

1946

Service record of the 145th Naval Construction Battalion, 1943-1944-1945

United States Navy

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SERVICE RECORD



SIBERIA

MANCHURIA

CHINA

SEA OF JAPAN

CHINA SEA

NORTH PACIFIC

ALEUTIAN ISLANDS

OKINAWA RYUKYU ISLANDS LANDED - APR. 2, 1945

OJAWO

MARIANAS ISLANDS

CAROLINE ISLANDS

MARSHALL ISLANDS

PHILIPPINE ISLANDS

NEW GUINEA

GUADALCANAL SOLOMON ISLANDS STOPPED - APR. 26, 1944

BANIKA RUSSELL ISLANDS ARRIVED - APR. 27, 1944 LEFT - MAR. 2, 1945

ESPIRITU SANTO NEW HEBRIDES STOPPED - APR. 22-24, 1944

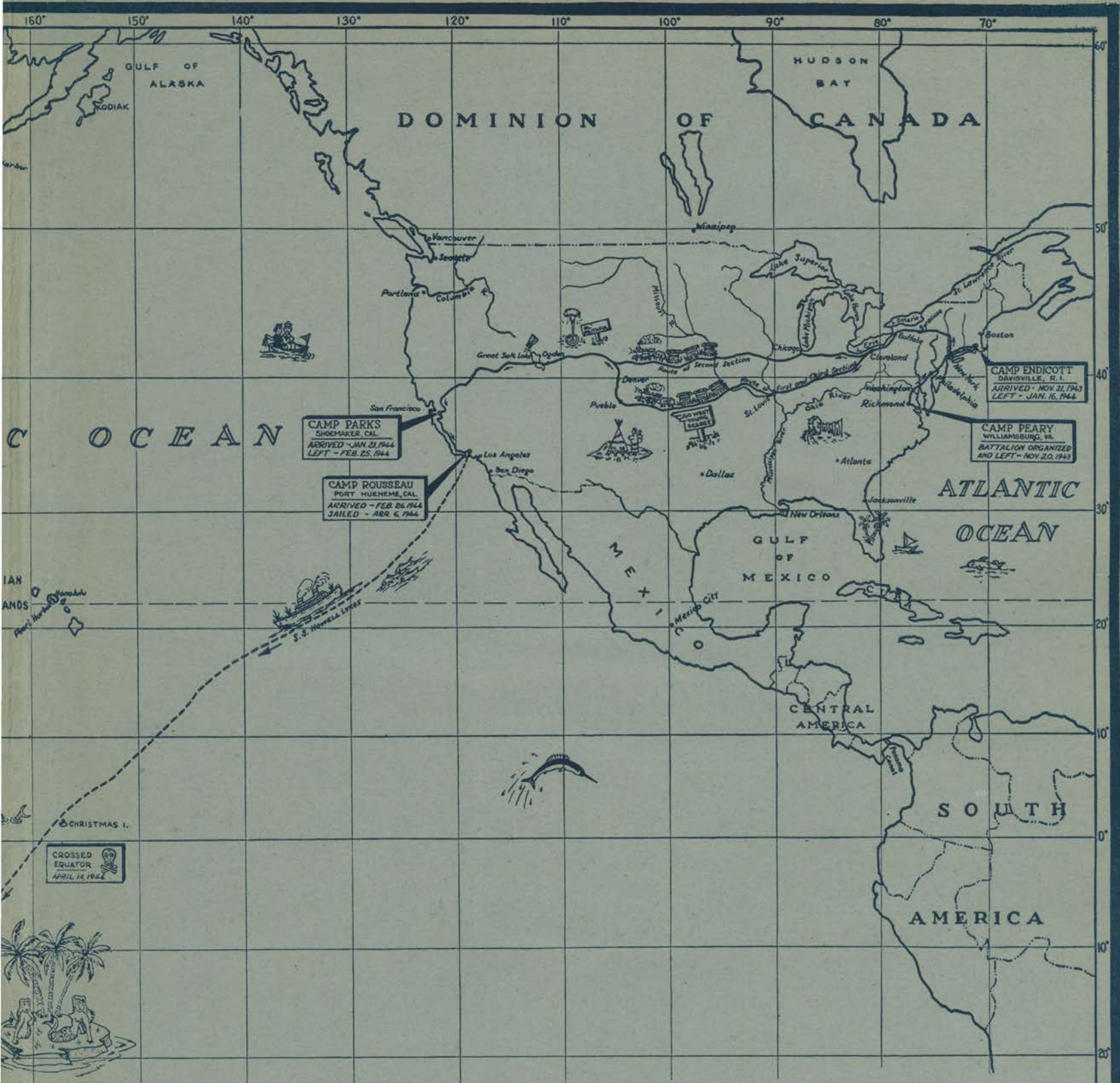
INDIAN OCEAN

AUSTRALIA

SOUTH PACIFIC

110° 120° 130° 140° 150° 160° 170° 180° 170°

60
50
40
30
20
10
0
10
20
30
40



TRAVEL ROUTE OF THE 145th N.C. BATT.

Officer-in-Charge: *CMDR. JOHN H. CAIN, CEC USNR*

Map prepared and drawn by *George W. Hofmann, Jr. CM46*



SERVICE RECORD

OF THE

145TH NAVAL CONSTRUCTION BATTALION

1943 - 1944 - 1945

ROONAG
OLLEUP
YRIAPALI
EM ROONAG

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

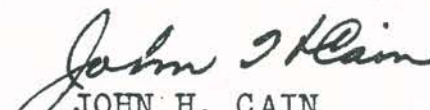
From: Officer-in-Charge.

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

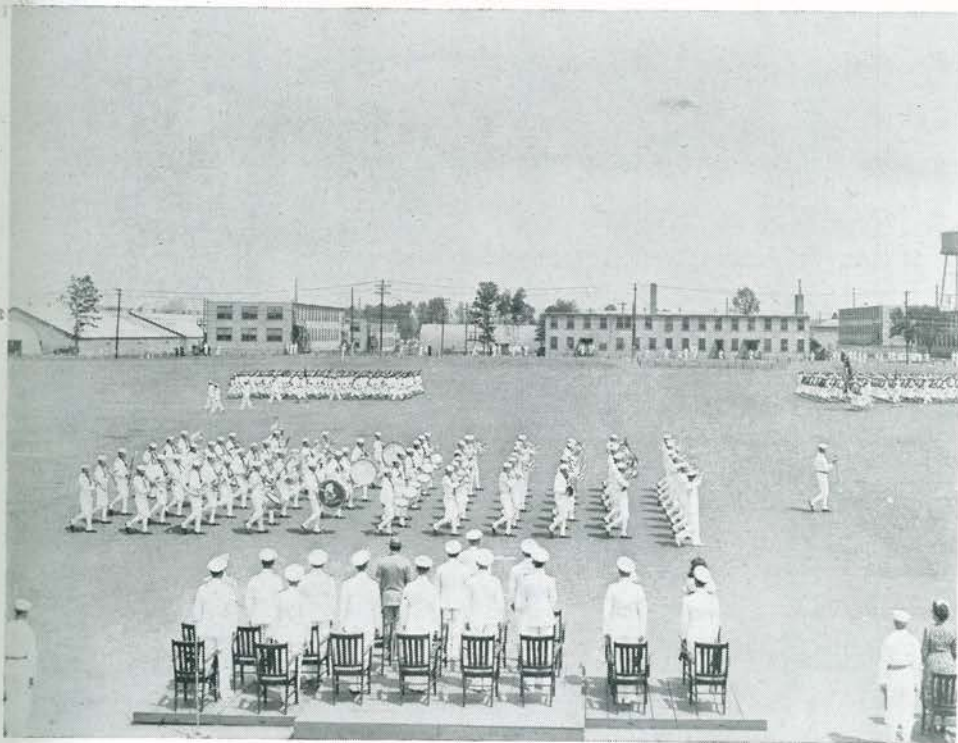


As the sunrise dispersed the chill early morning mists from over Camp Peary, Virginia, on the morning of 15 November, 1943, a momentous event was in the making. Old Doc Stork circled thru B-10 area, hopped into Replacement, dipped thru Ship's Company area, and laboriously dumped his mountainous load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

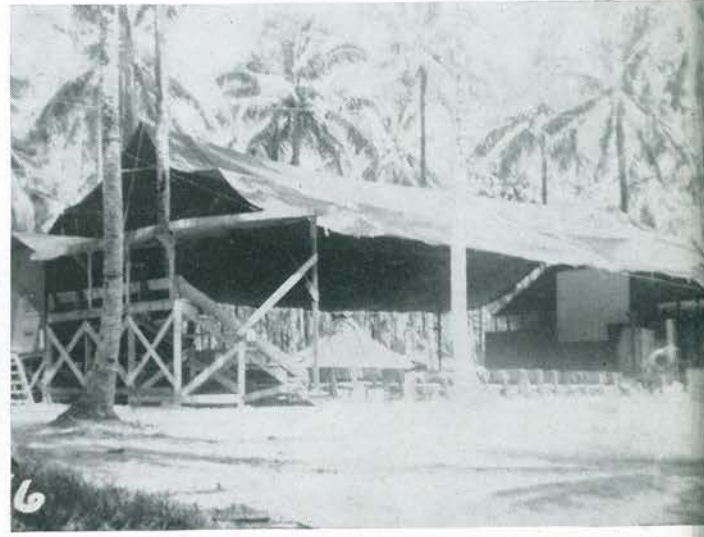
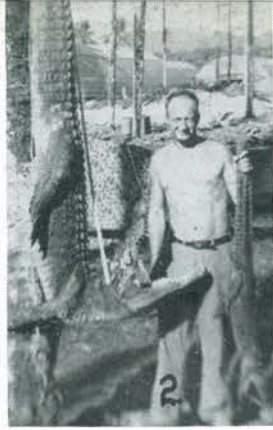
BANIKA VIEWS



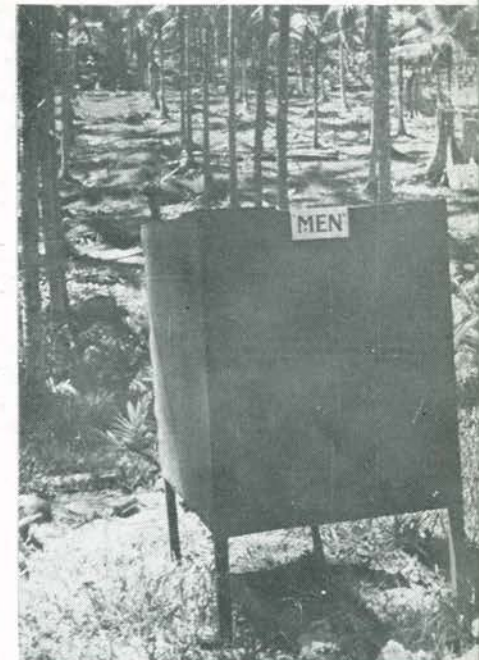
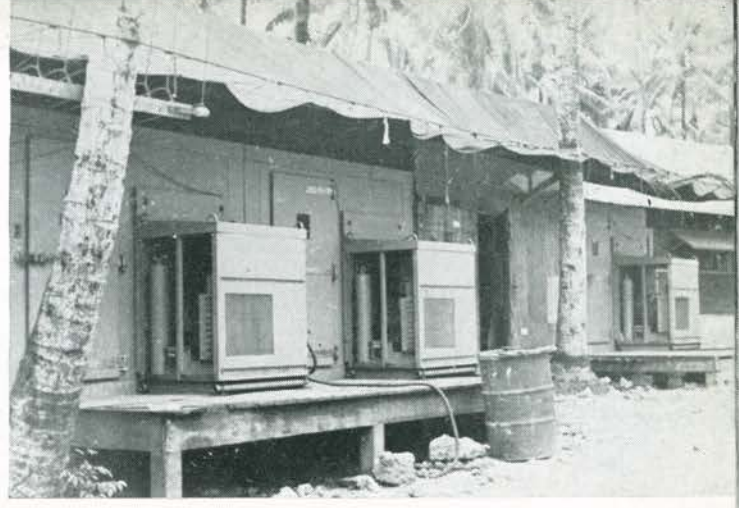
(1) Banika Beach; (2) Malaria Control; (3) ???; (4) Red Cross Club; (5) Malaria Control and helpers; (6) W. R. Markotay dressed formal; (7) Chiefs Ewan, Turner and McKensy pose; (8) Chief Turner's cocoanut heads; (9) Chief Turner and friend; (10) E. F. Wood and Barracuda; (11) L. B. Jolls; (12) Publicity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



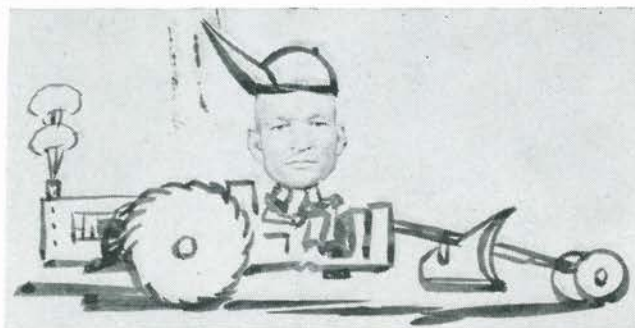
(1) Sailing in the Solomons: Officers Hewett, Engerran, Laity, Harrison, Cruse and Morgan; (2) Bar Room Art by Nowak; (3) Seabee Shower; (4) Schneller and friend; (5) Nastasi, "Veronica Lake" of the South Pacific; (6) Bailey and Bulldozer; (7) Welder Brockson at work; (8) Homesick?? (9) Herb Muhs congratulates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



(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.



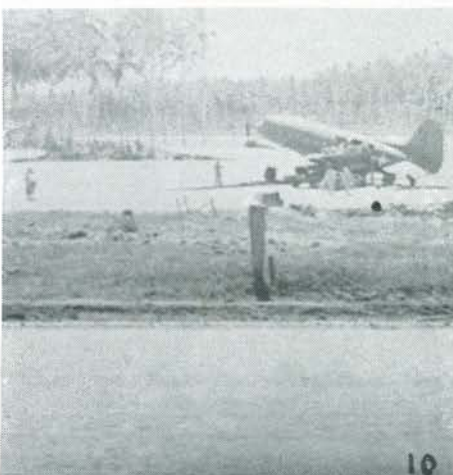
fingers, but even so, 48 men made "experts" by firing over 175. Executive Officer Lt. Cmdr. (then lieutenant) R. E. Harrison led the field of experts with a score of 185. Nestor P. Robinson was a close second with 184.

BATTALION IS COMMISSIONED

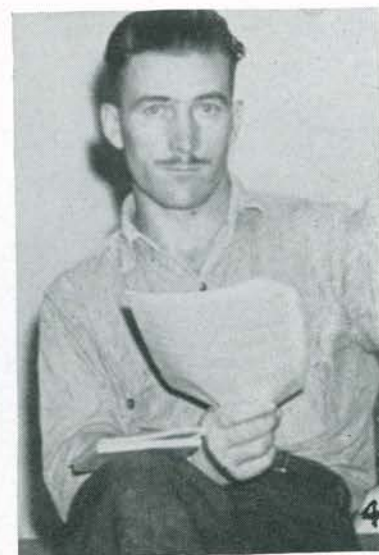
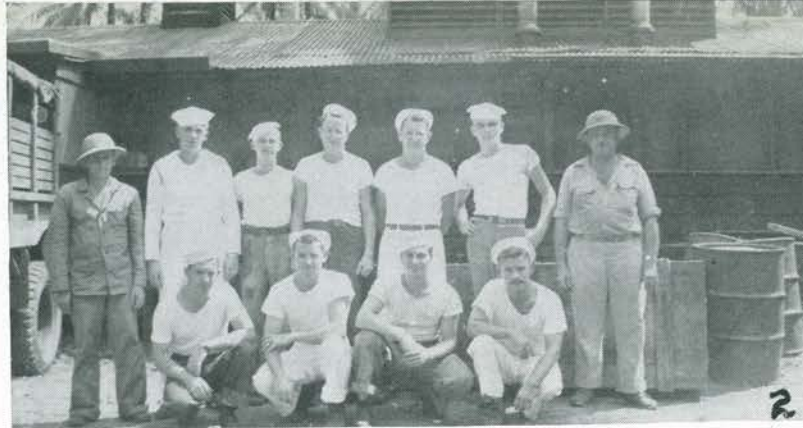
On December 17th the first issue of the battalion's official newspaper



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,



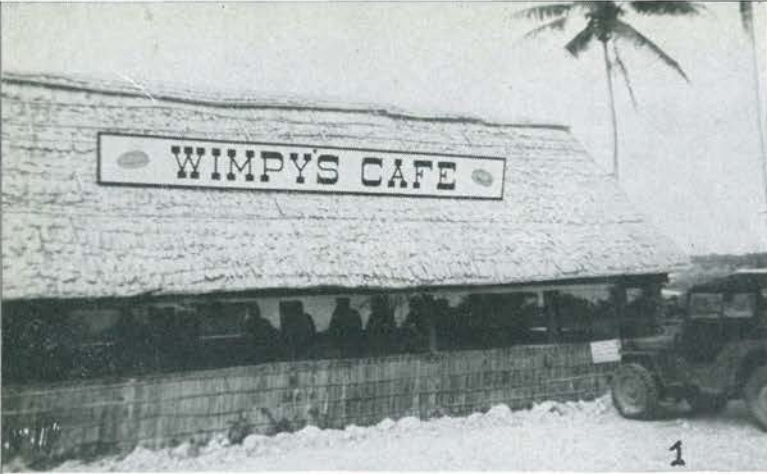
(1) Carpenter Shop; (2) C. R. Richards and Airacobra wreck; (3) Mailmen McGuirk, Hines and Aspinall; (4) Cooks and Christmas turkeys; (5) Hyde Park; (6) McShea and coconuts; (7) Foxhole; (8) C. L. Shook at Red Cross canteen; (9) P-38; (10) McGee, Logue, Nesgoda and Menard with "captured" Jap flag; (11)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



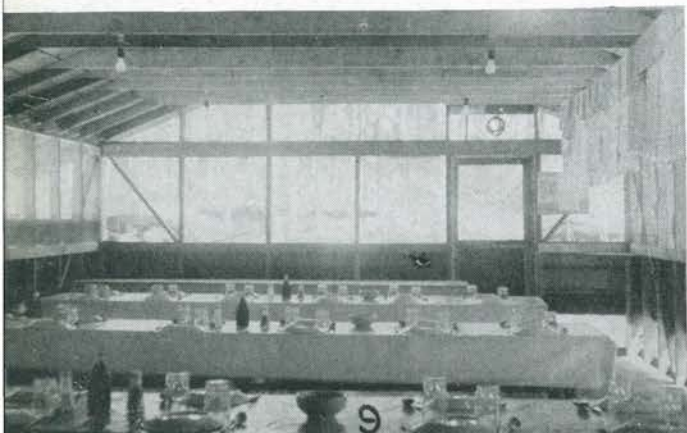
(1) Lt. Carey L. Cruse; (2) Just a bunch of publicity hounds; (3) Chaplain Ivan Hoy; (4) New Banika galley; (5) Pettit and Keefe and foxhole; (6) Jungle flower; (7) Songbirds Judd and Boehler; (8) Recreation Hall; (9) Leibek and Knight grin for cameraman; (10) Galley gang; (11) "Jap-Hunters" Bromlow,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



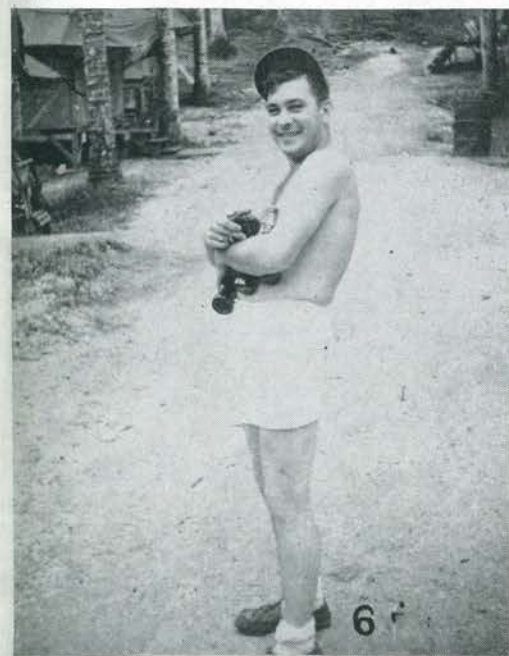
(1) Chief Carpenter L. J. Adams and Marine sons, Lt. Fred and Pfc. Gene; (2) Pete Chwalyk; (3) Beach Scene; (4) Tough Mutton; (5) Clyde Brandt and feathered friend; (6) For that play Whitney and Walsh should both be out; (7) Bowman and BAR; (8) "Man Mountain" Meister threatens Photographer Nowak; (9)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



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



(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".

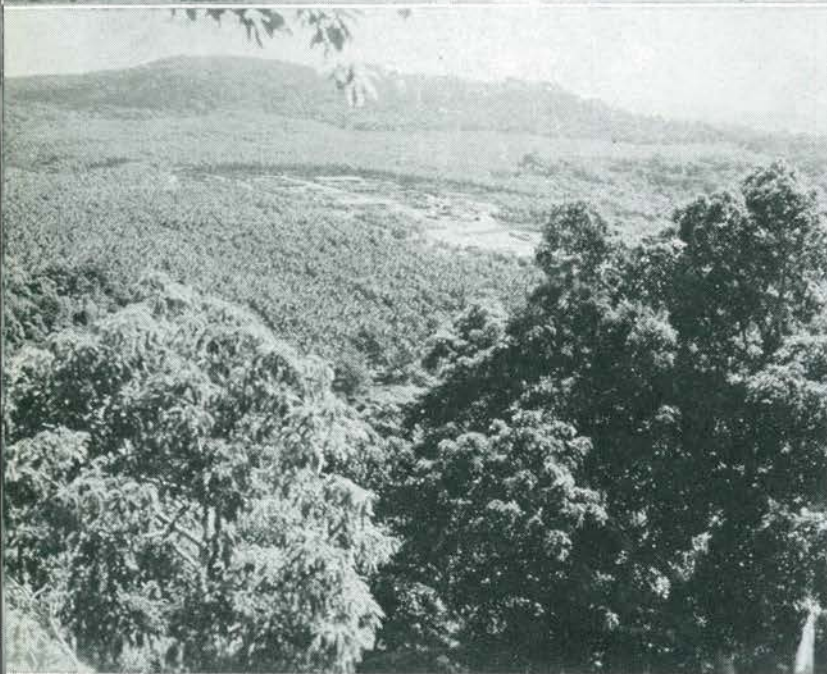




SOLOMONS NATIVES



NATIVE VILLAGE



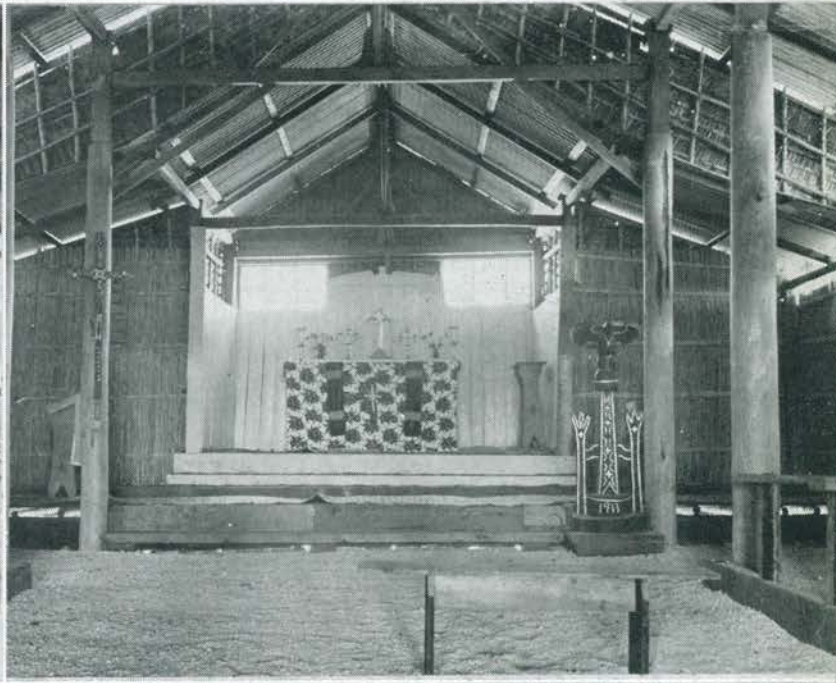
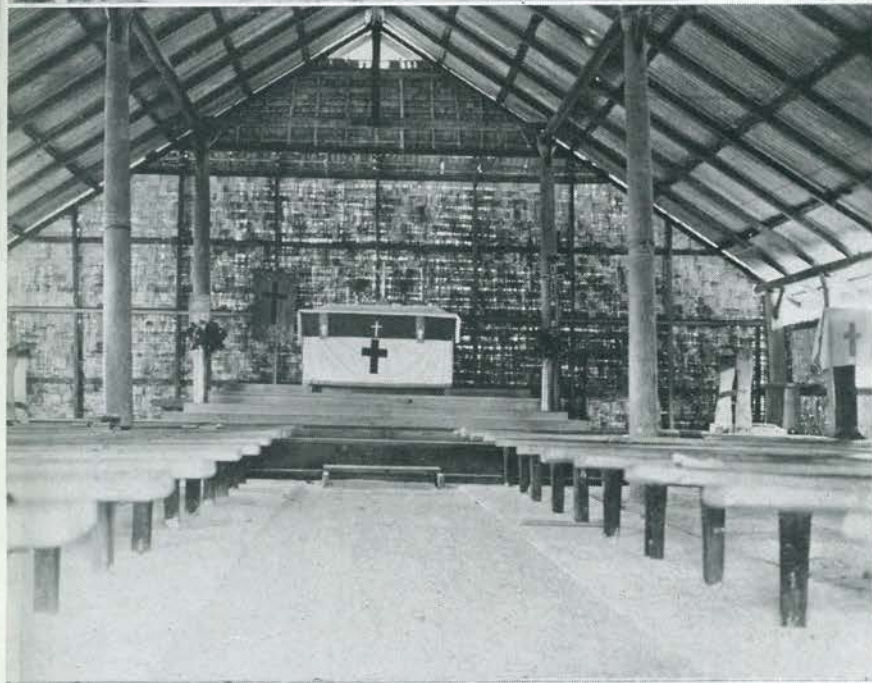
SCENIC BANIKA



