



CBMU 635



150°

165°

180°

165°

Ocean

Arctic

POINT

WRANGEL I.

ARCTIC CIRCLE

SIBERIA

Anadyr Gulf

Bering Strait

BERING

NOME

ST. LAWRENCE I.

Bering Sea

Bristol Bay

ATTU

KISKA

ALEUTIAN IS.

UNALASKA

DUTCH HARBOR

150°

165°

180°

165°





PORT BARROW

ALASKA

ARCTIC CIRCLE

FAIRBANKS

CANADA

ANCHORAGE

SEWARD

JUNEAU

KODIAK

SITKA

Gulf of Alaska

Property of
NPEC Historian's Office

PORT BARROW

150°

135

120°

105°

60°

IN MEMORIAM

This page is respectfully dedicated to the
memory of the members of Construction
Battalion Maintenance Unit Six Hundred
Thirty-five who gave their lives while
serving their country.

URE ROBERT McNISH

Water Tender Second Class
LOS ANGELES, CALIFORNIA

HARRY FESSLER SCHEU

Machinists Mate Third Class
UNION BRIDGE, MARYLAND



FOREWORD

The tour of duty of Construction Battalion Maintenance Unit No. 635 (formerly 26th Naval Construction Battalion, 2nd Section) at Dutch Harbor and surroundings has been eventful in many ways, and climaxed by the end of the war in August, 1945. This resulted in an early return home for many, including practically all original rated members of the unit. The performance of these men was excellent; and their ability, cooperation, and leadership enabled the training and use in important assignments of the younger men. These younger men showed a correspondingly good attitude of ambition and willingness, so that in addition to always being an important part of the working force, they eventually took over operations when others left.

The routines of maintenance and operations have been relieved by such things as occasional construction projects, special assignments at outlying bases, and the unpredictable Aleutian weather. This, together with excellent relations with officers and men attached to the Naval Operating Base, has made the tour of duty pleasant in many ways.

All hands have done a good job. It is hoped this book will serve its purpose well, which is to preserve memories of friendship and events during this tour.

W. A. MEYER

Lt. Comdr., CEC, USNR

Officer in Charge

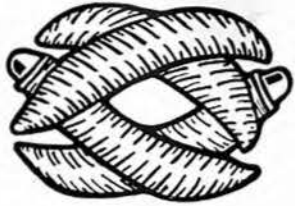


LT. COMDR WILLIAM A. MEYER



OUR SKIPPER . . .

A Pennsylvanian by birth — and residence as well — a graduate in Mechanical Engineering from the University of Pittsburgh. Since 1934 employed by Glenshaw Glass Co., Pittsburgh Industrial Engineers, and Rust Engineering Co., principally working on buildings and industrial installations. Reported for active duty June, 1942, and came to the Aleutians with the 12th NCB in the early days of the war. Later served with Special Draft 3010 and 3020, the 127th NCB, 89th NCB, and became Skipper of CBMU No. 604 which was dissolved and became the Second Section of the 26th NCB. Was renamed OINC of CBMU 635 upon decommissioning of the 26th NCB. Also served as Sector Public Works Officer. A veteran of two tours of duty in the Aleutians.



OUR EXEC ...

Born in Waco, Texas — attended Southern Methodist University, receiving a B.S. in Civil Engineering. As a civilian worked for Meyer, Noyes & Forrest Consulting Engineers, Texas Highway Department, and TVA, doing general engineering, preparation of plans and specifications, and Assistant Field Engineer respectively. One of the Lone Star men to report for duty in December, 1942, first assigned to the 1004 C.B. Detachment; transferred to the 17th NCB in February, 1943. While serving with the 17 NCB made a tour of duty in Newfoundland. Assigned to Second Section, 26th NCB as Ex. O. August, 1944, and continued to serve with CBMU 635 until eligible for discharge under the Navy point system in September, 1945. Transferred to the States and inactive duty at that time with plans to return to the Texas Highway Department.



LIEUTENANT ROBERT L. BERTRAND



OUR OFFICERS

Reading from Left to Right: Back Row — Ch. Carp. Ralph G. Hewlett, Carp. Raymond A. Miller, Lt. (j.g.) Leo Liberman, Ch. Carp. Robert W. Love, Lt. (j.g.) Jesse A. Sanders, Ens. William J. Mitchell, Ch. Carp. Lambert L. Jones, Ch. Carp. John F. Prast.
Front Row — Lt. Charles S. Owen, Lt. Garwin L. Harris, Lt. William W. Cutter, Lt. Comdr. William A. Meyer, Lt. Robert L. Bertrand, Lt. Raymond L. Browne, Lt. (j.g.) Robert J. Thomas.

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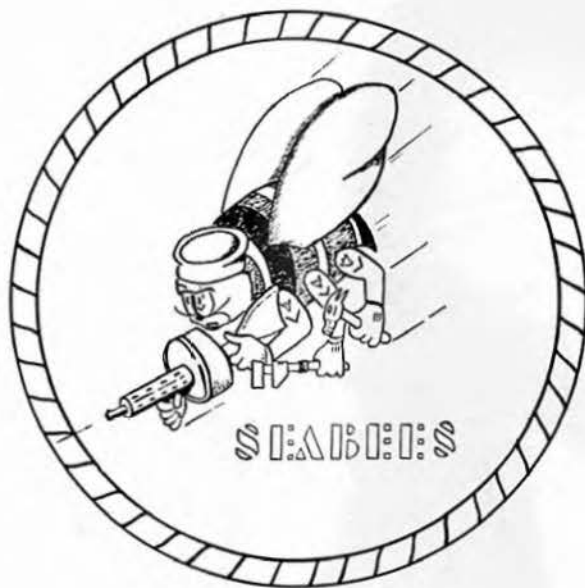
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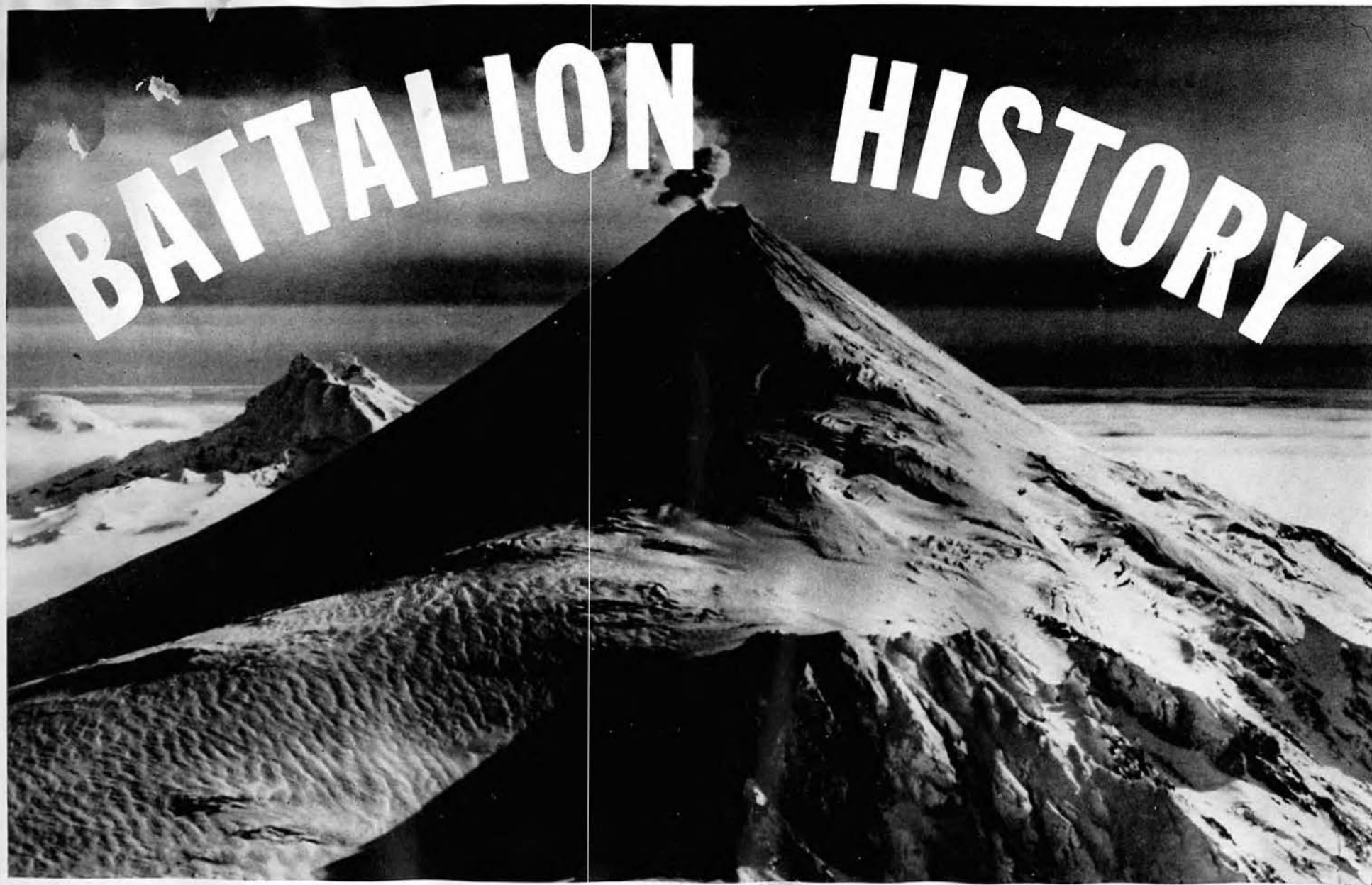
EDITED IN THE ALEUTIAN ISLANDS

A WORD FROM THE STAFF

In this book of words and pictures is a compilation of the work, accomplishments, and activities of the Twenty-Sixth United States Naval Construction Battalion (Second Section) which on July 15, 1945, was redesignated Construction Battalion Maintenance Unit Six Hundred Thirty-Five. It is dedicated to each officer and man who gave his best for the one and only cause, and each can be justly proud of the part he played.

The Staff wishes to extend its appreciation to each and every member of this Battalion who helped in procuring and compiling the necessary information, for without your moral support, interest, and actual aid this book would have been impossible. We sincerely hope that in years to come you will refer to this book often in remembrance of the part you and your comrades played in the achievement of the final victory.





SHISHALDIN VOLCANO . . . UNIMAK ISLAND

THIS IS THE STORY

AUGUST, 1944

EMBRYONIC BATTALION

Sometime in July, the Bureau of Yards and Docks decided to form two sections of the famed "26th" U. S. Naval Construction Battalion, which had established quite a record for itself on Guadalcanal, Southwest Pacific, and which was now stationed at Camp Parks, Shoemaker, California.

COMMISSIONING

These plans became an eventuality on August 1, 1944, upon receipt of orders by Lieutenant W. A. Meyer designating him as Officer-in-Charge of the Second Section. Each section of the "26th" was to form a separate command.

OFFICER PERSONNEL

The officer complement of the Second Section rapidly was filled from Lieutenant Meyer's former command, CBMU No. 604, which consisted of him and four other officers, the original "26th," and the Officer Training Division, Camp Parks: totaling in all sixteen.

ENLISTED PERSONNEL

The enlisted men complement was filled from various overseas units comprising the old 26th NCB, 1st NCB, 2nd NCB, 3rd NCB, 12th NCB, 42nd NCB, and other units which formed a pool at CBRD, Camp Parks, California. Many of these men, approximately 158, were members of the decommissioned CBMU No. 604, which had been brought back from Port Hueneme to help in the reorganization of the 26th.

FINAL LEAVES

During August, most of the men received either Pre-Embarkation or Regular Annual Leaves. All of these leaves had to be terminated by 1 September 1944, as that has been designated the "Readiness Date" of the Battalion.

SCUTTLEBUTT CONFIRMED

Just when "scuttlebutt" was running high as to the probable destination of the 26th, all personnel were issued "Cold Weather" gear which seemed to confirm the fact that this battalion was to be an experiment in combating the effects of the deadly germ Malaria. Many men in the battalion not considered fit for duty in the South Pacific, due to prevalence of Malaria and the demoralizing effect of recurring attacks were members of the reorganized 26th Battalion. This was to be an experiment in putting the valuable skills, trades and Advance Base experience of these overseas veterans to much needed service in the far North.

SEPTEMBER

READINESS INTERVAL

All personnel having returned from leave with the exception of the AWOL's, the Battalion was now awaiting "shipping out" or embarkation date. By this time the consensus of opinion was that Treasure Island would be our embarkation port, although "scuttlebutt" still circulated that perhaps a train ride to Seattle was in the offing. However, it was generally conceded that our liberty would be frozen at any time. This conjecturing became a certainty when a directive was posted stating that 6 September 1944 would be our last liberty before movement of the Battalion. Many wives, sweethearts, relatives, and friends were to be seen bidding goodbye to the men of the battalion during this period. Although most married men had been instructed previously to make arrangements to send families home, many had waited until the last possible moment. On 7 September all personnel of the unit were given notice that liberty had been extended to 8 September, thus giving them an additional two days liberty. Most of the men availed themselves of this extended privilege.

DRY RUN

Typical of Navy procedure in acquainting its personnel in all phases of Navy routine and knowing what to do under any and all circumstances,

a "dry run" on the loading procedure for transportation to Treasure Island was held at 1300, 9 September on the Camp Parks drill field. After completion of this important feature of the embarkation procedure, the old overseas veterans and the 170 recruits from Davisville, R. I., were without a doubt ready to embark for their overseas assignment. On Sunday morning, 10 September, the men and their gear were loaded on busses and trucks to be transported to Treasure Island.

TREASURE ISLAND

At 0800 this movement of the 26th was effected. Although Treasure Island was the first stop, many men refused to believe this was the point of embarkation until the Navy bus delivered them to the Pre-embarkation Barracks, Treasure Island, Sunday morning. Men and gear were unloaded in a drizzling rain and almost immediately assigned to quarters. It was learned at this time that the Battalion would be temporarily quartered for four or five days in Pre-embarkation Barracks. Officers and C.P.O.'s of the 26th received a pleasant surprise when they learned that they would be able to go on liberty Monday morning at 0800. Both officers and C.P.O.'s continued to get overnight liberty for the balance of our stay at Treasure Island. All enlisted men were given liberty on Wednesday and Thursday of which many availed themselves. Pocketbooks had been more or less strained long before this, but this fact did not deter men from taking this last precious look at San Francisco and Oakland.

EMBARKATION

This momentous occasion had fatefully arrived. For many of the officers, Chiefs, and men it was their first ocean voyage and first trip out. Excitement ran high in all quarters. At 1030 the muster of both sections began. After this had been accomplished all personnel partook of their last meal in the U. S. A. for many months. At 1200 all hands boarded a Navy ferry to be transported to the San Francisco pier preparatory to boarding the liberty ship, S.S. Carl Schurz. Now began the gradual boarding by all hands. This was accomplished in several hours when all hands had been assigned a berth by the berthing officers. At 1700 the Schurz cast off from the pier and our voyage had begun. We passed under the Bay Bridge, and an hour later all hands strained their eyes to get a glimpse of the Golden Gate Bridge.

S.S. CARL SCHURZ

Like most liberty ships the Carl Schurz (named after the famous American statesman) was lacking in the "comforts of home," but as our voyage was

not to be any longer than two weeks, all hands just settled into the crowded space allotted them and proceeded to become acquainted with the ship's rules and regulations. Duty assignments of various nature were given to the 26th personnel to aid the normal functions of the ship's crew. This included cleaning details and details for the gallery, library, ship's service, public address system and, along with the ship's drills, life was not to be too monotonous aboard the Schurz as all personnel readily perceived. Fortunately the Schurz hugged the coastline of California, Oregon, Washington, and Canada for the first part of the voyage, thus making a most interesting trip. Many of the 26th personnel had made a similar trip previously, so they were able to identify and point out places of interest. However, after the fifth day the Schurz turned toward the open sea and all sight of land was lost until the first stop, Kodiak, was reached.

KODIAK

At 0700 Saturday, the 23rd of September, the Schurz pulled into Kodiak. For most of the personnel of the battalion this was their first glimpse of the oft-heard-of land of Alaska. This was the debarkation point for the First Section of the 26th and they and their gear were unloaded at 1000. The Schurz remained at Kodiak over-night, giving many of the less "salty" personnel of the Battalion a welcome relief from the rolling and pitching they had experienced for the past few days. At 0700 Sunday morning, the 24th, the Schurz again headed out to open sea bound for Dutch Harbor. During the last part of the voyage the Schurz remained fairly close to shore, giving everyone a preview of the type of country they would be living and working in during the coming months.

DUTCH HARBOR

Tuesday morning, the 26th of September, at 1015, the Battalion got its first look at Dutch Harbor. The Schurz was berthed at Ballyhoo Dock amid the band playing, cheering and yelling of men of the 85th Battalion, most of whom had managed to be down to the dock to welcome their long awaited relief. At 1100 the Second Section of the 26th disembarked and were loaded in busses that were to take them to their temporary barracks. The only hitch in this process was the temporary absence of an alert member of the Battalion who had slept through the entire proceedings and was finally located sound asleep on the deck up forward. Personnel of the Battalion were housed in temporary quarters in the Fort Mears Area until the departure of the 85th Battalion which we had been sent to relieve. The chiefs moved into

their quarters in the Battalion area, and the officers were housed in the civilian defense houses on the hill.

ASSIGNMENT OF MEN

The officers and most of the C.P.O.'s had been given their tentative departmental assignments, but now came the task of assigning the men. The night of the 27th was spent by the officers representing the various departments in determining the various skills of the men and making assignments. By the next morning every man in the Battalion, except three, had been assigned and everyone in the Battalion began the process of taking over the maintenance of the base from the 85th. The 26th Battalion had definitely taken over!

OCTOBER

CHANGES OF QUARTERS

The 85th Battalion left Dutch Harbor on the 1st of October, and that afternoon the men of the Second Section of the 26th were moved into the newly vacated barracks, which were to be their permanent quarters. The new quarters which were also in the Fort Mears Area, were in much better condition than the others, so no one was unhappy about the move.

CPO CLUB

On October 1st the 26th CPO's took over the former 85th NCB Chief Petty Officer's Club. Officers were elected, and all Chiefs who desired to become members of the club contributed \$10 each for initial stocking of beer and other items. The CPO club was off to a fine start.

DOCK PROJECT

On the 5th of October eleven men from the battalion began work on nearby Akutan Island. This involved making major repairs to the dock at that station, which was accommodating the fueling of the many Russian ships stopping there for that purpose. This project, which was under the direction of Chief I. J. Bailey, was completed on the 15th of November, and members of the crew received commendations for their work from the Commanding Officer of that station.

WARRANT PROMOTION

On the 6th of October word was received via the Navy Department Bulletin of the promotion of Chief R. A. Miller. Carpenter Miller remained as one of the officers of this battalion.

