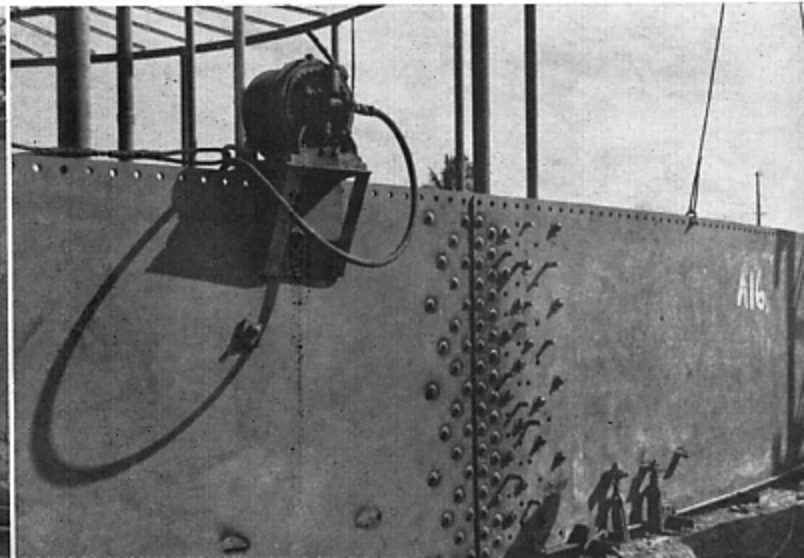


## HOT RIVETS FLY

With the exception of the decks, all joints had to be riveted first, then welded, to insure a leakproof job. The inside columns were erected, then the first ring was riveted and welded into place. Each joint had to be welded on both

the inside and outside of the tank. As the tanks began to take on height, the carpenter crews built rigid scaffolding. The safety of this scaffolding was proven by the fact that there were no serious accidents throughout the project's duration.

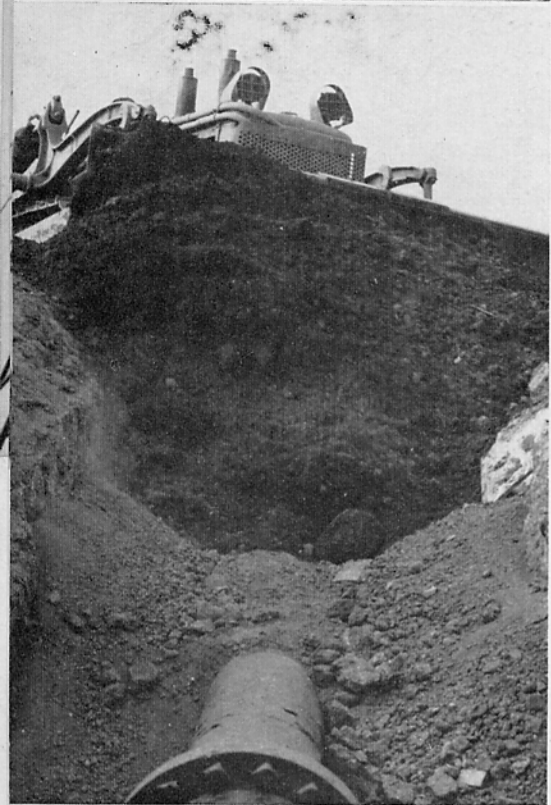




## SEABEE INGENUITY

The side plates on the first tank near completion and the tank is ready to be filled with water to test the watertightness of the joints. During this test, our boys showed their ingenuity again when they welded the roof plates with the aid of wooden rafts in the water filled tank. This saved thousands of man hours, since it wasn't necessary to build the scaffolding inside the tank.

