IT'S A BIRD... IT'S A PLANE....

IT'S MY TURN TO TEACH A CLASS ON HAND TO HAND COMBAT....

WELL, BACK TO THE DRAWING BOARD....

MARK... 36"-24"-36"
I'll bet John Wayne never marched on a tennis court?

Swartzwalter... you don't open a radio net by saying: "Hello, all you out there in Radioland!"

Man... that was a fast four?

Sangley Point R.P.

I think you're carrying this safety helmet thing too far...
T. L. Conrad
4321 So Glebe
Vicksburg, Miss
3/23/86
39180

Bob Coffield
5205 Stony Creek
Midland, Mich 48640
4/29/86

Fred Bergmann
920 Sterling Lane
Oxnard, CA 93035
6/29/86

James L. Gibson E085
RR#1
Sparta, IL 62986

William J. Pele Ford
3157 N. Ashpg Dr
Mobile, Al 36606 - 63-65
M.C.B 10
11-12-95

Andrew (Andy) Cardinali
1102 Farragut Rd
Naval Postgraduate School
Monterey, CA 93940

Sandy Slate, 06 4051 Cal
8712 Victory Lane
Potomac, Md 20854
23 Nov 78
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Battalion History

The 103rd Naval Construction Battalion, later to become Mobile Construction Battalion TEN, was formed at Camp Perry, Virginia, on 15 October 1943.

On 1 July 1944, the Battalion moved to Port Hueneme, California, jumping-off-point for the Pacific. Moving first to Pearl Harbor, Hawaii, the Battalion landed on war torn Guam Island in the vast Pacific Ocean between 28 December 1944 and 9 January 1945. Here, the Battalion served during the remainder of World War II. It remained after the war's end and carried out an extensive job of repairing and rebuilding. On 2 October 1952, the 103rd was commissioned as U.S. Naval Mobile Construction Battalion TEN.

MCB-TEN remained homeported on Guam until January 1959 when relieved by MCB-ELEVEN. The Battalion then became homeported at Port Hueneme, California, now the “Home of the Pacific SEABEES.”

After a period of training, MCB-TEN deployed to Adak and Kodiak, Alaska, for 1959. There, the Battalion distinguished itself by doing difficult rehabilitation work on World War II buildings and by carrying out broad construction projects of new buildings and roads. Later in the year, a Detachment was deployed to Squaw Valley, California to do a 125-acre snow compaction project in preparation for the 1960 Winter Olympic Games held there.

After returning from Alaska and Squaw Valley, MCB-TEN underwent military and technical training in preparation for the 1960 deployment to Guam. While at Guam, a Detachment was sent to Canton Island to construct facilities for Project MERCURY.

Arriving back at Port Hueneme on 22 November 1960, the Battalion enjoyed holiday leave, then began extensive technical and military training, ending with two weeks at the Marine Corps Base, Camp Pendleton, California. MCB-TEN deployed to Alaska on 15 March 1961. The Main Body debarked at Kodiak, with Detachment CHARLIE going on to Adak.

After almost nine months of tackling difficult construction and rehabilitation projects, the Battalion embarked for home. They arrived at Port Hueneme on 14 November 1961, for leave, training and regrouping before the 1962 deployment to Okinawa.

The intensive military training included two weeks at Camp Pendleton with the U.S. Marines. On 27 February 1962, the Battalion sailed for Okinawa aboard the USS GENERAL WILLIAM T. MICHELL (T-AP 114), as the Alert SEABEE Battalion in the Pacific.

A few days earlier, an Advance Party, CHARLIE Company (Reinforced), mounted out from Point Mugu, California, by air. At Okinawa, they boarded ships for Mindoro, Philippine Islands, to take part in Operation TULUNGAN, the largest amphibious exercise since World War II. They rejoined the Battalion at Camp Kinser, Okinawa, when the Exercise ended.

On 31 May 1962, Detachment ZULU of MCB-TEN mounted out by air, enroute to Udorn, Thailand, to support Marines of the THIRD Marine Division. This was the first time a SEABEE battalion had landed in support of U.S. Marines since World War II. Detachment ZULU rejoined the Battalion in September. The Battalion returned to Port Hueneme on 1 October 1962. A Detachment remained to complete an important job on Kume Shima, a small coral reef about seventy miles from Okinawa. They rejoined the Battalion at Port Hueneme in late November.

At Port Hueneme, the Battalion prepared for the 1963 deployment to Sangley Point, P.I., and Adak, Alaska. On 27 February 1963, the Main Body sailed from Port Hueneme for Sangley Point, Luzon, Republic of the Philippines, where 49 units of replacement housing would be built. On 15 March 1963, Detachment INDIA sailed for Adak, Alaska, where they would carry out a variety of projects.
To our Wives,
Children,
Parents,
Sweethearts,
Brothers,
Sisters,
Friends,

To all who waited,
We, the Officers and Men of the Tenth SEABEES, gratefully dedicate this 1963 Cruise Book.
My first strong impression after assuming command of MCB-10 was that the conditions under which you were living and working were difficult and often frustrating. As I look back, I am even more impressed that in spite of the many hardships you came through in true SEABEE tradition. For this you are to be commended.

I hope and trust that this Cruise Book will, in future years, serve to reflect the pleasant memories of your many outstanding accomplishments during the past deployment in the Philippines and in Alaska. Though you have long since departed from these remote places, perhaps never to return, your works and deeds will stand as a monument for years to come.

This Cruise Book is one more monument to you, the Men of TEN.

Commander Bannister relieved CDR. Richard L. Divoll, CEC, USN (at right) as Commanding Officer, U.S. Naval Mobile Construction Battalion TEN on August 19, 1963. The Commander reported to the battalion from the U.S. Naval Air Station, Moffatt Field, California, where he had been Public Works Officer. MCB-10 is the Commander's second tour of duty with the SEABEES. His first tour of duty as an Ensign was during World War II as Transportation Officer, Construction Battalion Maintenance Unit 628, Le Havre, France.

The Change of Command Ceremonies were held at U.S. Naval Station, Sangley Point, Luzon, R.P. The traditional handshake (left photo) marked the completion of the change of command. Commander Divoll assumed command of MCB-10 on July 10, 1961, at Kodiak, Alaska. Upon leaving the Battalion he proceeded to his new duty as Operations Officer, COMCBLANT, at U.S. Naval Construction Battalion Center, Davisville, Rhode Island.
The Sangley Employment was another "tough one," but once again All Hands turned to and, pulling together, finished the job. For most of the Main Body it was 'only' eight and one-half months away from Port Hueneme. But for those who made both the Advance and Delay Parties it added up to as much as eleven months across the bay from "The Pearl of the Orient."

Few will soon forget the sanding and painting of the louvers (70,000 plus) or the "fight to the death" with the other local materials. Lingering as well will be memories of the driving rains and the seas of mud which followed.

To those of you who made the 60 hour week the SEABEE standard and still came back for more, my heartfelt thanks for your efforts and congratulations for still another job "Well Done."

—R. D. Gaulden

My association with the Battalion as Executive Officer has been heavily influenced by having been Officer in Charge of Detachment INDIA which deployed to Adak, Alaska. The employment of Detachment INDIA at Adak was very successful because All Hands worked hard and pulled together.

We have a great potential as a battalion. Where we may be short in technical skills, I feel that we more than compensate for that by the physical strength and determination found in young men.

I have the highest regard and respect for each of you, with great admiration for the families who keep up the home front.

