowski, G. E. Zidek, J. W. Williams, P. J. Kindel, L. S. Chapman, J. M. May, T. Beaumont, J. B. Keeler, D. R. Hammer, W. E. Haskin, S. E. Riner, L. A. Mairose, L. E. Carlsen, J. R. Thompson; front row: M. W. Strickland, J. H. Waddle, C. T. Boehler, W. D. Mullenau, L. A. Mombourquette, H. H. Roberts, M. J. Freeman, H. M. Hays, R. C. Taylor, J. B. Walsh, F. D. Hoffman, R. E. Koberstein, R. M. Christenson.



HEADQUARTERS COMPANY—PLATOON 2

Back row, left to right: E. C. Reynolds, A. R. Landavazo, R. F. Frankowski, R. H. Langdale, J. C. Crowley, R. M. MacLean, S. P. Pestillo, C. L. Shook, V. F. DeVost, C. E. Perkins, C. A. Johnson, K. J. Bitney, H. B. O'Halloran; middle row: A. H. Barron, G. A. Mannetta, H. F. Frank, L. Capparrille, G. M. Harrington, S. R. Stillwell, K. R. Tyrell, W. D. Wentzel, R. Miron, C. E. Sawyer, L. J. Nowak, H. M. Friel, R. F. Regnery, G. Kohler; front row: J. L. Reagan, E. R. Johnson, H. C. Kulibert, R. A. Williams, F. H. Matsler, D. Halterman, W. F. Belschner, E. A. Hoppe, A. Zeidler, O. E. Sugden, J. J. Zambuto, B. P. Roth, F. L. Heath.



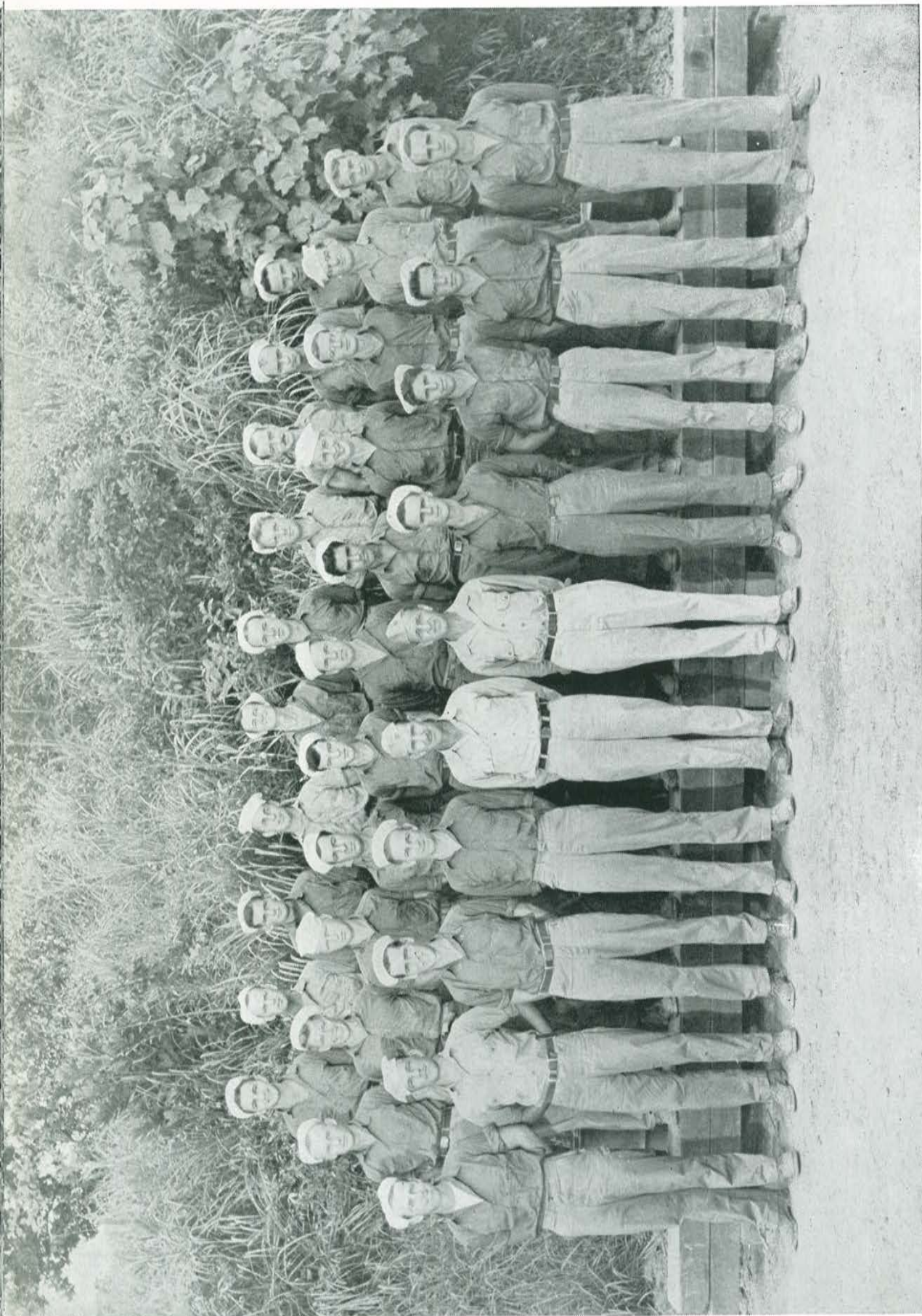
HEADQUARTERS COMPANY—PLATOON 2

Back row, left to right: D. N. Buttram, J. D. Wood, G. M. Mamanakis, H. F. Craig, J. H. Wallace, V. A. Fishetti, B. C. Oldham, W. C. Schildt, R. J. Ritchey, M. N. King, L. D. Prohaska, R. P. Seibelt, C. E. Kemmer; middle row: E. T. Swope, D. O. Brown, F. D. Vana-core, K. H. Brown, H. A. Kelly, F. B. Peek, R. J. Prete, K. W. Fetterman, H. A. Aspinall, L. R. Yamek, R. A. McKay, J. P. Myers, F. J. Schell, C. B. Fink, E. A. Szatko; front row: L. A. Hildebrand, A. F. Bedtelyon, T. S. Scantling, M. Jost, A. S. Huser, H. W. Spindler, C. J. Berggren, J. E. Kuttler, G. H. Hoeninghau, H. C. Deem, D. A. McGuirk, R. P. Thibideau, J. R. Brochu.



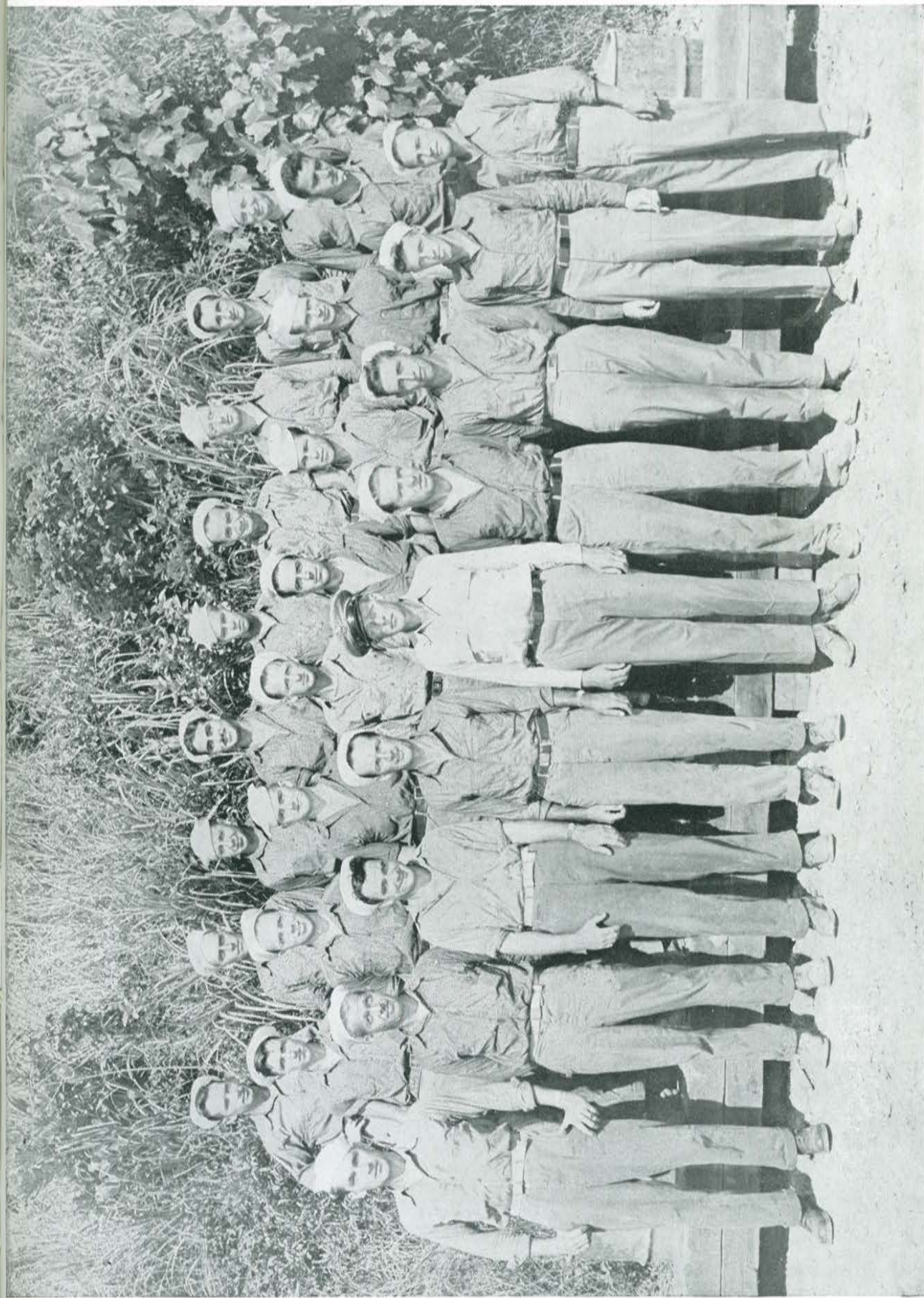
COMPANY A OFFICERS

Left to right: Chief Carp. Walter C. Maynard; Chief Carp. Baxter T. McCall; Lt. (jg) Oliver P. Pope; Lt. Cmdr. J. W. Rockwood;
and Ens. Robert H. Braun.



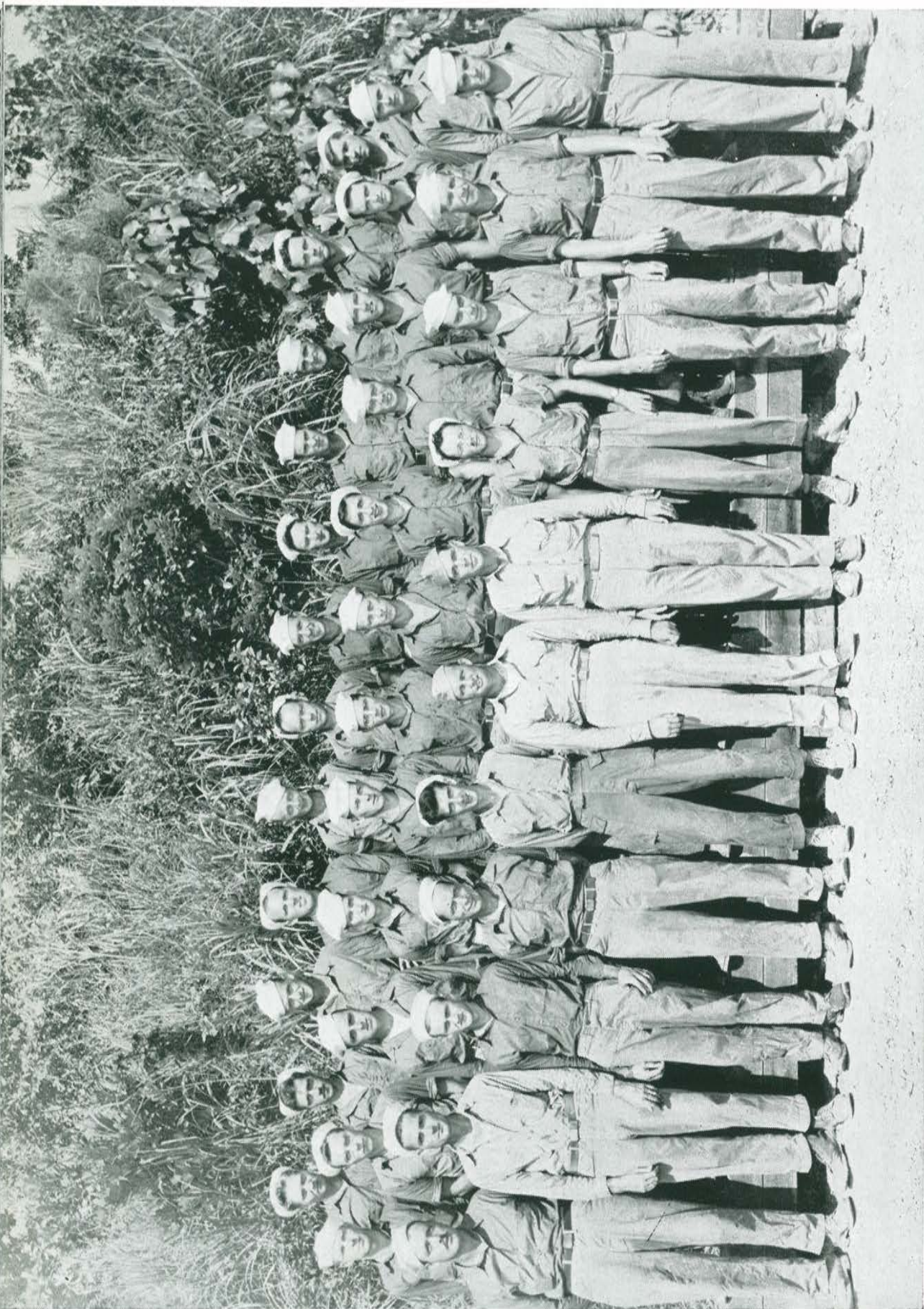
COMPANY A — PLATOON 1

Top row, left to right: R. Tedesco, E. H. Wiswell, D. E. Renouf, B. F. Spence, A. F. Schultheiss, S. J. Garceau, V. L. Stovall, H. B. Mills, O. Duncan, W. E. Norton; second row: R. L. Vaughn, L. R. Pelt, O. E. Moore, A. J. Lofreddi, F. E. Crawford, R. A. Summeril, A. Rodriguez, E. E. Lord, R. W. Talbot, W. E. McShea, H. A. Stine, Jr.; front row: J. R. Gay, L. M. Burman, Jr., R. W. Hays, H. C. Weller, R. E. Turner, A. W. Ewan, B. Vavra, L. R. Lay, C. C. Killough, W. A. Watson.



