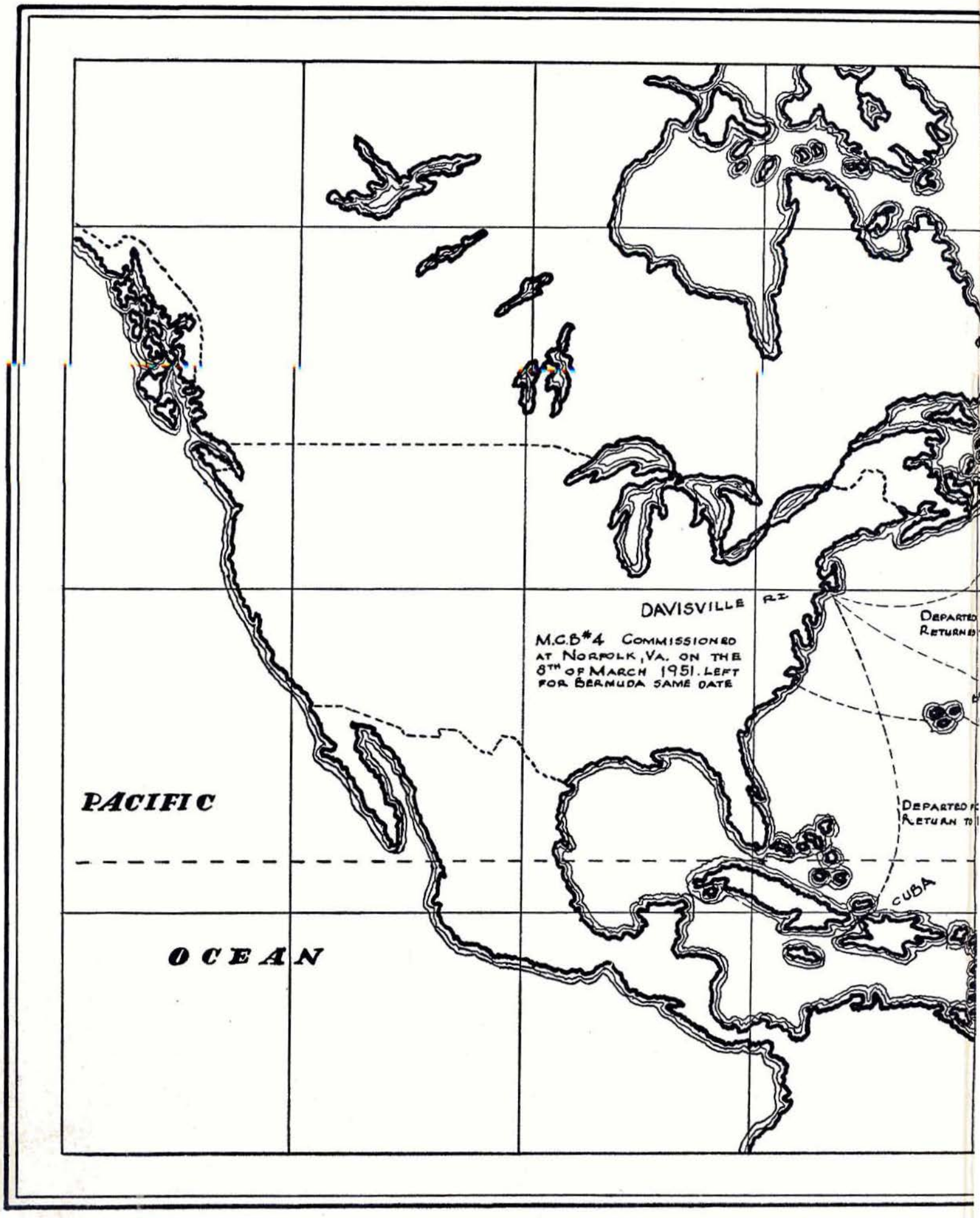
4's LOG


DAVISVILLE
R.I.
M.C.B.#4 COMMISSIONED AT NORFOLK, VA. ON THE 8TH OF MARCH 1951. LEFT FOR BERMUDA SAME DATE
DEPARTED
RETURNED
DEPARTED
RETURN TO
CUBA
PACIFIC
OCEAN

Property of
MTEC Historian's Office

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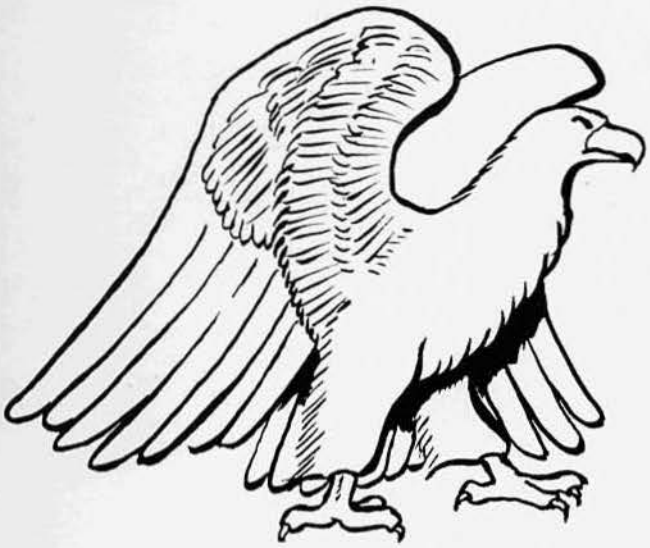
4's LOG

4's LOG

Published by and for the officers and men of the United States Naval Mobile Construction Battalion Number Four.

1951—1953



FOREWORD

"CONSTRUIMUS BATUIMUS"

PRIOR to World War II construction was in the hands of general contractors. There were no Naval Construction Battalions. When the Japanese invaded Wake Island more than a thousand construction men were there. Many of these men were captured or killed.

Nothing further was needed to convince the Navy that a need existed for combat-trained, uniformed workers. Had they realized this sooner, some of these men on these islands might have been the first Seabees.

On December 28, 1941, the Navy Department authorized the Bureau of Yards and Docks to organize a number of Naval Construction Battalions.

The call went forth for experienced workers of many crafts—men that were urgently needed for these battalions. Men who could work with skill and knowledge, ready mastery, and men who could learn to fight with the weapons of modern warfare. From the construction camps—factories—mines—drafting rooms—engineering offices and many other sources came the answer.

In the years that followed, Seabees became an integral part of any invasion force. Africa, Italy, Normandy—The Solomons, Gilberts, Marshalls—The Marianas, Philippines, Iwo Jima and Okinawa—every major assault saw the Seabees operating with or immediately behind the assault forces.

Today, as in World War II, the call for construction men has gone out. Since the Korean conflict there have been nine Mobile Construction Battalions formed.

The men who are not in a battle area are busy helping to build up future defenses in case of conflicts elsewhere in the world.

The object of this book is to record and preserve the activities of MOBILE CONSTRUCTION BATTALION FOUR. For the officers and men of this Battalion, who have helped to build up a stronghold to keep out any would-be aggressors of the UNITED STATES OF AMERICA, this book is written.

"WE BUILD, WE FIGHT"

DEDICATION

THIS book is dedicated to a motto, to the men who inspired it by their accomplishments, to the men who preserved it by their dogged spirit, to the men who strengthened it by their battle prowess, to the men who enriched it by their gallant service to their country all over the world.

This book is dedicated to a motto and to the men of MCB 4, on whom now rests the privilege of carrying on, unsullied, the pattern of the deeds, the spirit, the strength, and the valor which have made that motto the most glorious in the services—"CAN DO."

BATTALION HISTORY

TWELVE days! In twelve short days MCB 4 was organized, commissioned and overseas. On 27 February 1951, it was decided to organize Mobile Construction Battalion 4; on 10 March 1951, the men of 4 were in Bermuda—ready to work!

On 8 March 1951, with 8 officers and 283 enlisted men standing at attention, MCB 4 was commissioned with Cdr. C. A. Whyte as Commanding Officer and Lt. Cdr. H. P. Kwasny as Executive Officer. Approximately 5 hours later we were boarding the U. S. S. Goethals for our first tour of duty at NOB Bermuda.

Even as we were disembarking in Bermuda, work was beginning. All the barracks had to be reopened and reconditioned. Later the boys really turned to on many jobs such as chipping and painting the huge salt and fresh water towers, building a new seawall, and other clean-up and repair jobs. At the same time drafts of enthusiastic Seabees were filling our complement.

Recreation was provided by our movies, pool hall, bowling and swimming. Tryouts for a battalion baseball team were started and a team was formed. The men also had good liberty on the colorful islands.

On 19 April 1951, an advanced echelon (Detachment Able), consisting of three offiecrs and 100 men under Lt. (jg) Blevins, boarded the U. S. S. LST 515 and, with our supplies and equipment aboard, sailed for Port Lyautey, French Morocco, in North Africa. It was their job to get the supplies and equipment ashore and prepare for the arrival of the rest of the Battalion. Meanwhile, the Battalion, with a full complement of 550 men, finished up their work on the island. On 8 May 1951, we boarded the U. S. S. Navarro and bid farewell to Bermuda.

Eight days later the Navarro brought us to Casablanca, where we were transferred to the U. S. S. LST 533. All hands will remember the night we spent on the 533. Almost every one had to sleep on the weather deck, and by morning everyone's bedding was soaked. Most men answered to muster with a hearty sneeze!

It was 18 May when we finally disembarked at Port Lyautey to relieve MCB 1. Thanks to Detachment Able, there were living quarters for 350 men, but until more Quonset huts were built, 200 men lived in tents.

Between the heat, blowing sands, long walks to the chow hall, inadequate heads and showers, things were hardly comfortable. It was then that the Seabee "Can Do" spirit took over, and in no time the essen-

tial things were accomplished: water trucks kept the dust down; heads and showers were erected; living quarters were built and the men from tent city were moved in.

Soon bigger projects were assigned. A Seabee mess hall, a laundry, a new and modern administration building and BOQ, and warehouses were built. The heavy equipment men ran their roads through, sidewalks were poured, new ammo dumps were constructed, and additions and repairs were made on hangars and other buildings. Our best known project in Port Lyautey was the construction of the badly needed school. Ingenuity in design and selection of material enabled the Bees to meet a tough deadline for completion. The job was taken in hand from scratch by Lt. Fred Lister and completed in two months.

We worked hard—at times we worked 9 hours a day, 7 days a week—but we played too. For recreation we had our hobby shop, softball, gun club, and parties. Upon completion of our new chow hall, we christened it with a big stage show and beer party. We threw another big party to celebrate our 6 month anniversary. The Battalion softball team won the base championship and was rewarded with a trip to Spanish Morocco. Last, but not least, was the liberty. It afforded us a wonderful opportunity to see and visit many of the quaint and colorful places in North Africa and to have a lot of swell times.

