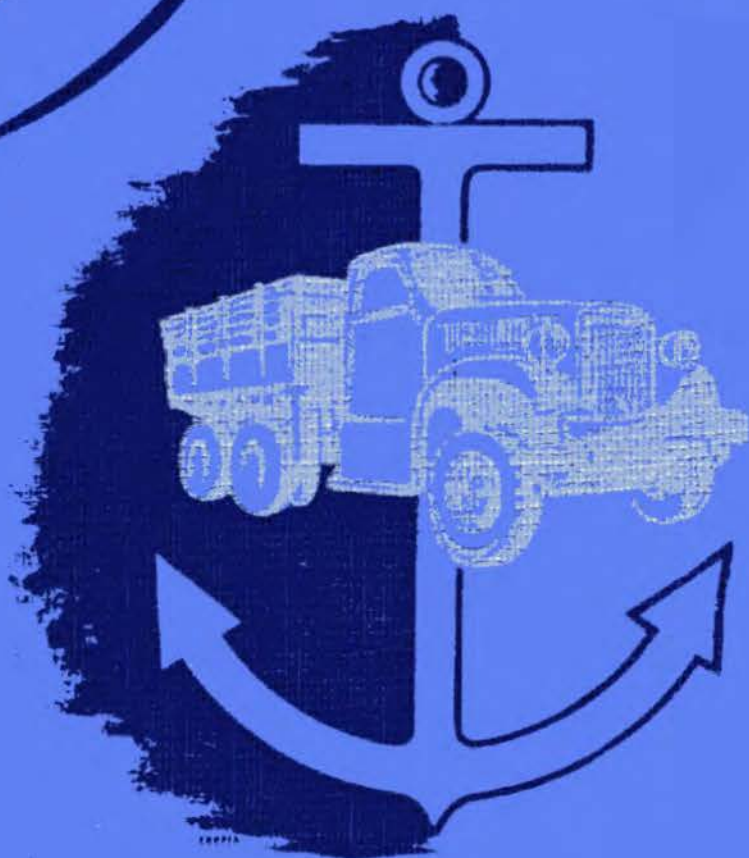


9

1049th SEABEES
DETACHMENT

NCD-1049

1049TH
Seabees



U.S. NAVAL CONSTRUCTION DETACHMENT

Transportation Unit

Dedicated to
THE OFFICERS AND MEN
OF THE
1049th U.S. Naval Construction Detachment
AND

In Memory of
CHIEF PETTY OFFICER
JOHN FREDERICK BEES, C.M.M.

WHO DIED WHILE ON DUTY OVERSEAS

ON

APRIL 17th, 1945

AT

EXETER, DEVONSHIRE, ENGLAND

*Donated By,
Adrien Carignan CMC
Aca MEB 12.*

HOME Address.

ADRIEN CARIIGNAN

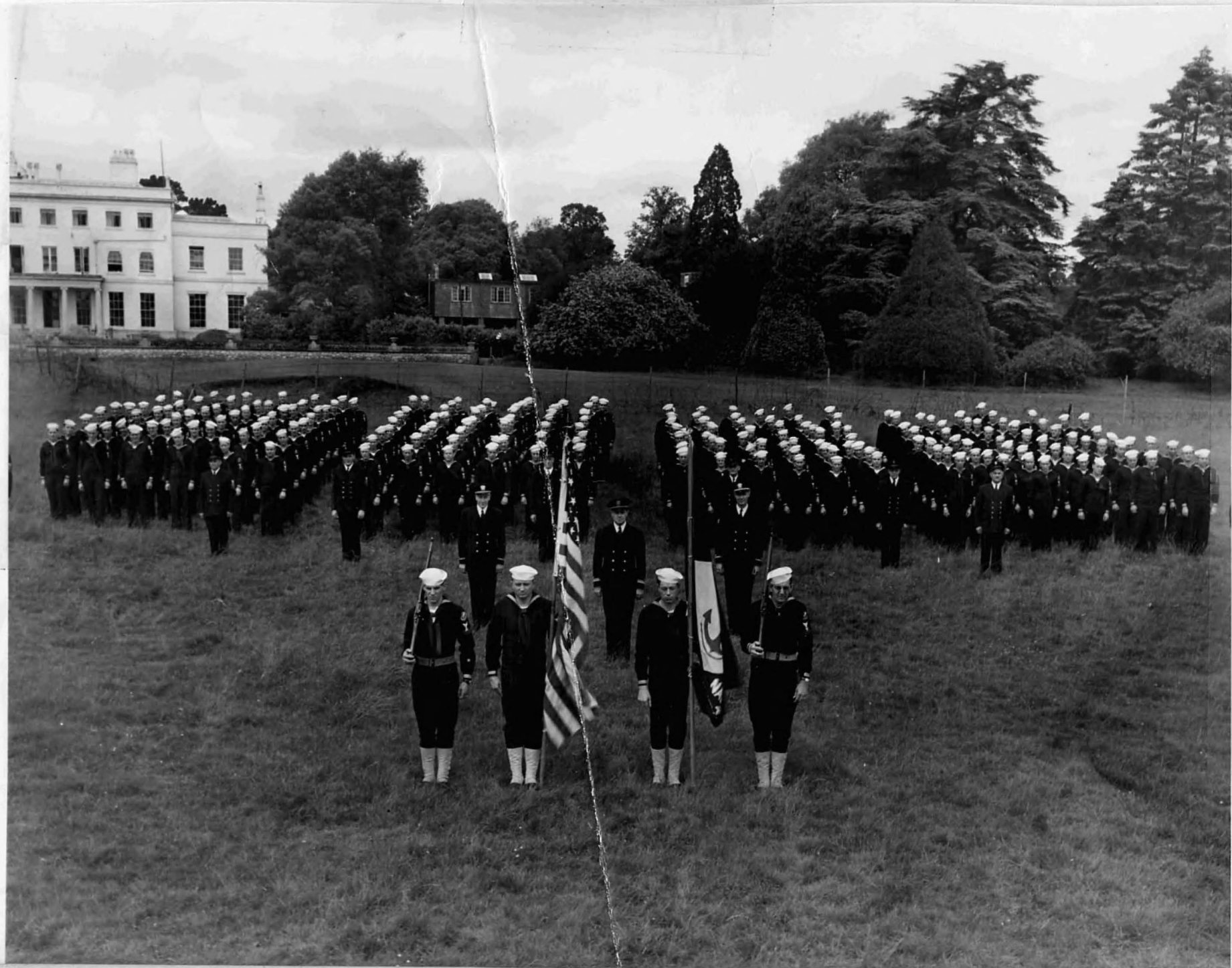
3 Hidden Rd.