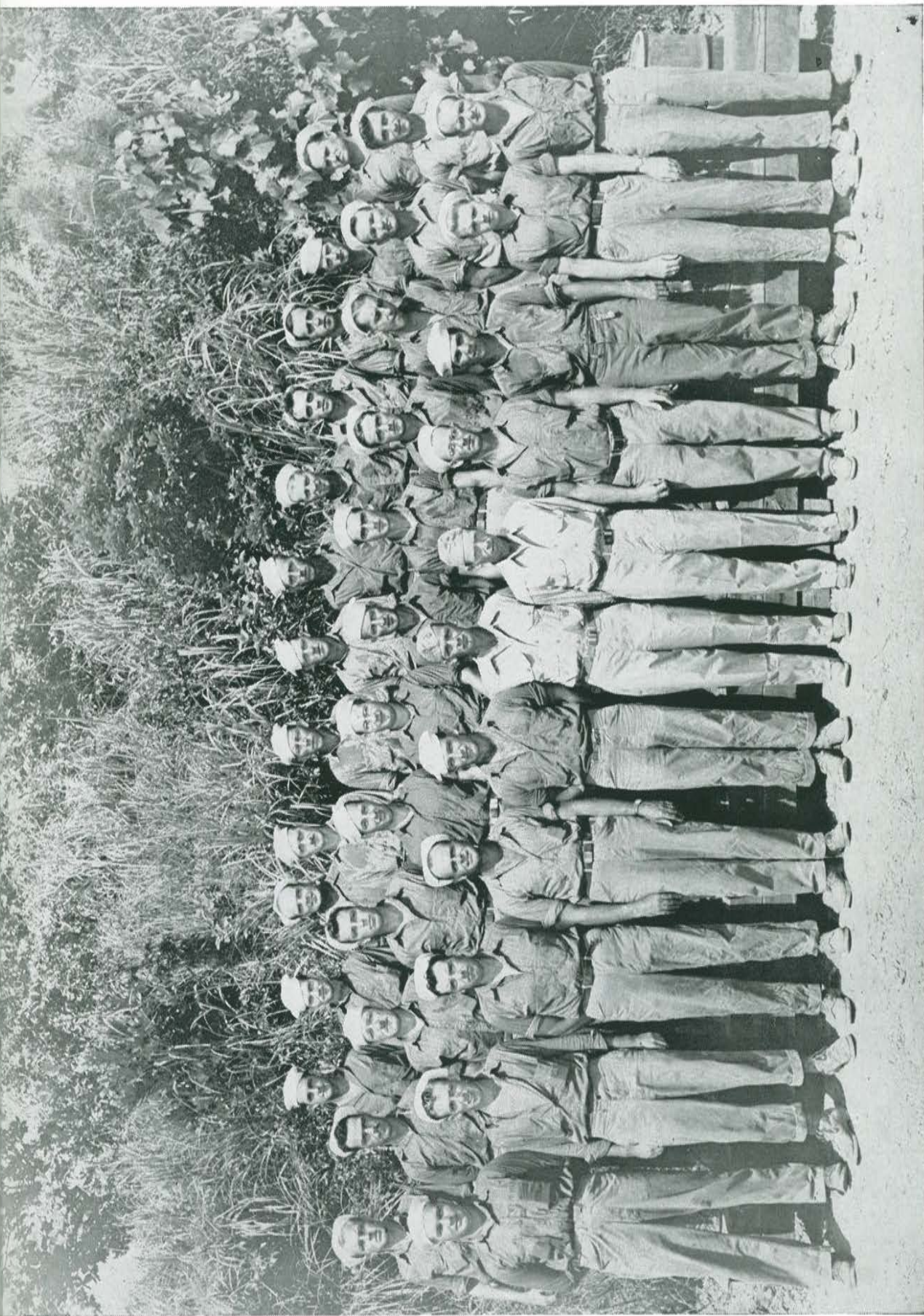
COMPANY A—PLATOON 2

Back row, left to right: J. T. Hill, J. W. Bell, E. J. Yeaple, A. Trovato, A. M. Wallgren, G. H. Vleck, C. W. Rayburn, A. E. Baron, C. A. Spencer; second row: R. F. Vick, W. A. Hunt, W. J. Walker, T. L. Rock, C. A. Evans, A. W. Watson, C. H. Workman, H. E. Belt; front row: J. P. Zycowski, E. H. Godfrey, H. F. Moss, J. T. Mansfield, P. E. Johnson, C. W. Knight, E. A. Wentworth, L. T. Cheney, D. C. West.



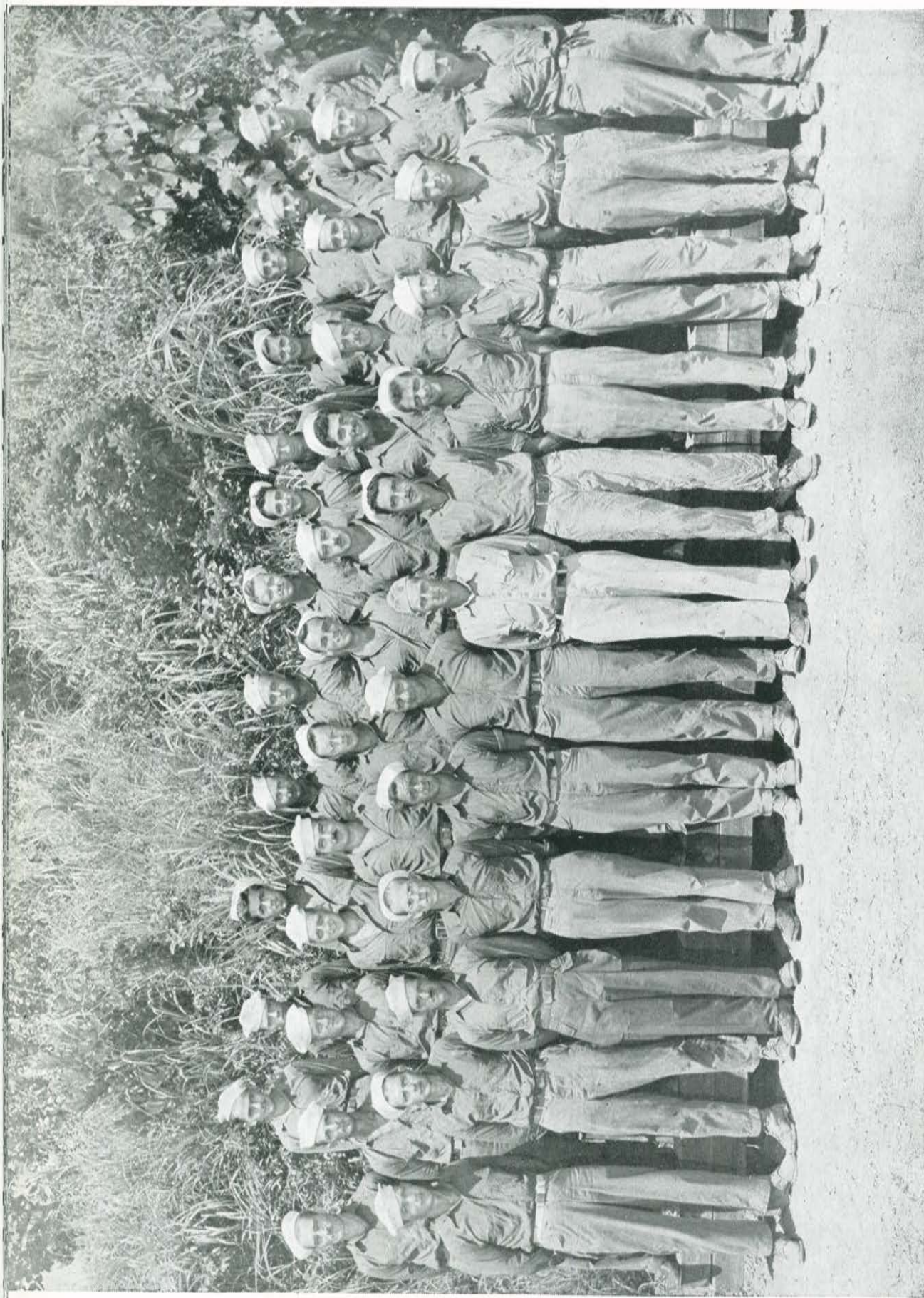
COMPANY A — PLATOON 3

Back row, left to right: R. D. Wilson, A. A. Patenaude, Jr., F. W. Schween, J. E. Skelton, C. T. Eads, P. E. Taylor, A. L. Caouette, L. R. Mead, L. H. Sullivan, H. J. Wade, R. A. Tadlock; second row: O. S. Ponds, W. J. Stine, J. J. Wojciak, J. L. Mitchell, L. D. Shepherd, M. E. Smith, H. E. Jones, E. S. Olsowka, D. V. Dold, E. B. Witowski, C. G. Ferguson, J. F. Wisniewski; front row: G. H. Talbott, D. W. Teal, B. J. Lewis, C. L. Hoem, J. J. Sullivan, R. J. Walker, J. P. Farrell, J. R. Morgan, S. G. Allen, M. E. Engstrom, H. G. Owens.



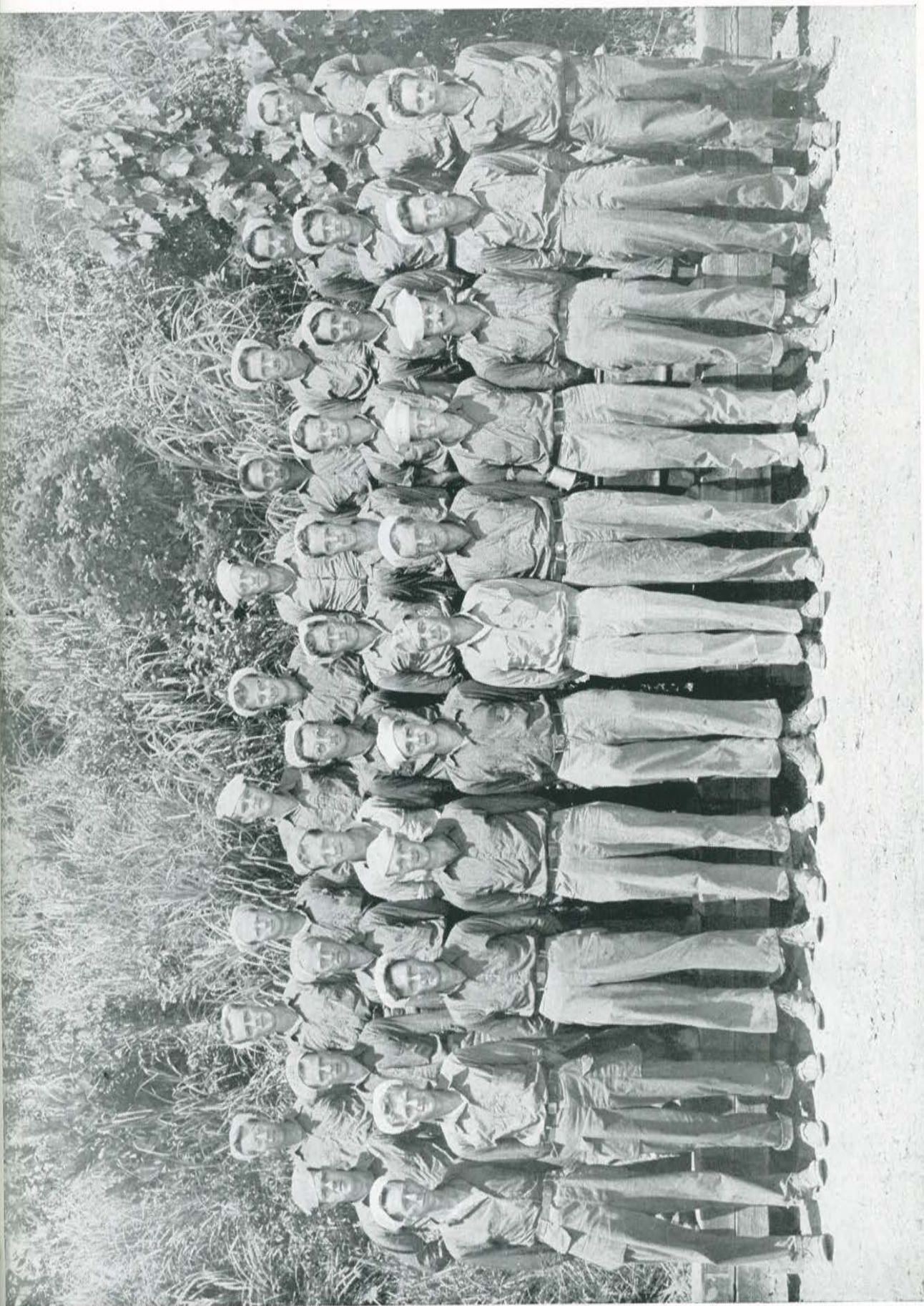
COMPANY A—PLATOON 4

Back row, left to right: C. L. Mooney, C. J. Sabin, G. W. Babcock, C. T. Wise, E. E. Ahtonen, D. H. Wood, L. A. Weber, W. J. Sansing, J. Pallitto, A. J. St. Laurent, Jr., L. O. Brunelle, E. Pierson; second row: F. A. TeStrake, J. F. Williams, W. B. Boehm, W. Bjorne, R. J. Boufford, V. E. Kline, M. R. Tarter, L. Stephenson, W. D. Boroski, R. L. O'Neil, C. L. Harlan, S. Zivkov; front row: W. F. McMannis, E. E. Bingham, I. L. Castro, B. D. Jolly, A. D. Farren, E. I. Chester, H. G. Mercer, D. F. Sweet, W. B. Buckovich, P. E. Carr, Jr., A. M. McKenney.



COMPANY A—PLATOON 5

Back row, left to right: D. D. Baustian, D. A. Scheinplug, N. P. Robinson, L. G. Wilson, F. Muczynski, J. L. McKeown, C. J. Pignone, C. E. Herring, H. W. Ritz, R. C. Fite, D. P. Campbell, E. T. Withers; second row: H. T. Kelley, S. F. Jaskolka, A. L. Murray, A. P. Russell, J. Meister, J. H. Stephens, M. J. Zilles, Jr., D. T. Rowinski, J. J. Cresson, E. M. Harrington, W. S. Lurton, Jr., R. F. Shields; front row: B. J. Skelley, D. M. Miller, J. A. Toich, E. E. Nelson, W. K. Marfel, J. A. Jones, A. T. Gravelle, N. G. Lee, G. W. Weiss, E. J. Boss, S. G. Steele, L. L. Holley.