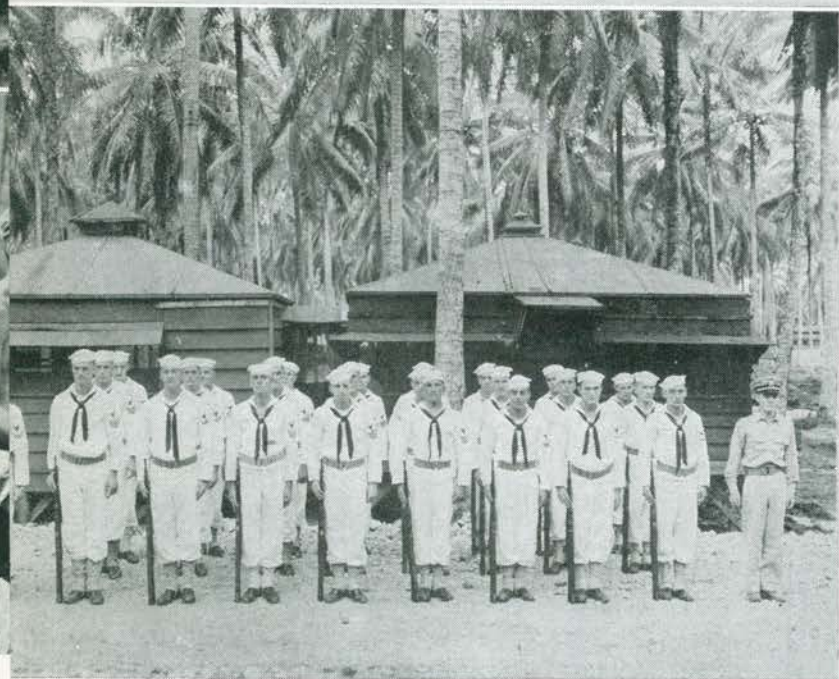
SCENIC BANIKA



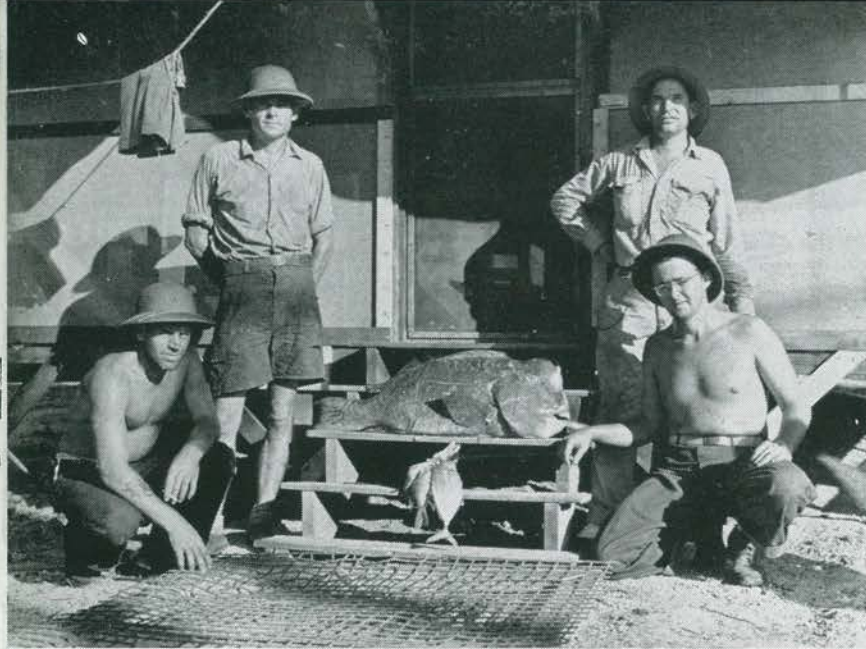
Upper left, on the line; upper right, in the butts; center left, "Ready on the right; ready on the left . . . ; center right, cleaning weapons; lower left, mortar team; lower right, students of the machine gun.



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.

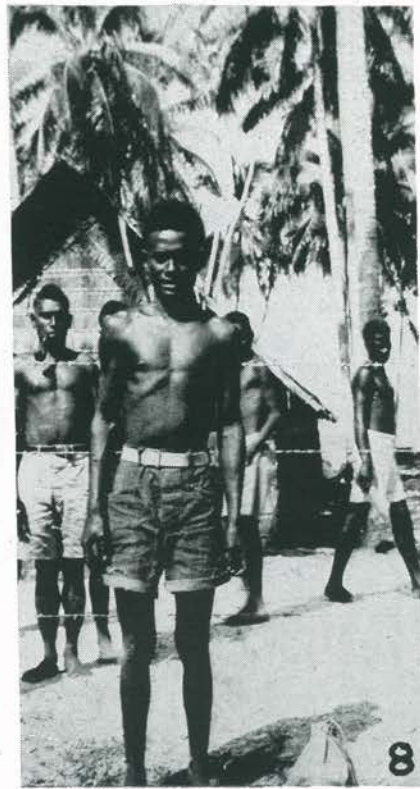
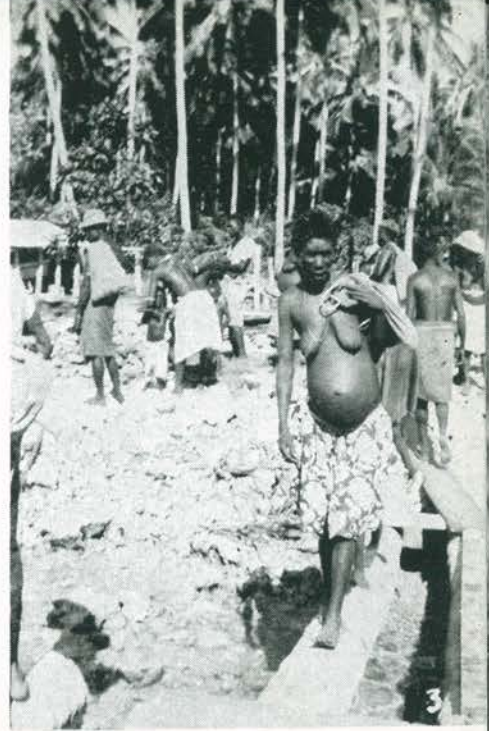


Upper left, Fishermen Weathers, Dobkins, Paradise and Jones with catch; right, The medics: Corpsmen Stillwell, Friel, Herrington, Walsh, Hammer, Carlsen, Frankowski, Barron, Regnery and Mairose; and Chief Pharmacist Mate Taylor, Doctors Ewald, Megna and Krulevitz; center left, Storekeepers Tyrell, McCrave 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.

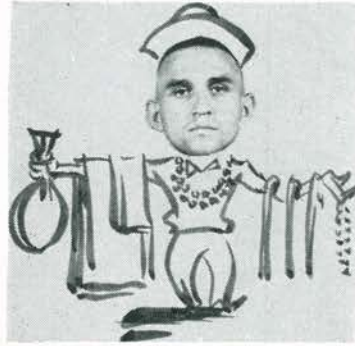


ABCD AT BANIKA



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.

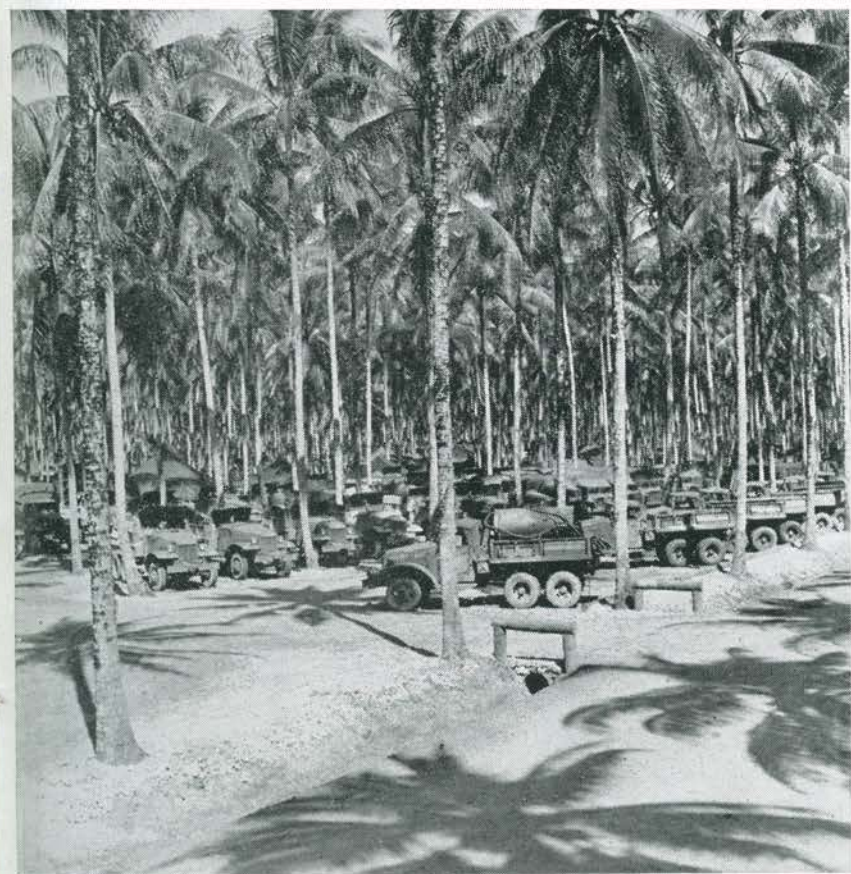
Reminiscent of Banika and the old camp is this scene of the canvas-topped theater, with the ever-present oil drums in the foreground.



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

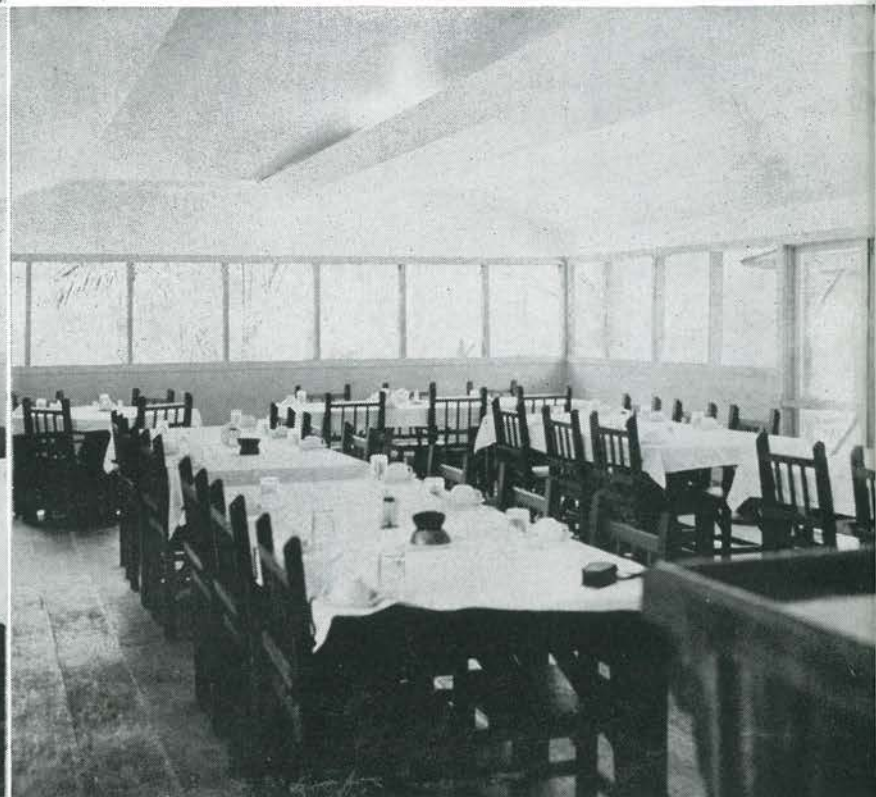
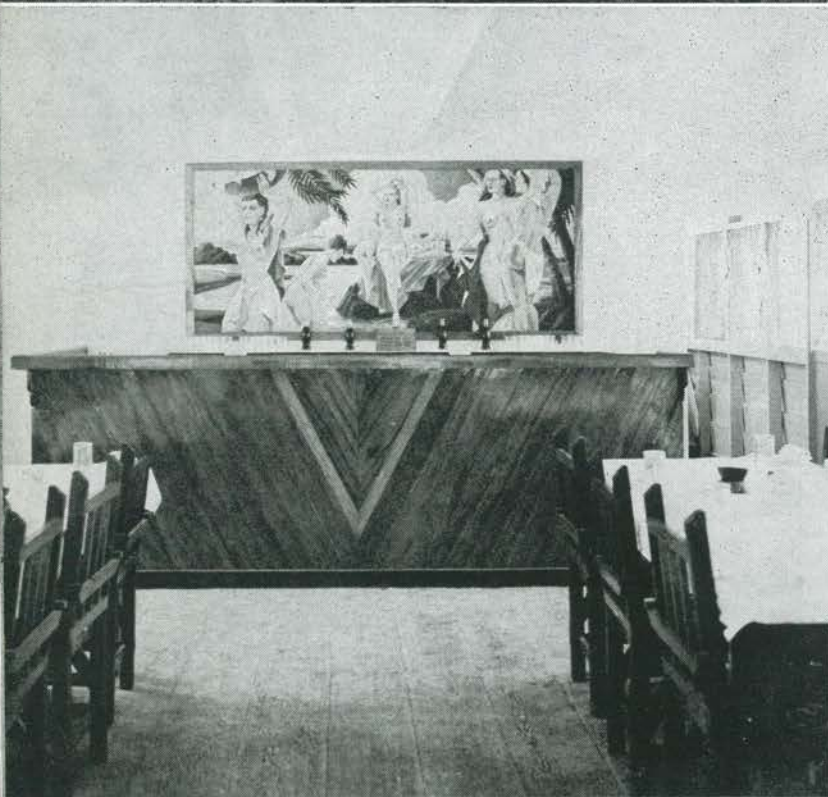
Upper left, Park Avenue; upper right, Supply; lower left, Transportation; lower right,
Sick Bay.

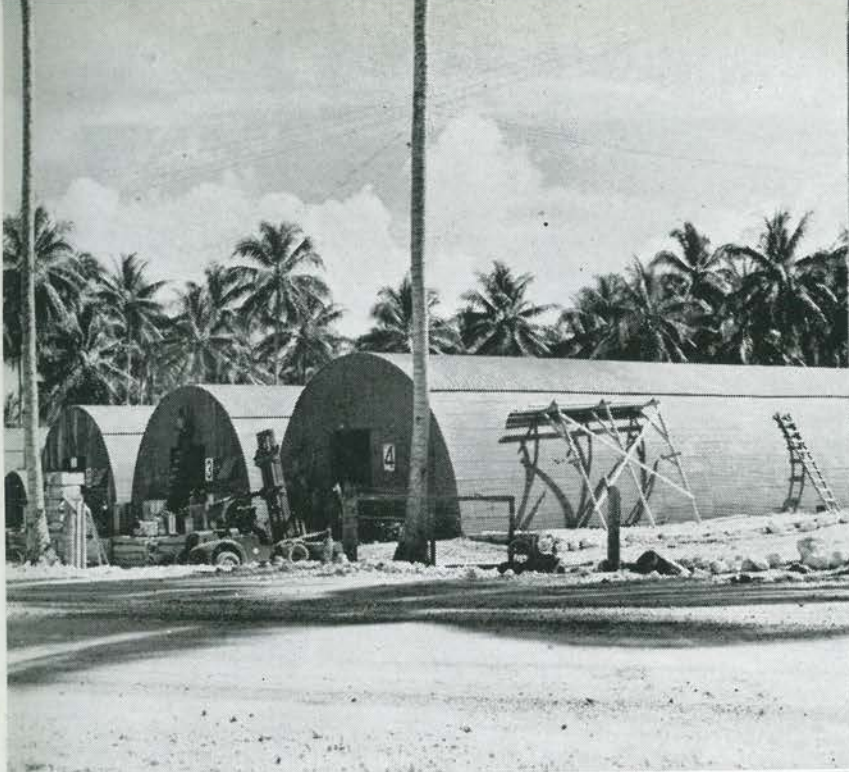


OFFICER'S CLUB, BANIKA



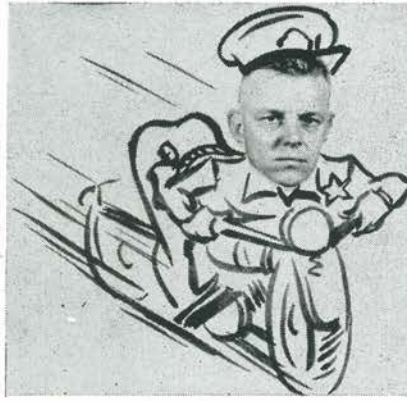
Elks Club, cocktail lounge, and dining room rolled into one, is the 145th Officer's Club. At left an exterior view of the Banika establishment. Center left, the bar; center right, the dining tables. Lower left, a friendly game; lower right, Christmas party.





WAREHOUSE CONSTRUCTION

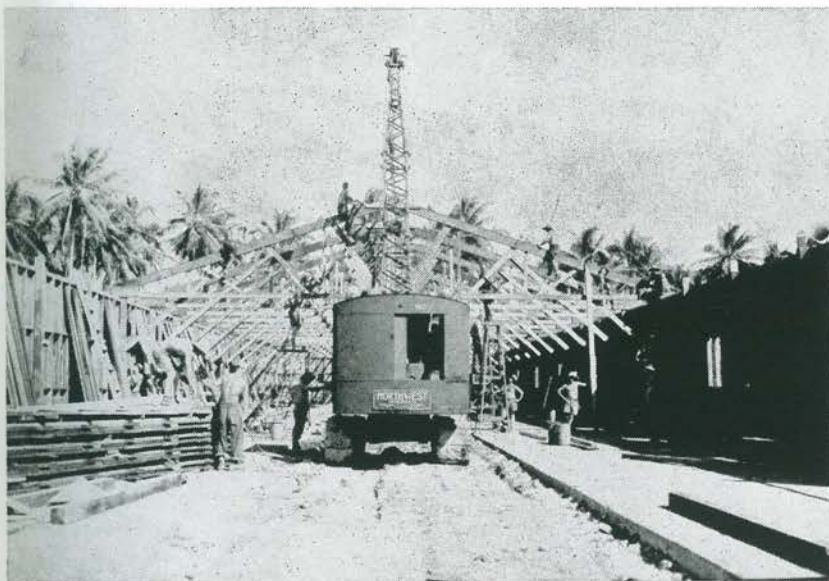
Through practice, the 145th became almost perfect in warehouse construction on Banika. Here are shown typical examples of 145th work. Upper left, the quonset warehouses and concrete loading docks built at the Naval Advance Depot; a Marine ordinance warehouse going up; left center, laying the floor, right,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

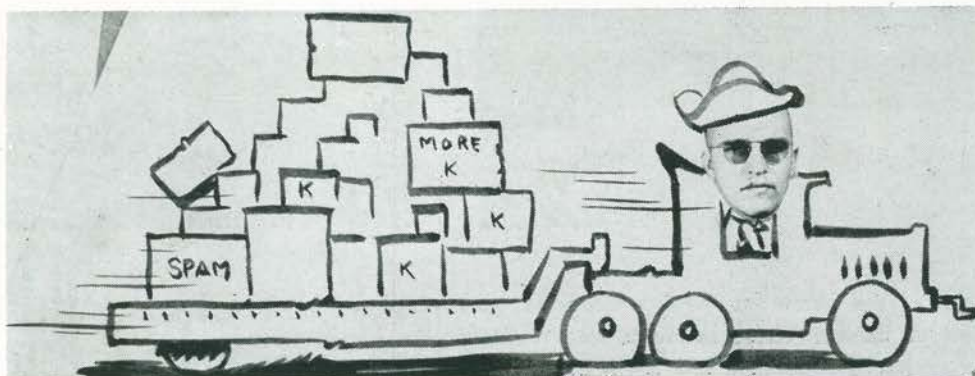


Pictured here are some of the numerous giant warehouses constructed by 145th builders over the island of Banika. These buildings were built for the Marines to house equipment and supplies.

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.