METHUEN

MASS

01844





U.S. AMPHIBIOUS SUPPLY BASE :: EXETER :: ENGLAND

LIFELINE OF INVASION

THE story of Exeter is in four parts. Fitted together, these parts combine to make a naval epic of how a great amphibious supply base came to be the lifeline of history's greatest amphibious operation. In each of these parts there were moments of greatness and moments of disappointment. But, now that the invasion of Europe is successful history, it seems just to say that the moments of greatness were definitely ascendant. In brief, Exeter's story encompasses the Days of Planning, the Days of Mud, the Days of Growth, and the Days of Fruition.

From its beginning, it was planned that Exeter should be the supply depot for an amphibious fleet which would someday take to the narrow channel sea that leads to France in numbers and in strength which even a few years ago would have seemed fantastic. But it is doubtful if anyone, in the beginning, realized to what proportions Exeter must grow before she could do her job as she was ultimately called upon to do it.

Exeter really began in September of 1943, and her beginning was the assembly of eight officers and 121 men at Lido Beach, Long Island. Of these eight officers, five are still at Exeter, and they have seen their number added until, at its peak, Exeter carried on her rolls 200 officers and 2,600 men, whose efforts were spread throughout 32 departments.

Early in 1943 plans were laid for the establishment of a group of United States Naval amphibious bases in Southern England. Later it was decided that Exeter should be the central lifeline of supply for these bases, and a map of Southern England will show well her geographical location made her able to be that. To Falmouth, Fowey, Plymouth, and Dartmouth, and to all the other bases which ultimately comprised the operating backbone of the United States Naval Forces in Europe, Exeter's position made it possible for her to move materials in less than a day by road, overnight by rail. Her geographical position thereby gave her the first requisite of an amphibious supply base; an ability to move urgently needed materials.

To function and to grow, Exeter needed access to rail connections, and she needed room in which to rear her 85 warehouses and 198 huts and four auxiliary buildings. When finally completed, the base at Exeter covered 95 acres, with an additional 75 acres acquired as open storage areas in Hawkerland Valley and at Winslade Park.

The land upon which Exeter was built was partly farmland and partly nice holes of an 18-hole golf course. This land was acquired by the British Government for the United States Navy. Actual construction began on 12th October, 1943.

October, like most Octobers in England, was a period of rain. So were the winter months which followed it. Rain came down in endless sheets for endless days, and the soft farmland and the green turf of the golf course gave way and sprouted mud.

The mud became Exeter's greatest enemy. It mired down her trucks day after day, and held them fast until the tractors came to pull them out. It made walking across the areas of construction a painful and laborious task. It swallowed up the first attempts at roads until, finally, a total of 100,000 loads of rock and sand had to be poured into the area until the roads were sound. It made the building of Exeter's warehouses on schedule a task which sometimes seemed impossible of accomplishment. It gave every man who worked at Exeter in those days "mudphobia". He walked through it by day, and washed himself free of it at night; his clothes were caked with it, and its pungent odour was with him while he slept. It caught at his vehicles and his machines, clogged equipment, choked radiators, sunk foundations. It was his greatest enemy, and con-

tinued to be his greatest enemy all through the winter months when the construction fever was at its height. Neither he nor Exeter were free of the mud until the Spring of 1944.

By Spring, however, most of the headaches of construction were over. But during those long months of construction, the delivery of supplies from the States could not wait. Often at the rate of 200 freight cars per day the materials of war poured into Exeter, and there was no place for them except in the open, or under the cover of hastily erected tents. So with the coming of Spring, and the near-end of construction, there was the big job of moving these great piles of material into the new warehouses, of segregating it by classes, of inventorying it, of ordering still more and more material. And throughout this period of organization and growth into a functioning base—as the needs of the amphibious bases, which also had been growing, began to multiply—Exeter found it necessary to function as a source of supply even while she was still in need of time to put her own house into order. By late February, 300 trucks a day were moving out of Exeter to the amphibious bases around her, and long lines of freight wagons were being unloaded at the railway sidings for those same bases. Not yet in commission, Exeter was already the lifeline of invasion preparations, and her trucks thundered out that message to the bases she was supplying by night and by day.

Exeter went into commission on 3 February 1944. On that day, the task which lay before her was clear: invasion could not be many months away; on every side the need for urgent speed was evident; there was a tremendous supply job to be done, and not much time in which to do it. But there was no man at Exeter who did not feel that the job could be done with even greater success than the mud of the previous winter had been licked, and the problems of organization had been overcome. There was reason for such confidence. As Exeter went into commission, the departments under her command were marshalled for the tasks which lay ahead.

1049 UNITED STATES NAVAL CONSTRUCTION DETACHMENT

This Transportation Unit, the first of its kind, was formed in Camp Perry, Va. in March 1944. They were sent to Camp Thomas, Davisville, R.I. where their new Officers joined them.

They left the States in the early part of April and landed at Gurrock, Scotland, the middle of April. They had a short view of Scotland on their trip up the River Clyde to Glasgow. They were disembarked late at night and boarded a train and headed for Exeter, Devonshire, the largest United States Naval Amphibious Supply Base in England. Their work started the day after they arrived when an emergency arose that required seventy-five men to go to a Depot over two hundred miles away and pick up seventy-five badly needed vehicles and return by convoy to Exeter. These men had never driven a vehicle on English roads, and left-side-of-the-road driving was new to them. Through perseverance and concentration on the job in hand these vehicles were brought back to the base undamaged and on time. They were congratulated by the Executive Officer on a job well done.

1049 is composed of all Machinists' Mates except two men. The average age is thirty-two, the youngest is 19 years of age, the oldest fifty-six. Ninety-five per cent are married and have families in the States.

TRANSPORTATION DEPARTMENT

It is acknowledgedly true that a modern army is effective only within the limits of the transportation system which keeps it supplied with weapons of war. And, although a Navy moves and fights upon the sea, it is equally true that it can move across the sea to fight only after the land-based Navy has accomplished its job of readying those ships for battle.

For the land-based United States Navy in Great Britain, the Transportation Department at Exeter was the lifeline of supply, and for more than a year the trucks of that department have

rolled across the hills of Southern England, the meadows of the Midland, and the jagged shorelines of Scotland and Wales. Exeter's Transportation Department is big business. Look at these figures :

It operated before and after D-day 388 cargo trucks, varying from 1½-ton capacity to giant trailers carrying 25 tons in stride. Hauling an average of 3½ tons, these trucks moved for many weeks an average of 225,000 ton-miles of freight per day, 6,750,000 ton-miles per month.