—D. E. Smith
Seabee Technical Assistance Teams (STAT) were conceived as small (15 men), highly trained units capable of teaching and doing in underdeveloped nations. The two teams of MCB-10 arrived at Sangley Point in early June. In early October they mounted out to The Republic of Vietnam for an expected six month employment in rural areas.
Main Body Officers

Mr. Torchin's Party.

Doctor Kravis at work.

Mr. Reynolds and Mr. Torchin discuss problems.

Mr. Cornell takes five.

Mr. Harris: another 1150.

Chaplain Yale, Mr. Reynolds, Mr. Torchin and Mr. Kontry after a hard day.

The P.I.'s a little warmer than Adak, isn't it Mr. Newcomb?
Chief Anderson, YNCS.

Chief Evans, BUCS.

Chief Bernard, SWCA.

Chief Blankenship, BUCA.

Chief Howe, CEC.

Chief Parks, UTC.

UT's check with CE's.

"GET HOT" or no liberty!

Chief Roussell, BUC.
DON'T MIND THE CHIEF TOMMY, HE REPORTS BACK OFF LEAVE TOMORROW AND HE'S GETTING BACK INTO CHARACTER.

Chief Cortez, EACA.
Chief Morales, DKC.
Chief Wimley, HMC.
Chief Carlson, BUCA.
Chief Lenwell, SWCA.
Chief Mayer, BUC.

We regret that photographs of the following Chief Petty Officers were not available for inclusion in this section of those who served at Sangley Point: George F. Barber, EOC, STAT 1001, Jose S. De Gala, EAC, Jerome L. Latendresse, EOC, and Lewis D. Rumph, BUCA.
Headquarters Company

Headquarters Company consists of the main administration functions of a battalion plus supply and transportation.

Here we find, first of all, the yeomen and personnelmen of the main office. The Operations Department personnel are next along with those of the Chaplain and Medical Departments.

Along with the storekeepers, Supply consists of the commissarymen who must be able to cook and bake as well.

Transportation is responsible for maintenance and repair on all vehicles and construction equipment.

The Staff at Morning Quarters.

The Plan of the Day for . . .

Muster Report at Quarters.
J. L. YODER, UTP2
THOUSAND OAKS, CALIFORNIA

J. E. VOGEL, EAD3
DINUBA, CALIFORNIA

R. B. BURNS, CMA3
PHOENIX, ARIZONA

O. BUCHANAN, BM1
OXNARD, CALIFORNIA

B. ABELON, SD1
NATIONAL CITY, CALIFORNIA

W. T. CALLAHAN, SA
OXNARD, CALIFORNIA

R. L. PERCIVAL, CN
FRESNO, CALIFORNIA

D. L. POOLER, CEW3
PASCO, WASHINGTON

G. E. BUNDY, BU1
PORT HUENEME, CALIFORNIA

R. M. NEWELL, CN
LAS VEGAS, NEVADA

J. C. McCANN, SN
CHICAGO, ILLINOIS

R. A. JOHNSON, CP
VICTORVILLE, CALIFORNIA

R. J. ROWE JR., CN
OMAHA, NEBRASKA

V. V. KUGEL, EONCN
POSTVILLE, IOWA

D. L. JONES, EO1
SUTHERLIN, OREGON

Headquarters Company

H. D. VANDERMEER, EASCN
SPRINGVILLE, NEW YORK

A. C. PUGEDA, CMA3
PHILIPPINES

F. C. LADD, EASCN
DENVER, COLORADO

B. BROWN, EON2

J. C. GIEGER, CN
MUSKOGEE, OKLAHOMA

R. L. DOWNARD, EOH3
ONTARIO, CALIFORNIA
H. W. CHANDLER, EON3
VENTURA, CALIFORNIA

D. C. LAGOW, BURCN
MANKATO, MINNESOTA

R. K. McMaken, EAD3
PIQUA, OHIO

D. D. HARRIS, YN3
EARLHAM, IOWA

C. A. HAZEN, BU1
PORT HUENEME, CALIFORNIA

C. L. SNIDER, EON3
OXNARD, CALIFORNIA

J. V. PASCUAL, SK3
PHILIPPINES

W. E. LEGAT, BUL3
VENTURA, CALIFORNIA

W. E. MARTYR, HN
KANSAS CITY, MISSOURI

J. ORTIZ-ANAYA, CMH2
PUERTO RICO

G. R. BENNITT, CN
BAKERSFIELD, CALIFORNIA

J. R. GONSALVES, CMH2
KEKAHA, HAWAI'I

E. J. McCALL, CS3
MAYFLOWER, ARKANSAS

G. B. WORRALL, BM2
PINCONEING, MICHIGAN

J. A. MILLER, II CN
BRIGHTON, COLORADO

Headquarters Company

P. J. McGowan, CN
NARROWSBURG, NEW YORK

J. ROBERTS, CMA3
CONWAY, SOUTH CAROLINA

D. E. BOWLING E01
EL CENTRO, CALIFORNIA

E. S. KOLACZYK, CS2
PORT HUENEME, CALIFORNIA

T. A. SUNIA, CN
AMERICAN SAMOA

J. C. GREEN, SN
SAN DIEGO, CALIFORNIA
R. B. SELLERS JR., BUR 2
ABILENE, TEXAS

L. S. DAVIS, CN
NAPA, CALIFORNIA

C. O. SAMILO, TA
PHILIPPINES

F. R. PERMANN JR., SN
MISSOULA, MONTANA

R. V. TANGHAL, CMH3
PHILIPPINES

A. B. GOLINGO, CMA3
PHILIPPINES

D. E. EMANS, SN
GRANADA HILLS, CALIFORNIA

D. L. JACOBS, S5SN
EDGAR, NEBRASKA

R. W. DAVIS, CS3
RAYMOND, NEW HAMPSHIRE

M. W. TEEL, SN
VANCOUVER, WASHINGTON

W. P. KNOX JR., SK3
PITTSBURGH, PENNSYLVANIA

M. L. GOOLEY, PNSN
SAN CARLOS, CALIFORNIA

P. D. HUNSICKER, EADCN
SHAWNEE, KANSAS

J. D. WEBSTER, CS3
BREMERTON, WASHINGTON

W. R. STREMMEL, CMA3
NEW CUMBERLAND, PENNSYLVANIA

Headquarters Company

D. D. RAISI, CN
RICHLEY, MONTANA

T. E. LINDE, EONCN
TACOMA, WASHINGTON

L. H. BLACKMER, EON2
MASCHOTAH, ILLINOIS

L. A. POBLETE, SK1
PHILIPPINES

W. M. FUKINO, SW1
HONOLULU, HAWAII

C. H. TIBBETTS, CMA2
OXNARD, CALIFORNIA
J. W. DENGLER, CN
DAVENPORT, IOWA
A. B. STONE, UTWCN
CLENDENIN, WEST VIRGINIA
W. G. MITCHELL, UTB3
TONAWANDA, NEW YORK

K. A. GRANT, BULCN
WELLS, MAINE
H. E. TUNNELL, CEWCN
LAS VEGAS, NEVADA
N. B. ETHERIDGE, CEWCN
SWEETWATER, ALABAMA

D. DEMPSEY, BUL3
WICHITA, KANSAS
P. L. ROSS JR. BURCP
SOUTH CAROLINA
D. M. MAGNUSSEN, UTA3
LARRABEE, IOWA

J. T. ADAMS, BUR3
ARROYO GRANDE, CALIFORNIA
B. J. ABIGANA, CP
SAN FRANCISCO, CALIFORNIA
W. R. LODEN, CP
OGDEN, UTAH

V. L. NEWTON, CEPCN
BAKERSFIELD, CALIFORNIA

Kilo Company

C. A. LINDAU, UTP2
OXNARD, CALIFORNIA
R. E. GROOTHOFF, UTA2
LA CROSSE, WISCONSIN
R. C. MAHNESSMITH, UTP3
OSCEOLA, INDIANA