BATTALION NEWSPAPER

At 1830 the 7th of October the first edition of the Second Section — 26th NCB newspaper came rolling off the presses and was distributed to all hands. The paper temporarily had the title "B-Buzz'ns", but a contest which was open to all members of the battalion was inaugurated during the month to promote an entirely new and original name for the paper.

PUBLIC WORKS

Lt. W. A. Meyer, Officer in Charge of the Battalion, took over the additional duties of Public Works Officer of the Unalaska Sector on the 21st of October upon the departure of Lt. Comdr. J. C. Stilley, CEC, who had been Public Works Officer.

MILITARY TRAINING

Military Training got under way on the 23rd of October with all men of the battalion being assigned to classroom instruction on the carbine and BAR as a brush-up on the weapons preparatory to firing on the range.

CPO CLUB FIRE

Disaster struck the CPO Club on the 25th of October, when at 0822 on that morning a passerby noticed smoke emitting from the rear part of the club building. The fire had got well under way by the time it was spotted and the alarm turned in, and by the time the fire was extinguished the interior of the club was greatly damaged. Fortunately the Chiefs were able to retrieve their pool table, refrigerator, radio, tables, and chairs and immediately transferred them into one end of their barracks, where a temporary CPO Club began operating.

WELFARE AND RECREATION

During the month of October the personnel of the battalion began to realize and enter into the many phases of welfare and recreation the base had to offer. Numbering among these were the picture shows, bowling

alleys, ship's service stores, and the gymnasium, which almost everyone began taking advantage of. Basketball teams representing each company were formed and entered in the various leagues sponsored by the NOB Welfare and Recreation Department. A boxing smoker was held on the base on the 10th of October in which the battalion had 5 entries. Having had only two weeks from the time of their ocean voyage in which to train the representatives from the battalion were at a decided disadvantage. However, under the management of Carpenter L. L. Jones, the battalion welfare officer, and the training and coaching of E. T. Spencer, the battalion came out with two wins and a bright outlook for the other fighters in future engagements.

NOVEMBER

GENERAL ACTIVITIES

By the end of October the battalion had settled down to its job and the daily activities were becoming routine. The initial problem of assignments and organization was over and the newness of the base and activities had worn off. However, all hands were kept very busy. A backlog of from two to three weeks had accumulated on repairs and various alterations and installations that a maintenance unit is always called upon to do in keeping a naval base in top operation.

ULAKTA HEAD

During the month of November small dynamite crews were at work improving the condition of the access trail leading to the Ulakta Head Signal Station. This station was at the north end of Ballyhoo Mountain where it handled the identification procedure for all ship traffic entering the harbor. This access trail, by which supplies were taken by members of the crew manning the station, had been practically erased by wave and storm action against the exposed shore with the result that the trail could be traversed with difficulty only by the use of a tractor. However, this resulted in considerable wear and tear on the tractor. The work in opening the trail up consisted mainly of dynamiting boulders and rocky point obstructions jutting out into the trail. By strategic use of dynamite the trail was opened up to support limited truck travel.

BEER PARTIES

The first of a series of beer parties was held on November 22. This party was sponsored by and for the Transportation Department. Two days later on the 24th another beer party was held, this time for all men in the Facilities and Maintenance Department. Plenty of beer and food was furnished, together with music from the "Aleutian Ramblers" — a six-piece string orchestra composed of 26th personnel. These parties were very popular, and a lot of fun was had by all who participated.

BOXING

On the 11th of November E. T. Spencer, CM2c, logged out for Adak to participate in the all Aleutian boxing tournament. Spencer had won this honor by winning the title for his weight at Dutch Harbor. He was defeated in the finals at Adak, but nevertheless brought back the first of a series of trophies for the 26th trophy case.

UNALGA

On the 9th of November a four man crew went to Unalga for the purpose of insulating a 2100 foot, exposed 2 inch water line. This was accomplished in 16 days, the crew returning on the 25th.

LANDSLIDE

On the 17th of November, a landslide of approximately 6000 cubic yards of earth and rock occurred just north of the Ballyhoo Dock which completely blocked the Ballyhoo Road. Maintenance crews turned to and had the road open for single lane traffic within two hours. The work of removal and disposal of the material continued throughout the month.

THANKSGIVING DAY

Thanksgiving Day was observed on the base by granting a "G.I." day to everyone not standing necessary watches. The event was especially marked by the battalion with a lavish turkey dinner complete with all trimmings and accessories.

GALLEY CHANGE

A change of galleys was effected 30 November with the messing facilities being moved from galley No. 10 to galley No. 17 which was just across

the road. This change represented a great improvement, the new galley having a concrete floor, improved facilities, and the added feature of having just been repainted and redecorated.

DECEMBER

NEWSPAPER CONTEST

The contest for renaming the battalion newspaper was brought to a close the 1st of December. All nominations had been received and the judges met to determine the best of the lot. The name finally picked was "What's Cookin," and the prize offered for the name picked was given to H. W. Gardner, who submitted the winning title.

BEER PARTIES

Two beer parties for the remaining departments were held on the 1st and 6th of December topside of the battalion gymnasium. These parties were along the same order as the previous parties and, like them, were enjoyed thoroughly.

CHRISTMAS

Holiday routine on the base was observed on Christmas Day with church services being held at various times all through the day so that those standing necessary watches would be able to attend. The battalion galley and recreation hall were gayly decorated, and a loudspeaker system was set up to play Christmas carols over the battalion area. The cooks and bakers came through with a fine Christmas dinner that featured the traditional turkey. Although Christmas seemed lonely and dreary to many because of their being so far from home at that time, it was brightened up considerably through the efforts of those who contributed to the decorations, dinner and music.

BOXING SMOKER

On the 29th of December another boxing smoker (no smoking allowed) was held in the NOB theatre. Four men of the battalion were entered, and of these, two won by T.K.O.s, one won by decision, and one lost by a close

decision. Once again the 26th boxers had scored a victory over the aspirants from NOB. Our men were further complimented by the sponsor on the clean sportsmanship they displayed in their matches.

JANUARY, 1945

STEWARDS FIRE

On the 9th of January fire broke out in the steward's quarters at the rear of the BOQ. The stewards were off duty at the time and two of them, P. Ferguson, ST2c, and A. Bell, ST3c, were in the building. These men were badly burned by the time they got out and were in the dispensary for several weeks, Ferguson later being returned to the States. The battalion had five men living in this building, all of whom had lost all their clothes and belongings in the fire.

COALING FACILITIES

In the last part of January plans were completed and work was begun on the installation of coaling facilities at Dutch Harbor. This was being done in connection with the decommissioning of the coaling station at Akutan which had been handling all the Russian ships passing through this region. Upon the decommissioning of Akutan, the Russians would come into Dutch Harbor for fueling purposes.

FEBRUARY

ADDITIONAL MEN

On February 3rd eighteen seamen arrived from the States to augment the strength of the battalion, and on February 14th nineteen more seamen arrived to bring the number of personnel in the unit almost up to the authorized complement of 541 men. These 37 men had completed their boot training just prior to embarking from the States. The manpower situation was greatly aided by these men who were immediately assigned to departments which had been operating short of men ever since our arrival at Dutch Harbor.

PARTIES

The electrical department, miscellaneous group, and Hog Island group once again came through with beer parties on the 10th, 15th, and 24th of February, respectively. These again were very successful with the usual assortment of beer, sandwiches, and hill billy music being served to the participants.

BOWLING

The 26th Battalion bowling team calling themselves the "Tigers" won the bowling championship of the base on the 15th of February with a rousing defeat of an NOB team, the "Heavy Lilts," in the finals of the local bowling tournament. Each member was awarded a gold pin, and the team was presented with the Captain's Cup.

BOXING

The 26th maintained its superiority in the field of boxing on the night of February 26th. Another light card was presented at the NOB Theater with 26th men participating in six of the eight bouts offered. Three other men of the unit were ready to fight but were unable to obtain opponents. Of the six men who did fight, four were winners and the other two dropped close decisions.

MARCH

ROAD CLEARANCE

The Road Maintenance Division was commended by the Commander, NOB, Dutch Harbor, for the expeditious manner in which they turned to during the snowstorm of the night of March 11-12, and kept the roads open to traffic. The Road Maintenance Department was on the job all night,

and had the air strip cleared for takeoffs by 1100 the next morning. This was the first time that main arteries of traffic, and many secondary highways had been cleared by 0800 in such a storm. This operation was under the direct supervision of Chief J. W. Guyette.

BINGO

On March 17th, St. Patrick's Day, a bingo party was held on the upper deck of the gymnasium. This was the first bingo party sponsored by the Welfare and Recreation Department and went over very successfully with many nifty prizes being awarded the winners.

BASKETBALL

The basketball season at Dutch Harbor came to an end the last week of March. The 26th had three teams entered, A Company, B Company, and Headquarters Company. A Company won the "Wasp League" championship with 9 wins and no losses but didn't participate in the Captain's Cup Playoff. The basketball season had started in the fall and featured a great amount of talent and fine play. B Company had a fine team but could not seem to get started right. They lost several overtime games and as a result finished much lower in the league than their actual and potential power indicated. Headquarters Company started off slow and, although they were coming up at the end of the season, they were unable to break into the leaders.

COALING FACILITIES PROJECT

The coaling facilities project at NOB, Dutch Harbor, was completed in March, with the first shipload of coal being received and unloaded into the yard stockpile. The job consisted of grading and stabilizing an area 75' by 300', the construction of a 6' timber bulkhead around the area, and assembly of a portable conveyor for use in the transfer of coal from trucks to ship.

APRIL

DEATH OF COMMANDER-IN-CHIEF

On April 12th word was received by radio of the death of the President of the United States, Franklin D. Roosevelt. A dress review of all personnel on the base was held on the 14th, and a five minute period of silence was observed in memory of the deceased Commander-in-Chief of the Navy.

MAY

DEATH OF A SHIPMATE

On the 27th of May, 1945, the battalion was saddened by the death of a fellow shipmate and member of the battalion, U. R. McNish, WT2c, fatally injured when a boiler he was standing watch on exploded. The funeral services were held at the Memorial Chapel, NOB, Dutch Harbor, and the burial took place at the Army Cemetery on Unalaska Island immediately following the services.

SOFTBALL

A softball diamond was laid out in the battalion area and a league of 12 teams was formed from the various platoons. Play began in spite of bad weather that was prevalent during the summer months. A battalion team was formed from the best talent to play in the base league and started off with a bang by winning the first several games.

JUNE

SOFTBALL

The 26th Battalion softball team won the first half of the base softball league by winning 11 games while dropping only 2. This team was com-

posed of the hotshot ballplayers of the unit which were unbeatable when they were "hot." By winning the first half the team was assured of being in the Captain's Cup Playoffs in August.

BOXING

The boxing smoker held on June 22nd is worthy of note due to the appearance of Joe Louis, the World Heavyweight Champion. Louis refereed two bouts and gave out the awards. The 26th was able to get only three men matched and won two of the three fights.

C.P.O. CLUB

The chiefs opened their new club in Fort Mears on June 23rd with a party for officers and chiefs. The chiefs had rebuilt their club which had burned in October and added many improvements together with a very fine decorating job.

JULY

REDESIGNATION

In June, 1945, orders from the Bureau of Naval Personnel came in for thirteen CEC officers in the battalion ordering them from the 26th NCB-2nd Section to CBMU-635. This was the first word the battalion had received concerning possible redesignation of the unit. After a couple of weeks orders arrived from the Commandant, Seventeenth Naval District, directing that the unit be redesignated CBMU-635 as of 15 July 1945. This letter also authorized the allowance list for the 26th NCB-2nd Section to remain the same for CBMU-635 until further notice. Lt. Meyer received orders from the Bureau of Naval Personnel assigning him as Officer in Charge of CMBU-635, which meant that the battalion would remain virtually the

same as it had been, at least for the time being. Thus, the 26th NCB-2nd Section was decommissioned in the field after an existence of 11½ months.

BATTALION NEWSPAPER

Along with the change of name of the unit it was decided to change the name of the battalion newspaper. Nominations were submitted and a vote was taken from all members of the unit. The winning name was "Seabee Chatter" which graced the heading of all future issues of the paper.

MAINTENANCE

Insofar as maintenance of the base was concerned the redesignation of the unit did not affect it any. As no immediate exchange or reduction of personnel was involved, the battalion was able to carry on without any loss of operating efficiency.

AUGUST

EXCHANGE OF MEN

On the 9th of August by authority of a ComServPac letter, 36 high rated men logged out from CBMU 635 to the 114th Battalion at Attu. In return we received 36 seamen from the 114th who arrived at Dutch Harbor on the 29th of August. At that time our complement was top heavy in the higher rates and this exchange of rated men for seamen would open the complement up considerably and enable some of the deserving personnel to be advanced in the heretofore frozen rating groups.

JAPANESE SURRENDER

On the 14th of August the word everyone had been wanting to hear for 3½ long years finally came — the unconditional surrender of Japan. A day and a half "G.I." day was given to everyone not standing necessary

watches. There were many displays of fireworks and beer flowed freely. The celebration was very happy but orderly.

SOFTBALL

The Captain's Cup Playoffs in softball were held during the first week of August. The 635 aggregation was entitled to participate by virtue of their having won the first half of the league. The team was finally eliminated in the semi-finals of the playoffs. The team as a whole had made a fine record for the season both as ballplayers and as sportsmen.

DISCHARGES

The first effects of the Navy's demobilization procedure was felt by the battalion on the 29th of August when 50 men eligible for discharge logged out for Seattle for further transfer to their separation centers. This cut our on board total to 448 men.

SEPTEMBER

DISCHARGES

On the 2nd of September 32 men eligible for discharge embarked for the States, bringing the on-board total of the unit down to 416 men. On the 10th Chief Carpenter Prast became the first officer of the battalion to leave for discharge; and on the 15th Lt. Owen, the CBMU-635 Supply Officer, was transferred to NOB, Dutch Harbor. Another group of 96 men were sent back for discharge on the 24th. On the 28th three more officers, Lt. Bertrand, Ch. Carp. Jones and Carp. Miller were detached on points.

SECURING

By this time the unit had lost most of its high rated skilled men and was practically down to its original seamen, many of whom were rated by this

time. These men had been trained in their specialties since departing from the States. However, the general feeling on the base at that time was that the base would be reduced to a caretaker status and that the unit would leave in December, so it was not believed that the loss of many key men would be felt too greatly in the remaining few weeks. This was especially true because all but necessary maintenance and operations were discontinued, and those men thus relieved were put on details involving the securing of buildings and equipment on the base.

CHANGE OF QUARTERS

In keeping with the base securing plans the battalion moved from the Fort Mears Area into the NOB Barracks on the 28th of September. The unit was billeted in two wings of the barracks and an OOD office in the barracks was set up immediately. This move enabled the closing of the CBMU-635 general mess, CPO mess and post office, which facilities would now be provided by NOB.

OCTOBER

REDUCTION IN COMPLEMENT

On the 6th of October ComServPac established the complement of CBMU-635 at 7 officers and 270 men which was the size of a normal CBMU. This reduction from the authorized complement of half a battalion fitted in with the reduction of personnel due to discharges and the reduction of the base to caretaker status.

SECURING OPERATIONS

During the month of October the unit went full speed ahead with securing operations relevant to reducing the base to a caretaker status. Many shops operated by the battalion were closed up and incorporated into

central activities and many of the nonessential internal services were secured altogether. The Heavy Equipment Shop, the Rigging Loft, and the Tire Repair Shop were secured and their operations moved to the Public works Garage. The Electrical Warehouse and Shop were secured and shop operations combined in a smaller shop. The Sheetmetal, Water and Sewer, and Plumbing Shops were combined into the Heat and Water Maintenance Shop which operated from a central location.

During the month the unit secured 106 buildings, constructed approximately 700 crates, and disconnected and crated innumerable items of equipment for shipment.

DISCHARGES

During October one officer, Dr. Cutter, and 33 men were transferred for reassignment and/or discharge bringing the total strength of the unit down to 11 officers and 282 men.

NOVEMBER

CHANGE OF PLANS

During the first two weeks of November a conference was held on the base by the heads of the various departments of Com17 and the base department heads when it was learned that the base would not go on a caretaker basis until approximately the 1st of April 1946, instead of the 1st of December as was originally planned. This revision in plans wrecked the hopes of many "low pointers" of getting home by Christmas.

MORE DISCHARGES

On the 17th of November another group of officers and men left the unit for discharge. Four officers, Lt. Watters, Lt. Browne, Ch. Carp, Bergren,

and Ch. Carp. Love, were detached together with 42 men. On the 27th of November the point scores were again dropped for eligibility for discharge and by the end of the month 57 more men were eligible for discharge and were awaiting transportation. This left the unit with 178 men on the list of December.

By this time the unit had only two rated men above second class, which is an indication of how hard the battalion had been hit in the higher rated experienced men. Seven officers were left, and of these Lt. Thomas and Ch. Carp. Hewlett were to leave on the first available transportation and Lt. Comdr. Meyer, Lt. Harris, and Lt. (j.g.) Liberman would be eligible for discharge in December. Three officers had been requested as reliefs, all of whom should report sometime in January, 1946.

DECEMBER

ADDITIONAL PERSONNEL

On the 2nd of December 80 men reported to the unit for duty from the 114th Battalion at Attu. These additional men had arrived totally unexpected since the information copy of the speedletter authorizing the transfer had not yet been received by CBMU-635. The 80 men consisted of 5 first class men and 75 seamen.

MERGER

Construction Battalion Detachment 1706 (Special) which had been at Dutch Harbor since February, 1945, was decommissioned on the 15th. These men were transferred to the various units throughout the chain, 60 of them to CBMU-635. Upon receipt of these men and Ens. R. N. Stauffer, who had been Officer in Charge of 1076, CBMU-635 assumed the stevedoring duties at Dutch Harbor.

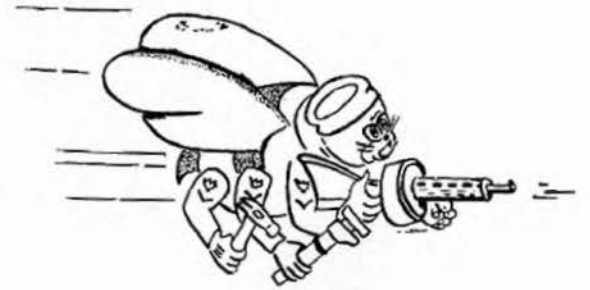
★ ★ ★

DECOMMISSIONING PLANS

At the time of this publication, the future of CBMU-635 can not be definitely foretold. However, in view of established policy of deactivating such units in the Pacific Ocean Area plans have been formulated to decommission the unit in the near future, with base maintenance reverting to the Public Works Department of the station. This prospect, although subject to approval by higher authority, has raised the morale of the unit considerably.



HEADQUARTERS COMPANY





PLATOON NUMBER ONE

Reading from Left to Right (Back Row) A. J. Yalch, J. L. Clark, L. Shapiro, R. L. Nordyke, D. R. Osterberg, B. L. Alexander, A. C. Driver, D. B. Debertin, R. M. Pearson.