Its services, on regular weekly schedules, approximately 1,000 vehicles. Through its fully equipped garage feed 2,000 repair jobs per month.

Into the greedy tanks of its vehicles it poured, at invasion peak, more than 8,000 gallons of gasoline per day.

In addition to its hundreds of special runs per day, it operates regular freight runs from and to the following points :

Exeter-Launceston-Appledore-Tiverton-Exeter

Exeter-Launceston-Plymouth-Salcombe-Dartmouth-Teignmouth-Exeter

Plymouth-Launceston-Falmouth-Fowey-Plymouth

Exeter-Tidworth

Milford Haven-Penarth

Penarth-Tidworth

Exeter-Weymouth-Portland-Poole-Exeter

Southampton-Tidworth-Southampton

London-Nore-Richborough.

In addition to the trucks which it operates under its own cognizance, this department is responsible for the welfare and maintenance of the 81 vehicles operated by the Supply Department at Exeter, and the 65 vehicles operated by the Tenth Special Construction Battalion.

Five officers and 608 men shouldered the terrific burdens of this department. Their number was adequate, in most instances, simply because each of these officers and men was willing to do more than his share of work. A full day on the road was often just a prelude to an evening of working in the heavy equipment shop. And under the cumulative pressure of the days before and after invasion, it was not an unusual sight to see a line of volunteers standing in the rain outside the dispatcher's unit, waiting for assignment to some extra job that might make the difference between supplies reaching a ship on time or too late.

Extraordinary measures had to be taken on occasion to make certain that no bottlenecks appeared. Three typical examples will prove the point ; one is a story of initiative, another of perseverance, and the third is a story of the kind of co-operation and willingness to serve which break bottlenecks before they leave the glassblower's strangling pipe.

A few hours before D-day, an MTB Squadron telephoned Plymouth with an urgent request for highly specialized 37—, cannon and armor-piercing shells. This material was to be obtained from a secret Army Ordnance Depot, the location of which was not known accurately and could not be determined quickly because of the secrecy with which it was surrounded. A transportation driver was presented with the problem of finding this depot and of securing the required material for delivery several hundred miles away.

With knowledge only of the general location of this depot, the driver left Exeter at 10.00 in the morning. Driving without rest or sleep in a frantic and urgent search, he finally found the depot at 0400 the next morning. Still without rest, this driver secured the required material and fought his truck through to make delivery before noon of the same day.

And on another frantic pre-invasion day, a hurry-up order was received from Milford Haven, Wales, at 1630 in the afternoon, for delivery of 65 propulsion engines by 0900 the next morning.

By 1800 these engines had been loaded into 65 trucks, and a call for volunteer drivers had been issued and answered. How was it answered? By ship's cooks, by barbers, by men from every department who were willing to do their extra share.

Walking into the barber shop, a transportation officer barked, "Are there any men here who can drive a truck—and do it *right now*?"

"Yup," said one among the many barbers who volunteered, "I can!" The barber laid down his scissors and took to the wheel, and a Lieutenant Commander departed with half his hair cut and half of it uncut. Is there any need to say that the 65 engines were in Milford Haven in time?

Such is the story of Exeter's Transportation Department. This department made sure that its trucks could roll across the roads of England, and roll night and day. In the days of Exeter's mud, it put tractors to work to pull its trucks out. In the pressing days of invasion necessity, the lights blazed all night in its blacked-out workshops, and its repair machines droned round the clock, and motors were pulled and axles replaced, and the transportation lifeline was kept vigorous and effective, and today when there is much work left to be done, its trucks are rolling still, and the men who man them are busy with the job they have proved that they can do.

1049 U. S. Navy Construction Detachment did the lion's share of moving the material to and from Exeter. Whenever a job had to be done they broke all existing records of tonnage moved by a complement of their own size and sometimes larger. Its men worked day and night to deliver the necessities of invasion and its officers have received numerous commendations from other commands. In the last part of April 1944, twelve of its men were detached to Portland-Weymouth to help in that organization and worked day and night until relieved of their duties.

The men of this Detachment are versatile; this has been proven by the number of its men in other departments at Exeter. There never was a job too big or small that they didn't tackle and complete in record time.

The spirit of 1049 has been felt at all bases in England. Their eagerness to work under any conditions and at any time has been the determining factor of its record.

Some of its men have been on special assignment in France, off and on, since shortly after D-day.

Such is the story of another record-breaking Seabee outfit.





