



THE
DUSSEY



OF THE
411 Engineer
Base Shop
Battalion



The
Odyssey of the 411 Engineer
Base Shop Battalion

1943-1944

A Pictorial Narrative of the 411th
Engineer Base Shop Battalion in
Australia and New Guinea



By EDWIN J. H. ZUFELT

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by

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To
THE MEN OF THE 411TH

Who Served in the War Against Japan

Acknowledgments

In preparing this book, the author received the enthusiastic support of the men of the 411th, for which he is grateful. In particular he wishes to express his thanks to Sgt. A. R. Smith for managerial assistance, and to P. F. C. Steve Pavlik, Tech. Sgt. Chas. M. Crawford, Cpl. Ted Hoven, Sgt. Cohen, and Cpl. Frank D'Amato for the many fine photographs which they graciously loaned to the author for use in this book. He also wishes to thank S/Sgt. Thaddeus Matuszewski for preparing the original cover design, and his father, Elmer J. Zufelt, for technical advice and assistance.

Foreword

This book was prepared for the members of the 411th Engineer Base Shop Battalion, as a pictorial record of its achievements in "The Land Down Under" during the period from 1943 to 1944 in the war against Japan. Although the book deals principally with the construction of power barges, the powerful influence of Australia is strongly felt in the background.

During the early stages of the war against Japan, when port facilities in the South-West Pacific Area were practically non-existent, and the problem of supplying troops in forward coastal areas of New Guinea posed a critical problem, the Engineer Amphibian Command was formed at Camp Edwards, Mass. One of the organizations in this command was the 411th Engineer Base Shop Battalion.

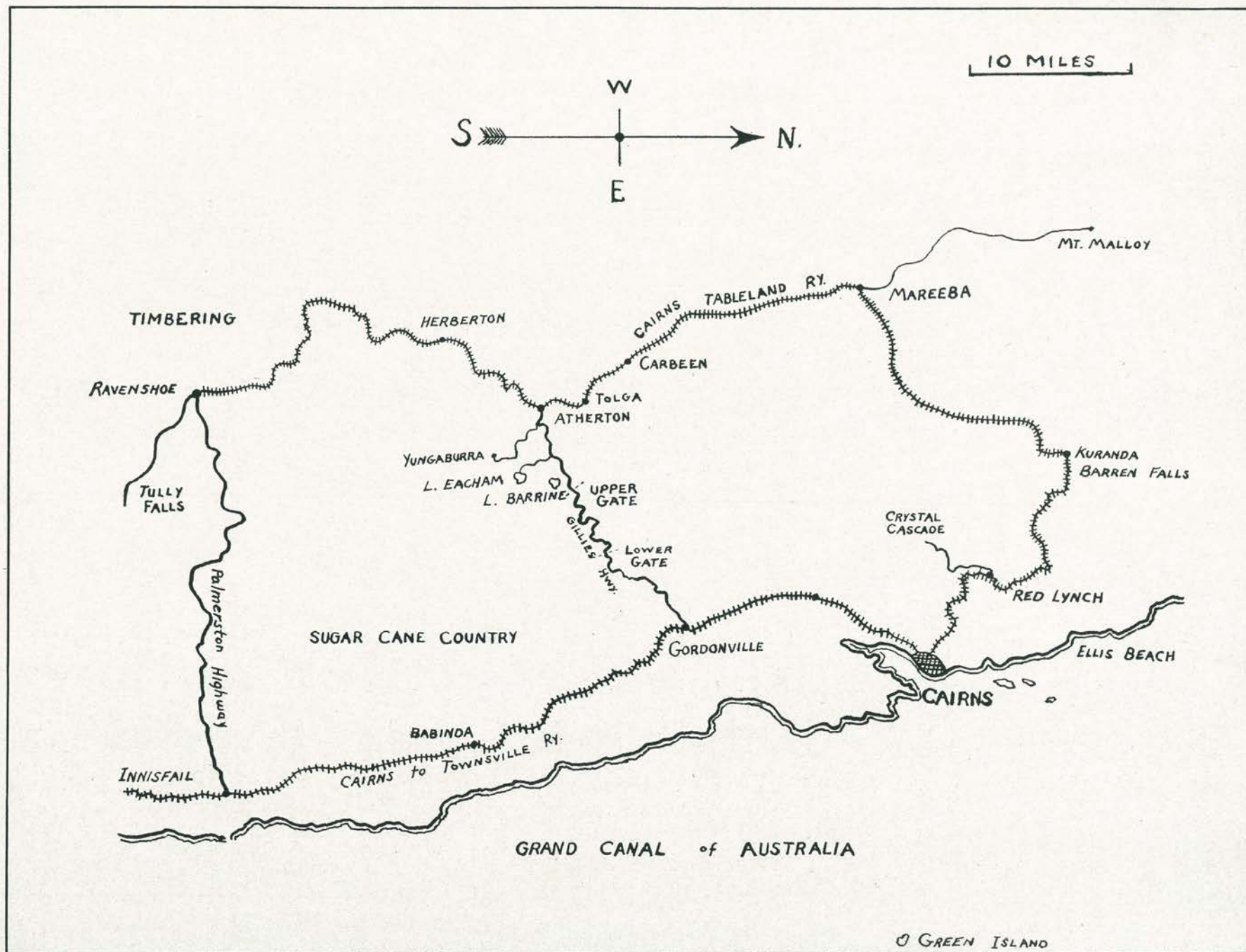
Although the members of the 411th were selected for particular technical skills, further specialized training occupied the rest of the year. Some of the men were sent to various schools and industrial plants, principally in New England and the Middle West. In the fall of 1942 Company A was ordered to Caribelle, Florida, for training, and Companies B and C were sent to New Orleans, La., for a period of intensive training at the Higgins plant. By December of 1942 all the companies of the 411th had made the trip to the Pacific coast and were located at Ford Ord, California, awaiting orders to proceed overseas.

Company C had the distinction of preceding the remainder of the Battalion to service overseas; but on January 7, 1943, the 411th passed under the Golden Gate aboard the Dutch ship "Tabinta". Irresistably the great ship plunged into the gathering darkness, symbolic of the uncertainty; but confidence which we felt.

Now we were told. We were bound for the mysterious Island Continent of Australia, and our new home was to be at Cairns, in the tropical north. Our job was to build the LCV landing barge. Let us see just what happened.

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Map Showing Location of Towns in Cairns Area



Cairns, North Queensland, Australia, home of the 411th, as seen from Edge Hill,
near the air strip. Population, about 20,000. Chief industry, sugar export.



A view of the city of Cairns overlooking the commercial section and showing a portion of Cairns harbor in the background.

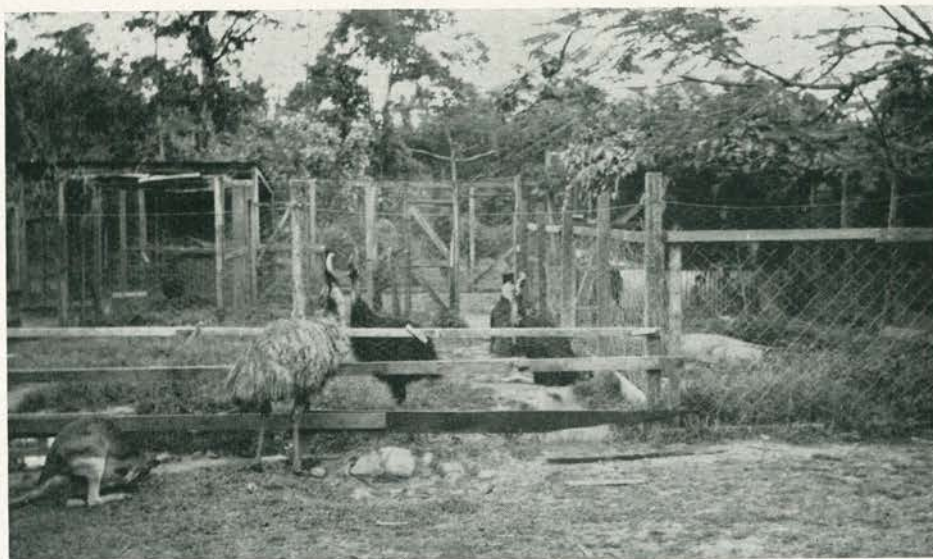


Another view of the business section of Cairns, showing at the left foreground the 411th motor pool operated by Co. D.

Views of Cairns



Some of the fellows out for a walk around Cairns pause at the A. P. O. Left to right, Bastis, Santos, Kurowski, Makofsky, Delk, A. R. Smith, and Light. Note how the portico affords protection to shoppers from tropical downpours.



At the Edge Hill Zoo, Cairns, we see from left to right a wallaby, emu, and a group of cassowaries



Sgt. Smith and an emu eye each other

Upon our arrival in Cairns February 6, 1943, the battalion camped at a site near Cairns called Edge Hill. Soon after we arrived we set up machine gun and lookout posts in the hills, for the Jap was still a real threat. About this time the rainy season began and we grew accustomed to being wet continually.

Meanwhile the 411 was building the main plant and warehouse and work was started on the various barracks in town.

One by one the companies left Edge Hill and moved to Cairns.

Edge Hill



Entrance to the Edge Hill Zoo



Edge Hill, site of the 411th camp area



A section of the Edge Hill district



Customs House and Travel Bureau Building



Cairns City Council Building



A view down Abbot Street, Cairns



The "Cairns Post" Building

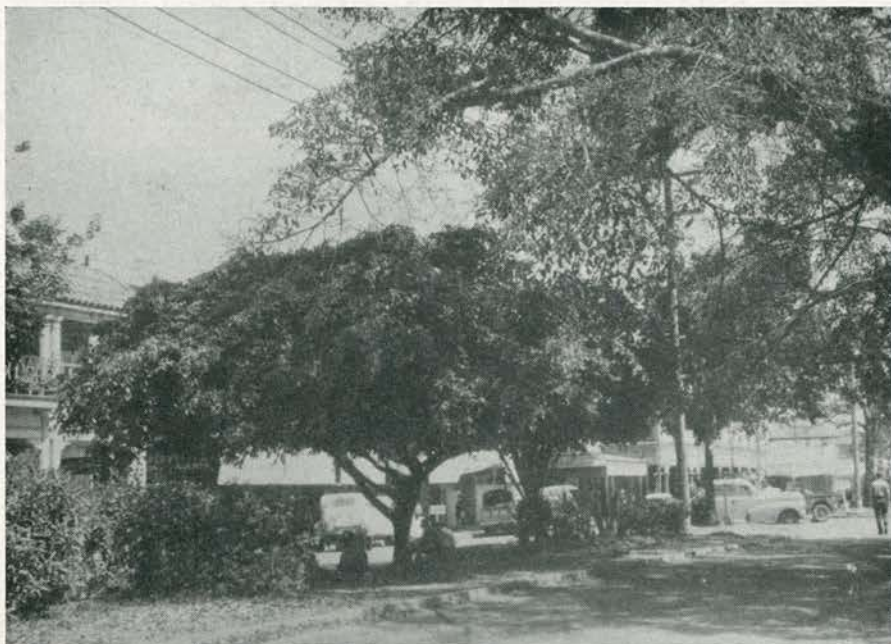
Views Around the City of Cairns



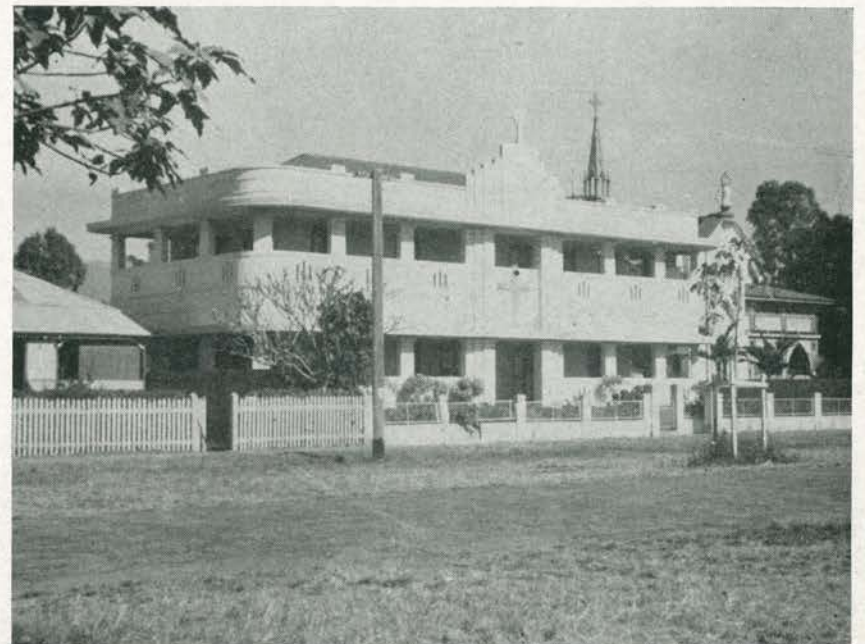
View of Abbot Street looking north from Spence Street



The Adelaide Steamship Co. Building, Spence Street



View of Abbot Street from near the "Cairns Post" Building



St. Monica's School, Cairns

Views Around the City of Cairns



The Palace Theatre on Lake Street, Cairns



A view down Lake Street from the Palace Theatre



The Anzac Memorial at Shield and Abbot Streets



The afternoon session at the "Tropical" is over

Views Around the City of Cairns



The Great Northern Brewery, Cairns



Cairns Railroad Station



View of Lake Street, Cairns, looking toward Edge Hill. On this street were located Boland's Dept. Store, the A. R. C. Canteen, and the Palace Theatre

Views Around the City of Cairns



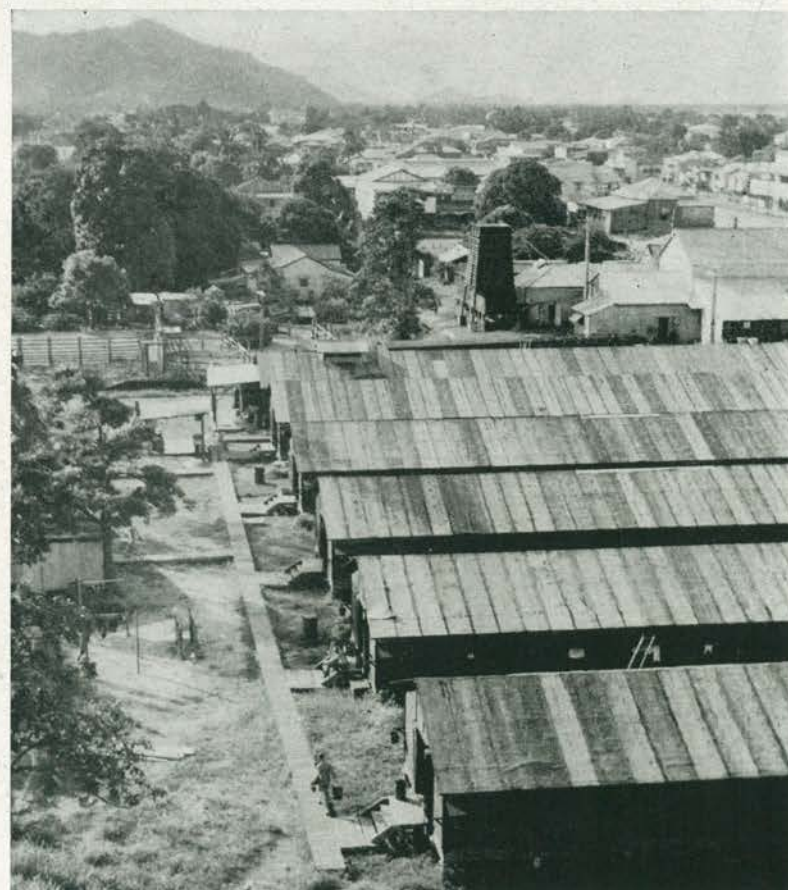
Queens Hotel, Cairns



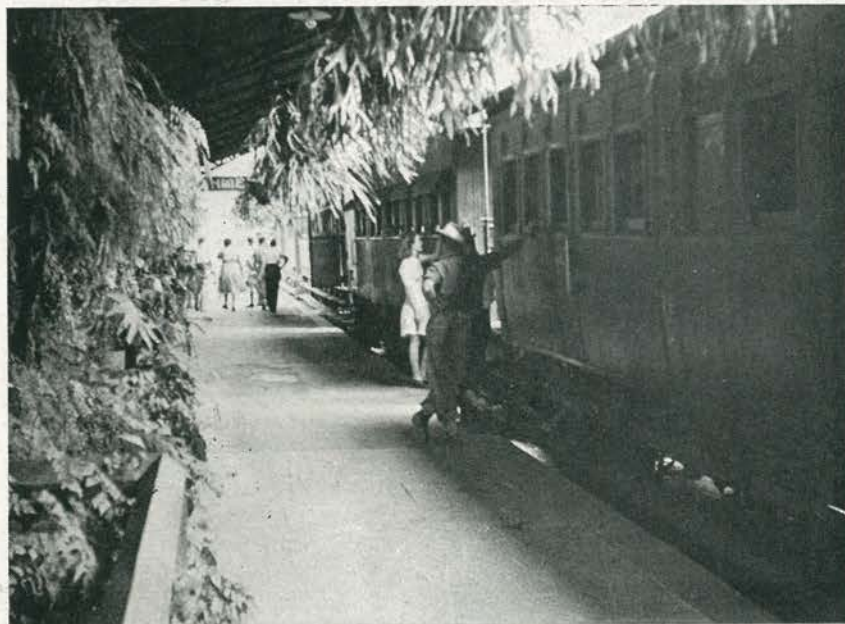
A View from the Tropical Theatre, Cairns



The Post and Telegraph Office, Cairns



Overlooking Company A Barracks, Cairns



Views around the Cairns Railroad Station.