(Front Row) F. K. Langham, E. R. Andrews, R. W. Pawlowski, C. H. Corbett, J. C. Dods, R. J. Flanagan, R. V. Coppens, C. E. Creelman, M. H. Haxton.



PLATOON NUMBER TWO

Reading from Left to Right (Back Row) L. R. Brown, D. M. Childress, G. L. Craner, R. E. Schramm, C. C. Murphy, H. C. Green, R. F. Evanson, W. B. Canfield.
(Middle Row) H. D. Johnson, E. P. Schiffer, A. H. Chapman, F. L. Forni, G. H. Schiffert, C. D. Hook.
(Front Row) W. W. Jolly, A. C. Quarles, J. M. Warminsky, J. E. Huber, W. F. Edwards.



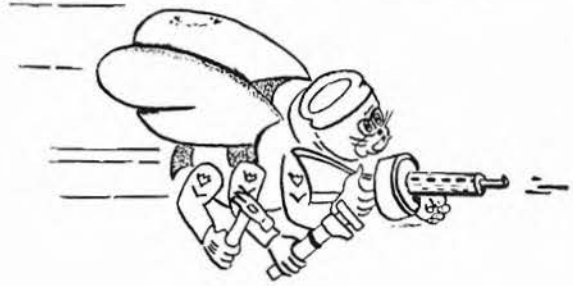
PLATOON NUMBER THREE

Reading from Left to Right (Back Row) S. G. Heflin, O. Graf, A. C. Lane, A. Isgro, R. R. McNulty, A. DiMattia, G. F. Grace, W. W. Moore.

(Middle Row) C. L. Gately, C. L. Rypka, S. R. Nelson, A. Lane, D. C. Sleeman, W. Kolok, J. Tylka.

(Front Row) C. L. Gerlack, W. E. Smith, J. M. Mapes, E. A. Giess.

"A" COMPANY



Dutch Harbor, Alaska. 1 April Panorama of Iliuliuk Base, looking North from "Hill 400."



PLATOON NUMBER ONE

Reading from Left to Right (Back Row) R. D. Cole, L. R. Fisher, H. W. Kimmel, E. Coy, G. R. Boll, L. J. Kenna, A. L. Ashley, H. J. Kietel, E. A. Keller, G. T. Barnes. (Middle Row) W. L. Kessinger, H. R. Bassett, B. F. Kaufmann, G. N. Jones, W. L. Blackman, F. L. Bowman, V. C. Berg, M. E. Kancel, W. H. Aaronson. (Front Row) G. F. Burns, E. C. Austin, J. B. Bright, R. L. Arnold, J. J. Dowling, J. C. Aker, K. E. Kirk, J. T. Kernaghan.



PLATOON NUMBER TWO

Reading from Left to Right (Back Row) A. E. Virden, W. D. Huffstettler, J. W. LaPorte, H. S. Barnett, C. Latuszewski, R. T. Frankum, W. M. Catching, H. R. Hendrix, F. A. Hendrix.
(Middle Row) W. W. Lantz, H. J. Harrison, G. F. Hadley, A. W. Legg, G. M. Daniel, M. U. Fazio, R. A. Learn, W. J. Grote.
(Front Row) L. LaVioe, N. Latgis, T. W. Dakin, J. R. Roberta, S. N. Hilbun, N. H. Frost, H. Hensley.





PLATOON NUMBER THREE

Reading from Left to Right (Back Row) L. A. Sabatello, J. M. Maletic, M. C. Shoonmaker, J. H. Giesecking, F. D. Jones, H. P. Furtado, D. E. Marchand, C. M. Salayi, E. E. Lange, R. Adams.

(Middle Row) A. S. Leidy, J. E. McElligot, D. H. Scheihing, H. F. Scheu, G. T. Kemp, W. H. Kastner, C. Heck, S. Leiken, E. H. Sam.

(Front Row) C. F. Ayers, R. O. Mathews, W. P. Bowers, R. S. Burks, P. J. Marino.



PLATOON NUMBER FOUR

Reading from Left to Right (Back Row) G. D. Sangiovanni, W. J. Manderscheid, E. T. Sayles, J. G. McHenry, H. R. Costello, R. I. Perry, J. J. Mahoney, C. J. Neimeyer, G. W. Sarno.

(Middle Row) L. L. Futrelle, C. F. Kinkelaar, J. H. MacMillan, A. W. Saunders, B. B. Perdue, P. R. Balzer, V. J. Kryst, H. L. Lenon.

(Front Row) L. E. Organ, F. C. Munson, A. S. Iacini, N. L. Marpa, H. J. Angelo, J. W. Guyette.



PLATOON NUMBER FIVE

Reading from Left to Right (Back Row) H. L. Plummer, R. R. Sherman, J. H. Bankston, G. M. Schwager, E. E. Redman, J. M. Nelson, E. J. Sonsalla, A. J. Nichelini.
(Middle Row) C. E. Ray, C. G. Stahlman, E. W. Hoff, D. W. Saylor, R. C. Shawa, E. Segal, R. J. Lemons, F. W. Schaffer.
(Front Row) R. E. Morrison, W. L. Mathews, H. M. Parsons, O. W. Huebner, F. Nickolette, I. Selman, J. T. Scott.



PLATOON NUMBER SIX

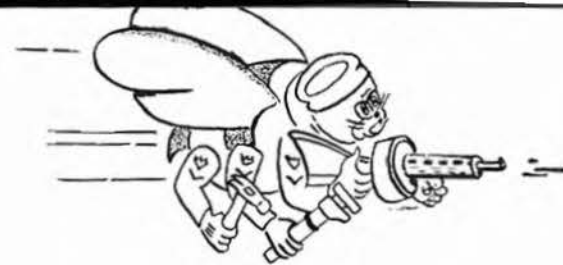
Reading from Left to Right (Back Row) T. D. Sims, R. M. Palcom, H. M. Stewart, W. H. Carlton, H. E. Smith, Roy Smith, T. J. Snowden, O. L. Turner.

(Middle Row) R. W. Rettker, J. W. Visser, E. Tufts, O. P. Slagle, T. C. Jackson, W. B. Shive, M. W. Sloan.

(Front Row) W. L. Simmons, E. S. Windle, D. L. Richburg, J. E. Smyth, C. H. Walker, J. C. Smith.



"B" COMPANY



Unalga Island, looking West, showing Erskine Point, Cape Kaletka and Cape Cheerful in background.



PLATOON NUMBER ONE

Reading from Left to Right (Front Row) N. Kalanick, M. H. Landman, A. J. Fallert, E. W. Cote, A. D. Hamrick, R. E. Kellington, W. L. Christian, T. H. Boyd.

(Middle Row) W. H. Dennehy, S. E. Kersnowski, A. M. King, J. P. Jones, J. S. Nicholson, C. M. Carraway, K. Jensen.

(Front Row) G. A. Kassal, J. L. Clay, J. W. Cobb, J. N. Burns, C. V. Franks, L. S. Kerekes.



PLATOON NUMBER TWO

Reading from Right to Left (Back Row) R. C. Lawson, G. J. Laurita, D. E. Gardner, R. J. Leahy, M. L. Leadbetter, Y. F. Lansing, I. Leatherwood, G. Hanson, G. V. Lane, M. C. Henderson.

(Middle Row) R. E. Hart, E. C. Akerblom, J. R. Lyman, L. L. Boyd, R. B. Latham, J. M. Hanson, A. J. Houston, G. Lavonic.

(Front Row) E. Durand, N. C. Hilbun, W. P. Catalini, M. E. Cole, J. LaRocca, J. A. LaPlaca, H. R. Stanley.



PLATOON NUMBER THREE

Reading from Left to Right (Back Row) B. R. Gandy, W. I. Kuivala, T. J. Magliaro, C. J. Mantegazza, B. A. Reuzenaar, H. B. Jeffcoat, T. J. Sallom, J. E. Malley, J. D. White.

(Middle Row) S. Mader, L. D. Jones, W. W. Lane, E. L. Uphoff, E. E. Lewis, R. D. Pinkston, R. R. Meyer, T. B. Masterson.

(Front Row) H. P. Mangin, H. H. Hubbard, R. J. Samoly, N. E. Pittman, G. M. Whitehair, W. C. Finley, J. G. Leighty.



PLATOON NUMBER FOUR

Reading from Left to Right (Back Row) I. R. Weddel, F. F. Santarsiero, J. L. Stephens, G. A. Edie, W. R. Street, E. T. Spencer, C. W. Sayler, R. W. McDonald, W. W. Moore.

(Middle Row) E. P. Schwensow, R. P. Schodowski, C. E. Wilson, F. W. Wells, B. F. Sartor, R. E. Shreve, W. A. Wilson, A. R. Sparks.

(Front Row) E. A. Scarbro, M. H. Miller, B. T. Hayden, G. Hawkins, G. H. Scheinhaus, G. C. Sapp.





PLATOON NUMBER FIVE

Reading from Left to Right (Back Row) W. H. Wildridge, G. A. Wragg, I. W. Whiteside, J. V. Pantel, L. W. Skiera, E. L. Schwiezer, S. F. Reynolds.

(Middle Row) L. J. Schuler, E. M. Seabrook, J. F. Toner, A. V. Weglewski, D. P. Murphy, C. Sears, L. H. Yancey, J. A. Scholz.

(Front Row) A. E. Seip, W. M. Selvey, W. O. Mecker, D. A. Asay, C. H. Reid, E. A. Zorn, E. J. Shibilski.



PLATOON NUMBER SIX

Reading from Left to Right (Back Row) C. B. West, F. J. Watson, F. C. Williams, D. Q. Wilson, C. F. Leiby, J. A. Sopczak, E. T. Smith, H. O. Slankard.

(Middle Row) C. W. Leim, R. W. Wommack, P. C. Pionzio, R. A. Worrell, H. J. Williamson, T. N. Tibbits.

(Front Row) J. C. Snyder, B. P. Wolfe, C. B. Jackson, J. L. Cowan, W. T. Snodgrass, H. S. Schaffer, R. Reichle.



OUR CHIEFS

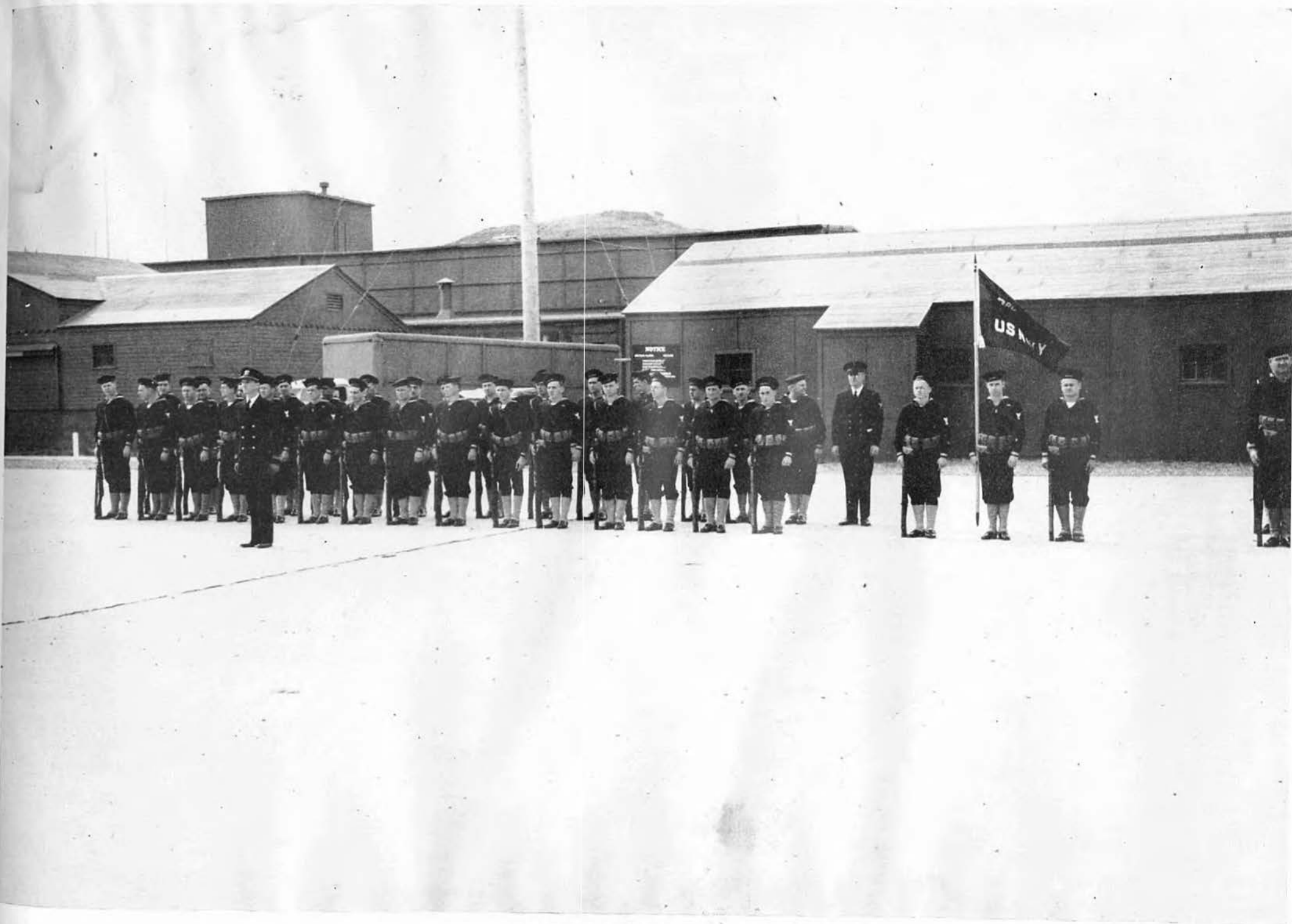
Reading from Left to Right (Back Row) L. E. Organ, D. A. Asay, E. A. Giess, R. L. Arnold, J. C. Dods, Jr., W. P. Bowers.
(Middle Row) C. L. Gerlach, O. W. Huebner, C. H. Reid, R. S. Burks, J. R. Roberta, J. W. Guyette.
(Front Row) J. N. Burns, J. W. Cobb, M. E. Cole, E. P. Reed, J. L. Cowan.



THE ADMIRAL'S REVIEW



THE BATTALION ON REVIEW

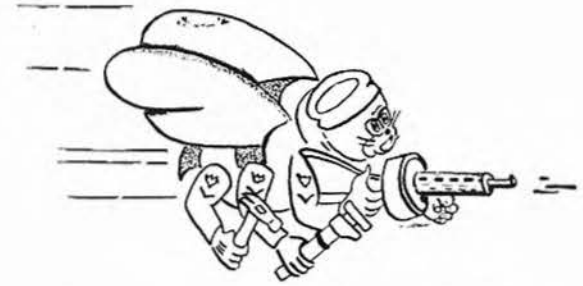


HEADQUARTERS COMPANY



COMPANY "B"

FACILITIES & MAINTENANCE





CARPENTER SHOP AND PAINT SHOP CREWS

HEATING MAINTENANCE CREW



Fuel Oil Maintenance Crew



Stove Maintenance Crew



Plumbing Crew



Boiler Maintenance Crew

Interior View of Carpenter Shop—"Gadget Makers Heaven But Work, Too"

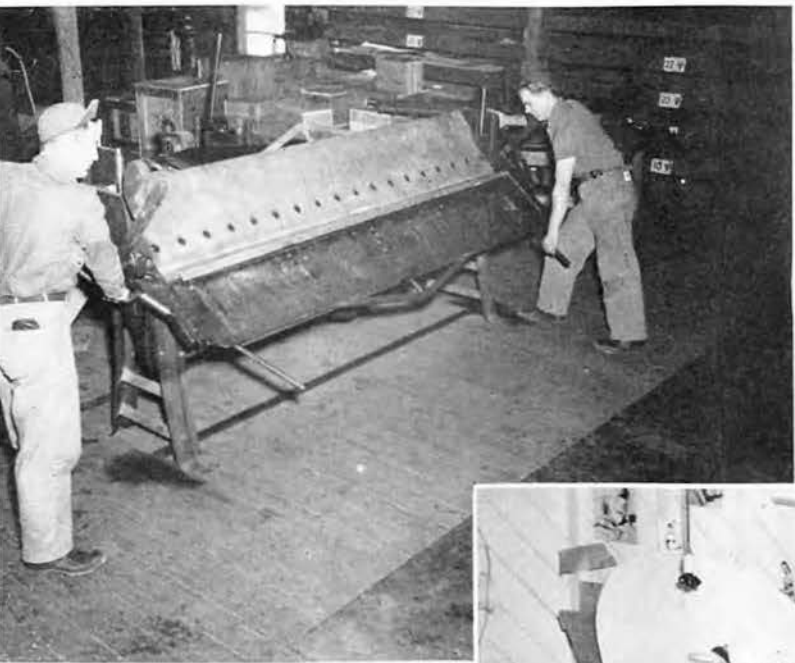


Interior of Carpenter Shop



Saw Sharpening and Repair Shop

Inside Sheet Metal Shop



Refrigerator Repair Shop



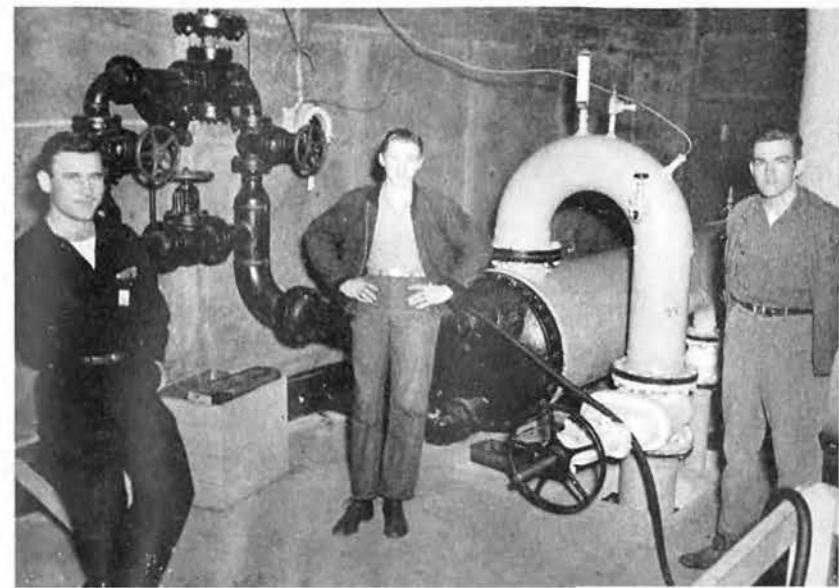
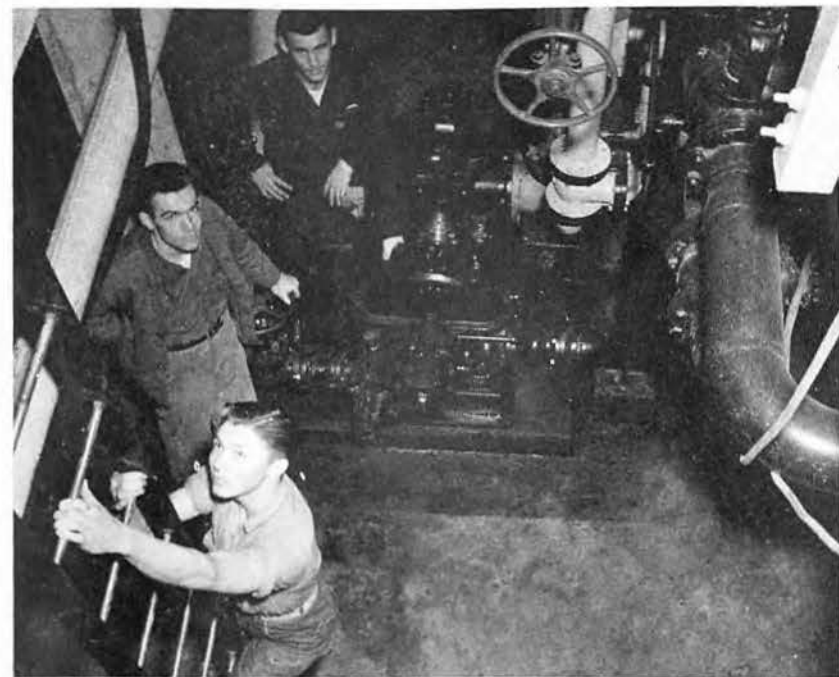
Inside Sign Shop