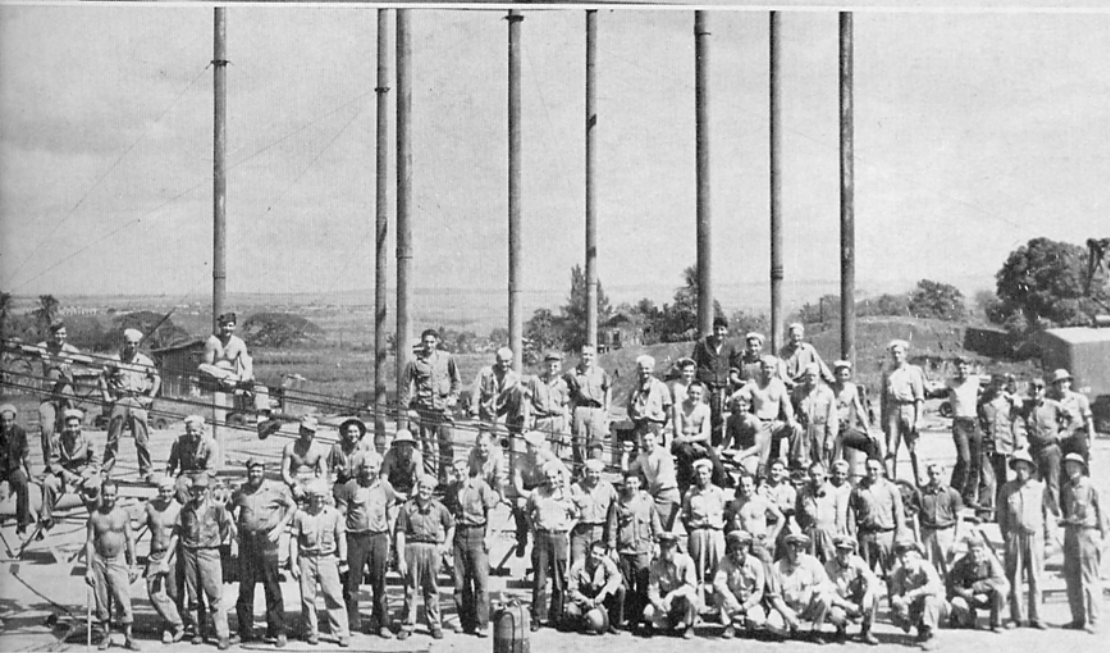
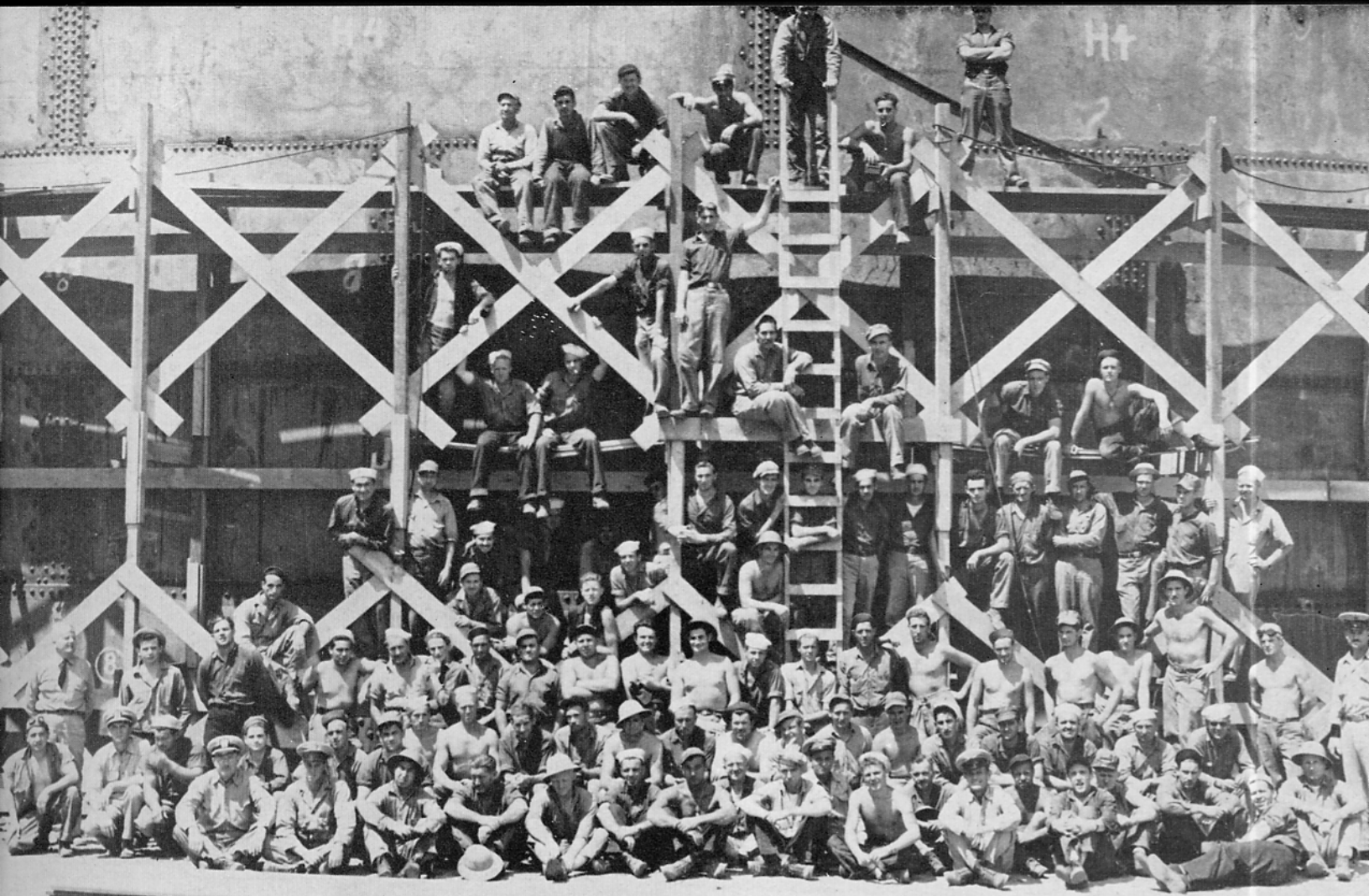


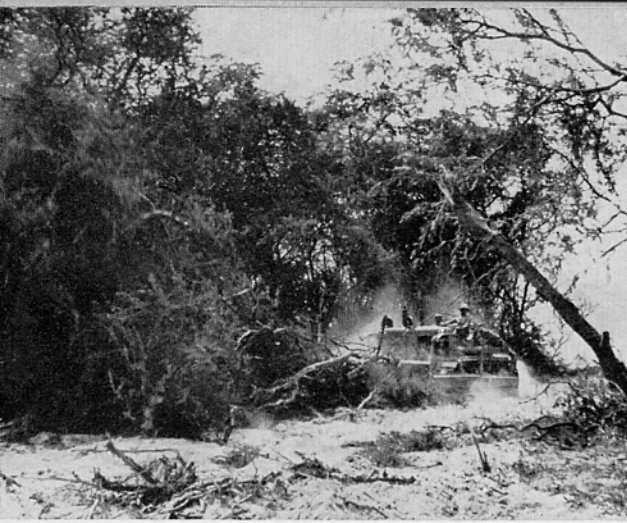


## WELL DONE

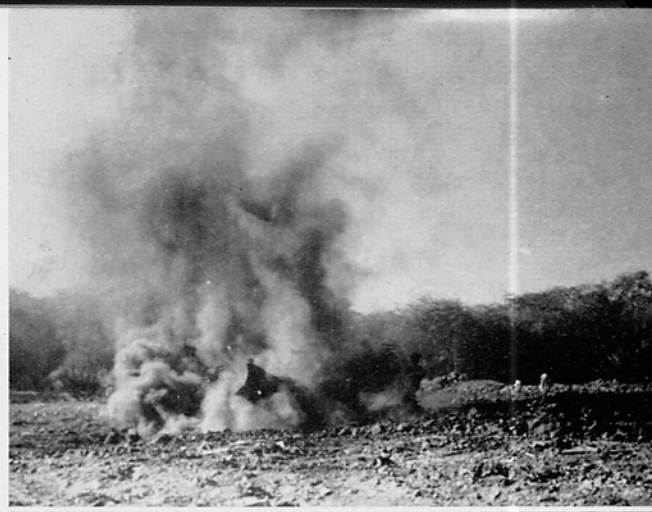
The construction of the tanks was completed but there was additional work involved before the project was secured. Fire protection berms were built around the two tanks and then Gunnite was applied. Following the construction of the reinforced concrete gasoline pumphouse, the shipfitters installed the piping and pump hook-ups and the project was turned over to the Navy for immediate use.