Time was also put aside for military inspections, and some of them are well remembered, such as the inspection by the Assistant Secretary of the Navy for Air, and the honor guard for Admiral Sherman's body. Then there was the big change of command inspection. It was here, on 10 October 1951, that Cdr. C. A. Whyte was relieved as our skipper by Lt. Cdr. P. R. O'Donnell.

As time passed a number of men were assigned to duty in Naples, Italy. It wasn't too long before we were ready to return home, so it happened that on 29 October, 1951, we boarded the U. S. S. LST 988 and bid farewell to Port Lyautey. As we sailed down the Sebou River, we looked aft over the fantail at a job well done.

On 8 November, we tied up at Davisville, R. I., our new "Home Port," after a 9-day trip from Casa-

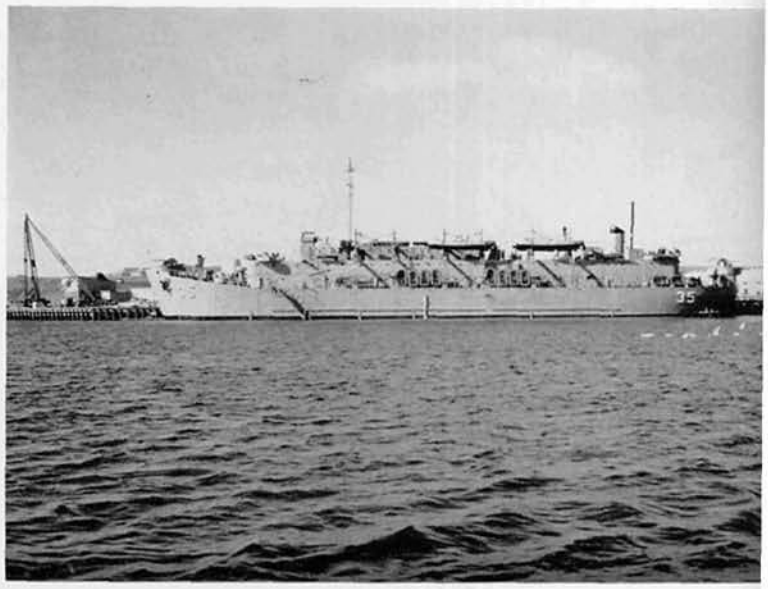
blanca aboard the U. S. N. S. Henry Gibbons. Inasmuch as we were used to the warm tropical climate of French Morocco, the icy blasts of New England weather in November hit us hard. But I don't think many of us minded too much, for at least we were in the good old U. S. A.

Many of the men left on their leaves as soon as possible. The ones that were left went to work erecting Butler buildings and pouring concrete. Others took advantage of the Marine training program to qualify on the rifle range. Providence and other nearby towns got a workout during our off hours.

On the sixth of December, an advanced draft of seven men under Lt. Thalheimer left for Cuba and one month later, on the eighth of January, the entire Battalion boarded the U. S. S. Bottineau as a freezing, biting wind swept the Davisville dock. Four days later the ship docked in wonderfully warm GTMO harbor. From the Naval Station, we were ferried in motor launches, tugs, etc., to our new home on Leeward Point.

The next day Cdr. O'Donnell gave us a short, meaningful speech and we turned to. Work was started on a much needed septic tank, the completion of the chow hall, the building of a shop area, and the finishing up of the living area. Before we realized it, the drivers and heavy equipment men had moved tons of dirt and coral in the building of roads and the leveling off of numerous hills in the area. The barracks area was quickly cleared and work on them was begun. Jet fuel tanks were built on the sides of the hills. Painting of the huts started and sidewalks were laid, both in front of the huts and to the mess hall and administration building.

Baseball, basketball, softball, swimming, and boating (if you had a boat) comprised most of our outdoor sports. A hut softball tournament was organized, with Hut 40 finally winning the championship. Lt. Blevins took the Battalion basketball team to Norfolk to compete in the SERVLANT tournament. Leather-craft, model building, weight lifting, boxing were some of the other after-work activities the men took part in. Trips were arranged for visits to Port au Prince, Kingston, Santiago, and Montego Bay. Our first anniversary party was held in the recreation area along with plenty of beer and food.



We will never forget the dust and falling debris the blasters caused on the airstrip and the long walks to the NAS chow hall; and speaking of chow, the food we had in GTMO was the best the battalion ever had or probably ever will have.

On 21 May 1952, after five months of hard work, the battalion, along with MCB 8, boarded the U. S. N. S. Sylvester Antolak, which was to take us to Davisville and the U. S.

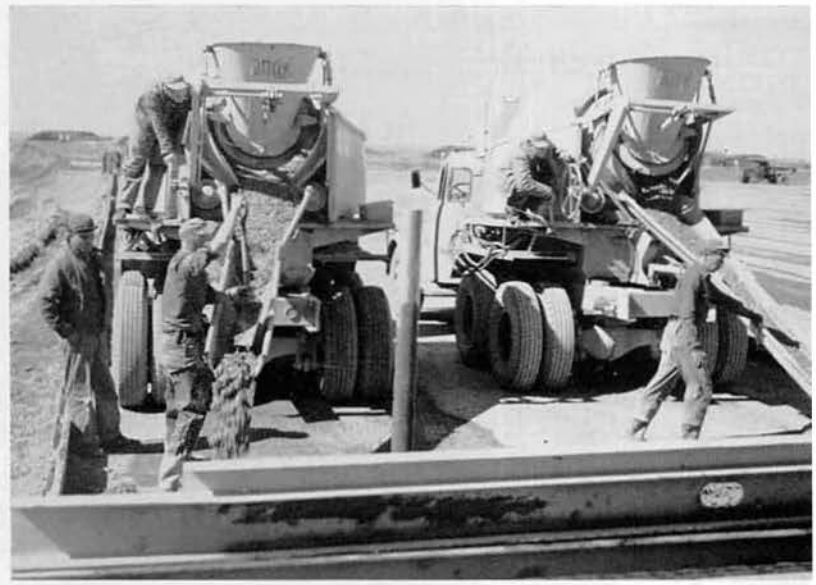
We returned to Davisville on the 28th of May in a very dismal rain. We immediately turned to constructing Butler buildings, and completing the recreation building and BOQ. Many of the men took part in the Marine training program and put on a very snappy display at our Captain's inspection.

It was during this tour that our Exec. was transferred to the West Coast to take command of MCB 9. Some 200 men joined the battalion during this tour in Davisville to replace those men transferred and discharged.

The advanced draft, under CHCARP Tenny, with 23 men, left on 20 July for Argentia, Newfoundland, and 23 days later the battalion's men boarded the U. S. S. New Kent and sailed for the Northland.

17 August 1952 saw the New Kent in Little Placentia Harbor. On the 18th of August the battalion was transferred to the U. S. S. Benewah, APB 35. Amid much griping over the low overhead, crowded berthing spaces, and limited locker space, we made ourselves at home.

Work was started the same day. The surveyors began cross-sectioning the parking apron area and Chief "Pappy" Miller's crew were right behind them grading, rolling, and compacting. As the sub-grade was prepared the concrete crew was pouring concrete on it. Jet fuel installations were constructed and a finger pier was completed. A new Air Transport Office was almost completed and the asphalt plant was finished and put into operation producing asphalt for paving of the new taxiway.



Recreational facilities in Argentia were tops. Basketball, bowling, roller skating, and swimming facilities were provided in the North Rec. area, as well as movies. The hobby shop and library provided many a pleasant hour. Liberty was spent by many in St. Johns and in the nearby towns of Fresh Water and Placentia, as well as in the Navy's rest camp at Northeast Arms. Our 18th month anniversary party was celebrated with a turkey dinner aboard the Benewah and a beer party at the Bluejackets Club.

Then the 15th of December rolled around and that meant back to Davisville. Most of the battalion boarded the U. S. N. S. General Stewart for the return trip, while a few stayed aboard the Benewah, which was also returning to Davisville.

On 18 December 1952, MCB 4 disembarked at Davisville. Two days later the rest of the battalion, aboard the Benewah joined us.

It is at this point, as the men of Four scatter to their homes on leave, to new duty stations, to discharges, and those that stayed aboard, that we take leave of MOBILE CONSTRUCTION BATTALION 4 and wish that its future cruises will have as smooth sailing as have the past cruises.

PAUL R. O'DONNELL

Commander, CEC, USNR

Commanding Officer

DURING World War II when the life expectancy of a Marine was very short indeed, the Second Marine Division had a saying that went, "We live in deeds, not years." On a stone shaft in the Great Lecture Hall of Cuba's National University is chiseled a Latin phrase whose English translation is, "One Day of Learned Men is Worth More than the Longest Age of a Clod." These two sayings express essentially the same thought. Each year is made up of so many minutes and each of us is granted we know not how many of these years. Our lives then, are truly made up of the worthwhile deeds we accomplish and not the number of breaths we draw; for the lifer in Sing Sing has this latter privilege, yet who would trade places with him? The achievements of this Battalion indicate that the majority of you men now are doers of deeds. My wish for your future is that as you pass along life's path, whether as sailor or civilian, you will continue and even augment this trait of action, so that whatever your allotted span, it will not have been the vacant existence of a clod, but the full purposeful life of a man.

—P. R. O'DONNELL.

I WISH to take this opportunity to advise all personnel of Mobile Construction Battalion Four of my sincere appreciation for the completely willing and prompt cooperation which, I have continued to feel, at all times has been extended to myself both in an official and a personal manner.

It is to be regretted that the continuing needs of the service cause such a rapid turnover of personnel, both officers and men, that time is inadequate to know many of you. I hope to become more familiar with men connected with the outside activities as well as the administrative personnel on the next cruise. It is regettable that Lt. Cdr. Kwasny and the other officers who have been temporarily the battalion's executive officer, are not represented as fully in the cruise book as their length of time and efforts would more adequately justify; hence I feel that I speak for all concerned when I commend you on past accomplishments and exhort you continue in all your efforts to attain always "happy," productive and completely successful cruises.

—H. G. WALKER.

HERBERT G. WALKER, JR.