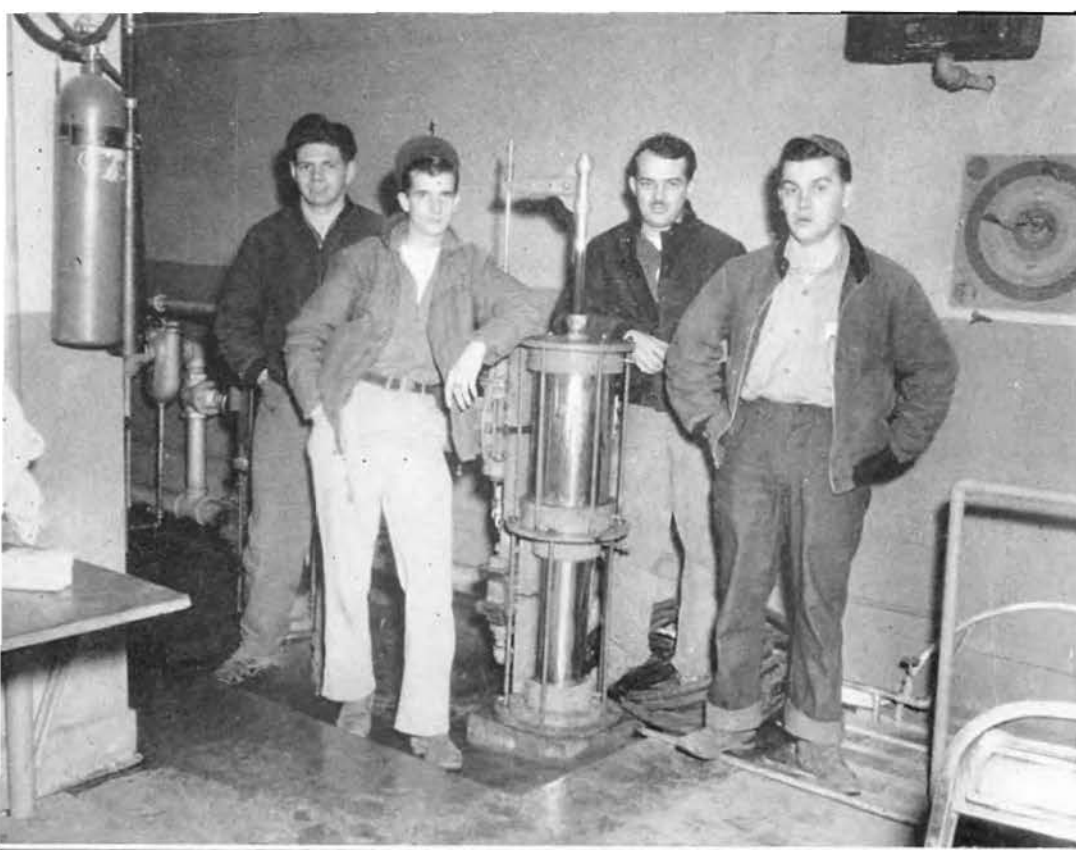


Reading from Top to Bottom:
Boiler Maintenance Shop and Crew
Heating Maintenance Shop

C B M U C C C

Fuel Oil Maintenance Crew and Equipment





Portion of Aqua System and Operator

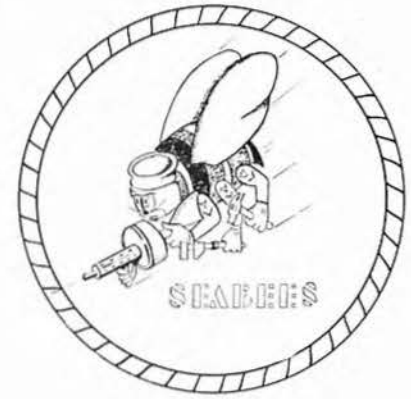
At Left, reading from Top to Bottom:

Pyramid Valley Chlorination Plant Crew and Equipment

Fresh Water Lake Pumping Station—Dutch Harbor—and Operator

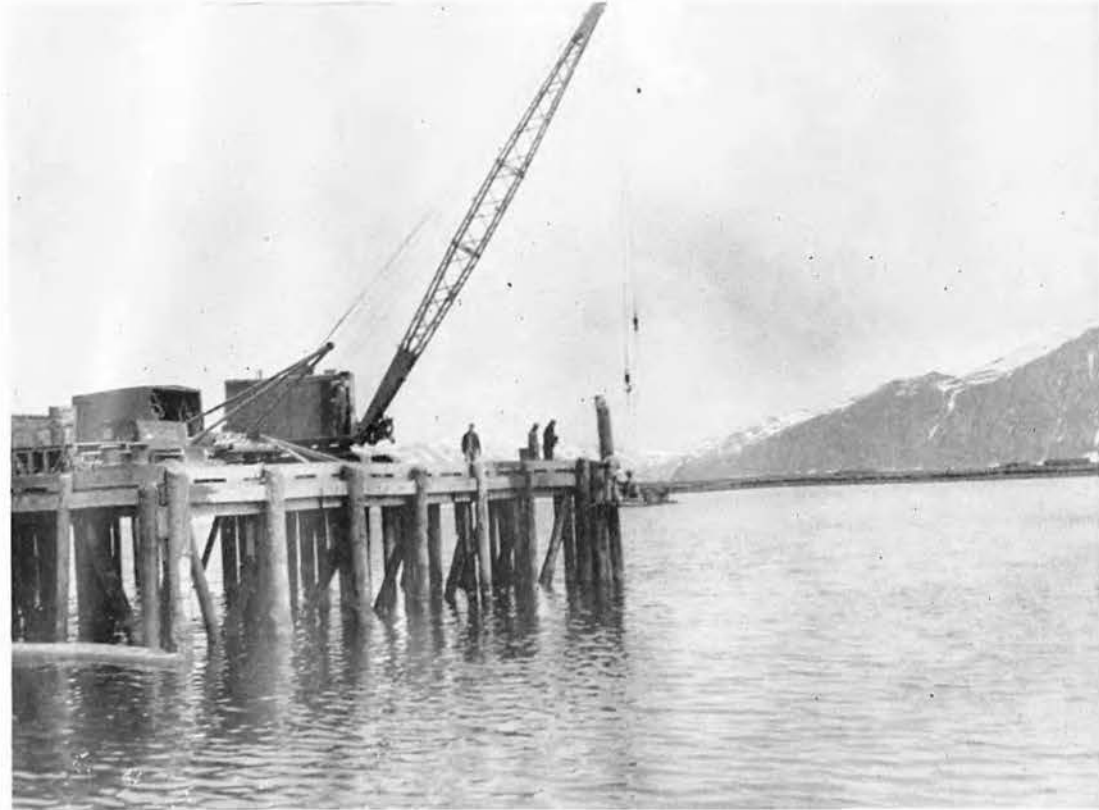
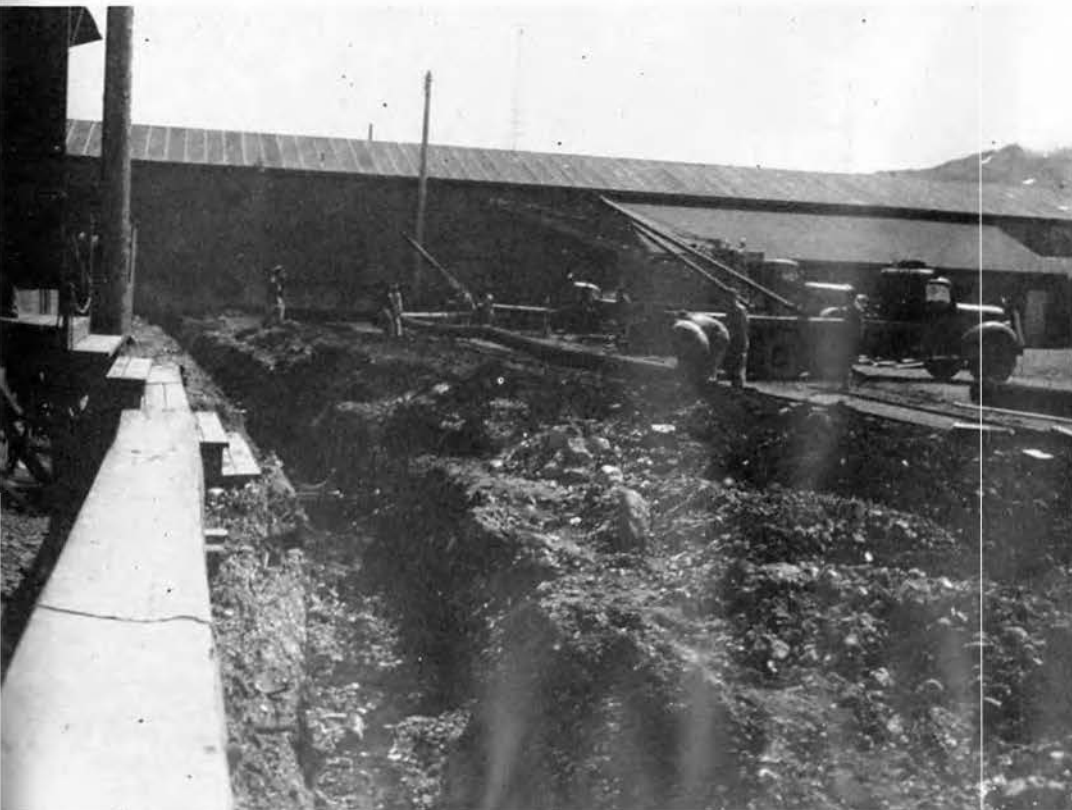


New NOB Library

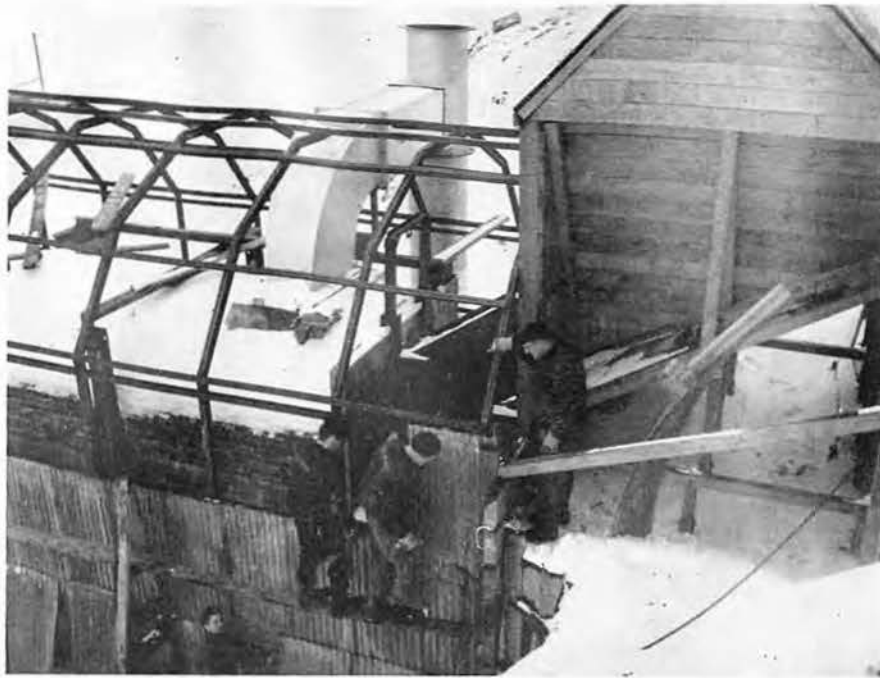


Placing Steam Line

Dock Crew at Work on "Dutch Harbor" Dock







During Construction



Completed

INCINERATOR PROJECT

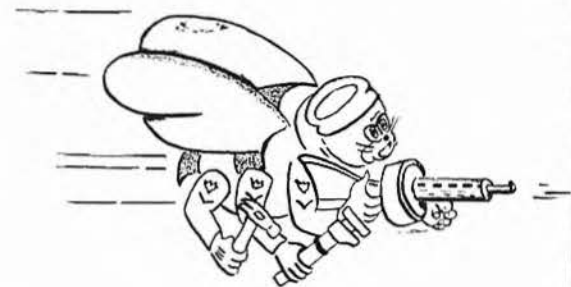
The construction of a five-ton per eight-hour, wet garbage, oil fired incinerator was begun on the 1st of January, 1945. The need for an incinerator of this type arose from the unsanitary condition created by dumping wet garbage into the sea.

The projects' progress was average and the loss of man-hours was due to inclement weather and the fact that priority work conducted on ships held up the manufacturing of materials. A task force of cruisers and destroyers had put in at Dutch Harbor, and the work on these ships while they were in, halted almost all other work on the base.

The Engineering Department of the battalion designed and drew up the plans and layouts of the incinerator, and the construction of the project was handled by the Transportation Department and the Facilities and Maintenance Department of the Battalion. A total of 5,293 man-hours was spent on the planning and construction before the incinerator was completed on 9 April 1945.

The incinerator was lit off for a trial run on the 29th of March, but was shut down for adjustments and finally went on a full time basis April 9th.

TRANSPORTATION DEPARTMENT

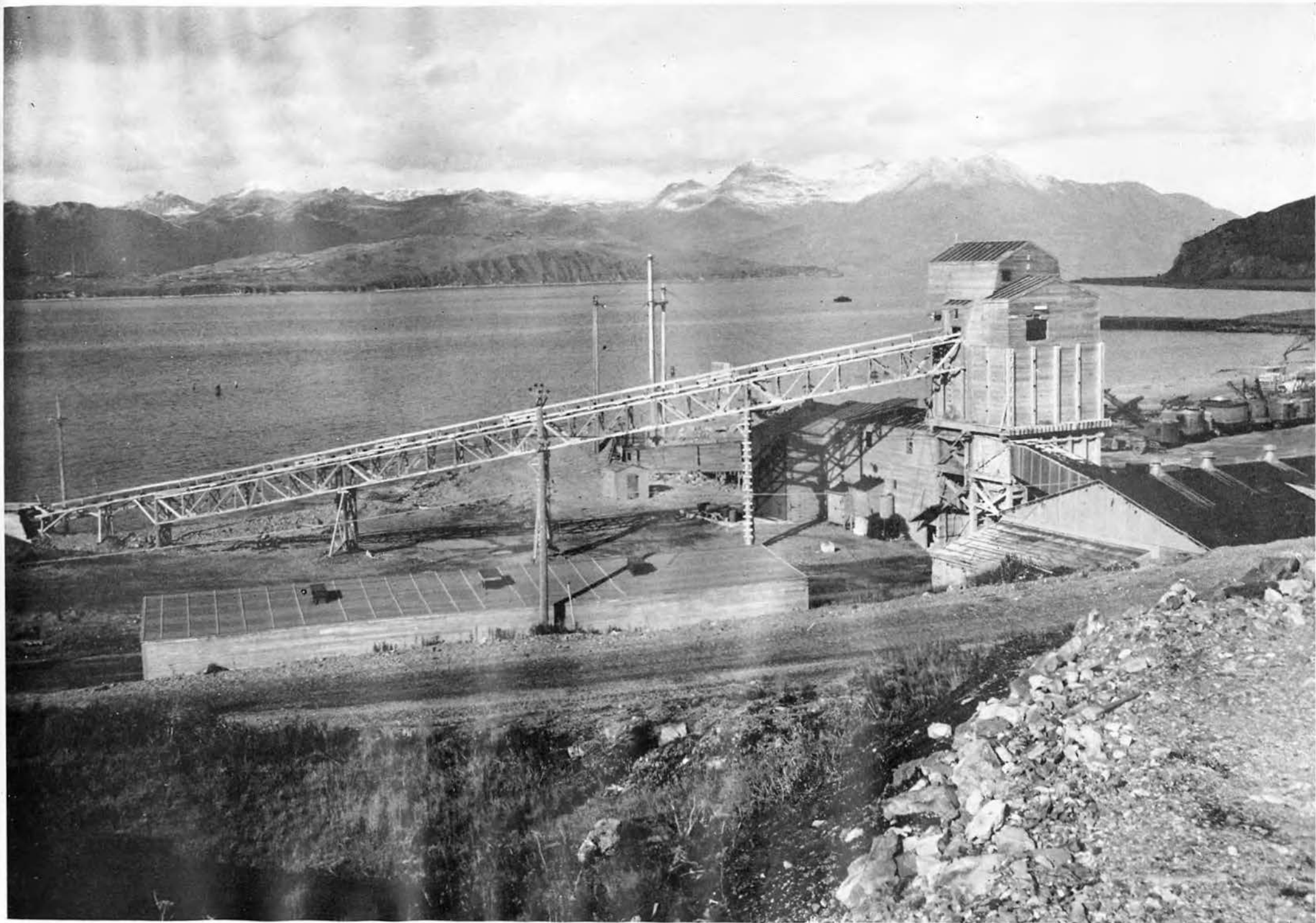




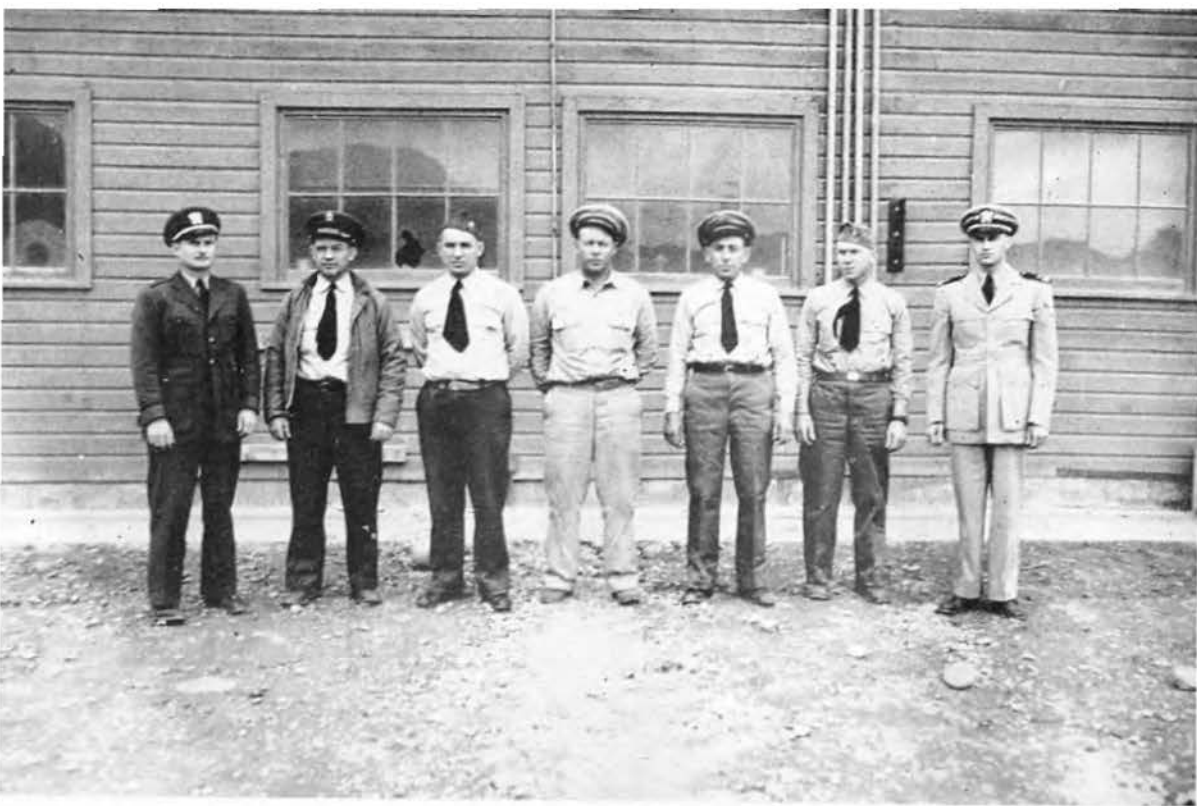
Public Works Garage, Tire Shop and Transportation Pool