THE
"FORTY - NINERS"
IN
England



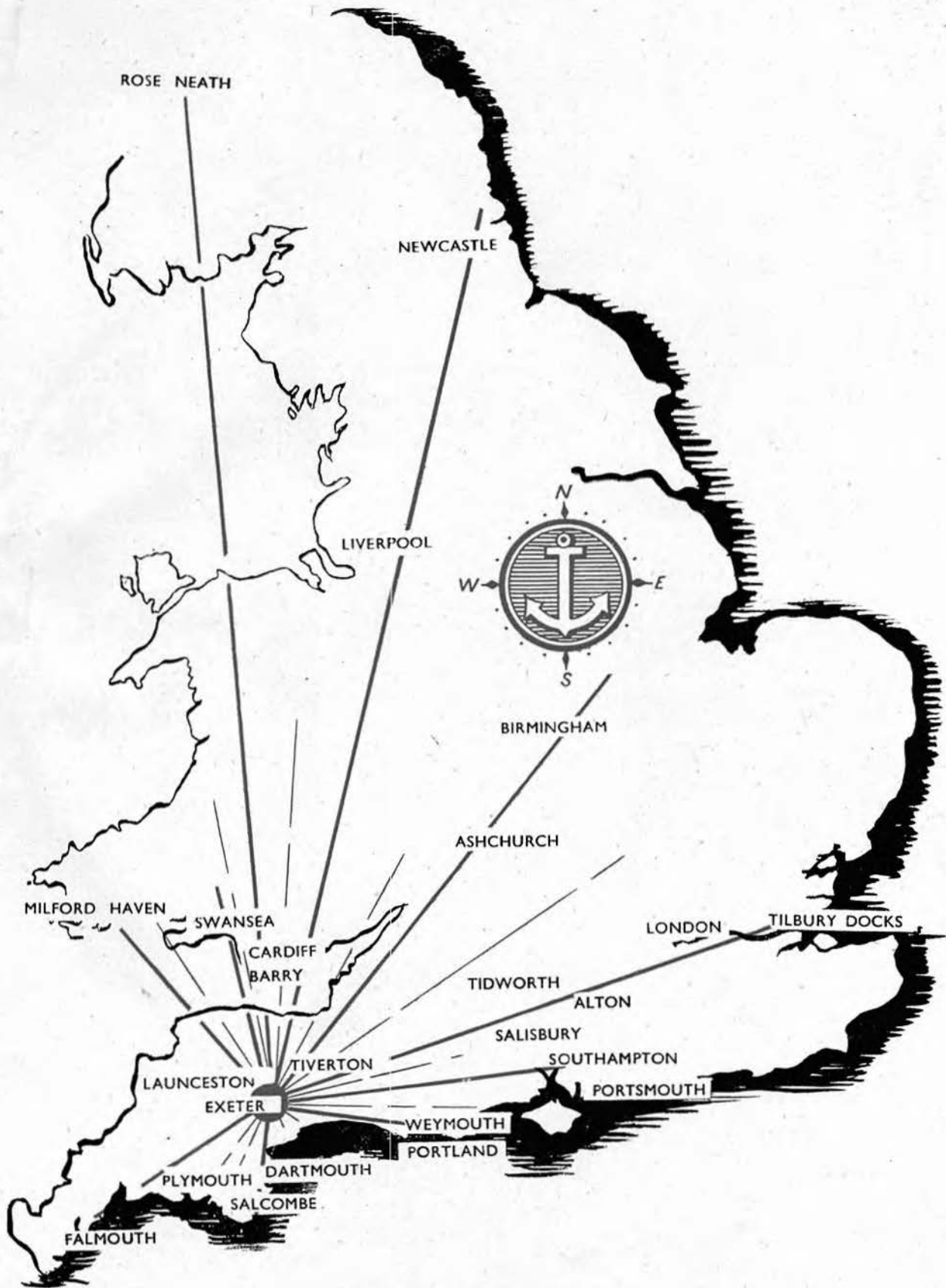
FORTY-NINERS

Here's to the detachment
of the ten-forty-nine
Who came across
in the C. B. Line.
We're a transportation unit,
the best in the land.
We done our duty
in Ole England.
We've drove our trucks
up and down the road
Filling the ships
with our many loads.
Though we had trouble
from the very start,
We supplied the ships
who played their part.
And on the eve
of invasion day,
The ships were ready
for D-day.

Now it has passed
and from us gone.
We hope soon
to be at home.
No medal bars,
or the service cross
Will be presented
by the President's voice.
And when we get home
on the U.S. Shores
To be forgotten
and remembered no more.
We don't ask for praise
or a welcome band ;
Give us our wives
and children's hand.
So to the unit of
the ten-forty-nine ;
They will do their duty
always on time.

by W. C. Blackwell, MM1c.





Commanding Officers

Frederick A. Cape, Lt. (j.g.), C.E.C.,
Officer in Charge.

Born August 6, 1916, at Racine, Wisconsin. Entered the Navy, November 13, 1943. Engineer. His home is in Racine, Wisconsin.



U.S. NAVAL AMPHIBIOUS SUPPLY BASE,
EXETER, DEVON.

15 June 1945.

**TO OFFICERS AND MEN OF THE 1049th
CONSTRUCTION BATTALION:**

The Commanding Officer of the United States Naval Amphibious Supply Base, Exeter, England, wishes to express his appreciation of the splendid performance of duty of the officers and men of the 1049th Construction Battalion. As a highly specialized Transportation Unit, your operations were of extreme importance in the movements of material before and during the Invasion of Europe.

Your untiring efforts and devotion of duty contributed greatly to the successful conclusion of the War in Europe. The splendid spirit of loyal determination exhibited by each of you is in keeping with the high tradition of the United States Naval Services.

C. S. FLOWER,
Executive Officer.

Francis A. Shinalt, C.W.O., C.E.C.(s),
Personnel Officer.

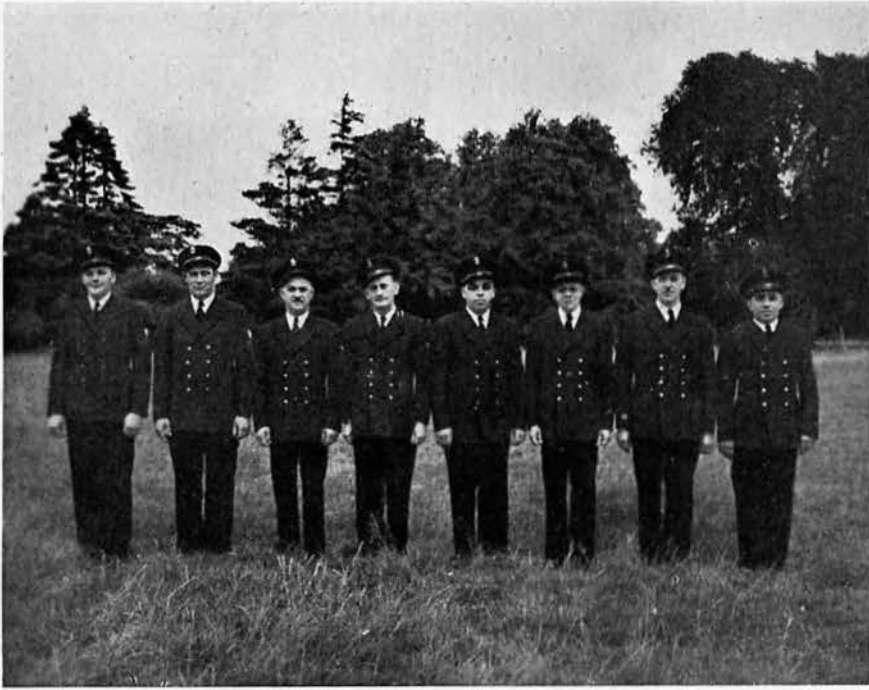
Born April, 18, 1910, at Indianapolis, Indiana. Entered the Navy, July 6, 1943. Engineer. His home is in Jacksonville, Texas.

Carl E. Swanson, C.W.O., C.E.C.(s),
Executive Officer.

Born July 29, 1903, at Marshburg, Pennsylvania. Entered the Navy September 12, 1942. General Contractor. His home is in Bradford, PA.



1049th
N. C. D.



Chief Petty Officers



D. A. Sprinkle
M.M. 1/C.
Niles

J. L. Boyce
M.M. 2/C.
Marietta

R. W. Arquette
M.M. 3/C.
Toledo

R. Shoemaker
M.M. 2/C.
Fremont

G. A. DeWitt
M.M. 2/C.
Chillicothe

(So. Car.)