Photos by Steve Pavlik

Views Around the City of Cairns



Aussie locomotive at Cairns



Unloading freight near the Co. A area



The Vulcan Steam Truck

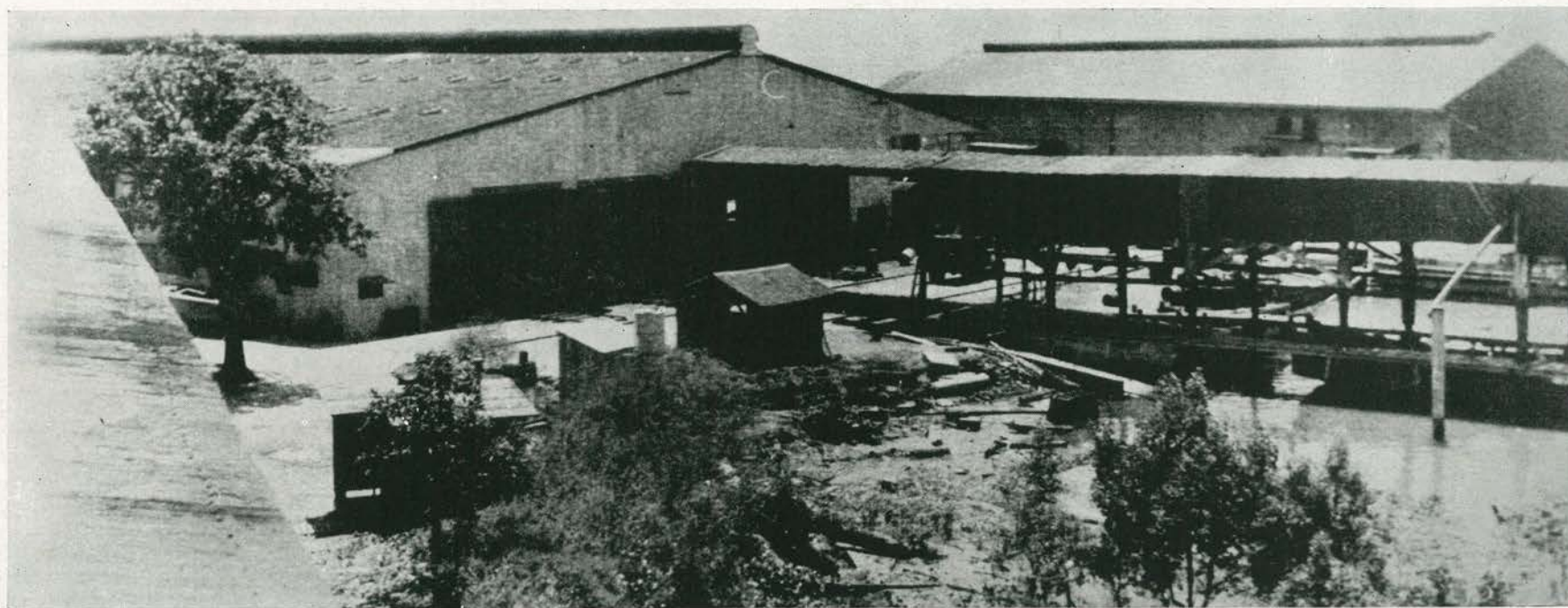


Cairn's Railmotor

Views Around the City of Cairns

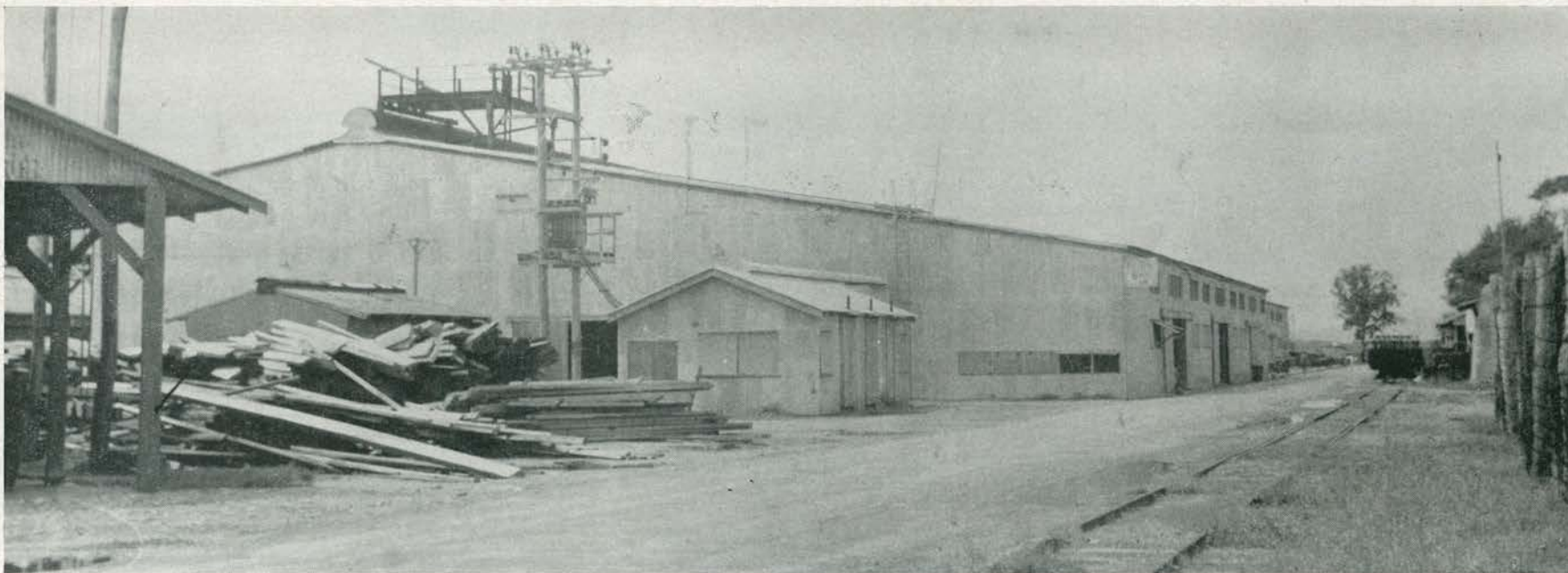


View of the main 411th plant and battalion area, Cairns

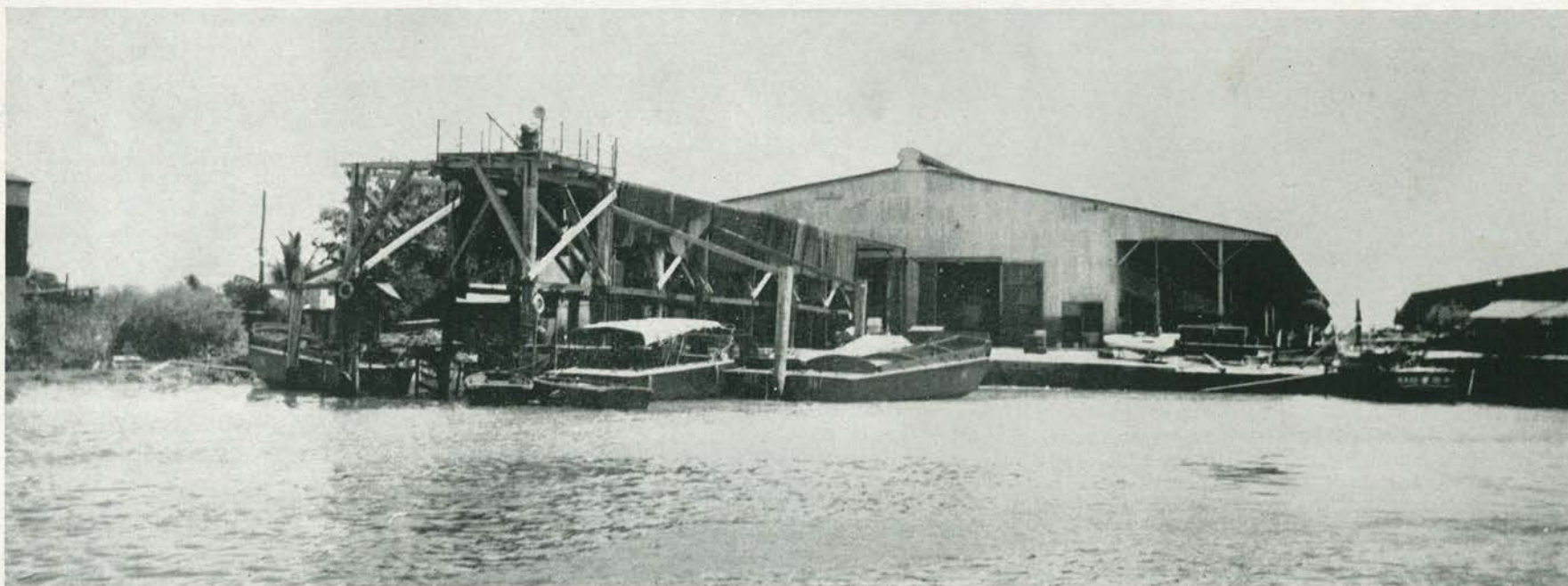


View of rear of 411th barge assembly plant, Cairns, showing apron, marine rail, dock, and in the background the warehouse operated by Co. D

Views Around the Plant



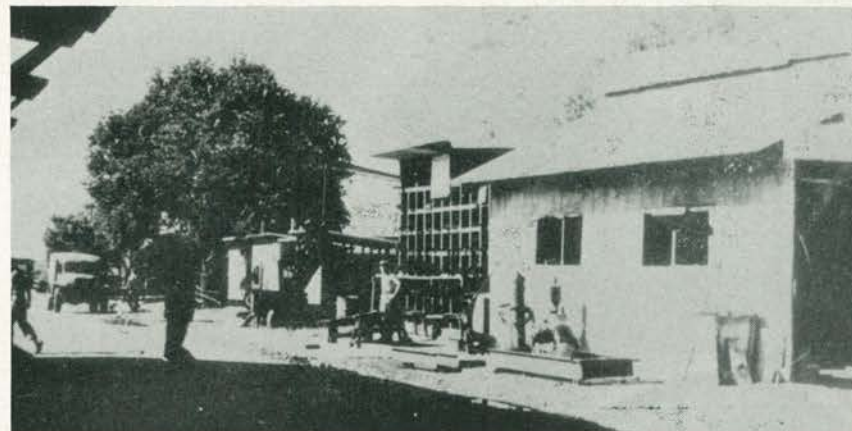
The 411th LCV assembly plant, Cairns, which housed 4 assembly lines, the wood, machine and paint shops. Small buildings in front are electric shop and power house.



The 411th waterfront at Cairns, showing the "Yankee", work boats, and other 411th built craft. Note the Guard Post operated by Hq. Co. above old launching well.



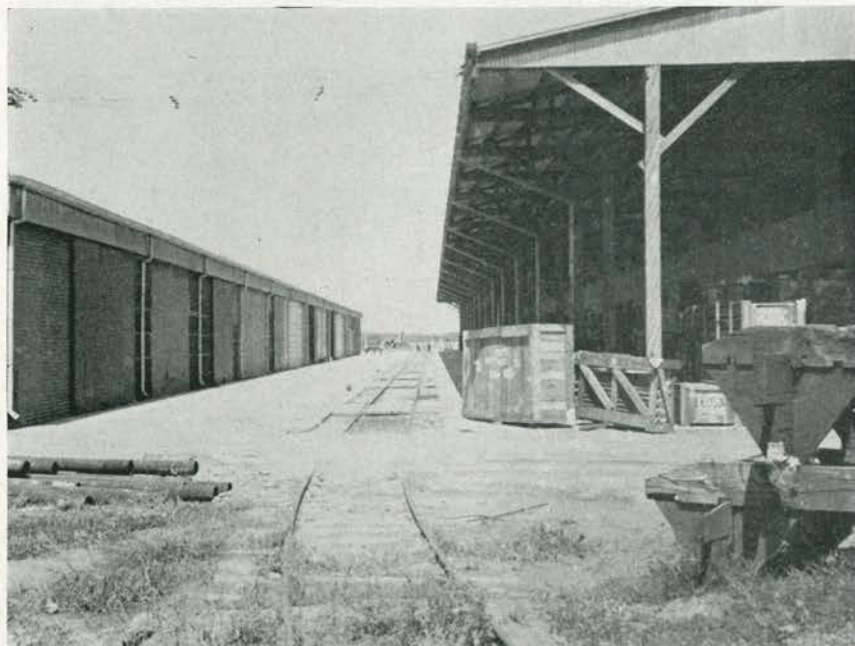
Much of the repair work done by Co. A men involved welding.
Here we see a typical arc welder



View of welding shop and steel rack



Battalion Camp area as seen from Guard Post

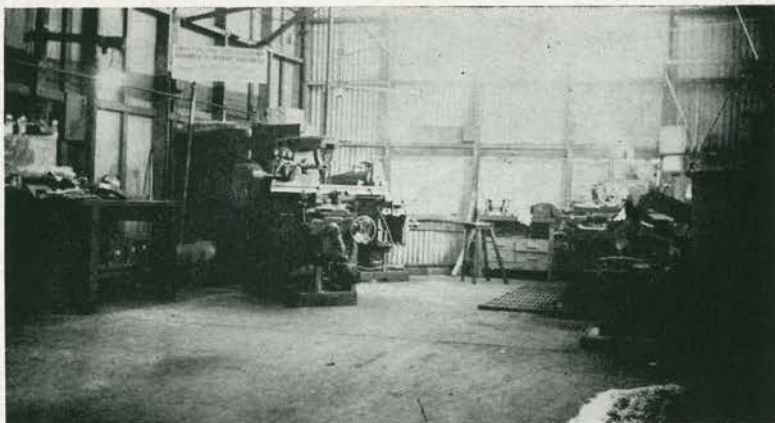


View down rail line between plant and warehouse

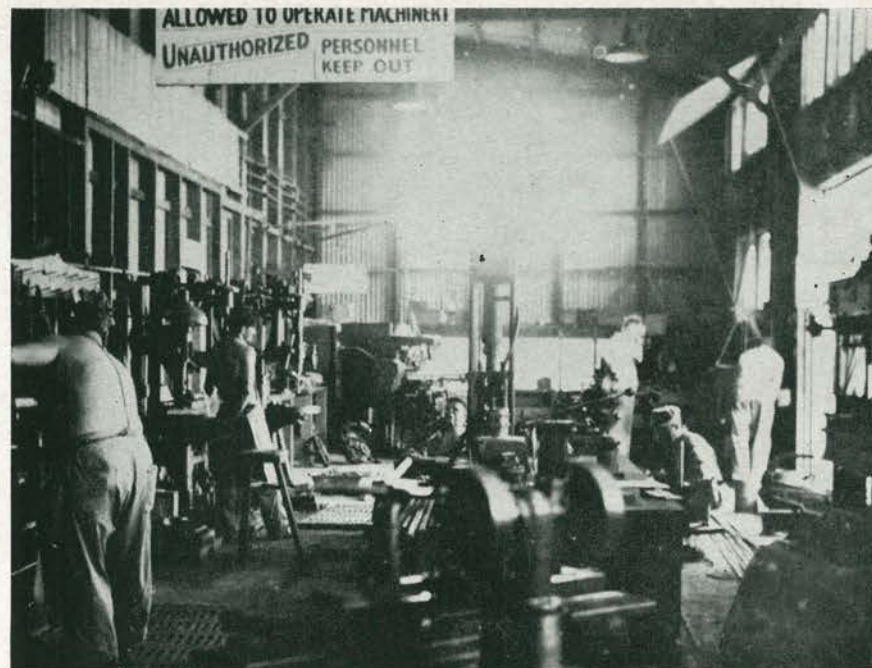


View along north side of plant. Note "Rebel" at right.
This was a speedboat designed and built by Sgt. Mills

Views Around the Plant



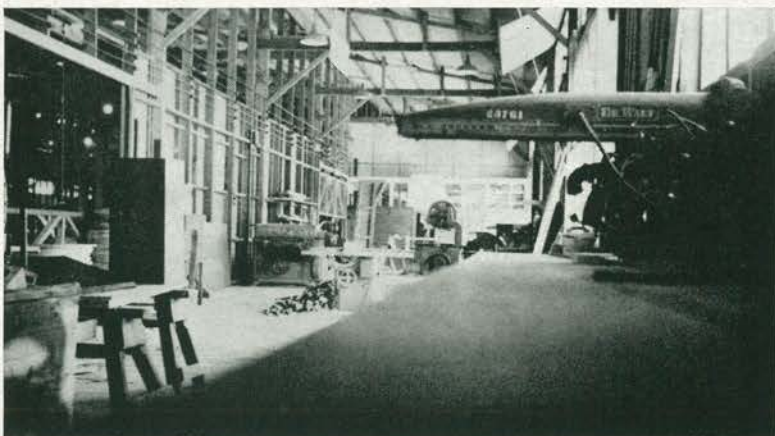
One end of the Co. A machine shop



View of machine shop in operation



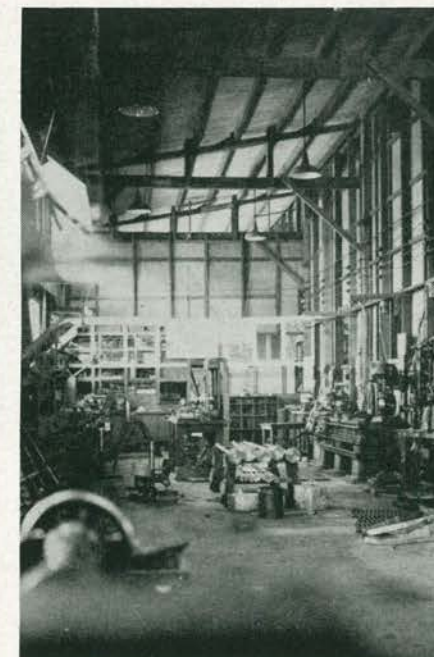
Costanzo and Ward in the blacksmith shop



Co. A woodshop looking toward tool room



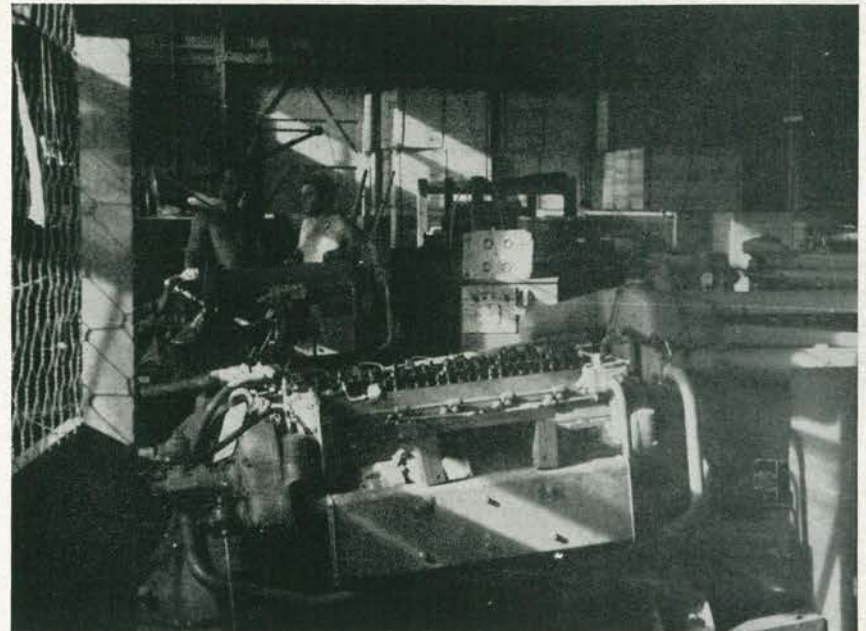
Semerau at the band saw



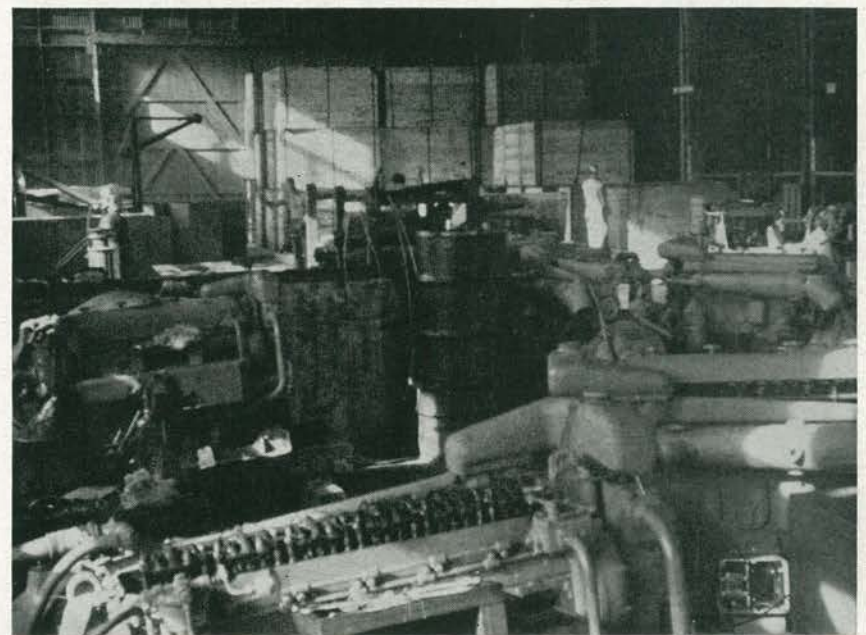
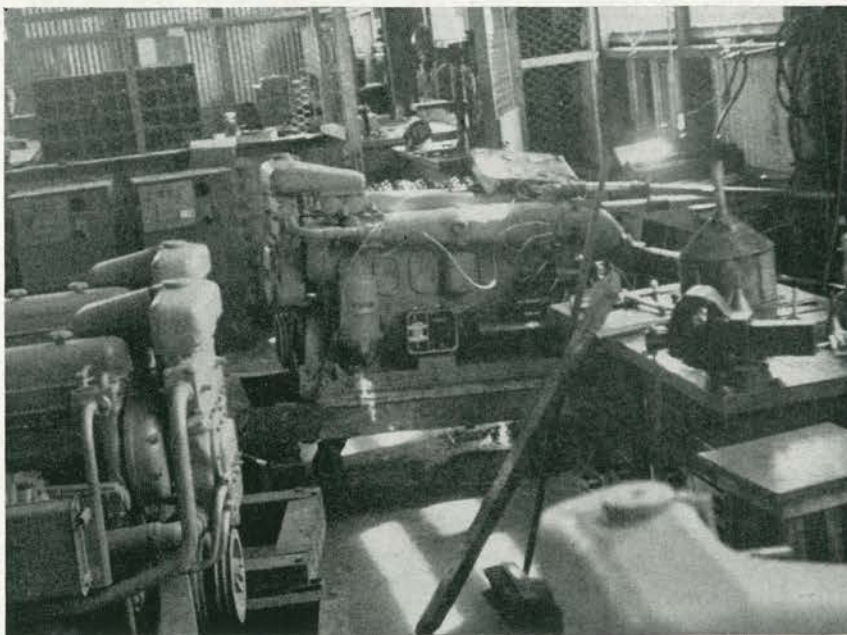
Co. A machine shop



The "Chief Hyster" moves a Gray Marine Engine

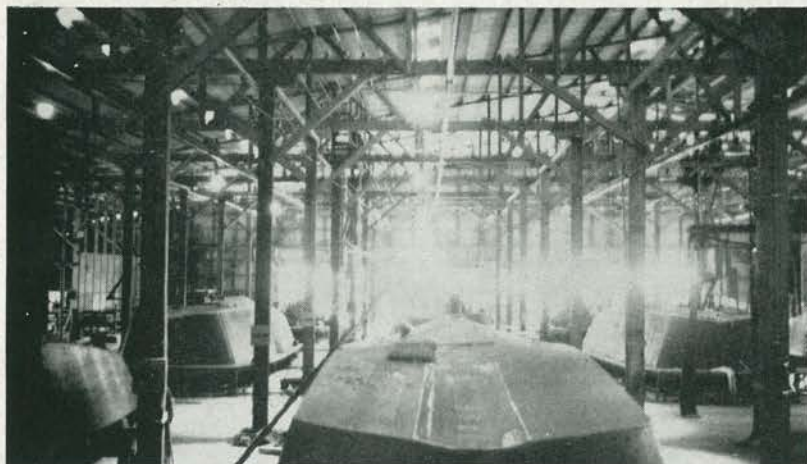


View of "Gray Marine" Diesel Engine



These views of "Gray Marine" Diesel Engines were taken in the "Tank Lighter" Building of the 411th at Cairns by Steve Pavlick. Here engines were tested and adjusted before being installed in the LCVP.