Heavy Equipment Lot, Shop and Rigging Loft



AGGREGATE PLANT WITH HOG ISLAND IN BACKGROUND



Transportation Officers and Chiefs



Transportation Officers and Office





TRANSPORTATION CREW



Transportation Pool Men Loading
a Refrigerator



Transportation Pool Crew



Dredging Ferry Channel Between
Dutch Harbor and
Unalaska Island



Road Maintenance Crew



Road Maintenance of CB Shops Crew



Heavy Equipment Operators and
Repairmen from CB Shop

Transportation Crew and
Public Works Garage

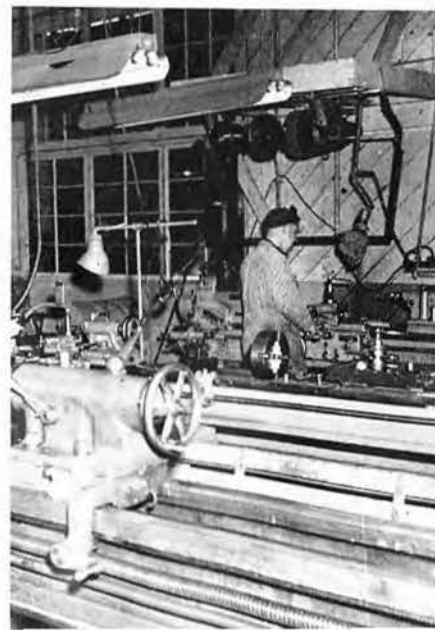


Officeman and Three Machinists from CB Shops



C. B. M. U.

CB Shops Machinists at Work



635 - - -

Reading from Top to Bottom:

Welders at Work in Welding Shop
Arc Welding in the Welding Shop

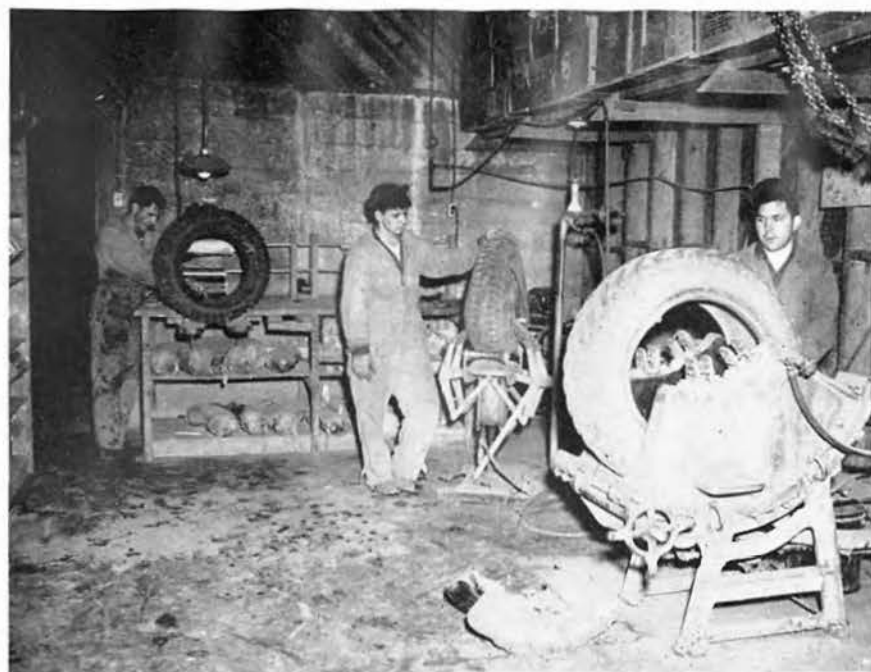


Welders from the C.B. Shops





Fixing "Flats" in the Tire Shop



Tire Shop Men Vulcanizing Tires



Tire Shop Crew in Reduced Status



Mechanics in the Motor Rebuild Section of P. W. Garage



Machinists at Work in P.W. Garage Machine Shop

Machinist and Tools in P.W. Garage Machine Shop



Repairman at Work in the Carburetor, Starter and Generator Section of the P.W. Garage





Reading from Top to Bottom:

Servicement Working at P.W. Garage Grease Rack
Battery Repairman and Charging Apparatus

Reading from Top to Bottom:

