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36th construction battalion eniwetok time life books

The United States established a significant naval base in the Marshall Islands during World War II, specifically at Enewetak Atoll's Eniwetok island from 1944 to 1948. This base, known as Naval Base Eniwetok, played a crucial role in the Allied forces' strategy against Japan in the Pacific War. The atoll, comprising 40 islands within a 50-mile circumference, offered an ideal location for naval operations due to its deep lagoon and limited entrances, providing control and protection for the largest ships. Initially under Japanese control since World War I as part of the South Seas Mandate, Enewetak Atoll was recaptured by the US during the Marshall Islands campaign. The Imperial Japanese Army had built an airfield on Engebi Island to support planes at Truk, but it fell to the US 22nd Marines and the Army's 106th Infantry in the Battle of Eniwetok in February 1944. The base underwent significant development under US control, with medical dispensaries established on main islands, a runway repaired and expanded from Japan's original airfield, and a tank farm for aviation gasoline. It served as a major operational hub with four fighter squadrons using its runway. The Army and Marine Aircraft Groups also utilized the Engebi Airfield, flying B-25 bombers and Vought F4U Corsairs, respectively. Charles Lindbergh visited in September 1944, contributing to improvements in the maximum ordnance load of the Corsairs. Despite its importance, Naval Base Eniwetok's primary mission ended by June 1948, marking a significant milestone in the US military's presence in the Marshall Islands during World War II. Given article text here Eniwetok Airfield, also known as Janet, was a significant military base during WWII. Following the war, the airbase was abandoned, with Stickell Field being converted into an emergency landing runway, now known as Enewetak Auxiliary Airfield. In 1944, US Navy Seabees worked on clearing and repairing the runway to accommodate bomber planes for the US Army Air Forces. The completed runway was 6,800-by-400-foot wide, and it saw its first plane land on March 11th, with attack missions taking place from April 5th onwards. The airfield also featured a major engine overhaul depot, barracks, and quonset huts for army aviation personnel. Various bombers, including the Consolidated B-24 Liberator and North American B-25 Mitchell, were stationed at Stickell Field, while the US Navy used it as well, with units flying PB4Y, Navy Liberator, Lockheed Ventura Harpoon-PV-1, and Consolidated PB4Y-2 Privateer. A tank farm was built to fuel these bombers, with a floating pipeline connecting it to tankers in the lagoon. Additionally, Seabees constructed coral-fill piers and beach ramps for unloading supplies, including ships that would dock for anti-aircraft target practice. The airbase also provided towed targets and drone planes for safety. Approximately 3,500 troops were stationed on Eniwetok Island during this time. Hope's 1944 tour of the South Pacific included "Loew's Malaria Circuit" and "the Pineapple Circuit". They performed in over 150 shows during their two-month road trip. The tour took Hope to Naval Base Pearl Harbor Hawaii at Nimitz Bowl, as well as Eniwetok, Naval Base Cairns, Green Islands, Bougainville, Miller Bay, Treasury Islands, Mios Woendi (Wendy Island), and Kwajalein. In June 1945, the 67th Naval Construction Battalion arrived at Parry Island to build a recreation center for troops on leave. The center featured marked-off swimming beaches, an ice cream barge that could produce up to 500 gallons of ice cream in eight hours, and a bakery making fresh bread products. The base also had an officer's club and printed a bulletin newspaper. The Naval Base Eniwetok was part of the vast Marshall Islands naval base. On Parry Island, the 110th Battalion Seabees repaired and improved the Parry Island Seaplane Base, which was captured from Japanese forces. The local Micronesians inhabited smaller islands such as Bijiri, Aomen (Sally), and Rojoa. One of the small islands was used as an ammunition depot due to its distance from the base and inhabitants for safety reasons. The 126th Battalion built a second fleet recreation center on Runit Island (Hawthorne) six weeks later, which was then crated up and shipped to Naval Base Ulithi. They also constructed facilities on Japtan (David). Were approximately 488 personnel stationed at the base initially. Following a fleet departure, this number decreased to around 283 ships. Seabees built a signal tower at the entrance to the lagoon, which became the Harbor Entrance Control Post (HECP) to direct port traffic. The USS Vega was used to assemble floating pontoon barges for supply movements within the atoll. Many barges were equipped with outboard engines to facilitate local transportation. As the combat front shifted eastward and closer to Japan, Service Squadron 10 relocated