W. F. Barry
M.M. 1/C.
Spartanburg

F. E. Watson
M.M. 2/C.
Hartsville

A. W. Smith
M.M. 1/C.
Spartanburg



M. B. Sloan
M.M. 2/C.
Toledo

K. A. Lemke
M.M. 3/C.
Toledo

J. E. Mitchell
M.M. 3/C.
Toledo

C. L. Heckelman
M.M. 3/C.
Newark

E. J. Griffin
C.M.M.
Cedarville

R. P. Rohr
M.M. 2/C.
Detroit

C. G. Jackmino
M.M. 3/C.
Norway

T. F. Will
M.M. 2/C.
Colorado Springs



W. G. Ayers
M. 2/C.

R. E. James
M.M. 2/C.
Follansbee

D. D. Keeton
M.M. 3/C.
Zaneville

F. J. Gregoric
M.M. 1/C.
Cleveland

Michigan :

W. J. Merten
M.M. 2/C.
Detroit

W. F. Paul
M.M. 3/C.
Detroit

C. J. Belzyt
M.M. 3/C.
Detroit

Colorado :

D. H. Teboe
M.M. 3/C.
Boulder



C. M. Worline
M.M. 3/C.
Toledo

B. R. Resh
M.M. 2/C.
Cleveland

C. A. Conrad
M.M. 1/C.

J. W. Martin
M.M. 1/C.
Newcomerstown

A. J. Patunade
M.M. 3/C.
Branford

L. E. Auger
C.M.M.
Thomson

H. J. Hentschel
M.M. 3/C.
Plainfield

A. L. Sabourin
M.M. 2/C.
Woonsocket

R Island



G. T. Monagham
M.M. 3/C.
Marietta

A. L. Parker
M.M. 2/C.
Sandusky

J. McClintock
M.M. 2/C.
Cleveland

L. Hartley
M.M. 1/C.
Akron

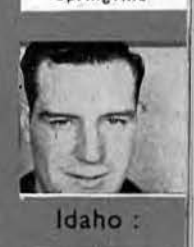
L. T. Skoczylas
M.M. 3/C.
Jewett City

A. F. Goodwin
M.M. 3/C.
Bridgeport

E. I. Hysinger
M.M. 3/C.
Cleveland

V. L. Zobell
C.M. 3/C.
Springville

Utah :



Ohio :

J. L. Herda
M.M. 2/C.
Struthers

J. M. Herring
C.M.M.
Marion

S. M. Cooley
M.M. 3/C.
Athens

N. D. Stroschine
M.M. 1/C.
Toledo

Tennessee :
(Tenn.)

F. W. Hill
F. 2/C.
Chatanooga

I. H. Hill
M.M. 3/C.
Knoxville

I. J. Timmons
S.K. 2/C.
Chatanooga

Idaho :

C. Hunter
M.M. 3/C.
Idaho Falls



R. E. Wood
M.M. 2/C.
Mt. Vernon



P. F. Lineback
M.M. 2/C.
Savanna



G. Fey
M.M. 1/C.
Chicago



F. L. Lile
M.M. 2/C.
Charleston



H. A. Davis
M.M. 2/C.
Hope



O. Stidham
M.M. 3/C.
Blytheville



C. S. Van Horn
C.M.M.
Minnewaukan



W. W. Anhorn
M.M. 2/C.
Minot



J. Vandevanter
M.M. 3/C.
Virbana



J. M. Gueffier
M.M. 1/C.
Chicago



H. G. Reynolds
M.M. 2/C.
Kankakee



J. L. Fry
M.M. 3/C.
Pocahontas



O. D. Cockmon
M.M. 3/C.
Little Rock



(So. Dak.)

M. LaRoche
M.M. 3/C.



(No. Dak.)

L. Nelson
M.M. 3/C.
Cooperstown



W. E. Bett
M.M. 2/C.
Grand Forks



Illinois :

K. L. Reber
M.M. 2/C.
Byron



E. W. Fries
M.M. 2/C.
Marion



M. W. Mitchell
M.M. 1/C.



Arkansas

B. B. Routon
M.M. 3/C.
Leachville



W. H. Fowler
M.M. 3/C.
Bee Be



L. Lane
M.M. 3/C.
Buffalo



A. E. Grubbs
M.M. 2/C.
Pondcreek



R. W. Cothron
M.M. 1/C.
Oklahoma City



P. W. Gill
M.M. 3/C.
Boston



J. J. McElhinney
M.M. 3/C.
Boston



J. Buckles
M.M. 2/C.
New Bedford



W. F. Prysock
M.M. 3/C.
Puckett



C. J. Upton
M.M. 3/C.
Bay Springs



W. C. Anderson
M.M. 3/C.
Panama



F. R. Gordon
M.M. 3/C.
Lawton



C. E. Freeman
M.M. 3/C.
Nowata



A. L. Corignan
M.M. 2/C.
Lawrence



R. L. Nelligan
M.M. 2/C.
Cambridge



S. K. Komar
M.M. 2/C.
Boston



A. M. Homan
M.M. 3/C.
Houston



O. L. Walker
M.M. 3/C.
Brookhaven



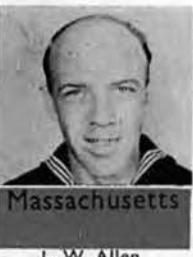
K. B. Niles
M.M. 2/C.
Beaver



C. B. McMahon
M.M. 3/C.
Bethany



W. W. Hayes
M.M. 2/C.
Cement



Massachusetts

L. W. Allen
M.M. 3/C.
Lawrence



M. Gonsalves
M.M. 1/C.
New Bedford



J. E. Ordway
M.M. 2/C.
Fitchburg



Mississippi

W. C. Blackwell
M.M. 1/C.
Hattisburg



W. W. Scoggin
M.M. 3/C.
Hattisburg



Oklahoma

R. L. Tatro
M.M. 3/C.
Alva



J. B. Farnham
M.M. 3/C.
Ada



W. Workman
M.M. 3/C.
Tulsa

Remember me?