Floor Mechanics at Work in the P.W. Garage
Partsman in PW Garage and Tools Crib

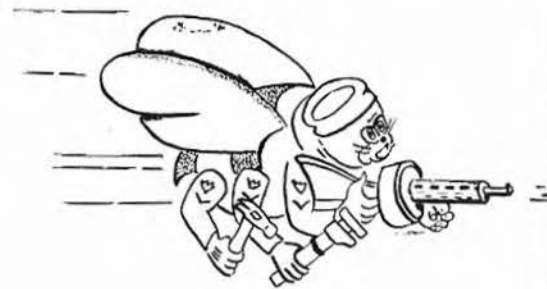
Ferry Operators



Reading from Top to Bottom:
Sanitation Crew
Fuel Oil Distribution Crew



ELECTRICAL DEPARTMENT

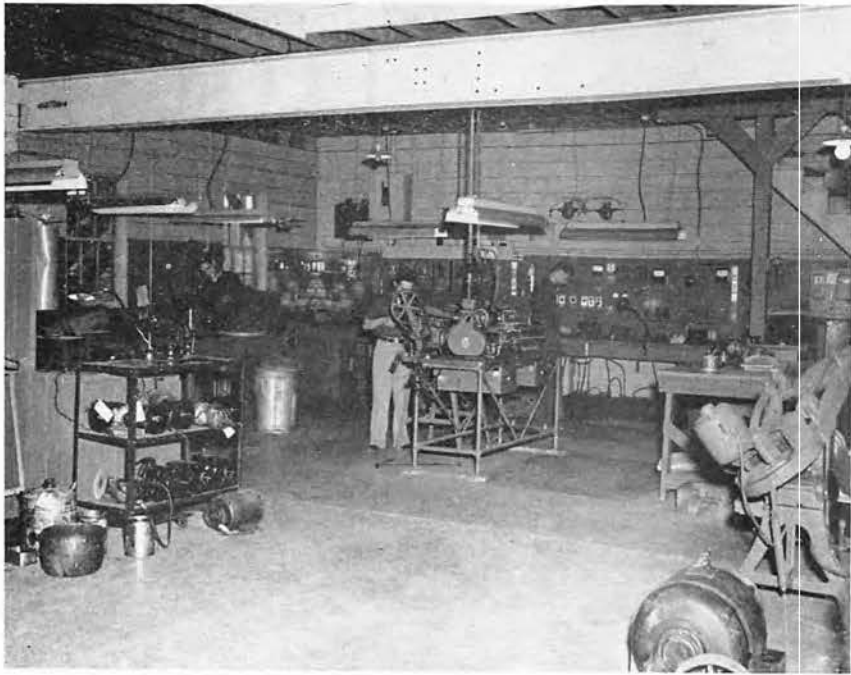




ELECTRICAL UTILITIES AND TELEPHONE CREW



NOB POWER PLANT CREW



Interior Electric Shop



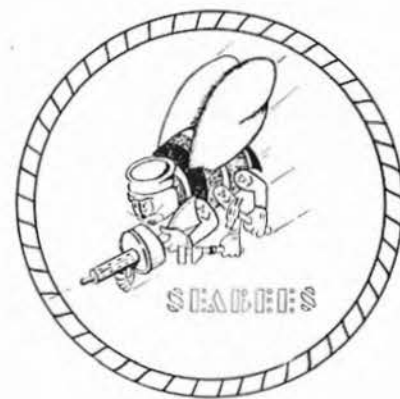
Another View of the Electric Shop



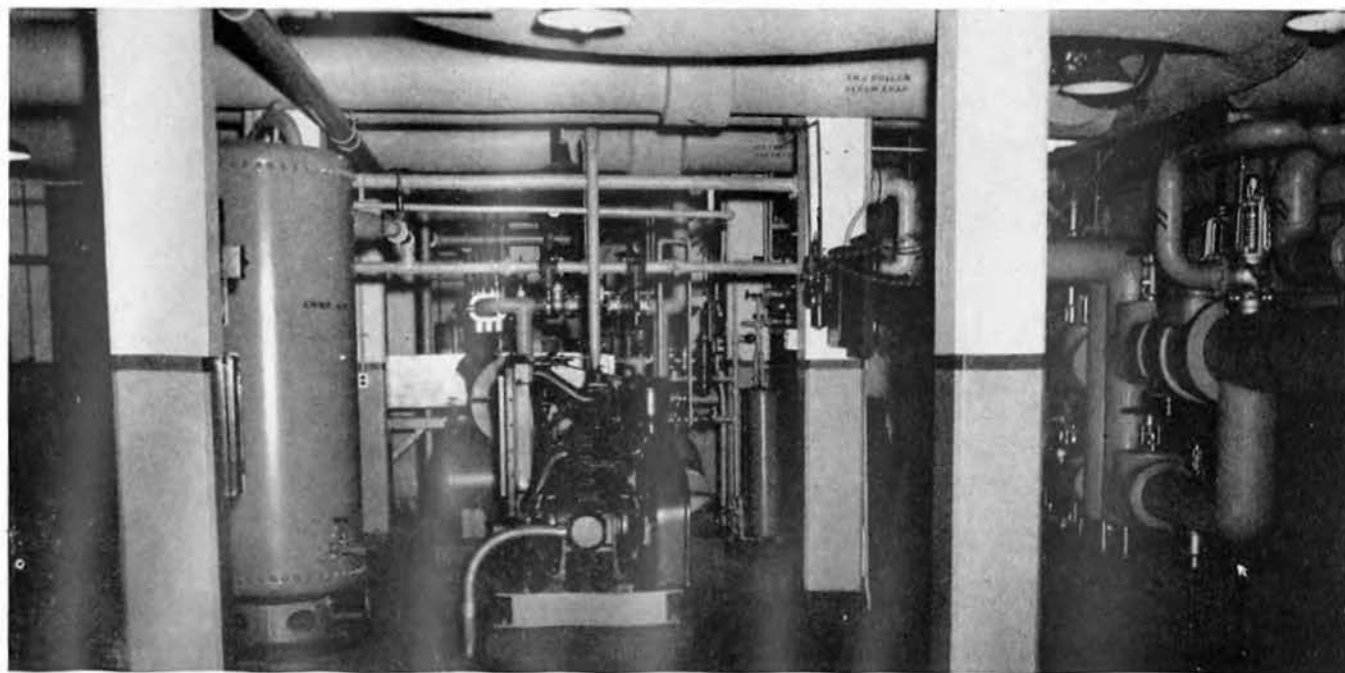
Sub Base Power Plant Crew

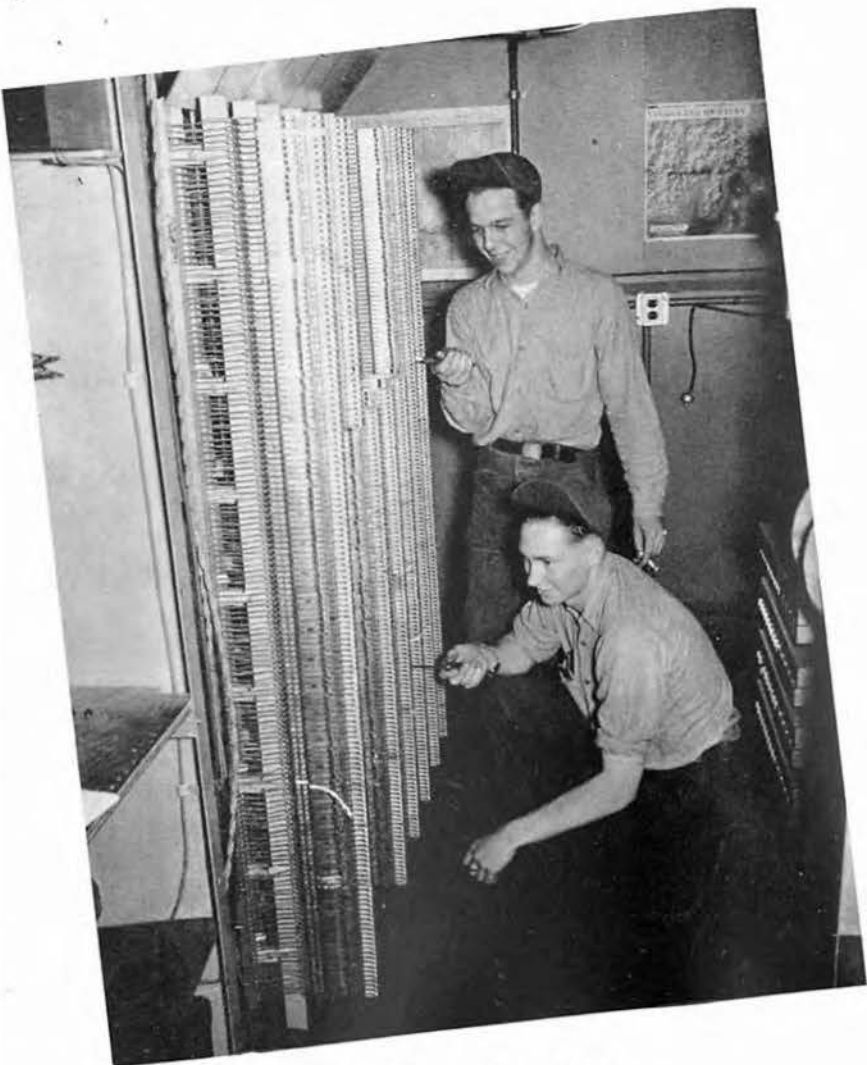


OINC and Chiefs — NOB Power Plant

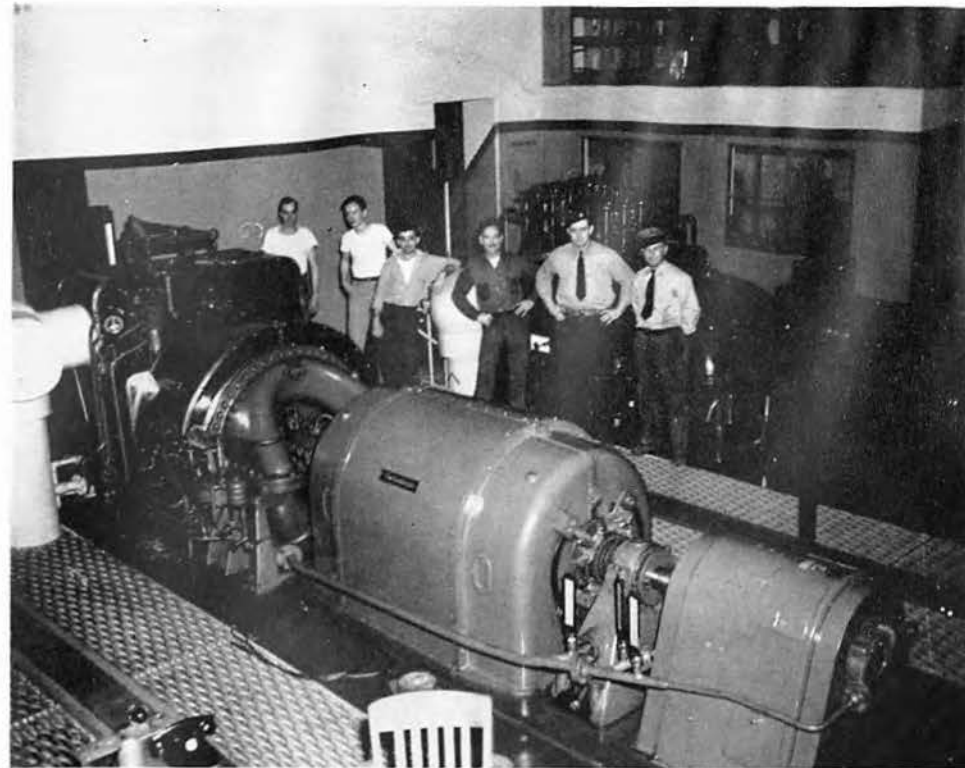


NOB Power Plant — Inside View



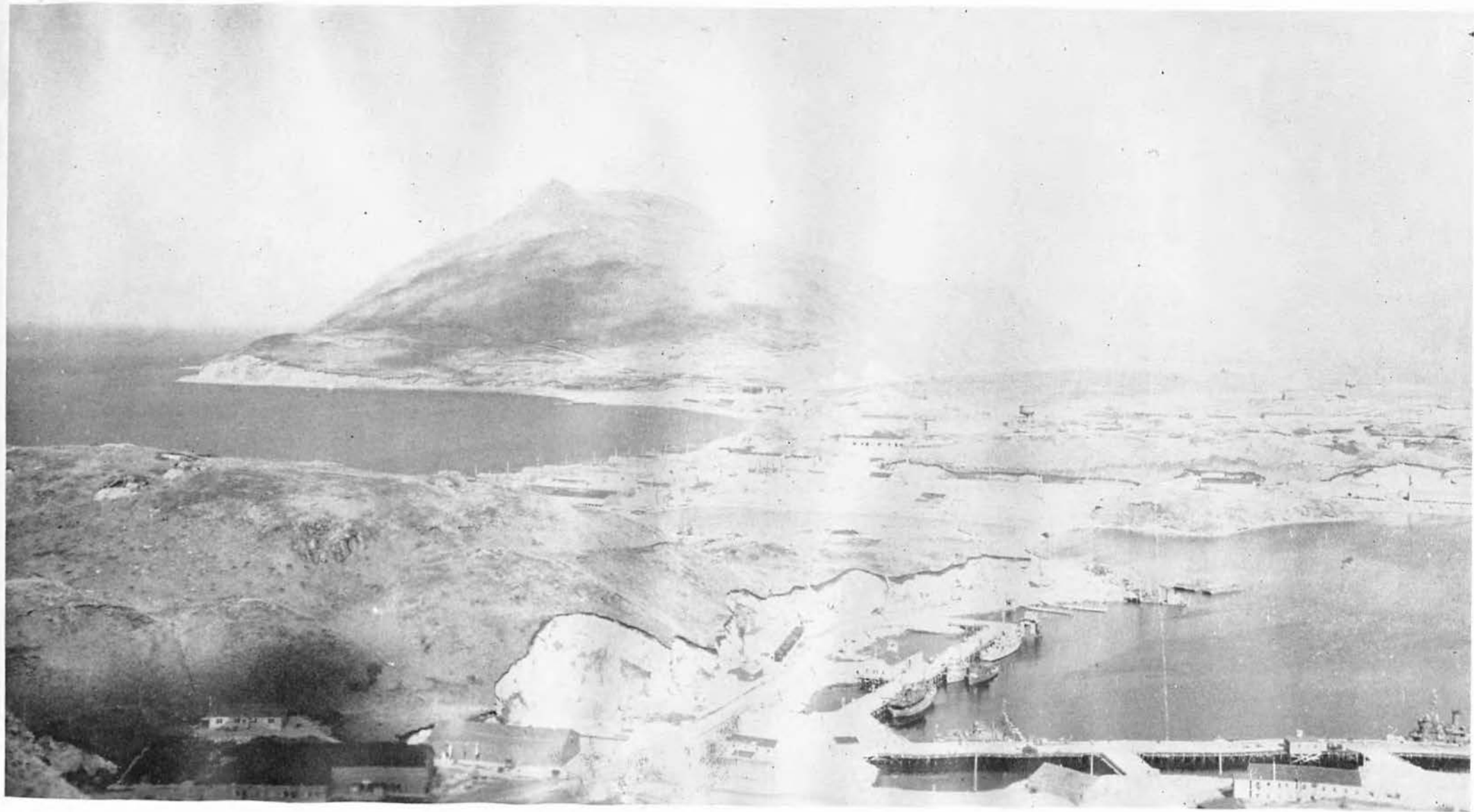
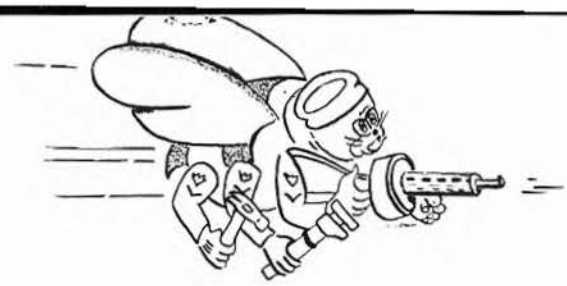


Telephone Repair Men



At right, reading from Top to Bottom:
NOB Power Plant — Inside View

MISCELLANEOUS



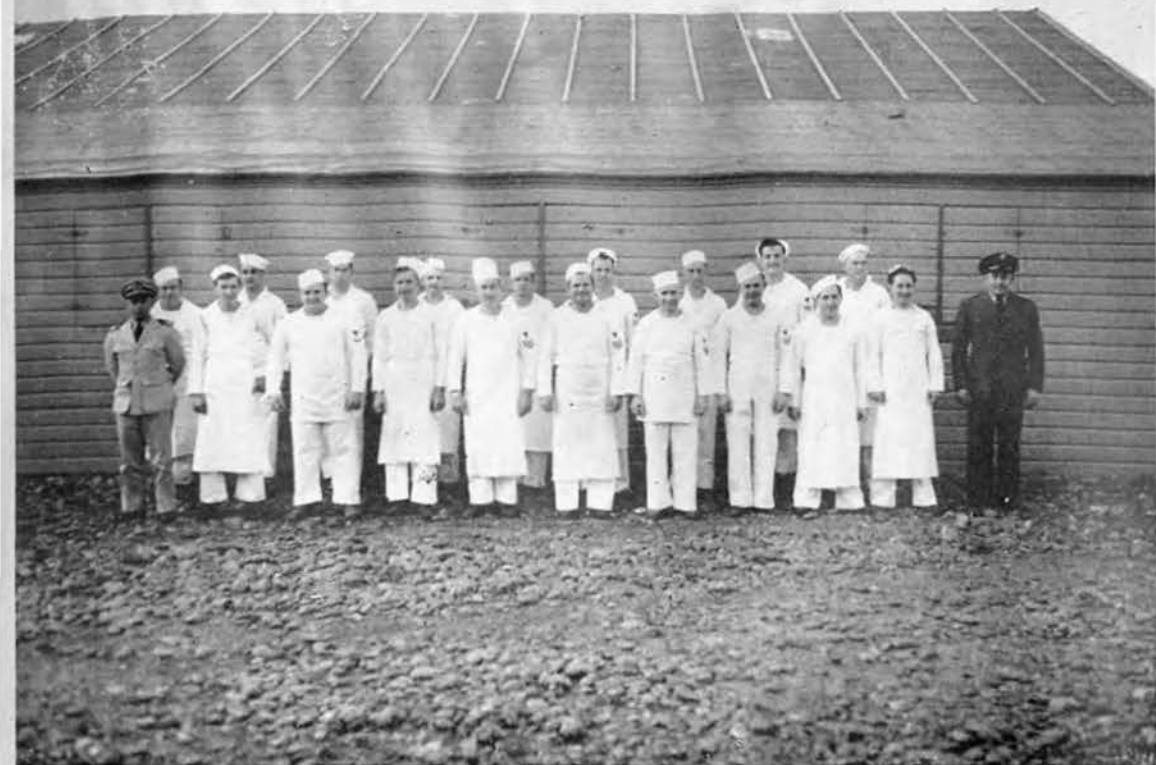
DUTCH HARBOR, ALASKA



Supply and Disbursing Office Personnel

Public Works and Battalion Headquarters Personnel





Cooks and Bakers

M.A.A. Force





Personnel Office Crew

Engineering Department



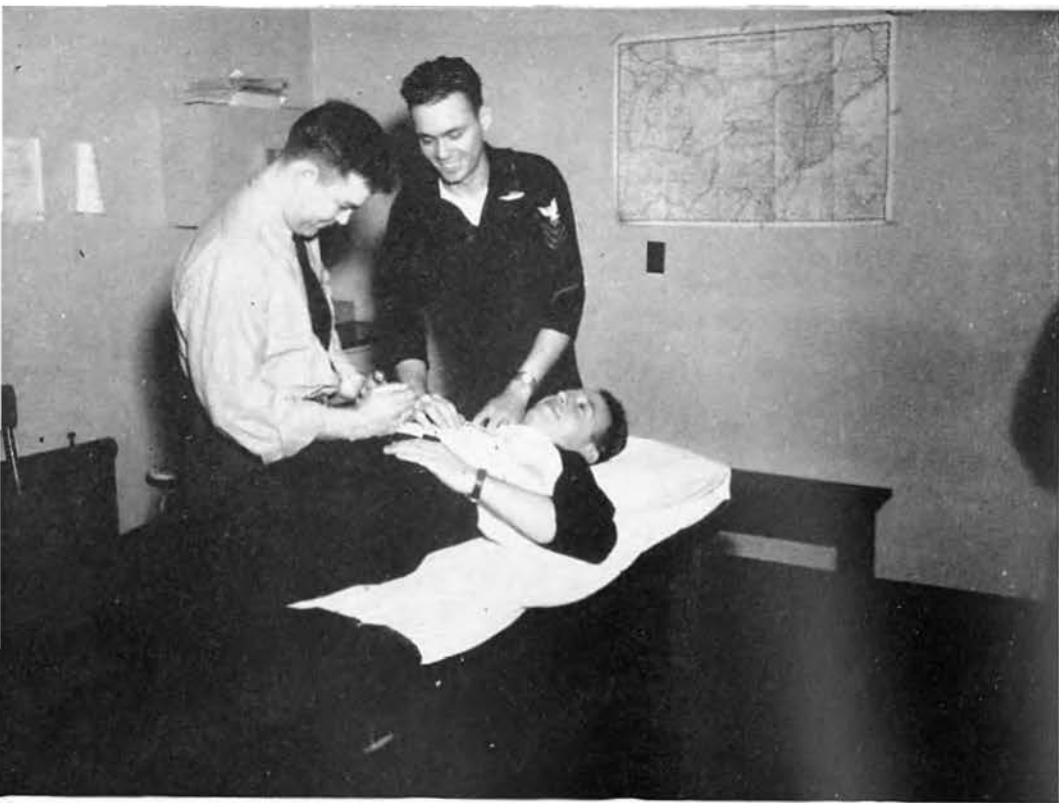


Medical and Dental Staff



Dental Clinic

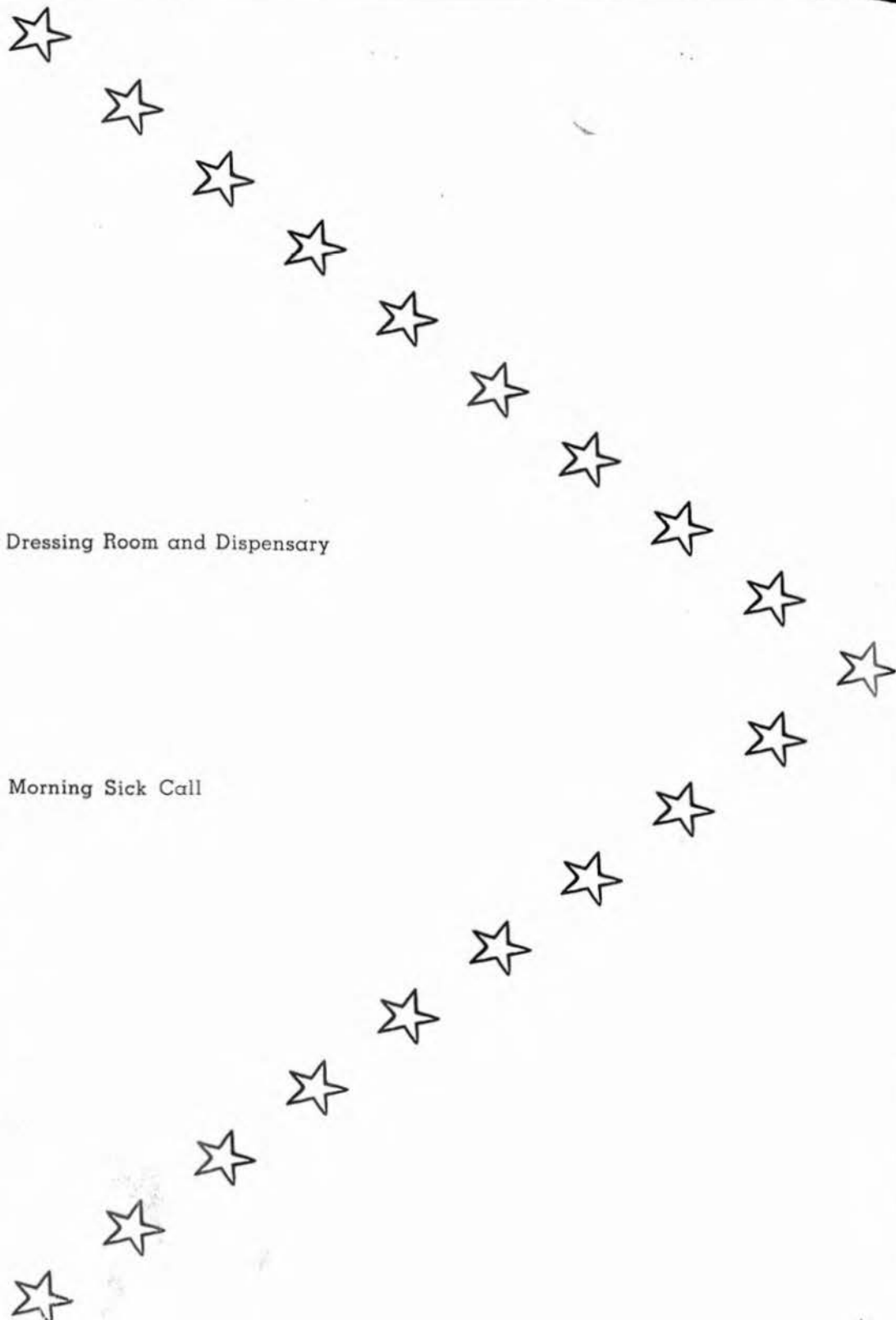




Dressing Room and Dispensary



Morning Sick Call



Seabees at NOB Laundry



Battalion Barber Shop

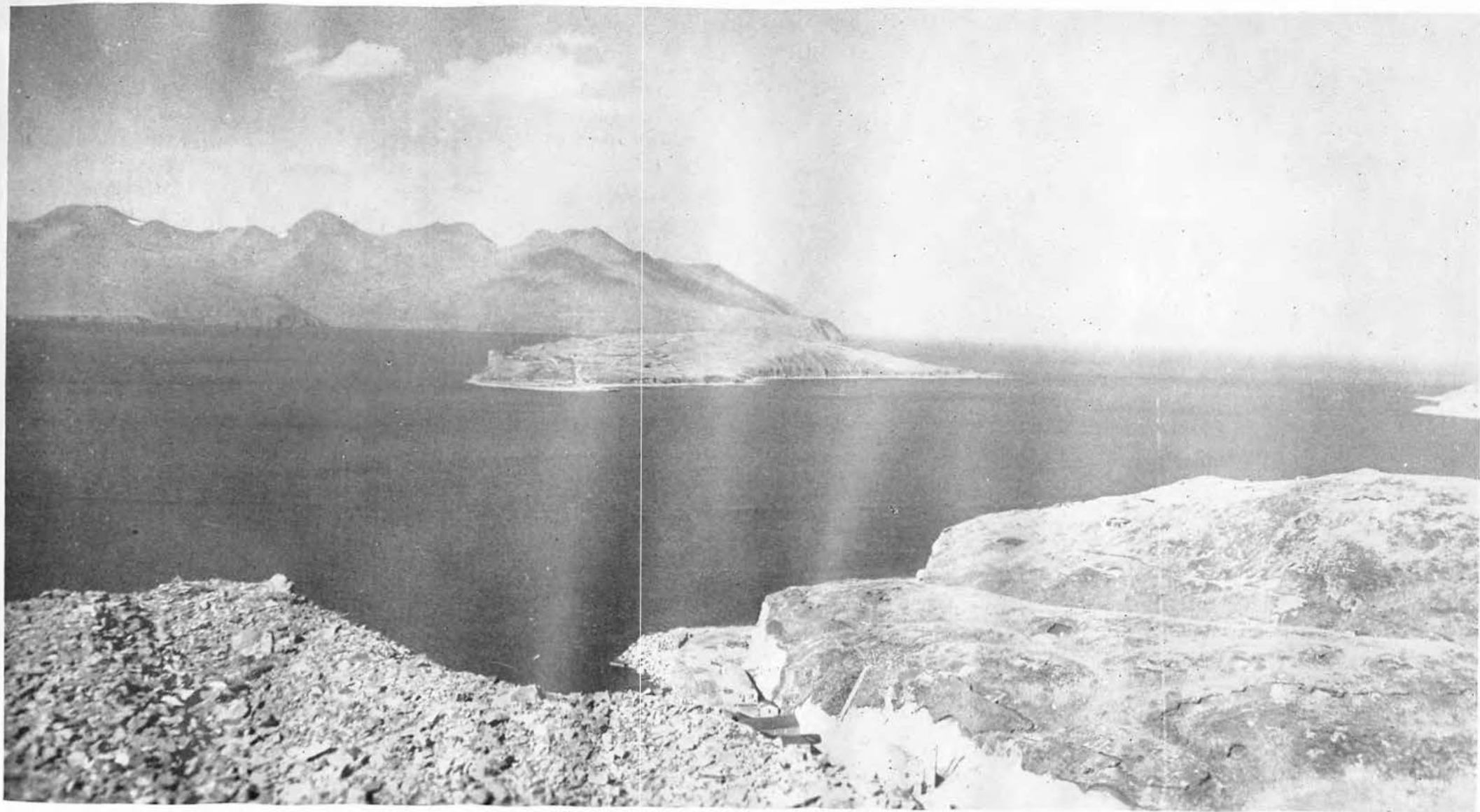
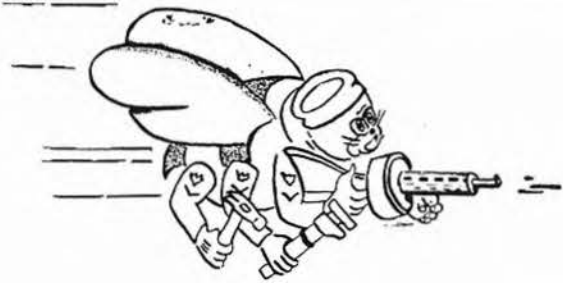


The Battallion Mailmen at Work



Ship's Service Store

HOG ISLAND



HOG ISLAND RANGE PROJECT

On 17 November 15 men and one Warrant Officer were detached from the 26th NCB to build our first construction project on nearby Hog Island. Plans called for the erection of a new type SRA Range Station, consisting of five Steel Towers, Transmitter Control Building, Generator Building, and living quarters for the operating personnel.

Hog Island was formerly occupied by the Army, so our men on moving over had very little work to do in making the old Army installations suitable for galley, messhall and living quarters.