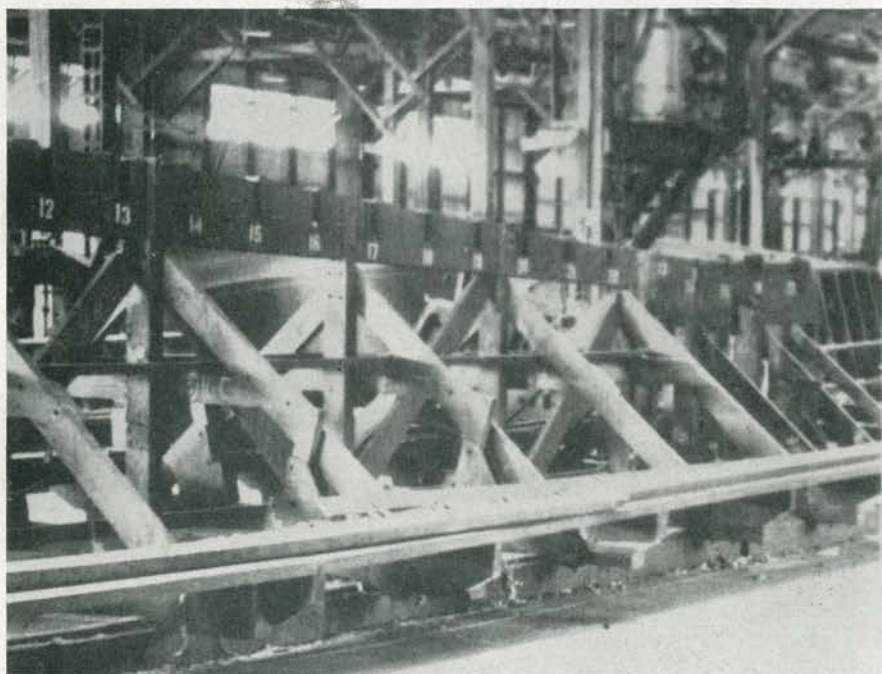
Views Around the Plant



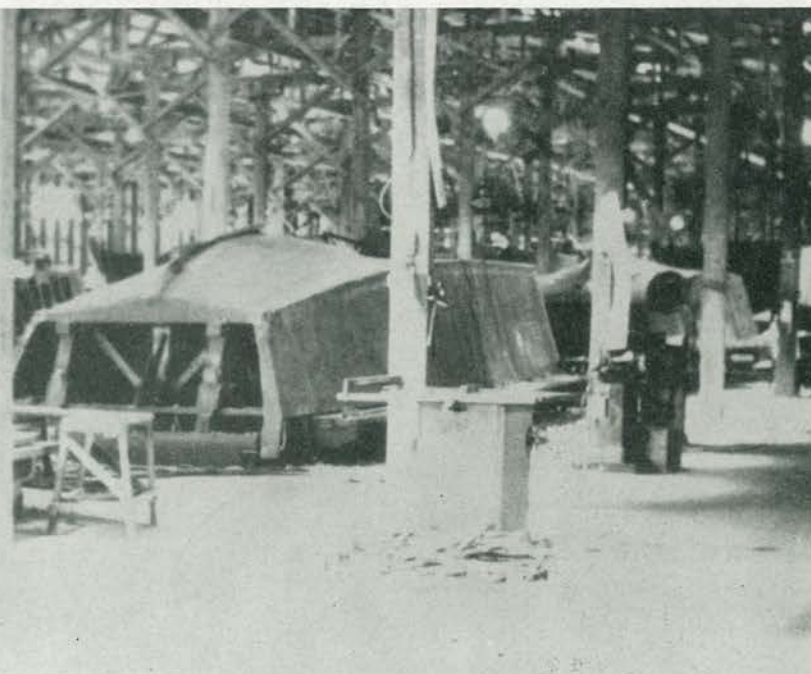
A view from Bay 3 toward Bay 1 and 2
Hull construction



After the external hull is complete, the boat is rotated, and work starts
on the interior. Above, the flooring is being laid



Bays 1 and 2 where the hull of the LCVP was formed on the jig



The construction of barges, as depicted on this page and those following comprising the assembly line, could not be adequately portrayed. No camera could record the din created by screeching circle saws, power screw drivers, planers, hammers, and sanders. The LCVP landing barges were built by B company and C company of the 411th

Views Around the Plant



This view illustrates the procedure used to move the hull off the jig and rotate it to the upright position. The belt and carriage assembly which moves along the overhead monorail permits this movement. Next the hull is placed upon the cradle and is moved along rails.

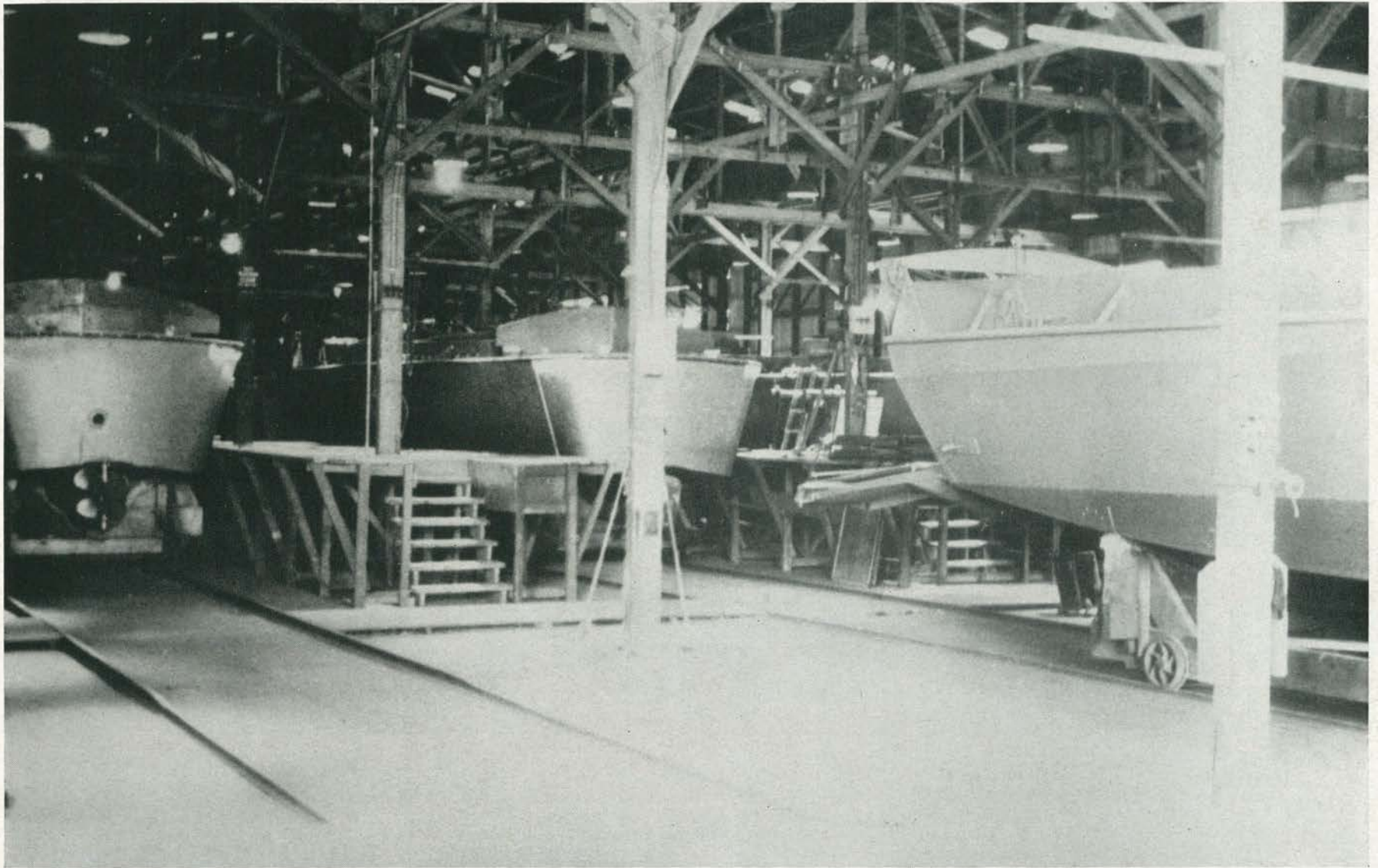
Photo by Ted Hoven.

Views Around the Plant

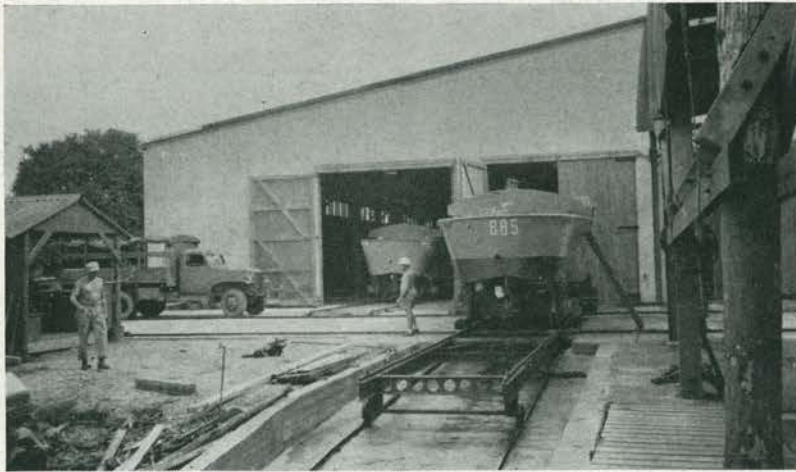


In this section the boats have received the brass plates to which the lifting gear is attached. Armor plate has been put on, the engine installed, screw and rudder are in place, and innumerable mechanical and electrical fittings have been made. The boats are now resting upon wheeled carriages as they move down the line

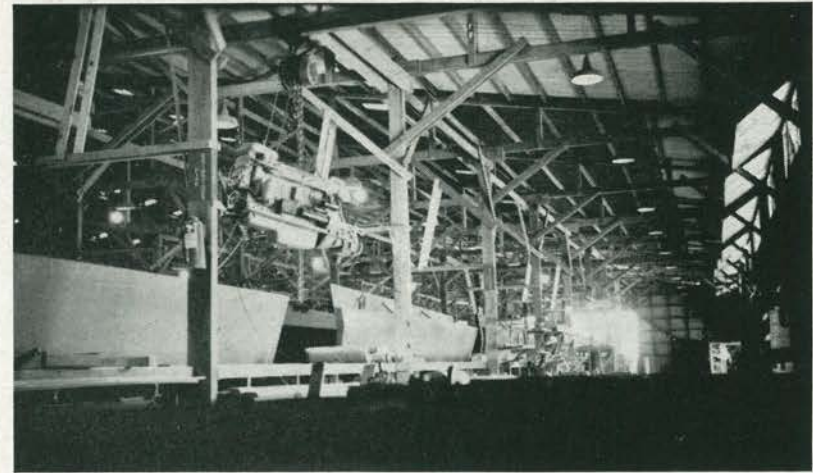
Views Around the Plant



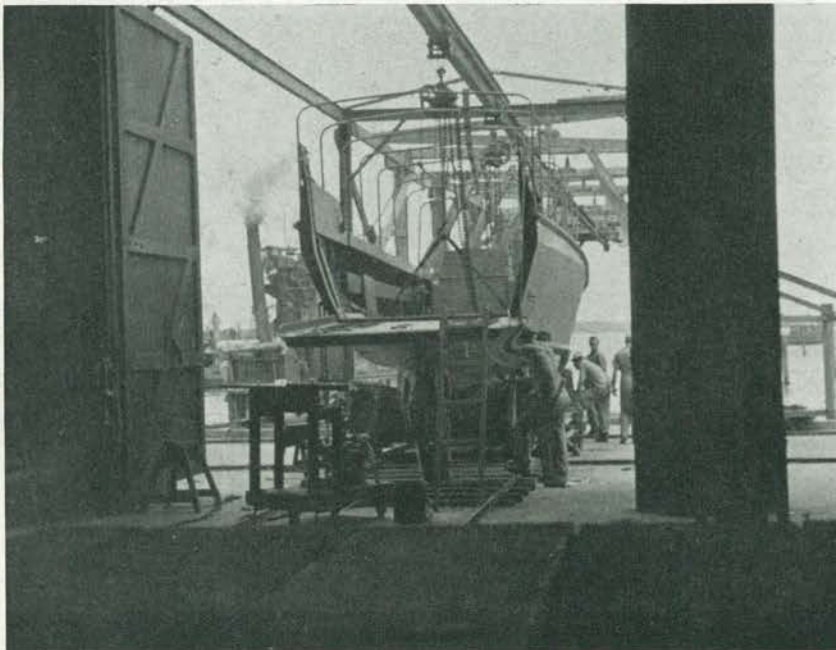
Ramps have now been installed, and in this section the boats will receive their paint. This was the final job in the plant. Sometimes the boats moved so fast, painting was completed on the apron, and numbers were painted on after launching.



An LCVP about to be moved to marine carriage for launching.
This carriage was designed and built by Bob Evans.



Engine ready for installation. Note differential chain hoist
and monorail for positioning engine.

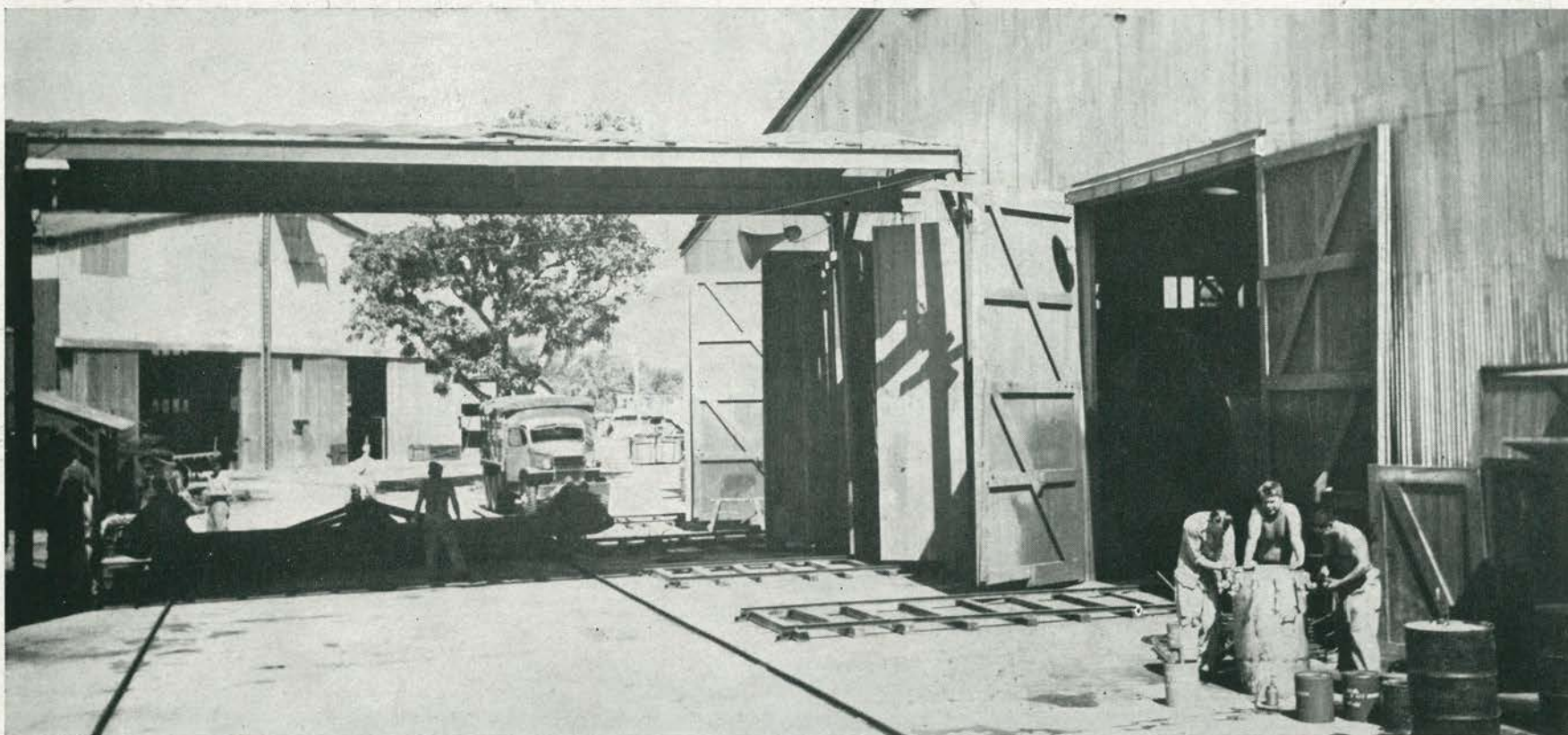
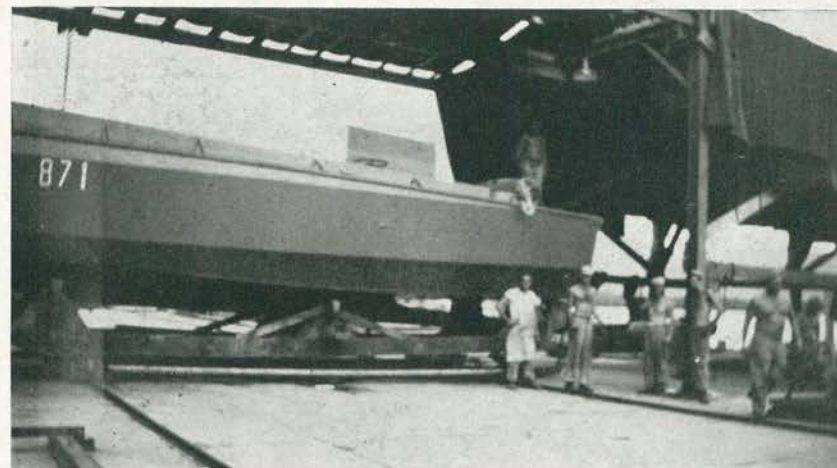
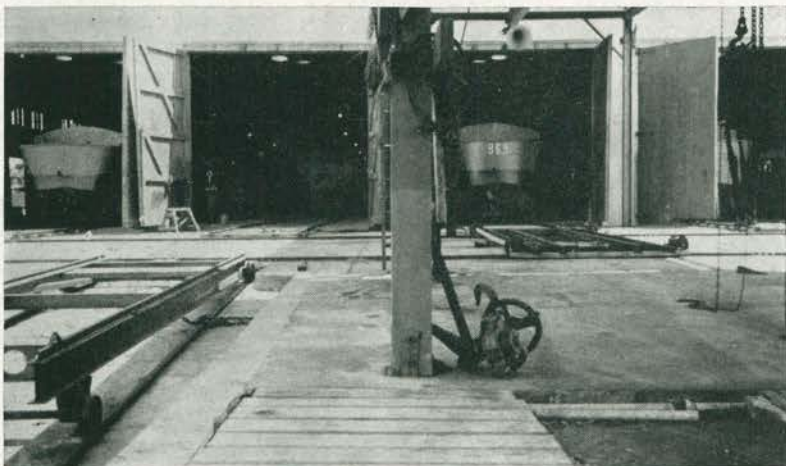


Note monorail from which boats were originally launched and from which
boats were recovered for repair. In this view by Pavlik, "The Yankee".



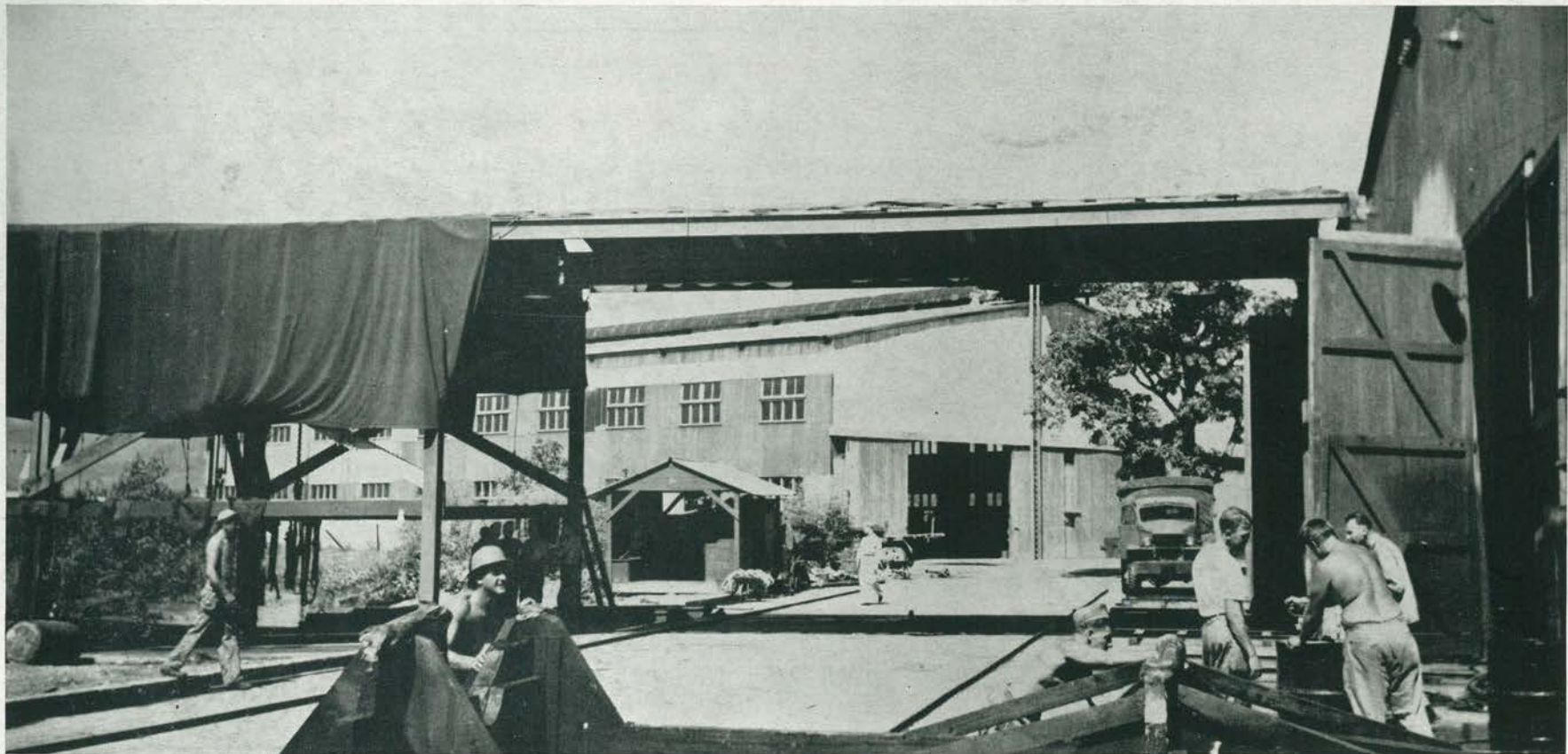
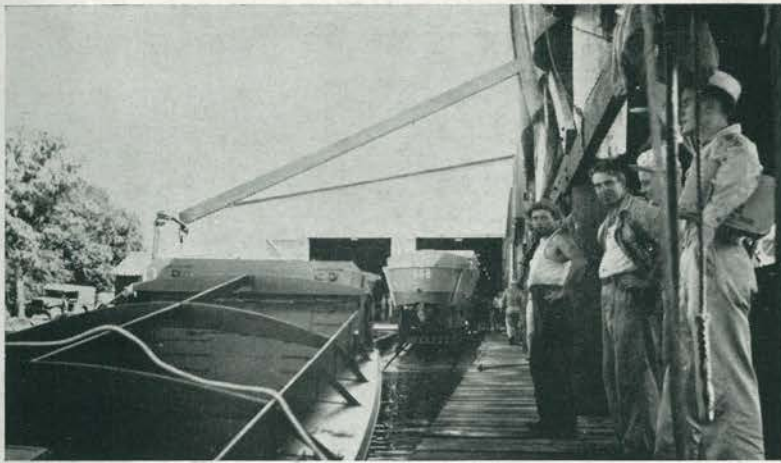
After testing or overhaul, engines were brought from the tank lighter
building. Here they await installation.