Lt. Cdr., CEC, USNR

Executive Officer

J. C. THALHEIMER, JR.
Lt., CEC, USNR

S. L. TRAVERS
Lt., SC, USN

C. E. DIEHL
Lt., CEC, USN

E. M. MICHAEL
Lt., CEC, USN

F. W. OSTROWSKI
Lt., DC, USNR

J. S. CHASE
Lt., CHC, USNR

W. E. FOLTS
Lt. (jg), CEC, USNR

G. L. OTIS, JR.
Lt. (jg), CEC, USN

G. P. TURCI
Lt. (jg), CEC, USN

F. E. BROWNING
Lt. (jg), MC, USNR

M. K. SHEEHAN
Ens., CEC, USNR

A. H. MONTGOMERY, JR.
Ens., CEC, USNR

J. L. McKNIGHT
Ens., CEC, USNR

C. A. TENNEY, JR.
CHCARP, USN

A. F. LLOYD
CHELEC, USNR

S. A. STRIGHT
CHCARP, USN

Former Battalion Officers

C. A. WHYTE
Commander, CEC, USNR
Former Commanding Officer

H. P. KWASNY
Lt. Cdr., CEC, USN
Former Executive Officer

A. J. RILEY
Lt. Cdr., CEC, USNR

F. LISTER
Lt., CEC, USNR

J. L. FABIAN
Lt., CEC, USNR

W. H. JOHNSON
Lt., CHC, USNR

W. G. HILLIS
Lt., DC, USN

"WJ" BLEVINS
Lt., CEC, USN

J. M. GRIBBLE
Lt. (jg), CEC, USNR

G. L. HOFFMAN
Lt. (jg), CEC, USN

G. W. HAMILTON
Lt. (jg), CEC, USN

M. E. CARTIER
Lt. (jg), CEC, USNR

L. W. KELLY
Lt. (jg), MC, USNR

T. T. JOHNSON
CWO, CEC, USNR

W. O. BOARMAN
CHMACH, USNR

M. L. SOWLE, JR.
CARP, USN

H Company 1st Platoon

Front row, l. to r: Brown, V. M.; Christener, E; Gamboa, N. M.; Wortham, O. L.; Kitma, J. A.; McPhee, L. *Middle row, l. to r.:* Shaarsmith, P.; Kent, E.; Lunny, J. H.; Reid, R. E.; Young, J. *Back row, l. to r.:* Smith, R. P.; Mints, F. G.; Couser, R.; Hairston, J.; Polite, M.; Holmes, A. N.

H Company 2nd Platoon

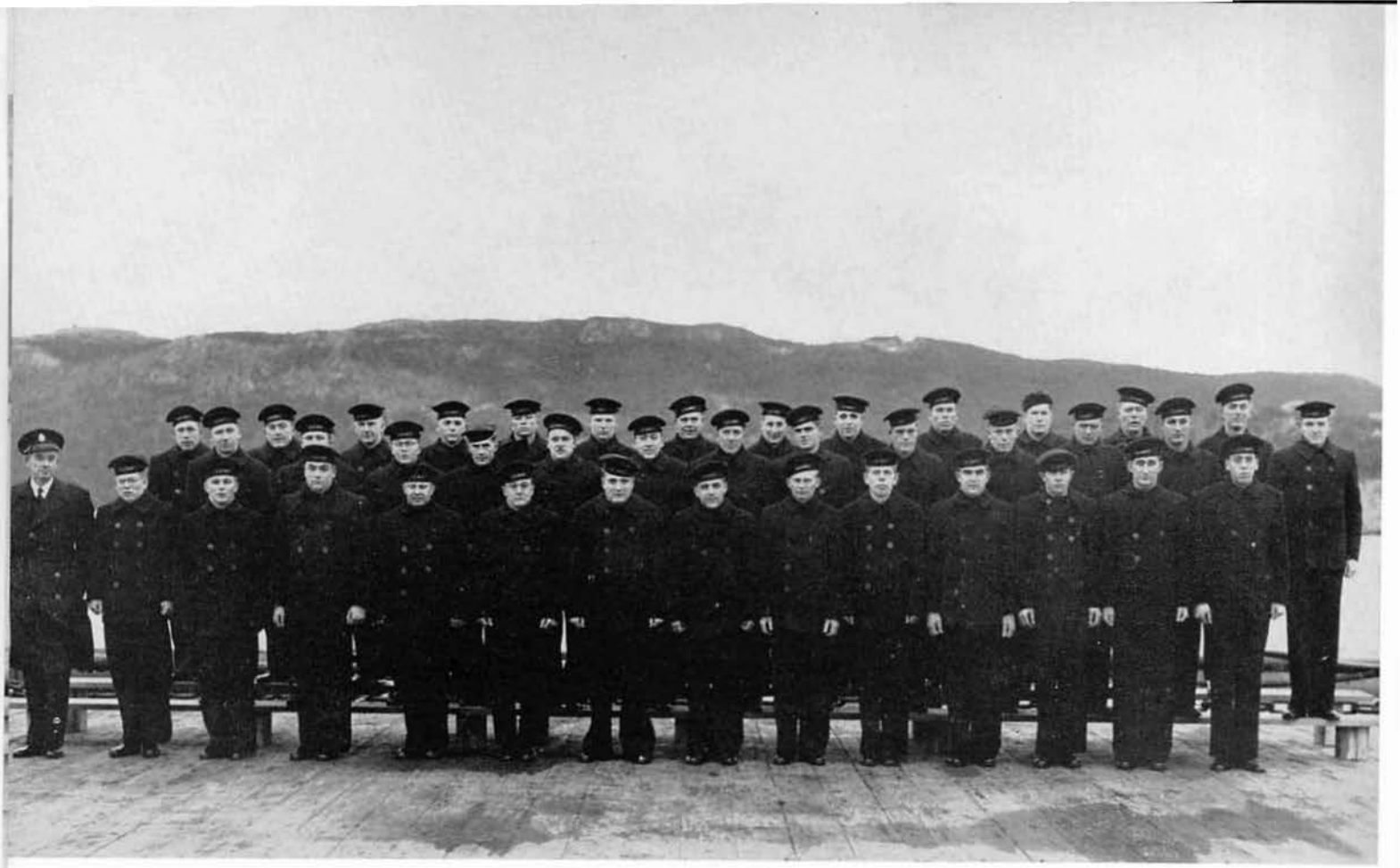
Front row, l. to r.: Overture, J. O.; Wicks, W. S.; Haslam, E. G.; Atkinson, L. N.; Bogstad, D. W.; Schmidt, P. A.; Potter, F. D. *Middle row, l. to r.:* Frazier, F. D.; Southworth, R. B.; Yeager, G. R.; Brooks, R. B.; Francesconi, J. J.; Abney, F. L. *Back row, l. to r.:* Price, J. W.; Janson, R. F.; Thomas, A. L.; McClanahan, L.; Bush, C. E.

H Company 3rd Platoon

Front row, l. to r.: Frutchl, J. J.; Landsberg, N. S.; Carrier, G. T.; Gordon, J. R.; Mitchell, W. L.; Shelley, R. F.; Knauer, R. J.; Woodruff, M. L.; Johnson, W. C.; Sorrells, F. B. *Middle row, l. to r.:* Oakes, H. M.; Carson, R.; Lynn, M.; Green, T. J.; Poulos, T.; Klopsis, M.; Botts, P. E.; Barrett, A. F. *Back row, l. to r.:* Calhoun, H. A.; Lewis, L. C.; Lloyd, A. E.; Brown, W. R.; Dodig, R. M.; Bennet, R. E.; Schroll, A. M.; Tubbs, W. D.; Kidwell, J. I.

H Company 4th Platoon

Bottom row, l. to r.: Hall, H. A.; Herber, H. A.; Alvarez, C. S.; Berry, B. M.; Cornelius, M. A.; Cook, J. T.; Wells, D. M.; Sajewski, D. R.; Brandt, E. I.; Donahue, C. W.; Hochreiter, L. H.; Alexis, A. D.; Ellingson, D. W. *Middle row, l. to r.:* Iaizzi, E. S.; Odle, D. E.; Wilson, S. C.; Dobie, C. E.; Samolis, V. V.; Berger, J. A.; Egbert, R. B.; Crutcher, L.; Moore, D.; Keane, A. P. *Top row, l. to r.:* Bauer, R. J.; Brillhart, B. R.; Jackson, F. B.; Rech, D. N.; Andrews, C. C.; Ritter, M. J.; Willard, R. E.; Rafferty, J. J.



A Company 1st Platoon

Front row, l. to r.: German, A. T.; Farmer, A. J.; Roy, D. E.; Hoag, D. W.; Beadle, D. G.; Gregory, G. A.; Robey, C. L.; Waldron, T. L.; Brinkman, D. F.; Hutchins, S. E.; Wojchowski, W. M.; Gracey, E. C.; Vanderford, D. R.; Ours, J. E. *Middle row, l. to r.:* Strassel, E. F.; Clarke, D.; Chadick, J. Y.; Crans, G. E.; George, A. L.; Franzen, L. D.; Knight, W. D.; Willer, R. P.; Shryock, T. H.; MacDonald, H. H.; Tilton, F. G.; Huber, M. P.; Hendricks, R. F. *Back row, l. to r.:* Coonce, K. D.; Kleckner, D. E.; Dieble, L. S.; Homan, D. F.; Buckner, D. L.; Akers, M. N.; Risacher, T. A.; Duff, L. D.; Scott, K. W.; Baird, R. E.; Sweeney, R. E.; Earp, E. E.; Eichman, A. J.

A Company 2nd Platoon

Front row, l. to r.: McClain, R. E.; Serleto, J. L.; Harper, H.; Chinberg, R. W.; Gallagher, J. J.; Smith, R. E.; Soussanin, N.; Snook, B. S.; Smith, D. G.; Milbourne, H. E.; Loud, A.; Jarvis, J. C. *Middle row, l. to r.:* Benedetto, J. P.; Pollick, J.; Weeks, J. R.; Matthews, W. J.; Murdock, R. F.; Nease, W. A.; Carey, D. Jr.; Strid, T. A.; Streich, A. C.; Coggins, V. R.; Gilliam, R. J. *Back row, l. to r.:* Damiano, R. T.; Tomlinson, W. N.; Presuhn, D. J.; Mulville, P.; Svymberski, J. W.; Gillen, J. L.; Everett, J. J.; Christian, R. F.; Latulipe, A. J.; Schulte, H. B.; Bacon, C. A.; Englehard, R. H.

A Company 3rd Platoon

Front row, l. to r.: Boutwell, D. L.; Beachboard, E. E.; Beck, C. E.; Strelec, J.; Kroke, M. O.; Schmitt, E.; Penny, F. X.; Metheny, S.; Driscoll, G. E.; Haynes, J.; Mueller, G. E.; Johnson, D. A.; Johnston, V. P. *Middle row, l. to r.:* Withey, R. A.; Bayer, R. R.; Benoit, D. R.; Gray, A. F.; Rines, J. H.; Brown, W. R.; Savanalla, J. A.; Johnston, W. L.; Livsey, W. R.; Mugni, R. C.; Wrona, J. F.; Grass, C. R. *Back row, l. to r.:* Vrable, T. J.; Davis, D. R.; Zic, H. J.; Vlcek, W. J.; Rom, P. J.; Bittenger, D. W.; Calloway, J. R.; Johnson, C. K.; Wilson, D. J.; Bush, A. C.; Marchand, J. J.; Ross, B. H.; Langdon, R. M.