B. F. TUCKER, CP
LINCOLN, NEBRASKA
R. W. NAIL, CEPCN
HOUSTON, TEXAS
F. D. BROUILLETTE, SWE2
MILFORD, CONNECTICUT
G. J. MAYO, UTP3
PORTSMOUTH, OHIO

R. K. SCHULTZ, CN
CHICAGO, ILLINOIS

D. E. DUFF, BULCN
LOS ANGELES, CALIFORNIA

Kilo Company

R. ARCHAMBAULT, SWE3
MILLBURN, MASSACHUSETTS

J. H. EARL, SWF3
PORT HUENEME, CALIFORNIA

M. G. SPOOR, CEWCN
ELLENBURG Depot, NEW YORK

D. C. DELOS REYES, SWF2
PHILIPPINES

K. HUEPEL, BURCN
EDGELEY, NORTH DAKOTA

T. W. HUTCHENS, CEW2
DORA, ALABAMA

T. H. TORREY, CEPCN
GRAND FORKS, NORTH DAKOTA

R. H. TRIMBLE, SWF3
JACKSON, MICHIGAN

R. GARCIA, CE1
PHILIPPINES

L. J. ADKINS, CP
BREMERTON, WASHINGTON

B. J. SPURLOCK, CN
SANTA BARBARA, CALIFORNIA

R. B. WHITE, CEW3
COQUILLE, OREGON

R. F. HILDEBRAND, SWECN
CINCINNATI, OHIO

L. E. LUSHER, CN
CHINA LAKE, CALIFORNIA

S. W. RUMBAUGH, CETCN
SPARKS, NEVADA

L. D. ALEXANDER, SWF2
OXNARD, CALIFORNIA

J. D. PITTMAN, SWFCN
LUMBERTON, NORTH CAROLINA

A. W. MASTERS, CN
OMAHA, NEBRASKA
J. N. CANLAS, CEW2
PHILIPPINES

C. A. TOWNSEND, CN
EVANSVILLE, INDIANA

R. L. STEVENSON, BURCN
HAZELWOOD, MISSOURI

D. B. AVERITTE, UTP3
STEDMAN, NORTH CAROLINA

R. A. SMITH, CN
OGDEN, UTAH

W. A. LEWIS, CEW3
PORTLAND, OREGON

F. G. BAILEY, UTW3
WILMINGTON, DELAWARE

W. C. WOBESER, CN
WANTAGH, NEW YORK

T. W. EVANS, CP
PLANTERSVILLE, ALABAMA

B. A. JONES, SWECN
NORMAN, OKLAHOMA

E. L. MARK, SWF2
HALEIWA, HAWAII

L. E. FAGG, UTACN
MANOR, WASHINGTON

J. R. RUGGIERO, BUL3
NEWBURGH, NEW YORK

C. W. GRIFFIN, CEPCN
STRATFORD, CONNECTICUT

W. H. SEXTON, BUR3
CLAREMONT, NEW HAMPSHIRE

Kilo Company

M. R. LEWIS, CN
MONTA VISTA, CALIFORNIA

D. M. CINTULA, SWF3
OHIO

P. V. CHRISTENSEN, CN
STOUGHTON, WISCONSIN

R. S. SMITH, CN
ANAHEIM, CALIFORNIA

A. R. HULL, CN
FAIRFIELD, CALIFORNIA

D. L. HENSON, CN
PHOENIX, ARIZONA
W. B. MARSHALL, BUR3
MACON, GEORGIA

K. E. CAMPBELL, UTA3
HENDERSON, NEVADA

H. G. SWAN, SWFCN
GUILFORD, CONNECTICUT

V. J. SOUZA, II, CEP CN
CHINO, CALIFORNIA

G. G. HARTFIELD, BURCN
PURVIS, MISSISSIPPI

M. R. BAROZZI, CEWCN
LAS VEGAS, NEVADA

R. TRIPP, SWECN
CHERRY VALLEY, NEW YORK

C. F. WOOD, CN
DES MOINES, IOWA

J. D. BISHOP, UTP2
MONTGOMERY, ALABAMA

D. W. WILLIAMS, SWE3
OAK HILL, WEST VIRGINIA

J. WOZNIAK, SWF3
GRAY, PENNSYLVANIA

B. D. SCOTT, CN
COLORADO SPRINGS, COLORADO

L. R. NITSCH, CN
OXNARD, CALIFORNIA

M. M. RUDE, CEWCN
ST. HELENS, OREGON

V. D. MARTIN, CESCN
PAonia, COLORADO

Kilo Company

J. BUCKLEY, BULCN
SPRINGFIELD, NEW JERSEY

R. E. ANONUEVO, UTA2
PHILIPPINES

C. C. COMPAT, UT1
PHILIPPINES

V. J. DIDOMIZIO, CE1
OXNARD, CALIFORNIA

S. P. PRUITT, SWF3
EUGENE, OREGON

D. A. GUENTHER, SWE3
ARCADIA, WISCONSIN
Lima Company

W. L. Parry, CN
Sioux Falls, South Dakota

P. Moa, BUH3
Tutuila, American Samoa

R. G. Bates, CEW2
Hopkins, Minnesota

L. G. Howard, CN
Columbia, South Carolina

L. L. Rodriguez, CN
San Antonio, Texas

R. L. Fogleman, BurCN
Kirksville, Missouri
E. G. HNATH, BUL3
STAFFORD SPRINGS, CONNECTICUT

P. W. TURCOTTE, CN
EL SEGUNDO, CALIFORNIA

G. L. ERISMAN, CP
HENDERSON, NEVADA

P. J. TURCHIN, BULCN
CASSETON, NORTH DAKOTA

J. N. WEGIEL JR., BULCN
BONDSVILLE, MASSACHUSETTS

G. C. PEREZ, CN
SOUTH SAN GABRIEL, CALIFORNIA

Lima Company

J. C. LEHKY, BUL3
BRECKSVILLE, OHIO

D. A. CAUFIELD, BULCN
OXNARD, CALIFORNIA

W. G. COMPTON, BULCN
OXNARD, CALIFORNIA

E. P. WICKLER, BULCN
PALMYRA, WISCONSIN

R. J. D'ORIO, BULCN
HIGGANUM, CONNECTICUT

F. J. BERGERON, BULCN
DALTON, MASSACHUSETTS

T. S. WOLOWNIK, BULCN
COATESVILLE, PENNSYLVANIA

R. J. OSBORN, BUL3
MERCED, CALIFORNIA

E. D. LONG, BUL2
FORT WORTH, TEXAS

C. ODELL, CP
NORTH LITTLE ROCK, ARKANSAS

J. A. PLUMMER, BUH2
NEWPORT, KENTUCKY

D. C. HARWOOD, CN
ST. MARIES, IDAHO

C. W. EMMONS, BURCN
CAPE GIRARDEAU, MISSOURI

G. J. CARROL, BUL3
EAU CLAIRE, WISCONSIN

P. T. LANDES, BULCN
PRAIRIE VILLAGE, KANSAS
M. J. FORSYTH, CP  
COLBERT, WASHINGTON

N. G. PARKER, CN  
LOS GATOS, CALIFORNIA

R. E. ELWOOD, BUR2  
WEiser, IDAHO

G. A. SZABO, CN  
FAIRFIELD, CONNECTICUT

G. R. ETZEL, BUL3  
MOLINE, ILLINOIS

L. R. RHODES, BULCN  
JEFFERSON CITY, MISSOURI

R. J. COSGROVE, BUR3  
PHOENIX, ARIZONA

R. J. WINGO, CN  
LEMON GROVE, CALIFORNIA

P. E. LAZENBY, CN  
COLUMBUS, OHIO

D. D. DUNCAN, BUHCN  
HOUSTON, TEXAS

J. P. CURTIN, BULCN  
NORTH READING, MASSACHUSETTS

B. G. SLOAN, CN  
ANAHEIM, CALIFORNIA

J. H. GUIHER, BUR2  
OAKLAND, CALIFORNIA

J. T. FYRER, CN  
FRAMINGHAM, MASSACHUSETTS

W. GARCIA JR., CN  

Lima Company

T. D. HATCH, CN  
DENVER, COLORADO

H. J. ROGERS JR., CN  
MANSFIELD CENTER, CONNECTICUT

D. L. HODGES, CN  
TUCSON, ARIZONA

A. H. GILL, BUL2  
OAKLAND, CALIFORNIA

W. C. ORPEN, BUL3  
COLUMBIA, NEW JERSEY

R. F. GIES, CN  
NEW WASHINGTON, OHIO
R. A. WAUGH, BUM3
SANTA PAULA, CALIFORNIA

G. R. THROM, BULCN
MARYSVILLE, KANSAS

R. D. UPTON, BULCN
LESLIE, MICHIGAN

T. L. DAY, BUL3
HOLT, MICHIGAN

W. LUGRIN, BURCP
MADISON, NEW JERSEY

R. M. ALVAREZ, BUL2
PHILIPPINES

H. D. COWART, CP
WORTHINGTON, WEST VIRGINIA

J. VESENTINE, BURCN
FONTANA, CALIFORNIA

J. R. DEXTER, CN
WILLIAMSTON, MICHIGAN