ALGARROBA  
CLEARED



MATERIALS ARRIVE



# I R O Q U O I S A N D



QUONSET HUTS  
SHOOT UP



COMPLETED AND  
OCCUPIED

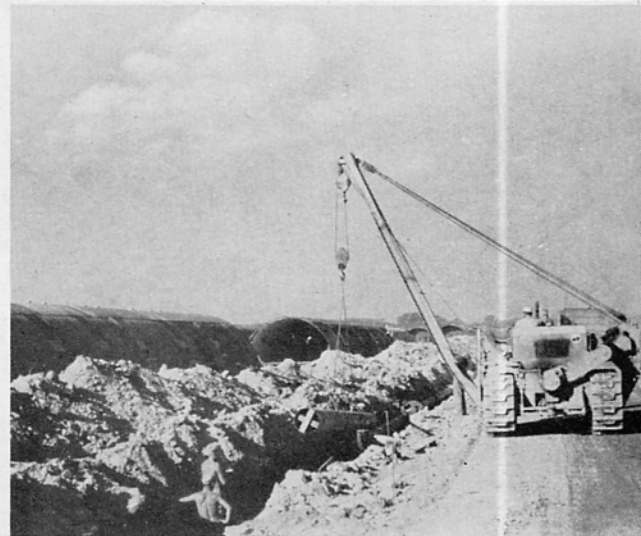
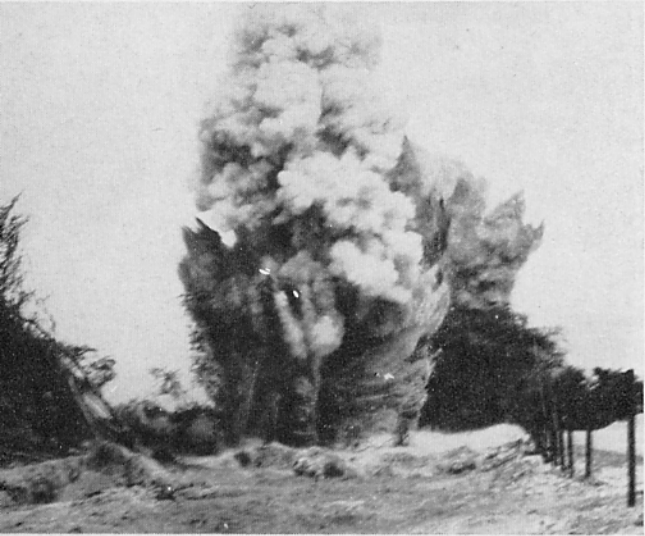




FIRE IN THE HOLE!