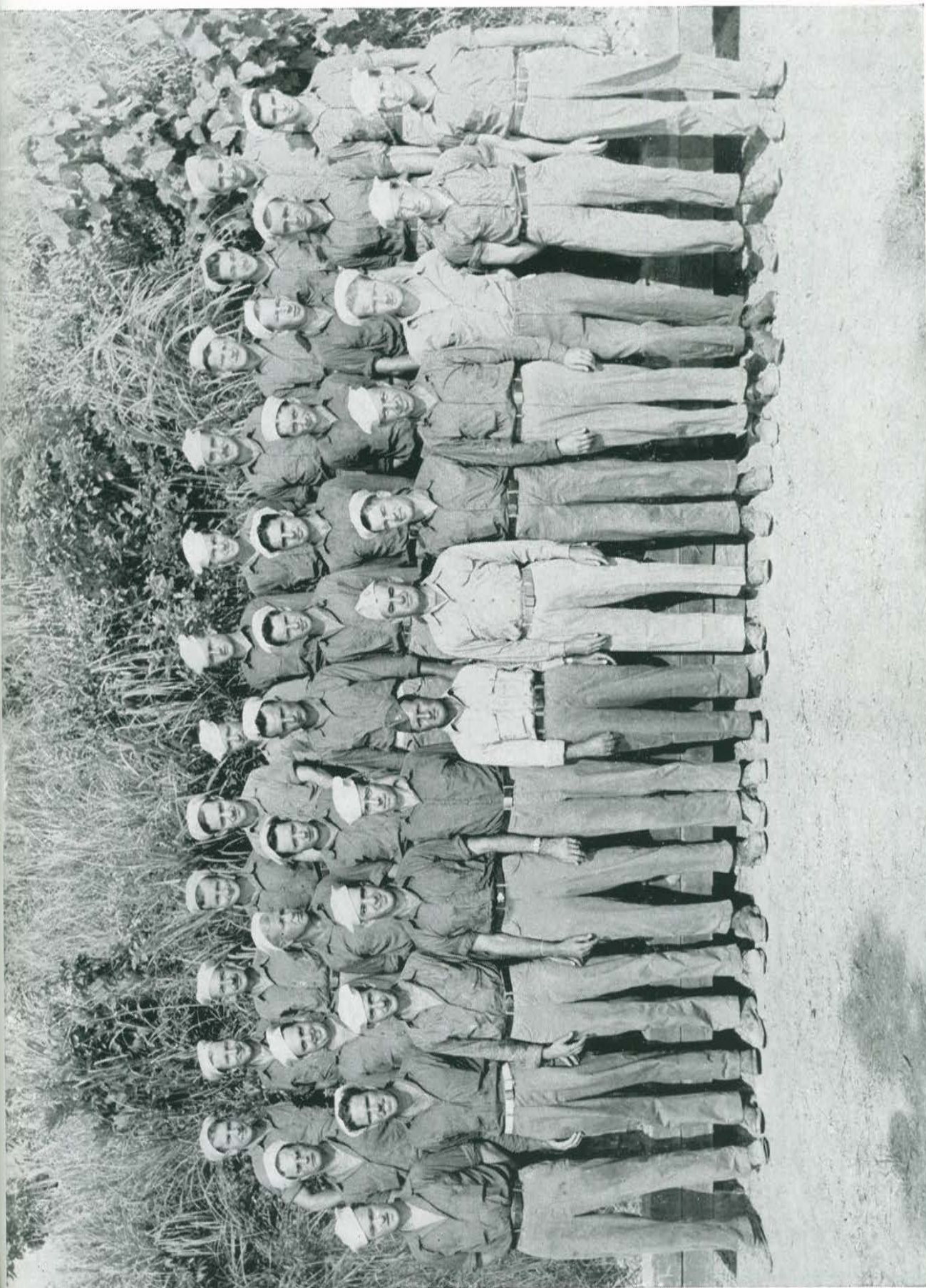
COMPANY A—PLATOON 6

Back row, left to right: V. H. Riley, D. Richmond, M. E. Neal, R. H. Hoereth, E. C. Humphries, R. F. Ricker, J. Strianese, R. C. Travis, Jr., B. J. Rowland, O. A. McDuffee; second row: M. R. Skinner, Jr., J. F. Ziegler, D. F. Pauloo, L. C. Soder, J. J. Perger, R. L. Young, C. L. Remington, J. W. Brockson, J. A. Volpi, L. J. Funk, F. J. Harvey; front row: R. N. LeBlanc, M. J. Sibowski, H. H. Priester, D. M. Ehorn, A. Szablewski, C. L. Castor, E. V. Vorhees, C. I. Phillips, J. E. DeMar, J. C. Franck, R. Rhoades.



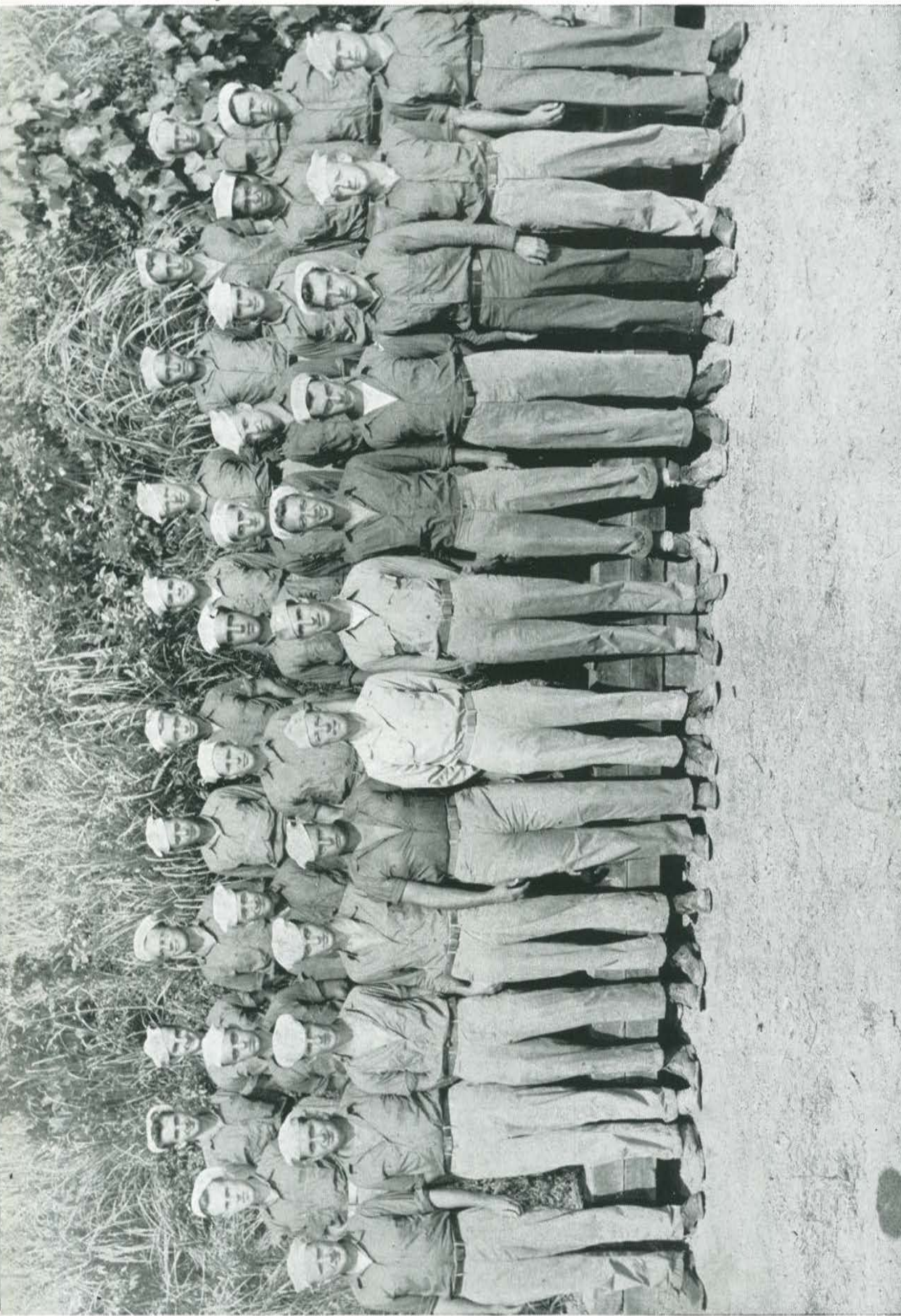
COMPANY B OFFICERS

Left to right: Chief Carpenter John A. Roberts, Ensign James G. Kerr, Chief Carpenter Louis J. Adams, Lt. Milbern H. Davison, Lt. Richard D. Murphy.



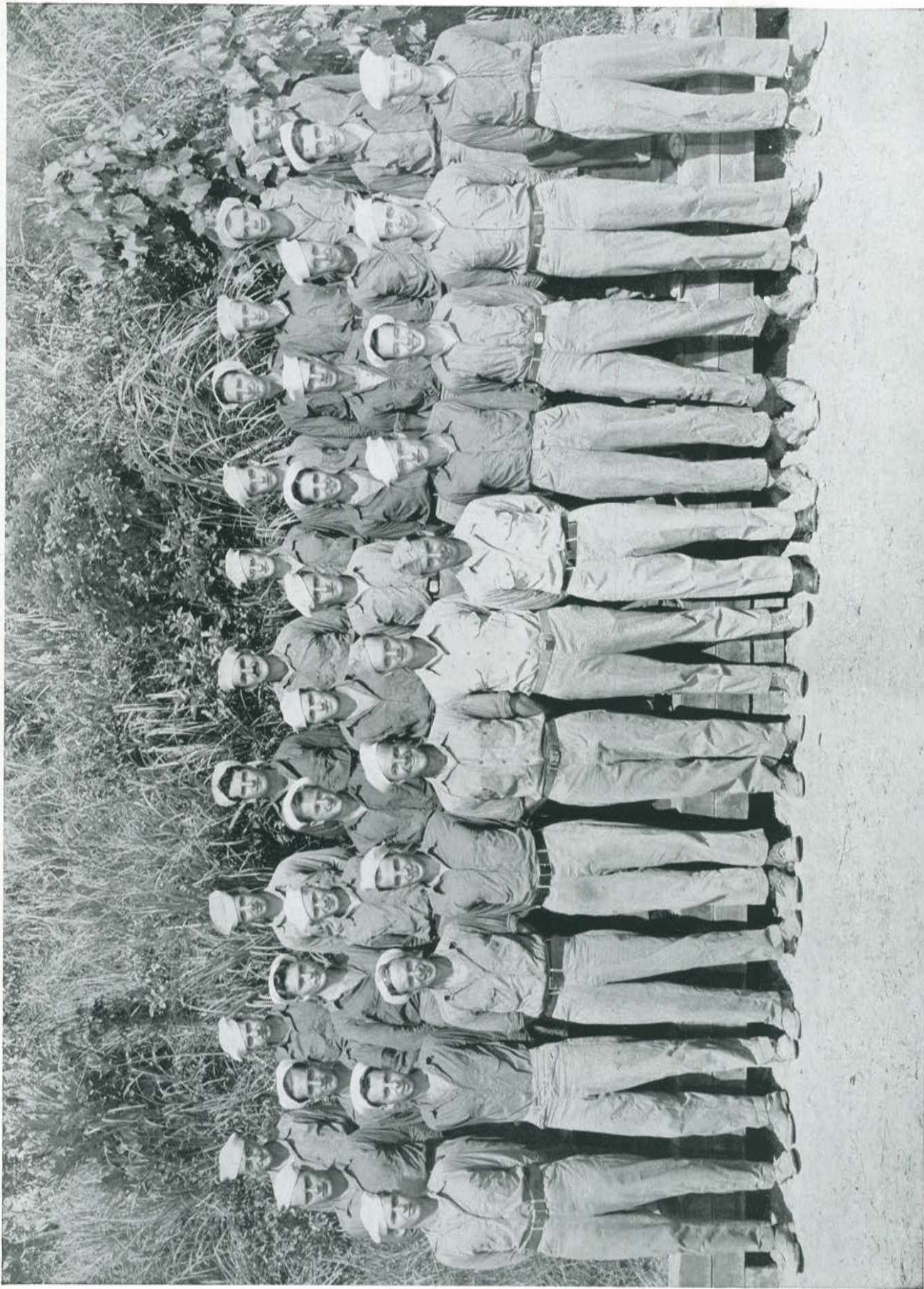
COMPANY B—PLATOON 1

Top row, left to right, T. H. Smith, P. R. Wicklund, H. C. Rogers, G. V. Brecht, C. F. Mersing, R. H. Bonham, H. Thacker, N. I. Lipscomb, G. W. Gilbert, W. B. Wojnarowski, H. L. Wyland, J. Pfuhi; second row: G. L. Layfield, E. N. Lyon, W. E. Norton, A. J. Hall, N. C. Byrd, J. T. Toler, M. V. Romas, N. G. Nageldinger, V. T. Price, C. H. Mowry, D. Vojnovich; front row: W. H. Sifton, M. D. Seay, C. W. Clatty, C. W. Marshall, J. E. Bush, E. L. Mannor, S. Bernstein, W. C. Warner, L. M. Tozier, R. P. Peters, E. S. Marsh, J. J. Gilson.