Actual work on the project was not started until 22 November, due to a change of plans in the building site and the time necessary to establish living quarters, transport tools and equipment and get the preliminary engineering work done.

The job could not have been started at a worse time as the weather was bad at its best. Our first job was to build temporary roads to each tower site and excavate large quantities of overburden at two of the tower sites which was all preliminary work before actual construction could be started. According to the Progress Chart very little showing was made the first two months. However, rain or shine, the men took the weather and working conditions in stride, and by 1 January 1945, the Center Tower was completed, the concrete foundation in for the Transmitter Building and 6,000 cubic yards of earth and rock excavation moved for the West Tower Site.

By this time the job was in full swing and the crew reached its maximum

strength of two officers, three C.P.O.'s, and thirty men. From here on the project moved fast.

By the 10th of February the West and East Towers were completed. The Transmitter Building and concrete foundation for the Generator House finished, and 7000 cubic yards of excavation moved for the South Tower installation.

Considering the hazardous nature of certain phases of the job, we were very fortunate throughout not to have any serious accidents, either to the men or equipment. The galley caught on fire one morning but luckily the fire was put out before much damage was done. Strange as it may seem, the only other accident worth mentioning happened to our corpsman. He had two toes of his left foot smashed and broken when a piece of equipment tipped over on him.

The South and North Towers and Generator Building were finished the 15th of March, leaving only the grounding system and living quarters to be completed.

On the 14th of April the project was secured and the new station put into operation. The next few days were spent getting ready to move back to the "Main Base." So after nearly five months away from the Battalion, the crew arrived back at Dutch Harbor, 16 April 1945, a vital construction job completed.

Our first job was clearing the site of old quonset huts and other installations left by the Army. Here a crane is moving a section of one of the huts from the center tower location.

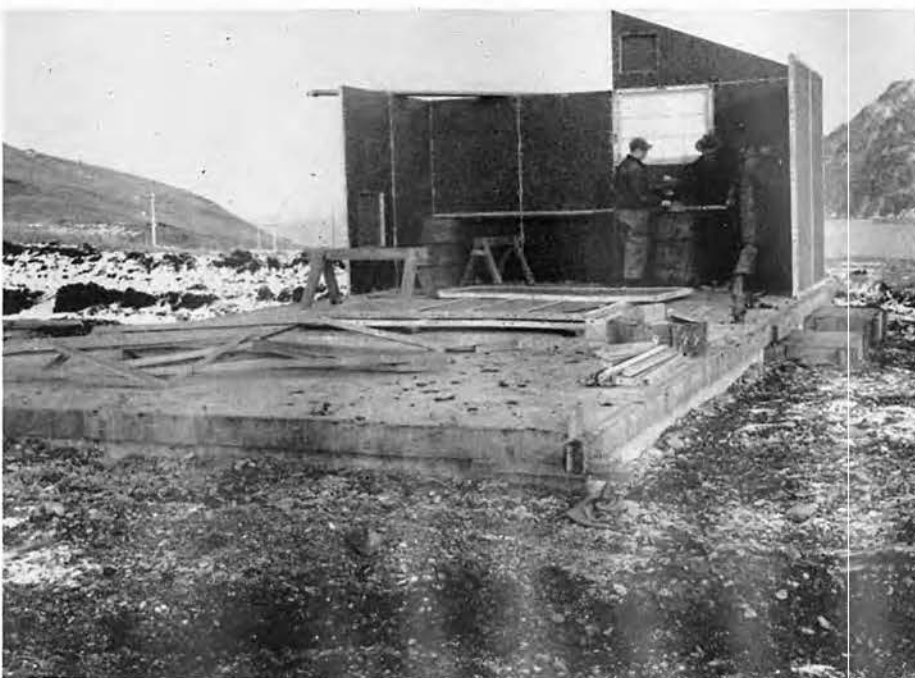
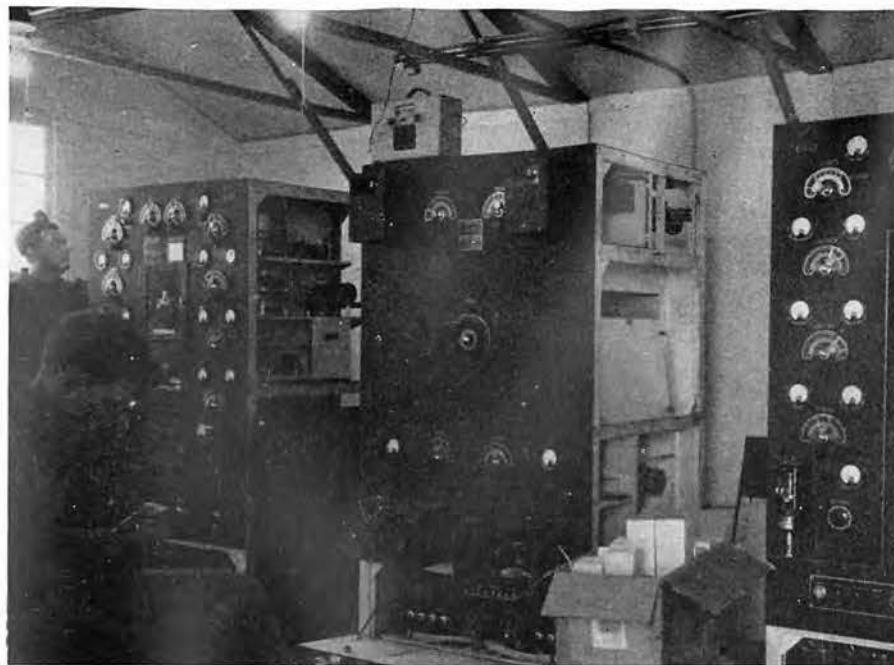


Excavating for the Generator Building with a D-8 Cat. Here our troubles began. No one was familiar with the earth structure and what seemingly was solid ground turned out to be nothing but muck and mud once the tundra was cut through. We soon found it was necessary to excavate to solid rock before a suitable footing could be found for concrete foundations.

Ready to Pour Concrete Piers for North Tower



Inside Radio Building, Installing Transmitters



Radio Facilities Building Under Construction



Generator Building Foundation Forms Set and Ready to Pour

Pouring Foundation for East Tower



Project Beginning to Take Shape—Here You See the Radio Buildings and West Towers.



Z Marker, Radio Building, Center and North Towers Complete

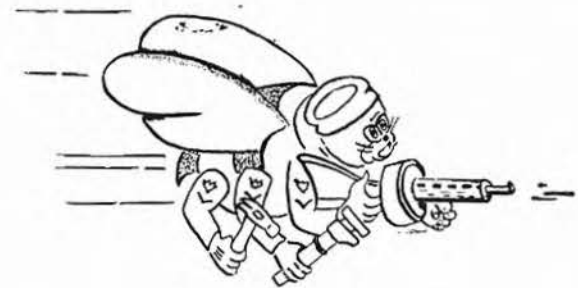


Laying the Grounding System



Project Completed — Overall Shot Looking Southeast, Showing Unalaska in Background

COLD BAY





Lt. G. K. Watters and Ch. Carp. J. A. Bergren — Officers of the Cold Bay Detachment



GROUP NO. 1 — COLD BAY DETACHMENT

Reading from Left to Right: Back Row — S. D. Ballard, T. Young, Jr., F. J. Lang, J. L. Scholz, J. G. McHenry, E. J. Sandberg, R. C. Ashby, V. L. Moore, G. M. Schwager, J. T. Scott, T. Santelli. Middle Row — A. E. Siep, N. H. Landry, J. J. Hamill, Jr., G. J. Schaeffer, D. E. Send, N. Jones, T. O. Cole, S. T. Carpenter, F. W. Scribner, G. H. Scheinhaus. Front Row — H. C. Ellison, R. C. Schuhart, E. S. Bozsik, G. H. Manson, M. J. Schultz, G. E. Bailey, "Z" "L" Barnes, G. A. Akne, W. C. Schneider.



GROUP NO. 2 — COLD BAY DETACHMENT

Reading from left to right: Back Row — S. W. Marciniak; H. J. Wolfe, C. J. Kearchner, D. Q. Wilson, H. W. Webster, B. Kimbrell, W. E. Raney, Jr., E. Carlo, P. D. Winters, P. D. Wright, H. C. Shaffer. Middle Row — A Sheetz, Jr., H. I. Morrison, W. J. Whitaker, J. W. Lemmon, C. M. Smith, H. J. Keitel, D. F. Hamilton, R. C. Lawson, W. H. Zettlemyer, C. M. Wilbanks. Front Row — J. E. Nale, G. Lavonic, J. S. West, D. A. Luck, H. E. Smith, W. N. Barger, K. W. Johnson, G. L. Deering, P. C. Pionzio.

COLD BAY PROJECT

On the well remembered morning of February 19th, Lt. Meyer, Lt. Watters and nine enthusiastic Seabee Specialists were flown by P.B.Y. to Cold Bay, Alaska, an isolated barren waste particularly subject to the common "Williwaw." The immediate purpose of this so-called "two week temporary duty" was to determine the labor and material requirements for the rehabilitation of certain Army facilities that were to be used for the prospective quartering of 3,000 men ashore. These particular facilities as augmented by others in the immediate area had been employed by the Army in the Spring of 1943 as a staging center incident to launching the invasion on Attu and Kiska.

On the 21st Lt. Meyer returned to Dutch Harbor with the data thus far assembled on prospective labor and material demands. On the 26th of February the first Supply Ship the U.S.S. BESBORO arrived with initial supplies, equipment, rolling stock, construction materials, etc. Aboard the BESBORO were approximately eighty-five Seabees who had been detached from CBMU-635 and various other Construction Battalion Units located in the Alaskan Area for temporary duty at "Hula 2" (the code word for the Cold Bay Operation).

During the month of March Seabees as well as regular Navy personnel continued to arrive by plane and ships. The ultimate mission of the Cold Bay Operation was at that time well enveloped in a cloud of secrecy. Speculation and "Scuttlebutt," however, was conspicuously prevalent and always amusing. The rumors ran rampant.

About the 20th of March Captain W. S. MAXWELL, USN, reported aboard to assume command. At the Navy 3294 commissioning ceremonies Captain Maxwell announced to "all hands" that the mission of the Cold Bay operation would be to train Russian crews to man U. S. warships and to transfer certain U. S. ships to the Russians.

As the first contingent of Russians was expected on the 24th of March or shortly thereafter, and as actual training was to commence in the first week of April, very little time was available for rehabilitating the premises, constructing the necessary Training Facilities, providing classrooms, placing the water and electrical systems in operation, etc.



Quonset Huts Had to Be Half Buried to Withstand the Hundred Knot Winds

This Is Where We Lived

Thus during the first two months at Cold Bay, the extensive work program coupled with a shortage of manpower dictated a rigorous schedule of a minimum of nine hours per day, seven days per week. "G.I." days were tentatively scrapped.

Around the 1st of April the Russian transports commenced to arrive. Within two weeks the Russians were as thick as flies. They appeared to be rather amazed and impressed at our versatile equipment and modern conveniences. We, on the other hand, were very much amused at some of their customs and antics. Whereas the Americans are accustomed to having their meals scheduled at certain hours, the Russians ate whenever the majority in a particular hut or group voted to do so. It was not unusual to observe at any time during the day short queues of Russians marching to and from the messhalls.

For recreation, the Russians played a modified form of "Guess Who." The victim who was designated as "it" stood in the center of the group, closed his eyes, placed his left hand over the left side of his face, and clasped his left elbow with his right hand. One of the members of the group would then step forward and with the flat of his hand whack the poor victim on the left side of his head. After the victim recovered his balance and senses he would then attempt to guess who his assailant was. If correct, the victim would then exchange places with the assailant; if not, the victim would be required to repeat the same procedure until he finally guessed correctly. This exciting sport was a great pastime of the Russians.

By the middle of April approximately 360 Seabees were aboard. Of this group, 127 were members of CBMU-635. Orders of even the late arrivals continued to include the misconceived and dubious phrase "Two weeks of additional temporary duty."

The peak of the construction program was reached around the 1st of May. By the first part of June the program was fairly well whipped. Construction work from then on consisted mostly of improvements and rehabilitation of more facilities to accommodate additional Russians.

The following is a list of some of the major projects accomplished by the Seabees:



The Hospital Area



The Famous City of Bergrenville

(a) Centralization of the water supply for the Training Area by inter-connecting three formerly independent systems with the main system.

(b) Extending the former Army dock water system some 5500 feet to a source of potable water and providing better water distribution on the dock proper by laying 1800 feet of pipe.

(c) Construction of 8' x 170' small boat landing, 20' x 35' fire station, theatre with a seating capacity of from 250 to 300 persons, 22' x 42' timber pile bridge, and three miles of gravel road and maintenance of eighteen miles.

(d) Provision of 10' x 10' Signal Tower, ready rooms, and offices at the transit warehouse on the docks.

(e) Installation of thirteen heads, over 7000' of sewer and drain lines, twenty diesel electric generators.

(f) Moving and relocation of seventy-two buildings which included a theatre, warehouse, and messhall.

(g) Rehabilitation of 725 buildings.

(h) Operation and maintenance of five cold storage warehouses and 47 refrigeration units.

(i) Distribution of 740,000 gallons of fuel oil.

(j) Fabrication of 500 benches, 300 tables and 60 black boards for the Training Classrooms.

(k) Discharging of 11,650 weight tons of cargo and the loading of 5,000 weight tons.

(l) Completion of 1,200 major repairs to vehicles and heavy construction equipment and maintenance of 254 vehicles.

(m) The hauling of 1,600,000 gallons of water three miles to the dock for supplying ships.

(n) Painting of 7,000 signs and 96 buildings (60 on the exterior and 30 on the interior).

In addition to the above and worthy of special mention was the construction of the "Bergrenville Municipal Garage." Rome wasn't built in a

day, but such an achievement was nearly realized in the construction of this cooperative enterprise. It literally sprung up over night. The nucleus of this project consisted of two connected and remodeled cowans (40' x 60' each and similar to a quonset hut in appearance and construction). Several frame buildings were clustered about the cowans to provide a Tech room; a battery and radiator shop; a grease rack; a tire repair shop; a dispatcher's office; a spare parts warehouse; a combination blacksmith shop, welding shop, and rigging loft; and a head. This project was indeed a credit to the resourcefulness and efforts of those in the Transportation Department. One of the subsidiary activities, namely the "rigging loft," competed quite successfully with the Seabee messhall. It could usually be depended upon to serve steaks and enjoyed a satisfied patronage.

With the easing off of the work program in June, a little more time and energy was devoted to Recreational activities. A Seabee softball league was organized and proved to be a source of much enjoyment. The "Snafu Sluggers" (CB Officers and CPO's) declared themselves available for engagements and challenged all comers. The athletic prowess and antics exhibited by the latter team afforded all hands many laughs. Chief Carpenter Houston (Stevedore Officer) possessed the well developed faculty of catching a fly ball by first bouncing the ball off the top of his head — a very unusual feat.

A recreational hall and library of fictional books and magazines were provided by moving two frame buildings into the area. The library contained three small rooms for the use of those desiring to write letters in a quiet atmosphere. The recreational hall was equipped with three ping pong tables and two miniature bowling alleys.

Another source of entertainment were the periodical Beer Parties that featured cokes, sandwiches, peanuts, pickles and pretzels in addition to free beer. Each man was entitled to a stipulated number of beers which were allocated by the medium of chits. As will be remembered, the chit counterfeiters were especially active and constantly striving to outwit the sponsors. Other recreation activities included the nightly shows, the beer hall, local stream fishing, special deep sea fishing, excursions, and special steak dinners.



Cold Bay Detachment Returns



We Return to Dutch Harbor

As for quartering, all Seabees were billeted in quonset huts. From ten to sixteen men usually occupied a single hut. With the aid of paint, a little midnight requisitioning, and a domestic touch many of the huts were converted into rather attractive living quarters. It was astonishing to notice on the weekly inspection tours, the constantly increasing number of huts that were provided with both hot and cold running water.

With the conclusion of hostilities in August and the termination of lend-lease a few weeks later, authority was soon received to cancel the Russian Training and Ship Transfer Program. Plans were then formulated for the Decommissioning of Navy 3294.

During the month of September building and facilities were secured and inventoried for transfer to the Army. All rolling stock, equipment, furniture, supplies, materials and commissary goods were shipped either to other bases in Alaska or to the United States. As securing progressed, the manpower requirements were naturally reduced. Consequently, about 150 Seabees were returned to their original units as transportation became available. A number of those returned were eligible for discharge in accordance with the point system that was inaugurated towards the latter part of August.

The last contingent of Russians departed on the S.S. Carl Shurz on approximately the 20th of September. The greatest number of Russians ashore at any one time had been 6,000 during the first part of August.

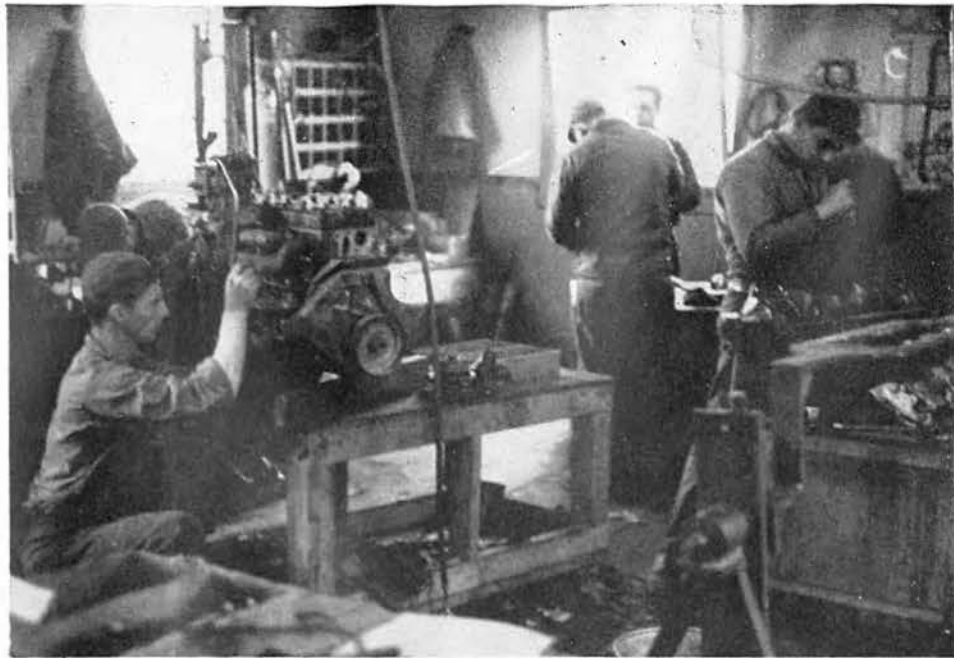
On the 4th of October, the S.S. Henry Failing with the final load of cargo and with all Navy personnel aboard cast off leaving Cold Bay far behind in her wake.