Views Around the Plant



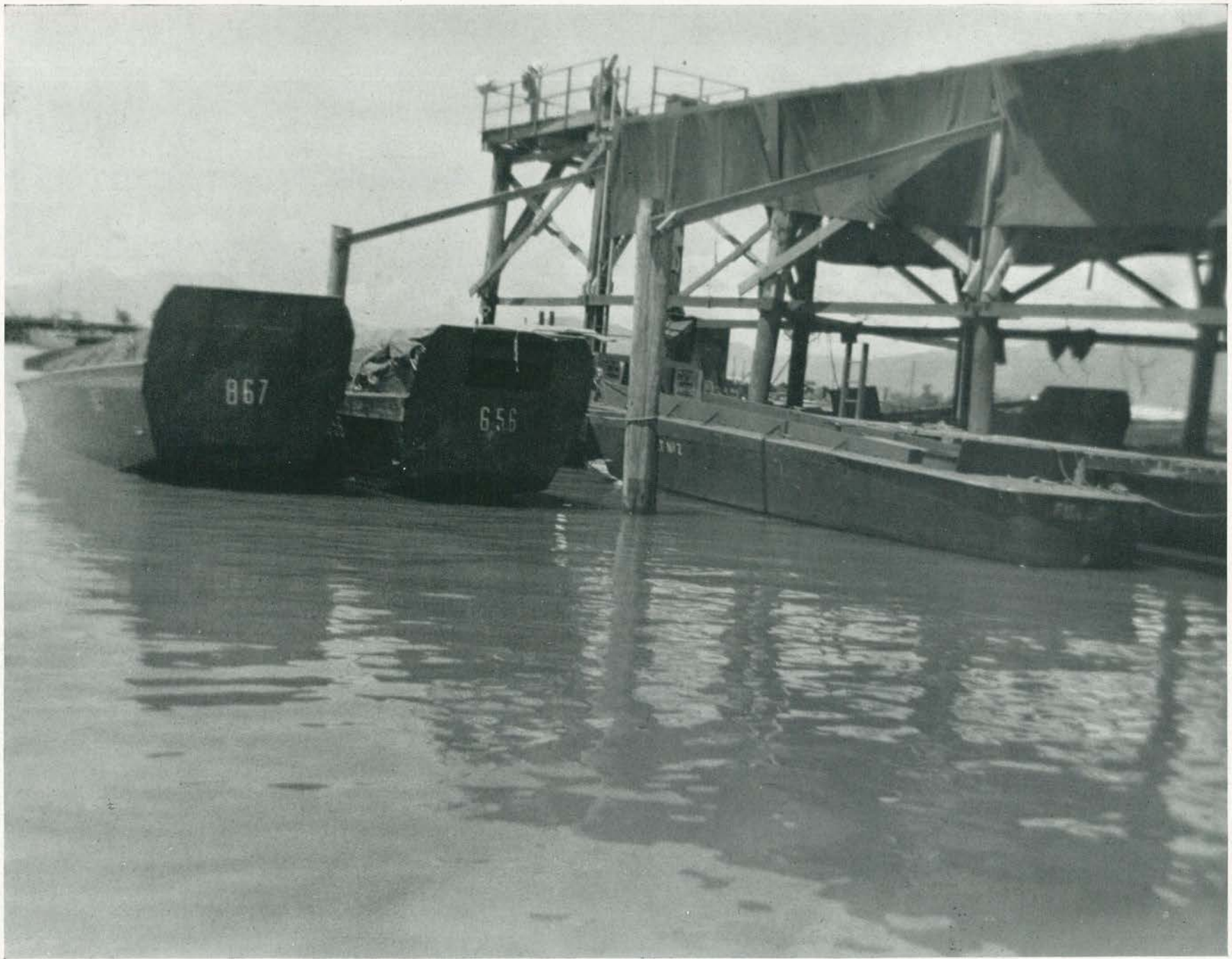
From top to bottom: An LCVP is ready to move off the line onto a switching carriage. It is then moved by means of the truck winch to alignment with the marine rail. The boat and cradle are then launched, and when the boat is free the cradle is returned to the apron.

Launching the LCVP



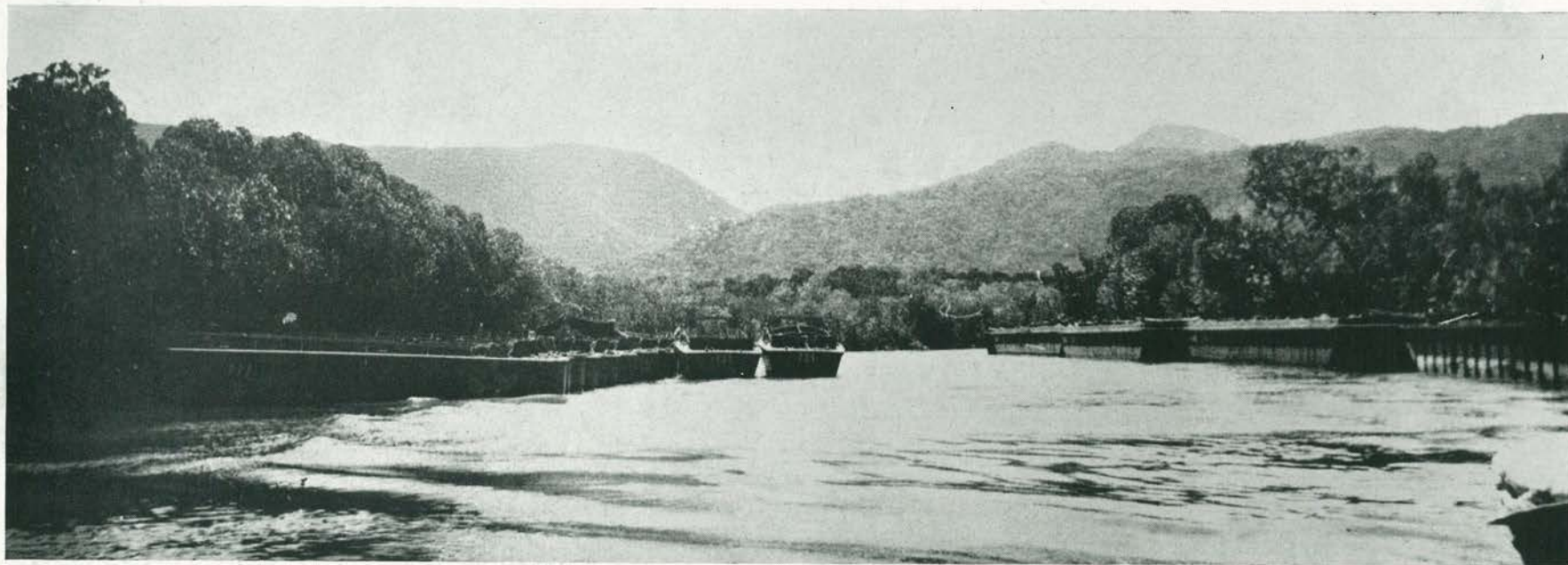
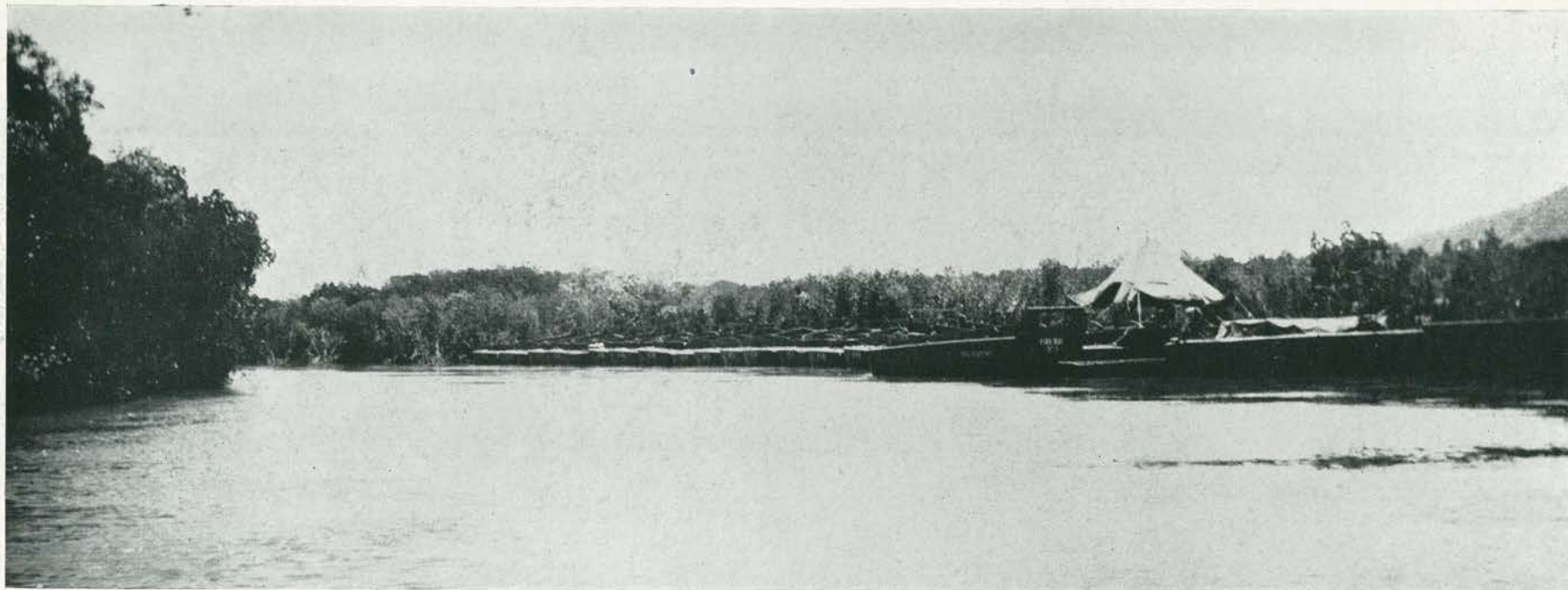
Top (left). While No. 867 is being fueled, No. 868 sets ready for launching. Top (right). No. 868 about to hit the water.
Bottom. Cradles are removed to the line to start a new cycle.

Launching the LCVP



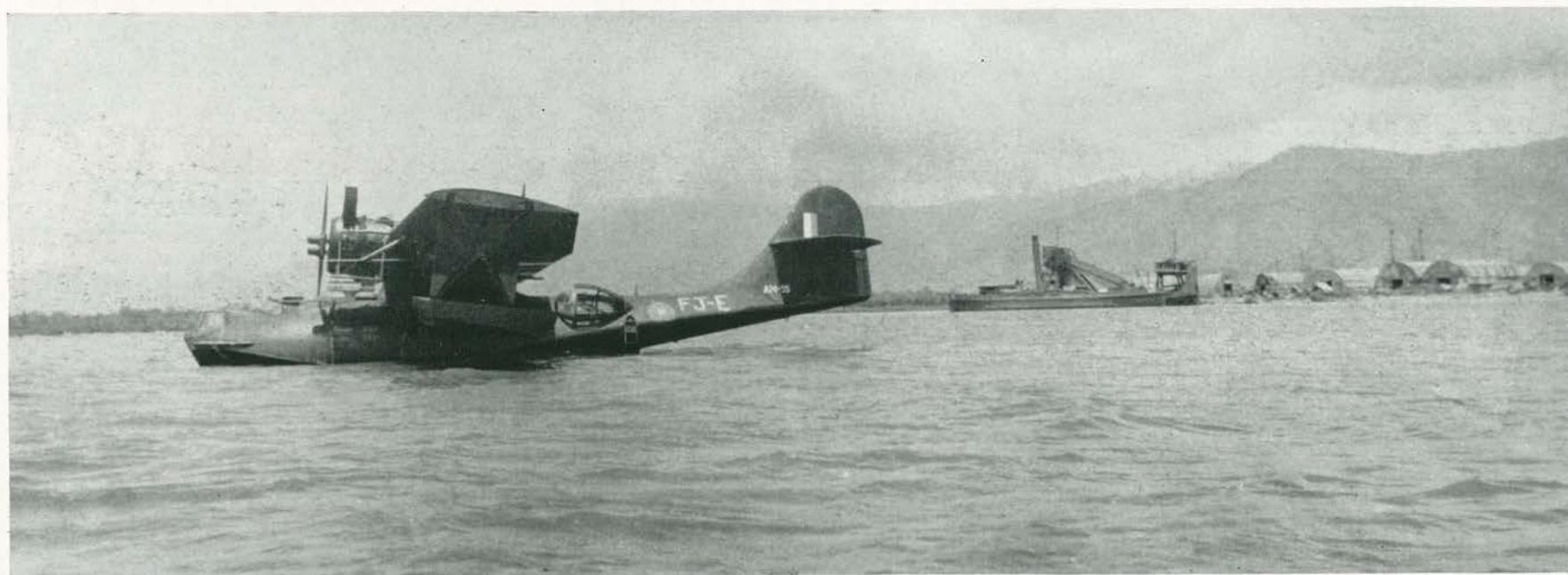
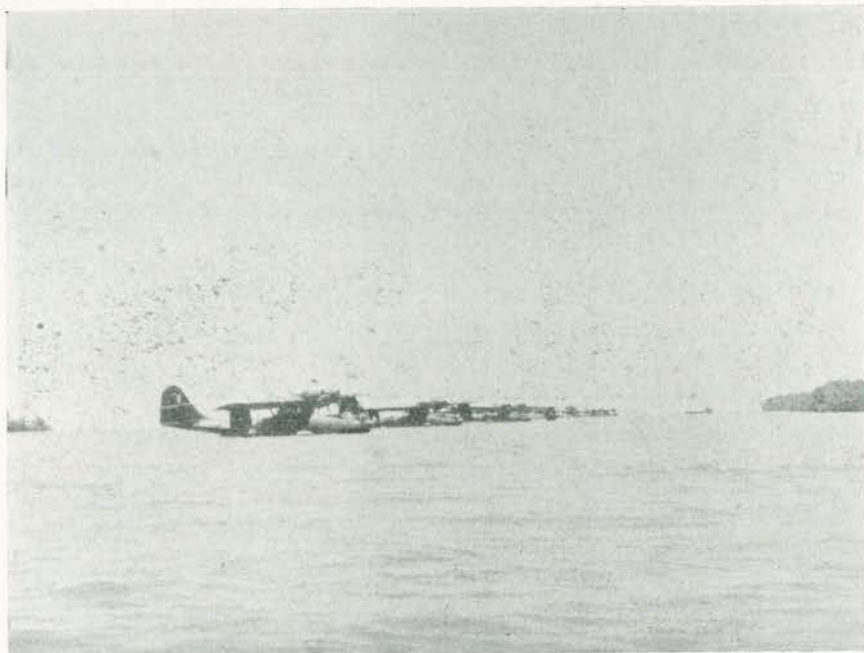
A few of the boats tied up at the 411th dock, Cairns, awaiting removal to the anchorage up the far end of the harbor. — Photo by Ted Hoven.

Harbor Scenes



A few of the LCVP landing craft awaiting shipment north, from Cairns.
 Note the guard tent (Headquarters Co.) in the top view.
 This inlet was a favorite mosquito haunt and a miserable place for the guards.

Harbor Scenes



A frequent sight over Cairns were the Aussie "Cats", the Consolidated Patrol Bombers. Used primarily for patrol work, they also gave the Japs as far north as Rabaul a severe headache.

Harbor Scenes



The Cairns Harbor
Signal Tower, near
Co. A barracks.

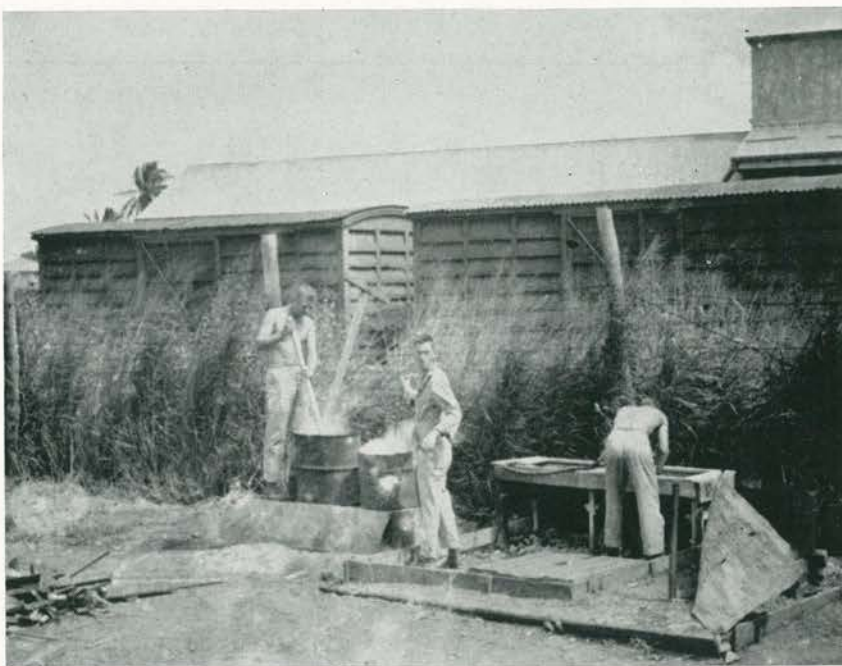




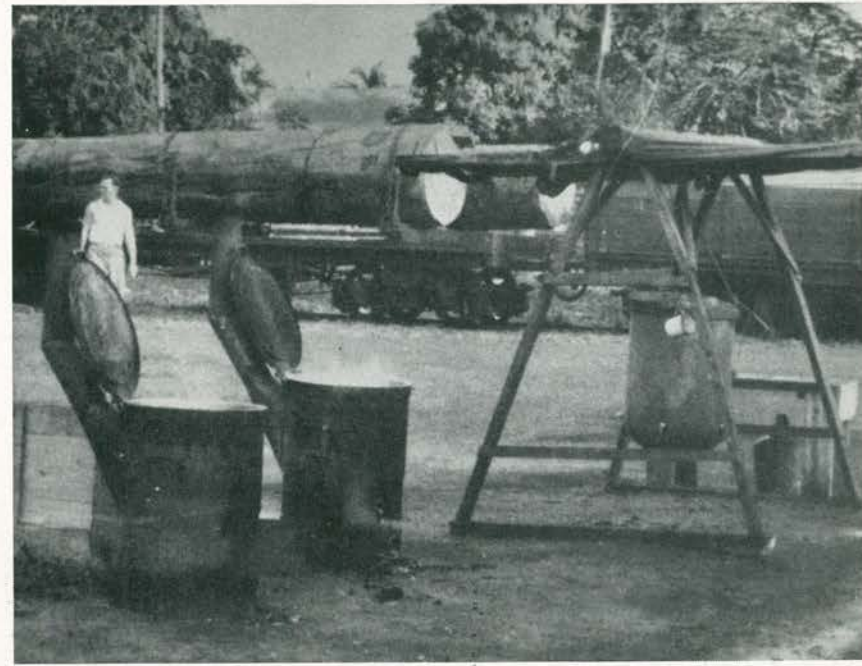
Laundering at Co. A., Cairns.



Chow line at Co. A., Cairns.



Crude, but effective — Clothing was placed in barrel sections and boiled. All washing and laundry facilities were built by the men.



Chow was also an important item, although many of the fellows ate at the Red Cross Restaurant, where a good steak dinners was available for 2 shilling 6 pence, or about 30 cents.

Views Around Camp, Cairns



Lt. Col. Bender, C. O. of the 411th at Cairns,
and his staff at retreat formation



Brian Bartholemew.