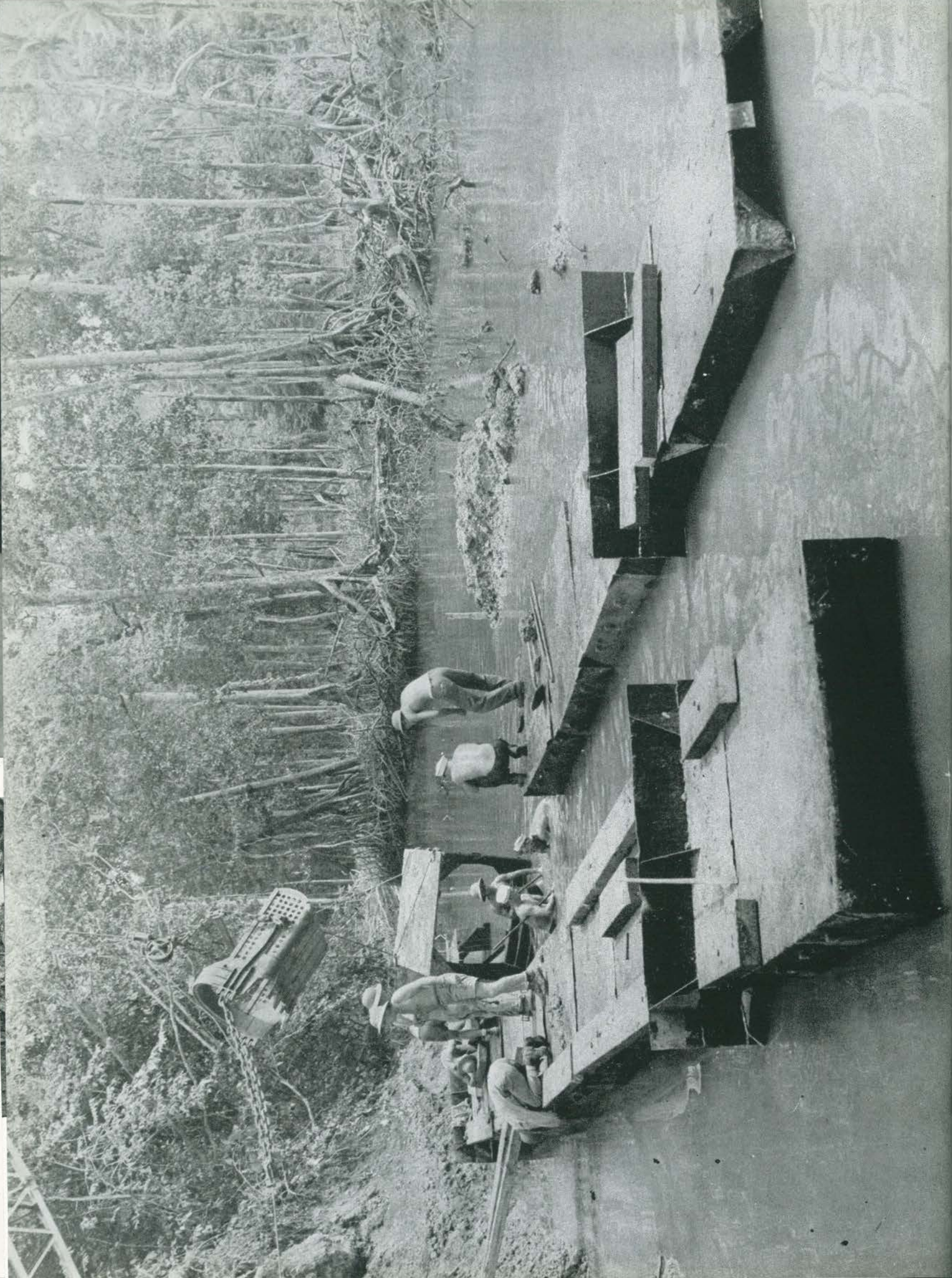
KENTUCKY ROAD

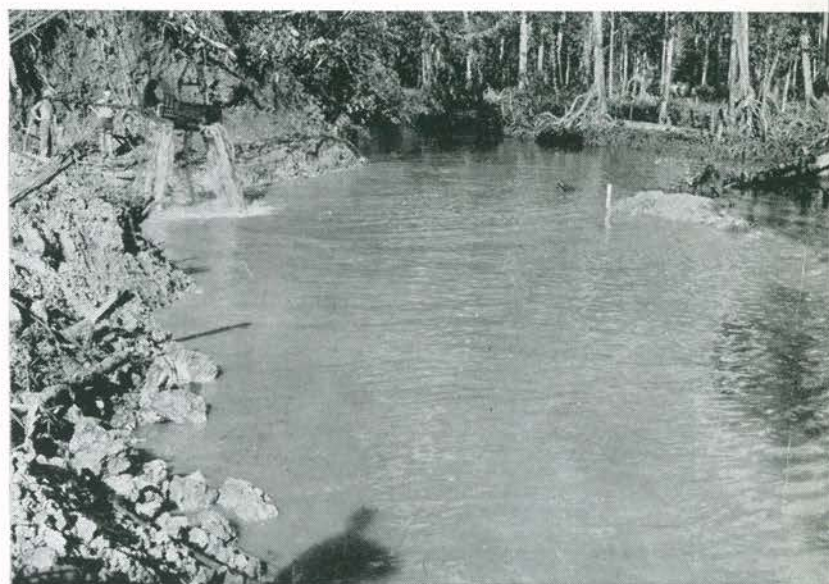
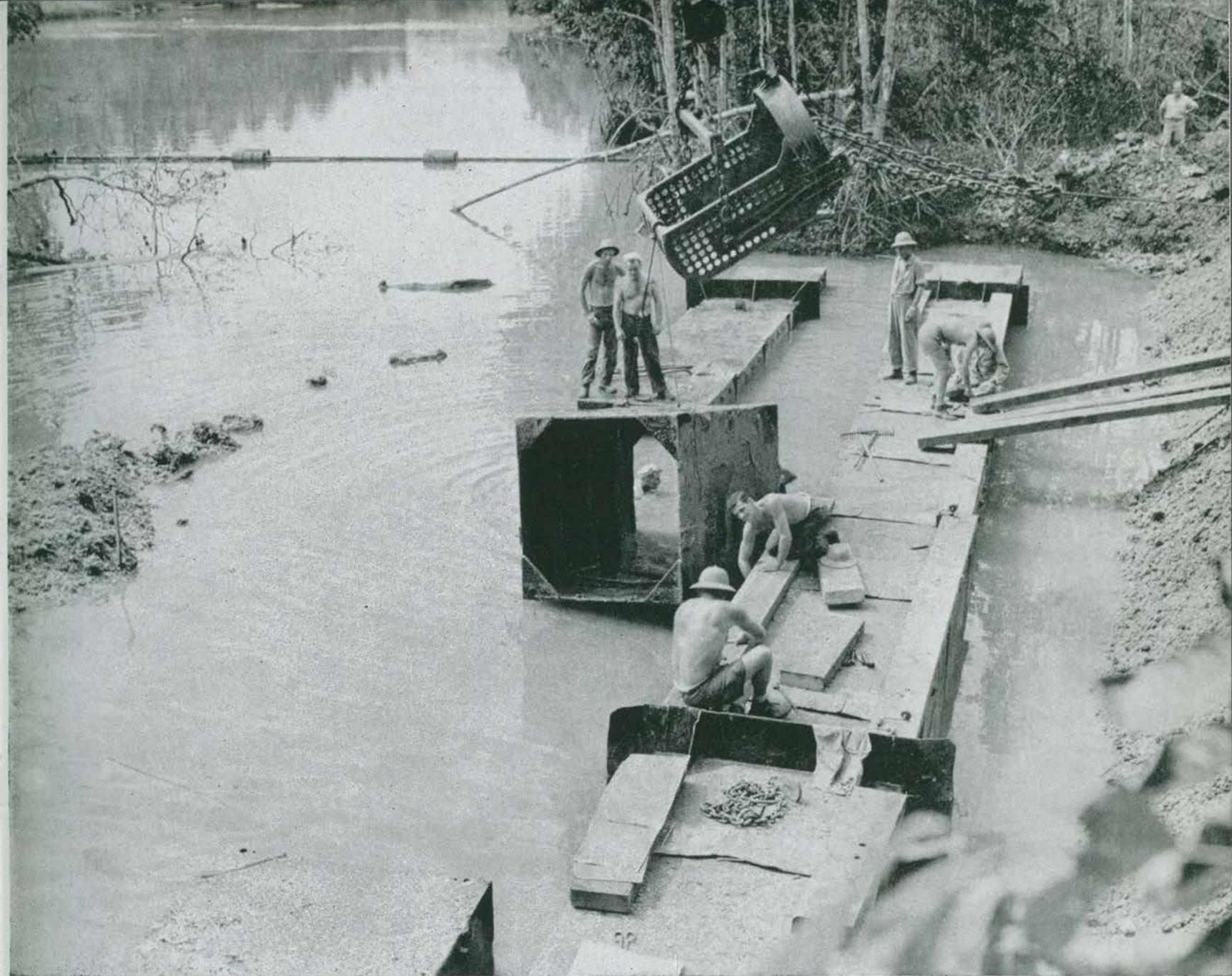
Pictured here are three views of the Kentucky Road relocation job which entailed clearing a pathway thru a swampy cocoanut plantation, building a solid foundation and hauling in coral to build a new gleaming white roadway.



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



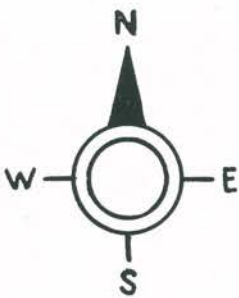


REYNARD SOUND

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

Sunlight Field

x "KATURA" A.R.C.

STAG ONE

Green Beach

145th N.C.B. ABCD

LCRB

RENARD SOUND

Blue Beach

x A.R.C.

ARSD

Renard Field



ORIGINAL AREA OF 145th N.C.B.

NAB

x "WIMPY'S"

4th BASE DEPOT

HUI

LINGATU COVE

PAD #2

CUB 12

Memnui Point

Lingatu Beach

Yellow Beach

MOB 10

BANIKA

Most of us bedded down on the ground that night, but not many slept, for the jungle, which crept into the coconut 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 coconuts 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-created, 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

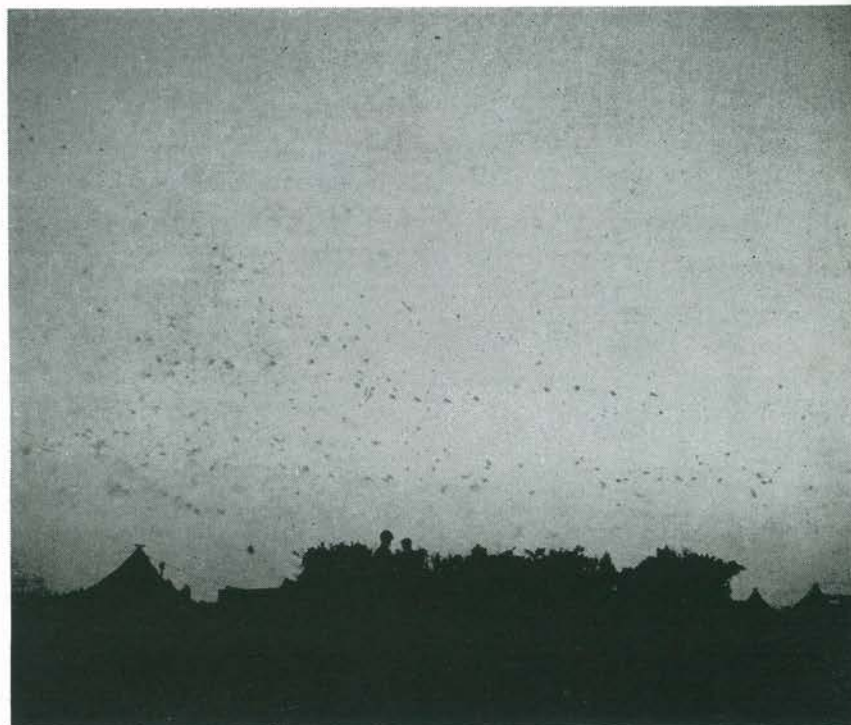
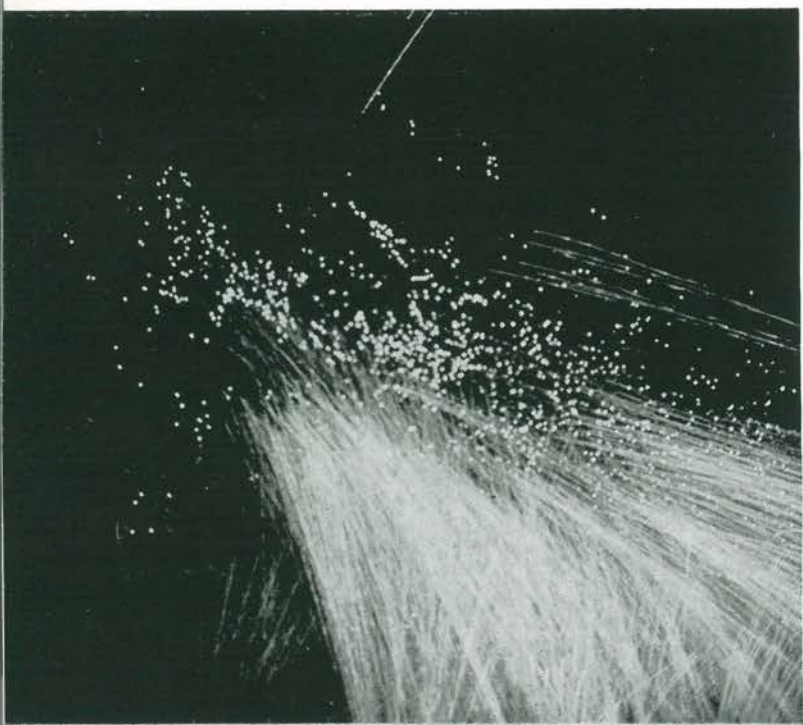
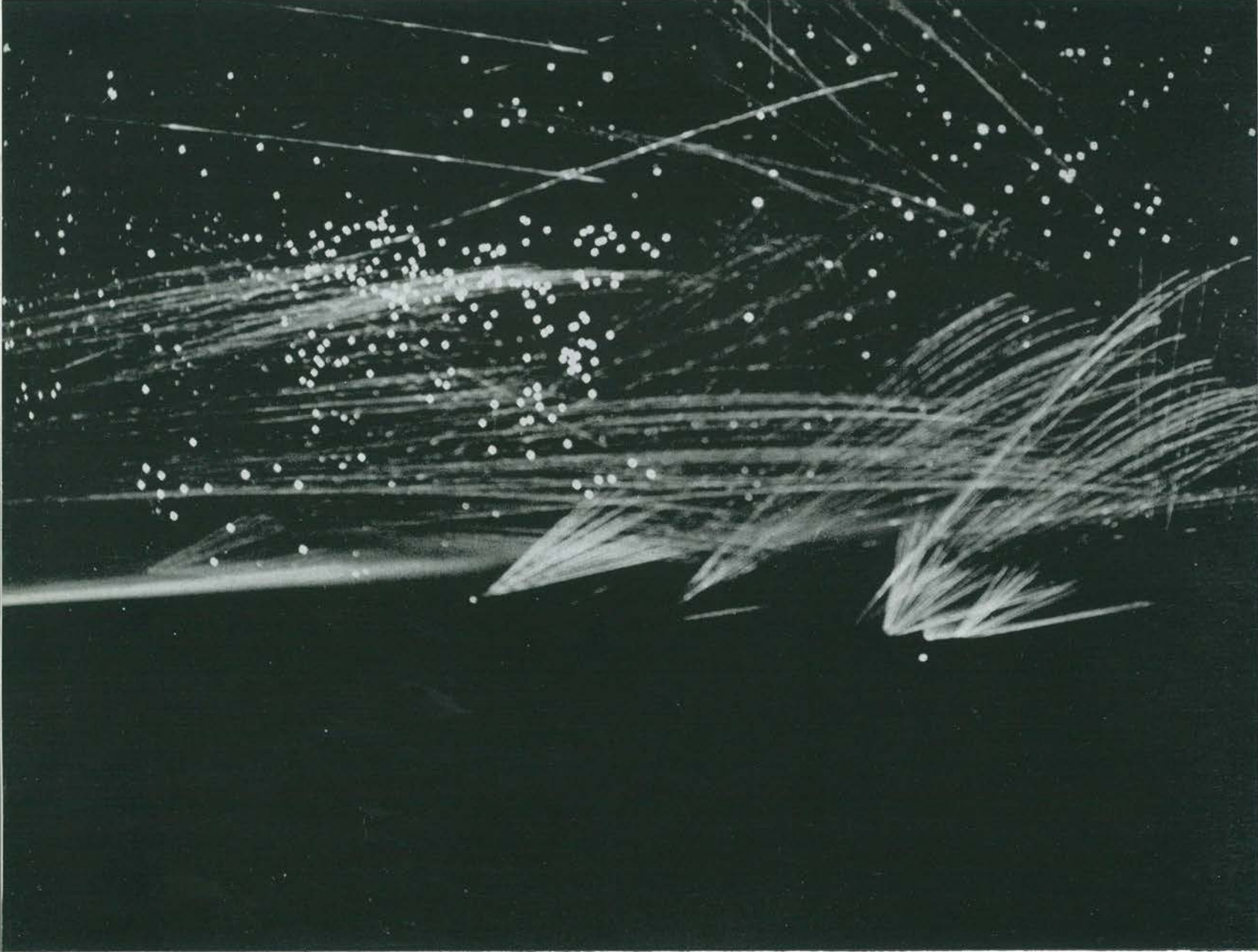


NOUWAK



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

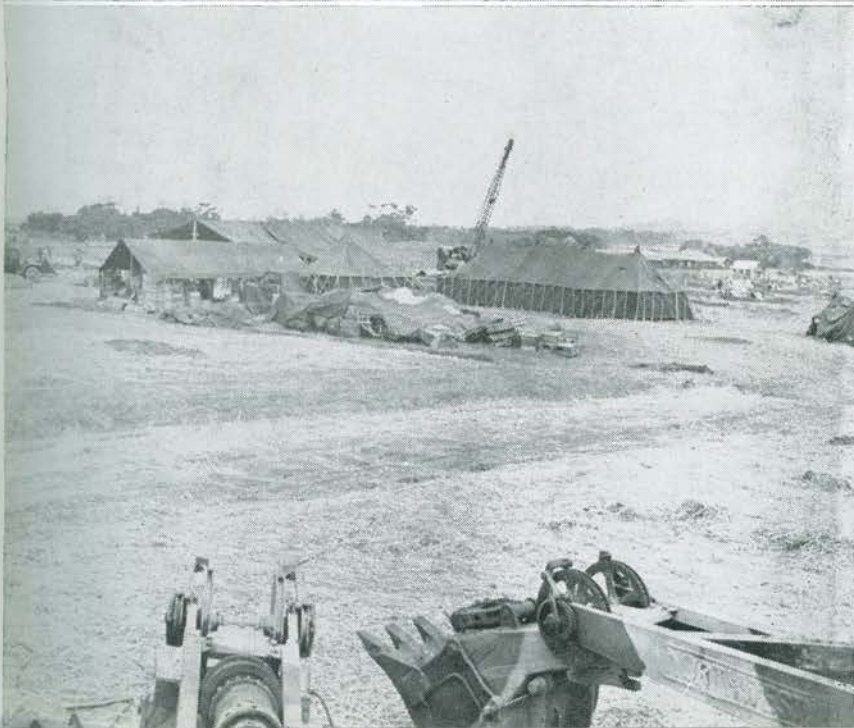
January 6, 1945 brought a new era in activities of the 145th battalion. It was on that date that we turned ABCD over to another unit and took up our guns, our packs, and everything else but the galley stoves, loaded them on our backs and set out on a hike. This was military training. Preparation for 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

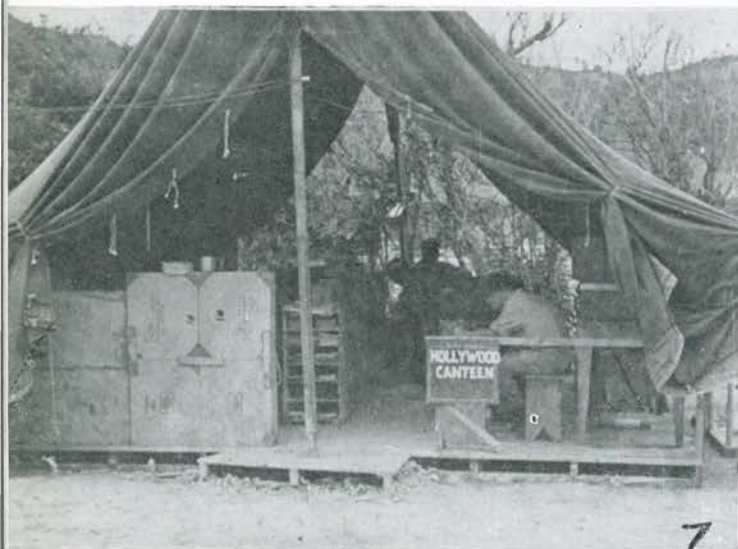
First to leave the battalion were Chief R. W. Quicksall and a group of 49 men who were assigned to the First Marine Division for malaria and disease control. They were detached from the 145th on February 6, moved over with the Marines on nearby Pavuvu island, and were with the Marines thru the entire 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).



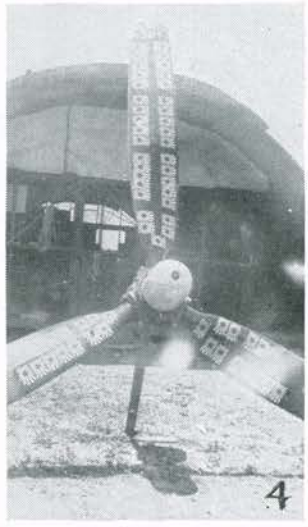
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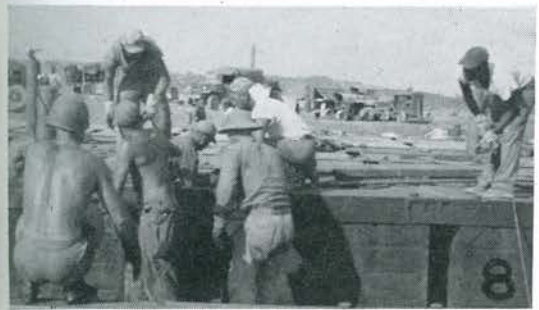
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6



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

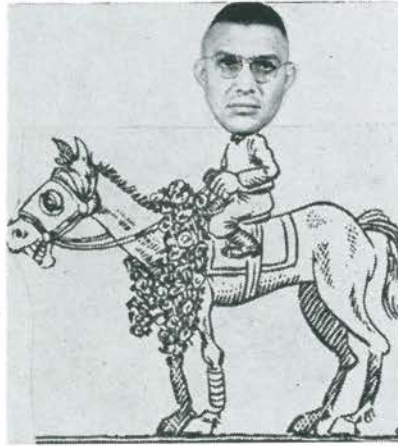


As the battle for Okinawa swept to the southern end of the island, a grave yard of ruined equipment was left behind by the Japs. Upper photos show Jap field guns; center, wrecked Jap tanks; lower left, a Jap heavy artillery emplacement.



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.

EAST
CHINA
SEA

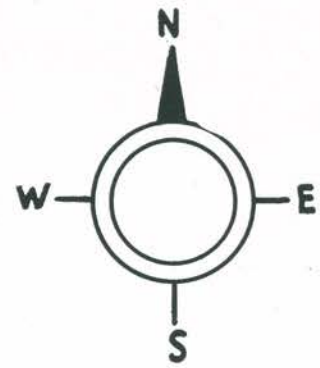
PACIFIC OCEAN

IE SHIMA
(ISLAND WHERE
ERNIE PYLE WAS
KILLED)

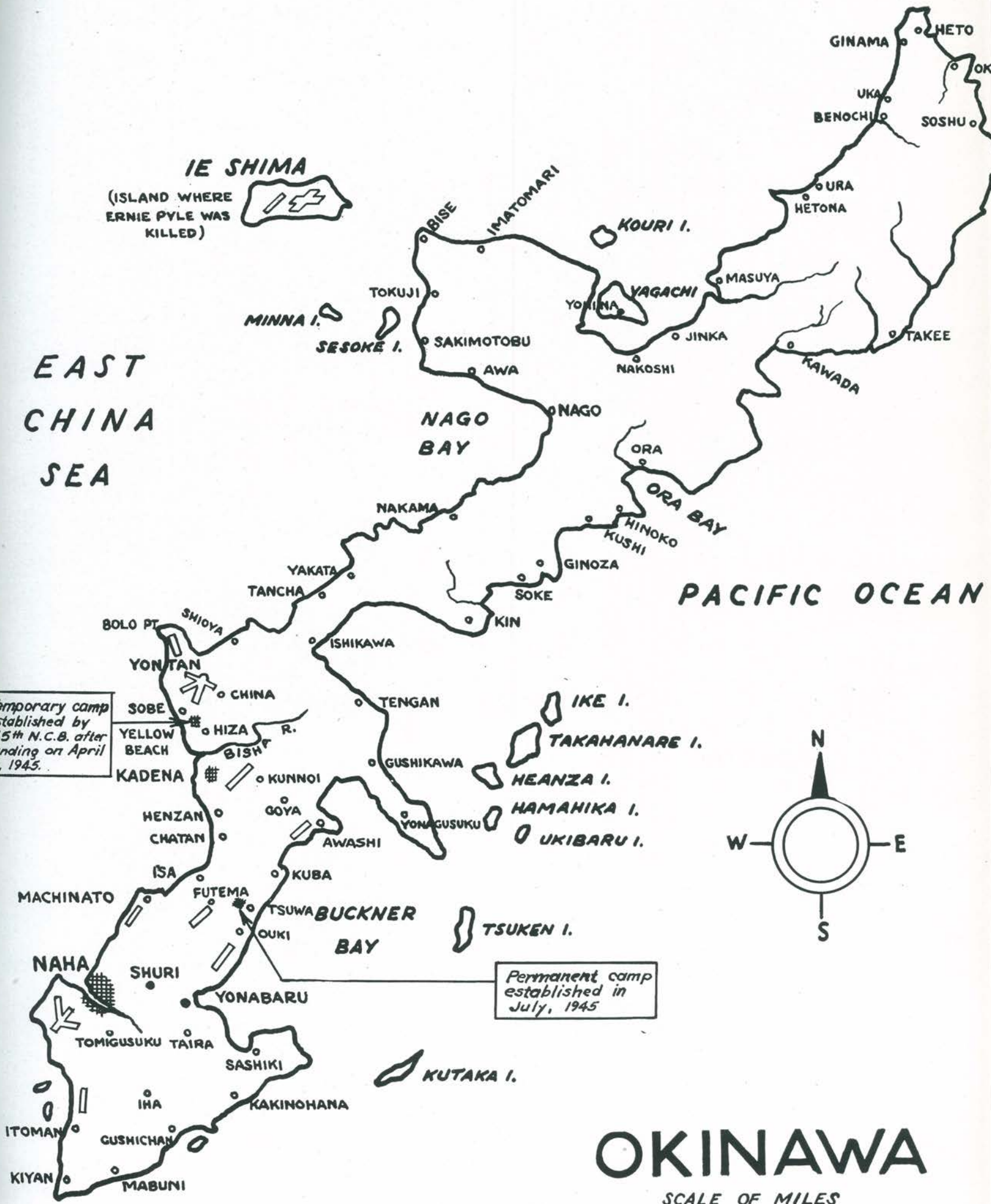
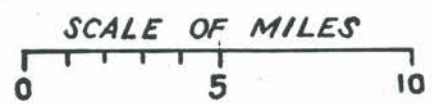


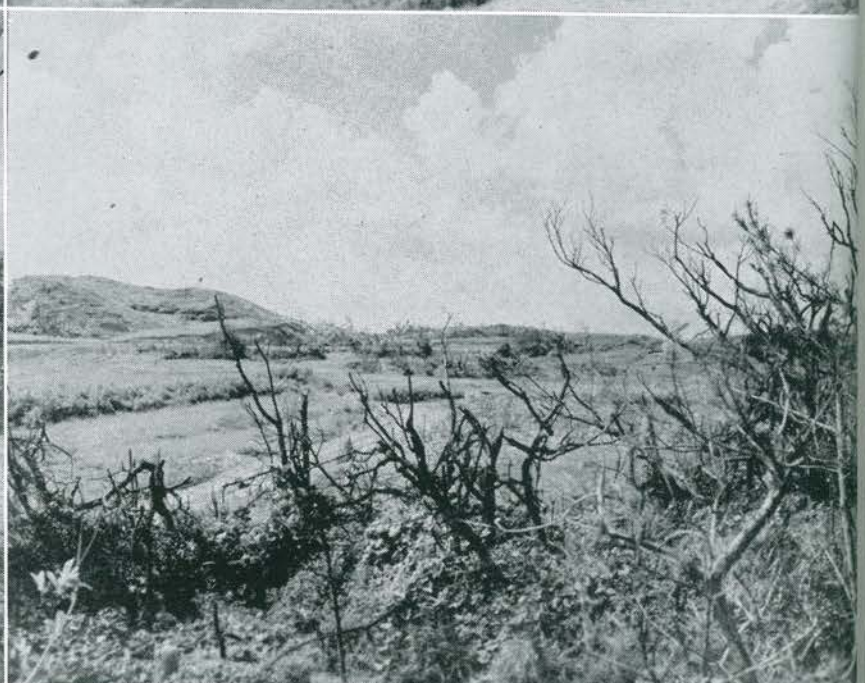
Temporary camp
established by
145th N.C.B. after
landing on April
3, 1945.