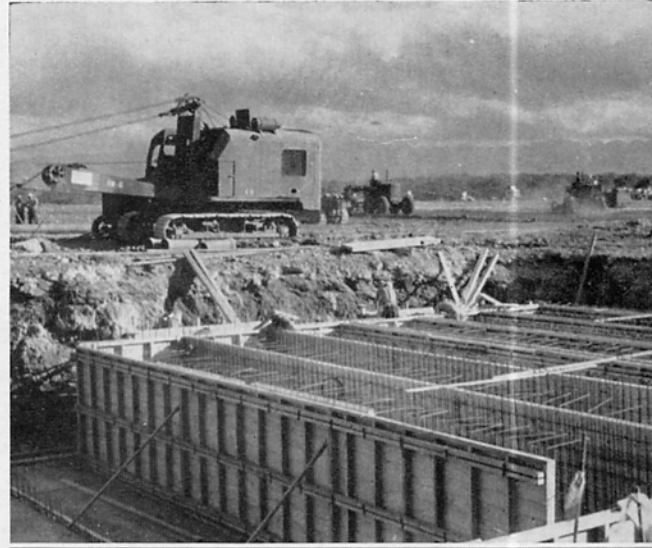
PIPES LAID IN  
DITCH



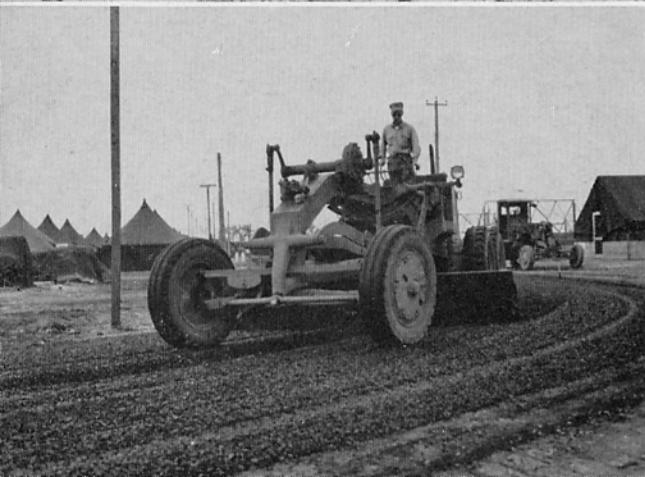
# UTILITIES INSTALLED



LINE AND SEPTIC  
TANK SET



ROADS ROUND  
OUT PROJECT





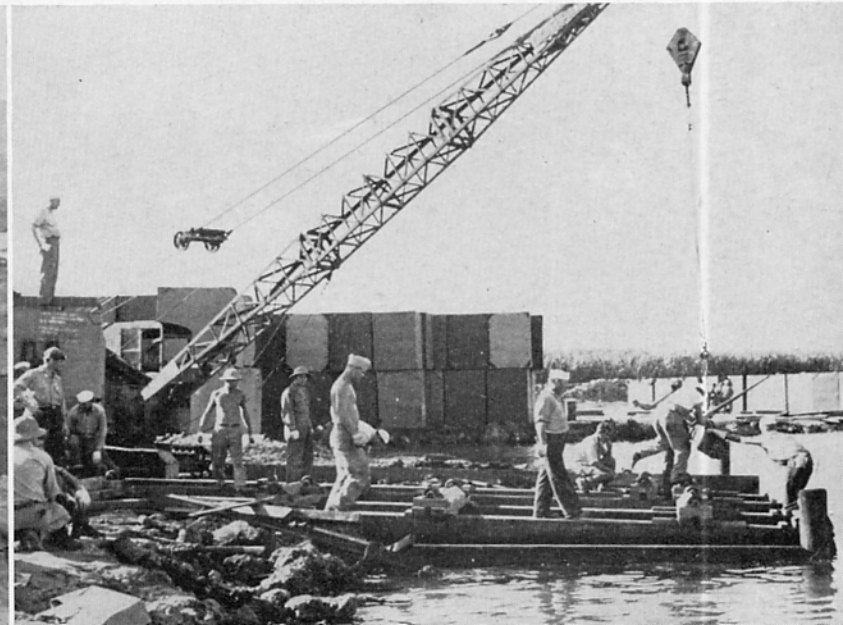
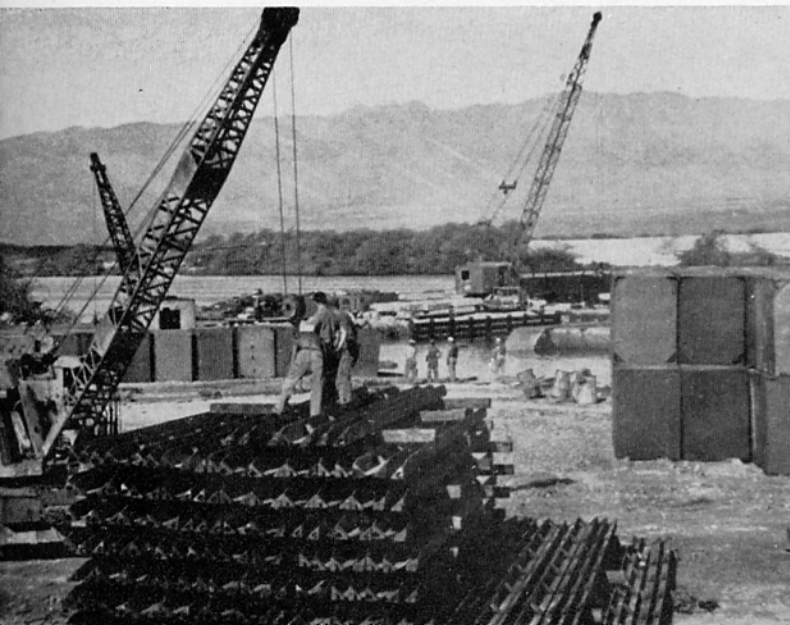
## LOKO EO DYKE

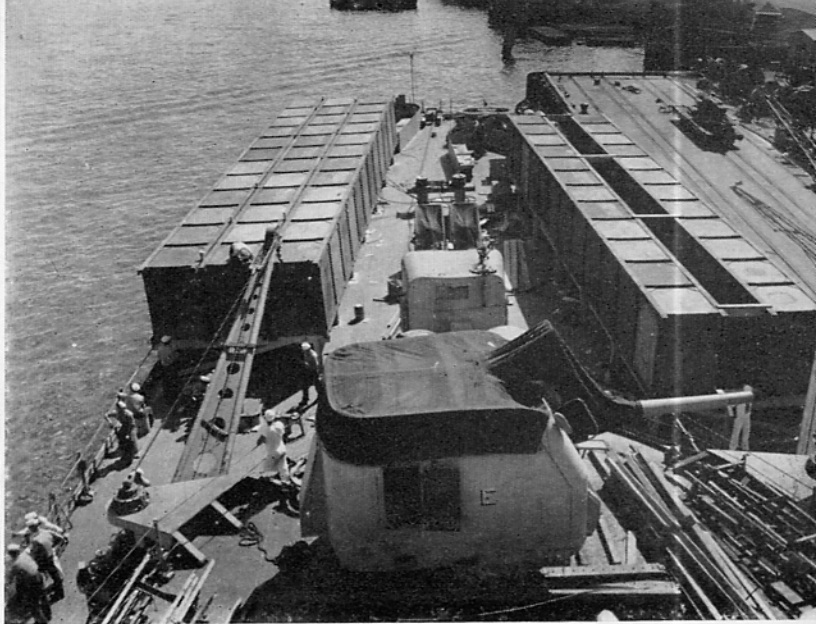
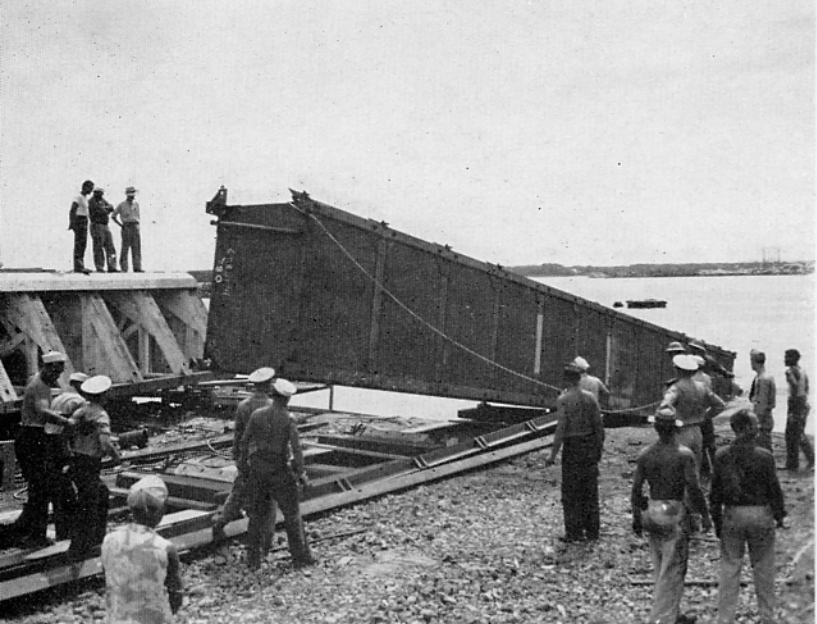
This job was the completion of an earth dyke which had been started by civilian contractors. The project involved the moving of approximately 2,000,000 yards of fill material, rolling and compaction, building up the dyke to the prescribed elevation and construction of a timber spillway.