from Enewetak Atoll to Naval Base Ulithi on October 4, 1944, arriving on October 15th, a distance of approximately 1,538 miles west. This movement took four convoys, with tugboats returning for each trip to relocate non-self-propelled craft. The Service Squadron 10 move required two weeks. Seaplane bases like Parry Island and Eniwetok relied heavily on seaplane tenders to carry out operations. These ships provided stores, fuel, and spare parts for both crew and aircraft, with some even housing aircrew during servicing. The most common planes used were PB7 Catalinas and Martin PBMs. Seaplanes conducted reconnaissance, search and rescue missions, while the tenders offered support through food, ammo, and repair supplies. Some ships stayed at Eniwetok for months, others came to resupply before returning or to have repairs done. The list of seaplane tenders includes USS Corson, Hamlin, Casco, Suisun, Chandeleur, Mackinac, Barataria, Chincoteague, Kenneth Whiting, Onslow, Pocomoke, St. George, Duxbury Bay, San Pablo, Yakutat, Cumberland Sound, Shelikof, and Coos Bay. The seaplane wrecking derrick USS Coos Bay was also stationed there, alongside the hospital ship USS Relief. Eniwetok hosted over 6,000 personnel, with hundreds of ships anchored at the base, some in for repairs or resupply, while others were supplied by US Merchant Navy vessels and Service Squadron 10, a fleet that included tankers, oilers, refrigerator ships, ammunition ships, supply ships, docks, and repair ships. USS Dauphin, a floating barracks, troopship APL-14, and other ships The US Navy had various vessels during WWII: USS Amador, ammunition tender USS Firedrake, ammunition tender USS Lassen, ammunition tender SS Plymouth Victory, ammunition stores USS Turkey, ammunition stores USS Sabine, minesweeper USS Aucilla, carrier oiler USS Marias, carrier oiler USS Platte, battleship oiler USS Taluga, battleship oiler USS Sepulga, cruiser oiler USS Cowanesque, cruiser oiler USS Chotauk, destroyer oiler USS Elk, destroyer oiler USS Malvern, destroyer oiler USS Genesee, oiler USS Enoree, oiler USS Nantahala, oiler USS Tombigbee, oiler USS Saranac, oiler USS Neosho, oiler USS Caliente, oiler USS Pecos, oiler USS Cimarron, oiler USS Standard Arrow, oiler USS Wabash, oiler USS Arethusa, oiler USS Inca, oiler USS Neches, oiler USS Lackawanna, oiler USS Gazelle, oiler USS Kaskaskia, oiler USS Antona, oiler YO-76, oiler tanker barge USS Bullwheel, oiler tanker barge IX-227, oiler tanker barge USS Giraffe, storage for lubricants and drummed petroleum USS Quiros, gasoline tanker USS Athanasia, water tanker AF-39, stores ship AF-35, stores ship AF-29, stores ship IX-149, stores ship IX-150, stores ship AK-126, stores ship AF-11, stores ship AF-60, stores ship AK-113, food stores ship SS Cape Pilar, merchant food stores ship USS Ascella, medical stores ship USS Iolanda, medical stores ship IX-152, stores ship AF-7, stores ship AF-43, stores ship IX-164, spare parts IX-151, fresh, frozen food, and dry provisions USS Tugboats, Dredge Ships, and Destroyers Deployed in Pacific During WWII During World War II, hundreds of US Navy destroyers were deployed in the Pacific, playing a crucial role in protecting capital ships, screening convoys, hunting submarines, and supporting amphibious landings. Destroyers were equipped with anti-aircraft guns, radar, and ASW weapons, enabling them to engage enemy vessels and protect Allied shipping. Destroyer tenders, such as USS Cascade and USS Hamul, stationed at Eniwetok Atoll, provided vital support by restocking ships with food, fuel, supplies, and weapons. These tenders also enabled minor repairs and maintenance, while major work was done at the nearby Eniwetok repair depot. US Navy submarines, including those based at Naval Base Eniwetok, conducted attacks on enemy warships and supply vessels, while also conducting reconnaissance patrols, supporting guerrilla operations, and search and rescue missions. Submarine tenders, such as USS Sperry and USS Beaver, supplied fuel, food, torpedoes, and deck gun shells to the submarines, allowing them to operate over long ranges. Naval Base Eniwetok served as a major forward hospital for US Navy personnel, with hospital ships stationed at the base during parts of the war. The base also provided support for naval operations, including resupplying and refueling hospital ships, such as USS Relief (AH-1), which arrived in September 1944 to address a dysentery outbreak. USS Hope, USS Solace, and other ships sailed into Eniwetok with up to 400 patients on board. The Navy installed anti-torpedo nets and mooring systems to protect the numerous ships at the base. The ship USS Tuscana supplied these nets, while other vessels laid down the moorings. The following ships were stationed at Eniwetok: USS Anaqua, USS Rosewood, USS Keokuk, and more. Naval Base Eniwetok was equipped with a fleet of submarine chasers to safeguard the base and surrounding shipping. A tender ship called USS Mindanao supported this