Permanent camp
established in
July, 1945



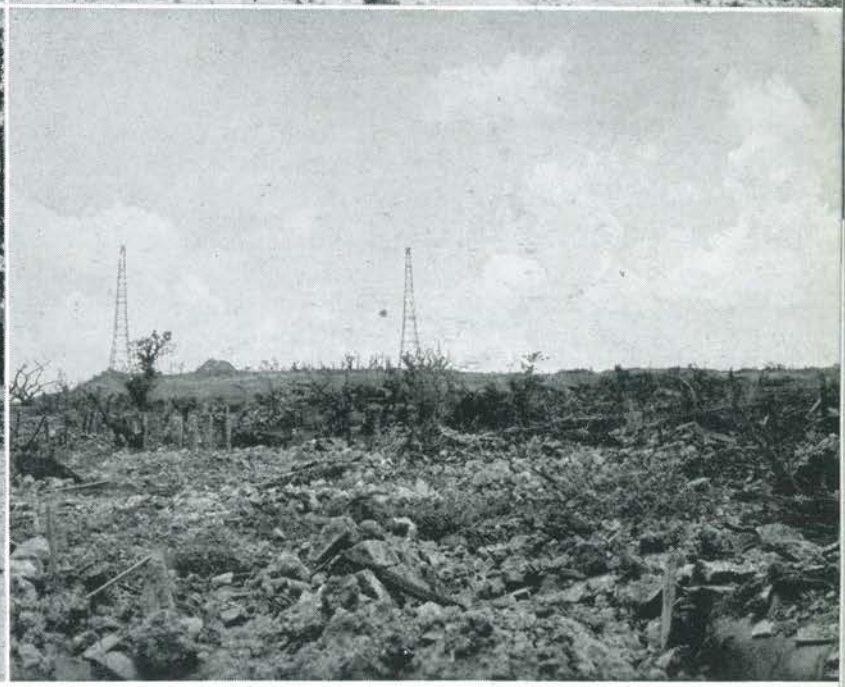
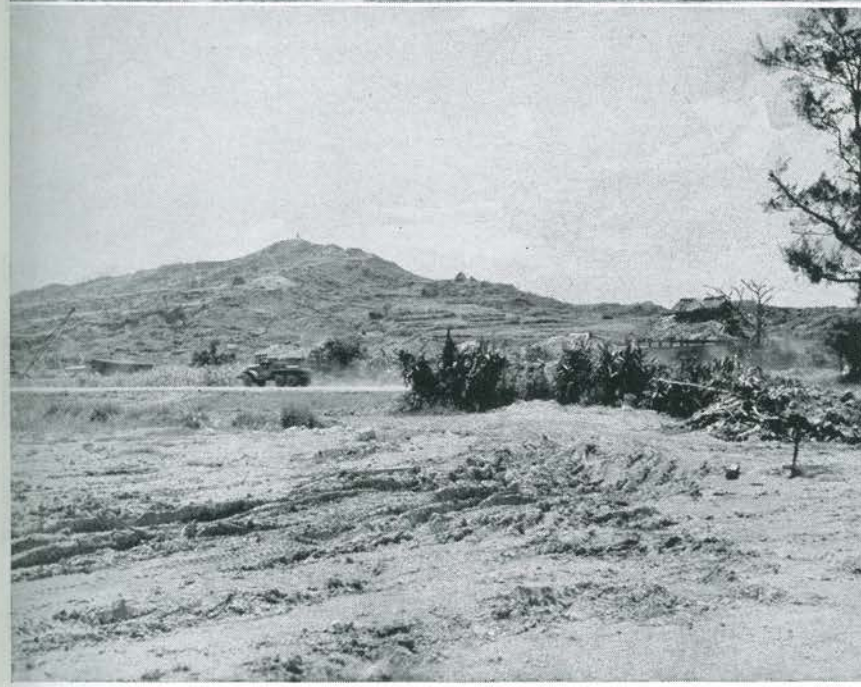
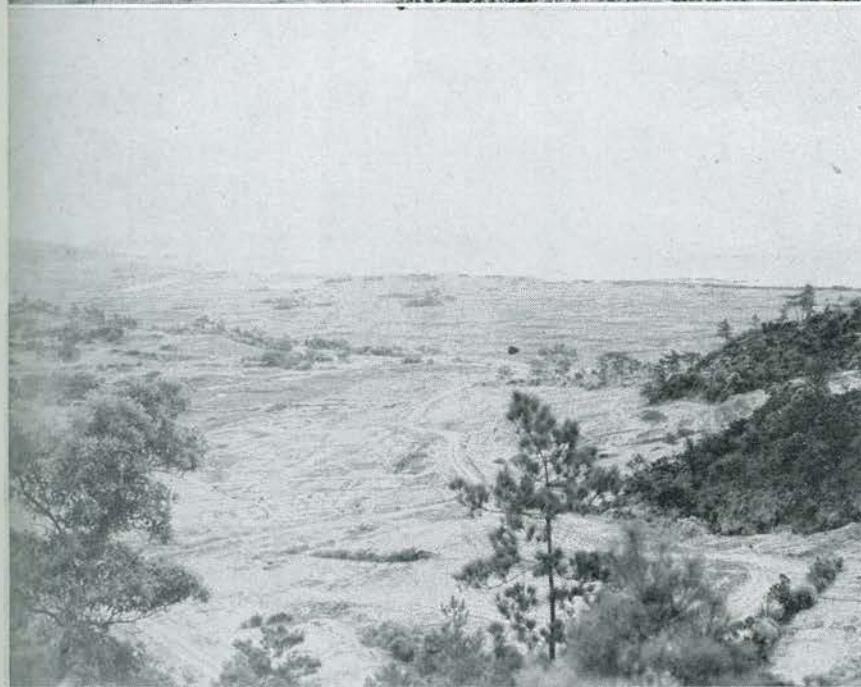
OKINAWA





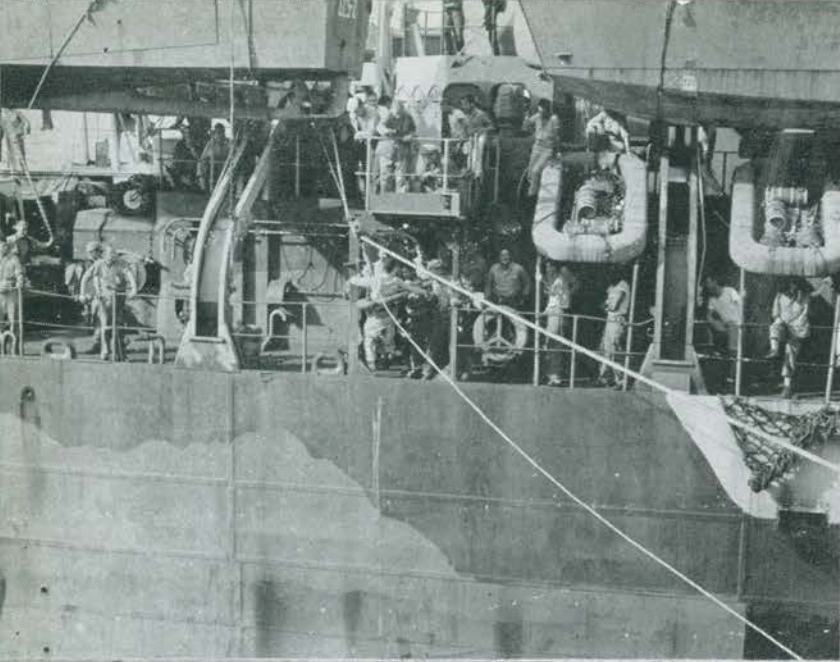
SCENIC OKINAWA

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.



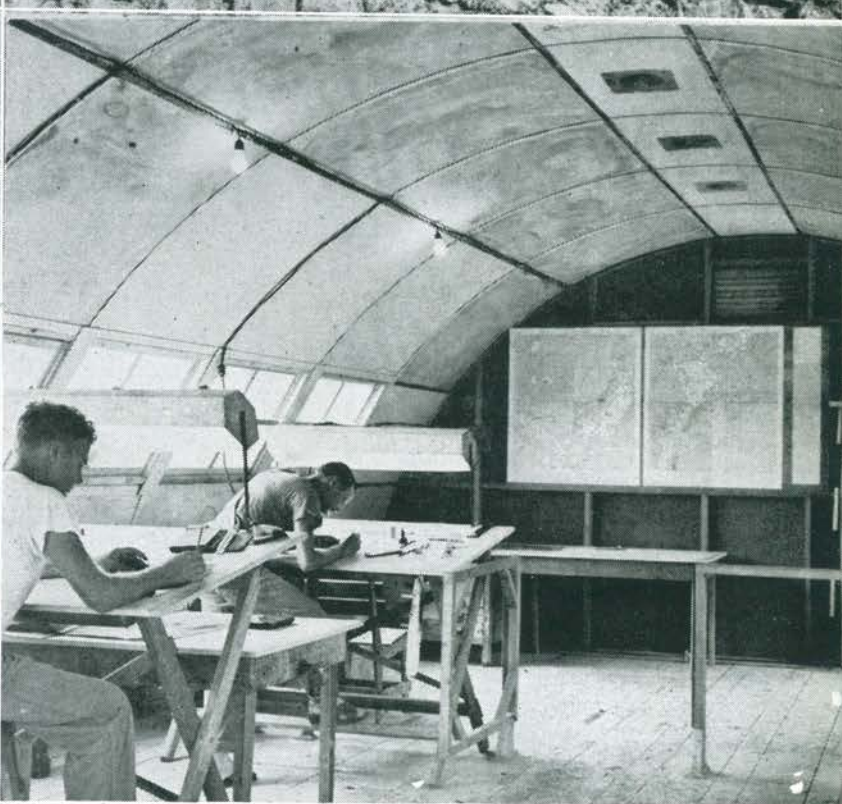
Upper left, Baten Ko dotted with shipping; right, Yonabaru airfield; center left, looking out over Buckner Bay; right, overlooking Yonabaru field and Baten Ko from a mountain road; lower left, Conical Hill, scene of bitter fighting in the battle for Okinawa; right, radio and lookout towers near Shuri.

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



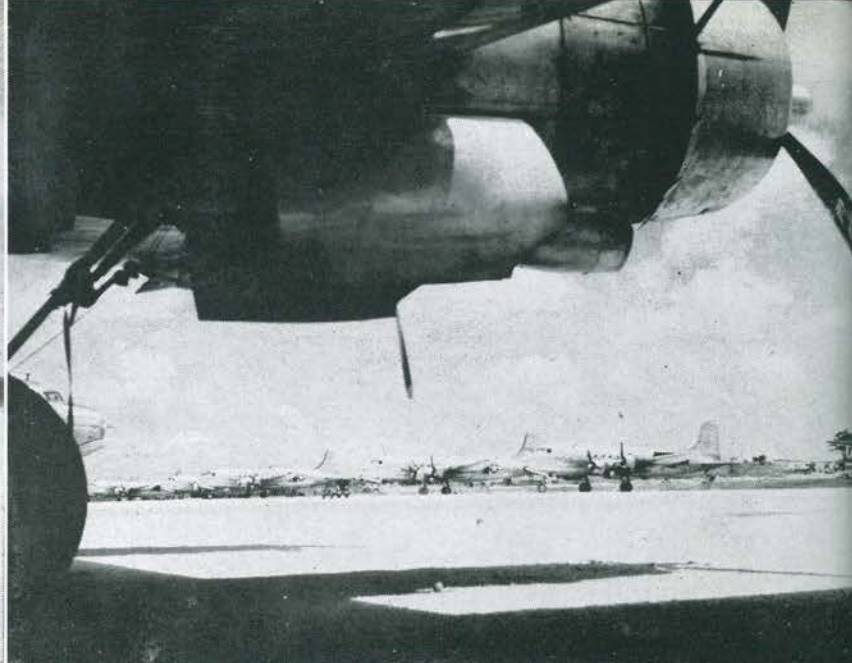
FIRST MARINE DIVISION CEMETERY

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

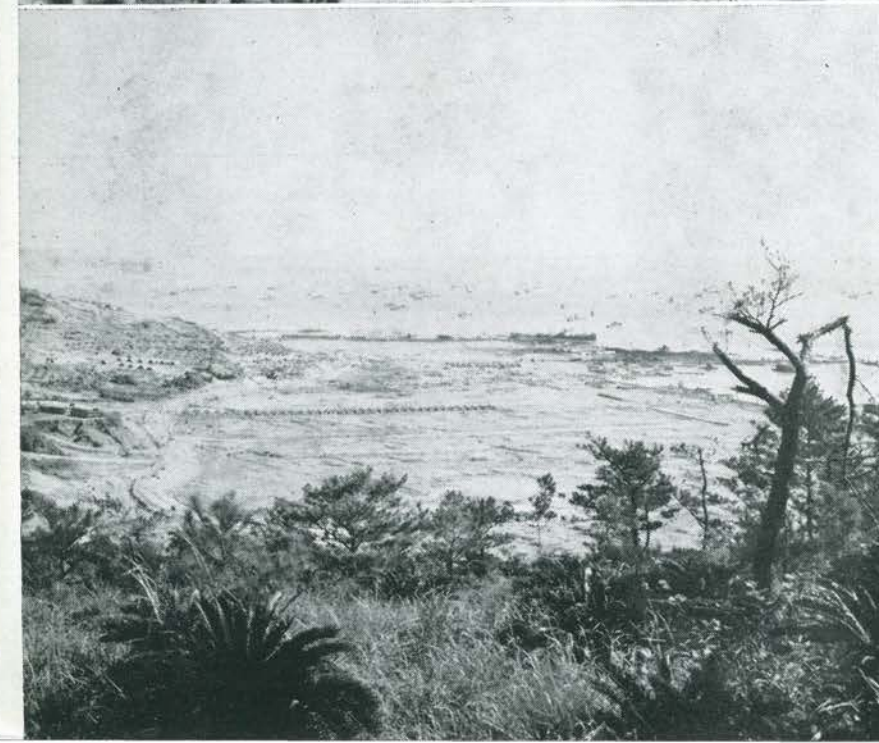
Into the few and far between "spare" moments of the Okinawa campaign we managed to jam fox hole building and improvement, the "pro-



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.

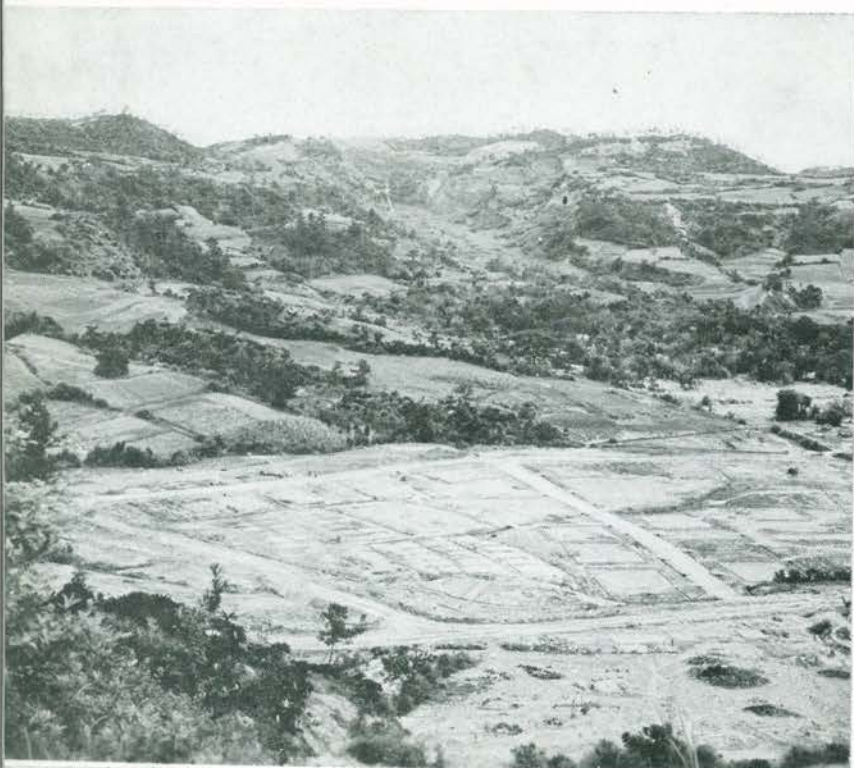
curement" of chow to supplement our rations, and even a little souvenir hunting, but most of the time was occupied with work, and for many weeks after the landings there was no minute of the day that some crew of the 145th was not working. Biggest jobs in April were construction of two roadways, Route 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.

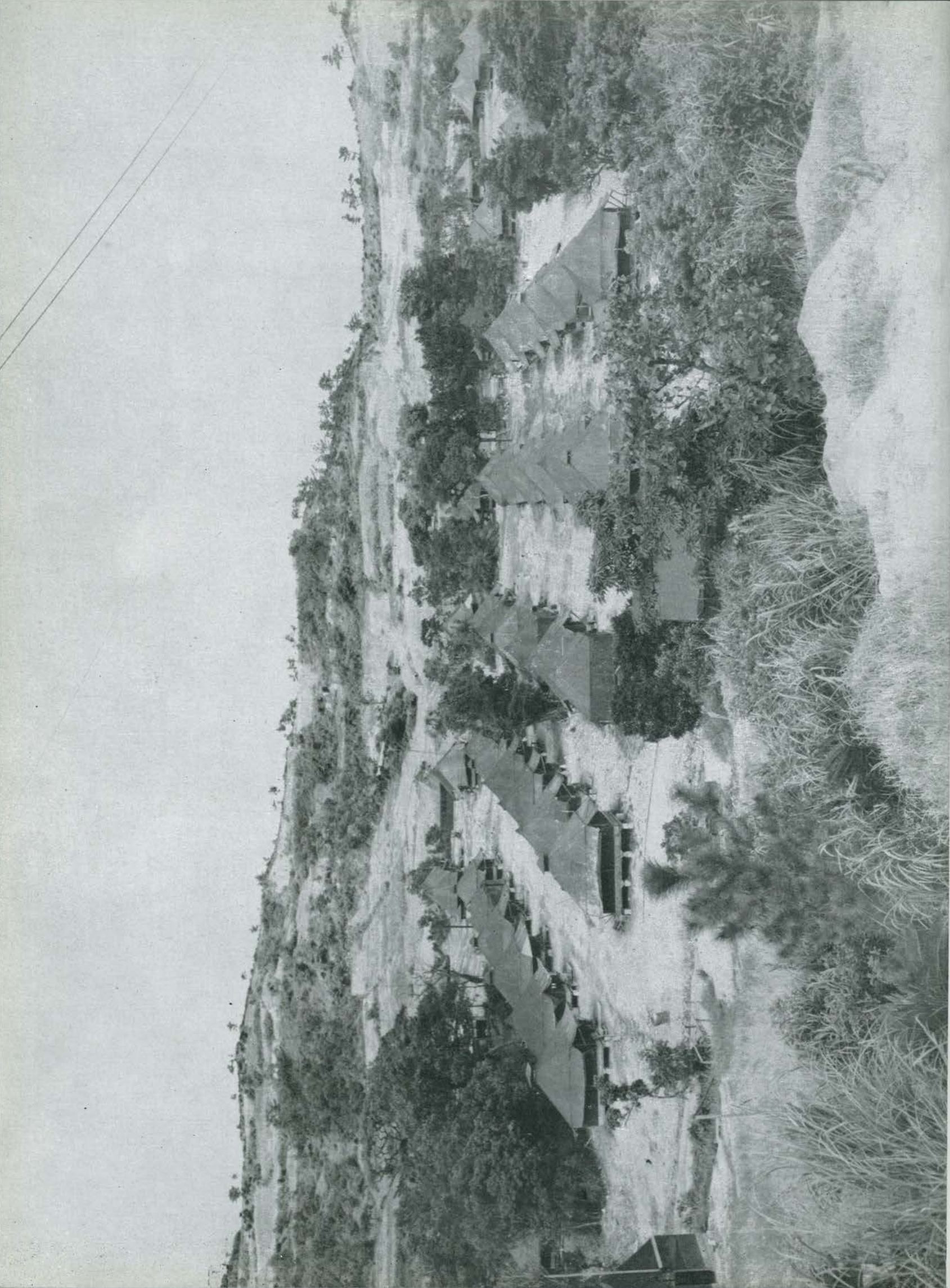


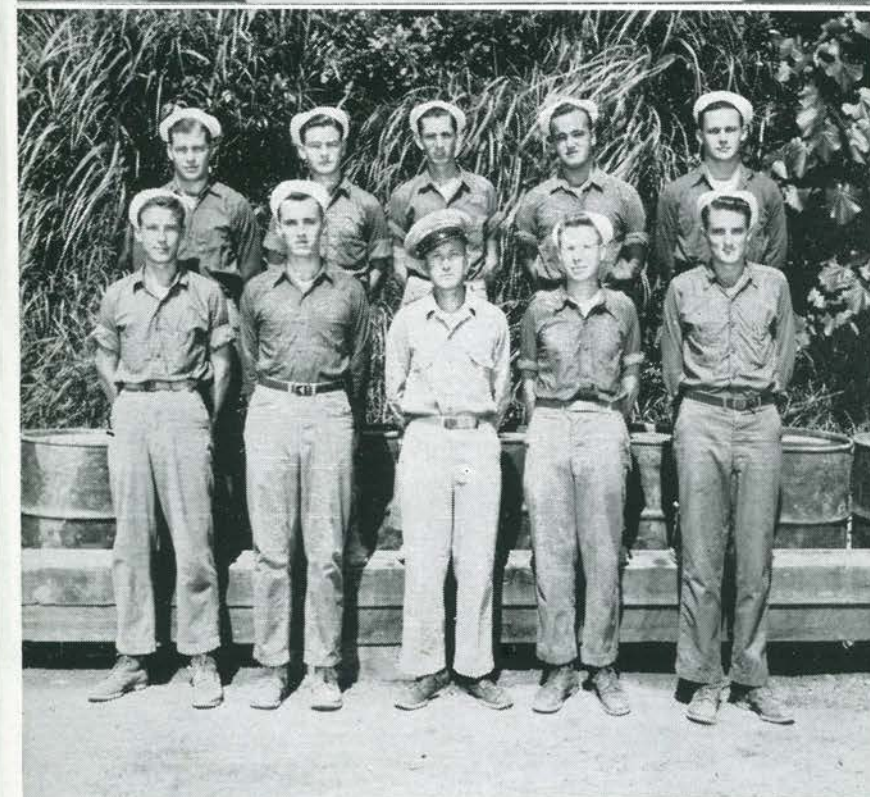
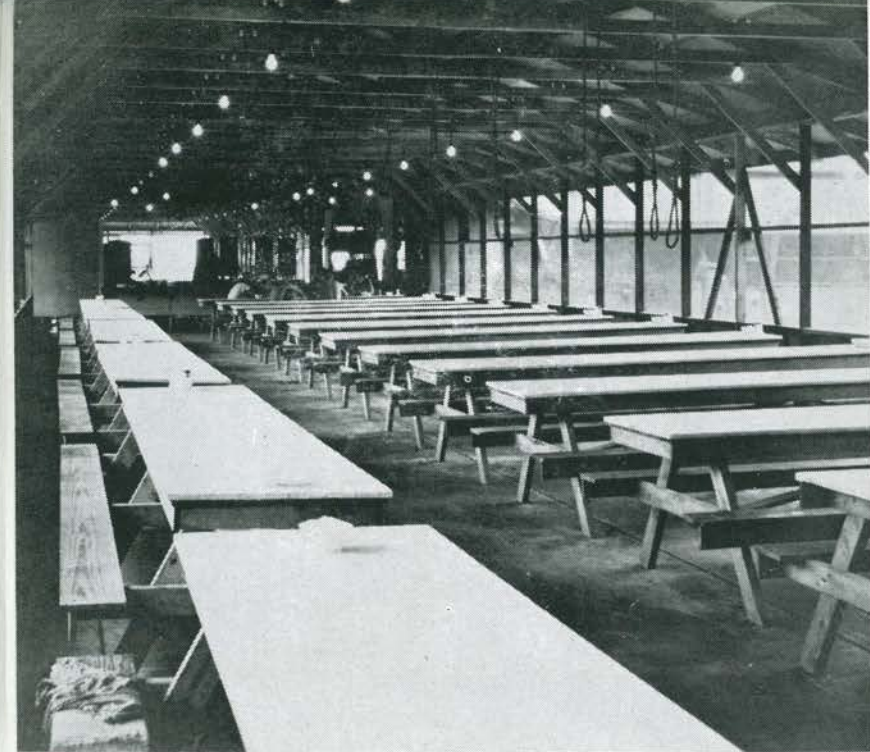


NEW OKINAWA CAMP

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.