Lt. Col. Bender.



411th PX in Ramsey Hall, Cairns.



Off to work. Co. A takes off for the plant.



Rear Row: Lt. Hamilton, Maj. Koster, Lt. Col. Bender, Lt. Col. Rose.
Front Row: Lt. Hanson, Lt. Flynn, Lt. Beasecker.

Photos by Chas. Crawford.

Views Around Camp, Cairns



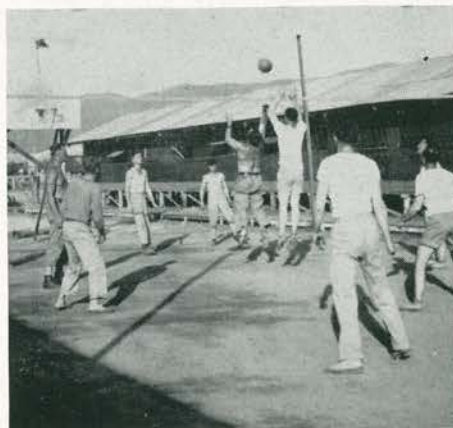
The Aussies vs. Americans football game at Parramatta Park, Cairns, 1943.



Part of Co. A occupies the bleachers.



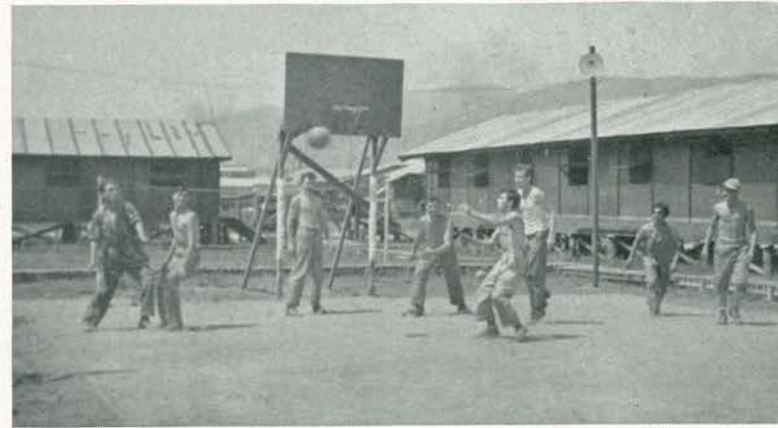
A volley ball game. Co. A vs. officers.



Officers vs. Co. A.



Johnson and Smith.



A fast game of basketball. — Photo by Pavlik.

Very important to good health — These photos show some of the recreation activities around the 411th camp at Cairns.

Recreation at Camp



The Tropical Theatre, a favorite amusement place for G. I.'s.
At evening sessions many of the "stalls" were reserved.



The lobby of the "Tropical".
The tallest G. I. in Cairns goes to see the show.



"Bowling on the Green," at the Cairns Bowling Club, a favorite Aussie recreation.

Recreation in Cairns



The American Red Cross Service Club, where friends dine. Here is a photo of the "Strand Hotel," well known even in Sydney, Melbourne, Brisbane, and Adelaide. Cairns was a popular pre-war resort.



In this courtyard many a leisure hour was spent in lounging, reading, playing shuffleboard, ping pong, or just dozing.



Christmas dinner, 1943, at the American Red Cross. One of the chief concerns of a G. I. is food and this was one place we could really fill up.



Checkers, chess, and ping pong were enjoyed in the annex. Remember the Saturday night dances and "As Time Goes Bye?"

Activities at the American Red Cross Center



A few nurses stopping over while on their way north. The American Red Cross maintained a lodging service for transients moving by plane between New Guinea and points south of Cairns.

Left: Kitty, Margie, and Florence.

Right: Interference on the shuffleboard court.



An egg hunt and Easter party was conducted by the American Red Cross for Cairns kiddies.



Here Ruth pauses with the kiddies to let the author take a quick shot.

Around About the American Red Cross



This was the first time the kiddies had seen an Easter egg and great was their wonderment.

Ice cream and lemonade was served after the egg hunt.



Cairns kiddies and the American Red Cross staff.



Palms at Ellis Beach.



Beautiful Ellis Beach.



Enroute via a G. I. truck.



When the boat building crisis subsided and the 411th abandoned the 7-day work week, truck parties were organized to take the men to Ellis Beach north of Cairns for Sunday afternoon salt water bathing in the surf.

At Ellis Beach



On the occasion of a Red Cross beach party LCVP landing boats were used to make the trip. On this trip the author became seasick.



Above: The LCVPs which transported us to the beach.



The surf at Ellis Beach was really rough.



The warm ocean water and the thrill of being swept with the surf make this fine beach a mecca for tourists and natives alike. The Riviera could have no finer natural attraction.

At Ellis Beach



"The Merinda", the Cairns excursion launch at Green Island.

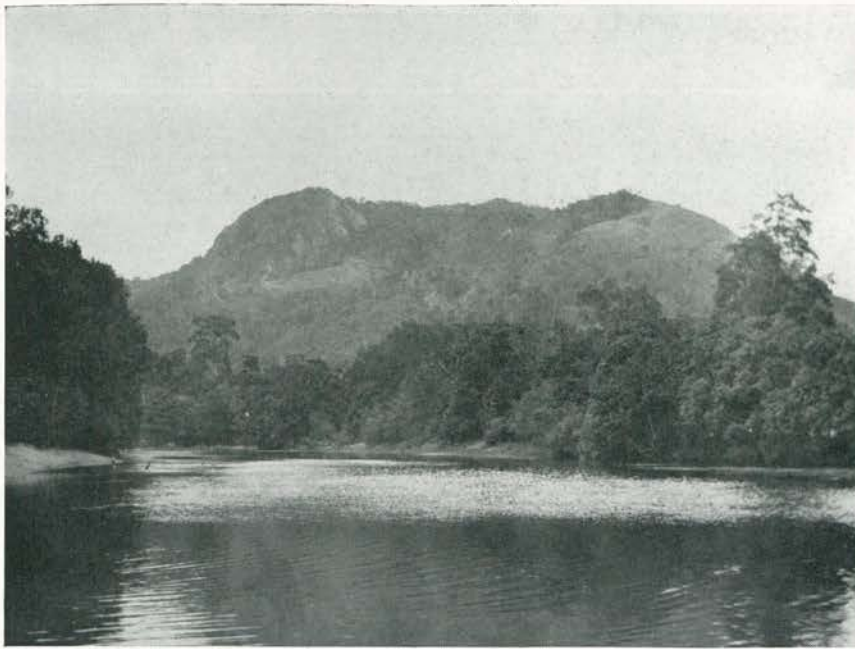


The long causeway over the reef at Green Island.



Off the east coast of Australia and extending north from Gladstone to Thursday Island, lies the Great Barrier Reef. Composed of atolls, islands, coral and volcanic formations, it prevented the development of northern Australia for many years.
Green Island, about 20 miles from Cairns, is one of the more hospitable of the group.

At Ellis Beach

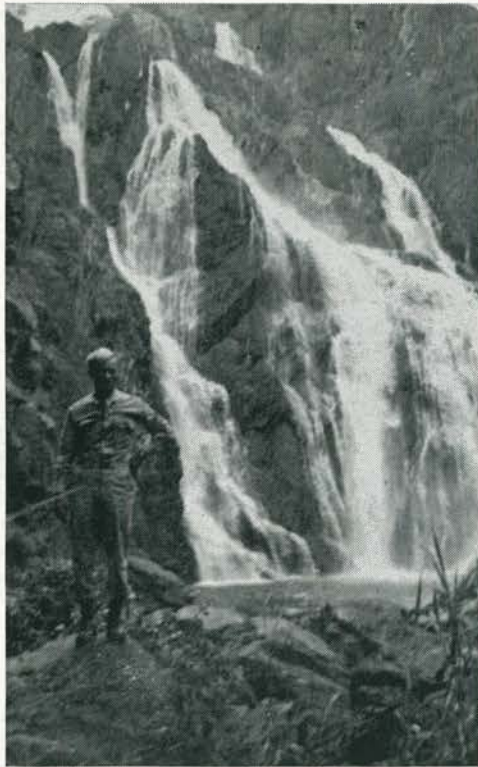


Two views along the Barron River, north of Cairns. In the dry season, the river is at low level.

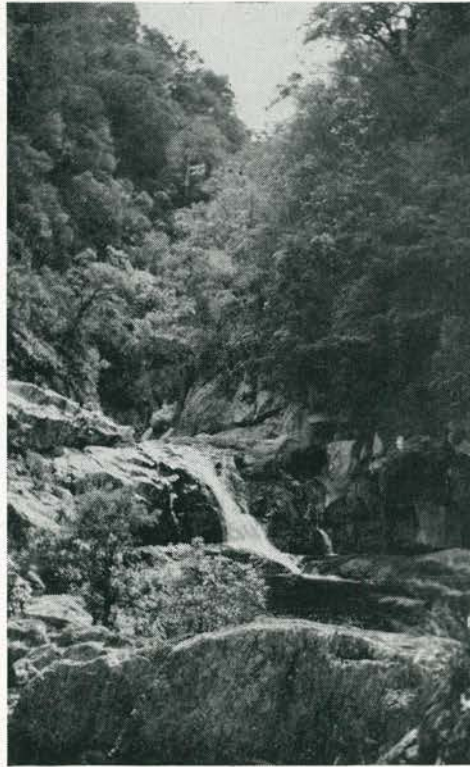


The Barron River, near Cairns, once infested with crocodiles, has become a safe spot for fresh water bathing. In the wet season this river is a raging torrent.

The Barron River



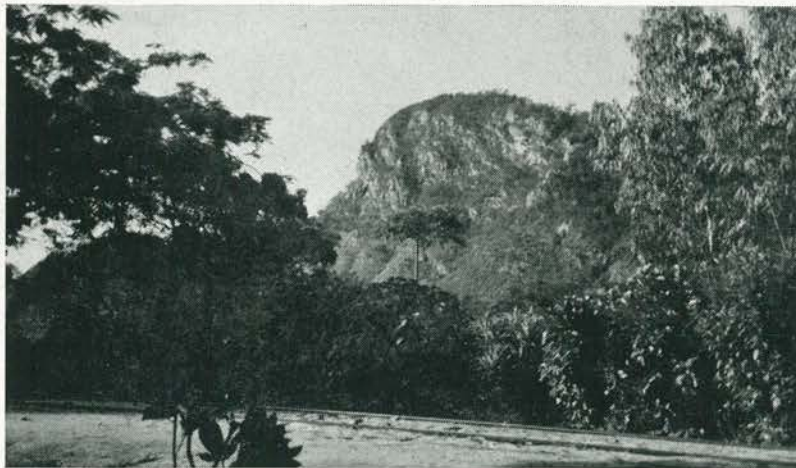
The Barron Falls, N. Q.



Source of Cairns water supply —
The Crystal Cascade.



View of the Crystal Cascade.



Mountain view from railroad siding near the Barron Falls.
About 2,000 feet elevation.

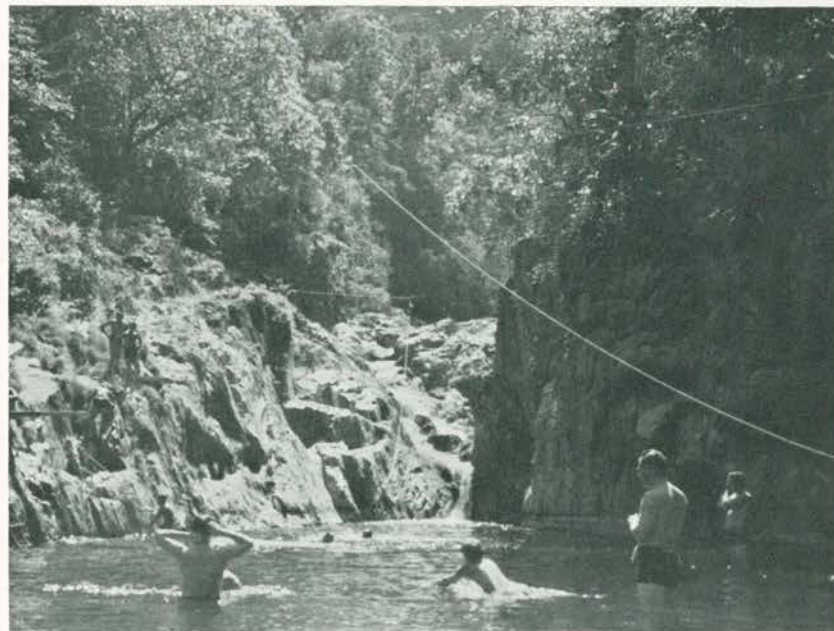


Swimming at the Crystal Cascade.
A cool but refreshing place to swim and dive.

The Crystal Cascade



A bit of trapeze work.
Crossing the chasm at the Crystal Cascade near Cairns



Swimming at the Crystal Cascade,
a favorite spot for a fresh water swim.



A railroad trestle on the road to Barron Falls, Kuranda, Mariba,
Tolga, Atherton, Herberton, and Ravenshoe.



Above, a small cultivation of bananas, near the Crystal Cascade.
Chinese merchants in Cairns maintained a brisk trade in bananas, pine-
apples, paw paws, and other tropical fruit, some of which grew wild.



Red Lynch Valley,
The home of the 5211th Engineers Battalion in Australia.



Sugar cane field near Cairns.
Note the sugar cane train in background.



Along the east coast of Queensland, from Innisfail north to Mossman, is the major sugar producing area of Australia.
Valleys such as this at Red Lynch are typical of the Cairns area.

The Sugar Industry



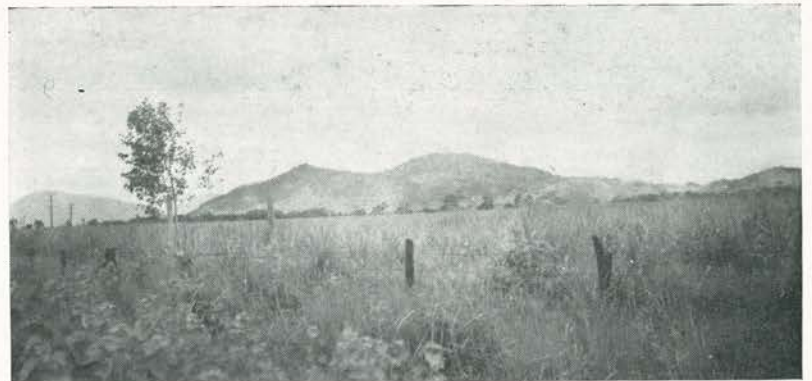
Gordon Vale, a typical sugar town.



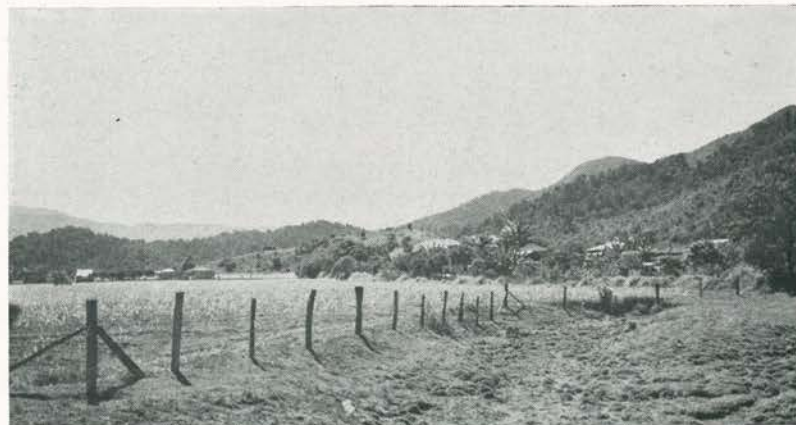
One of the outstanding estates near Gordon Vale.



Sugar cane field near Cairns.



Sugar cane about half grown.



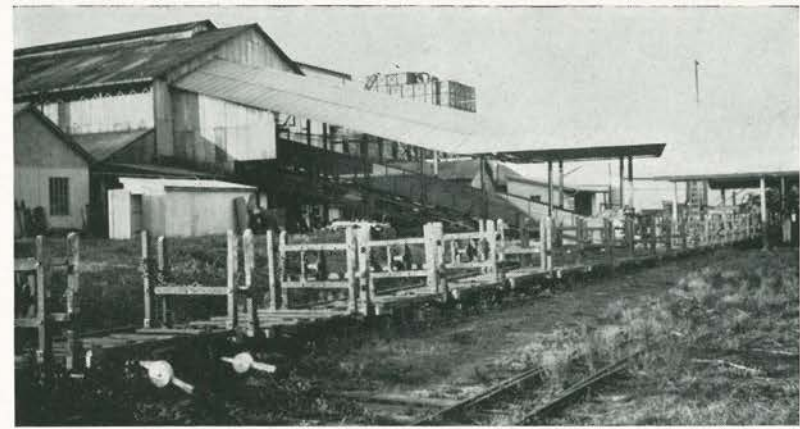
Sugar cane field near Babinda.



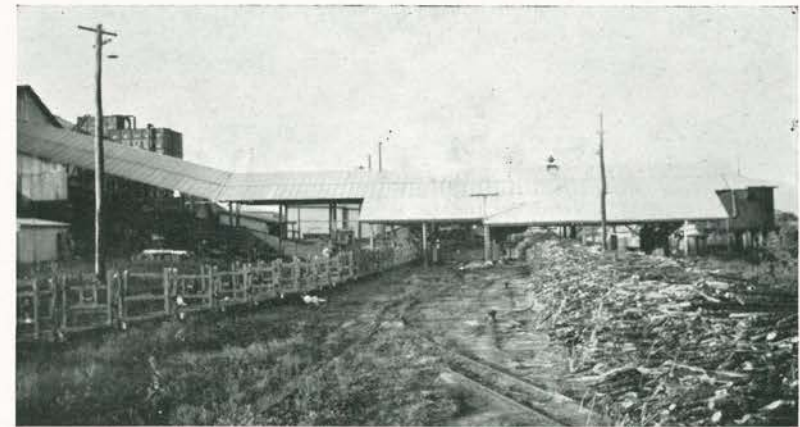
Homesteads at edge of Babinda.



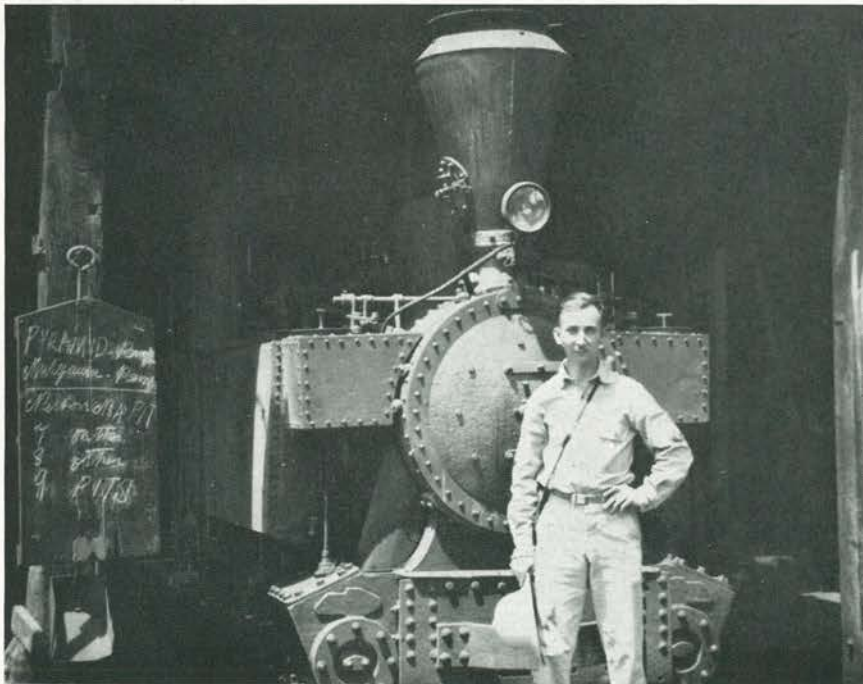
La Vasge and Smith examine a locomotive at Babinda.



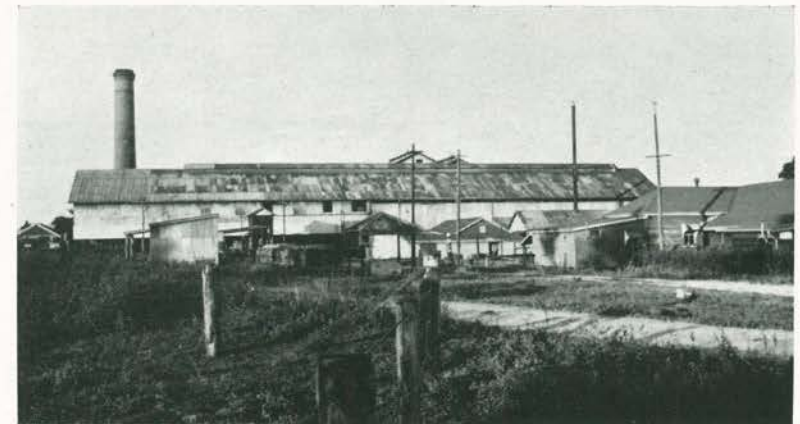
Empty sugar cane cars at the Babinda mill.



Note the sugar cane piled on the cars at right.



The author in front of a narrow gauge, French built locomotive at Gordon Vale, N. Q. Australia.



The Co-operative Sugar Mill at Babinda.
Sugar mills and saw mills were located in every town in the Cairns area.