fleet, as well as some crash boats used for rescuing downed airmen. Some notable submarine chasers that served at Eniwetok included PC-1080 and USS PC-1142. Naval Base Eniwetok also hosted the United States Fifth Fleet anchorage, where ships could resupply with food, freshwater, spare parts, and ammunition. The base was used for staging upcoming missions and had a depot, tenders, and repair ships to service amphibious vessels. It played a crucial role in the Marianas invasion, supplying over 300 vessels before departure. Additionally, Eniwetok served as a hub for fighter planes and aircraft carrier parts, with the USS Bowditch surveying the lagoon to determine the best mooring locations. The Fifth Fleet also used other bases like Majuro and Ulithi for resupply. Early 20th-century events on the Marshall Islands include a Japanese airfield being set ablaze in 1946. US military personnel built Quonset huts for chapels and constructed airstrips using Seabee bulldozers on Eniwetok in 1944. They also used pontoons to water the coral-packed runway, ensuring its stability. A Douglas SBD Dauntless aircraft flew over Eniwetok with Navy Unit VC-35 on February 18, 1944, as part of World War II operations. The US military installed 155-mm guns and conducted various tests on Enewetak Atoll throughout the 20th century, including Operation Sandstone's Ivy Mike test in October 1952 and Operation Greenhouse's Ivy King test in November 1952. Other significant events include the Operation Redwing Hardtack Umbrella test and the Seminole test, as documented by PacificWrecks.com and other historical sources. The USO Bob Hope Troupe visited Eniwetok Island during World War II, with footage available on YouTube. US soldiers captured Enewetak in 1944. Various reports and publications, such as Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps (US Government Printing Office, 1947), provide further context to these events. Given article text here: Washington, D.C.: Naval Historical Center, Department of the Navy, January 22, 2015. References to YSD and Tank Landing Ship LST on www.navsource.org retrieved January 1, 2023. Fitzsimmons' The Illustrated encyclopedia of 20th century weapons and warfare (Columbia House, 1978) page 835, Smith's A short history of naval and marine engineering (Babcock & Wilcox, Ltd., 1937) page 263, Cooney's Ships, Aircraft and Weapons of the United States Navy (1980), Blair's Silent Victory (Bantam, 1947) various pages, NHHC references January 1, 2023, An Overview of US Navy Hospital Ships Naval Order retrieved January 1, 2023, Photographs from Department of Defense, Department of the Navy, Naval Photographic Center, December 1, 1959 - ca. 1998, SC-1372 on www.navsource.org retrieved January 1, 2023, Internal Combustion Engine Repair Ship Photo Index (ARG) and Loran Station Ulithi references on www.loran-history.info, Enewetak Atoll on UTAOT website archived May 24, 2013, Gerrard's opinion piece in The New York Times December 3, 2014. CD for preserving WWII family heritage features over 95 photos, individual battalion details, audio clips, and other items including: The CD includes approximately 58 pages worth of content covering the history of the Seabees, California, the 36th Battalion's South Pacific activities, individual battalion photos, state side photos, and much more. A bonus section includes two 22-minute audio recordings from National Archives: "American Radio Mobilizes the Homefront" WWII and "Allied Turncoats Broadcast for the Axis Powers" WWII. Other interesting items on the CD include: - The Oath of Enlistment - The Sailors Creed - Core Values of the United States Navy - Military Code of Conduct - Navy Terminology Origins The CD also features 25 high-resolution images of the World War Two Memorial in Washington DC. Unlike a hard copy book, the CD: - Does not degrade over time due to digital storage - Requires no software to load - Includes thumbnails, a table of contents, and an index for easy viewing reference - Can be viewed as a digital flip book or slide show with customizable timing options - Offers background military music that can be turned on and off - Allows users to bookmark favorite pages The CD is designed to work on Microsoft platforms and will function on Windows 98 or above. Connecting with our family's history and heritage has become even more meaningful, especially when we can visualize what life was like in the past. Even without finding pictures of loved ones in a cruise book, simply imagining their experiences can be incredibly valuable. Preserving these memories makes them precious family heirlooms that future generations can treasure. I'm driven to create these special books because they allow families to feel connected and proud of their heritage. I hope you'll have the same experience for your own family by exploring this opportunity. If you're part of a ships association, consider offering this at your reunions - it could be a wonderful way to share memories with others.