MEN OF THE 1049TH SEABEES, WHO WERE TRANSFERRED

TROMBLEY, E. H.	MM1c	MASSACHUSETTS
HERTZLER, N. M.	S2c	TEXAS
EBELER, F. W.	MM3c	MICHIGAN
HAND, W. C.	MM3c	KANSAS
RIST, J. D.	MM3c	CALIFORNIA
LIEN, E. L.	MM1c	N. DAKOTA
LOKAY, H. J.	MM3c	PENNSYLVANIA
COWLING, E. E.	CMM	TEXAS
HANEY, R. L.	MM2c	TENNESSEE
McCLENAGHAN, C. R.	MM1c	MASSACHUSETTS
LUCAS, B. A.	F1c	TEXAS
STROUT, J. B.	MM3c	MINNESOTA
TRIBBLE, R. R.	MM3c	TEXAS
VICKERS, T. C.	MM3c	MISSISSIPPI
VAN DEVENTER, J. F.	MM3c	ILLINOIS
CALLIHAN, B. G.	F2c	OKLAHOMA
SHAW, W. C.	CMM	FLORIDA
HERRING, J. M.	CMM	OHIO
WALKER, O.L.	MM3c	MISSISSIPPI

Most of these men were sent back to the States for medical care.

Remember Me



E. F. McGorty
M.M. 2/C.
Bronx

J. F. Roxbury
M.M. 3/C.
Rego Park

M. Fedoroich
M.M. 1/C.
Bayside

S. J. Palka
M.M. 2/C.
Buffalo

J. J. Burns
M.M. 2/C.
Ossining

H. W. Strutz
Portland

G. L. Lenocker
M.M. 2/C.
Fort Stevens

R. E. Hastings
M.M. 2/C.
Astoria



B. C. Davidson
M.M. 3/C.
Eden

V. S. Ingangi
M.M. 2/C.

J. M. Wrona
M.M. 2/C.
Buffalo

N. H. Jackle
M.M. 3/C.
Buffalo

T. R. Grimshaw
M.M. 3/C.
Portland

L. E. Story
M.M. 3/C.
Eugene

J. R. Murray
M.M. 3/C.
Hood River

A. W. Blackwell
M.M. 2/C.
Portland



New York

E. W. Metcalf
M.M. 3/C.
Valley Stream

E. L. McLaughlin
M.M. 2/C.
Staten Island

E. O. Mekeel
M.M. 2/C.
Newburgh

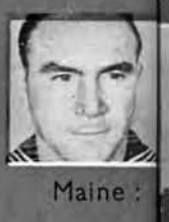
C. R. Terry
M.M. 2/C.
Northport L.

W. P. Lewis
M.M. 3/C.
Honey Grove

J. H. Short
M.M. 2/C.
Dallas

J. C. McGuire
M.M. 3/C.
Cooper

D. E. Stevens
M.M. 3/C.
Elpaso



Louisiana :

G. Moreau
M.M. 3/C.
Opelousas

J. C. Powell
M.M. 3/C.
Pineville

T. C. Vickers
M.M. 3/C.
Mangham

W. W. Guillot
M.M. 3/C.

W. C. Holley
M.M. 3/C.
Lubbock

J. C. Tugwell
M.M. 2/C.
Dallas

T. E. Rushing
M.M. 3/C.
Anson

J. R. Bickford
M.M. 1/C.
Oakland



L. R. Best
M.M. 2/C.
Keokuk

E. A. Gleason
M.M. 3/C.
Cedar Rapids

C. A. Peterson
M.M. 2/C.
Humbolt

W. F. Baker
M.M. 2/C.
Martinsburg

W. A. Stanley
M.M. 3/C.
Cedar Grove

J. P. Hall
C.M.M.
Buckhannon

K. A. Bell
M.M. 1/C.
Atlantic City

W. R. Stagg
M.M. 1/C.
Paterson



Iowa :

R. B. Vanderwel
M.M. 2/C.
Orange City

B. W. Shaw
M.M. 3/C.
Burlington

W. C. Eighthy
M.M. 1/C.

C. B. James
M.M. 3/C.
Fallansbee

R. E. Daugherty
M.M. 1/C.
Newell

B. Smith
M.M. 2/C.
Sidney

J. VanDerhorn
M.M. 3/C.
Paterson

W. J. Mathis
C.M.M.
Miami

(W. Va.)

New Jersey :

Florida :

Remember me?



V. T. Thurmond M.M. 2/C. Long Beach
 O. T. West M.M. 2/C. Herman
 T. Hignite M.M. 3/C. San Pedro
 H. Atkins M.M. 2/C. Los Angeles
 J. N. Mainard M.M. 3/C. Burbank



R. S. Johnson M.M. 3/C. Richmond
 L. Riter M.M. 3/C. Santa Monica
 F. D. Wilkinson M.M. 3/C. Eureka
 D. I. Luster M.M. 3/C. Hynes
 W. W. Kilpatrick M.M. 2/C. Westwood



L. Hughes M.M. 3/C. Sacramento
 C. C. Kimrey M.M. 3/C.
 P. A. Lavezzola M.M. 3/C. Downeyville
 M. F. Kelley M.M. 2/C.
 H. S. Gordon M.M. 3/C. Santa Monica



W. Gunderson M.M. 3/C. Little Falls
 F. Nelson E.M. 1/C. Duluth
 J. F. Murphy M.M. 3/C. St. Paul
 D. N. Selg M.M. 3/C. Minneapolis
 D. G. Kiser M.M. 1/C. Charlotte



W. Wickland M.M. 3/C. Minneapolis
 G. W. Rickard M.M. 3/C. Minneapolis
 R. S. Thompson Y. 1/C. St. Paul
 R. Wally M.M. 3/C. Ashville
 M. G. Palmer Salisbury



A. Young M.M. 2/C. St. Paul
 G. Barnard M.M. 3/C. Minneapolis
 R. E. Williamson M.M. 2/C. Minneapolis
 (No. Car.)
 H. W. Jarvis M.M. 3/C.
 K. Strickland M.M. 3/C. Dunn



Nebraska

L. L. Long M.M. 2/C. Nebraska City
 F. D. Armstrong M.M. 2/C. Gering
 H. A. Heenan M.M. 2/C. Omaha



P. F. Winkler M.M. 3/C. Marshfield
 J. J. Brack C.M.M. Hurley
 R. Reyes M.M. 3/C. Miami



Wisconsin

C. E. Rogers M.M. 2/C. Boscobel
 P. Mertz M.M. 1/C.
 L. E. Frost M.M. 3/C. Showlow



Virginia

C. P. Baber M.M. 3/C. Faber
 C. L. Loftis M.M. 3/C. Staunton
 R. L. Hardegree M.M. 3/C. Atlanta



Georgia

R. S. Marshall M.M. 1/C. Roanoke
 T. C. Dance M.M. 2/C. Richmond
 E. T. Davis C.M.M. Atlanta



Nevada

K. H. Whitehead M.M. 1/C. Fallon
 C. L. Galbreath M.M. 3/C. Eunic
 Scuttlebutt Mascot 1/C. Exeter

Remember me?