R. D. FULLERTON, BUL3
KEITHSBURG, ILLINOIS

D. L. FELT, CN
WAUKEE, IOWA

T. M. FAULKNER, CN
JACKSON, MICHIGAN

R. W. SPOMER, CN
OMAHA, NEBRASKA

W. T. PENTON, CP
OGDEN, UTAH

R. W. JAMISON, BULCN
POINT PLEASANT, NEW JERSEY

Lima Company

A. D. SHIMEK, BULCN
OVERLAND PARK, KANSAS

C. E. LOYZELLE, BUM2
HOMOJA, NEW YORK

R. M. Mc Donald, BUL3
PROVIDENCE, RHODE ISLAND

R. C. GILLIAN, CN
PORTLAND, MAINE

W. A. MERRITT, CP
GIG HARBOR, WASHINGTON

F. P. ABIGANA, CN
SAN FRANCISCO, CALIFORNIA
J. R. NEWTON, CP
EL SEGUNDO, CALIFORNIA

W. H. FORD, CN
ANAHEIM, CALIFORNIA

R. N. DUDLEY, CN
LINCOLN, NEBRASKA

M. I. PERRIGO, BUL3
EAST OMAHA, NEBRASKA

R. P. POWERS, CP
PACIFICA, CALIFORNIA

J. B. JOHNSON, BU1
EAST MCKEESPORT, PENNSYLVANIA

E. PRENOSIL, CN
LINCOLN, NEBRASKA

C. L. NEWTON, BU1
VENICE, CALIFORNIA

S. T. MILLER, CN
PORTLAND, OREGON

T. L. CHRISTIANSEN, CN
SUNNYVALE, CALIFORNIA

R. T. WRIGHT, BUR3
PLAIN CITY, OHIO

J. W. HECK, CN
SIOUX CITY, IOWA

D. P. WALLER, CN
ST. PETERSBURG, FLORIDA

C. A. PALMERSHEIM, CN
LOS ANGELES, CALIFORNIA

W. T. WHITMIRE, BURCP
EAST ROCK, NEW YORK

Lima Company

C. J. MIDLAND, CN
CHICAGO, ILLINOIS

W. S. SHERIFF, BUL3
PEORIA, ILLINOIS

G. L. BERG, CN
MADISON, WISCONSIN

A. S. LUCIDO, CN
WATSONVILLE, CALIFORNIA

B. L. ODOR, BHUCN
BUCKSVILLE, PENNSYLVANIA

G. H. CHANDLER, BUL3
COOPERSTOWN, NEW YORK
Saying Goodbyes.

Shipboard life was very exciting.

The sun set on a sick first day.

Aloha Hawaii at last!

The good ship USNS BARRETT (T-AP 196)

A last look at Port Hueneme.
The days seem endless.

The "Bees" sank this sub—more than once.

Then there was Guam....

The "Bees" have a birthday.

Finally Manila! Welcome supplied by really big Cavite City Band.
Sangley Point

Sangley Point terminal.

Sangley based aircraft during Seato Exercise.

The 'gedunk' and base exchange.

The liberty boat getting ready to dock in Manila.

Battalion Quarter Deck and colors.

Home away from home.
Our Project: Construct 49 units of replacement housing (25 houses) and landscape each plot. Begun in 1962, the work stopped in November, when MCB’s FIVE and ELEVEN were required on Guam.
The pad cures before the lolly columns are erected.

The firewalls are started.

The girts go in, then joists, sub-floors and framing.

Lift high the rafters.

With the rainy season due in the middle of the deployment, roofing in became the second major target of the construction program. The first objective was to complete a 'sample' house so that all phases of the work could be studied.

The shape of the houses to come.
DAG 513: 36 two and three bedroom units in 18 houses. Built for Married Enlisted Men, this DAG was the largest portion of the Sangley Point Replacement Housing Project. The first house completed was in this group and is shown in the two photographs below.
DAG 514

DAG 514 consisted of six houses to provide 12 units for Married Officers.

DAG 515

One house for Senior Officer Quarters made up DAG 515. This was the only single house in the entire project.
Boy, what a group Dempsey had ...

OK, NOW!

He's not really asleep, he's just a natural ham.

A crew leaders eye view. Poor guy ...

Osborn, plus two.

My nails are always straight.

This is really using your head.
There was a shortage of builders in comparison to the actual work required for the Sangley project. In the tradition of the SEABEES, men of other rates worked with the builders, speeding the job and obtaining valuable experience.
At Songley Point, only the Carpenter Shop was set up on a full scale. When needed, the Electricians, Plumbers and Steel Workers called on the Public Works shops for help.

The woodworking shops produced 49 sets of kitchen cabinets, over 1000 doors and more than 70,000 louver slats.
The Equipment Operators and Construction Mechanics were the heart of the Transportation Department within Headquarters Company at Songley Point. These rates work together to "keep 'em rolling."

Since a minimum of motorized equipment was needed after the pads and driveways were poured, EO's and CM's "turned to" with other jobs. The landscaping-grading, sodding, sprigging and seeding-of the units was largely performed by them. At the deployment's end, the fastest spray painter was an Equipment Operator.
CDR Bannister and LT Newcomb with the block crew.

CAPT Bannister gives a "Well done" on the last block.

Mason's?

This is how it's done.

Will the real Steelworker please step forward.

Watch closely.

Coconut retriever.

Did you say Gedunk truck?
With typical SEABEE "CAN DO" spirit, men from many rates joined the regular paint crews on the project.

Editors Note: The parching crew doesn't belong here but where else can you put them?
May I help you?

Under Senior Chief Yeoman Anderson, the Administrative Department, Yeomen (above) and Personnelman (right) handled all transfers, reenlistments, and service record entries. Official correspondence and reports, operation orders, battalion instructions, radio messages and the lowly plan of the day were a large part of the work.