The last remaining fifty-five men and two officers from CBMU-635 debarked at Dutch Harbor on the 5th of October with many unbelievable experiences and tales to relate to the awe of their fellow Seabees.

The Bear Trainers — Yes, They Also Did the Rigging



We Made Jeep Motors from Junk

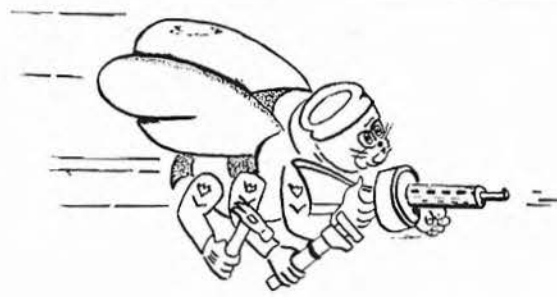


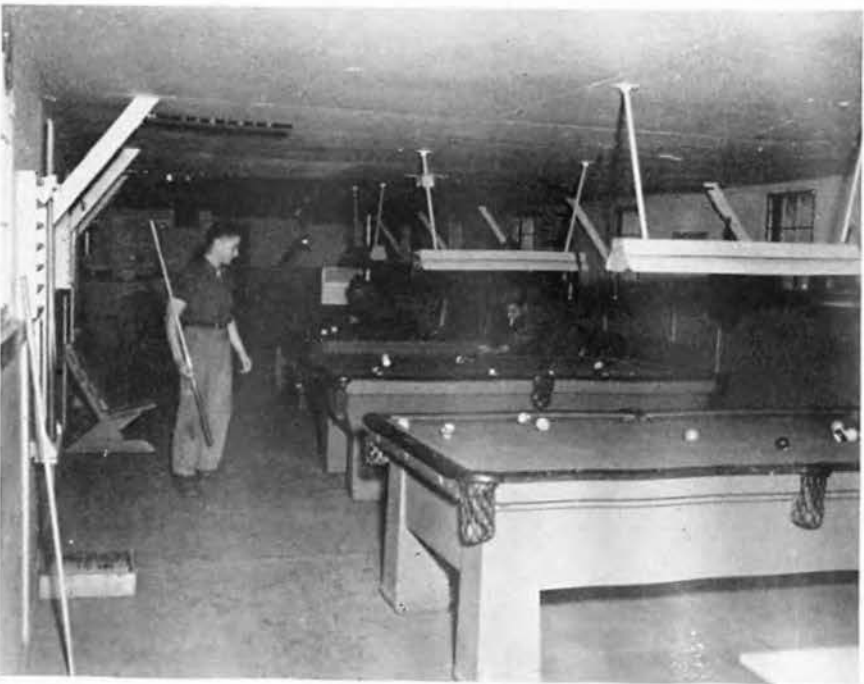
These Boys Keep Us from Walking



Our Personnel Office

RECREATION





Top: Library and Recreation Building
Bottom: Pool-Room — Recreation Building



Recreation Building —
Fort Mears Area





Boxing Team Manager and Trainer

Joe Louis Referees a Bout—G. Kassal Faces the Camera



Boxing Smoker NOB—R. Adams Looking Over Spencer's Shoulder



Boxing Smoker — C. Sears Facing Camera



Boxing Smoker — J. Nale Swinging

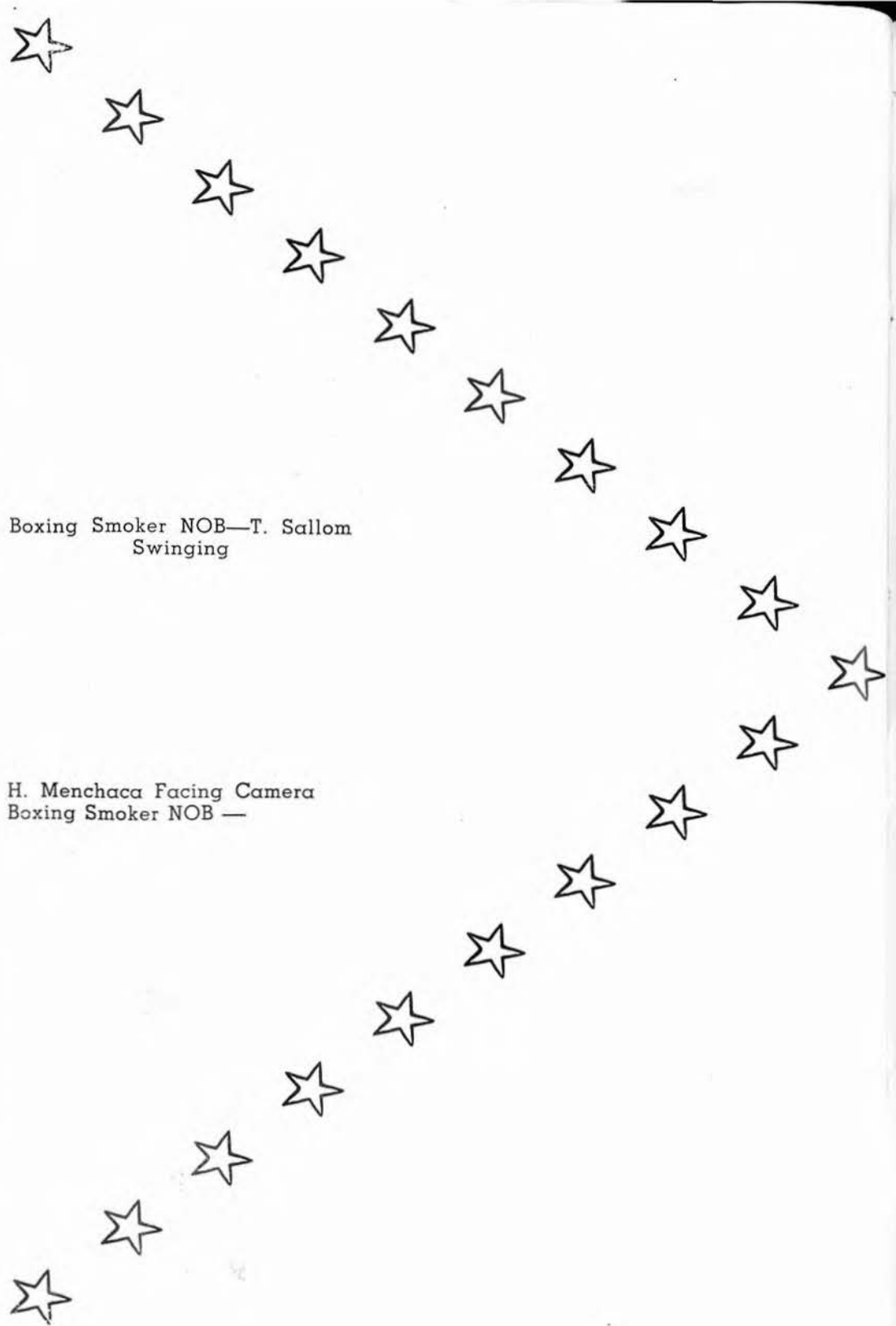




Boxing Smoker NOB—T. Sallom
Swinging



H. Menchaca Facing Camera
Boxing Smoker NOB —





SOFTBALL TEAM

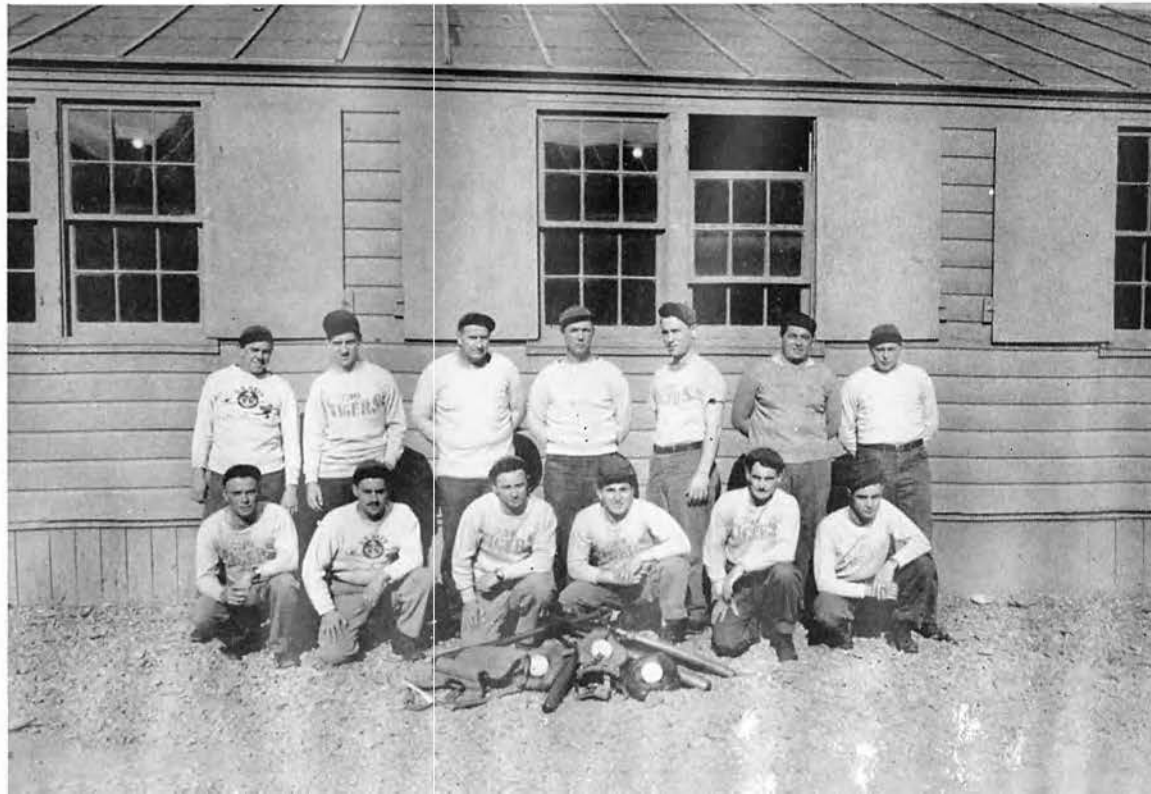
Reading from Left to Right: Back Row — Ch. Carp. L. Jones, P. Balzer, H. Harrison, B. Reuzenaar, W. Eoff, Lt. Comdr. W. A. Meyer, A. Weglewski, N. Kalanick, H. Freeman, J. MacMillan, W. Wilson, F. Santarsiero, J. Roberta. Front Row — W. S. Smith, S. Hilbun, R. Schodowski, G. Jones, R. Frankum, T. Masterson, W. Uphoff.

Out at Second



It's a Hit

Softball — A Hefty Swing

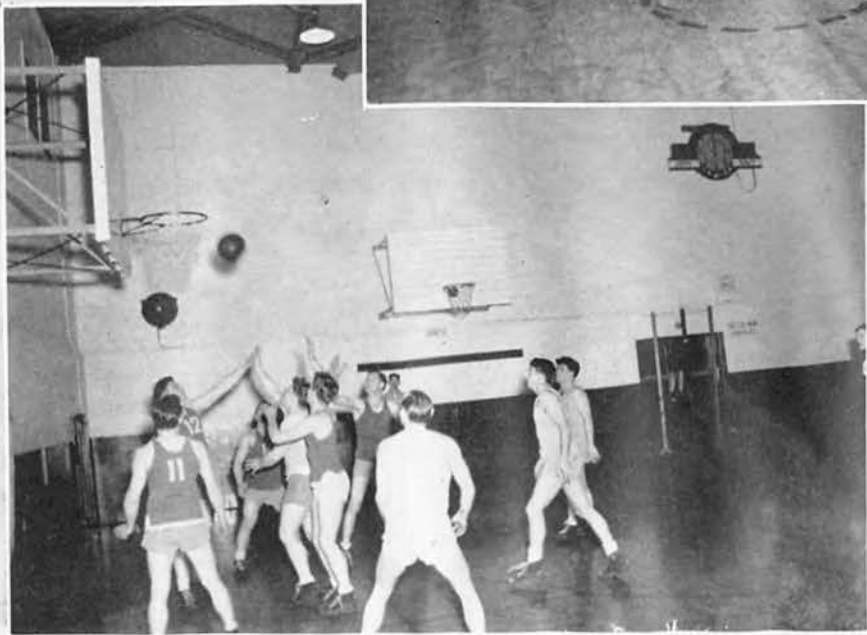


"The Tigers"
Barracks Softball League Winners

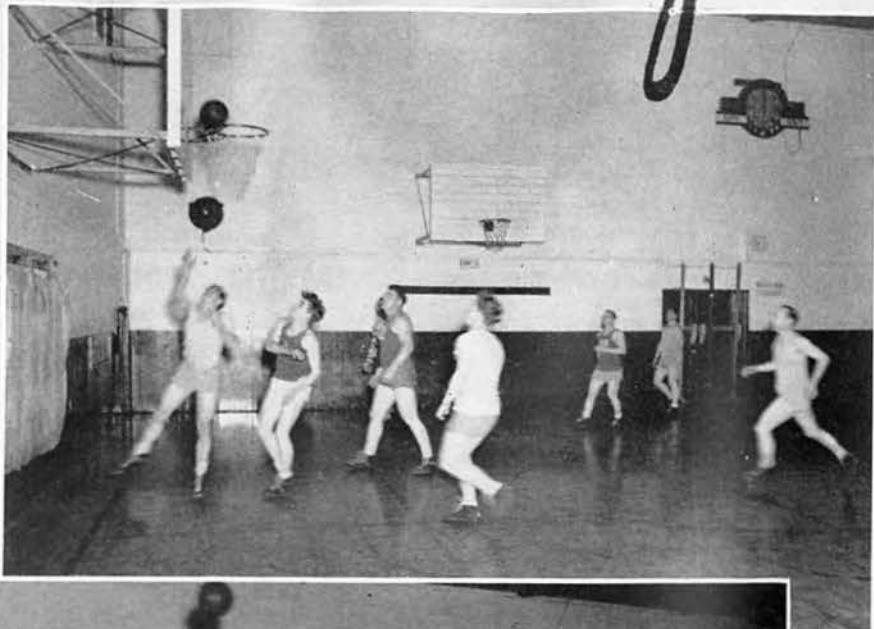


Refreshments for All Hands

Basketball



Wasp League Champs





Transportation Department Beer Party

Electrical Department Beer Party



Coffee Hour



Coffee and Doughnuts at the Seabee Galley Every Evening



USO Guys and Gals at the Recreation Hall



USO Troupe Pays Us a Visit

42 Years or Over —
First Group to Be Returned to the States for Discharge



44 Points or Over —
First Group to Leave for Discharge under the Point System



42 Years or Over — Farewell Dinner



Man Transferred to the 114th NCB



Services at Memorial Chapel — NOB



Inside View C.B. Chapel — Fort Mears

Russian Orthodox Church — Unalaska Island



Chapel of the Deep





Ski Tow Unalaska Island



Fishing Party Taking Time Out for Chow — Unalaska Island



Aleutian Ramblers



The End of a Perfect Day



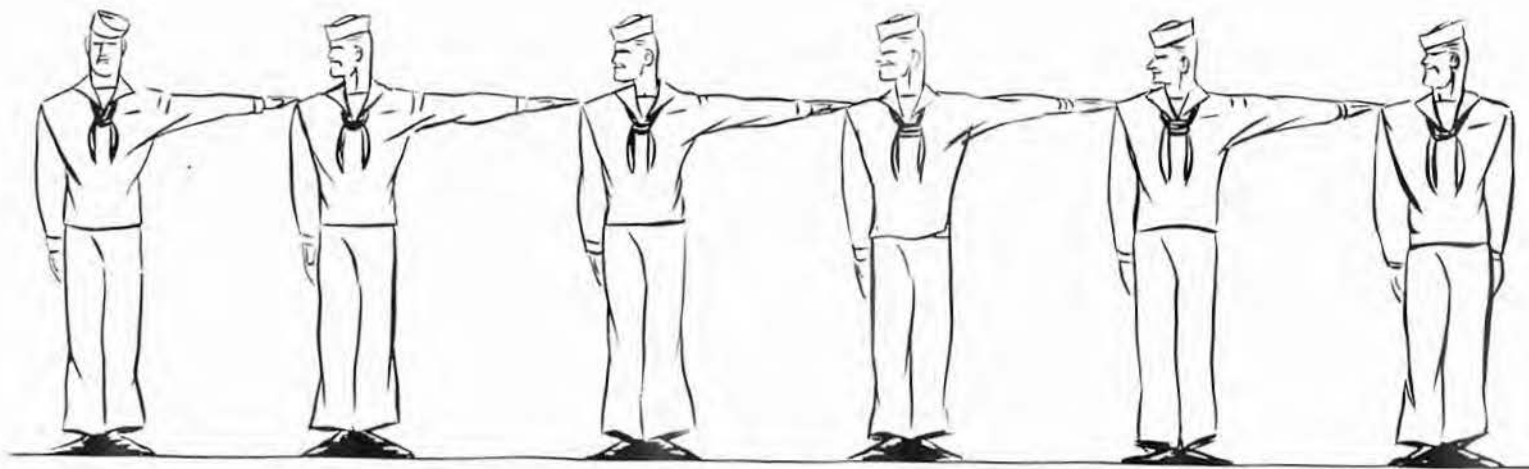
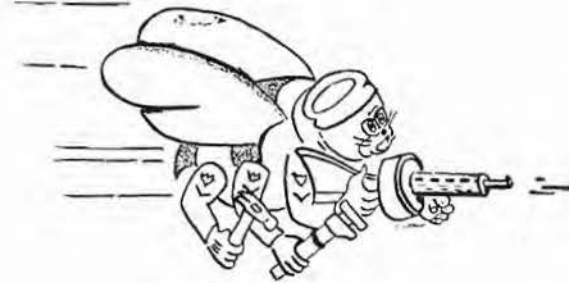




Top: Reopening of the C.P.O. Club
Bottom: Mess Cooks — Christmas 1944

Top: Cooks and Bakers — Christmas 1944
Bottom: Coffee Hour — Galley No. 17

BATTALION MUSTER



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150°

165°

180°

165°

Arctic Ocean

Ocean

POINT

WRANGEL I.

ARCTIC CIRCLE

SIBERIA

Anadyr Gulf

Bering Strait

BERING

NOME

ST. LAWRENCE I.

Bering Sea

Bristol Bay

ATTU

KISKA

ALEUTIAN IS.

UNALASKA

DUTCH HARBOR

150°

165°

180°

165°



PT BARROW

ALASKA

ARCTIC CIRCLE

FAIRBANKS

CANADA

ANCHORAGE

SEWARD

JUNEAU

KODIAK

SITKA

Gulf of Alaska

Property of
NFECH Historian's Office

BOR

150°

135

120°

105°

60°