A Company 4th Platoon

Front row, l. to r.: Miller, C. F.; Drake, J. C.; Fissel, R. C.; Whitman, J. R.; Buchanieri, R.; Smith, W. M.; Smith, F. O.; Hayes, W. R.; Miller, R. S.; Randolph, C. J.; Broman, K. R.; Comtois, C. E. *Middle row, l. to r.:* Beland, S. J.; Powers, G. W.; Bartone, A. J.; De Maria, C. J.; Hutchison, C. E.; Keast, H. F.; Baumgartner, R. L.; Smial, C. J.; Inman, B. H.; Peck, R. A.; Wingerter, R. D.; Kent, C. E.; Bradley, R. C. *Back row, l. to r.:* Bohnke, F. A.; Crisante, J. A.; Manning, R. E.; Johnson, H. W.; Holt, R. A.; Jaskolka, R.; Mather, T. R.; Ray, D. E.; McGlamery, L. E.; Lagrant, H. R.; Mortenson, R. N.; Whitfield, D. W.

B Company 1st Platoon

Front row, l. to r.: Keen, H. L.; Leheup, H. L.; Mullins, P. E.; Dieter, J. I.; George, S. P.; Decoil, J.; Coalts, R. P.; Orzalli, L. C.; Kaiser, J. L.; *Middle row, l. to r.:* Myers, J. R.; Fort, J. L.; Taylor, V. G.; Kauth, R. G.; Noblet, J. J.; Flaherty, J. P.; Ballanger, W. W.; St. Martin, L. R.; Ghi, T. G.; *Top row, l. to r.* Custard, G. L.; Henning, R. E.; Hall, A. S.; Connell, J. B.; O'Conner, P. B.; Combe, R. N.; Titus, R. L.; Donner, J. R.; Staples, D. A.

B Company 2nd Platoon

Front row, l. to r.: Loomis, C. E.; Owens, M. H.; Fornshell, L. W.; Dickson, S.; Mayberry, E. G.; Wickersheim, L.; Bymaster, D. W. *Middle row, l. to r.:* Richey, C. E.; Todd, J. A.; Ferency, D. R.; Crowell, H. E.; Seaturro, G. F.; Petrovitch, M. *Top row, l. to r.:* Nussbaum, R. J.; Cooper, E. V.; Reilly, J. D.; Cox, E. A.; Gilham, R. A.; Williams, B. N.

B Company 3rd Platoon

Front row, l. to r.: Petko, F. J.; Wimer, H. H.; Fox, K. W.; Threatt, R. Q.; Cook, G. H.; Gerrie, G. E.; Aranov, C. K.; Henderson, H. F.; Christian, S. F. *Second row, l. to r.:* Johnson, W. H.; Hueber, L. A.; Mohrman, E. W.; Napierkowski, C. F.; Niemezyk, F. M.; Key, C. L. *Third row, l. to r.:* Lynch, J. T.; Weddle, W. H.; McConchie, C. A.; Gahan, J. E.; Guildager, H. T.

B Company 4th Platoon

Front row, l. to r.: Thompson, H. C.; Thompson, W. C.; Chopp, N. A.; Vincent, L. W.; Odgers, F. S.; Tanner, F. H.; Markey, F. W.; Mathiesen, E. A. *Second row, l. to r.:* Heard, C. L.; Rynkievicz, G. N.; Ferrell, E.; Mason, J. T.; Kelley, L. H.; McDowell, F.; Blain, R. W. *Third row, l. to r.:* Adams, B. J.; Reeves, G. C.; Robinson, T. G.; Gorecki, J. T.; Dockery, J.; Montgomery, J. D.; Dorfner, F.

C Company 1st Platoon

Front row, l. to r.: Craven, B. H.; Gross, D. E.; Matthei, W. R.; Christie, W.; O'Leary, J.; McGraw, R. W.; Angel, L. W. *Middle row, l. to r.:* McGee, R. E.; Galbraith, J. L.; Starkweather, D. D.; Seftner, J. J.; Coble, R.; Davey, J. L.; Hudson, M. M. *Top row, l. to r.:* Carlyn, D. E.; Lewis, D. H.; Keller, R. A.; Downing, G. F.; Myers, J. E.; Czwerwinski, H.

C Company 2nd Platoon

Front row, l. to r.: Mitchell, G.; Flynn, J. R.; Pardee, J. C.; Boyle, W. J.; Hartzheim, E. L.; Dumas, W. E. *Middle row, l. to r.:* Sole, R. W.; King, J. H.; Winters, D.; Marshall, D. L.; Molnar, G.; Bailey, R. R.; Hartzheim, H. E. *Top row, l. to r.:* Emshwiller, G. W.; Maciejewski, I.; Dun, W. B.; Grimes, W. B.; Mitchell, D.; Dwyer, W. C.

C Company
3rd Platoon

Front row, l. to r.: Donahue, F. C.; Cafarelli, R. G.; Hefner, M. J.; Barnes, G. E.; Radmore, R. J.; Haun, L. A.; Johnson, E. G.; Martinelli, J. F. *Middle row, l. to r.:* McCann, R. P.; Record, R. M.; Johnson, K. J.; Baumler, J. H.; Lapenski, R. A.; McArthur, F. C.; Harris, F. *Top row, l. to r.:* Frisbie, C.; Hansen, J. S.; Gold, N. D.; Hughes, C.; Arvidson, H. W.; Wittig, J. L.; Raciot, A. J.

C Company
4th Platoon

Front row, l. to r.: McDonald, W.; Hastey, J. P.; Hanket, T. A.; O'Farrell, K. J.; Stailing, G. W.; Stokes, L. C.; Thompson, A. B.; Wehrle, L. A.; Zircle, I. W. *Middle row, l. to r.:* Dalpe, F. E.; Higgs, R. R.; Klemp, J. W.; Miller, C. B.; McFadden, W. P.; Pitts, R. S.; Ochs, J. J. *Top row, l. to r.:* Howard, J. M.; Griesbacher, C. A.; Trapp, L. C.; Grech, J. A.; Flynn, C. J.; Lubker, G. W.; Pilus, L. R.

D Company 1st Platoon

Front row, l. to r.: Cook, G. H.; Paxson, F. W.; Wyatt, R. N.; Surendonk, T. P.; Dion, H. R.; Vogel, G. F.; Ziarnek, J. K.; Hadd, R. G. *Middle row, l. to r.:* Ouellette, L.; Herb, L.; Morrell, L. O.; Marshhauser, N.; Fox, J. E.; Hendricks, J. E.; Koehler, W. A. *Back row, l. to r.:* Mell, G. N.; Yoke, J. G.; Spansler, H.; Duly, S. R.; Haluskey, N.; Baird, R. J.; Jensen, C. N.; Zebro, D. J.

D Company 2nd Platoon

Front row, l. to r.: McAvoy, J. F.; Dalland, H. E.; Smith, W. D.; Kratts, A. E.; Cotham, A. R.; Scoville, W. C.; Cummings, R. F.; Novak, C. J.; Coughenour, A. *Middle row, l. to r.:* Bickett, W. E.; Karanza, A. T.; Wojnar, L. A.; Latonia, J. A.; Lee, R. M.; King, C. B.; Bayer, W.; McKenzie, A. W. *Back row, l. to r.:* Brown, R. L.; Driscoll, J. B.; Monroe, F. B.; Battista, J. J.; Mallette, T. D.; Seaboldt, C. E.; Peters, R. E.; Russini, R.

D Company 3rd Platoon

Front row, l to r.: Chancey, B. T.; Freeman, D. S.; Horan, G. F.; Risacher, J. F.; Roberts, C. E.; Tull, J. A.; Fairweather, W. *Middle row, l. to r.:* Hartman, R. A.; Markowski, J.; Leeds, L. S.; Zicolello, S.; Baker, D. V.; Hollis, R. W. *Back row, l. to r.:* Jordan, F. L.; Turner, C. W.; McKenzie, L. K.; Cutbirth, F. L.; McKelvey, W. M.; D'Angelo, P. J.

D Company 4th Platoon

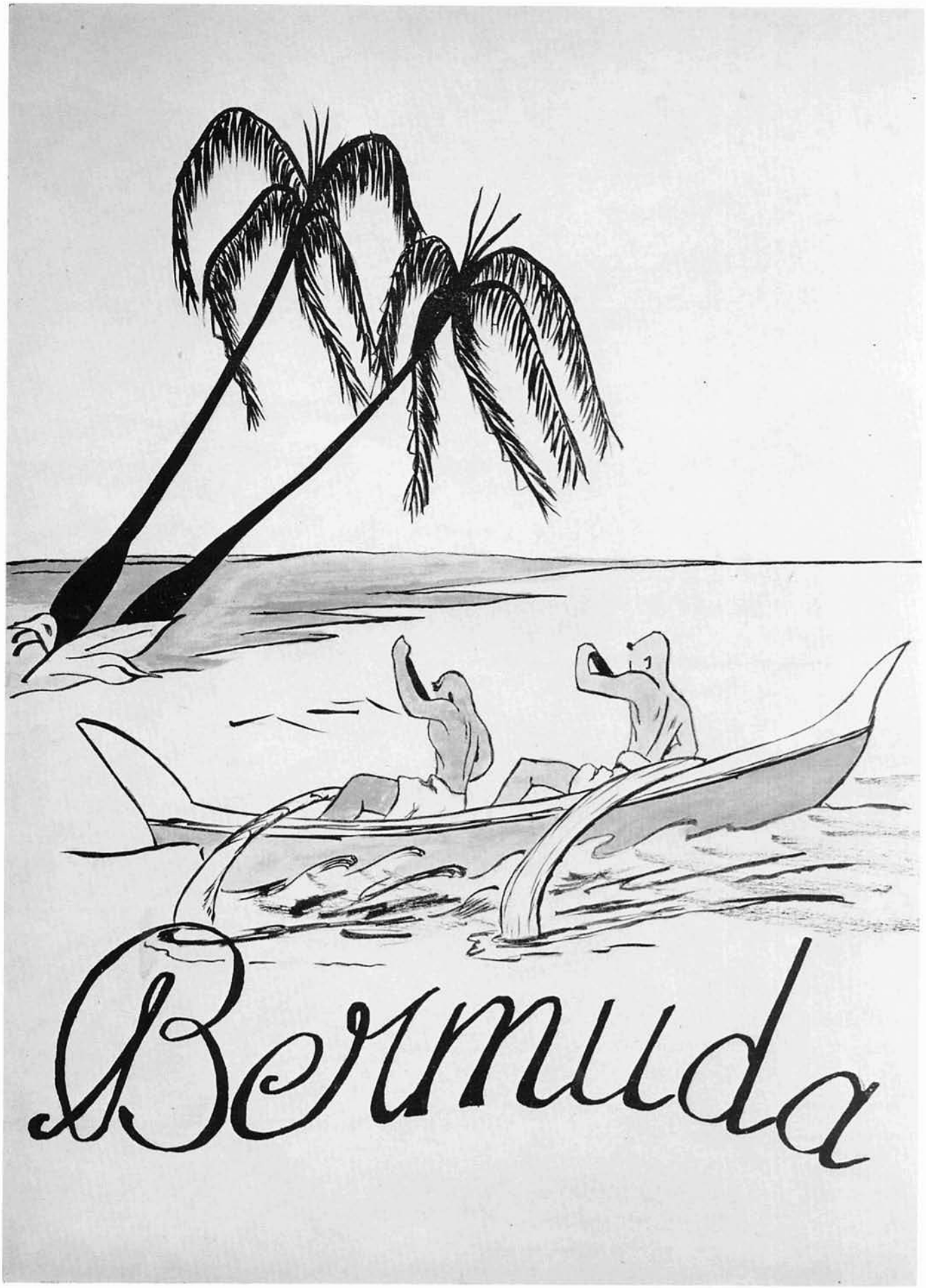
Front row, l. to r.: McQueen, W. E.; Ross, J. J.; Stotts, D. A.; Brooks, D. L.; Spoth, F. J.; Maslauskas, E. J.; *Middle row, l. to r.:* Green, C. W.; McGrath, J. J.; Moffat, H. I.; Congleton, V.; Bow, D. J.; Anshanslin, K. T. *Back row, l. to r.:* Bennett, V. G.; Gaul, T. S.; Allen, R. W.; Brooks, F. R.; Jackson, M. A.; Clogston, R. E.