The Transfer Manual says . . .

"The Get 'em Back Five less Fukino."

Pack up time is here again!

When a Seabee needs a tool to do his job, Central Tool Room fills the need. By controlling, issuing, and inspecting all hand tools, CTR promotes safety, speeds the job, and reduces waste of time, materials and even Seabees.
An EAD3 worked himself 'whiteheaded.'

Operations meeting: problems, problems...

An EADCN—really a sign painter at heart.

Material Expeditors: I hope mine is ham on rye.

Playing timekeeper.

Surveyors, working?

Career appraisal is fun...
It says "Coke" but...?

Don't cry—you typed the papers right the first time.

I saw that part yesterday!

Inventory check, 78-twice gear.

Chief Carlson's Project Materials Storage Crew.
The Annual Administrative Inspection by COMCBPAC Staff was held July 30 through August 3. RADM J. R. Davis, CEC, USN arrived on August 3rd for the final inspections.

Personnel Inspections were held every two weeks by the Commanding Officer of MCB TEN. The Full Dress Inspections prepared for the inspection of Admiral Davis.
The STAT teams arrived in June.

Cortez, EA1, made Chief in May.

CAPT Strum, CDR Pyles, and LT Gaulden at the first unit turnover in July.

The Glenn Patterson family waits to see their new quarters.

Headquarters Company "rate grabbers."

Third Platoon, LIMA Company (above) marched in the Cavite Armed Forces Day Parade.
Off to the hunting grounds...

Weapons platoon heading for rifle range.

A partial view of Subic Bay.

Trained killers!

The Russians haven't got anything on us...

This must be the place!

"Missed!"

Hunting ducks.

D. E. (Dead eye?) Blankenship takes aim...
During each overseas deployment, a field exercise and bivouac is scheduled in the Military Training Program. For the main body at Sangley Point this requirement became "Operation Redbird," a challenge and an opportunity.

Permission to conduct the exercise on a famous battle field, Corregidor Island, was obtained. Fleet amphibious support was requested and assigned for August 24th and 25th. Every phase of planning was carried out. The "unfriendlies" were picked from the STAT Teams and their plans were kept secret from the defenders. After landing at Corregidor, a tactical march to Kindely Air Strip would follow. Here the battalion would defend against aggressors.

The operation order was issued, supplies were drawn, all gear was ready when the operation was canceled. The amphibious support was required elsewhere in a live crisis.
I'll drink to that and that and that . . .

Our APC pusher: Chief Wimley, The Green Hour leader.

(At right) Find the Captain.

A daily ritual after working hours.
Our answer to the rangers.

If that lizard moves he's had it.

A member of the Beverly Hills Gun Club?

16+ man hours at the Gedunk Truck.

Sleeping Beauty's stand-in.

What I went through to get this rose.

No comment...

That's all you ever think about, Hamilton.
Hello Marty? This is Fadder.

So it isn't the Presidential Palace.

So it isn't San Miguel... Drink it.

I was just making paper planes...

Everything looked this way after Green Hour.

Three nuts... decide which.

Turn that rod right, you... you builder.

I'm going to get that ax# gopher yet!

What's a little mud among friends?

Wimley: Painter Striker.
I've waited 2 hours and my target hasn't been hit yet.

Leggot takes a beauty bath...

I set a nice table too.

I love my M-14.

Call... Hollywood Bound.

Every time I drink wine I see monkeys.

Get that aeroplane fly out of my peep-sight.

I've never rains in the P.I. IT POURS.

Just like down South.

You don't think I can get this shovel full into that can?

Someone shot Uncle Bob!
I CAN'T READ THE DOCTOR'S HANDWRITING EITHER.

SO I MOVED THE HOUSE 3 FEET....

I GOT IT WITH GREEN STAMPS.

NO ANTS GOING TO BITE ME AND GET AWAY WITH IT?

MANILA IN 10 MINUTES.
7,109 islands, as much land as Arizona, cover an area as large as Mexico between Borneo and Formosa. Only 462 are larger than 1 square mile, but the largest, Luzon, is as large as Kentucky. The total population is about twenty-seven and one half million people, one-third of whom live on Luzon.

Tagalog, one of over 20 native dialects, is taught as the national language since the nation became independent on July 4, 1946.

Largely descended from the Malay people, the Filipinos are patriotic, proud, sociable and delightful to know. They are good musicians and great moviegoers. Mountains, fields, forests and cities express their Tagalog word, Mabuhay, (Welcome) as you can see in these few glimpses of the Philippines.
1. LAKE TAHL
2. PAGSANJAN FALLS
3. MANILA BAY
4. MANILA'S OLD FORT
5. BAGUIO CITY
6. A MARKET PLACE
No one who went to Baguio will forget this road.

The Patriarch.

Baguio cathedral.

Contrasts are vivid in Manila.

Some of the MOB in the barracks at Camp John Hay in Baguio.

A park in Manila.

Psst, Hey Joe, got centavo?
Manila

the pearl

of the Orient
Just outside the main gate.

The main gate by night; Beyond awaits Cavite.

A movie house in Cavite.

They had the best hot-rolls in town.

One of the more popular department stores of Cavite.

Bennett, one of many who bought suits from Vicente’s.
Corregidor: Once the pride of the Philippine Defense, now a monument to brave fighters, a never rebuilt bastion made unnecessary by modern warfare and yet forever necessary to the people who love freedom, a great silent witness to the fact that liberty must be fought for when all else fails.
Shipovers—and Such

P. Moo is sworn in for re-enlistment.

R. B. White Jr. gets the "Skipper's" congratulations at shipover.

G. E. Bundy added another "hitch."

Murphy "shipped for six."

J. D. Bishop re-enlisted under the SCORE program; target, Machinist Mate.

Good Conduct Medals and congratulations at Personnel Inspection (at left).
Religion was not forgotten at Sangley Point nor in the trips taken by the Men of Ten. Churches were much in evidence: some new and modern, others ancient and venerable, many not yet completed. Basically the Republic of The Philippines is a Christian nation.

Besides Morning Prayers at Quarters and attending Divine Worship and Mass, there were opportunities to express beliefs in actions and words. The Sangley Protestant Chapel Choir was one such opportunity. Donations to the Philippine National Red Cross Blood Bank was another.
MCB-10 Volleyball, Basketball and Bowling teams competed in the Intramural Leagues. The Basketball team won the consolation tournament. In boxing, G. H. Chandler won two bouts, lost none. J. T. Fyrer, Jr. and T. A. Sunia were winning additions to the Sangley Point Swimming and Softball teams. Sunia competed with the COMNAVPHIL softball team in the WESPAC Championships at Pearl Harbor, winning one game as pitcher. T. A. Sunia and A. L. Lucas captured first place in four out of six physical fitness events.
Let's get this show on the road.

**Going Home**

Gangway! 11!

Twenty three days, Manila to Port Hueneme, via Subic Bay, Inchon, Guam and Honolulu—twenty three days boringly passed and endured so that we could finally say, "We're home!"

Let's get out of here!

**Hueneme at Last**

Coming into port.

Hello sportsfans.

I missed you too!

It's good to be home.

Let's get our of here!
Someone once said, "Somewhere between a Marine and a Sailor you'll find a creature known as a 'SEABEE'."

SEABEES come in assorted sizes, shapes, colors and creeds. They may be found in the Atlantic, Pacific, Antarctic or just about any other corner of the globe.

Their favorite pastimes are: girls, liberty, chow, payday, comic books, girls, beer, sack time, girls, and hard work.