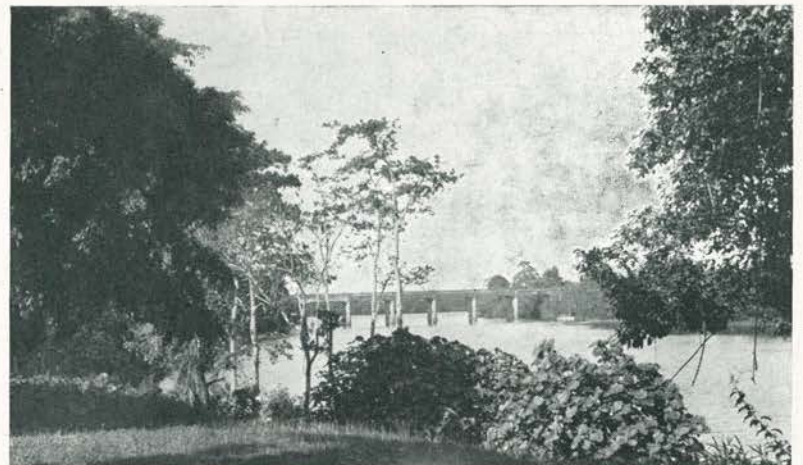
The Ford Garage at Innisfall, N. Q., Australia.



The General Hospital at Innisfall.



Palms along the Johnstone River, Innisfall.



Bridge over the Johnstone River, Innisfall.

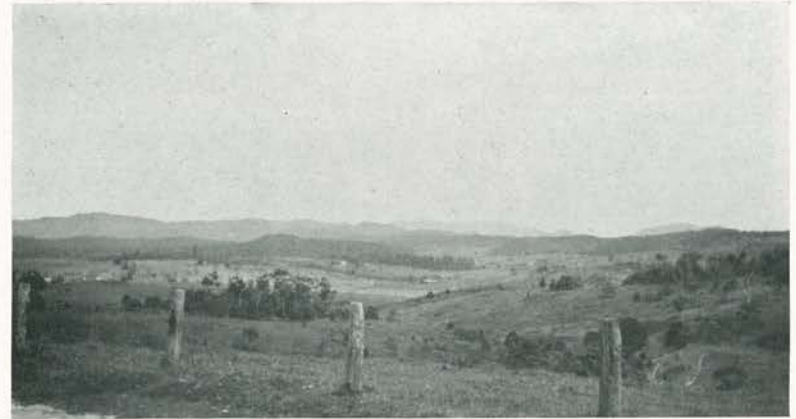


Park along Johnstone River, Innisfall.



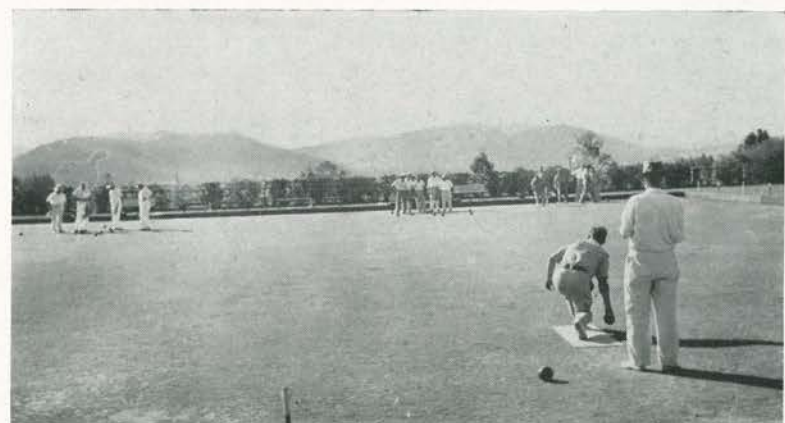
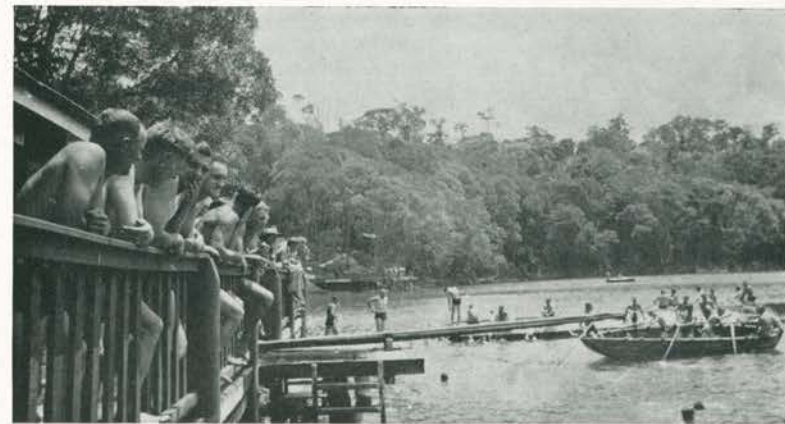
Ferry landing on Johnstone River, Innisfall.

Views Around Innisfall, North Queensland, One of the Most Beautiful Towns in Queensland



One of the most interesting trips made by the author with his friend Ted Hoven was into the Atherton Tableland. From Gordon Vale the Gillies Highway ascends 2500 feet over the mountains into the tableland area. At the top the White car pauses for the picture of the valley below. The rest of the views are in the Atherton area

The Atherton Tableland



Two top views — The resort at "Lake Eachum" and bathing in "Lake Eachum", a crater lake of 2000 feet elevation.
 Two middle views — An Aussie pack train and a railroad tunnel near Herberton.
 Two lower views — A railmotor at Tolga, and Bowling on the Green at Atherton, N. Q.

Views Around the Atherton Tableland

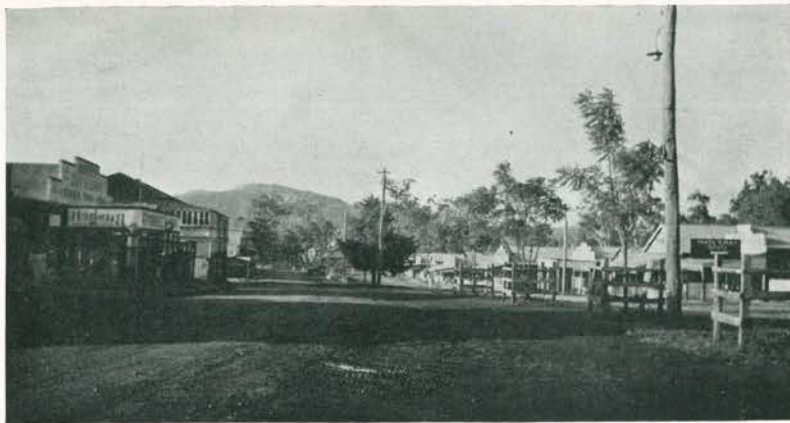


Atherton, the queen city of the tableland area. Although located in the tropics, this section is high above sea level, and its inhabitants enjoy a temperate climate without the snow and ice of the United States. Here in the middle of summer we could get a short respite from the valley heat.



Atherton, North Queensland, a town of about 5,000. Trading and dairy center.

Atherton



Ravenshoe, in the bush country, illustrates the hardships of the Aussie pioneer. Timbering is the principal industry. The logs are hauled by truck to the saw mill and thence to the coast.



The Tully Falls, about 15 miles south of Ravenshoe, is little known. The total drop is at least 400 feet, and the cavern cut out by the stream comprises about 20 acres

Ravenshoe, North Queensland, and the Tully Falls

Boat Building in New Guinea

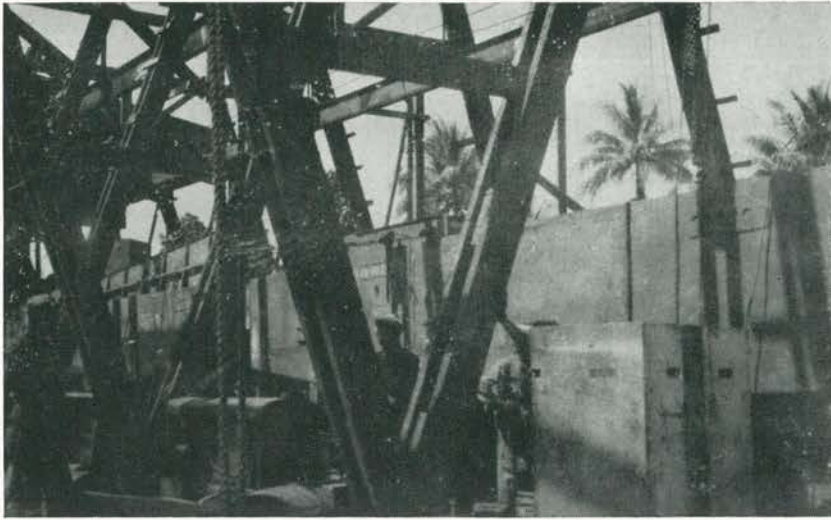
After the first group of LCVP boats had been constructed, rumors were many and varied. The tank lighter building had been constructed, but no LCM barge parts arrived. During September of 1943 a new outfit came into being, the 5211 Engineer Battalion. Composed principally of men from the 411 plus replacements from the States.

During its brief stay in Australia the 5211 was located at Red Lynch, a few miles north of Cairns. While located here, the men were given the job of building a station hospital.

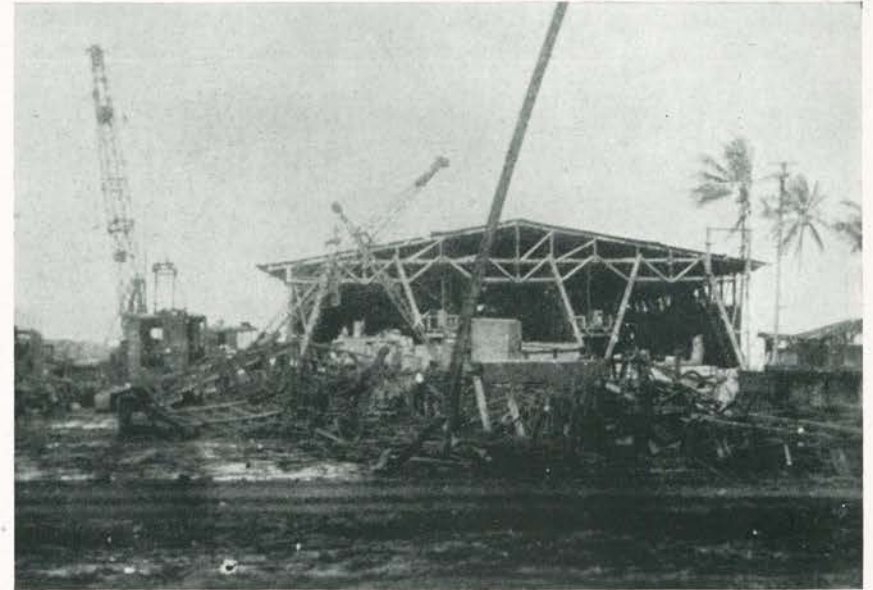
While the 411th waited for more LCVP boat parts to arrive, furloughs to Sydney were the order of the day. The 5211 moved to New Guinea, October 22, 1943, to start the second phase of our boat building activities, building the LCM. These men will never forget the mud they waded through, nor the tons of C-rations they consumed.

Later, in April of 1943, advance details of the 411th arrived in New Guinea and pals met again. Finally in June the remainder of the 411th arrived to start the final phase of boat building with which we are concerned. By August, the 5211 rejoined the 411, and together the men completed their mission of building, the LCT, an ocean-going landing craft of over 100 tons, designed to carry heavy equipment, tanks, or supplies for long distances. It is also public knowledge that they were used to shell coastal positions with rocket batteries.

The following pages illustrate boat building activities at the 5211 and 411 plants in New Guinea, and life in the jungle.



Above: The LCM barge assembly plant, N. G.
Right: Building the LCM plant at Milne Bay, New Guinea, Nov. 1943.



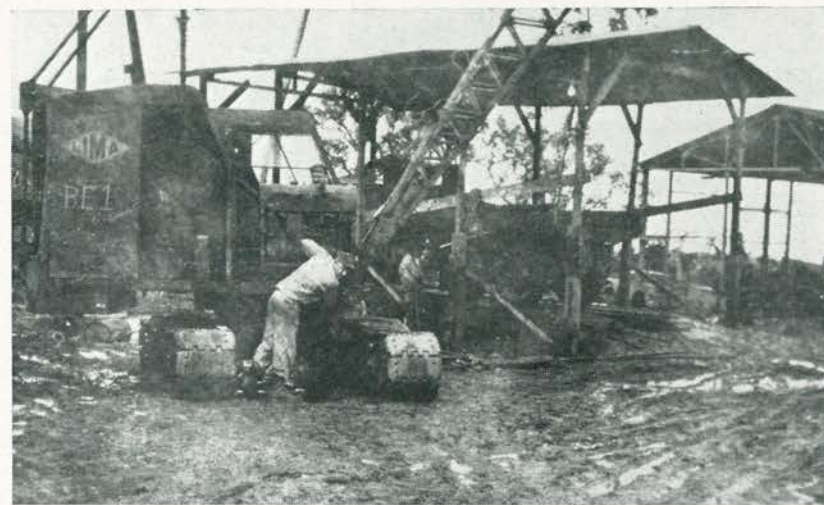
Construction proceeds on the main LCM barge assembly building.



Moving LCM barge sections at the 5211 plant.



Cranes, a carry-all, and A-frame at the 5211 motor pool, and repair shop, Milne Bay.



Maintenance and repair work on a crane.



A 5211 crane plunges into the bay.



The A-frame at right was used to transfer barge sections around the area.

Working in mud two and three feet deep, and in unbelievable torrential downpours, the 5211 welded together hundreds of LCM steel landing barges. Some of these barges were to see action thousands of miles away. At this writing landing-craft built by the 411th and 5211th are ready to land upon Japan itself.

The 5211 Engineer Battalion



During April 1943 advance details of men left the 411th at Cairns to prepare a plant and camp area in New Guinea. The pictures at the top show our first glimpse of New Guinea through the clouds, taken from a C-47 transport. The middle views show our camp area near the 5211 area. During storms falling cocoanuts and cocoanut palm trees were a menace to our health. Below: Bathing and washing in a New Guinea river. At lower right: Matty brews chocolate in our tent.



The 411th camp before the jungle was removed.



Putting up tents in our new area — Later Headquarters Co.



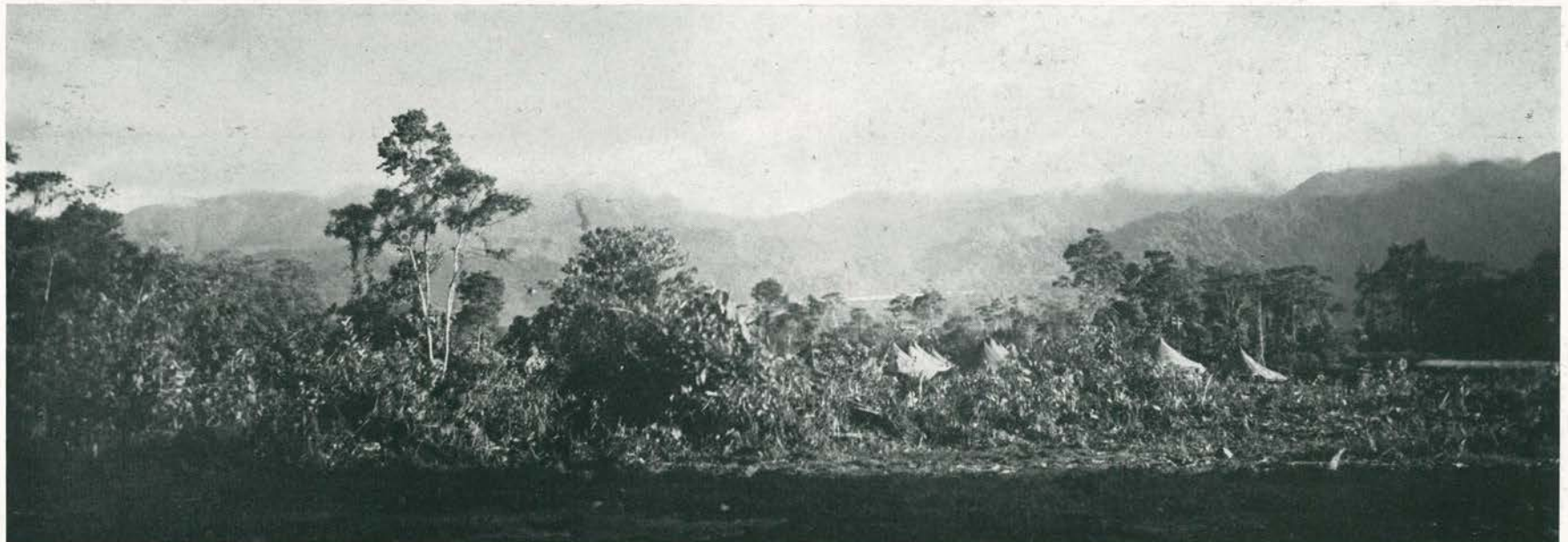
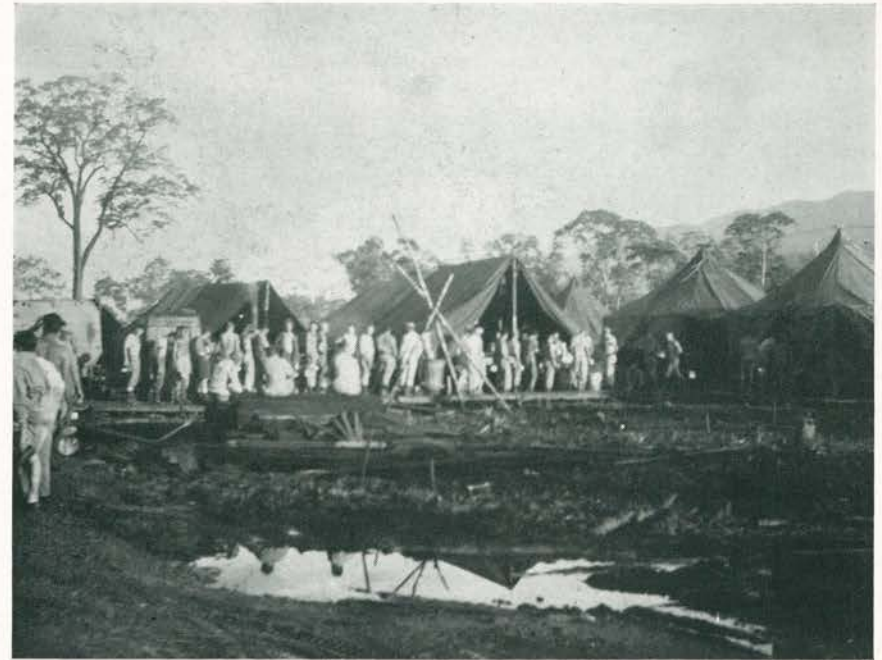
Sgt. Pelligrini and his assistants prepare breakfast, while we eagerly wait.

Setting Up Camp at Our Permanent Site at Milne Bay



At left: Tony Pelligrini pours the morning drink. In the chow line front to rear are Sgts. Stover, Evans, and Koenke.

At right: As more men arrive from Cairns by air, the chow line increased in size.



Above is a view of what was later the Headquarters area. The heavy growth in the background was located in what was later Co. A. In his attempts to remove the jungle growth, the author received the nickname "Fire Bug."



Our LCV and a Jap landing boat, New Guinea.



Our LCM gets grounded on a sand bar.



A typical New Guinea river view.



The 411th area in early stage development.



Launching area before construction began.



A bull-dozer and carry-all at sunset.

Setting Up Camp in New Guinea



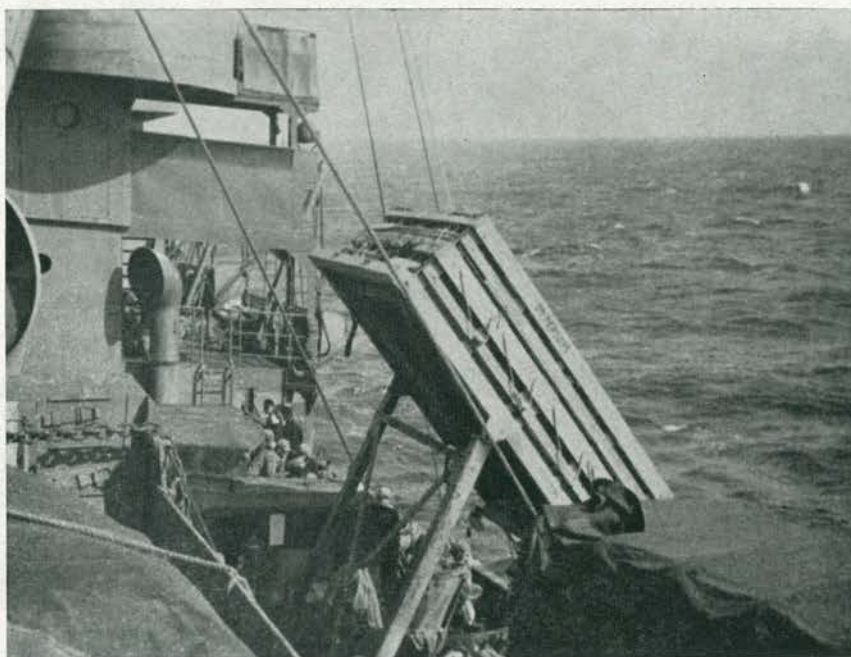
Recreation aboard ship



The "George Eastman" at left, and the "Tabinta" at right. The "Tabinta" carried the 411th to Australia and the "Eastman" took the 411th to New Guinea.