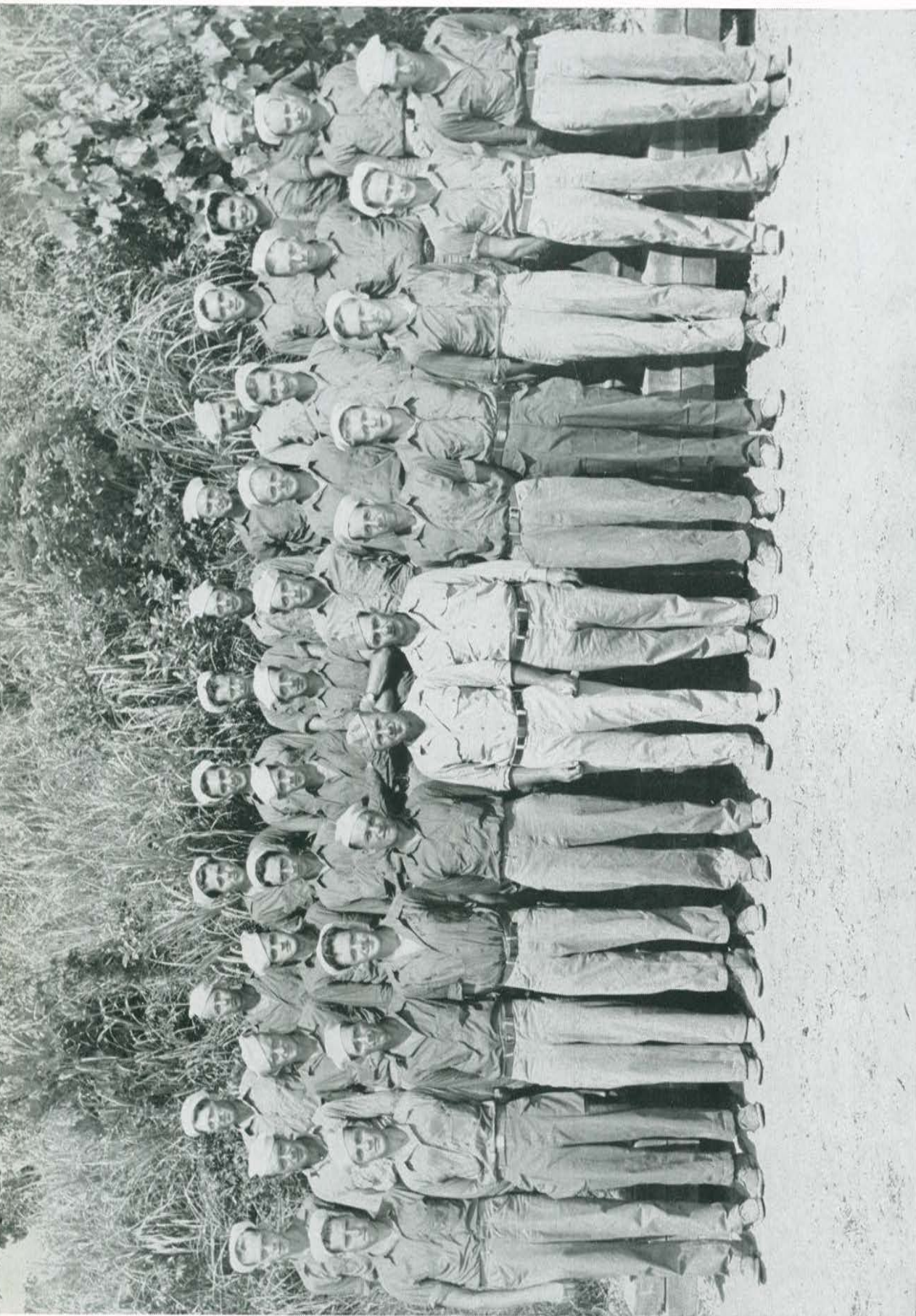
COMPANY B—PLATOON 2

Top row, left to right: S. J. Korczak, T. Nowacki, F. R. Mills, M. C. Baus, E. J. Starks, V. C. Zeppetella, R. J. Majka, A. Nez, E. R. Bauer, J. H. King; second row: W. S. Kephart, D. W. Nida, W. I. Lowry, R. W. Norwick, C. T. Moya, J. E. Null, A. Rapinchuk, M. R. Magnan, H. Clah, E. K. Wilson; front row: D. East, R. R. Michaels, F. B. Perry, W. J. Nealon, D. M. Nabors, W. W. Robinson, R. W. Quicksall, R. C. Noel, R. I. Means, J. R. Ashenfelder, J. A. MacLeod, H. L. Mullenberg.



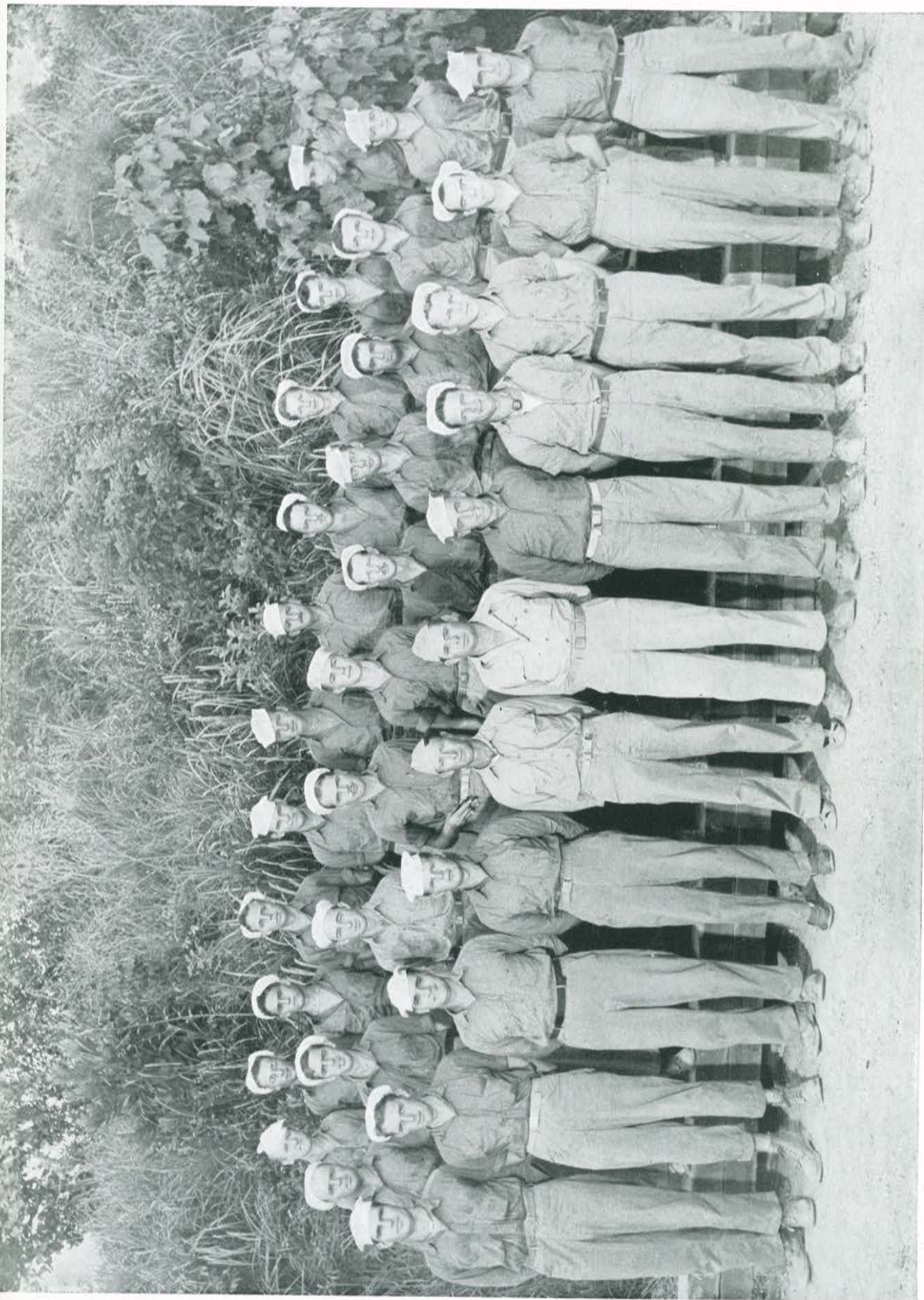
COMPANY B—PLATOON 3

Top row, left to right: J. M. Meyer, E. C. Ogborn, F. L. Lawson, C. C. Keefe, J. A. Cybulski, R. H. Latting, J. L. Rayfield, A. J. Dougherty, J. W. Alvis, O. C. Rice, J. Sunday; second row: J. W. Johnson, D. S. Galante, R. J. Jorgenson, G. H. Millward, R. W. Predmore, P. Mirsky, M. M. Smith, H. L. Muhs, W. F. Wisneski, C. A. Kopper, J. T. Ciuba; front row: J. Mitchell, R. Loube, E. A. Gour, J. W. Lehr, H. H. Utpadel, K. A. Wassink, J. J. Horosko, N. A. Schaefer, D. G. McQuilkin, C. L. Samlow, L. G. Nall.



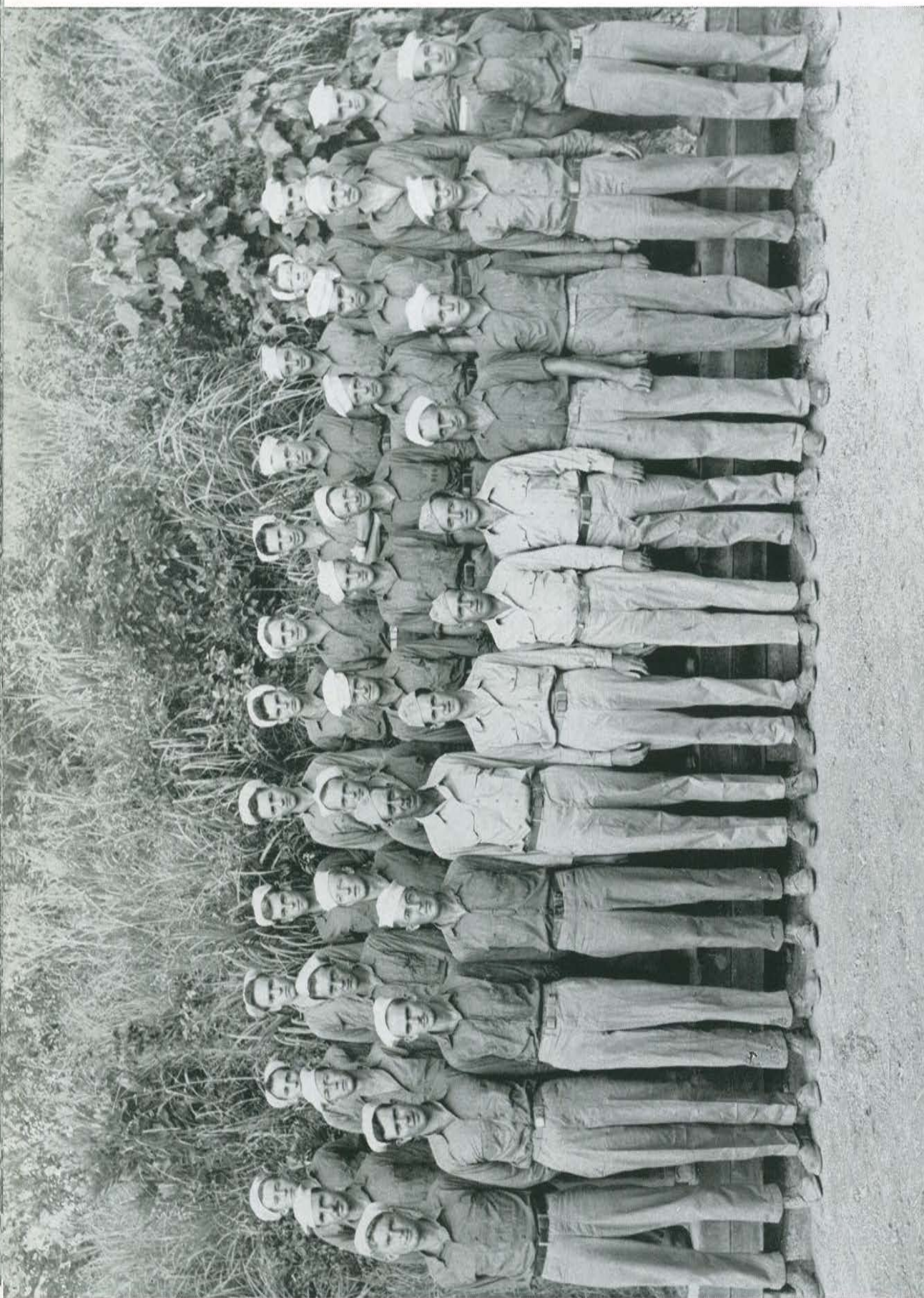
COMPANY B—PLATOON 4

Top Row, left to right: W. H. Johnson, C. C. Henrick, H. W. McCarty, J. Lober, R. J. Menard, R. McMann, M. Fantoni, L. R. Shannon, F. E. Shreve, J. P. Padron, J. B. Stapleton; second row: H. A. McGee, G. J. Logue, E. A. Petrosky, D. E. Smith, J. F. Mowrey, W. B. Clark, R. L. Beveridge, G. H. Blanchard, K. W. Smith, R. G. Holmgren, W. Bailey, J. W. Matthews; front row: J. L. Selleck, L. L. Schaffter, E. J. Yount, T. R. McGuire, H. E. Justice, R. E. Bossell, N. A. LaDow, M. H. DesFosses, C. E. Vermace, F. W. Smith, R. A. Ackerman, C. F. Dial.



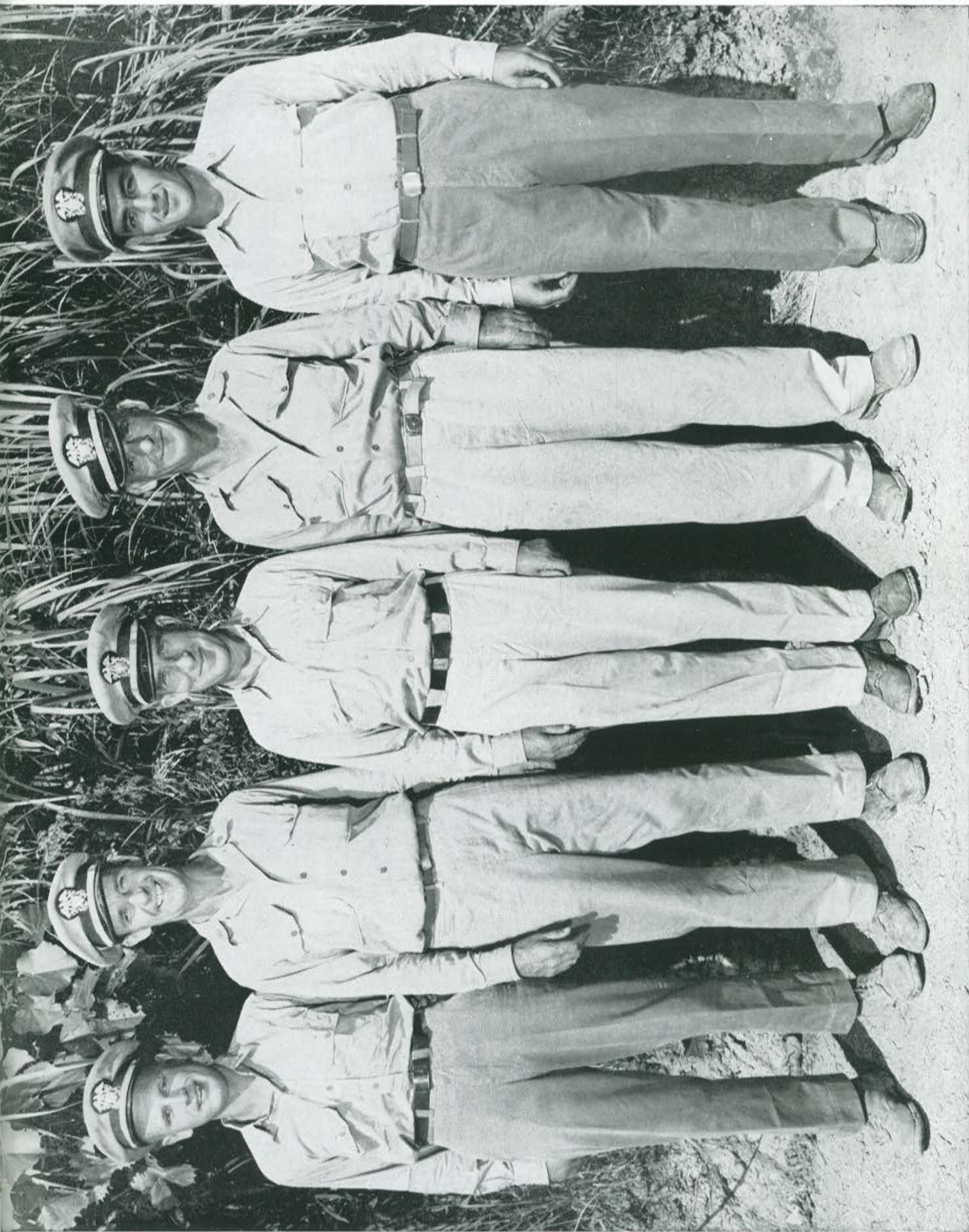
COMPANY B—PLATOON 5

Top row, left to right: J. E. Anson, L. L. Long, J. A. Masino, J. A. Martin, S. E. Goff, A. S. Jakubowski, E. A. Bonita, L. J. Martineau, C. C. Malewski, W. R. Markotay, W. Tucker; second row: R. W. Perreault, F. H. Carroll, O. H. King, E. E. Costello, P. C. Marusak, B. A. Soulligne, W. C. Rankin, J. A. Lapierre, E. J. Mally, H. W. Lister; front row: O. C. Stanley, J. E. Newton, D. J. Spano, M. R. Ozakuski, H. F. Lancaster, W. R. Evans, D. Pugh, W. T. Speaks, H. C. Shiphorst, D. Mann, W. R. Roberts.