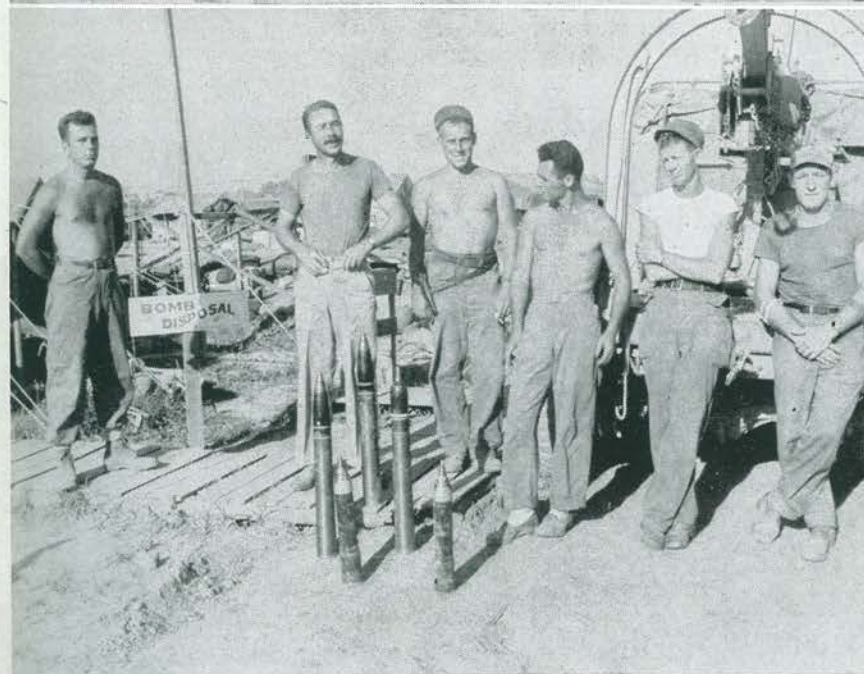
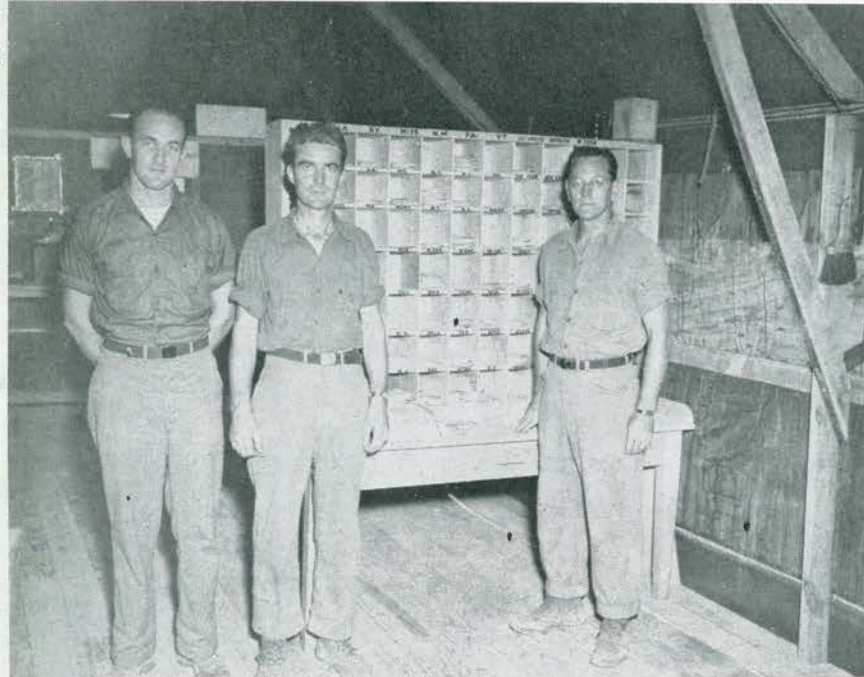
SICK BAY

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



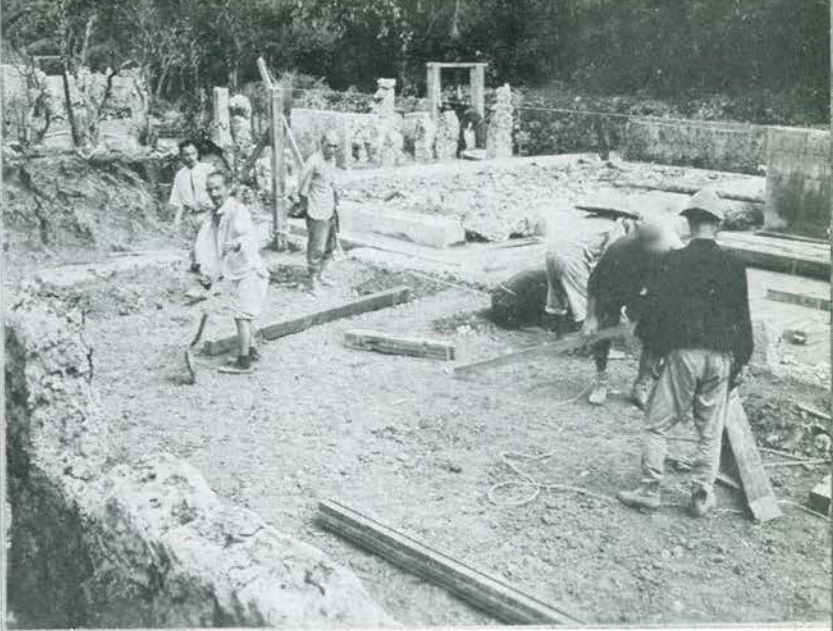
SHIP'S STORE LINE





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.

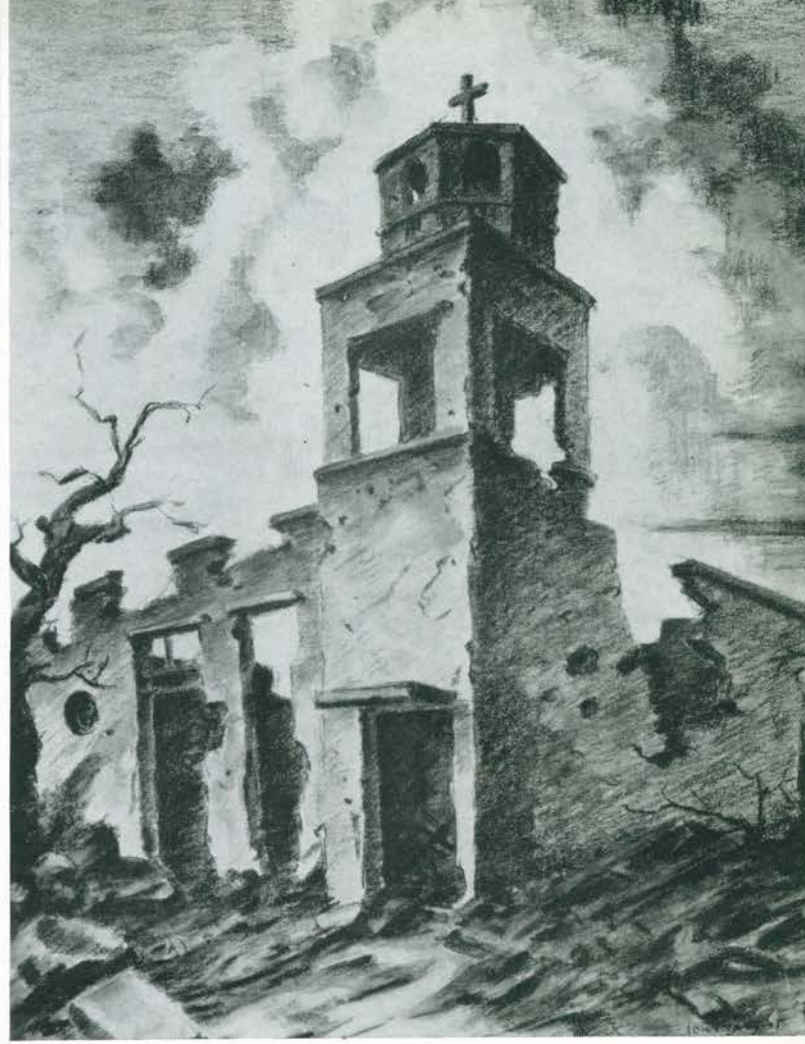
OKINAWANS

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.

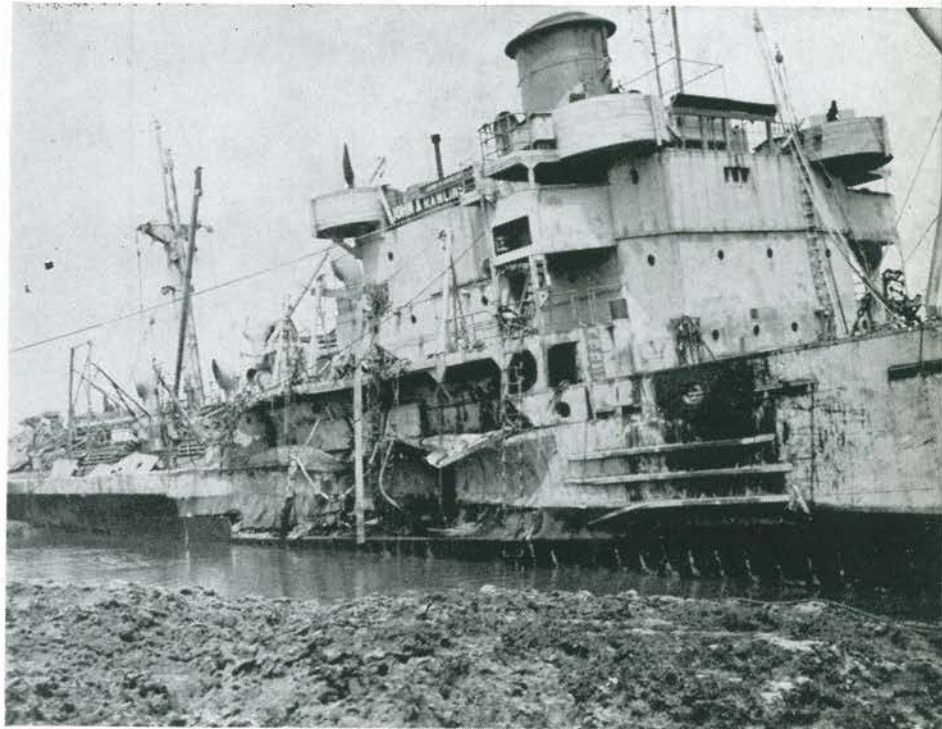
T Y P H O O N



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.

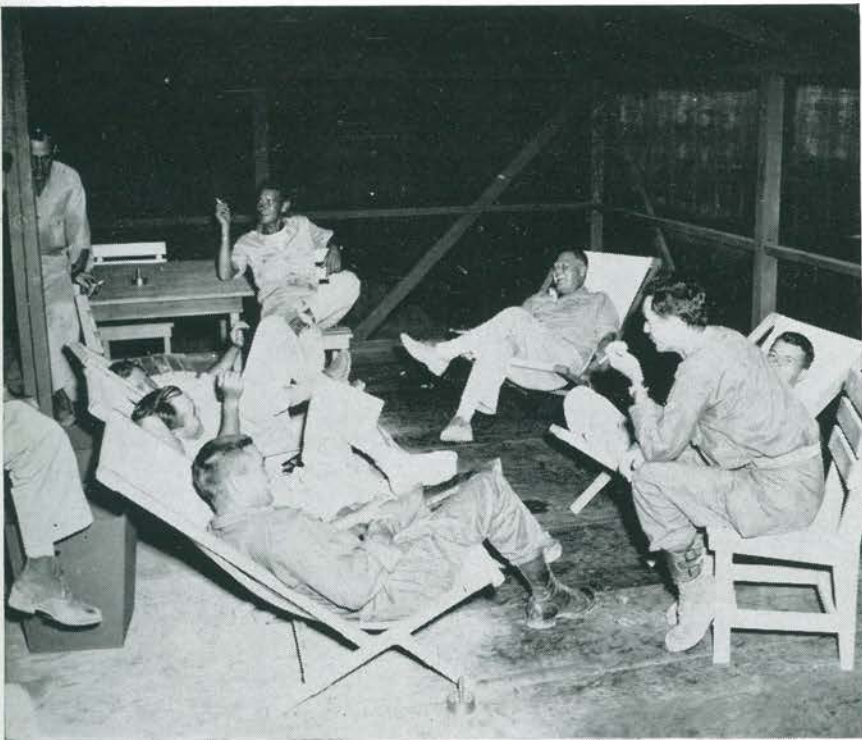
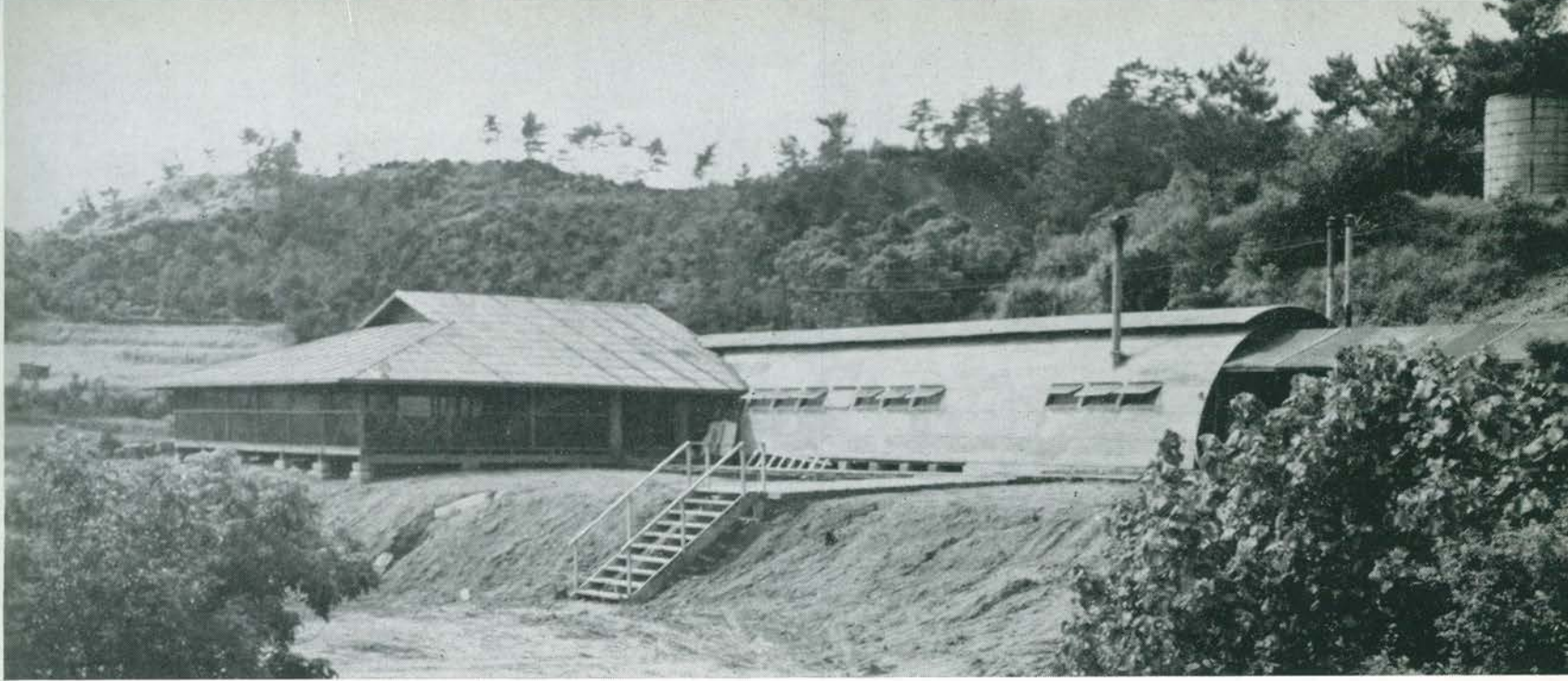
The island went mad. Until an island-wide red alert stilled the celebration.

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.

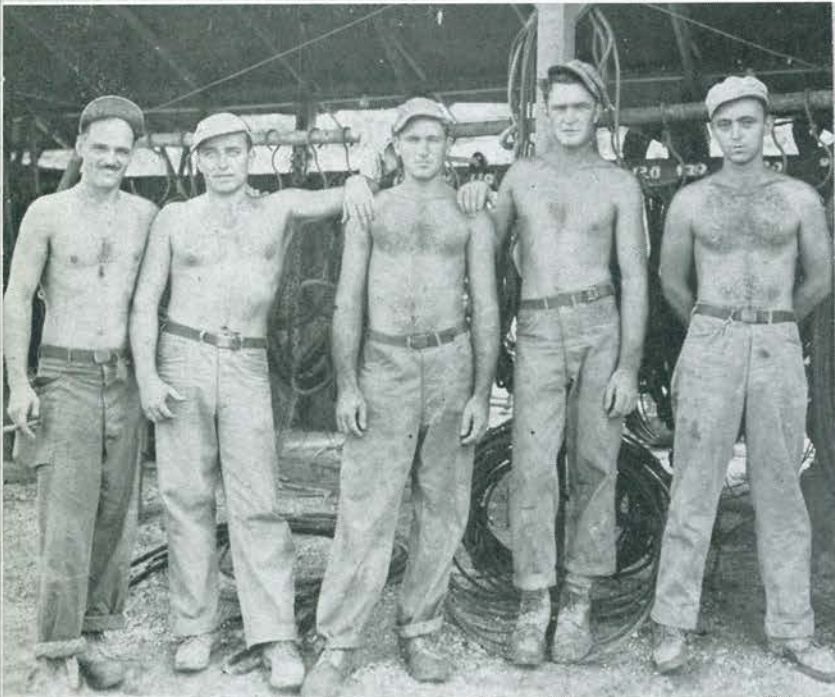
In September a number of men were sent home for discharge, and we received a large number of new men from the 66th and 74th Naval Construction Battalions.



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. Ciufu, 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.



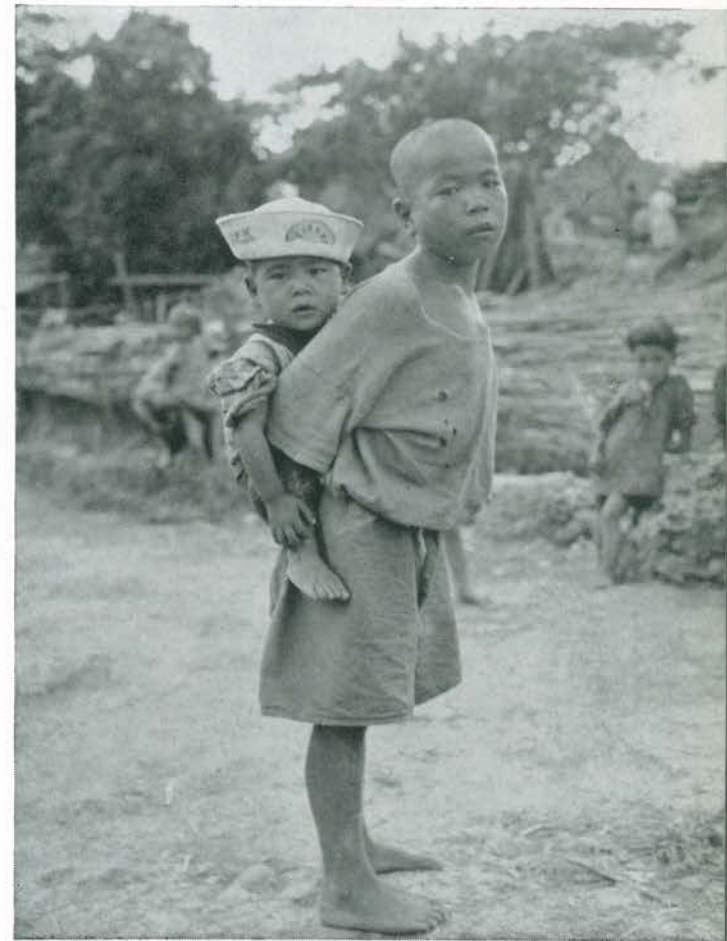
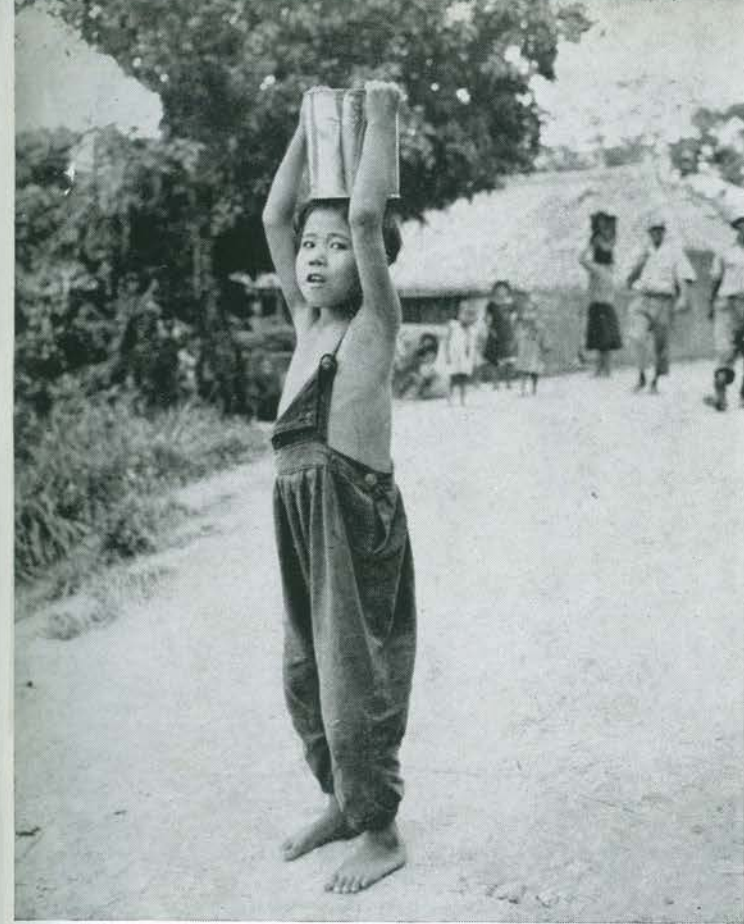