S. E. Metzger
M.M. 2/C.
New Enterprise



R. C. Bowmaster
M.M. 3/C.



M. G. McElroy
M.M. 2/C.
Corry



W. S. Dale
M.M. 2/C.
Harrisburg



A. G. Shilling
M.M. 1/C.
State College



R. L. Booher
M.M. 3/C.
Richmond



R. Dick
M.M. 3/C.



F. W. Barth
M.M. 2/C.
Anderson



S. L. Licnerski
M.M. 2/C.
Pittsburgh



C. H. Stein
M.M. 2/C.
Allentown



I. Solomon
M.M. 2/C.
New Castle



M. E. Starr
M.M. 1/C.



E. Kwasniewski
M.M. 2/C.
Pittsburgh



E. F. McGrey
M.M. 3/C.
Terre Haute



W. T. Morgan
M.M. 3/C.
Seymour



J. J. Sledge
M.M. 2/C.
Cutter

Indiana :



J. McIver
M.M. 2/C.
Philadelphia



P. L. Sellers
M.M. 2/C.
State College



F. Loikits
M.M. 3/C.
Sciles



E. T. Bossart
M.M. 1/C.



J. A. Smeal
M.M. 3/C.
Altoona



J. A. Thomasson
M.M. 3/C.
Leavenworth



R. H. Bell
M.M. 1/C.
Hiawatha



A. E. Heater
M.M. 2/C.
Smith Center



J. L. Kilty
M.M. 1/C.
Philadelphia



W. B. Sperry
M.M. 2/C.
Philadelphia



B. E. Murray
M.M. 1/C.
Gettysburg



W. L. Bennicoff
M.M. 3/C.
Allentown



H. R. Harmon
M.M. 3/C.
Salina



H. H. Miller
M.M. 2/C.
Holton



M. P. Mizer
M.M. 3/C.
Smith Center



R. A. Blizzard
M.M. 1/C.
Winfield

(Penna.)

Kansas



M. E. Squires
M.M. 3/C.
Arlington



W. F. Manley
M.M. 3/C.
Brattleboro



R. W. Kelton
St. Louis



A. Hoglen
M.M. 3/C.
West Plain



G. L. Ross
M.M. 1/C.
Aberdeen



T. A. Logen
M.M. 3/C.
Naches



J. H. Grimes
M.M. 3/C.
Washington D.C.



R. N. Fookes
M.M. 3/C.
Washington D.C.

Vermont :

Missouri :

(Wash.)

(Wash.) D.C.



M. E. LaBare
M.M. 3/C.
Lebanon



L. Goodwin
M.M. 3/C.
Plymouth



R. J. LaBrecque
M.M. 3/C.
Salmon Falls

(New Hamp.)

Battalion Log

TEN FORTY NINE U.S. NAVAL CONSTRUCTION BATTALION DETACHMENT

On June 12, 1945, received a new commanding officer, namely, Lt. Victor R. Ouellette. Lt. (j.g.) F. A. Cape, was relieved of his command, at that time, in favour of a senior officer because plans were laid to enlarge the outfit, and to do so it called for a higher ranking officer. Shortly afterwards new personnel were added, included were some new officers. The 1049th now totals over five hundred men. Among these new men is popular Fred Nelson, E.M.I/C. Fred has done an excellent job in Exeter's vast transportation dept., which the 1049 Seabees made up the major bulk of its personnel. It was his job to keep records of the whereabouts of all the Navy vehicles in the E.T.O. This he has done expertly well so, well in fact, that he has received two overseas promotions for his good work. He was first with the 29th Seabees. When that outfit went home in Sept. of '44, he was transferred into the 97th Battalion. The same thing happened to him again when the 97th was preparing to go home in June, 1945. Now he is a Forty Niner, and very happy about it. Fred is typical of the men that make up the personnel of the 1049 Seabees. Like the rest of them, he is ready to go home for a rest, and possibly, out of the States again.

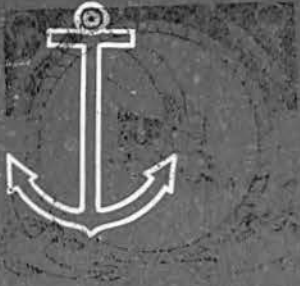
LOOK OUT NIPPOS!

Maintenance



Action





1049TH U.S. NAVAL CONTI

Transportation

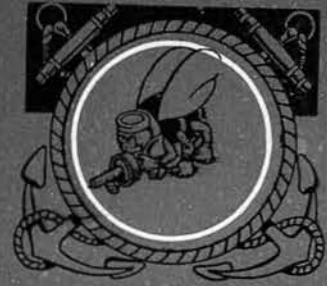


1049TH U.S. NAVAL CONTI

Transportation

STRUCTION DETACHMENT

n Unit

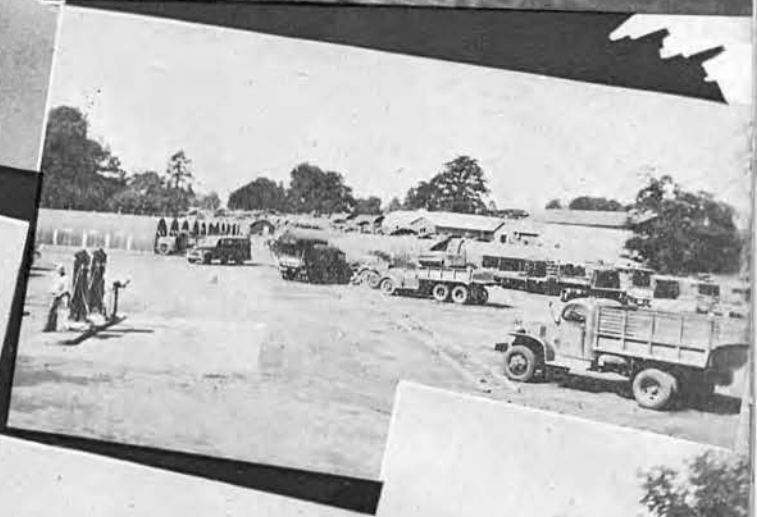


N.C.D.