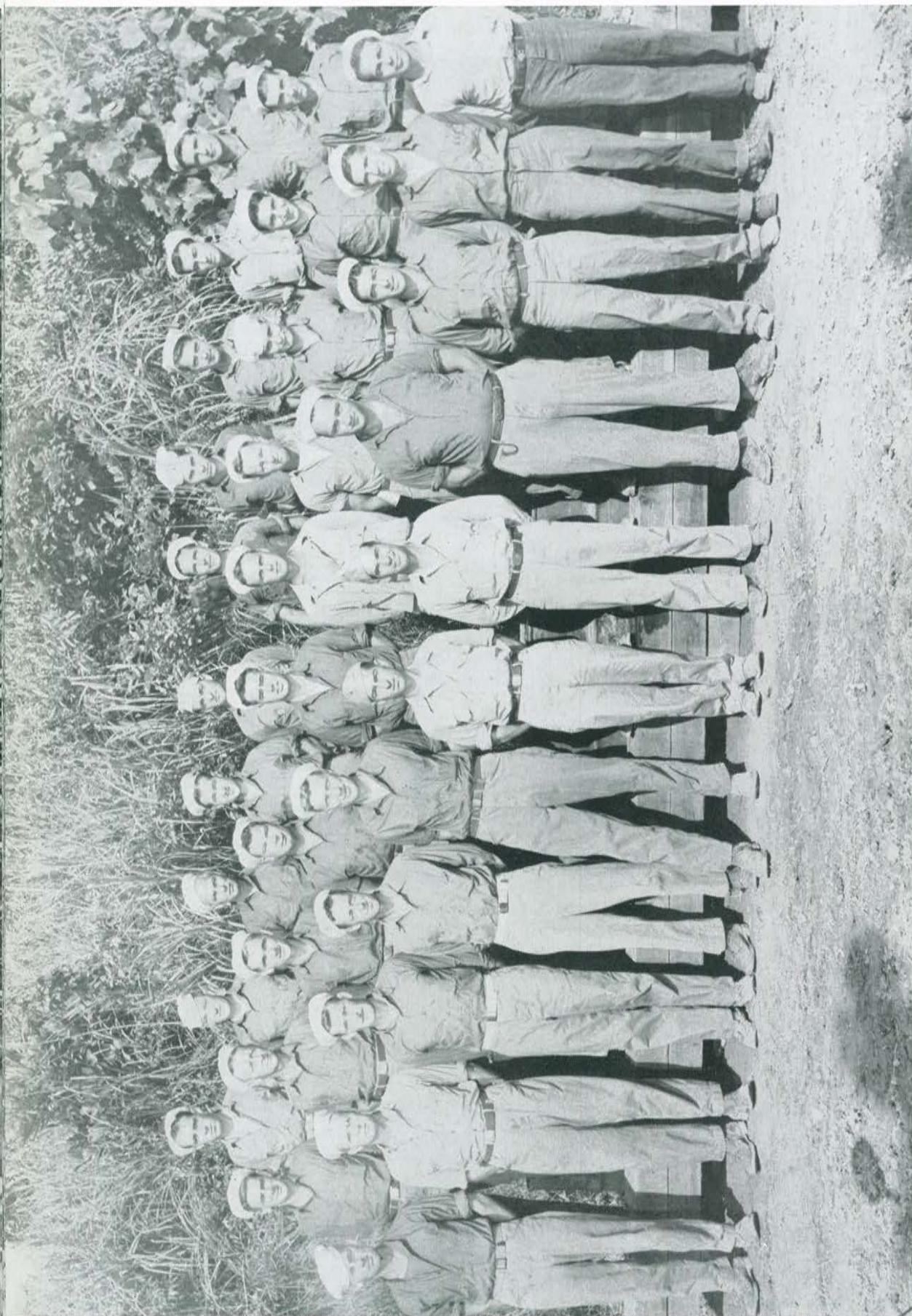
COMPANY B—PLATOON 6

Back row, left to right: C. D. Walls, N. L. Keeley, C. LaFrance, J. LeBlanc, J. A. Skinner, R. J. Davis, M. J. Lee, L. W. Knight, J. B. Knott, L. A. Miller, J. T. Zukowski, R. E. Whitman; second row: W. W. Kline, L. D. Rich, G. F. Raymond, J. A. Wells, R. M. Dunbar, A. L. Kiker, H. W. Allen, C. F. Rogers, W. T. Anderson, W. L. McElhone, A. L. Krueger, J. R. O'Hara; front row: J. E. Matthews, B. Washburn, G. M. Kershbergen, J. A. Dwyer, L. R. Carson, G. L. Cooper, J. F. Hartigan, N. G. Allard, S. A. Kalicinski, J. H. Schneller, D. H. Shurr, C. B. Leighton.



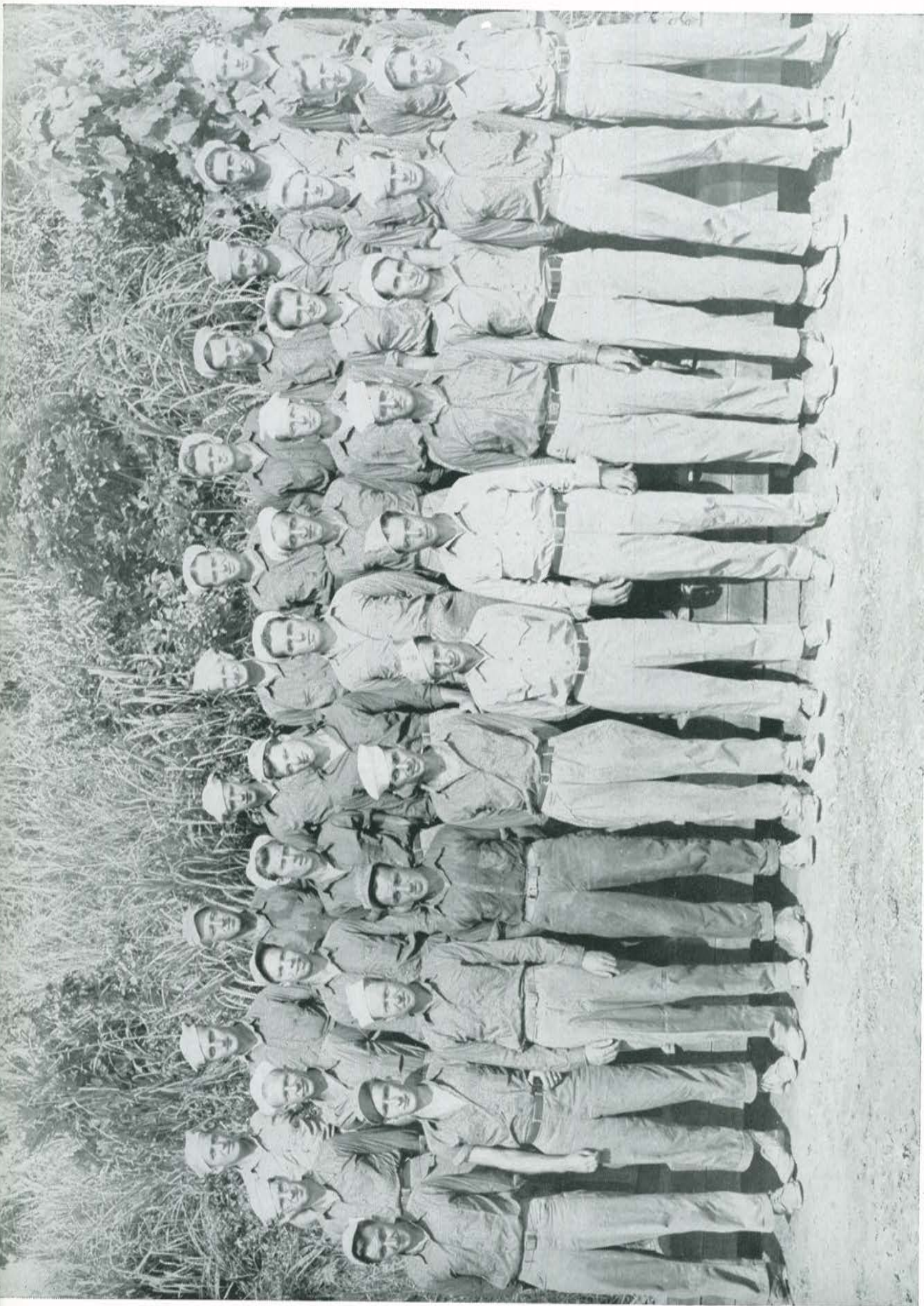
COMPANY C OFFICERS

Left to right: Ensign William N. Johnson, Chief Carpenter Thomas G. Gill, Lt. George Low, Chief Carpenter Washington O. Bartlett and Ensign Hover J. Palazeti.



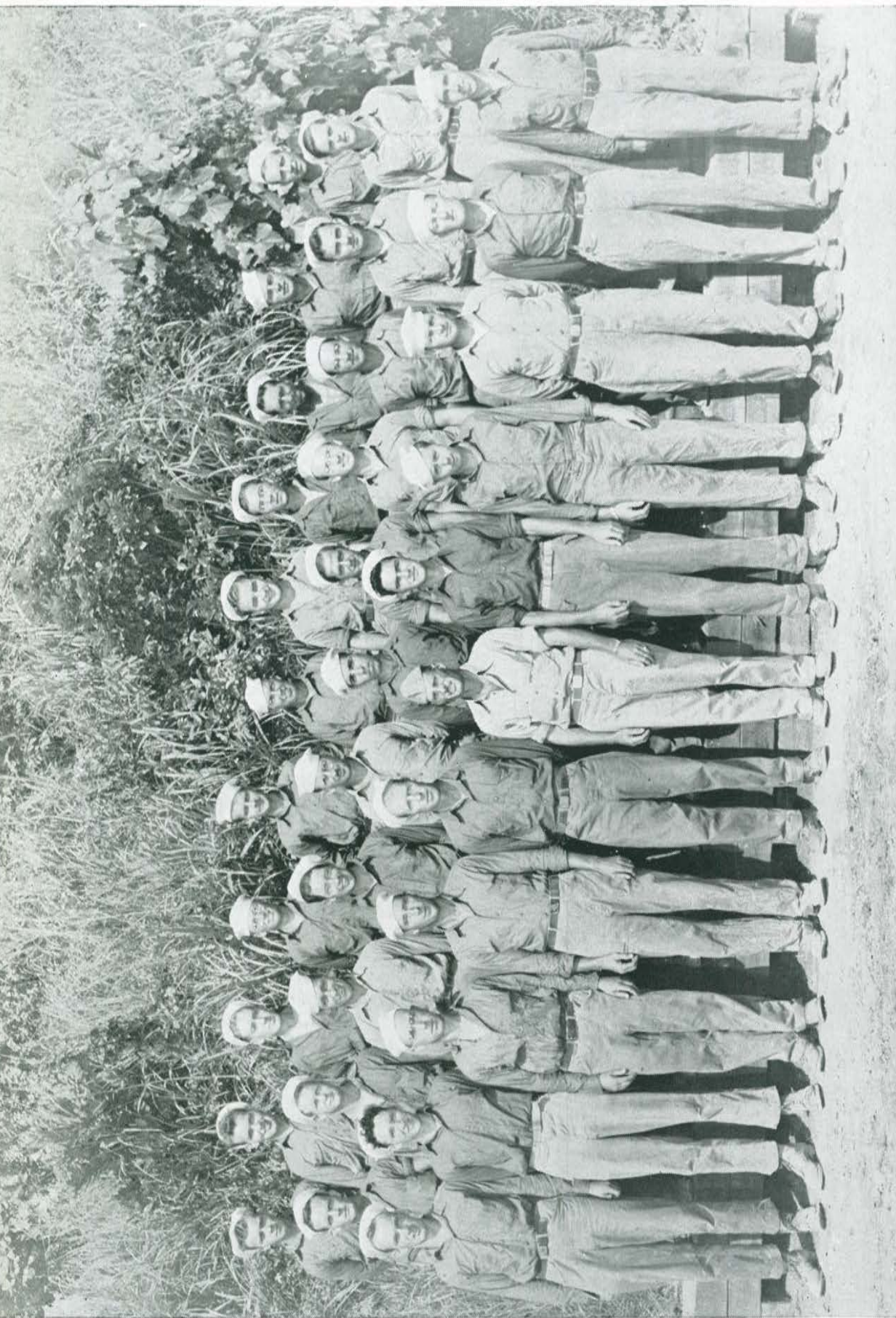
COMPANY C—PLATOON 1

Back row, left to right: H. D. Kennedy, H. A. Irwin, I. G. Meek, F. E. Tatulinski, C. R. Richards, C. P. Ogle, W. R. Crane, L. R. Homuth, R. J. Hurdle, W. A. Robinson; second row: J. A. Will, J. E. Beard, S. G. Setka, R. A. Saulnier, J. L. Roddy, J. Sorokti, R. J. Weister, W. C. White, E. D. Hardy, J. Sparks; front row: J. M. Cox, D. V. Council, H. B. Morris, G. W. Bowker, R. E. Kelly, H. W. Steigerwald, F. S. Dobkins, J. G. Pearce, G. L. Tondreau, F. A. Barnard, T. J. Coates.



COMPANY C—PLATOON 2

Back row, left to right: C. W. Knapp, V. P. Novak, W. E. Kyle, C. E. Heck, G. M. Mackie, L. M. Lawler, H. O. Jorzig, P. H. Goldschmidt, M. J. Swiergiel, C. Egerton, R. C. Kennedy; second row: W. R. Wilkins, J. C. Varner, R. E. Jeter, K. A. Beyers, C. A. Hunter, J. F. Thompson, J. Karlovit, S. Omiecinski, J. A. Gradel, W. H. Kane, R. R. Komenda; front row: R. L. Jonas, F. P. Heickman, T. Shelley, P. K. Hogan, M. D. Long, W. Burding, H. F. Fox, L. L. Ludlum, C. M. Howell, R. O. Guistino, K. L. Lemon.