THE WEAKER SEX

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

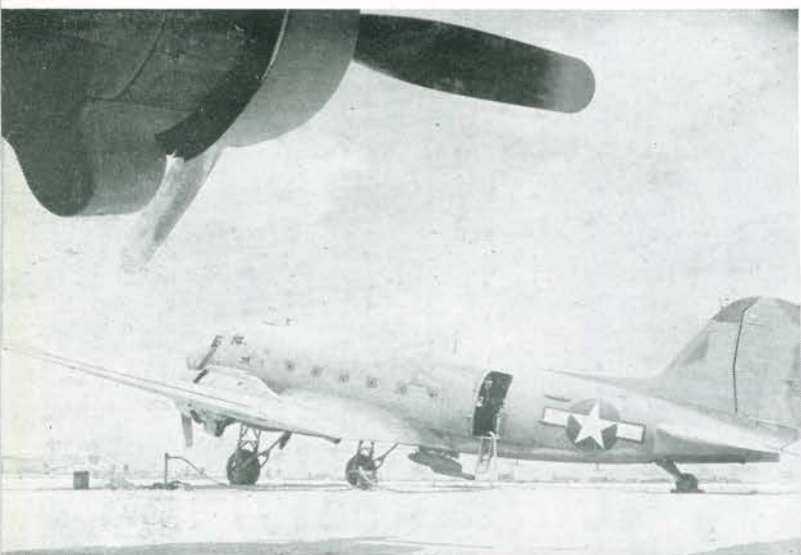
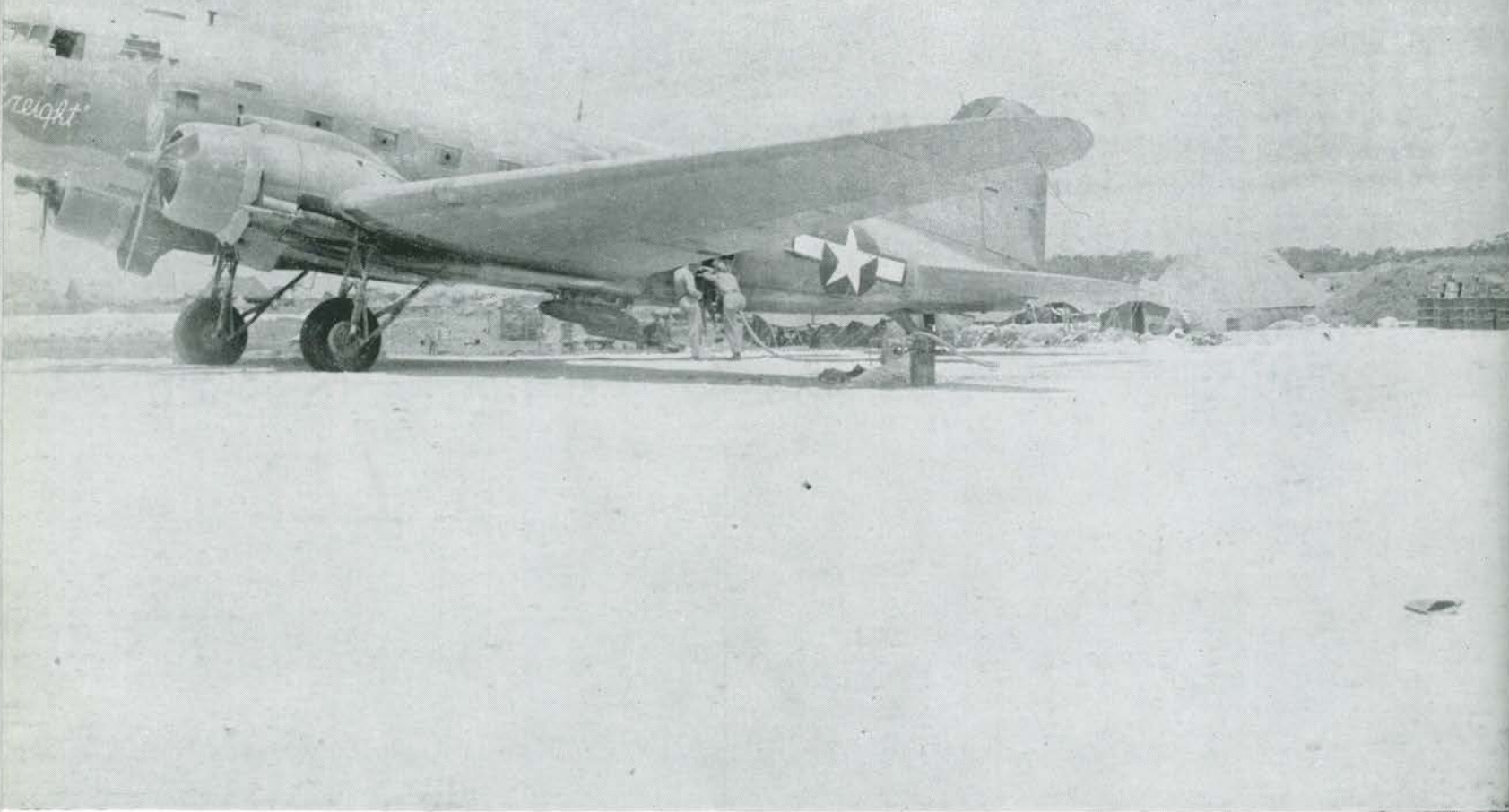
This is a section of the three miles of Route No. 16 east of Kadena airfield, graded and improved by the 145th.

Here Route 16 presents a pattern picture as 145th heavy equipment smoothes 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.



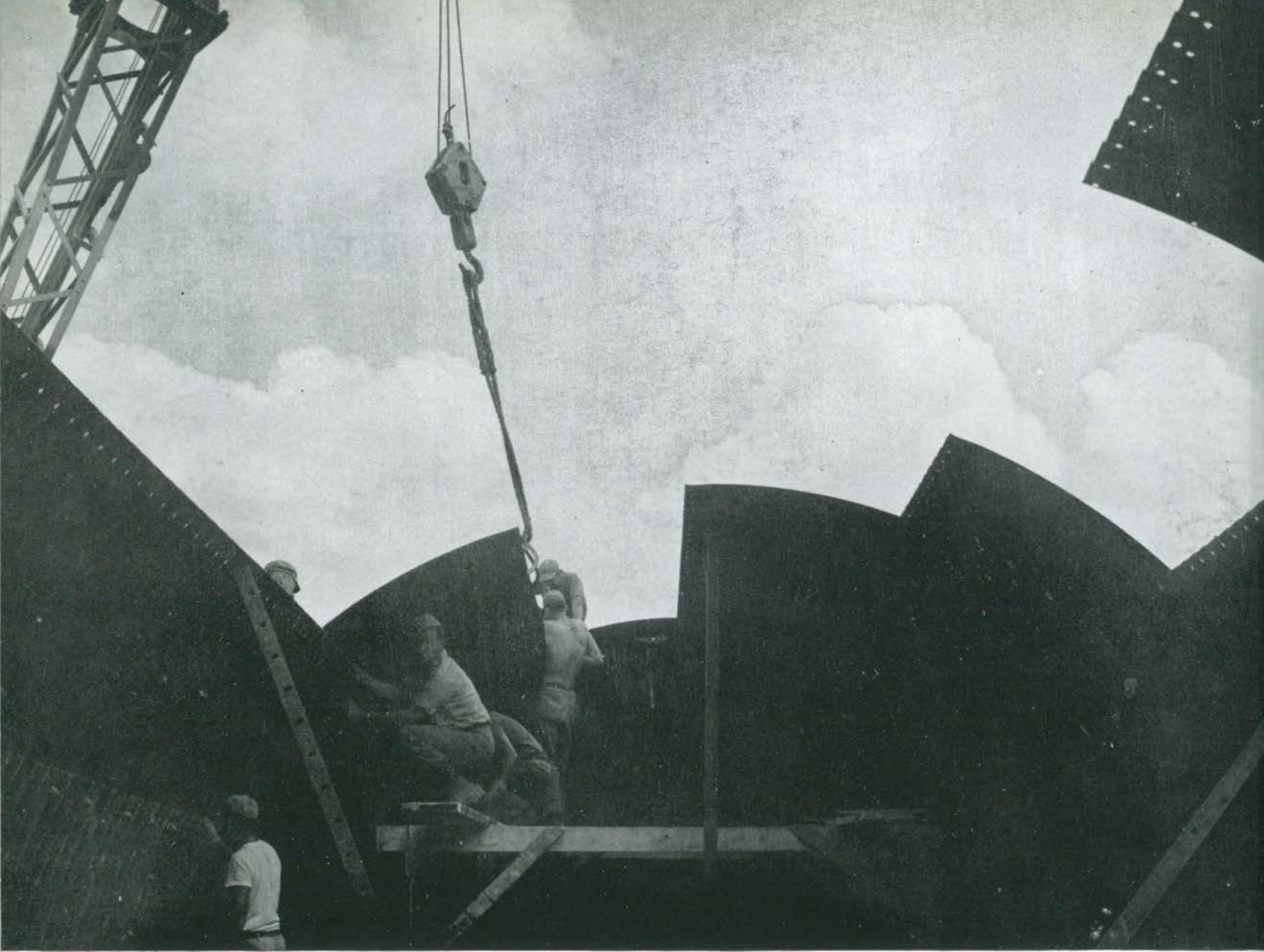
DDT PROJECT

During the months of April, May, June and July, a crew of six I45thers 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.



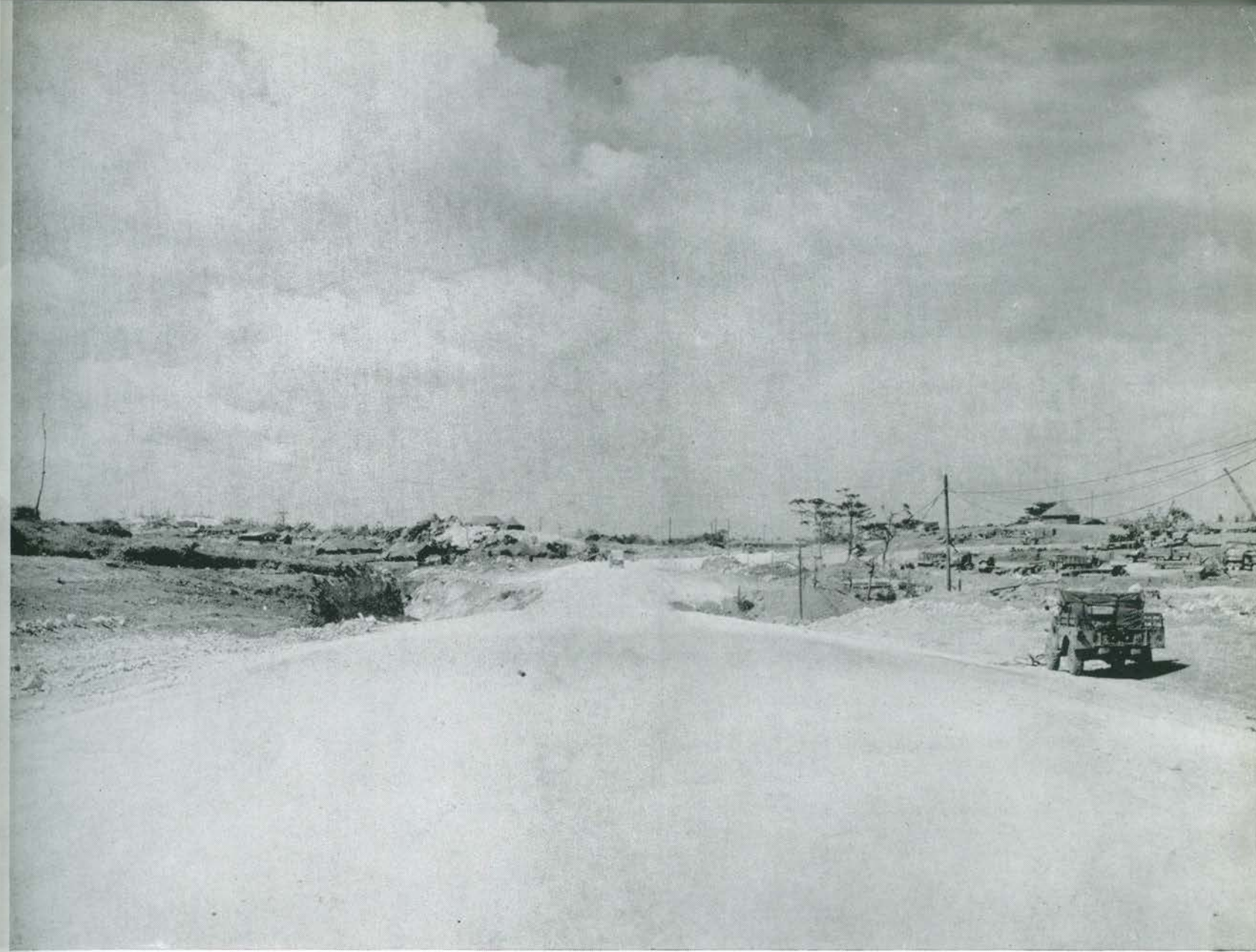
Yellow Beach number three was one of the main landing points of supplies both during the invasion of Okinawa and later. The 145th built facilities and moved earth at the beach, coraled the area and built access roads to the beach.

YELLOW BEACH THREE



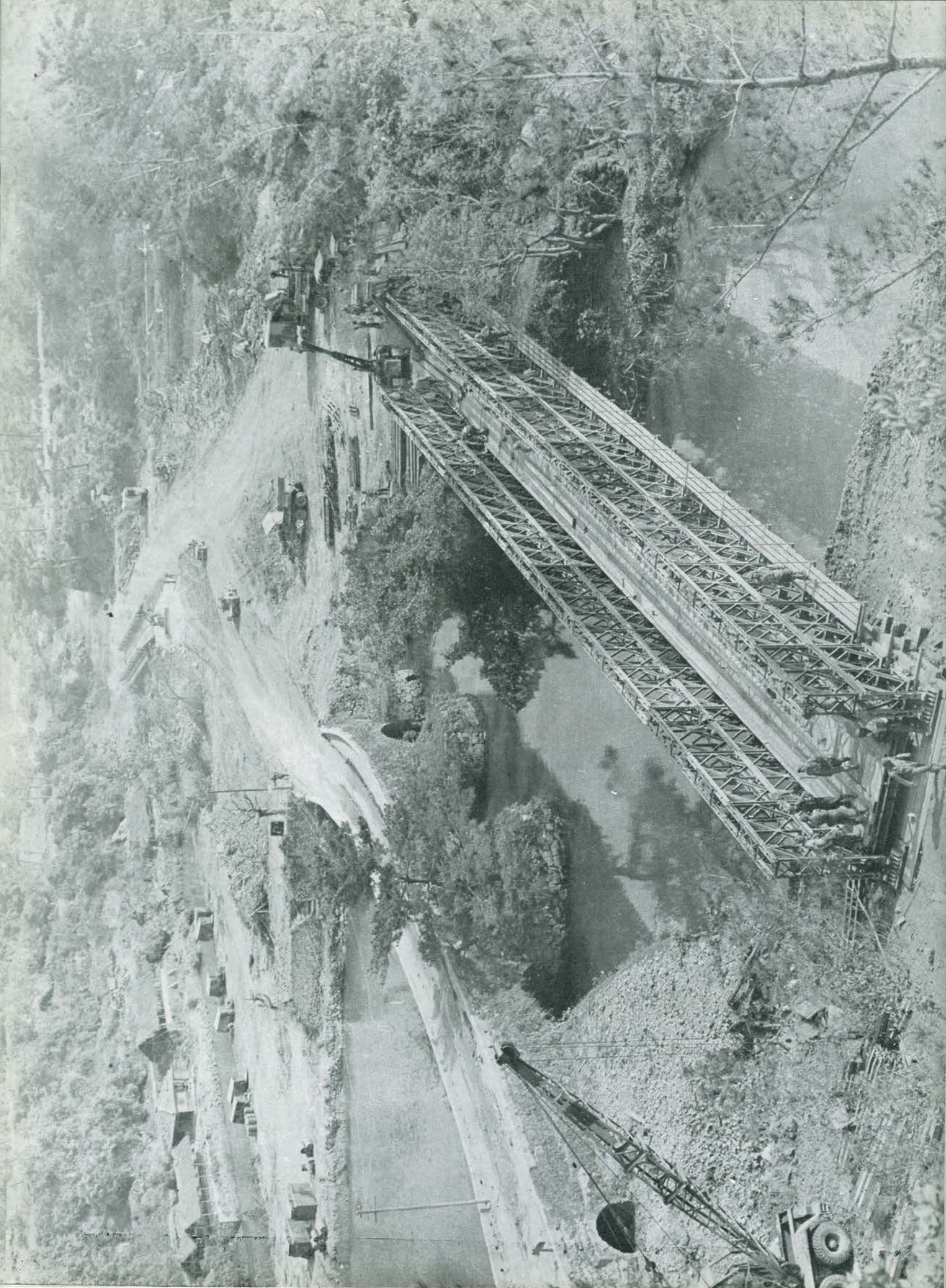
ISCOM PROJECT

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

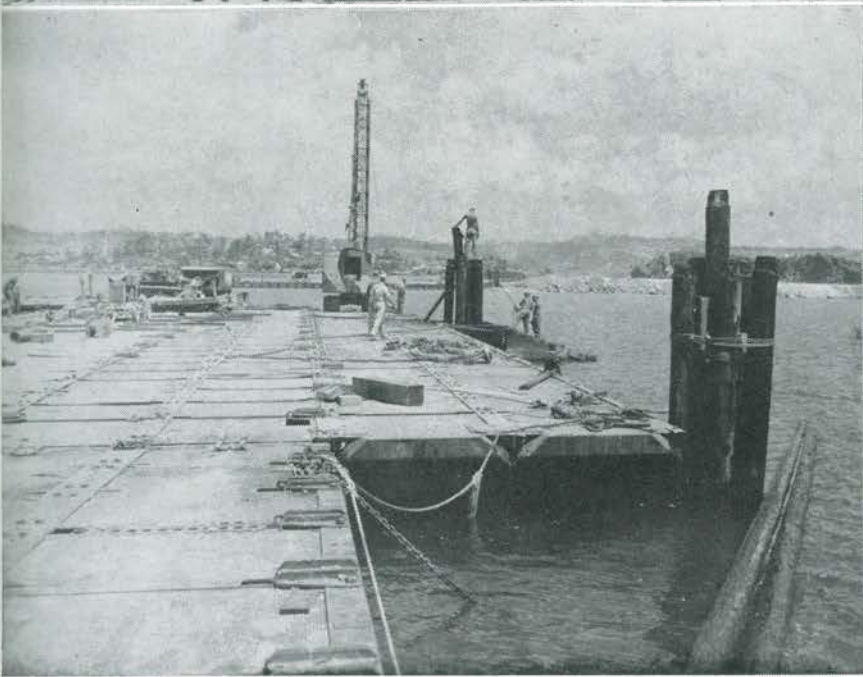
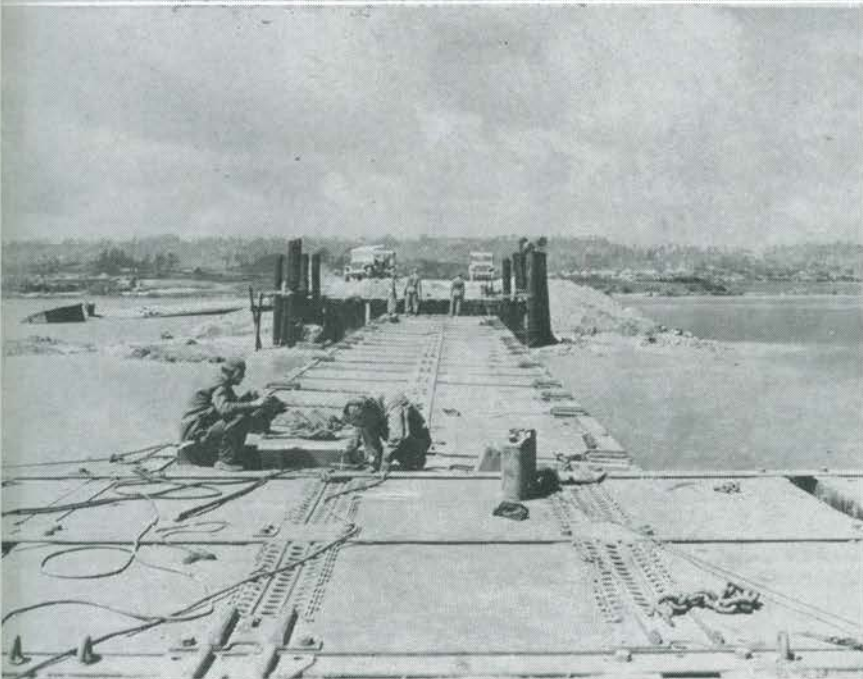
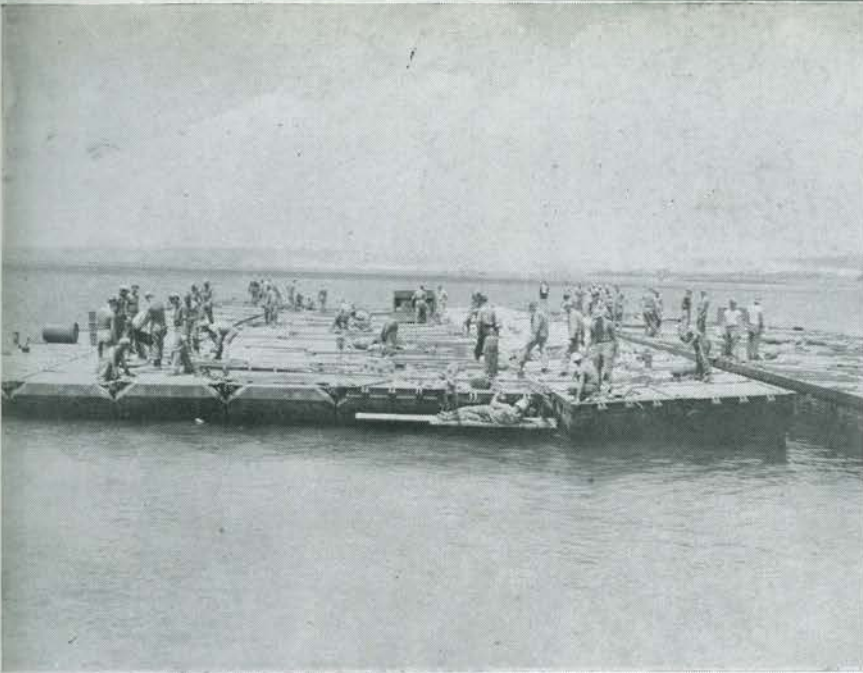




One of the fastest but most important jobs done by the 145th was the construction of this 150 foot double-double Bailey Bridge across the Bishi-Gawa on Route No. 1 at Hiza in April 1945. Supplementing the stone native bridge nearby, it carried heavy supply traffic south to the front lines during the 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.