## PONTOON ASSEMBLY

We were given a rush, high priority job of assembling twenty-four pontoon barge strings at Intrepid Point. Each string was 175 feet long and one pontoon wide. After the strings were assembled and launched they were fast-

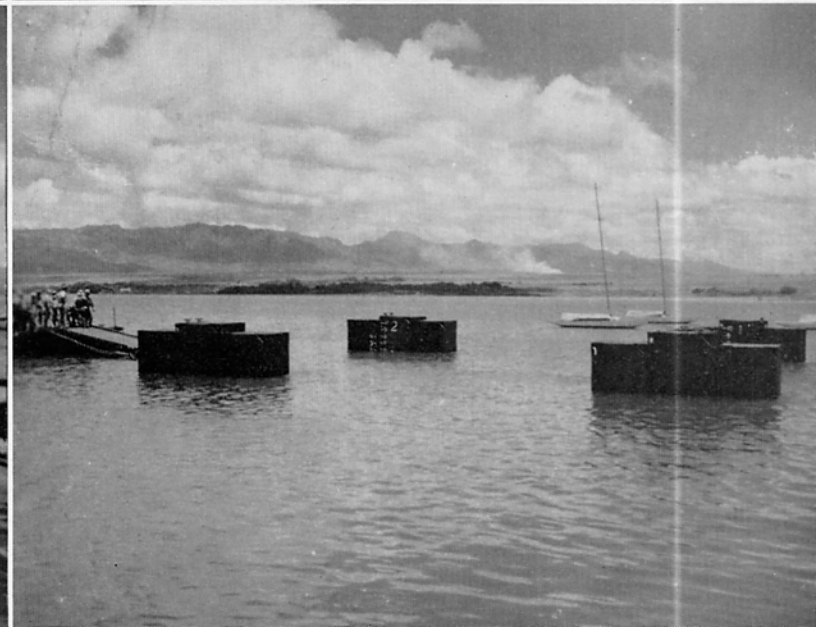
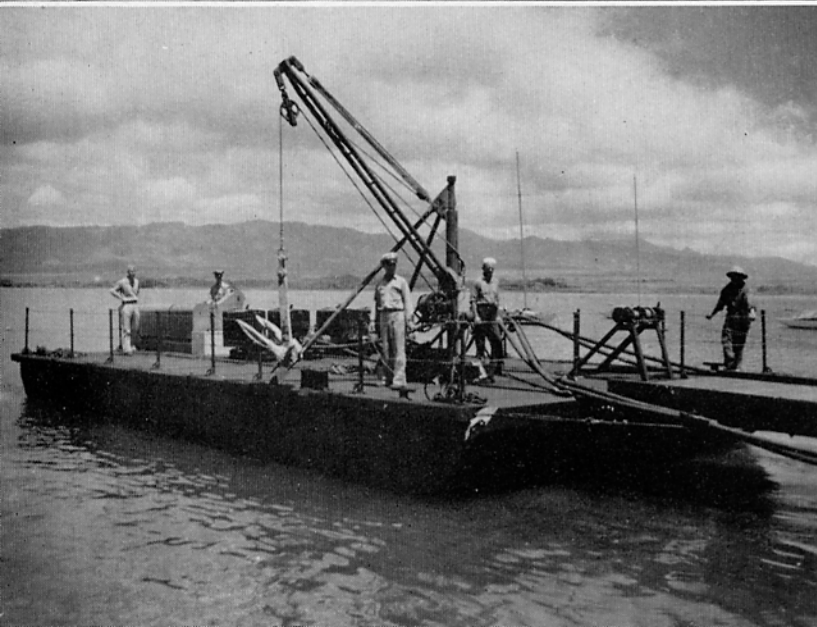
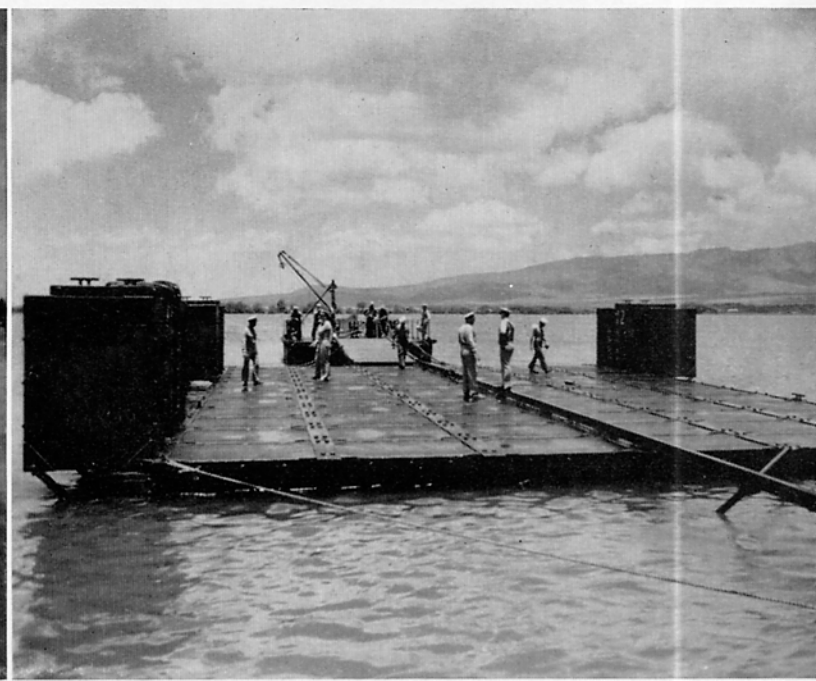
ened together in pairs with special fittings to be used in securing the double strings to the sides of LST's for transportation to forward areas.