They gripe, complain, moan, and groan about the outfit they're in. Yet, if an outsider says a single word against them, they'll fight at the drop of a hat.

Chiefs drive them; mothers accept them; sisters and brothers admire them; and girls adore them.

The work a SEABEE does in a normal day would put the average man out on his feet by quitting time. But, when liberty time comes, it takes an Olympic track champion to beat the SEABEES to the gate. The next day, they are "bright eyed and bushy tailed," and ready for another hard day in the field.

Their motto is: "The difficult we do immediately; the impossible takes a little longer." And, since their birth in World War II, they have lived up to this motto from the frozen wastelands of the Arctic to the blistering jungles of Guadalcanal.

If you were to ask the average man-on-the-street, "What is a SEABEE?", he probably wouldn't even be able to tell you if the SEABEES are on 'our side'. He might even say it's a new type missile. But an American comedian once said on his television show, "A SEABEE is a Sailor in Marine uniform, doing a civilian job for WPA wages."

SEABEES have a reputation for being mean, loud, and downright ornery; and, yet, on the inside, nobody could be more soft-hearted and sentimental than a SEABEE.

Nobody but a SEABEE could take a used stick of gum and a hair pin and make an engine run! Who else could take a hammer, saw, a few rusty nails, and several board feet of warped lumber on a project and emerge with a mansion that a "Rockefeller" would be proud to poke a mail box in front of?

Today's SEABEES train with the Marines, sail with the Navy, compete with the Army (Engineers), and occasionally fly with the Air Force.

The SEABEES are young and have gone through some changes since their birth some 21 years ago. But, as time marches on and the world becomes more complicated with each new year, the SEABEES — in one respect — will always remain the same: if there's an "impossible" job to be done, the SEABEES will do it!

A SEABEE's reply to any assignment is: "CAN DO!"
DETTINDIA
ADAK,
ALASKA
The men of Detachment INDIA have made a proud record on this deployment. You completed all of your assigned work well in advance of the scheduled time, and were able to accept and complete additional projects amounting to an increase of about 20 per cent of your original work load.

You worked safely, and we count the partial loss of one finger as our most serious accident. Our disciplinary problems were minor and few and far between. We had 133 men take examinations for advancement in rating and 86 passed. Over 200 correspondence courses were completed, which undoubtedly attributed to your very fine showing on the advancement examinations. You kept your equipment running by working on it day and night, taking vigorous follow-up action on spare parts and intelligently operating your equipment. You took advantage of opportunities for cross-rating training and many of you acquired new skills.

You received an "E" in your Annual Inspection conducted by COMCBPAC. This is defined as "No vital and few minor discrepancies, and so markedly above the required standards as to be among the few best."

Most important of all, you demonstrated a spirit which rose above the hardships, failures, and miserable weather. No job was too difficult for you to do.

This has been my finest tour of duty in over sixteen years of commissioned service.

DONALD E. SMITH
LT Newcomb reported on July 4, 1963. He served as Assistant Officer in Charge and Detachment Operations Officer until September 20, 1963 when he joined the Main Body at Sangley Point to serve as Acting Operations Officer.

LT Newcomb relieved LT Donald L. Conner, CEC, USN who reported to U. S. Naval Postgraduate Schools, Monterey, California for duty under instruction.

Our Dentist completed a tour of temporary additional duty with MCB NINE at Camp Kinser, Okinawa, before reporting to Det. INDIA at Adak in July.
Company Commanders

LTJG JOHN L. MARSH, CEC, USN
ECHO COMPANY COMMANDER
March 1, 1963 to August 30, 1963

ENS WILLIAM F. HARRIS, CEC, USNR
ECHO COMPANY COMMANDER
August 20, 1963 to November 15, 1963