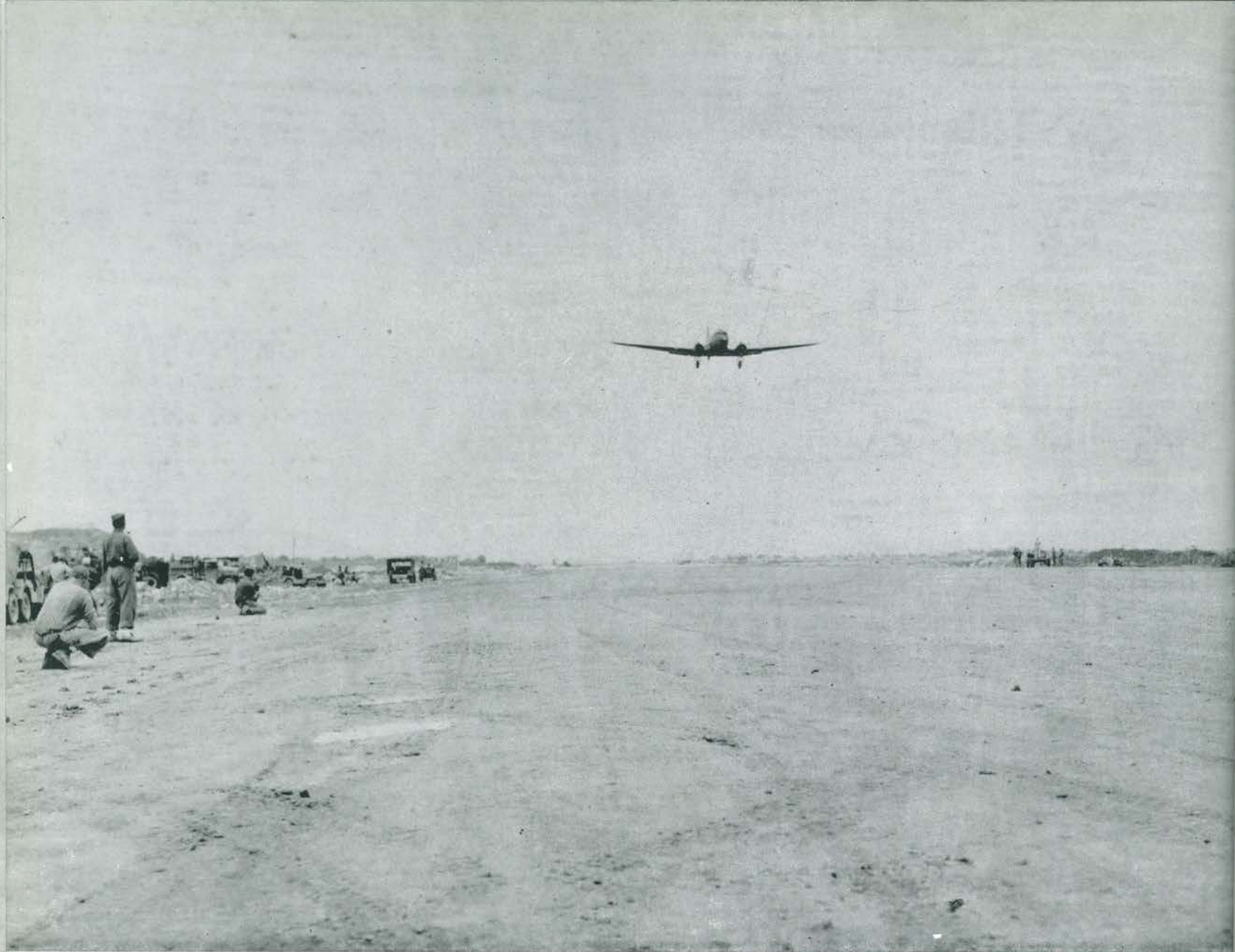
BAILEY BRIDGE





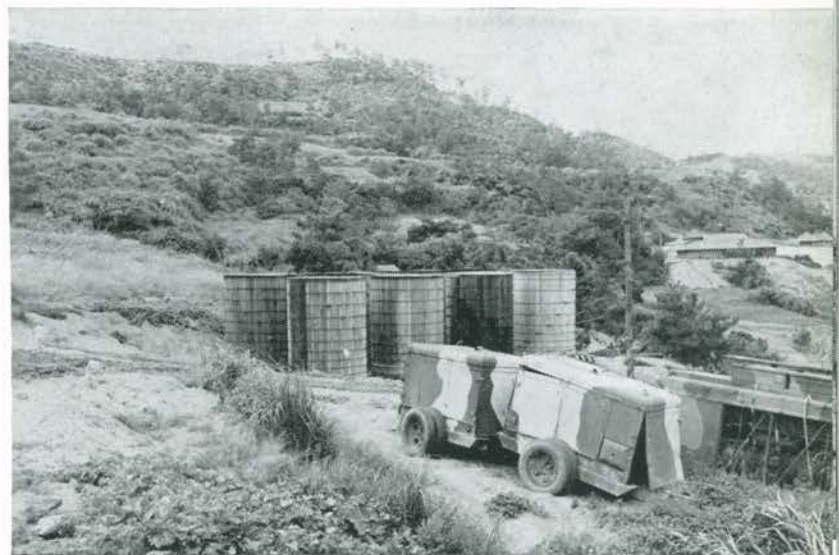
A giant causeway was built on the China Sea near Machinato in July by men of the 145th. It consisted of two earth piers, one 1100 feet long and the other 1400 feet, and both bearing 40-foot roadways. The piers were connected by a pontoon causeway 800 feet long and six pontoons wide. At the end of one 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



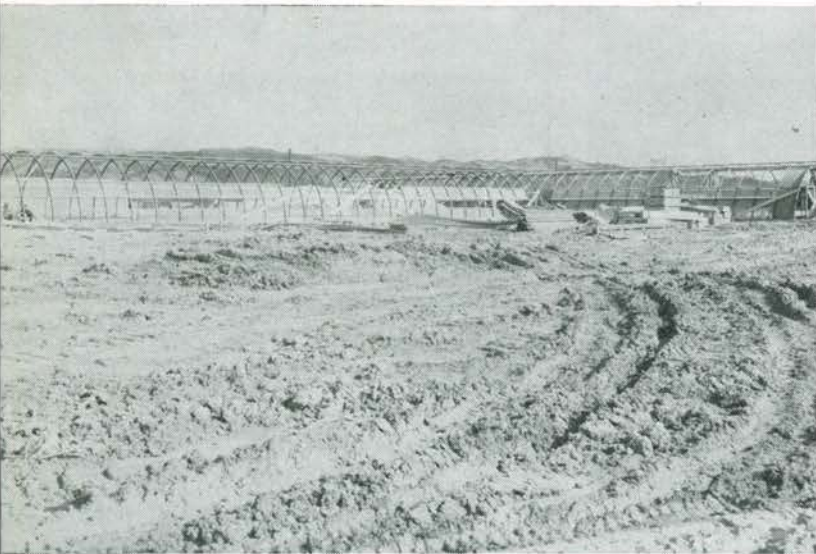
YONABARU AIRFIELD

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.



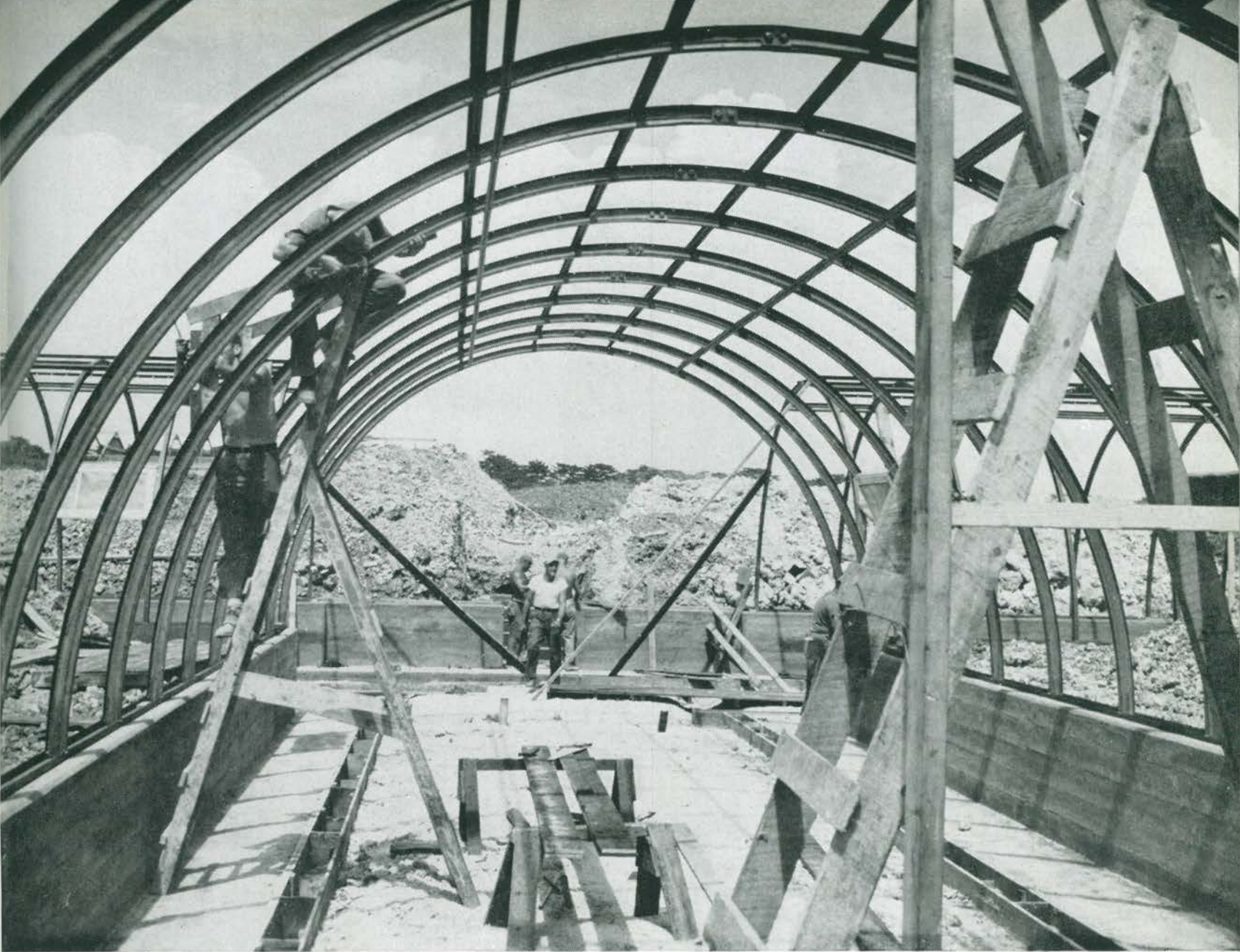
Top photo shows the reservoir to the 145th's new camp on Okinawa. Tanks and treating plant are at the right, and part of the camp can be seen below the hill. The reservoir was created by an earth dam on a small creek that flowed thru camp. Lower pictures show tanks and plant for the water system. Water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

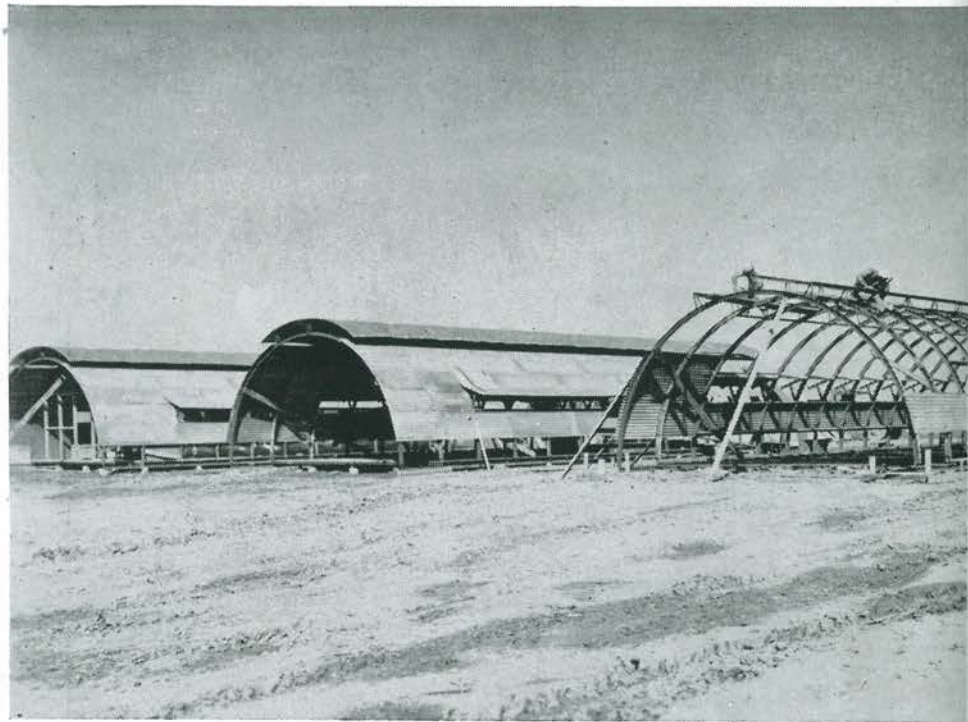
AACS AT YONTAN AIRFIELD



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.



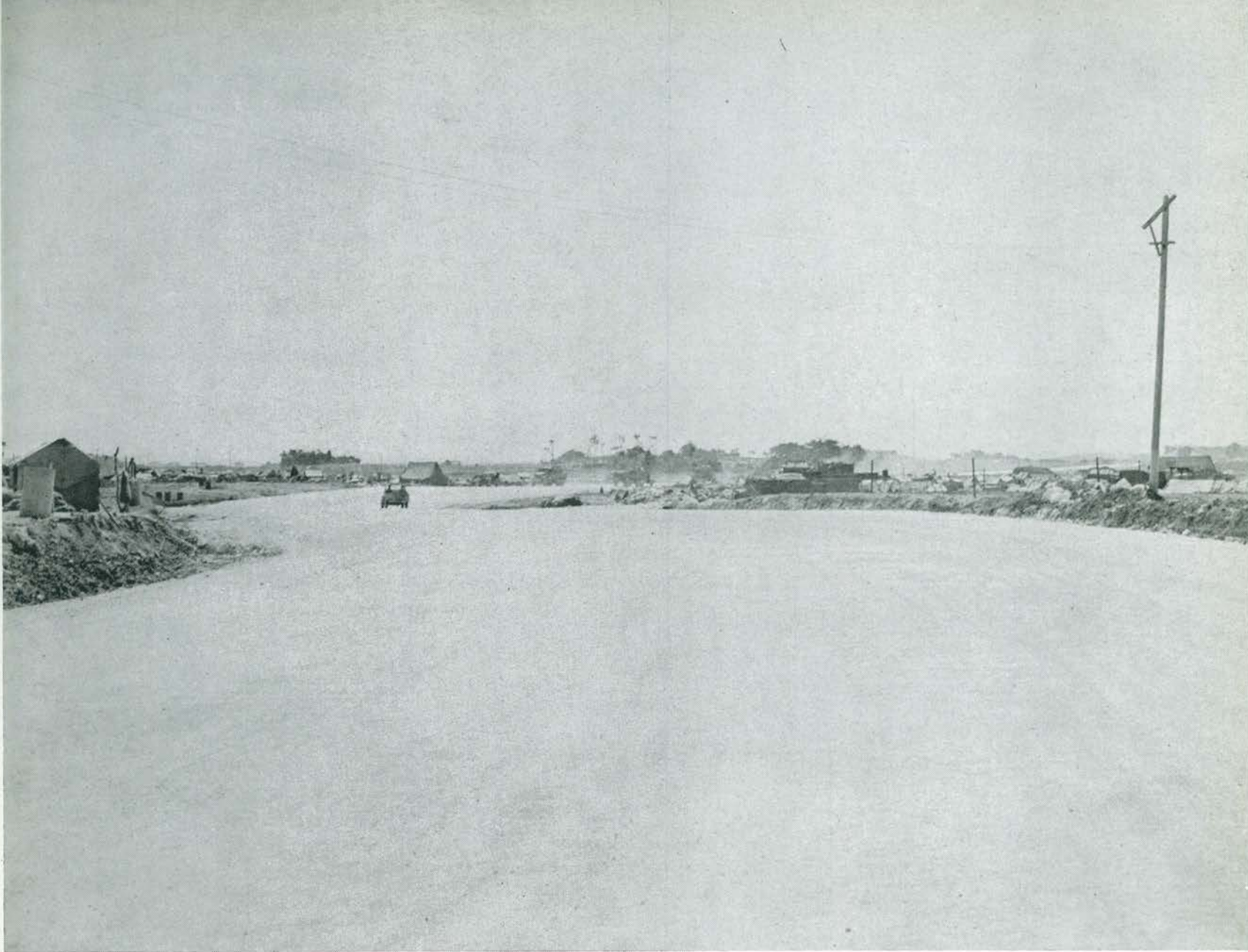
Shown here are six views of the Route No. 13 job which involved grading from Kuba Saki south along the Pacific coast side of Okinawa to Yonabaru airfield. Much of the road was relocated, and that portion from Route 32 junction south was coral-surfaced by the 145th.

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.



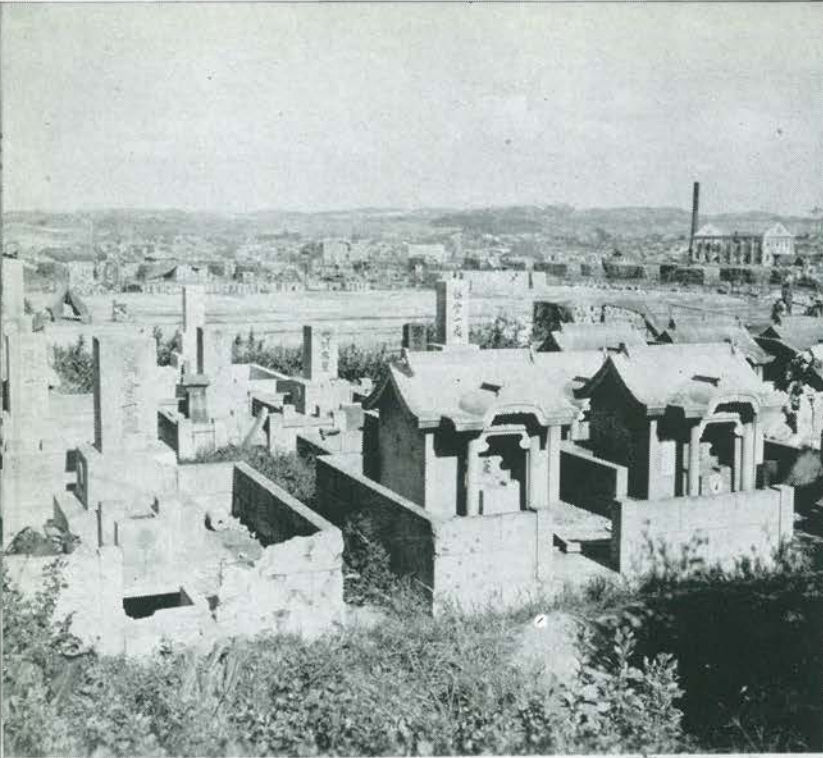
PHOTOGRAPHERS

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





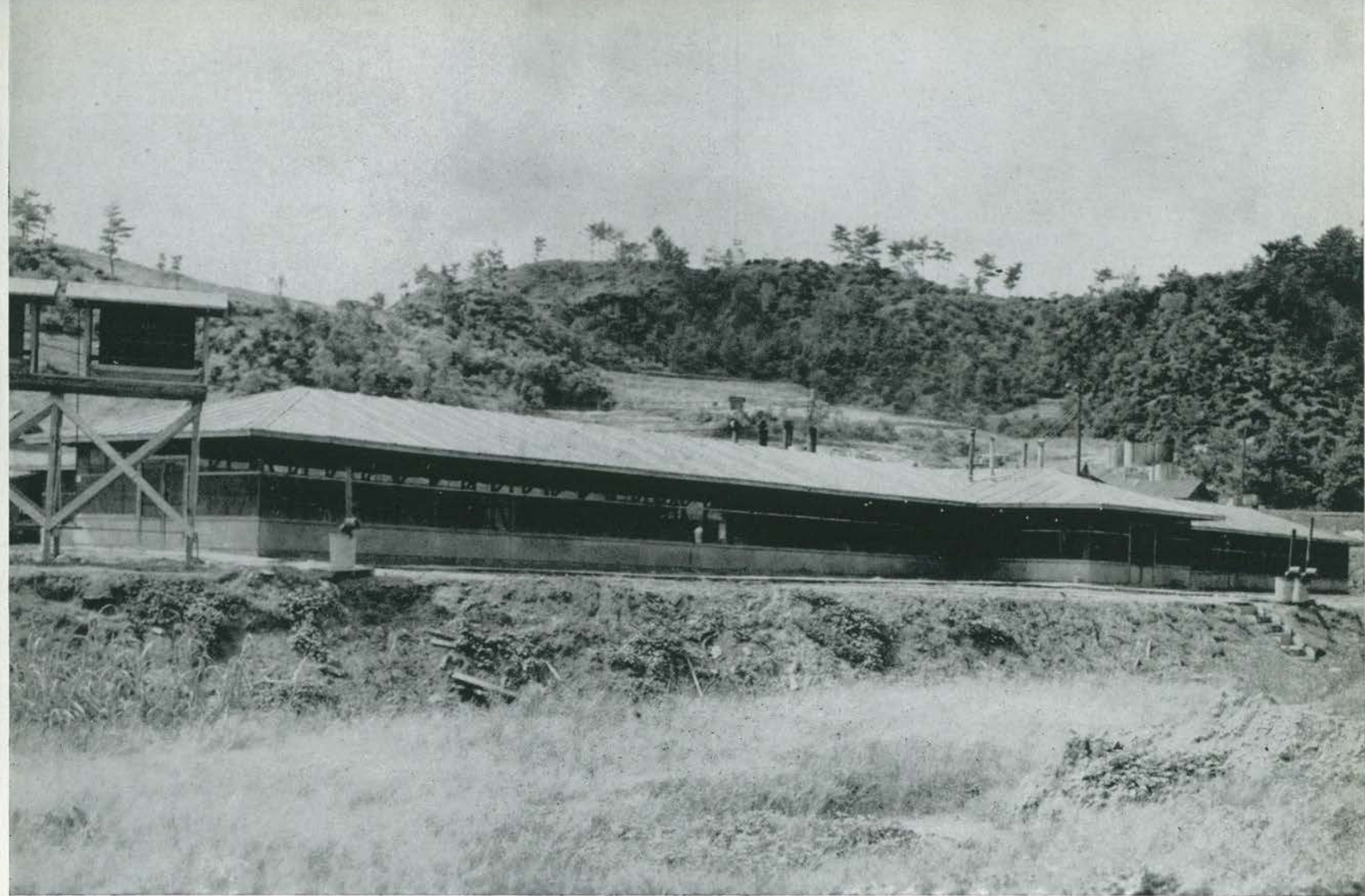
Upper left photo, left to right: F. K. Maness, W. P. Wedgeworth, R. C. Duke, A. B. Crump, T. E. French, Jerry Contois and "Mort" Martin. Upper right: Some Okinawan's ancestors peer out from their decorated burial urn. Center left, Electrician Bowles enjoys a smoke on the verandah of his homestead. Center 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

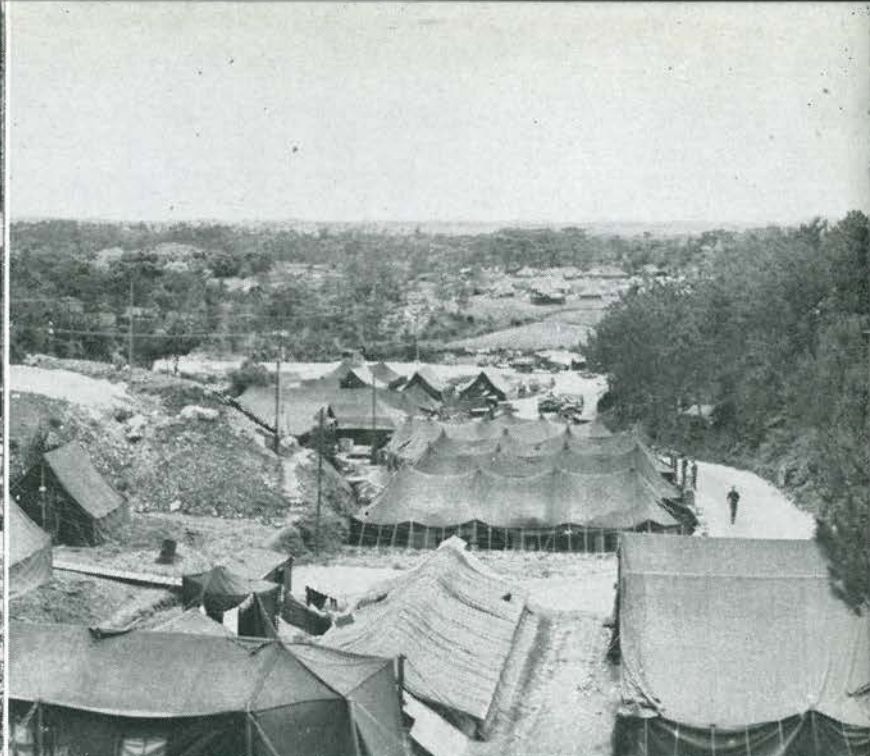


Typically oriental are these random photos of Naha architecture . . . or what was left after the fighting. Upper left, fancy tombs in the Naha cemetery. Upper right, remains of a church. Center, Shinto shrines; lower left, Naha athletic club.



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.