String of twelve pontoons slides into the water from specially constructed ways. The pontoons we assembled were sent out on an invasion, as soon as they were ready for loading. After we had completed our project, we constructed several small experimental pontoon drydocks. In

the pictures below you see one of these drydocks during the several stages of assembly, with the sister power barge that was part of the whole unit. These drydocks proved successful and many were sent to outlying islands.







## ANGAUR DETACHMENT

49 DAYS GOING . . . 12 DAYS THERE . . . 39 DAYS RETURNING

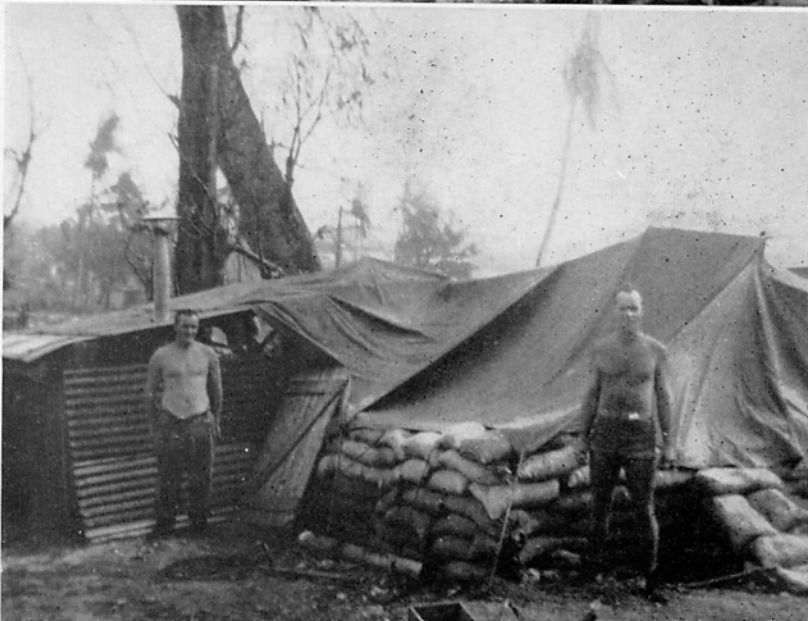
Led by Chief Carpenter William F. Arndt, a small group of our men was sent out on a special and highly secret mission that ended up on the tiny island of Angaur, in the Peleliu group. Their job was to set up docks with the pontoons that they had carried with them half way around the world. They landed on D plus 5, the island was secured on D plus 9 and their job was finished on D plus 17 . . .

It took the crew only 12 days to complete their job, but almost three months were necessary to make the round trip aboard ship. They made stops going, and coming at Guadalcanal, The Russell Group, New Hebrides, New Caledonia and Tulagi. At Iron Bottom Bay they saw a sight never to be forgotten. Through the fathoms of clear blue water they saw on the bottom of the bay a Jap Carrier with her planes still secured to the deck.

While on Angaur they had many a sleepless night with prowling Japs taking pot shots at their tents and then running back to their cave hide-outs. The Jap Governor's mansion on the Island was a great source of souvenirs, with many a rare piece of oriental woodwork ending up in fox-holes.

### DETACHMENT PERSONNEL

Ch Carp. Wm. F. Arndt, O in C; Edwin B., Bergin, CCM; Arthur Pursch, (n), BMI/c; Dustin M. Addison, BMI/c; Fuller M. Lovett, SF1/c; James R. Dollahan, SF2/c; Virgil L. Hardin, SF2/c; John J. Risacher, SF2/c; Carlton Stokes, (n), SF2/c; Nicholas G. Allemenos, SF3/c; Frank Curcio, (n), GM3/c; Edward D. Gasper, MM3/c; Frank Mizer, Jr., MM3/c; Claude L. Hunt, Jr., S1/c; Lyle R. Johnson, S1/c; Edward H. McMahon, S2/c; James K. Potter, S1/c; Harry W. Seaman, S1/c.