New Men 1st Platoon

Front row, l. to r.: Offhaus, K. A.; Kelsey, W.; Barry, W. T.; Delf, B. E.; Alteri, H. R.; Pollard, J. F. *Middle row, l. to r.:* Berkhiemer, E. F.; Reid, W. H.; Rutherford, H. G.; Beeman, M. K.; Heiman, G. W.; Brett, R. N.; Clukey, R. G.; Little, W. O. *Back row, l. to r.:* Eden, S. R.; Shelley, R. F.; Henderson, W. B.; Bujarski, C. L.; Bourdeaux, C. B.; Reid, H. W.

New Men 2nd Platoon

Front row, l. to r.: Ingrham, W.; Cole, D. W.; Jackson, C.; Waldron, L. O.; Clark, R. L. *Middle row, l. to r.:* Hobson, D. E.; Lucas, R. L.; Galentine; Hetzel, W. A.; McCann, H. F.; Brinkman; Olson, E. B. *Back row, l. to r.:* Bates, N. E.; Camerden, J. R.; Harris, T. B.; Black, T. R.; Tavoularis, L.; Parkhurst, J. T.


Bermuda

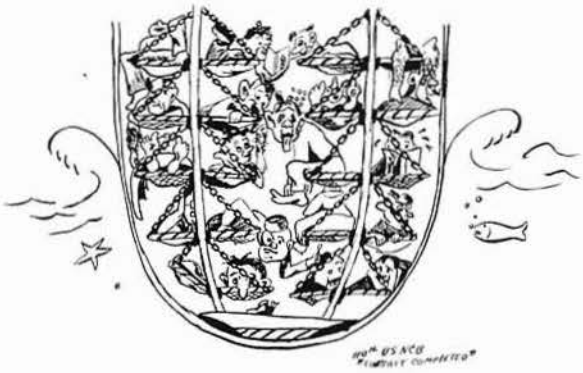
BERMUDA—vacationland—with balmy skies and sparkling waters. Color—tourists—left hand driving—Elbo Beach—Kingston, and the Church of England.

Such were our first impressions and enjoy them we did for about eight weeks. But as befalls the fate of all Seabees, we had work to do.

The high-line boys went aloft on those huge fresh and salt water tanks chipping and painting while down below the rest of us were building a new sea wall, repairing our living quarters, and recommissioning a barge crane.

The confusion was terrific, due to the steady influx of new men and trying to plan for the future. Nobody knew what the other fellow could do and didn't particularly care for the moment, but under the guidance of our competent officers we soon achieved a measure of order and became a well organized unit. This was our beginning and begin it we did. Without being told the same, the feeling somehow grew on us that MCB 4 was going to set a torrid pace in accomplishments that following battalions would never equal. Here in Bermuda at the completion of our tour, we received the first of many commendations for a job "Well Done."

Sailor's holiday.



Battalion movement

Remember this?

Weekly inspection

This crane barge was in sad shape before MCB 4 took over the job of overhauling it.

Recreational facilities were limited at NOB Bermuda.

"HE SAYS HE CAN'T GET UP BECAUSE SOME GUY BY THE NAME OF JOHNNY WALKER WON'T LET HIM"

"THESE SEABEES REALLY TAKE THEIR 'CAN DO' MOTTO SERIOUSLY"

Residence of the Governor General.

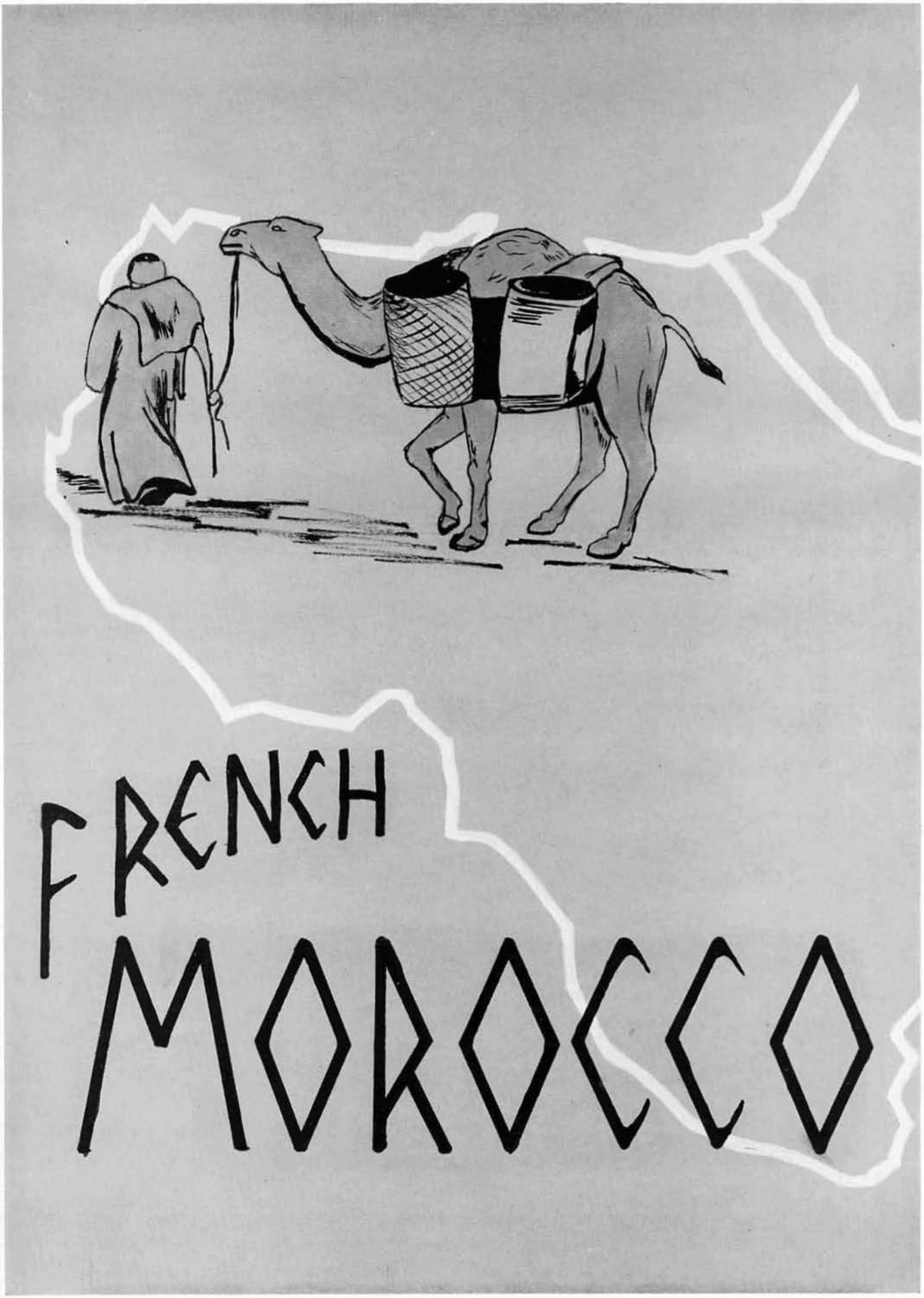
Bermudians on the local pier.

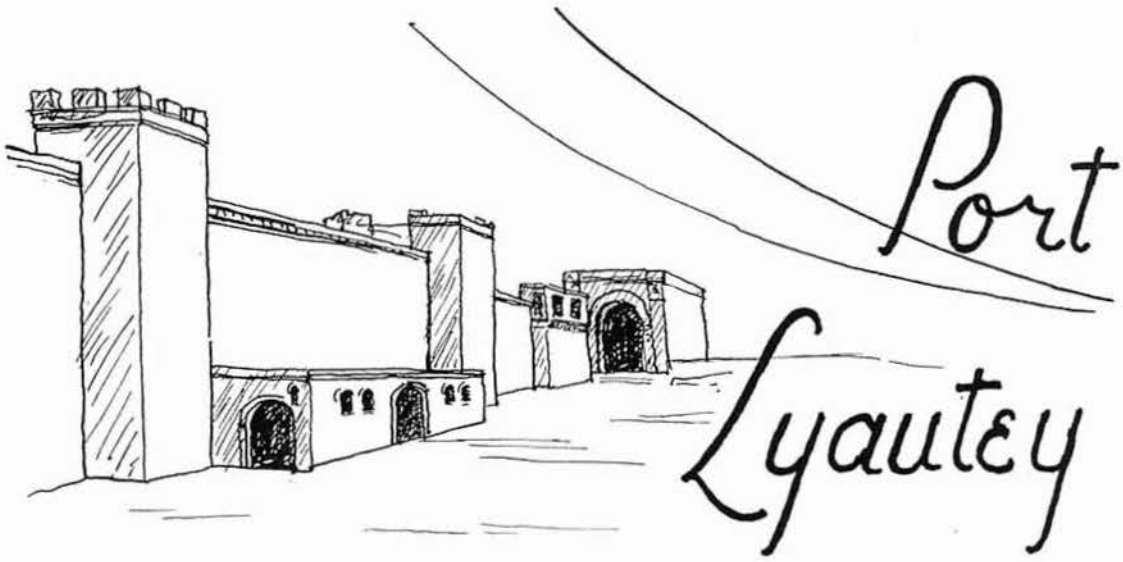
Meet the Champs.