CWO-3 LEE R. ROBINSON, CEC, USN
ALFA COMPANY COMMANDER

EDWARD B. SMITH, JR., SWCA, USN
HEADQUARTERS PLATOON COMMANDER
Detachment India

Chief Petty Officers

Marie J. Henderson
EOCM, USN

Elwin M. Abernathy
CMC, USN

Donald V. Anderson
EOC, USN
J. L. KING, SK3
ALGONA, IOWA

L. E. KIRK, GMG3
MUSCATINE, IOWA

D. R. LANE, SN
OKLAHOMA CITY, OKLAHOMA

R. B. LEINSTER, CN
MANHATTAN BEACH, CALIFORNIA

D. R. LINDSAY, YN3
MEDFORD, OREGON

W. B. MENDOZA, SD3
PORT HUENEME, CALIFORNIA

H. R. APUZZO, CN
LOS ANGELES, CALIFORNIA

R. J. BAUGHMAN, CN
HILLSBORO, OREGON

J. D. BAUTISTA, PN3
SAN DIEGO, CALIFORNIA

P. A.BERSAMIN, JR. TN
PHILIPPINES

T. L. BURNSIDE, EASCN
PENN YAN, NEW YORK

M. L. CAMPBELL, EADCN
LARNED, KANSAS

J. D. CATHEY JR., CET2
HIGHLAND, TEXAS

R. W. COFFIELD, EAS
BELPRE, OHIO

L. W. COLE, CN
SOUTH HUTCHINSON, KANSAS

J. P. COLLINS, SN
OXNARD, CALIFORNIA

E. V. DEGUZMAN, SK2
PHILIPPINES

R. B. FREDERIKSEN, CN
SAN GABRIEL, CALIFORNIA

L. J. HAMM, SN
NEW HAMBURG, MISSOURI

D. HUGHIEY, BM3
MIDDLETOWN, OHIO

M. L. JENNINGS, YN1
LITTLE ROCK, ARKANSAS

Headquarters Platoon
P. M. MONTALBO, SWE2
ANAHEIM, CALIFORNIA

R. L. MORGAN, SN
DUARTE, CALIFORNIA

J. D. PETERSON, SN
WOODLAND, CALIFORNIA

D. F. PHILLIPS, CN
ARCADIA, CALIFORNIA

R. E. PHELPS, CMH2
CALIFORNIA

P. J. PIERSON, HM3
MIDLAND, TEXAS

G. D. RAMOS, TN
PHILIPPINES

J. C. RIVERA, DT2
JOHNSTOWN, COLORADO

J. S. ROBINSON, BUR3
GASCITY, INDIANA

J. D. RUSK, SK1
SULLIVAN, INDIANA

W. P. SHERIDAN JR., BUL2
OTTAWA, ILLINOIS

M. R. TICHY, EAD2
CHICAGO, ILLINOIS

R. E. WAY, CS2
IMPERIAL BEACH, CALIFORNIA

C. J. MANN, CS2
WYMORE, NEBRASKA

T. R. WILSON, SWE3
SULPHUR, LOUISIANA

Headquarters Platoon

K. E. WOOD, PN2
BEND, OREGON

F. R. WRAY, CN
PUEBLO, COLORADO
D. M. GRIESEHEIMER, CN
WAUKEGAN, ILLINOIS

D. L. GRIESEINGER, UTW2
LACKAWANNA, NEW YORK

E. J. HAACK, CN
SILVER SPRING, MARYLAND

C. E. HAGEMANN, BUL2
MT. MORRIS, ILLINOIS

A. P. HARDY, BULCN
MIDDLETOWN, NEW JERSEY

J. B. HINES III, UTW3
EAST HIGHLAND, MICHIGAN

J. A. AFFELDT, SWFCN
ELMIRA, NEW YORK

E. M. ANDREWS, CENCN
HONOLULU, HAWAII

M. D. BAILEY, CN
PHOENIX, ARIZONA

R. G. BROWN, CN
BATTLE CREEK, MICHIGAN

G. D. BULS, CN
SEWARD, NEBRASKA

D. G. BUTLER, BUL2
PITTSBURGH, PENNSYLVANIA

C. R. BYASSEE, CN
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FT. SMITH, ARKANSAS

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MORGANTON, NORTH CAROLINA

R. J. CONDREAY, UTW2
INGLEWOOD, COLORADO

L. L. COPLEY, BUH2
GLOUSTER, OHIO

E. W. EICKHOFF, SWF2
DETROIT, MICHIGAN

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CHEWELAH, WASHINGTON

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AURORA, ILLINOIS

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FREMONT, NEBRASKA

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EDDYVILLE, NEBRASKA

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SANTA MARIA, CALIFORNIA

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SANTA MONICA, CALIFORNIA

D. P. KENT, UTW2CN
LESLIE, MICHIGAN

J. A. KENT, CN
FREMONT, CALIFORNIA

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BATH, MAINE

W. E. KUNSHIER, BUL3
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CAPE ELIZABETH, MAINE

E. MASER, UTW3
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TEXARKANA, TEXAS

R. J. MEKUS, SWF2

H. F. MEYER, SF1
OXNARD, CALIFORNIA

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NELSON, MINNESOTA

J. H. PERSON, CN
DETROIT, MICHIGAN

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B. K. ALLRED, CMA3
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BLOSSOM, TEXAS

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NAPA, CALIFORNIA

A. J. BARRE, CN
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MT. GROVE, MISSOURI

W. E. BAUM, CN
DOVER, DELAWARE

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D. R. CALKINS, E0H3
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C. W. CHAMBRESS, FA
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L. G. CLOKE, CMA3
WENATCHEE, WASHINGTON
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UNION, MISSISSIPPI
T. L. CONRAD, E0N3
BLUE BAYOU, MISSISSIPPI

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LOGAN, UTAH
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LITTLE ROCK, ARKANSAS

D. DAVIS, E0N3
SALT LAKE CITY, UTAH
E. E. DEMENT, CP
LA MESA, CALIFORNIA
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PORT HUENEME, CALIFORNIA

T. M. DRIGGERS, CP
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SPOKANE, WASHINGTON
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D. A. FISCHER, CN
SAGINAW, MICHIGAN
C. T. FRANI, CMA3
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J. FREI, CMACN
HENDERSON, NEVADA
Alfa Company

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LAS VEGAS, NEVADA

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N. J. JESSE, CN
NORTH HOLLYWOOD, CALIFORNIA

R. K. JOHNSON, CP
PORTLAND, OREGON

J. T. JOHNSTON, CP
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WICHITA, KANSAS

R. W. GARDNER, CN
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SANTA CRUZ, CALIFORNIA

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A. J. GILDAY, EOH3
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PERRIS, CALIFORNIA

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SWEETWATER, TEXAS

J. C. MCCORKLE, CMACP
GLASGOW, MONTANA

N. G. McINTYRE, CN
FORT WORTH, TEXAS

R. MEININGER, EO1
TACOMA, WASHINGTON

J. S. MERKEL, EOH3
ROBESONIA, PENNSYLVANIA

Alfa Company

L. W. MERILL, EOH3
WAVERLY, NEW YORK

C. H. MINER, EO1
LOS ANGELES, CALIFORNIA

R. R. MOYA, CMACP
HEMET, CALIFORNIA

J. L. NELSON, CMH3
HOHENWALD, TENNESSEE

B. D. NETHERLAND, EO1
HUNTER, KANSAS

J. J. NORMAN, EOHCN
EAST PATERSON, NEW JERSEY
<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>G. M. Welsh</td>
<td>EOH2</td>
<td>Binghamton, New York</td>
</tr>
<tr>
<td>F. H. White</td>
<td>EOH2</td>
<td>Hanford, California</td>
</tr>
<tr>
<td>J. E. Wierzbicki</td>
<td>EONCN</td>
<td>New Jersey</td>
</tr>
<tr>
<td>R. T. Williamson</td>
<td>CN</td>
<td>Skagway, Alaska</td>
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<tr>
<td>F. Woodrow</td>
<td>EOH3</td>
<td>Los Angeles, California</td>
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<td>M. I. Yearsley</td>
<td>CMHCP</td>
<td>West Chester, Pennsylvania</td>
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<td>C. Sheffield</td>
<td>CM1</td>
<td>York, Alabama</td>
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<td>D. D. Sherman</td>
<td>CMA CN</td>
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<td>CN</td>
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<td>C. W. Smith</td>
<td>MR2</td>
<td>Thorsby, Alabama</td>
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<tr>
<td>E. L. Stepp</td>
<td>EOH3</td>
<td>Picher, Oklahoma</td>
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<tr>
<td>J. L. Standish</td>
<td>CN</td>
<td>Los Gatos, California</td>
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<td>D. L. Starrett</td>
<td>EO1</td>
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<td>E. L. Stevenson</td>
<td>EOH3</td>
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<td>T. R. Stoltzman</td>
<td>EOH3</td>
<td>Mankato, Minnesota</td>
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<tr>
<td>M. O. Sunken</td>
<td>SW1</td>
<td>Norwalk, Iowa</td>
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<tr>
<td>J. D. Vasquez</td>
<td>CN</td>
<td>San Antonio, Texas</td>
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<tr>
<td>B. W. Wagoner</td>
<td>EON3</td>
<td>Lewisburg, Kentucky</td>
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<tr>
<td>J. S. Walker</td>
<td>CN</td>
<td>Manhattan Beach, California</td>
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<tr>
<td>E. R. Webster</td>
<td>CMHCP</td>
<td>West Chester, Pennsylvania</td>
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Alfa Company
The Detachment burned 2,200 abandoned World War II buildings and was able to clean up the majority of these structures.
Sixteen houses were rehabilitated by raising them ten inches onto new foundations. They were raised with house jacks while the tenants still occupied them. Utilities were interrupted for only about two hours. All of the rolled sub-sheathing, studs, joists and flooring was replaced and new colored concrete asbestos board installed on the extension. All trim was painted and flashing renewed. Two additional houses were rehabilitated, but not raised.
The 7,600 foot runway 18-36 was given a two inch asphaltic concrete lift, then striped. New, illuminated, distance markers were installed. An 800 foot compacted rock over-run was added. This required laying 680 feet of 54 inch diameter culverts with concrete head walls.

The 8,000 foot runway 5-23 was seal-coated and striped. The over-run was reworked and extended another 500 feet.

To complete this work the men of ALFA Company opened up a new quarry, set up and operated a rock crushing plant, and operated a continuous mix asphalt plant to make asphalt concrete for the runways.
These two DAGS were worked together as one project. They involved replacing steam lines to the quarters (to fire station #1 for DAG 404). Trenches were dug and reinforced concrete utiladors placed to receive the new steam and condensate lines. These lines were painted and encased in magnesia insulation, wrapped and the insulation painted. Precast concrete covers completed the utiladors. The covers were cast separately in a warehouse to take advantage of the inclement weather.
HAZARD HILL

One of the projects assigned to Det. INDIA was the removal of a hill in the glide path of runway 5-23. In spite of seas of mud, inclement weather, and a large area of rock, the Detachment removed this hazard ahead of schedule. Upon completion, 100,000 cubic yards of earth and rock had been removed and the area graded to the desired contour.
The work on the Naval Facilities conical monopole antennae eventually led to the hauling of 20,000 cubic yards of selected fill to make access roads and to increase the cover over their radial grounding wires.

These antennae also needed 250 cross-ties replaced to connect the vertical radiating elements to the waist rings.