COMPANY C—PLATOON 3

Back row, left to right: M. C. Schnitker, G. W. Bryant, D. L. Wilson, P. A. Ciuffo, F. B. Meyers, L. M. Spratley, J. Slivko, J. C. Kaeser, L. N. Bassett, J. P. O'Hara, C. A. Gorton; second row: E. G. Tanner, R. S. Sims, F. M. Jacobs, A. A. Hartman, R. N. Perkins, J. C. DiNatale, J. T. Trond, L. H. Volberding, G. W. Coons, G. H. Emery, J. W. Cotter; front row: W. J. Locke, A. O. Cumley, G. C. Wagner, W. E. Lockaby, H. W. Conklin, H. W. Rowley, G. W. Fraleigh, C. Rohrbach, N. M. Kretzmeier, P. T. Ruff, R. S. Laird.



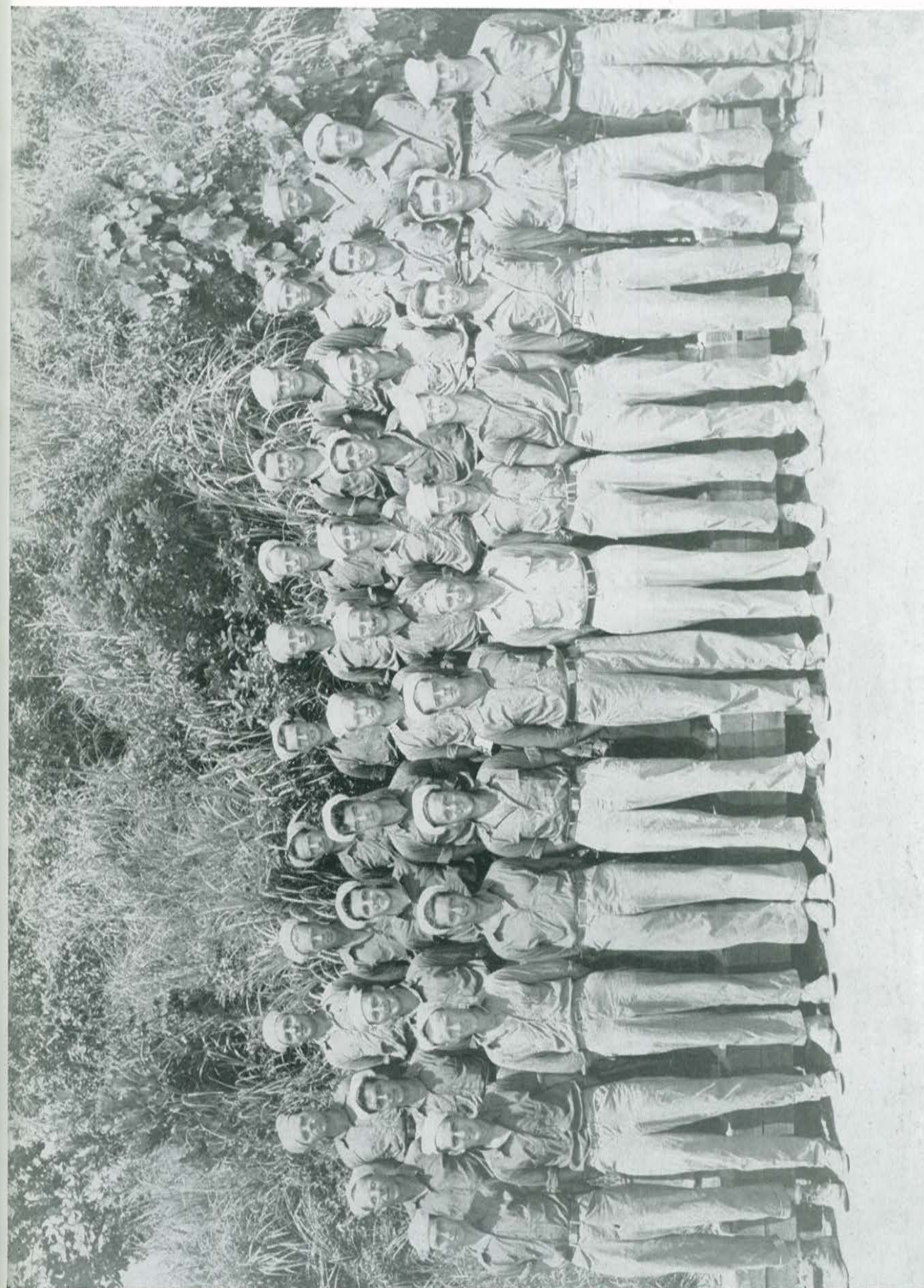
COMPANY C—PLATOON 4

Back row, left to right: G. A. Russie, J. A. Fader, W. D. Steinhau, V. C. Salerno, E. E. LeBlanc, C. H. Paradise, E. A. Ochaba, C. S. Palmeri, L. E. Shafley, R. E. Armstrong, A. N. Skinner; second row: I. E. Tulloch, J. H. Jarrell, G. L. Filkins, W. P. Morrell, D. M. Jordon, C. V. Thomas, C. W. Jackson, H. D. Rufus, C. L. Slocum, A. W. Strickland, J. V. Madigan; front row: J. R. Wilkinson, B. J. Stacrelek, S. J. Stephens, E. J. Koza, J. F. Feeney, T. Rauker, J. E. Steinh, B. E. Arney, R. M. Shurlow, T. E. Fox, B. D. Yearger.



COMPANY C—PLATOON 5

Back row, left to right: R. J. Garner, L. V. Provost, F. M. Cadorette, R. O. Champagne, L. F. Glowe, D. J. Oestrick, J. C. Wellborn, H. L. Steinmueller, T. J. Bonczar, W. M. McEvoy, W. G. Simmons; second row: W. J. Hulsart, L. J. Boydston, C. F. Brown, D. C. Barr, W. P. Bub, C. M. Rehrig, C. W. Ali, B. TenEyck, C. E. Koons, R. F. Thomas; front row: D. J. Ballou, K. A. Russ, R. F. Bukovac, C. E. Ray, W. S. Reece, R. T. Crawford, H. J. Lugt, W. J. McNally, G. W. Johnson, S. J. Begin, C. F. Crawford, F. B. Murie.



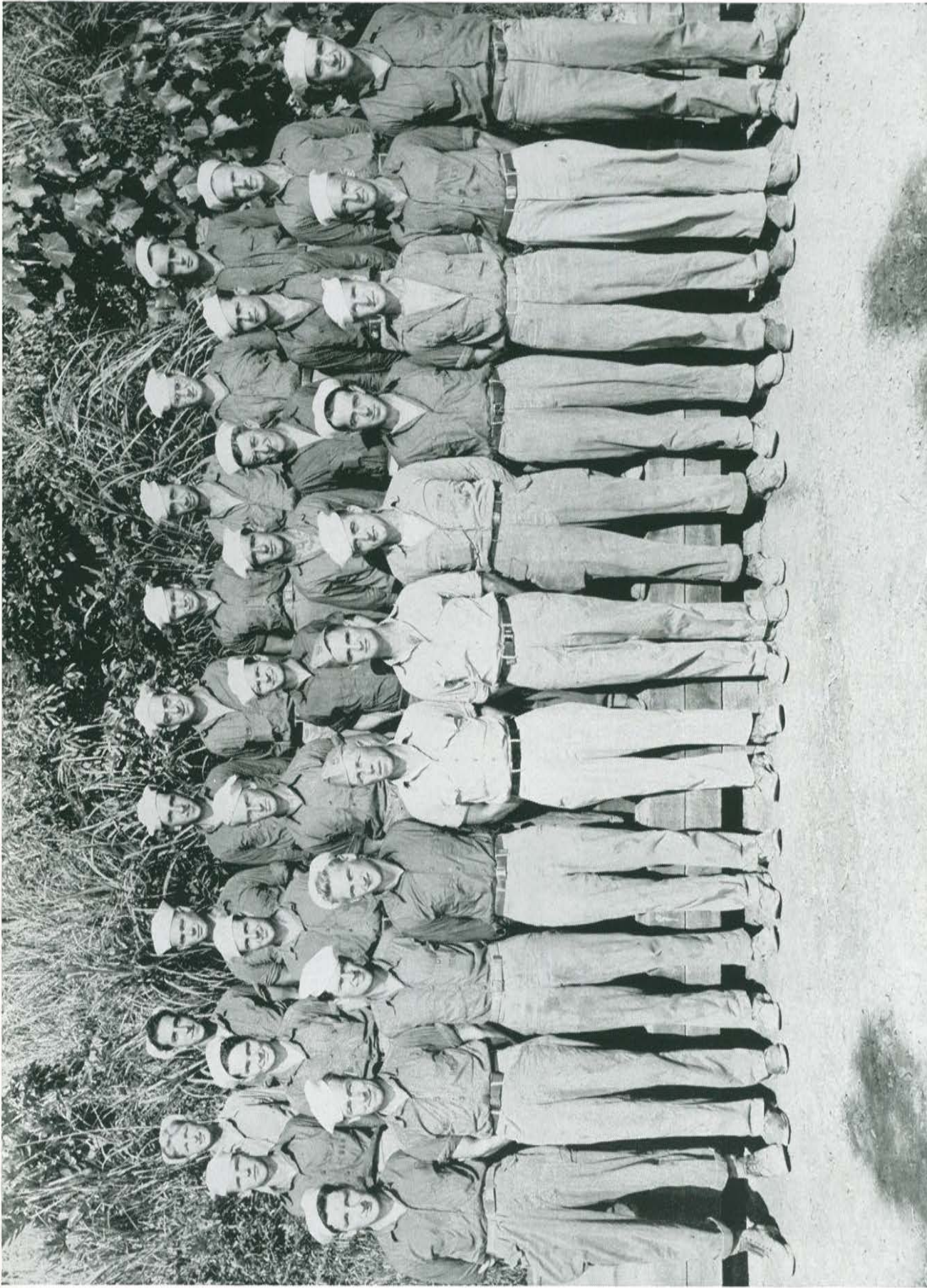
COMPANY C — PLATOON 6

Back row, left to right: B. A. Fisher, J. P. Miller, S. K. Burbank, C. R. DeGroat, V. K. Back, R. F. Edgett, J. P. Holloway, S. A. Vasko, E. J. Weber, H. C. Tuley, J. H. Nintzel; second row: J. Zmayefski, A. J. Perry, R. J. Fadden, J. R. Kenney, T. A. Trainor, P. M. Benya, L. A. Strickland, E. E. Voss, A. G. Marsh, J. W. McKean, J. E. Smith, T. A. Scally; front row: C. R. Kendall, R. A. Bonser, B. L. Ryan, F. M. Bufka, W. C. Armour, A. C. Thomas, J. E. Arnold, J. L. Beckley, G. S. Ballard, H. R. Singer, H. T. Martin, G. A. Roberts.



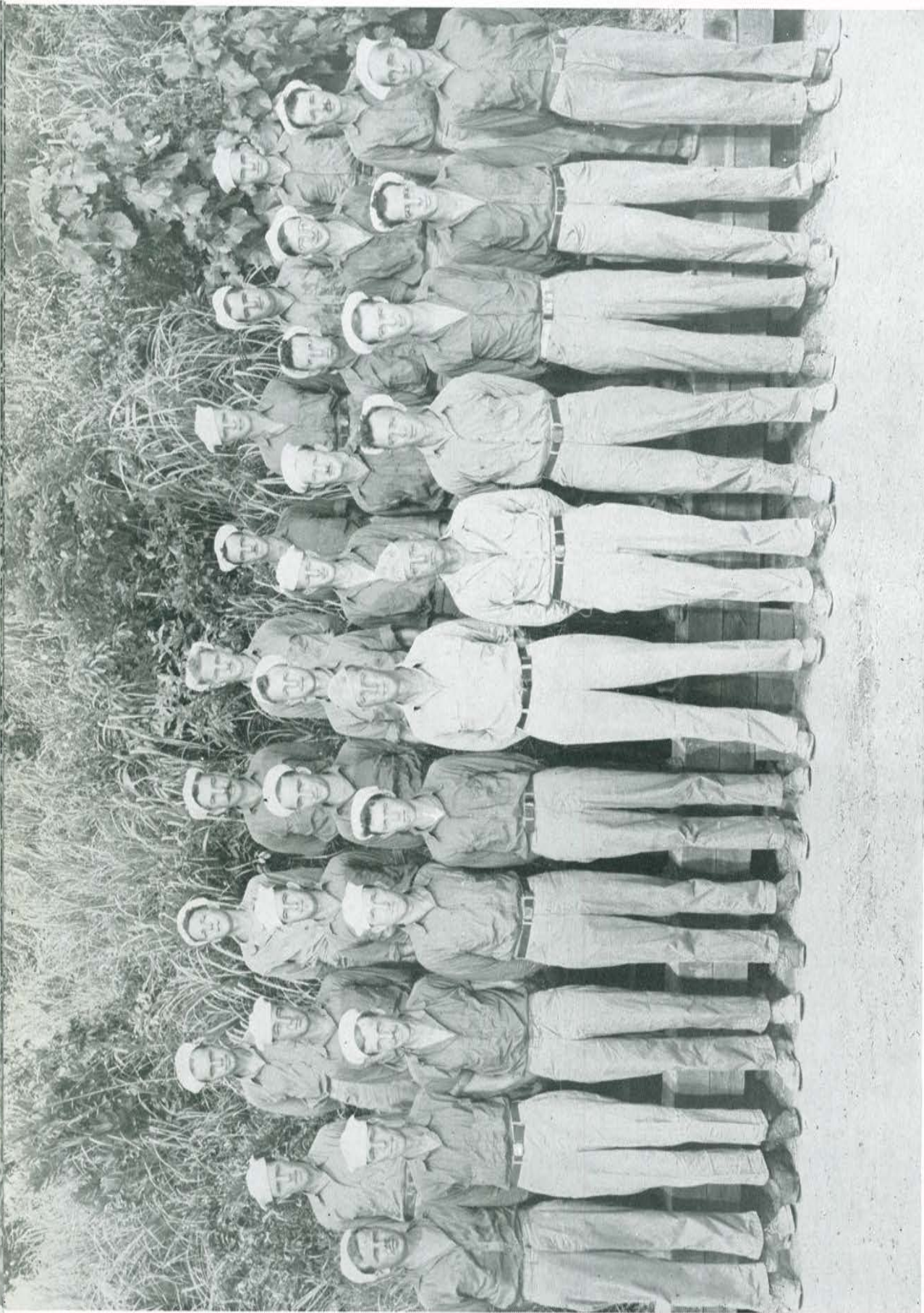
COMPANY D OFFICERS

Left to right: Lt. Irvin C. Bentz, Chief Carpenter Richard R. McCall, Chief Carpenter Levi G. Johnson and Lt (jg) Garfield H. Laity.