MCB 4's private cargo ship —The LST 515.

All present and accounted for, sir!

Company D's stately manor while residing in Bermuda.


FRENCH
MOROCCO



PORT LYAUTEY, French Morocco. Here in the warm, sunny climate of North Africa MCB 4 built its reputation for being a hard working, fast thinking Battalion. Probably more work was accomplished by the Battalion in the five short months we were here, than in any other period in our history.

MCB 4 personnel first reached the Naval Air Station in April of 1951 in the form of detachment Able. It was their express job to prepare for the arrival of the rest of the Battalion. They cleared the area and started construction of the Quonset Huts and chow hall which was soon to become our home.

Then, after a thoroughly miserable trip up the Sebou River on the LST 533, in which almost everyone slept on the deck or jammed in with the cargo, the main body of the Battalion arrived in Lyautey. An LST was used to bring us up the river, because the river had been mined during the war and the mines had never been removed. An LST had a shallow enough draft to pass over them safely.

The living conditions were not too comfortable at first. Our chow hall was incomplete and we had to walk a quarter of a mile to the NAS chow hall. Over 200 of the men had to live in tents and there were not enough heads or showers.

Our first jobs were the construction of Quonset huts, heads, and chow hall for our own use. Inasmuch as you can't get very far without roads, they were next on our list. Expanding in our own area, we constructed supply buildings, shop buildings, an Administration building, a BOQ, and a movie theatre (open air style).

Extending our operations even more, we constructed an armory and the base school. We build additions to the French Hangar, base BOQ, and warehouse 69.

There's always room for one more on the LST 533.

All of these jobs were left 100% complete. In addition much work was done in the dock area.

Our most outstanding job was the construction of the base school. Using native materials almost entirely, the 132' x 44' building was completed in two months. It was built of "Durisol" blocks, made of wood chips and Portland cement.

Last, but not least, was the liberty. Most everyone visited the towns of Rabat, Meknes, Casablanca, Volubilus, Marrakech, and Port Lyautey. It was the liberty that made our African cruise the most interesting of those we have made.

For most everyone it was a short 5 months, filled with work, adventure, and a lot of fun. As we sailed down the Sebou River it was with a good feeling of self-satisfaction.

"Pappy" LeHeup receives his Good Conduct medal from the skipper.

Here we go. Construction is started on the NAS new grade school.

Left:
These aren't the sidewalks of New York!

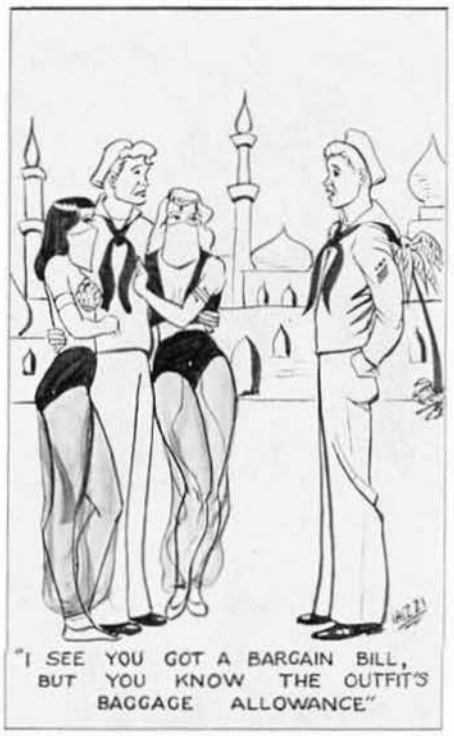
Right:
Hot work, hot men.

Left:
A real C. B. (King) at work.

Right:
Once over lightly.

Left:
Construction work on French ATO building.

Right:
She would and she wouldn't.

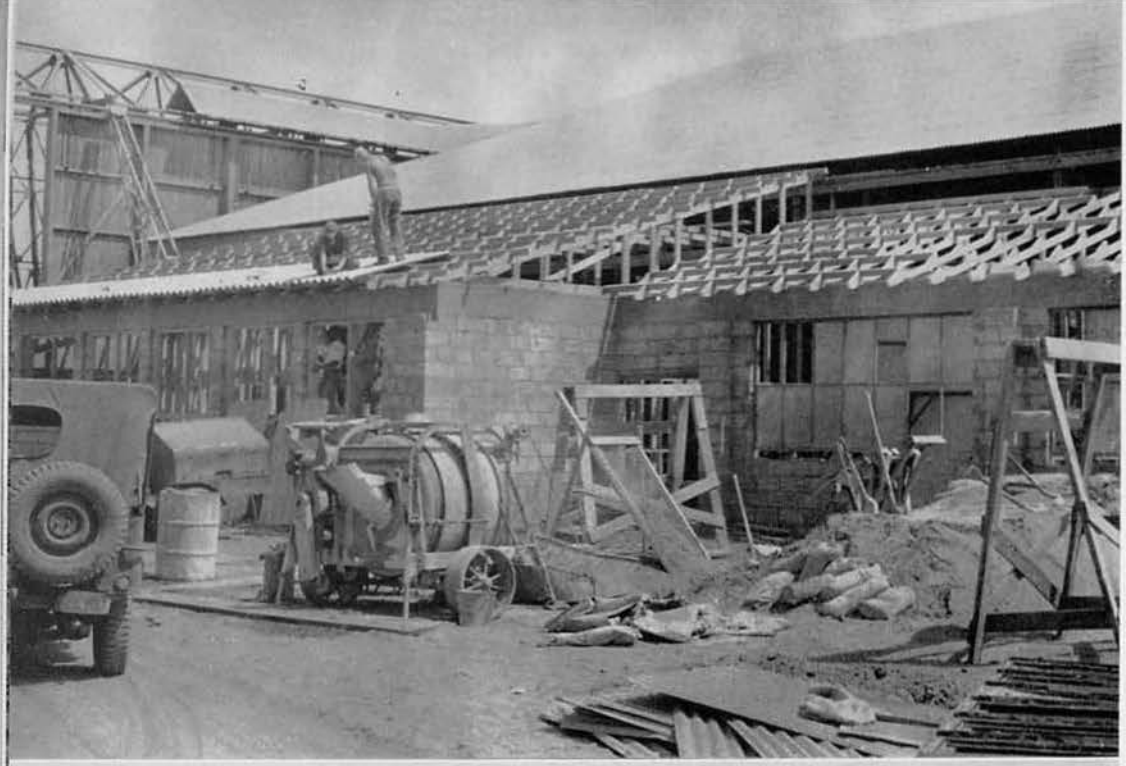


Ladies appreciate our clean restrooms.

The pause that refreshes.

$ day.

Esch and Thompson Inc.



Work on French ATO progressing as scheduled.

"I relieve you, sir."

Hungry little lady.

Shake her down, boys.

Waiting to meet our new skipper.

Construction started on vitally needed bar in officer's lounge.

Left:
One of our smaller jobs.

Right:
School nearing completion.

Left:
Preliminary layout begins.

Right:
A job well done.

Left:
Scooping it up.

Right:
It's easier to move it than to tear it down.

Left:
Administration building and BOQ nearing completion.

Right:
Confusin' but amusin'.

Left:
Foundation for magazine.

Right:
Constructing roads in the camp area.

Left:
Through these doors pass the best dressed C. B.'s in the world.

Right:
Seabees resetting memorial

Admiral Sherman

MCB 4 is proud to present at this time, a tribute to Admiral Forrest P. Sherman, U. S. N. (deceased). Proud to think that we were a part of the Honor Guard which was drawn up on the air strip at Port Lyautey, French Morocco, when the plane bearing his remains set down on July 25, 1951, for refueling on its return to the U. S. A.

It was a spectacle most impressive and never to be forgotten by those who participated or were observing. All Naval personnel were in sparkling dress whites drawn up in facing ranks on opposite sides of the air strip down which the plane would land. A Marine detachment, which formed the immediate plane guard, completed the picture. It is estimated that approximately 4,000 Navy personnel participated in this colorful yet solemn ceremony.

Admiral Sherman was born October 30, 1896, in Merrimack, N. H. He graduated with high honors from the Naval Academy in 1917 and was immediately commissioned an Ensign. He attended the Naval War College also in 1927, again with high honors. Admiral Sherman (then of lesser rank) steadily advanced through the various grades until 1949, when he attained the rank of Vice-Admiral and was appointed Chief of Naval Operations, which post he held until his death July 22, 1951, in Naples, Italy. This occurred while attempting to complete a diplomatic mission for Naval bases in Southern Europe. A most important phase of this mission was the negotiating with Franco for the use of Spanish bases by NATO forces and the utilization of Spanish forces on the ground.

Admiral Sherman was considered one of the Navy's most brilliant and capable officers and at his death, Navy Secretary Kimball stated that the Nation and the Navy "have lost one of their all-time great men." Probably one of his most important functions as C. N. O. was membership on the Joint Chiefs of Staff, of which he would have been the next chairman, had he lived. His remarkable ability certainly earned him the unique title of "Architect of Unification."

Honor guard for the late Admiral Sherman.

Left:
Wrigley applies for another liberty.

Right:
Construction completed on vitally needed bar in BOQ.

Left:
Modern transportation.

Right:
Turnpike?

Left:
U. S. Highway No. ½.

Right:
Officer's country.

Left:
We're six months old today.

Right:
Fire in the hole!

Left:
Chow hound.

Right:
Don't burn 'em, boys, we gotta eat 'em.

CUBA

HERE it is the 12th of January and we're about to start a tour of duty in Gtmo Bay. Just think—four days ago we boarded the U. S. S. Bottineau at Davisville in weather that would freeze a brass monkey and now look at it. Beautiful sunny skies and warm enough to wear shorts. Well, let's get with it, we've got work to do.

The septic tank comes first and as we can't wait for the steel tanks to come, let's do it the hard way and build it out of concrete. Blast and dig, pour and fill, we finally completed it. And all this time we were building up our shop area that we might function more efficiently. Then came the chow hall which, when completed, not only saved us miles of walking, but gave us the best chow we ever had. Even tablecloths. Never had it so good. The drivers and heavy equipment men were moving mountains to make provision for roads and an industrial area. Jet fuel tanks were erected on the hillsides and sidewalks were laid throughout the housing area. Thank God we had the sidewalks when the rains came, or boats would have been in order. I wonder how those palms are growing? They sure looked pathetic when we left.