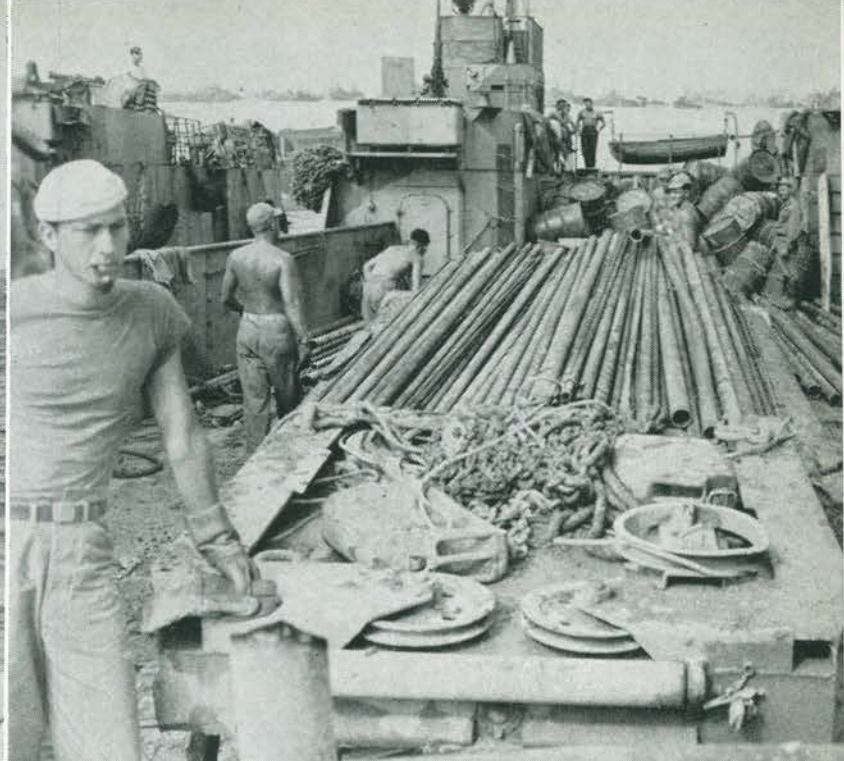
M E S S H A L L



AROUND OKINAWA



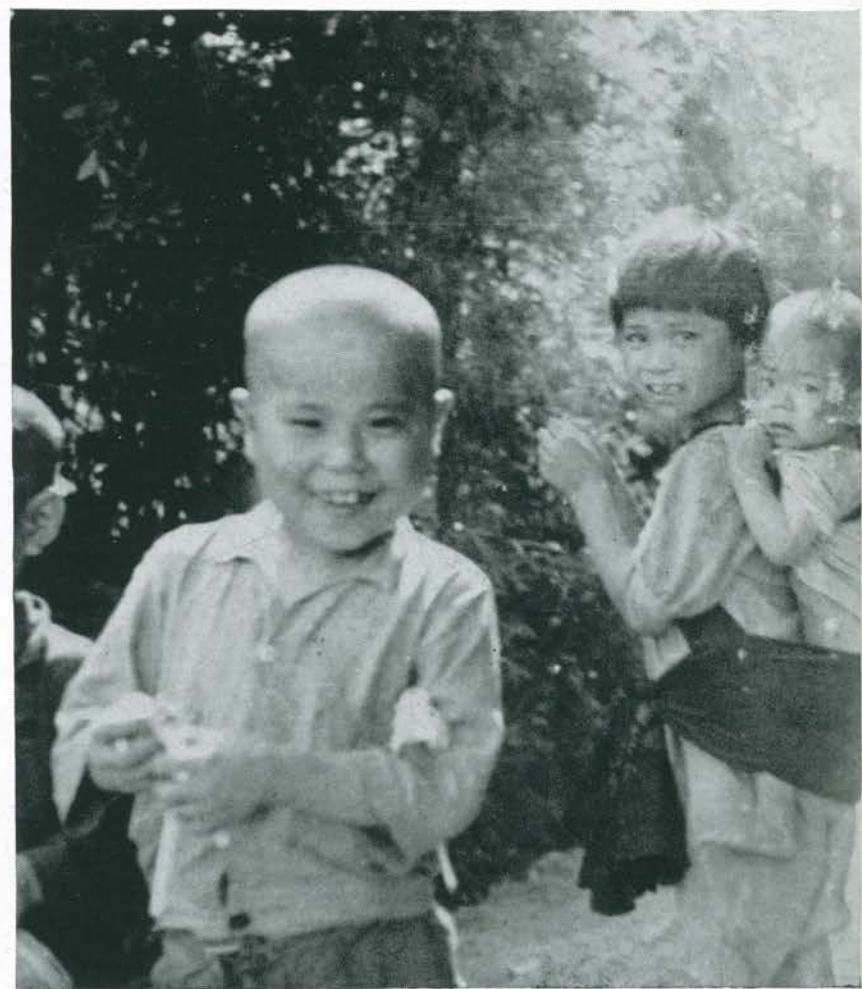
Top photos: A couple of views of the temporary camp constructed by the 145th for Commander of Construction Troops near Island Command. Center left: 145th's milling around for pay line; center right: 145th water reservoir; lower left: part of the camp.



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 airfield.

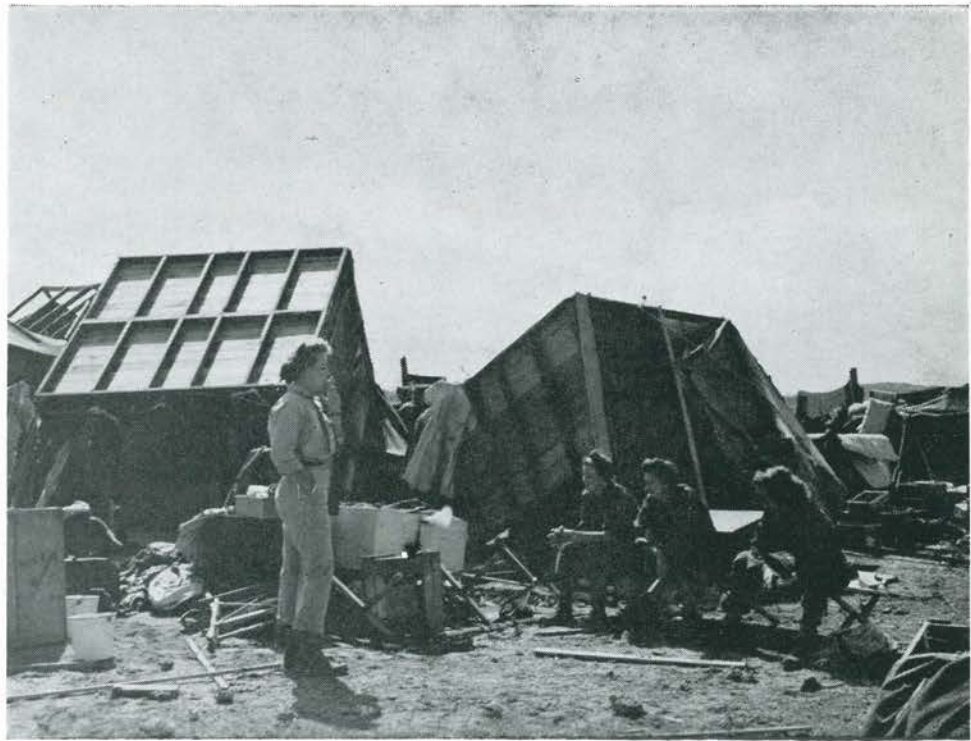


Pictured here is a new type of steel frame construction the 145th used to replace the terminal building at Yonabaru.



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.

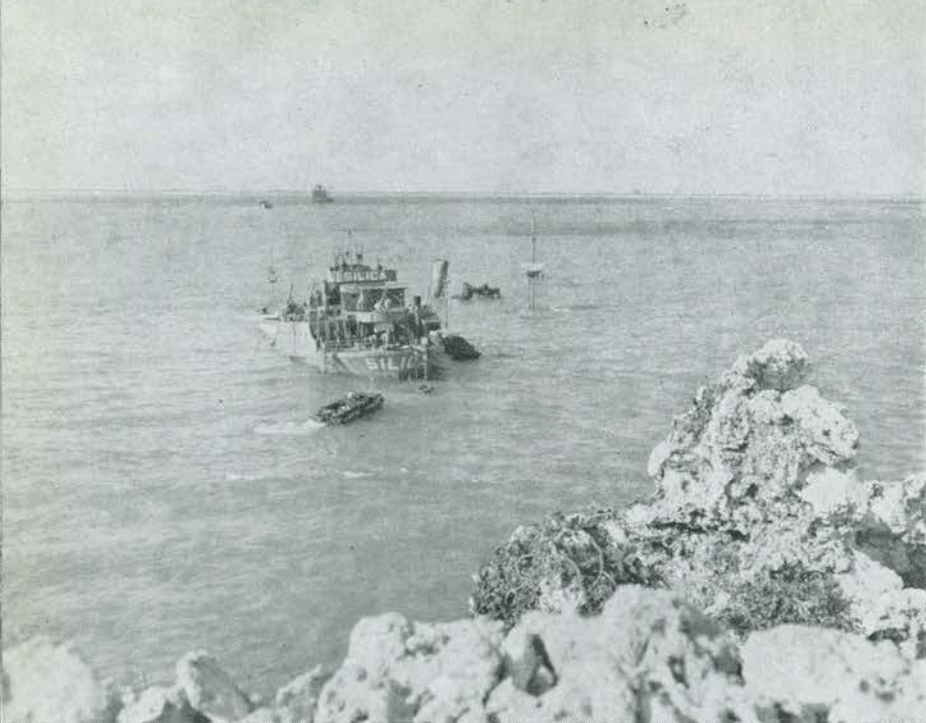


This Jap-built fortress at Naha, surveyed a scene of greater damage after the Oct. 9th typhoon, than it ever beheld as a result of man-made devices.

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.



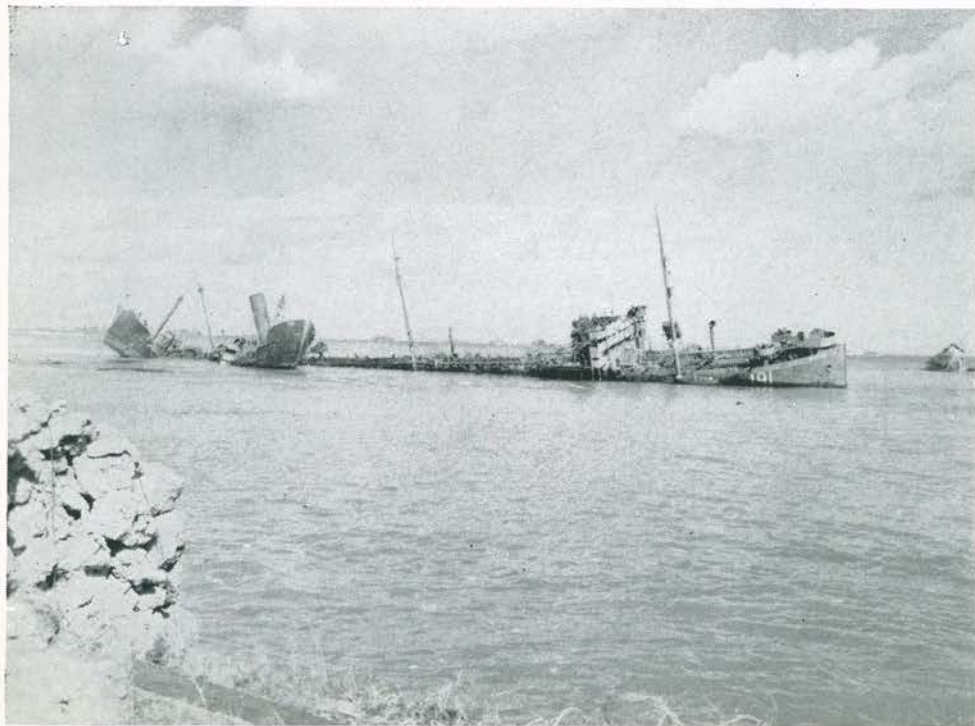
Boxes, barges, bouys, barrels and beams were driven high aground by the storm.



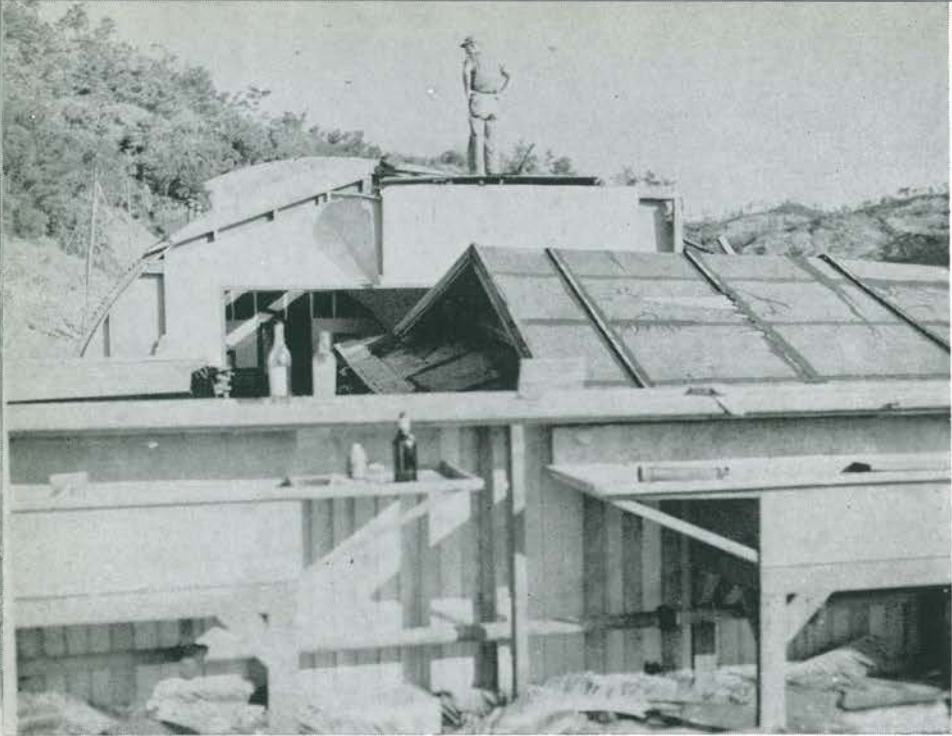
SHIPS AGROUND

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.



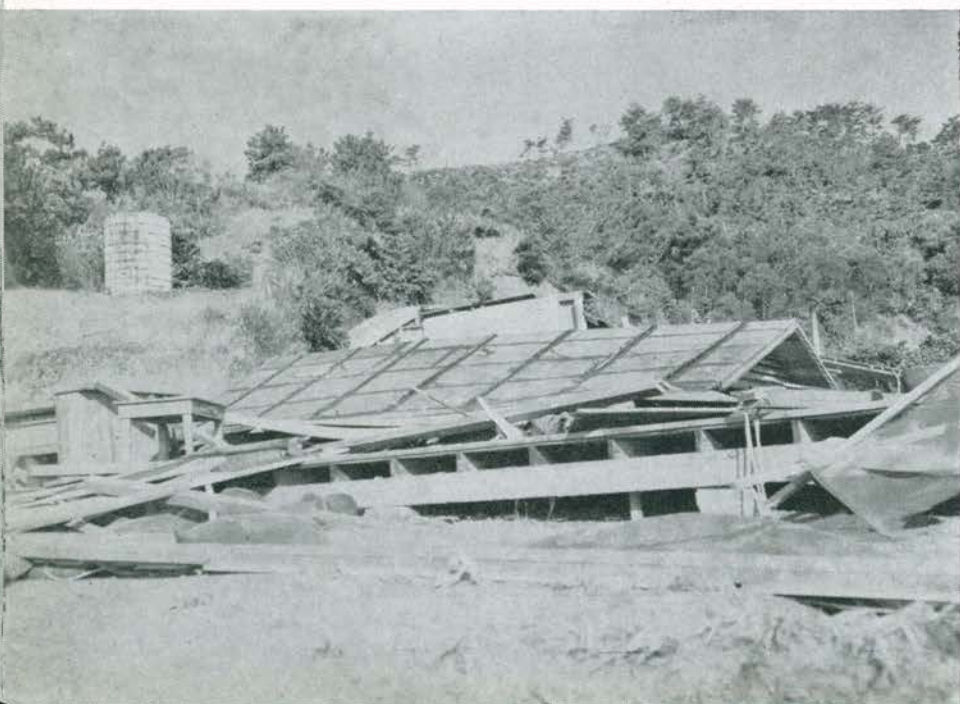
Ships in Naha harbor. Many large vessels such as the lengthy APA shown here, were victims of the typhoon.



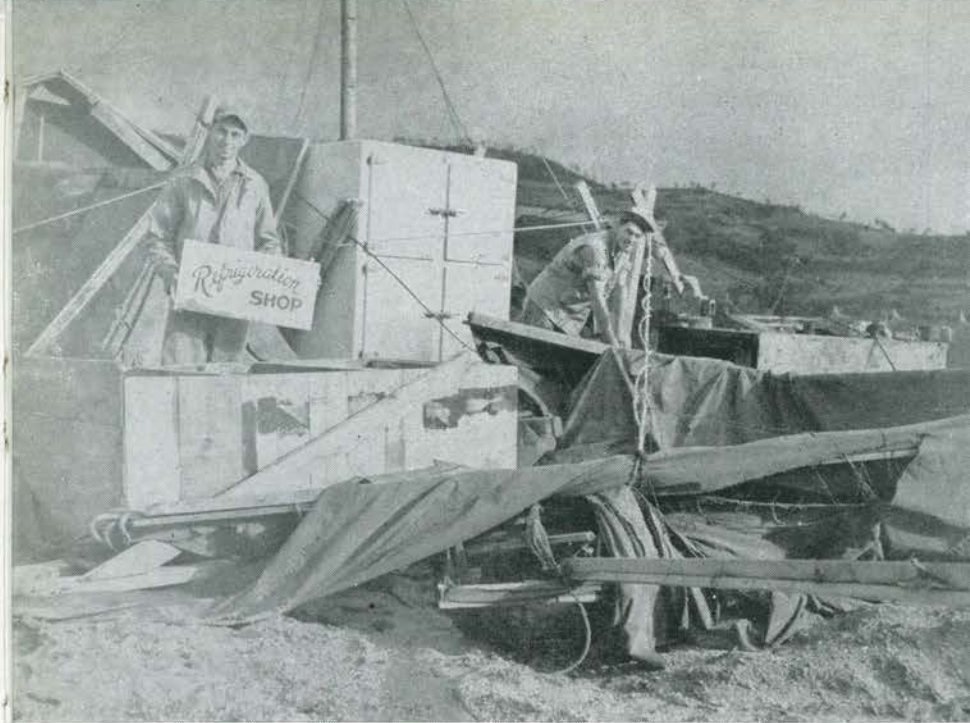
OFFICER'S CLUB

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".

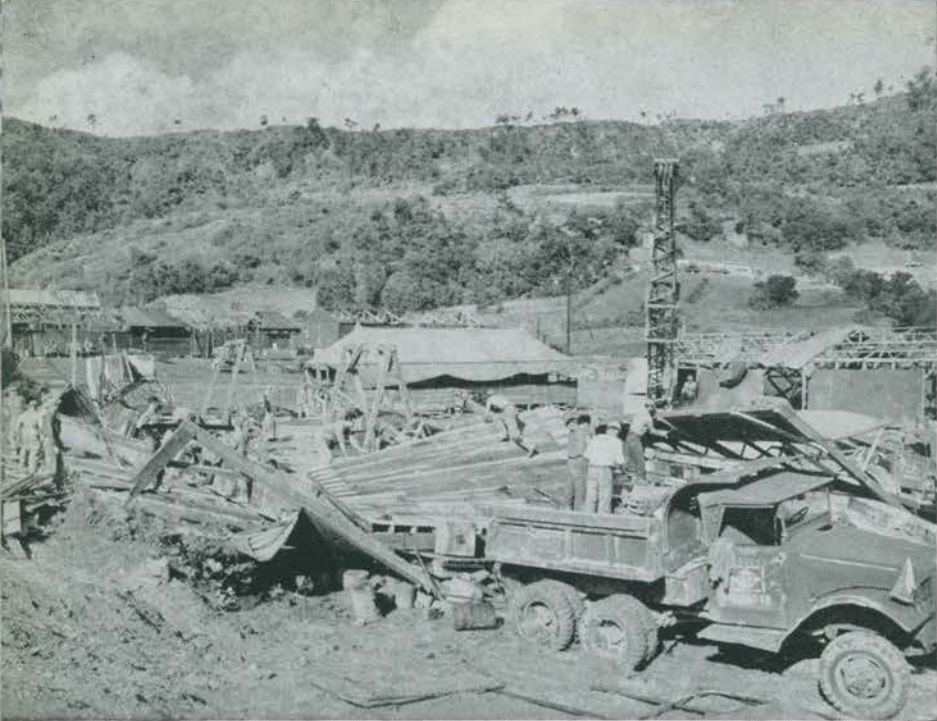
SUPPLY YARD

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.

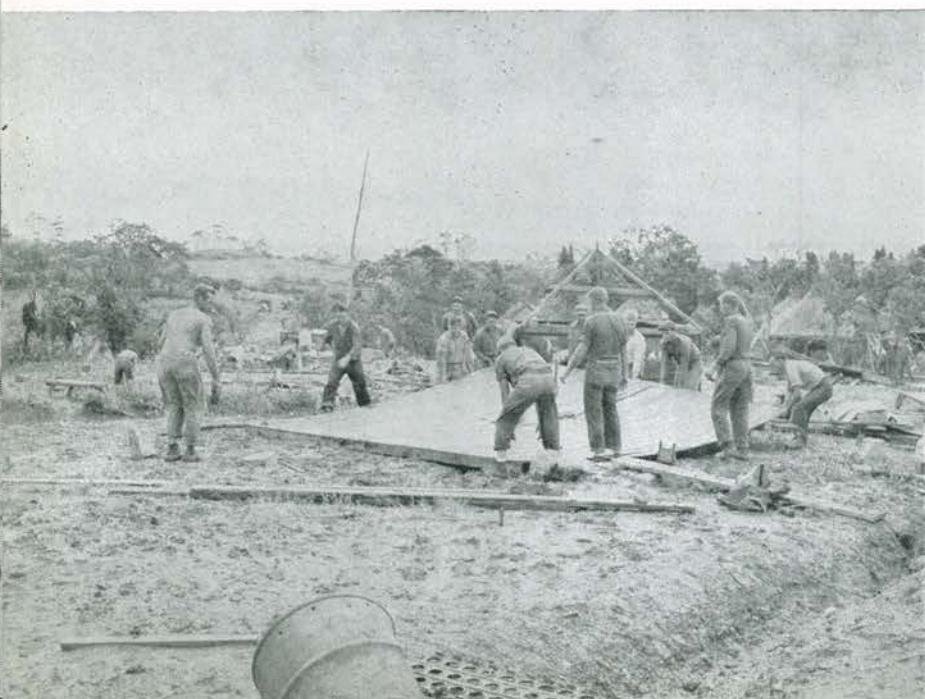
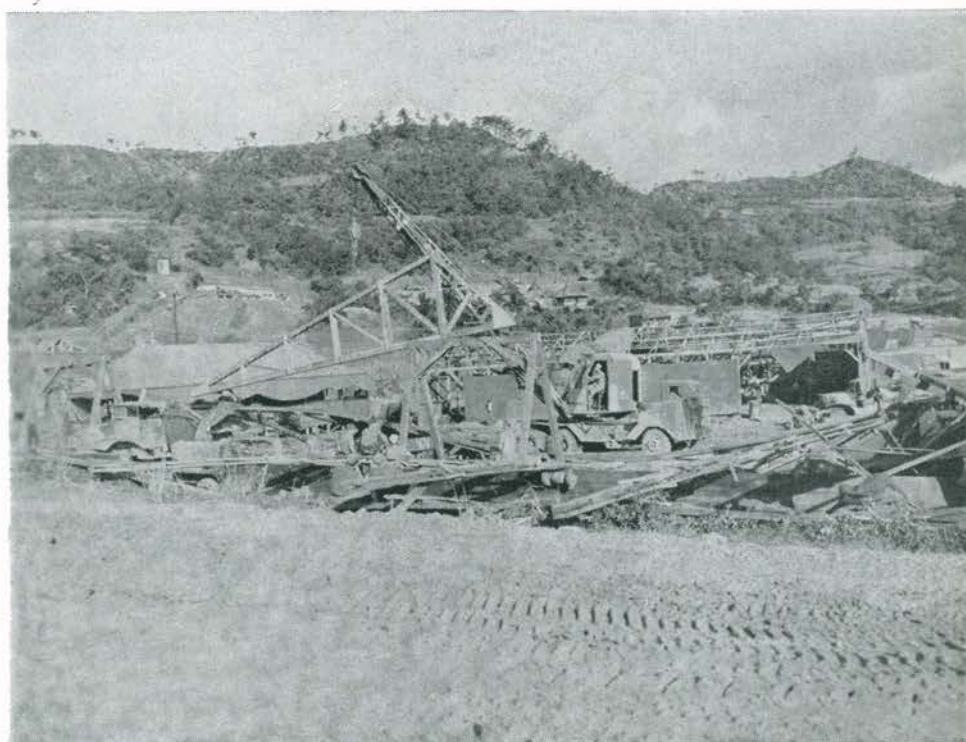


REBUILDING BEGINS

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.