Hundreds of hardware corrections were made on the guy wires. The electrical connections between the members were improved.
This project called for the replacement of the expansion bellows in six steam man-holes. Numerous valves and gauges were replaced and the pipes realigned. All defective condensate heaters and flash tanks were replaced. In addition, the pipes for these systems had to be relagged.
training
The Admin/Personnel Office was manned by M. L. Jennings PN1, K. H. Wood PN2, J. D. Bautista PN3, D. R. Lindsay PN3, and J. D. Collins SN. These men worked many extra hours keeping each man's service record fully up to date. Ordering correspondence courses was another service rendered by the department, which helped each man increase his knowledge for the advancement in rate exam given in August.
Struggling against an ever-mounting stack of requisitions, the supply department fought their own little war to supply the parts necessary for each project. Along with them, the men in Repair Parts were constantly busy replacing and ordering parts to keep our mechanics working. Last but not least, Disbursing saw to it that the men received their pay—in proper amounts!
Operations

The "Ops" department of Detachment INDIA worked long and hard to provide the men on the projects with the tools and technical planning needed for efficient use of men and materials.

Many drawings had to be revised, reproduced and distributed. A complete file of field changes had to be kept. All materials needed to complete the projects were listed and compiled so that they could be procured by the Supply department.

"Ops" men worked closely with the Central Tool Room to insure that the workers had the necessary tools to do their jobs efficiently.
SURVEYORS

Wray, EASCN
Burnside, EASCN
Cole, CN

Office Mascot.
Boughman, CN
Apuzzo, CN
Leinster, CN
What, me work?

I'm a Sundowner!

Sunken hard at work, as usual.

They're all Here!

This is actually a candy pipe.

The "Adak Store."

Eickhoff helping ALFA Co.
MECHANICS

Busy tightening nuts and bolts, repairing engines and other parts of our vehicles, the mechanics of Det. INDIA kept us supplied with sufficient equipment. This often took long and late hours to meet the necessary deadlines to keep up with the repairs. A job well done by our faithful "Grease-Monkeys."
“WB6AFR/KL7, Adak, Alaska, calling” . . . It’s Phil Montalbo at the mike, running phone patches from men of the detachment to their folks at home. For the greater part of the deployment, Phil was putting patches through the Collins “S” line radio equipment. Over 1000 phone patches were logged during our stay in Adak. “THANKS!”—From the “Men of Ten” to Phil and his assistant, John “J.P.” Porter! !

Our own dentist, Dr. Sanford A. Glazer, took good care of the men’s dentures on Adak. He took a keen interest in the men, and was always around where the fighting was thickest during military training.

Assisting him to prevent future toothaches, was J. A. Rivera, DT2.

Busy constantly, keeping the men healthy, “Doc” Pierson HM3, was always present during military training, in case of injuries. His efforts won for him the honor of being Corpsman Of The Month at the Naval Station Hospital in August.

“Through rain, sleet or snow . . . ”, as the saying goes, went Larry J. Hamm SN, efficiently handling the distribution of Det. INDIA’s mail. Service With A Smile seemed to be his motto, as he performed the duties of his rate. He, and the mail he cheerfully delivered, helped keep our morale high.
Out of a mud-clogged culvert erupted a peculiar contraption, on the end of a fire hose. Pushing mud and debris before it, this uncanny gadget stopped only after the water was turned off. Lawrence E. Johnson, UT1 manufactured this device, using a 2 1/2 inch fire hose coupling, a length of 2 inch pipe, 4 elbows and a bell reducer. In 4 minutes flat, the "Gopher" bored its way through a culvert solidly blocked by mud and sand. This device and its working theory, though not new, had escaped everyone's mind until Johnson and his crew, showing ingenuity and "can-do" spirit, decided to save valuable time and labor.
EAS2—"Retired."

If we miss our plane...!

Losing our faithful postal clerk.

SHO RTP  
TMMERS

See you in sunny California!

Should I ship over?

Is it my turn?

But I don't want to leave!

We made the Advance Party!

The way out.

Me? I'm going back to school!
While on Adak, our own Herbert F. Meyer, CW1 received a promotion to SWCA (Steelworker, Chief, Acting).

Midst splendor befitting such a promotion, he was whisked through a glorious, heart-warming ceremony designed specifically for him by fellow Chief Petty Officers, and Officers of the detachment. In some circles this is called an initiation.

No longer will he listen to his name spoken as "Meyer, SW1." From now on, it will be "Hey, Chief!"

Congratulations, Chief Meyer!
NAVY RELIEF PARTY
Sports

The Adak Naval Station provided a great variety of sports for the more athletic minded. Among these were bowling leagues, and softball competition. Basketball was also a popular sport.

Our "Mixed" team took first place in the bowling tournament, after 21 weeks of stiff competition. All teams won a cash award, depending on their skill. The Det. INDIA dribblers fought hard to take 3rd place in the base-wide competition.

Our softball team won 1st place in the base-wide softball league. Three of our players—Doug Phillips (Capt.), Ray Rockefeller (3rd base), and Bruce Leinster (Catcher), were picked to play with the Adak All-Stars at Eielson Air Force Base. The team took second place in the Alaskan Command Tournament.

For the quiet sportsmen there was ample entertainment to be found at the fine hobby shops in the Bering building. Adak afforded challenging opportunities for Shutter-Bugs and a large amount (360 degrees around) of Ocean, along with several lakes to keep the Anglers happy in leisure hours of the day.
Holtville Challenge '63

Just before returning from overseas, the Naval Civil Engineering Laboratory at Port Hueneme requested aid from MCB-10 for a test ordered by the Chief of Naval Operations. 35 men from Detachment INDIA, under the command of CWO Robinson were assigned. The first objective of the test was to determine the capabilities of construction battalion forces to make repairs to bomb-damaged airfield runways under emergency conditions. Only equipment that is always assigned to a battalion would be allowed.

The site was an abandoned Navy runway at Holtville, California. On the morning of November 19, Navy bombers dropped seven bombs over the runway and the test was on.

After surveying the craters, the repair procedure was set up. Debris and broken materials were removed. Then the hole was properly shaped for patching. Subgrade fill was watered and compacted in layers until the hole was almost full. Then the wearing surface was placed.

Six holes were surfaced with hot asphalt just as a road or street. For the other patch, a new type of aluminum matting was used. This type matting may be used for a complete runway or a patch.

When the test load was applied, the patches met all the requirements. Another “Well Done” by the SEABEES and MCB TEN.
CHAPLAIN R. A. YALE
ADVISOR/EDITOR

P. H. DUNIVIN, PH2
BATTALION PHOTOGRAPHER

H. R. APUZZO, CN
ARTIST/ASSISTANT EDITOR
DETACHMENT INDIA

G. R. BENNITT, CN
ARTIST/ASSISTANT EDITOR
MAIN BODY

1963
Cruise Book
Staff

ASSISTANTS

J. A. Miller III, CN, T. L. Green, CN, and many others who took photographs, loaned negatives, sold Cruise Books, ran errands, and contributed ideas which have helped in producing this Cruise Book record of U. S. Naval Mobile Construction Battalion TEN during 1963.
IT'S A BIRD... IT'S A PLANE....

IT'S MY TURN TO TEACH A CLASS ON HAND TO HAND COMBAT...

MARK... 36"-24"-36"

WELL, BACK TO THE DRAWING BOARD....
I'll bet John Wayne never marched on a tennis court!

Swartzwalter... you don't open a radio net by saying... "Hello all you out there in Radioland!"

Man... that was a fast four?

Sangley Point R.P.

I think you're carrying this safety helmet thing too far.