As Cuba is in the path of hurricanes, we put deadmen around all the huts and anchored them down with cross-ties. The high line boys brought power to all the area and a complete inter-battalion telephone system was installed. These boys really pulled a "believe it or not" where they ran a line to Heavy Equipment out in the boon-docks. Believing that a straight line is the shortest distance between two points, they just ran it across the bay by dropping it in the water.

Excavating for fuel tanks.

We had our usual sports and hobbies with some excellent fishing and boating added. And what boats we had. Remember the one built out of airplane gas tanks? It floated though and provided many a happy hour for its builders.

For liberty we had trips to Port au Prince, Kingston, Santiago, Gtmo City and Camancosh.

Some of the things we remember best about Cuba are: Mustering by flashlight and those damn pesty little gnats. The long walks to the old chow hall and how your shoes looked after you gat there. The liberty launch and the inevitable drenching we got going mainside. That attractive slop-chute or should we be polite and call it a dump. The night clubs where we made our liberty.

So now it's all over and after 5 months of hard work and long hours, let's join MCB 8 aboard the U. S. N. S. Sylvester Antolak and get back to Davisville for our well earned leaves. We will arrive the 21st of May.

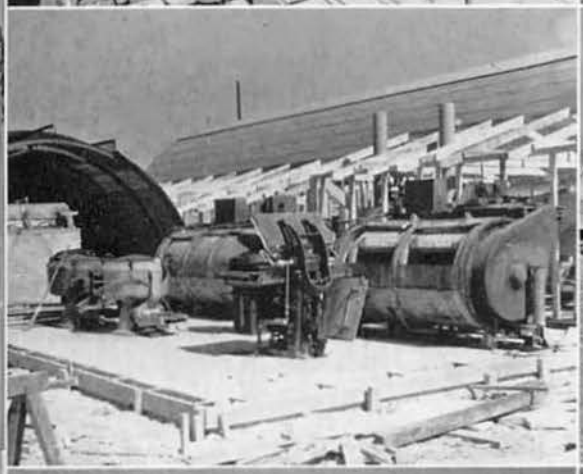
Snow and his boys.

E. M.'s barracks under construction.

Leeward Point's little inch.

Left:
Pouring the deck.

Right:
Back breaking work on the laundry.



Left:
Fully automatic?

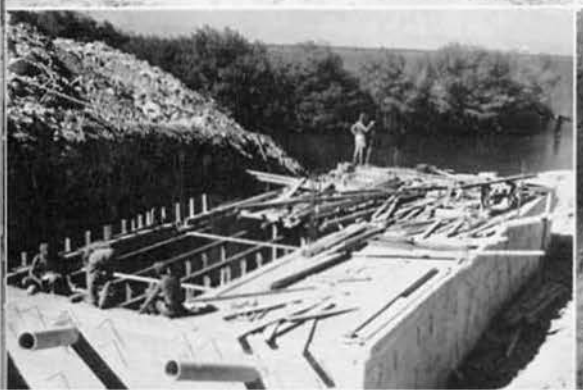
Right:
Ingenious method devised by MCB 4 to empty cement bags.

Left:
Smoke gets in your eyes.

Right:
Another load coming.

Left:
Out for lunch.

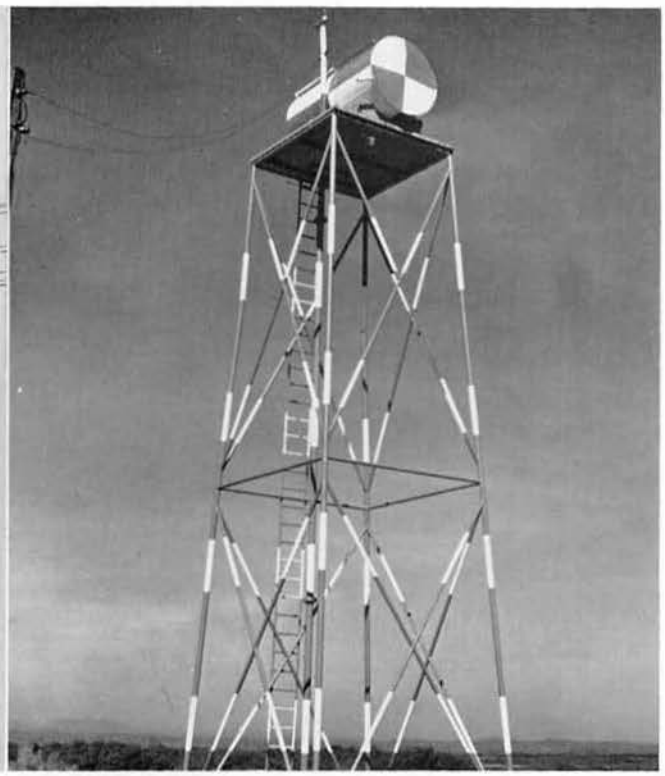
Right:
Laying steel for fuel storage tank.



"Red" Walsh's swimming pool.

CE at work.

A high drink.



How big is the one pushing?

What big teeth you have, grandma!

Many miles to go on this road.

"Sampson" Cody on a real "bender."

Spaghetti for supper tonight.

Pack it down.

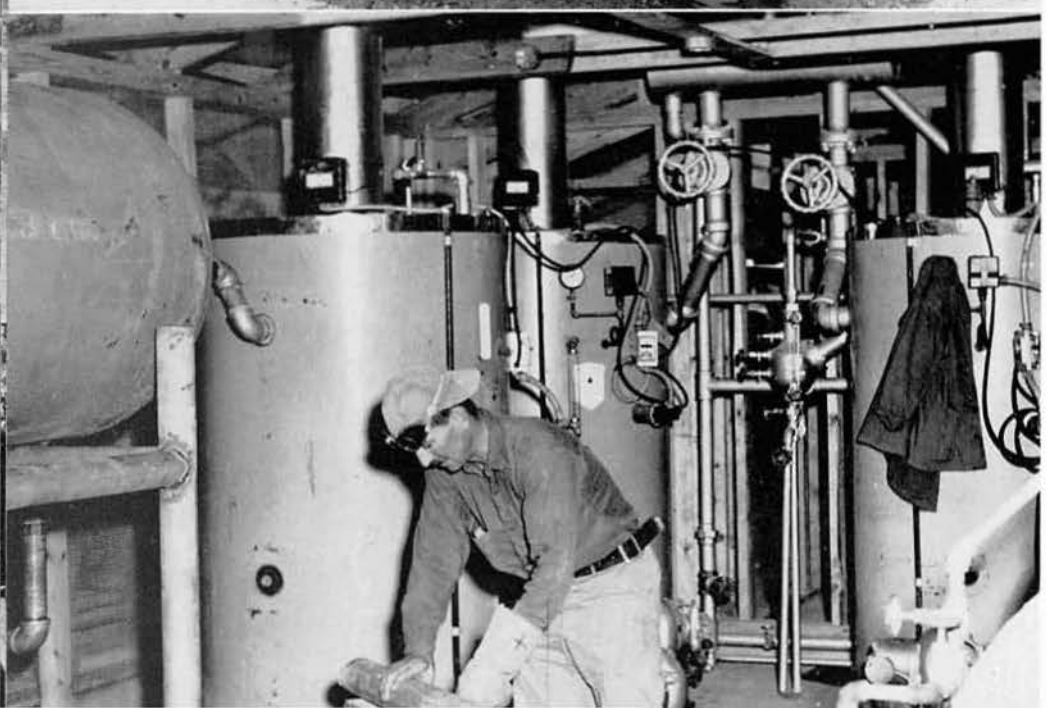
Leeward Point Camp.

We'll have clean clothes pretty soon, men.

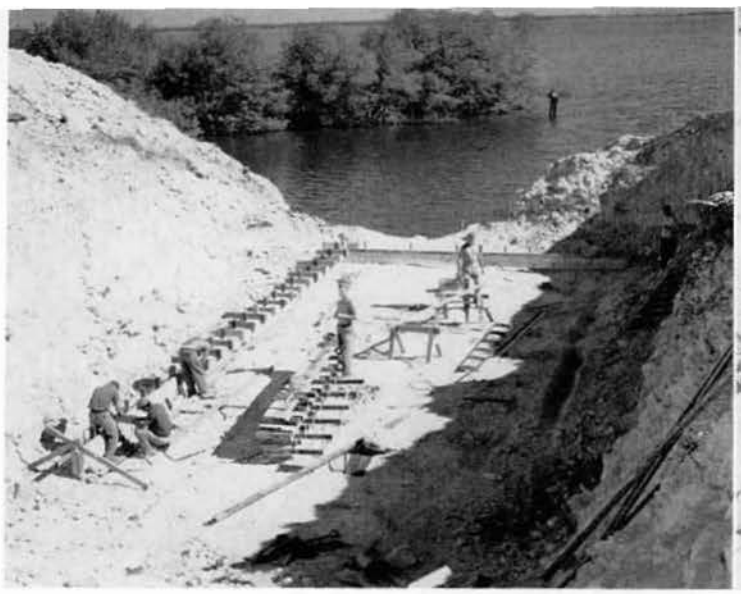
Septic tank gets its sides.

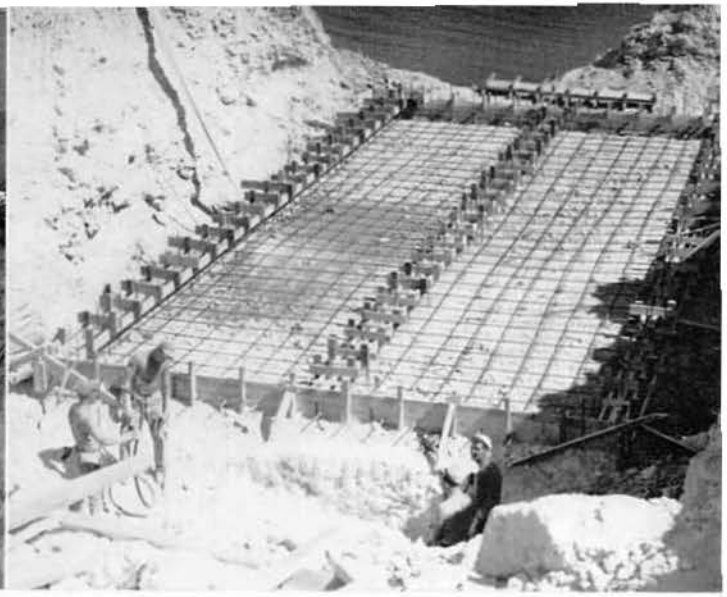
Just like new.

Like the chow, Rynkieviz?