ation



Transportation



Transportation

Transportation



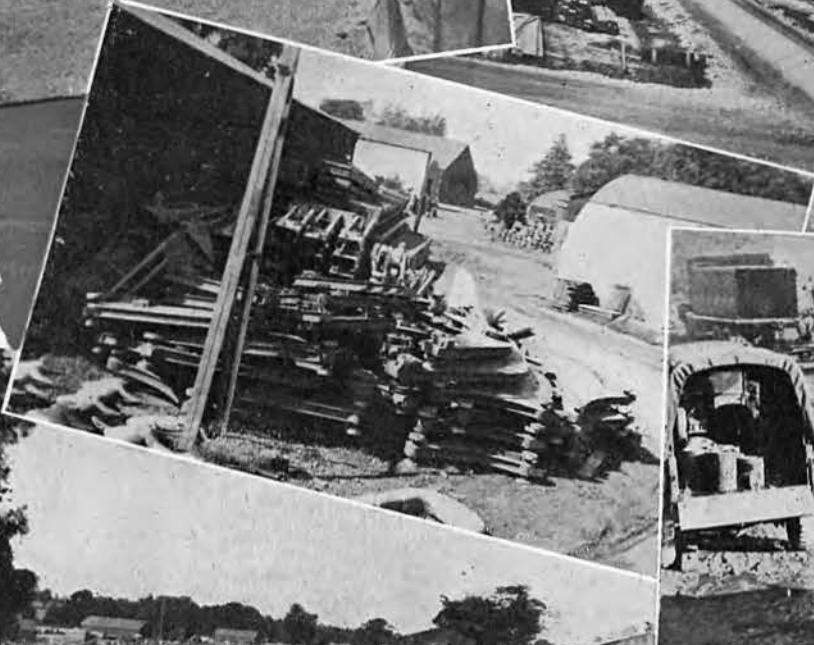
Transportation



Heavy Equipment



Supplies



Relaxation



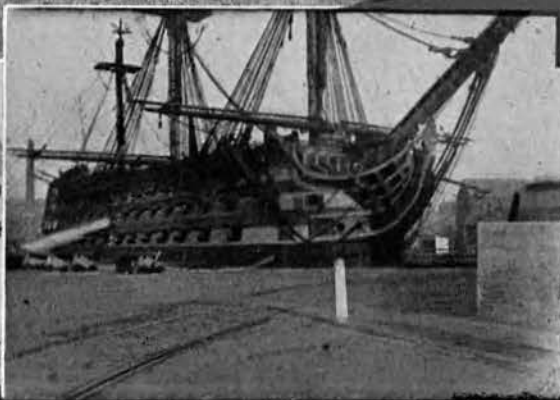
Merry Christmas



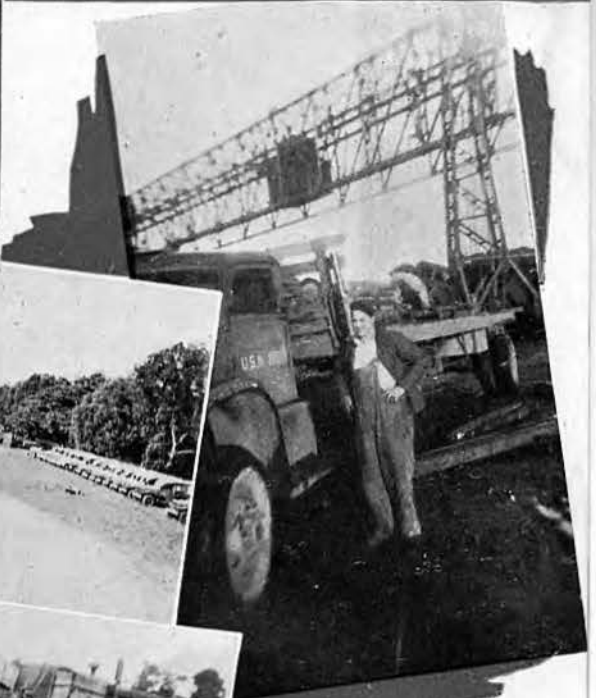
Personalities

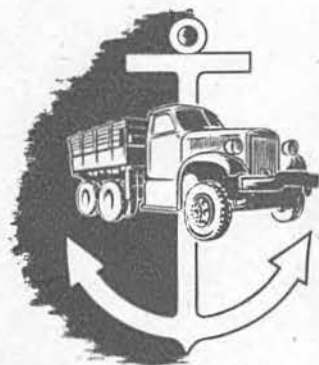


Invasion



Parking





SEMI-TRAILER OPERATORS. . . .

Truck Drivers

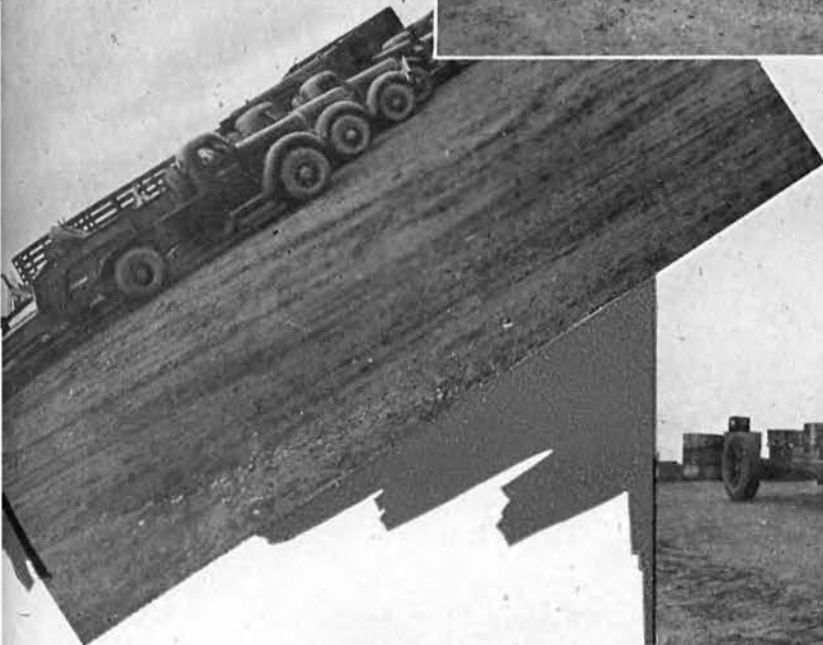


A few, of the many extra drivers temporarily attached to the Transportation Dept. A large number of these men were survivors of the invasion of France, when their ships were sunk in the English Channel. They are Regular Navy Personnel.

ADDITIONAL
Drivers



**HEAVY EQUIPMENT
BUILT BY THE
1049th
SEABEES**





Personel



Intimate Pictures

Base



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