Jacobson and Hoven.



Above: A view on the "George Eastman" showing the life raft.



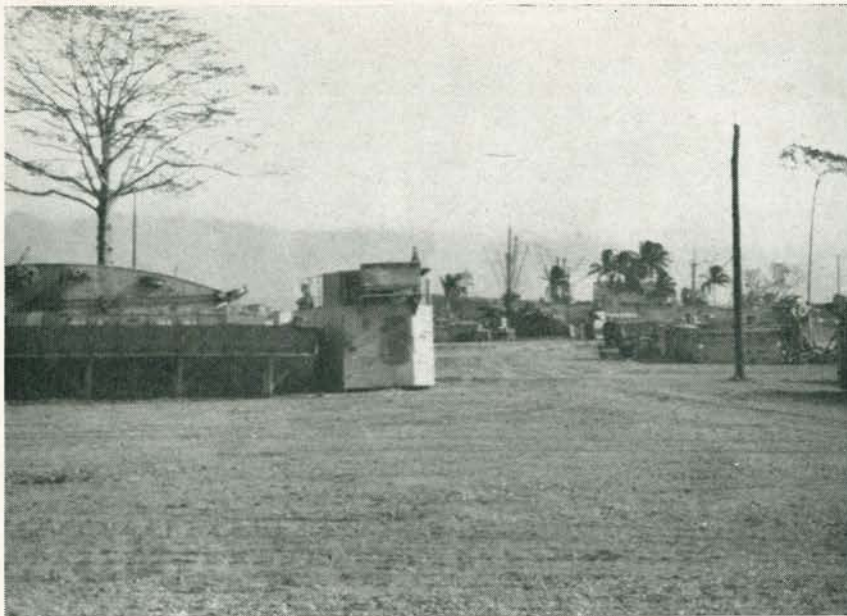
Up on deck en route to New Guinea, are members of the 411th. Steve Pavlik in foreground.

Aboard the "George Eastman"

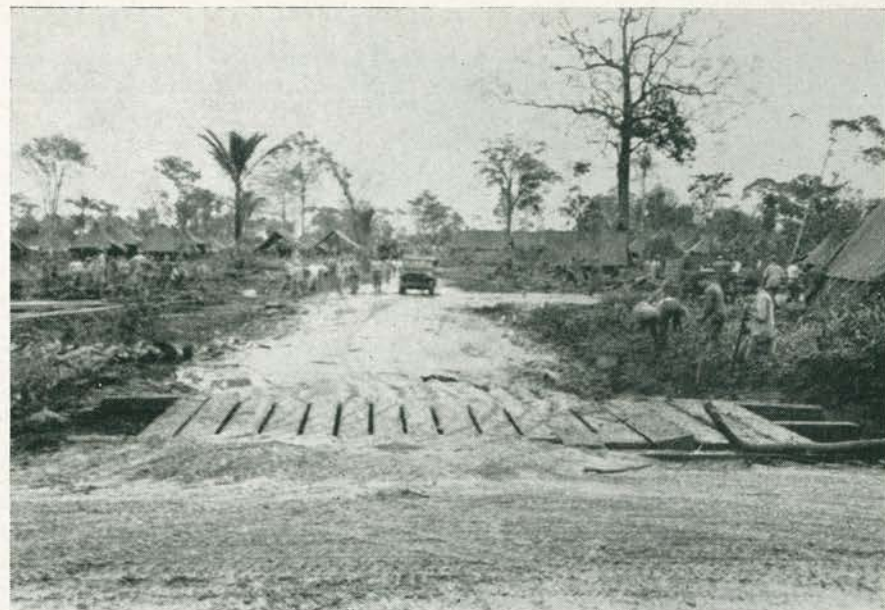


The Liberty ship "George Eastman" unloading 411th equipment at Milne Bay, New Guinea.
The main battalion group arrived in New Guinea on June 5, 1944.

The "George Eastman"



Storage section for LCT barge sections,
Milne Bay, New Guinea.



Digging ditches and building culverts became a
habitual task in New Guinea.



Some of thousands of crates which we lugged along to set up camp. To Sgt. Bloom fell the unenviable job of sorting out this mess.

Setting Up Camp



Removing a tree in what was later the Co. "D" motor pool area,
Milne Bay, New Guinea.



Probably the messiest job we had was to remove tree roots and rotten logs from this ooze, so that the tent areas could be drained and walks built.

Setting Up Camp



View down "Hollywood Blvd." looking towards Co. "D" area.
Co. "A" at right.



Headquarters Company.
Note the foundation for the mess hall being laid.



Company "C" area prior to building the mess hall. Before the mess halls were built we grabbed our chow and ran for our tents.
When it was raining we had soup which was not on the menu.

Setting Up Camp



Co. A chow line, a few days after the "Eastman" arrived.
Note crates in background.



By August the camp presented a very neat appearance.
Above, Co. A orderly room and mess hall.



Work is started on a recreation hall to replace
Chaplain Hay's tent.



Where jungle once stood has come the mark of civilization.
A clothes line at Co. B. Co. C in background.

Views Around Camp



Building the warehouse, operated by Co. D. This was our largest building in New Guinea.



View of the ways and welding shed prior to the arrival of boat parts.

The Warehouse and Ways Construction



Driving piles for the fitting-out dock.

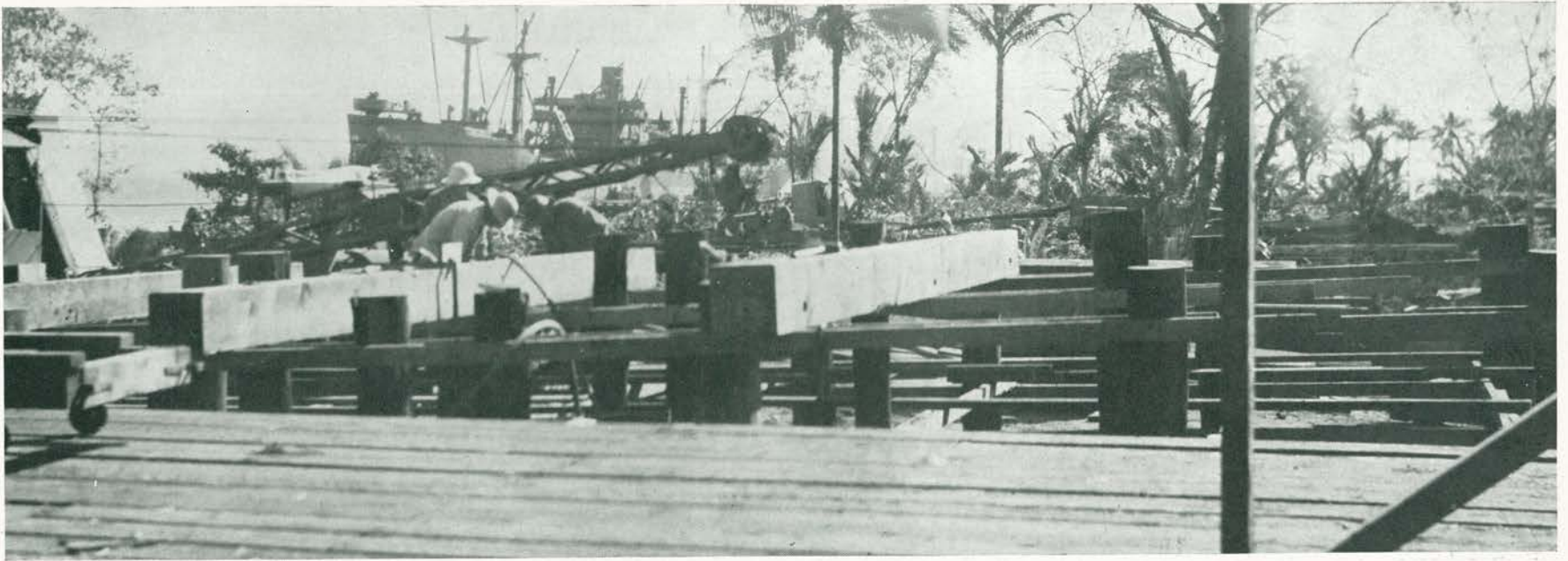


Construction proceeds on the fitting-out dock.

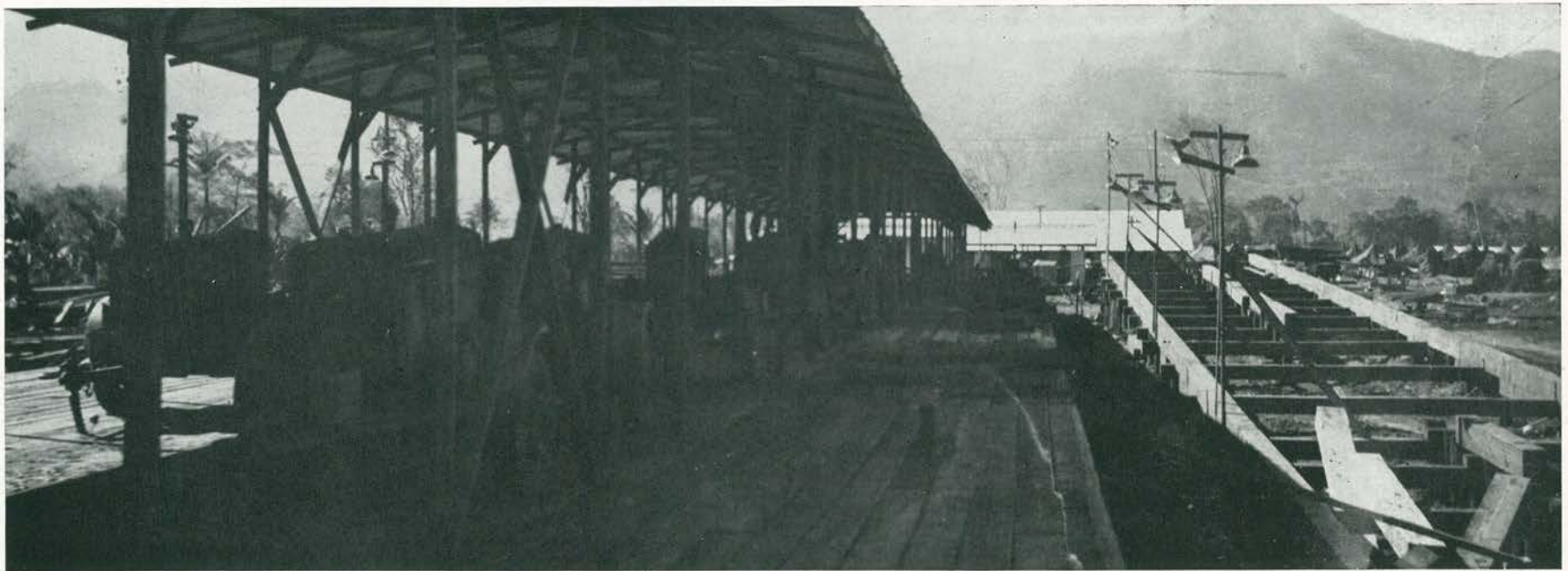


At left, the 411th recreation tent, and on Sundays, the church, where Chaplain Hays conducted religious services.
In the background are, right to left, the machine shop, yard shop, and electric power house.

The Shops and Docks

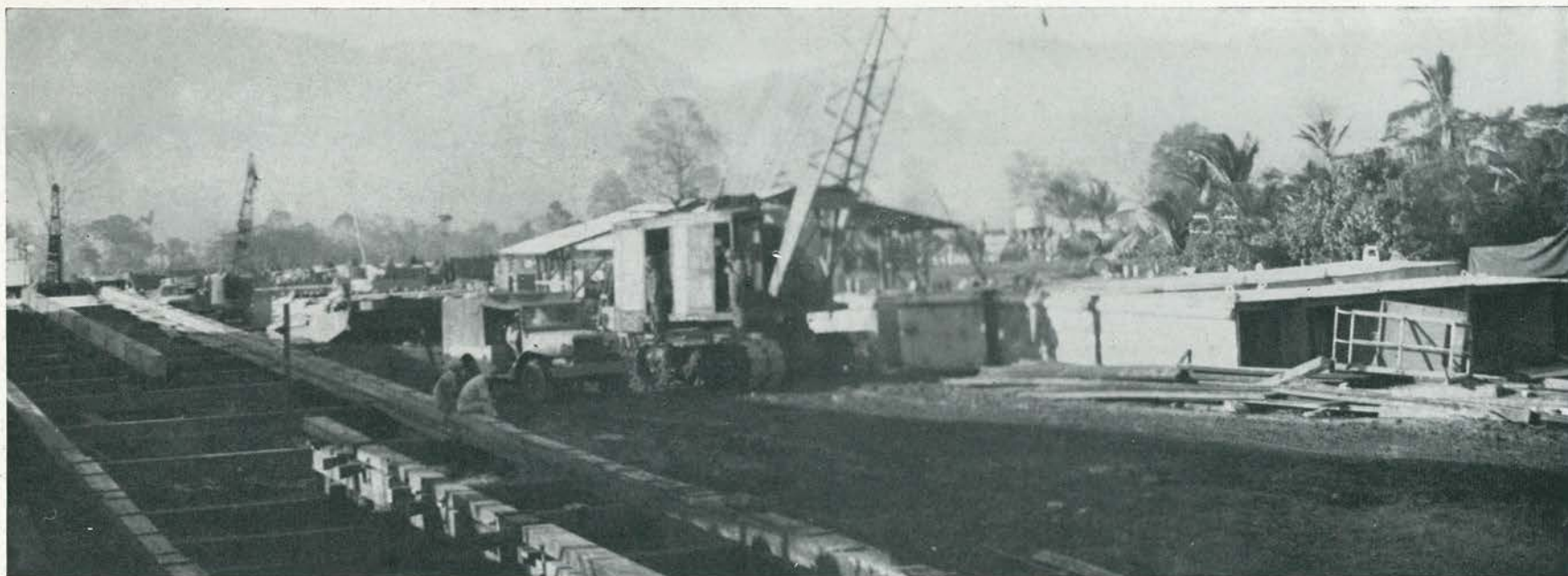


Constructing Way No. 1. In this work use was made of air drills and portable electric planers.
Most of the construction work was done by B and C companies.



Above: Some of the "Hobart" and "Lincoln" arc welders used in the LCT construction.
At the right, Way No. 2 nears completion. Note the flood lights.

Constructing the Ways

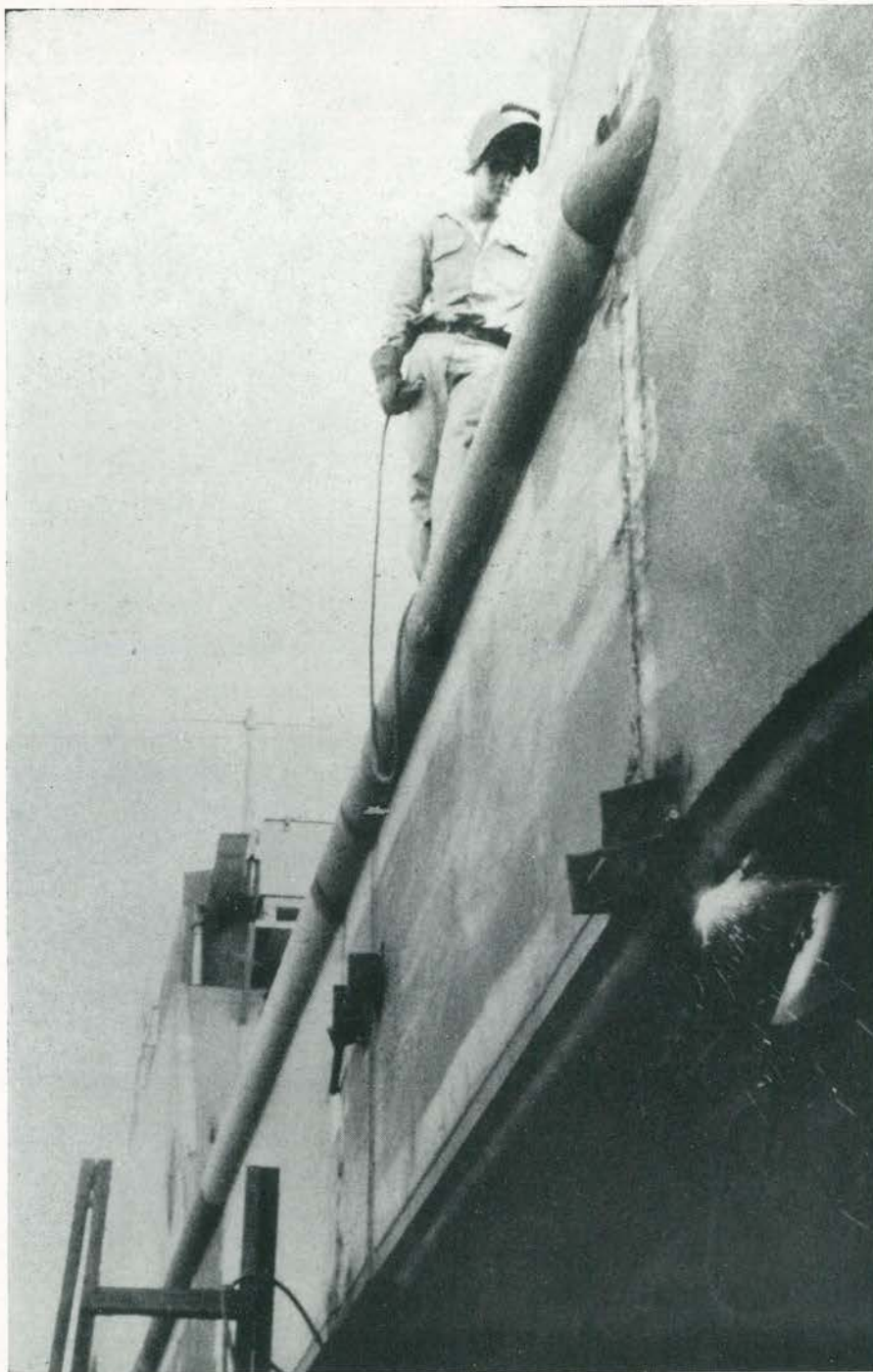


Way No. 2 nears completion, and LCT sections are about to be hoisted into position.
Note cranes positioning sections. This work was done by Co. D.

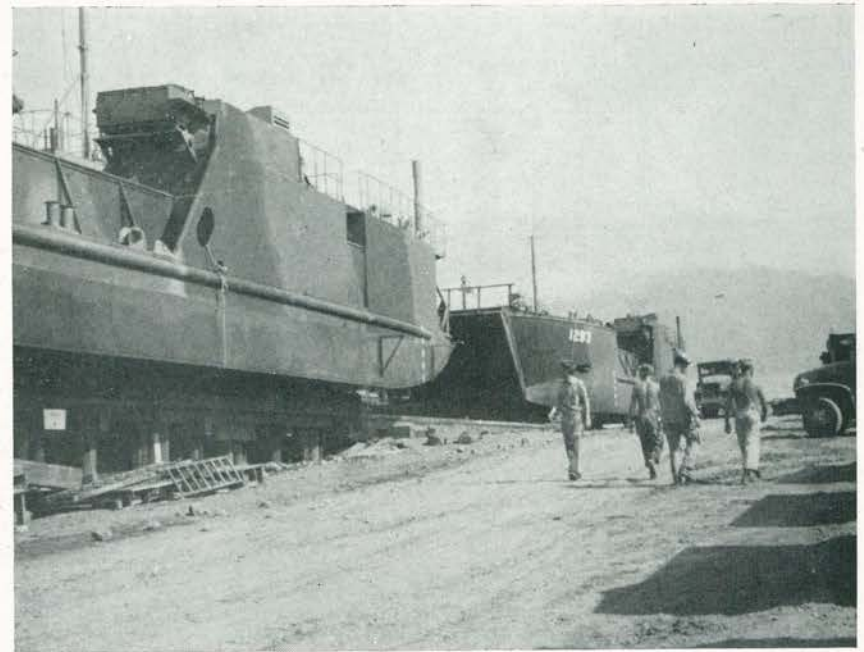


The LCT boat parts arrive and are placed in position on the ways.

Handling the LCT Barge Sections



The LCT sections are clamped together and welded.



LCTs nearing completion on Way No. 1.

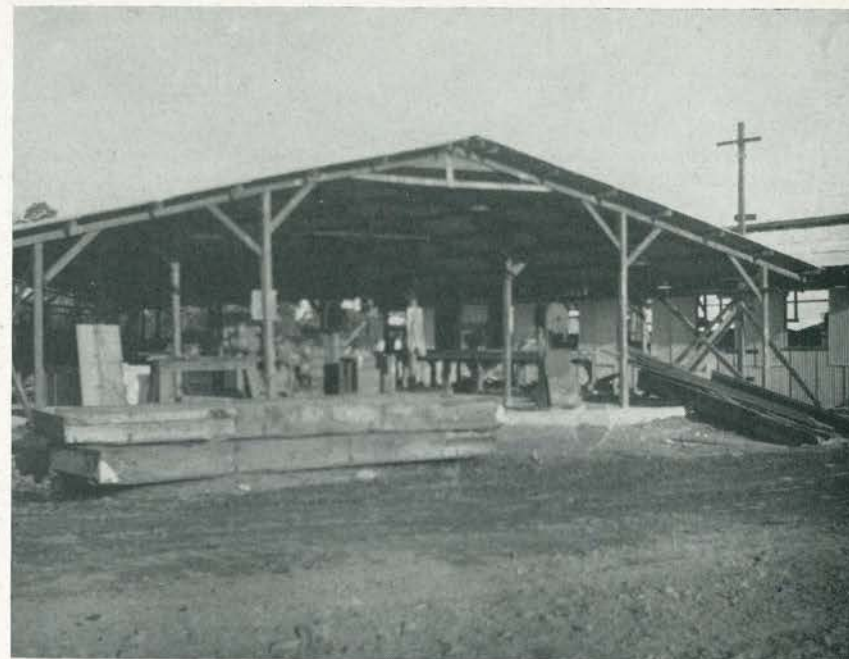


Stern view of LCT shows triple screws and rudders.