GARAGE REPAIR CREW

TRUCK DRIVERS

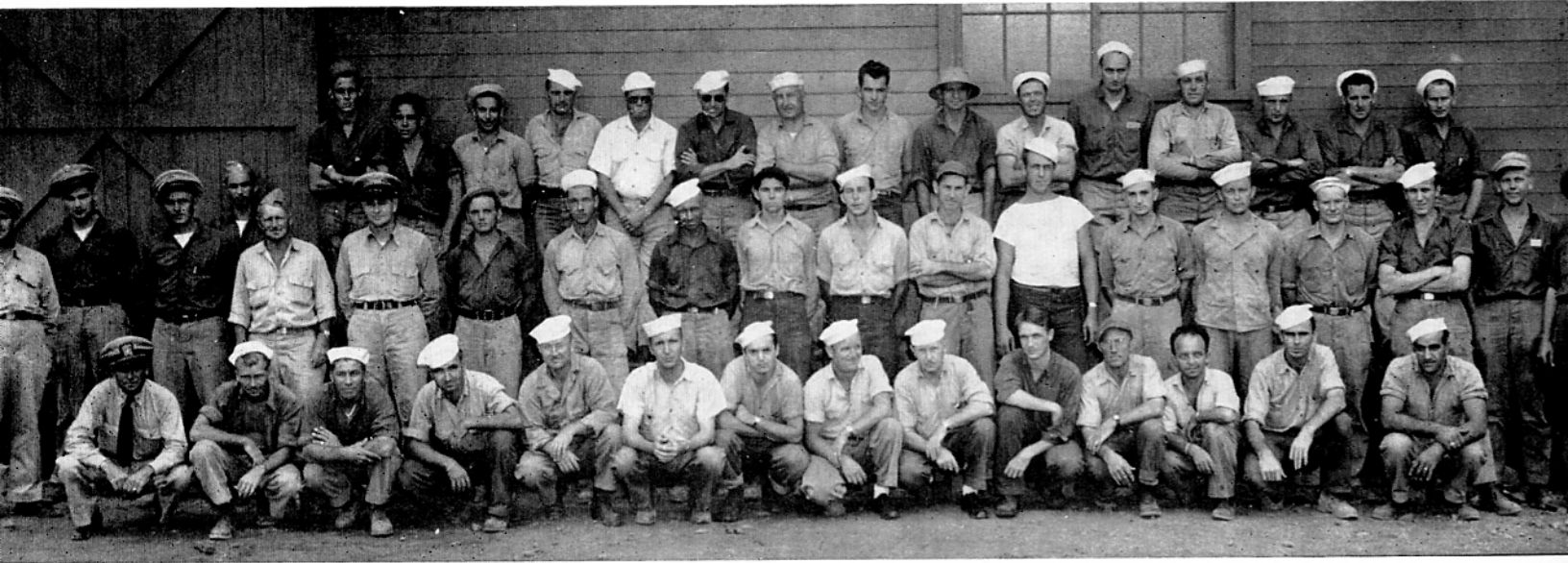




HEAVY EQUIPMENT OPERATORS

HEAVY EQUIPMENT REPAIR





ELECTRICAL CREW

PLUMBING CREW



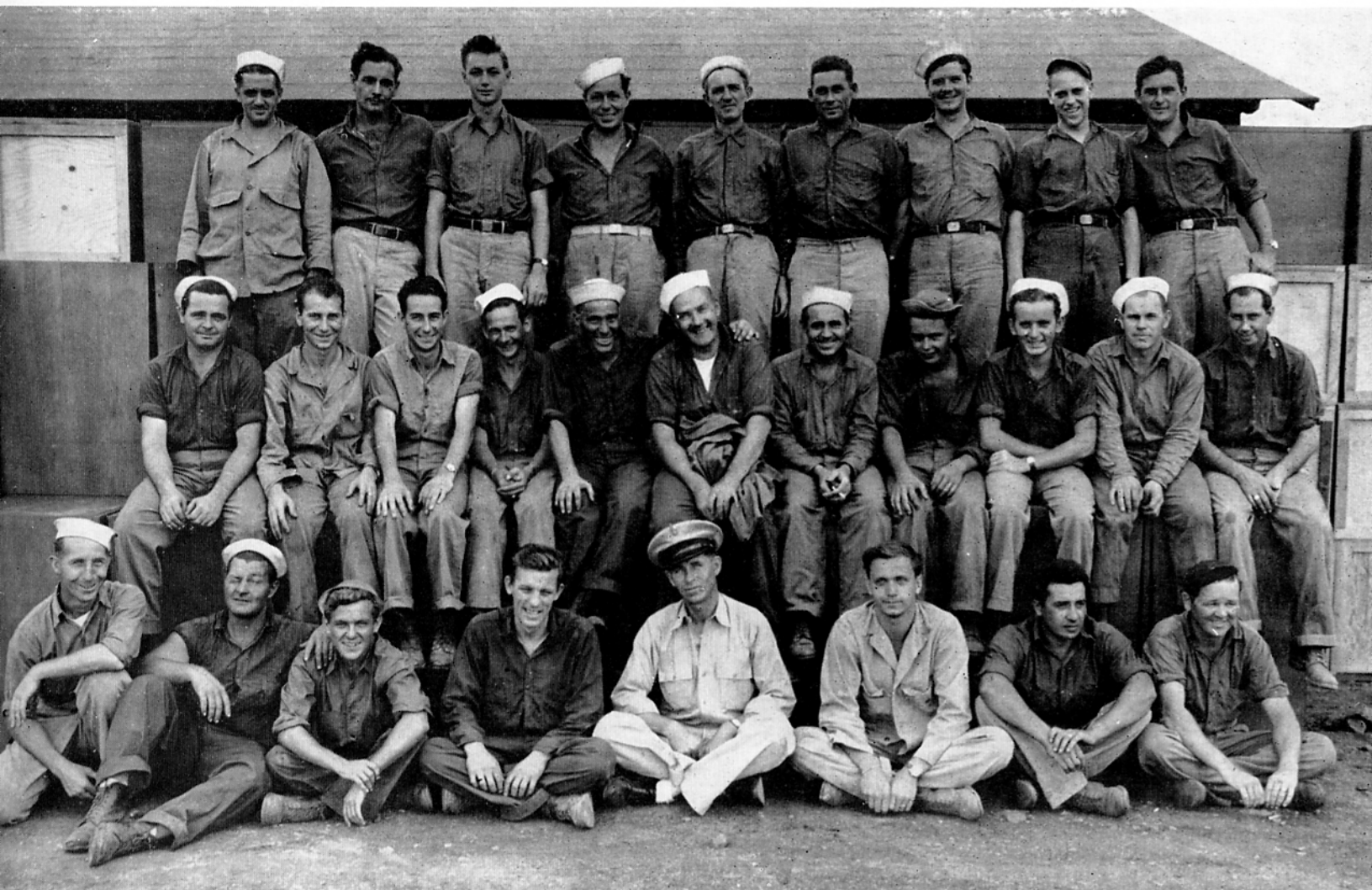


SHEET METAL CREW



SURVEYING CREW

PAINT CREW





KUAHUA RESTAURANT CREW

CAMP CATLIN MESS HALL CREW



WARRANT OFFICERS' BARRACKS CREW





SALVAGING SEABEES

# FRONT AND CENTER

Selinsky to Pongowski to Nagy! Our divers' work on the Oklahoma drew words of praise from topside. . . . Chief McAleer and crew got their fill of prefabricated metal forms for concrete pipes, but the pipes were much needed on an important forward installation—as was the shipping space saved thereby. . . . Lt. Collins and volunteers Adams, Korda, Ellis, Matthews and Brown landed on Leyte D plus I, 21 October 1944 with the 96th Infantry, Seventh Division, and then later transported equipment to Samar via the pier and docking facilities they had built there. . . . Barnette and Cubert tinkered with our Snafued carbine bolts so often that in desperation they invented a work saving gadget which was adopted by the Naval Ordnance Department. . . . Trainor, brave boy, hidden back in the Halawa Hills, rolled and doled his dynamite pills so efficiently, that the Brigade Commander gave him the well known pat on the back.

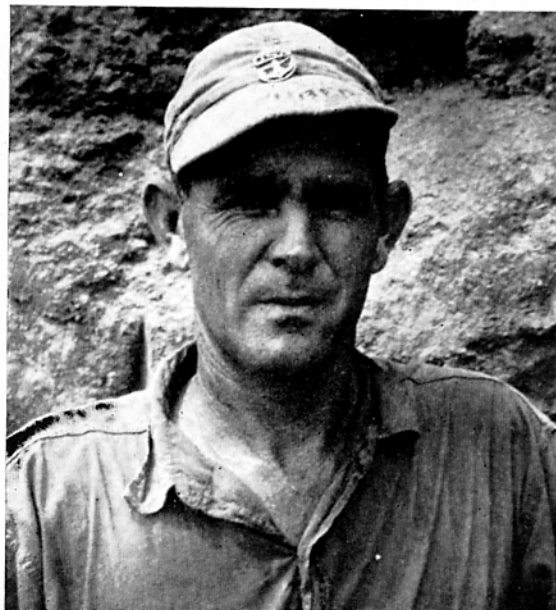
"IT'S A PIPE"



VOLUNTEER DETACHMENT



GUN GADGETEERS



DYNAMITE DELIVERER