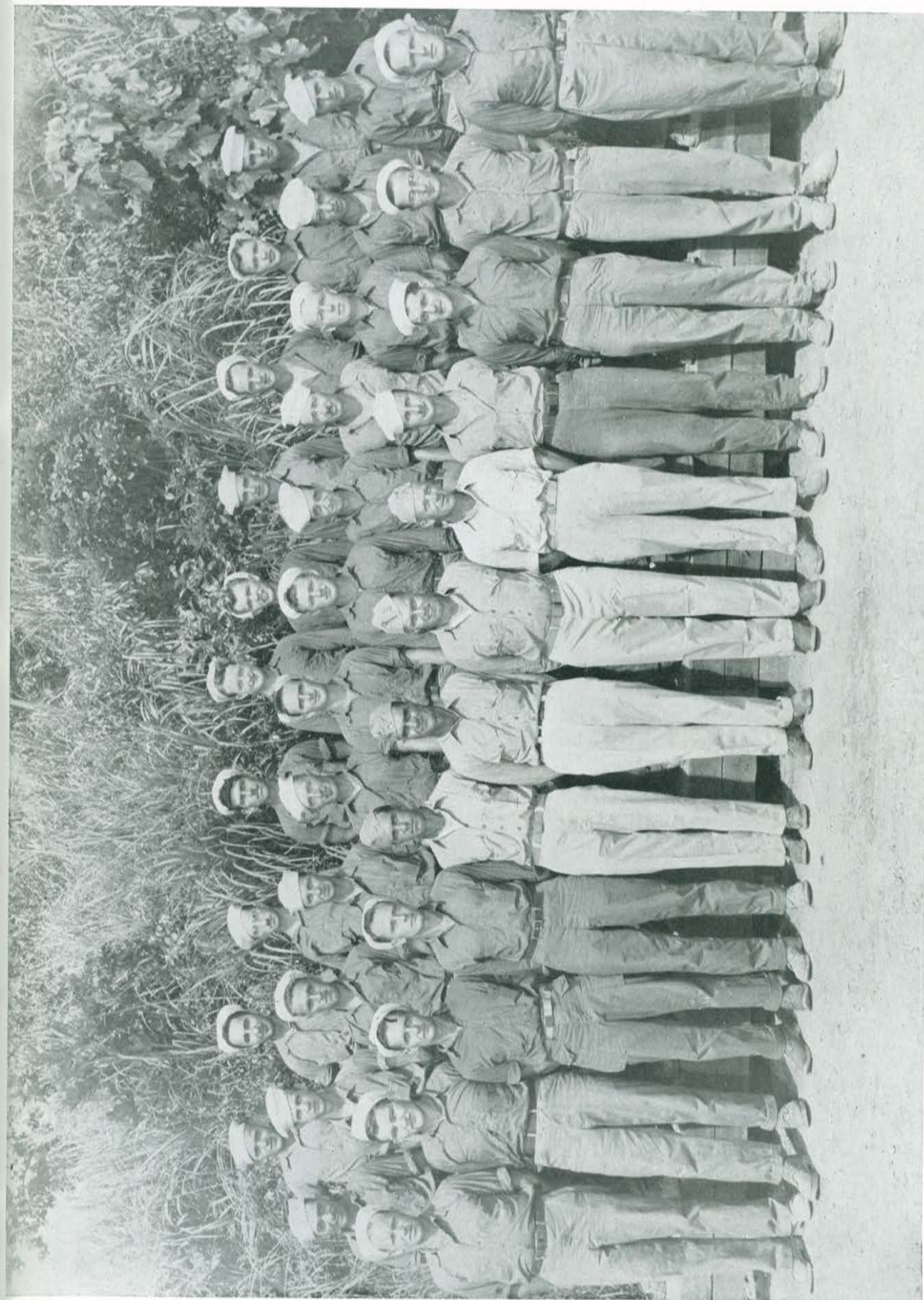
COMPANY D—PLATOON 1

Back row, left to right: T. F. Luhrs, R. Nastasi, J. T. Martin, L. Bor'an, W. J. Owens, H. E. Ramsey, A. M. Smith, D. V. Norell, W. J. Mundell; second row: D. J. Asher, D. McBrayer, E. A. Bailie, V. E. Alexander, V. M. Swystun, D. Johns, F. Falt, G. C. Mahan, W. W. Morgan; front row: J. P. Martin, K. W. Klomhaus, C. Angel, D. O. Smith, D. W. Harris, G. P. Bowles, A. V. Stepputat, C. D. Est-ridge, F. J. Segler, L. B. Cleckner, R. R. Woolford.



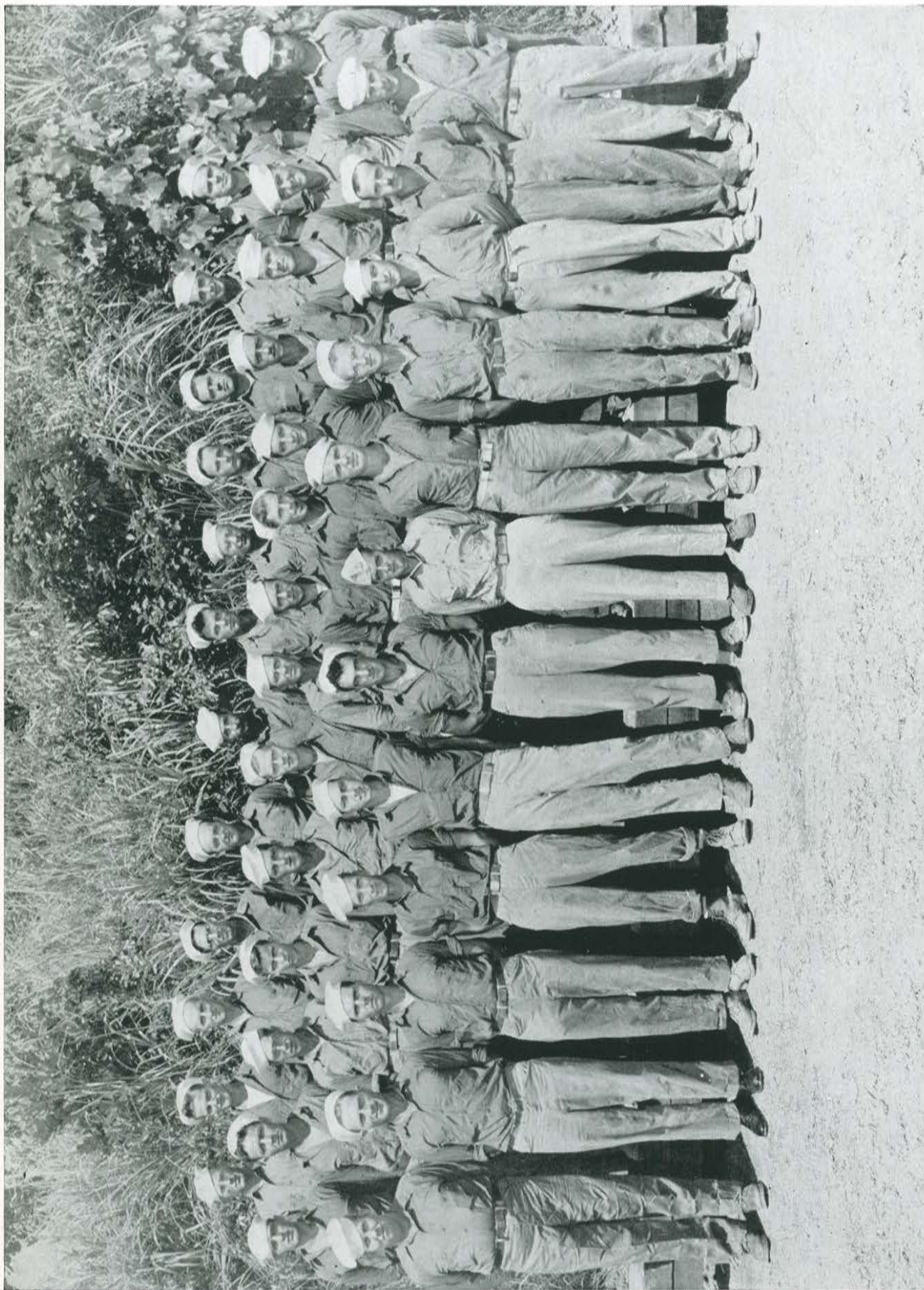
COMPANY D—PLATOON 2

Back row, left to right: J. McQuithy, W. A. Pfund, J. B. Baldanzi, W. B. McKinstry, J. C. Sullivan, J. Piontek, I. Beirach, W. Reed;
 second row: T. J. O'Neill, J. Bonello, J. Romanchick, A. K. Volk, J. F. Godlewski, H. B. Parsons, F. O. Anderson, M. E. Schuman, N.
 Obradovich, B. Shelton; front row: J. S. Staffy, A. F. Bonacker, H. Sorensen, H. M. Godfrey, J. Rice, R. E. Brown, C. C. Campbell,
 G. W. Knight, V. E. Nighten-helser, R. L. Walker, V. Jones.



COMPANY D—PLATOON 3

Back row, left to right: J. F. Jaracz, J. E. Koolkin, G. Maso, O. D. Knox, T. E. McGuire, Willard Smith, C. Solak, T. Wallace, Wayne Smith, J. M. Fishpaw; second row: A. Longo, T. J. Rozak, T. E. Miller, J. W. Woods, F. Masters, H. N. Moore, D. E. Wells, F. W. Flanagan, R. E. Winkler, D. J. Moore, C. W. Ammann, E. A. Demski; front row: J. J. Howell, R. Lazorchick, R. W. Keller, G. R. Brenner, D. B. Keeley, J. W. Coulliette, S. A. Lambert, J. H. Hanson, W. A. Schroeder, B. J. Lureau, N. F. Thomason, A. Engle.

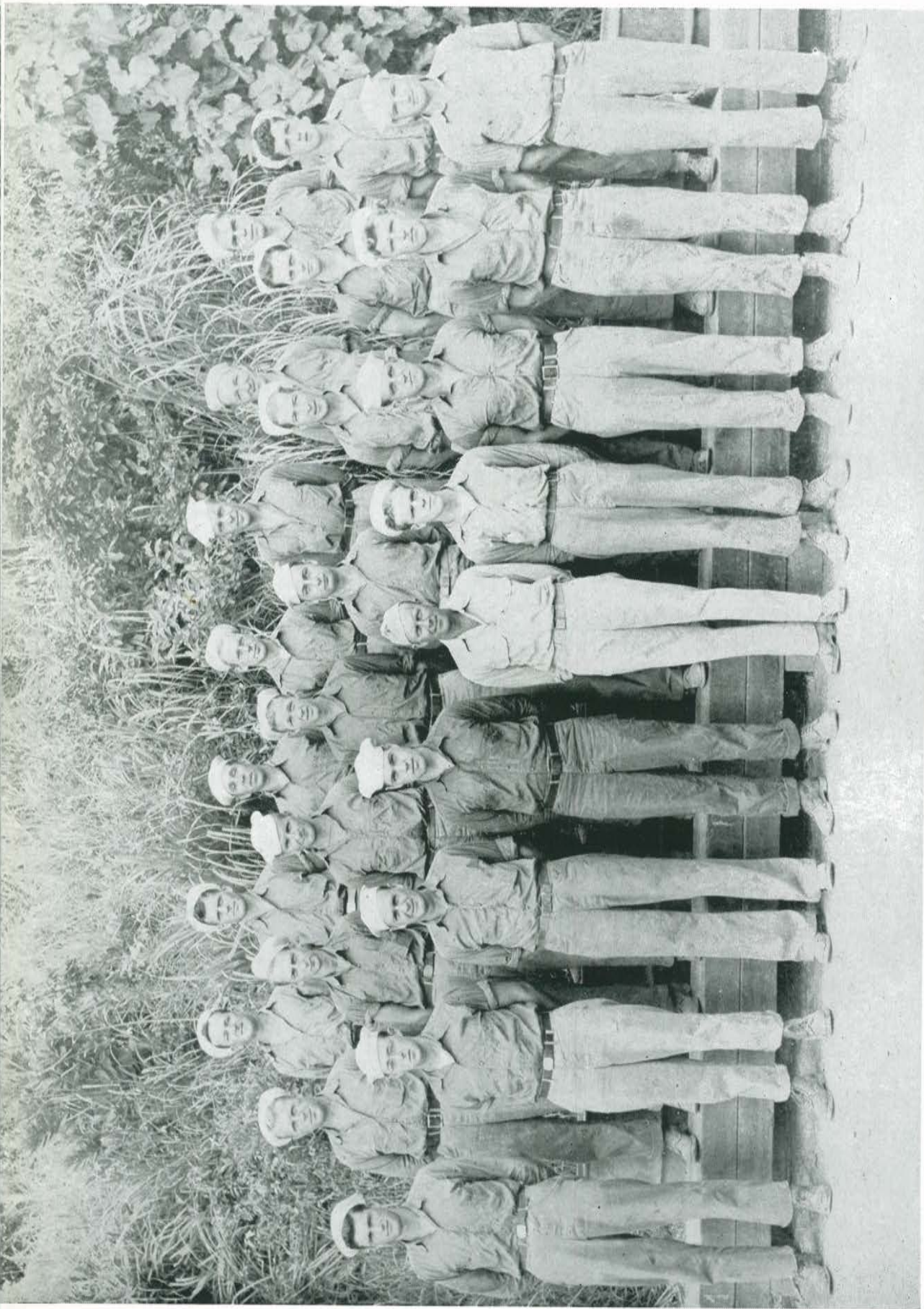


COMPANY D—PLATOON 4

Back row, left to right: W. Richard, C. R. Hilton, M. G. Anderson, R. R. Strong, L. R. Whiteman, P. N. Lentos, J. G. Kluck, M. Bauer, E. Kidd, M. Lopes, G. H. Bullett, C. Mutton; second row: J. A. Gebar, A. E. Hansen, K. Hardy, P. L. Weidman, G. A. Cammett, C. E. Bromelow, O. L. Stephens, G. P. Konopka, W. M. Bowman, J. Kowalski, L. A. Anderson, C. R. Brandt, G. F. Donovan, A. M. Rivera; front row: O. C. Harris, G. O. Andrews, K. Huke, G. L. Curtis, C. C. Dugger, R. E. Levesque, D. A. Healy, W. I. Noblitt, L. B. Jolls, R. T. Swadley, M. E. Page, J. P. Schembeck.

COMPANY D — PLATOON 5

Back row, left to right: S. Kopacz, J. F. Bernier, L. H. Ours, D. R. McAllister, P. J. Falcione, P. Chwalyk, L. H. Bruno, D. Beninger, B. S. Zadzielka, W. F. Kelly, R. F. Wills; second row: F. J. Kozlik, J. Malta, D. E. Walsh, Y. Q. Weathers, F. J. Walker, L. Ayers, C. E. Knight, C. G. Ruiz, C. F. Kuemmel, P. A. Valerio, R. W. Wensing; front row: S. W. Raines, J. Pevatt, C. V. Browning, A. L. Harshbarger, A. E. Stromness, R. W. Winter, K. S. Kartman, J. A. Peterson, D. B. McClellan, F. M. Whitney, K. R. Volk, P. Zavarelli.