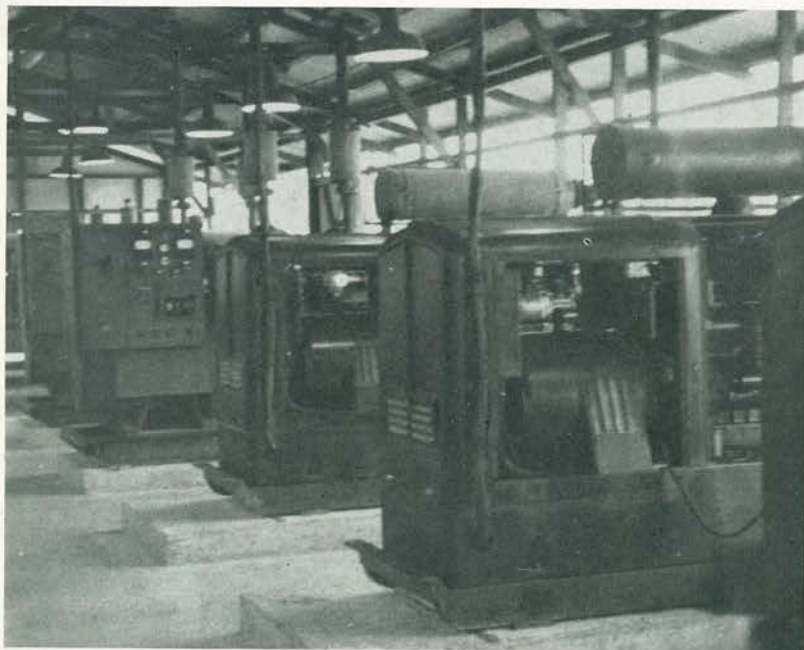
Assembling the LCT



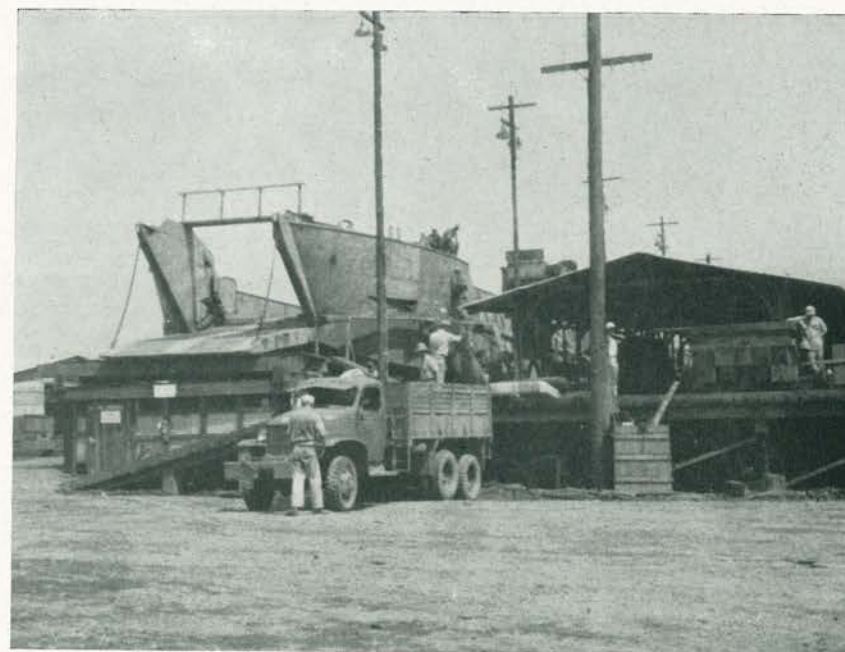
Inside the yard shop. The planer at left.



The yard shop, operated by Co. A of the 411th.



The 411 power house, operated by Co. A. Murphy and GM generators were used.

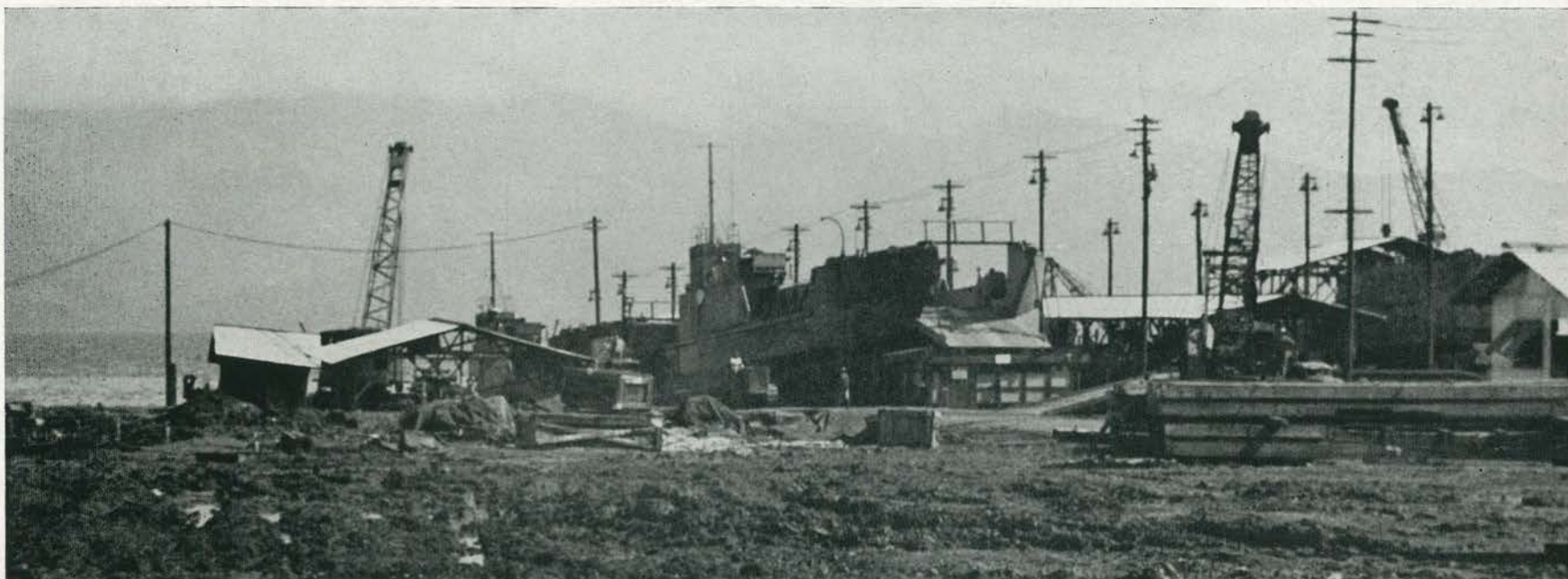


View of LCT with ramp down nearing completion on Way No. 2.

The Yard Shop and Power House



View of the LCT barge assembly area. The barges on Way No. 2 at left are nearing the launching stage.
Below, a close-up of the Way Section.

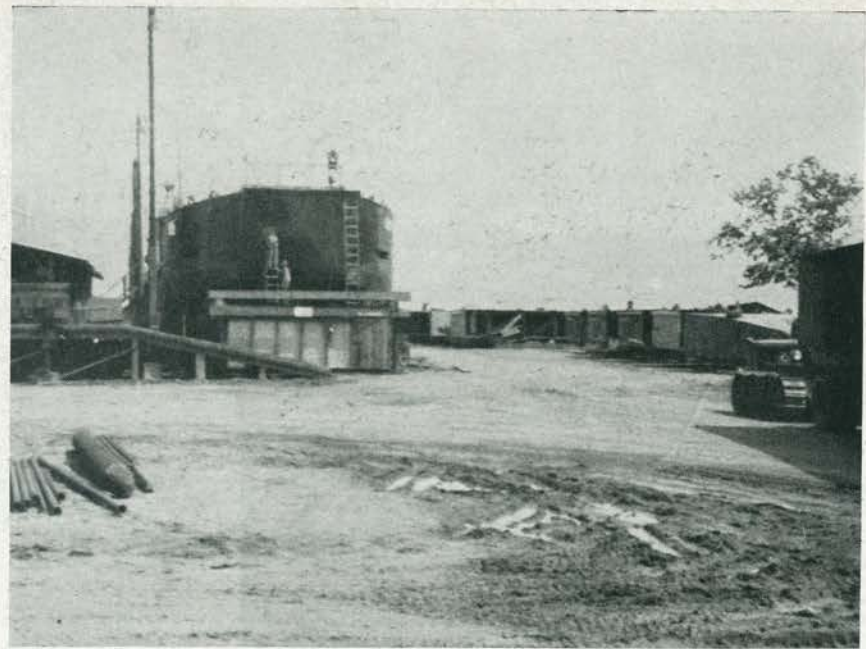


Work progresses on four boats simultaneously. The portable roof sections were placed over the boat to provide some shelter from sun and rain.

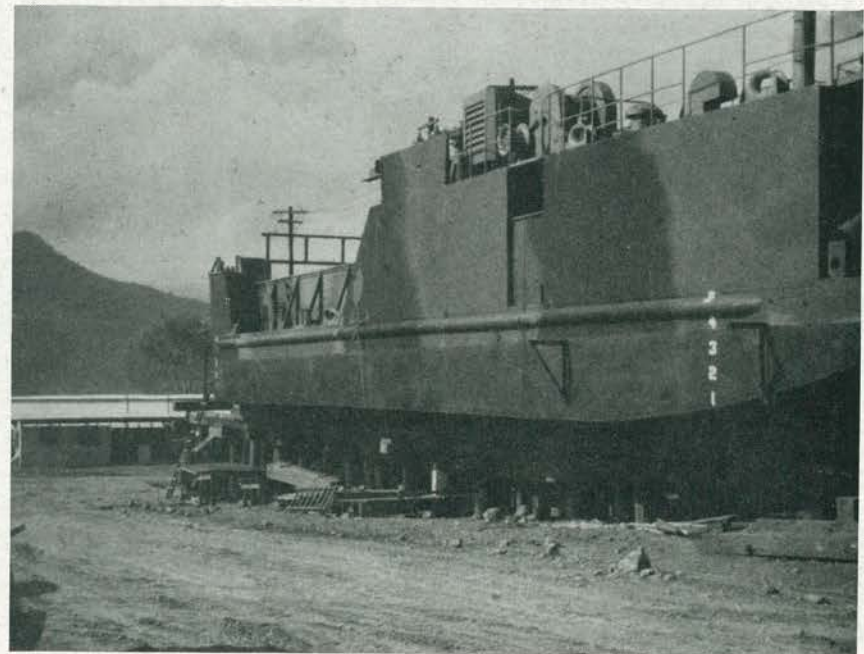
Constructing the LCT



View of deck of LCT, looking from ramp toward crews quarters.

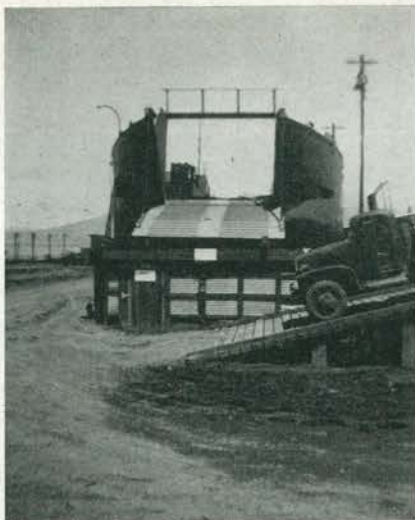


View of Way No. 1. Men at work on ramp.



View of LCT on Way No. 1. Note power winch to raise anchors.

Aboard and Around An LCT



LCT with ramp down.



No. 2 Way after the launching.



Ted Hoven on the ramp.



This fine photo by Frank D'Amato illustrates a momentous occasion in 411th history. The launching of the "Tremlin Gremlin", August 8, 1944. Miss Evelyn Barnhill, American Red Cross, sponsored the craft. Ensign J. G. Hamilton accepted for the Navy.

Launching the "Tremlin Gremlin"



The "Tremlin Gremlin" hits the waters of the bay.
Photo by Ted Hoven.

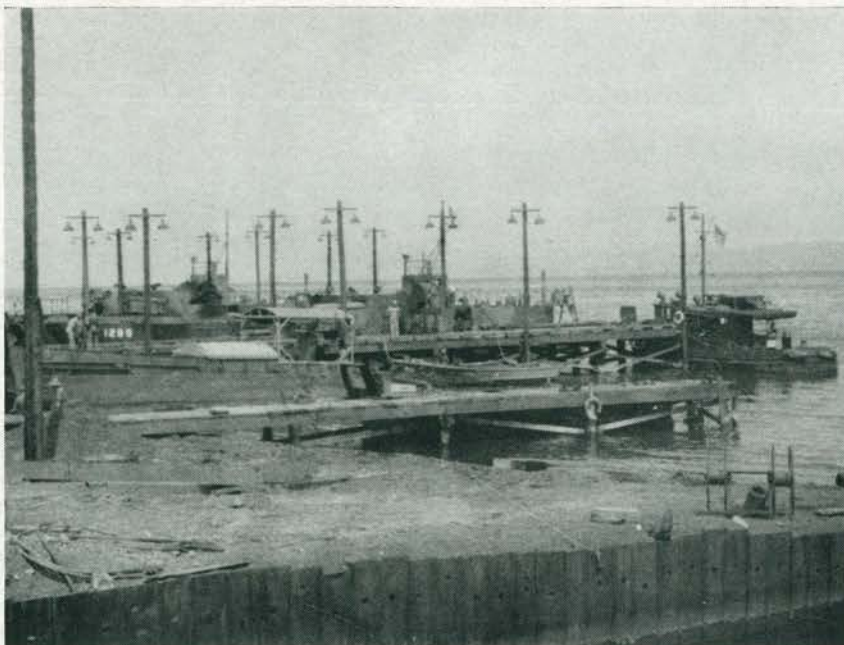


The "Tremlin Gremlin" at the fitting-out dock.

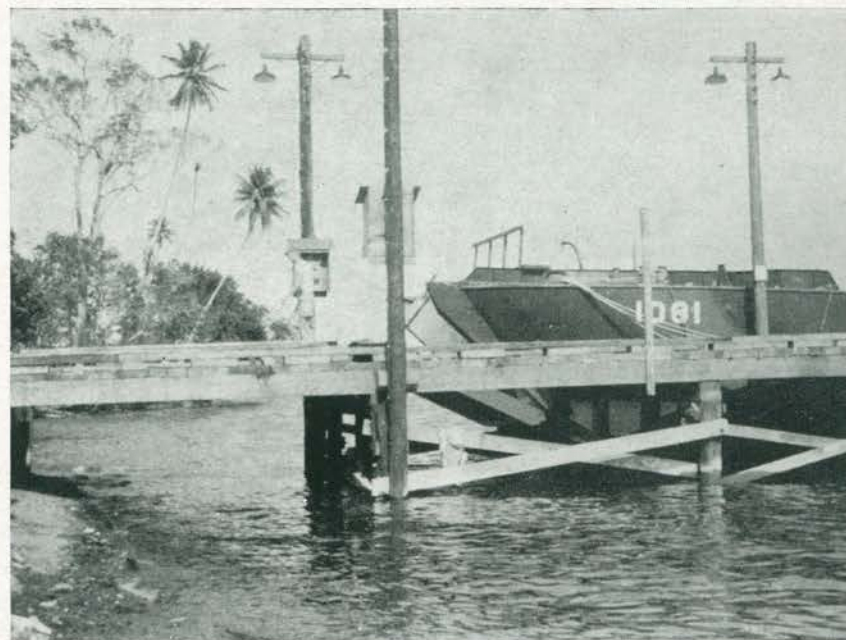


Miss Evelyn Barnhill smashes the champagne bottle
at a momentous occasion in 411th history.

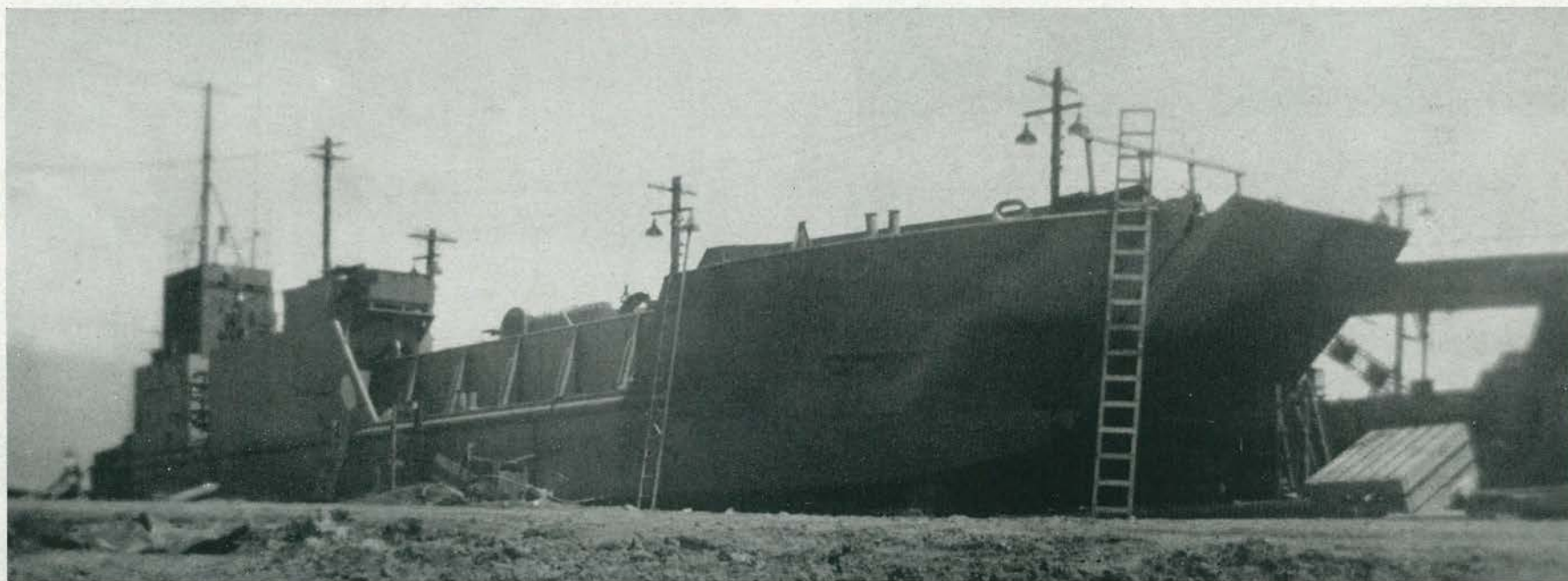
Launching the "Tremlin Gremlin"



The fitting-out dock for the 411th built LCTs.



LCT 1081 undergoing fitting-out at dock.



After the "Tremlin Gremlin" was launched, construction proceeded on the remainder of the LCTs, until the 411th "contract" was fulfilled.

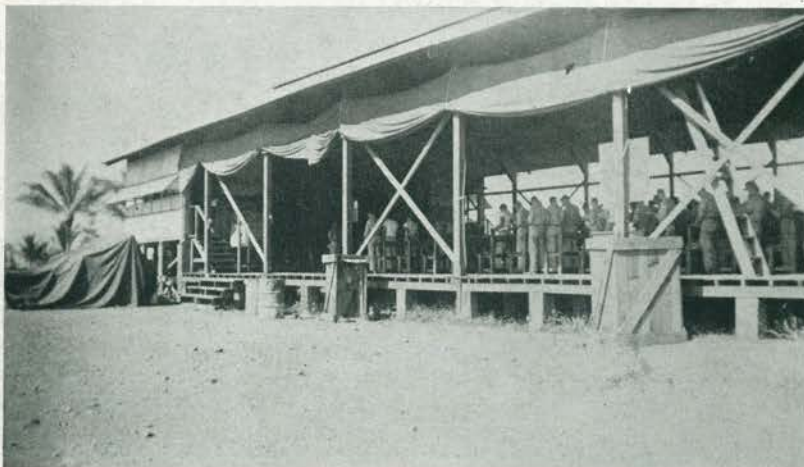
Construction on LCTs Continues



The 411th dispensary building.



Building the dispensary — New Guinea natives at work.



The 411th recreation hall, one of the last buildings to be built in this area.
Sunday services conducted by Chaplain Phillips.



The 411th headquarters, also a native type building.
These buildings provided natural air conditioning.



Some of the typical tropical scenes around the 411th camp are these views by Ted Hoven. Although the war had passed by, it had left its mark upon this wild outpost of nature. Soon the jungle will reclaim its own and the mark of man will pale into insignificance.



411th motor pool operated by Co. D at Milne Bay, New Guinea.



A few miles from our camp was located a native mission. These folks are in reality in a world of their own. However, they are taught to read and write by Australian missionaries.



The jungle was close to our door.



Below: A Liberty ship "Homeward Bound".

As We in Time Return To Our Homeland, We Shall Not Forget the Jungle That Is New Guinea

NAMES AND ADDRESSES OF FRIENDS IN THE SERVICE

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