*10/2014*



# D-DAY...



COMPANY A, FOOTSORE, AFTER A LONG HIKE



JUNGLE TRAINING SMOKE SCREEN



SWEETHEART VALLEY

# ...MINUS 165



HEADQUARTERS COMPANY HEADED  
FOR THE RIFLE RANGE

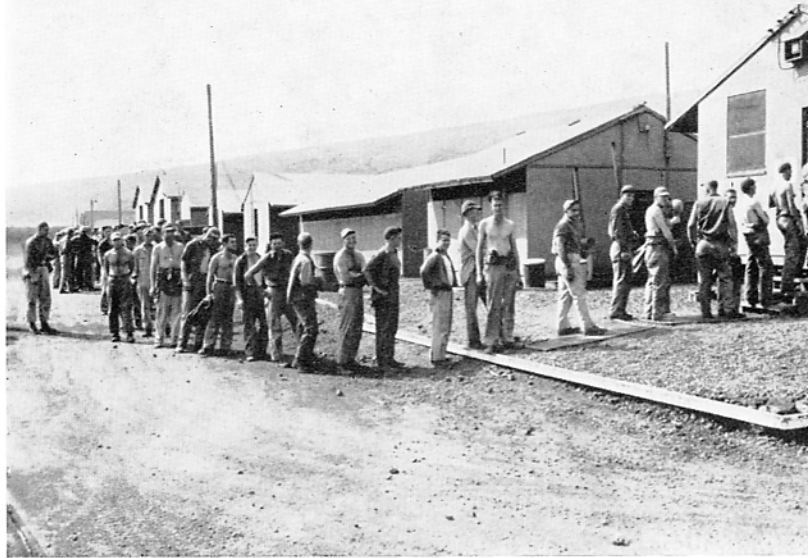


AUTOMATIC WEAPON TRAINING AT MAUI



THE BUTTS WERE HOT AND DIRTY

WE ALL FIGHT TO  
BE LAST IN THIS LINE



# OCCUPATIONAL THERAPY

Eighteen months' work on a concentrated building program does not produce a Combat Seabee Battalion—particularly if its tour of duty is near Honolulu! "Occupational" Therapy must be prescribed **and** applied in large doses.

Early in September 1944 our jobs at Pearl Harbor drew to a close and the outfit underwent a rigorous, but interesting, two weeks of Jungle Training at Sweetheart Valley, Oahu. We secured camp with typical last-minute confusion and hauled ourselves over to Maui via a rocking Army

Transport. Based at the 10th Amph-Track Camp there, we spent approximately two months at general physical conditioning, Marine training, rifle and weapons practice, mock-up debarkations and amphibious landings, and specific preparation for our future assignment. Despite the concentrated schedule, and the innumerable jabs of that damned square needle, Maui offered us our first real chance to relax on the beach in the Hawaiian sun. We were more than just "sorry" when the day came to board ship for the Far East.

"OUCH," THAT SQUARE NEEDLE AGAIN