COMPANY D — PLATOON 6

Back row, left to right: J. S. Kaplan, E. A. Zuetlaw, P. Celentano, L. W. Jones, R. C. Wear, A. G. Bleau, H. Witte; second row: D. G. MacKenzie, R. Ungurait, D. A. Milligan, G. W. Day, R. S. Kaplan, R. L. Thomas, C. R. Wilson, E. L. Wrybeck; front row: L. Aultman, A. L. Jones, K. A. Bryant, H. R. Peterson, M. P. Erickson, C. G. McClarity, W. N. Racibor, W. T. Winters, H. E. Cheney.

145TH NAVAL CONSTRUCTION BATTALION

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WOODROW M. BROWN, Lieut. CEC USNR
FREDERICK C. CAIN, Lieut. CEC USNR
ALAN R. CRAIN, Lieut. MC USNR
ARVIN L. DAVIES, Lieut. CEC USNR
CHESTER D. DENHAM, Lieut. ChC USNR
ANDREW L. GLAZE, Lieut. CEC USNR
W. IVAN HOY, Lieut. ChC USNR
K. K. KRULEVITZ, Lieut. (jg) MC USNR
IGNATIUS J. ULAK, Ens. CEC USNR
JOSEPH DIGNNEY, Carp. CEC USNR
HARRY V. KELLUM, Carp. CEC USNR
FRANK A. SHAW, Carp. CEC USNR

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JOHN E. ARNOLD, 15 Leonard St., Rochester, N. H.
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DUANE J. ASHER, Rt. No. 1, Gleason, Tenn.
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LESTER J. AYERS, Rt. No. 2, Waynesboro, Tenn.
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J. H. BALL, Box 2033, Sta. V, Los Angeles, Calif.
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DONALD J. BALLOU, 65 First St., Taunton, Mass.
FRANK A. BARNARD, Grass Range, Montana.
ARTHUR A. BARON, 192 Mt. Hope St., Lowell, Mass.
DEWEY C. BARR, JR., 1001 North Ninth St., Salina, Kansas.
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LEO N. BASSETT, 480 Union St., North Adams, Mass.
EDWIN R. BAUER, 4635 Portland Ave., Tacoma, Wash.
MAGNESS BAUER, 57 East Fourth North, Bountiful, Utah.
MARION C. BAUS, 576 East 140th St., Cleveland, Ohio.
DONALD D. BAUSTIAN, Grady, Minn.
HARRY BEACH, 345 Jefferson Ave., Rochester, N. Y.
JAMES E. BEARD, Marlinton, W. Va.
JOHN L. BECKLEY, McArthur, Ohio.
TOM BEAUMONT, 5510 North Bernard Ave., Chicago, Ill.
ARTHUR F. BEDTELYON, 1016 Frost St., Flint, Mich.
SYLVIO J. BEGIN, 312½ Summit Ave., Schenectady, N. Y.
IRVING BEIRACH, 131 Legion St., Brooklyn, N. Y.
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D. M. BENNINGER, Gagetown, Mich.
PETER M. BENYA, 311 East 27th St., New York, City, N. Y.

LEWIS J. BERG, 6935 Raymond Ave., University, City, Mo.
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JOSEPH F. BENNIER, Hyer, Mass.
SYDNEY BERNSTEIN, 4 South Parkside Ave., Chicago, Ill.
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KARL E. BINGHAM, Box 35, Myrtle Point, Ore.
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WAINO BJORNE, 529 North Lake St., Ishpeming, Mich.
LEWIS S. BLACKNEY, Hopkins, Mo.
GEORGE H. BLANCHARD, 7 McAllister, Derry, N. H.
RUSSELL P. BLANCHARD, 634 Silver St., Manchester, N. H.
ALFRED G. BLEAU, 2 Salem St., Nashua, N. H.
DAVID BLEECHER, 699 Lafayette Ave., Brooklyn, N. Y.
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WILLIAM B. BOEHM, Box 504, Ventura, Calif.
ALBERT F. BONACKER, 113 6th Ave., So. Charleston, W. Va.
THADDEUS J. BONCZAR, 130 Jewett St., Lowell, Mass.
JOHN J. BONELLO, Red Bank, N. J.
ROBERT H. BONHAM, 170 Zane St., Wheeling, W. Va.
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WILLIAM D. BOROSKI, McDowell, W. Va.
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ROLAND J. BOUFFORD, 330 Notre Dame Ave., Manchester, N. H.
GEORGE E. BOWKER, 700 Washington Ave., Portland, Maine.
GORDON P. BOWLES, 43 Arthur St., Rochester, N. Y.
WILLIAM M. BOWMAN, 8400 Dixon Ave., Silver Spring, Md.
LELAND J. BOYDSTON, 711 So. Westlank Ave., Los Angeles, Calif.
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GLEN R. BRENNER, 823 West Santa Fe, Blackwell, Okla.
✓ JOHN R. BROCHU, 122 North St., Westbrook, Maine.
JOHN W. BROCKSON, JR., 140 Ball St., Irvington, N. J.
CHARLES E. BROMELow, 27½ Vermont St., Wheeling, W. Va.
FERNANDO C. BROWN, Portland, Ore.
DONALD O. BROWN, 128½ Water St., Lima, Ohio.
KENNETH H. BROWN, 22 East Campbell Ave., Roanoke, Va.
RAY E. BROWN, 341 Hall, Orrville, Ohio.
CHARLES V. BROWNING, 9 East Main St., Auburn, Wash.
WILLIAM T. BRUCE, 1312 East 37th, Kansas City, Mo.
LOUIS O. BRUNELLE, 1968 Parker St., Schenectady 6, N. Y.
LOUIS H. BRUNO, 1½ West Everett St., Derry, N. H.
GEORGE W. BRYANT, RR No. 3, Dixie Highway, Hamilton, Ohio.
KENNETH A. BRYANT, SR., Apt. 2, 208 Grand Central Ave., Tampa, Fla.
WILLIAM P. BUB, 1471 Brook Ave., Bronx, N. Y.
WILLIAM J. BUCKOVICH, 1007 Dewalt Ave., N. W., Canton, Ohio.
FRANK M. BUFKA, 2108 Shelby, Higginsville, Mo.
RUDOLPH F. BUKOVAC, 435 N. Fifth St., Kansas City, Kans.
GEORGE H. BULLETT, 615 Third Ave. N., Glasgow, Mont.
STANLEY K. BURBANK, Box 603, 335 Oak St., Laguna Beach, Calif.
WILLIAM BURDING, Phillips Ave., Speonk, N. Y.
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A. F. BURNELL, 1505 Fifth Ave., East, Kalispell, Mont.
JOSEPH A. BUTLER, 432 Lark St., Bath, Maine.
NORMAN M. BUTTRAM, 402 N. Broadway, Checotah, Okla.

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FREDERICK M. CADORETTE, Buxton, St. Slaterville, R. I.
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CLAUDE C. CAMPBELL, Box 135, Duncan, Okla.
DONALD P. CAMPBELL, 159 Seward St., Pontiac, Mich.
ARTHUR L. CAQUETTE, 106 Tremont St., Central Falls, R. I.
LOUIS CAPPARRILLE, 104 Francis Ave., Pawtucket, R. I.
STEVE CAREY, JR., 17053 34th Ave. S., Seattle, Wash.
LEONARD E. CARLSEN, Laurens, Iowa.
PERLEY E. CARR, RFD No. 2, Birmingham, Mich.
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LOWELL R. CARSON, 7116 Baird St., Reseda, Calif.
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ISMAEL L. CASTRO, 181 N. Ninth Ave., Yuma, Ariz.
PASCO CELENTANO, 43 Gobeille Ave., Woonsocket, R. I.
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Alabama	9	Nebraska	5
Arizona	6	New Hampshire	30
Arkansas	10	New Jersey	33
California	52	New Mexico	5
Colorado	3	New York	100
Connecticut	17	North Carolina	10
Delaware	1	North Dakota	3
Florida	9	Ohio	71
Georgia	10	Oklahoma	21
Idaho	2	Oregon	20
Illinois	87	Pennsylvania	96
Indiana	37	Rhode Island	13
Iowa	11	South Carolina	26
Kansas	6	South Dakota	2
Kentucky	15	Tennessee	11
Louisiana	10	Texas	43
Maine	22	Utah	26
Maryland	14	Vermont	1
Massachusetts	52	Virginia	9
Michigan	67	Washington	7
Minnesota	13	Washington, D. C.	5
Mississippi	6	West Virginia	24
Missouri	23	Wisconsin	9
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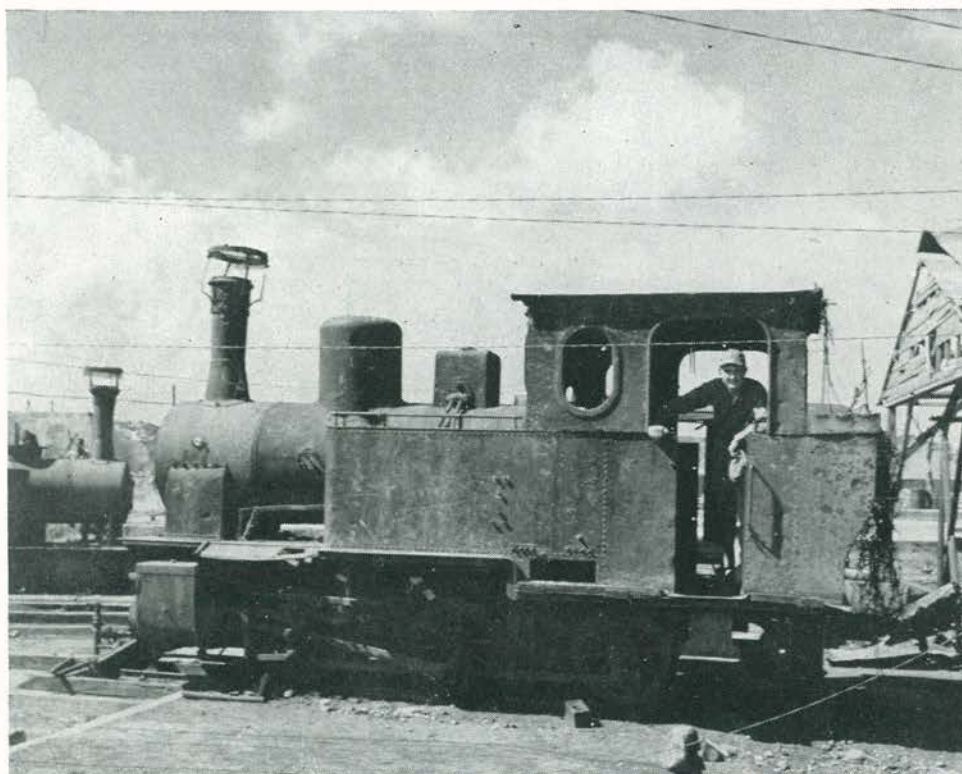
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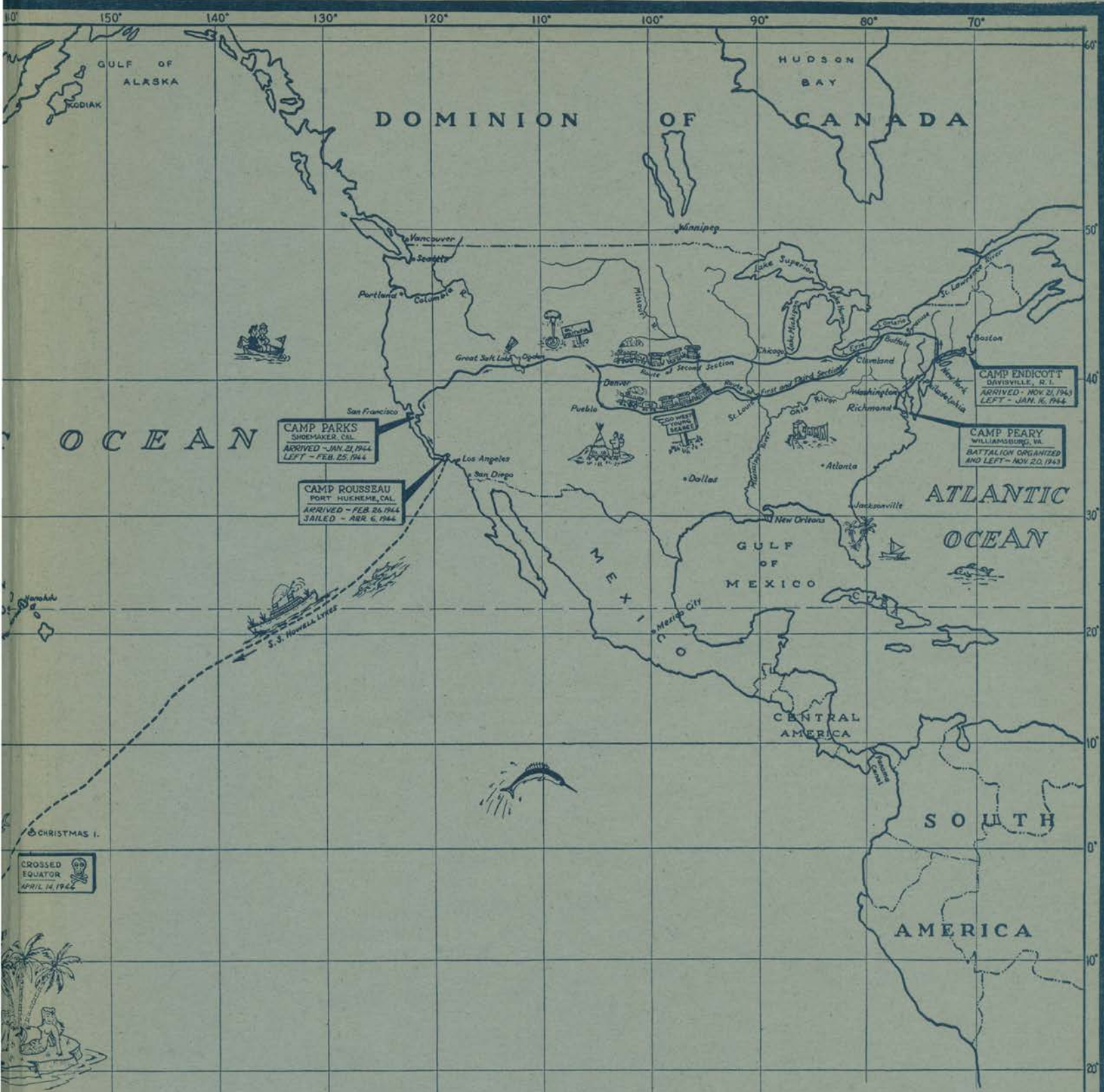
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Map prepared and drawn by *George W. Hofmann, Jr. CM36*