D. E. Pape cutting pipe for boiler room.

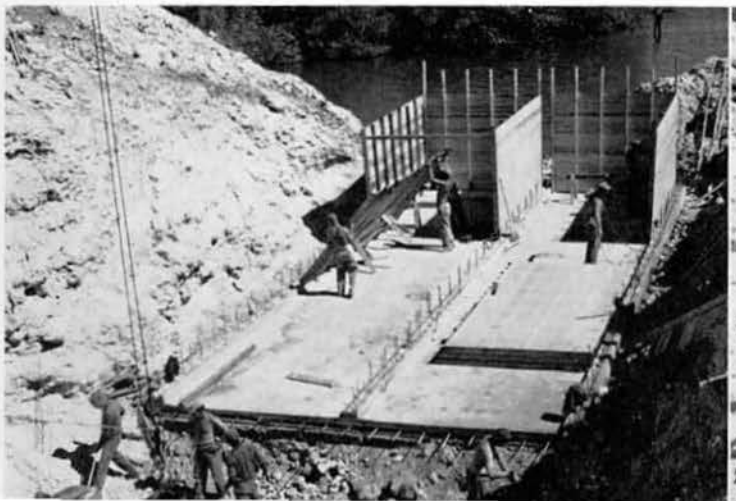




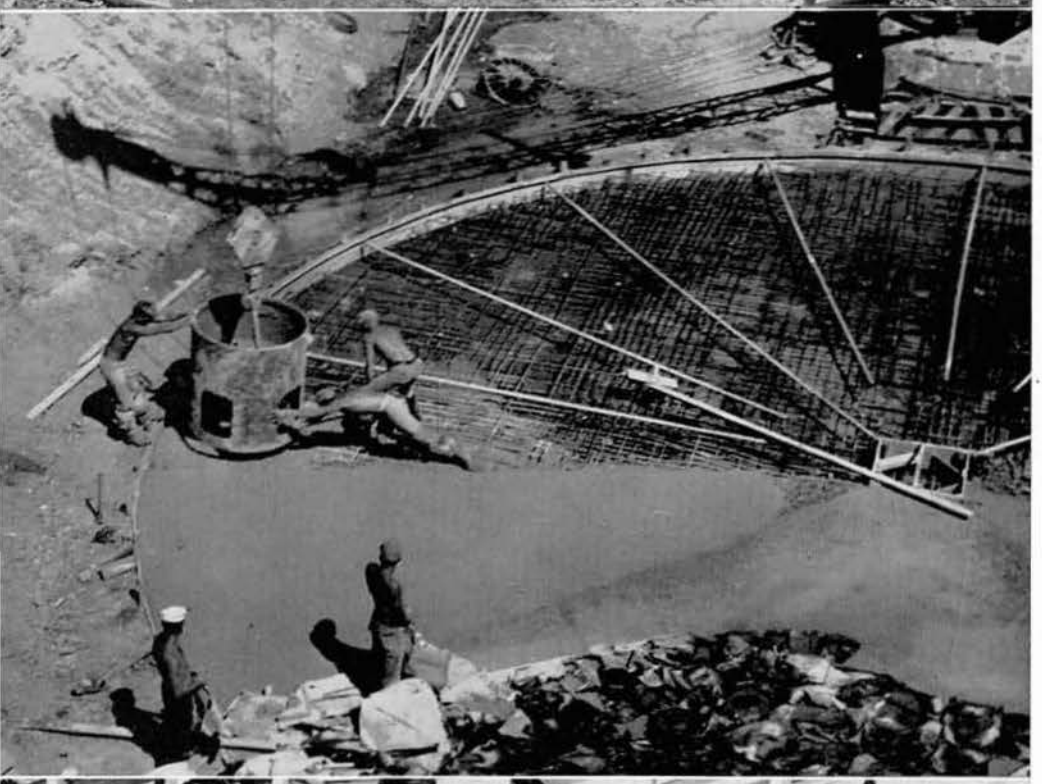
Septic tank 8 Feb. ——— *18 Feb.*

"ALL SPECIAL REQUESTS WILL BE GIVEN INDIVIDUAL ATTENTION"

——— *25 Feb.* ——— *3 March*

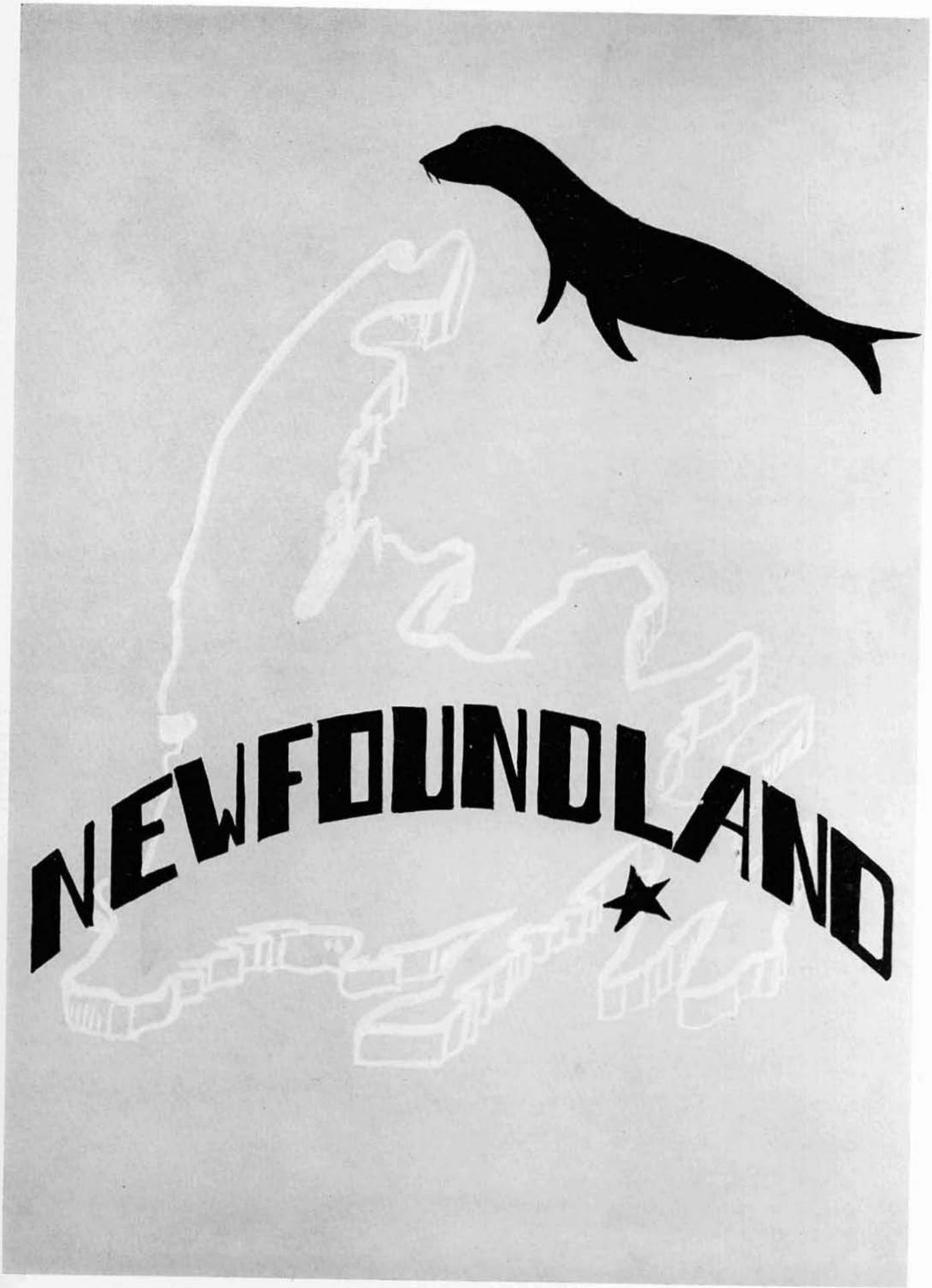


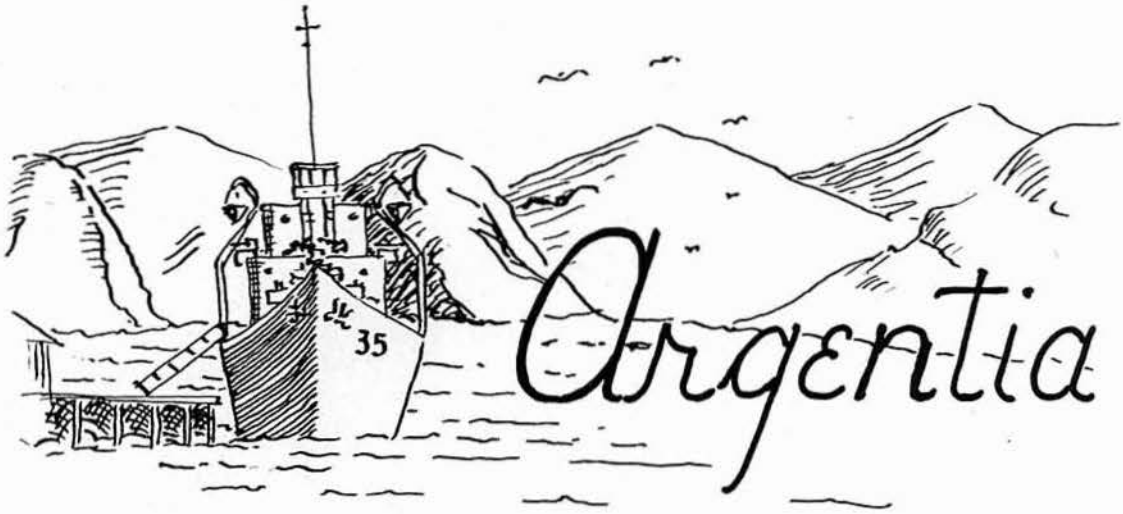
Forming for fuel storage tank.



"Over this way some more."

Almost ready to fire off.


NEWFOUNDLAND



ON the 19th of August 1952, the men of MCB 4 trooped ashore from the U. S. S. New Kent to relieve MCB 6. The Battalion's fourth tour of duty, in Argentia, Newfoundland, had begun.

Argentia is located in Southeastern Newfoundland, on the eastern shore of Placentia Bay. Placentia Bay is the spot where the late President Franklin D. Roosevelt and Prime Minister Winston Churchill signed the Atlantic Charter. It is, incidentally, one of the largest anchorages in the world.

The U. S. Naval Base at Argentia is very strategically located, as it commands the North Atlantic sea and air lanes, as well as being a stop-over for military planes crossing the Atlantic. It was because of this fact that the Department of Defense decided to expand the facilities on the base.

It was the Battalion's job to take up and continue these operations where MCB 6 had left off. Our main jobs were the construction of a parking and warm-up apron, a taxiway, and fueling installations for jet planes. The successful completion of these jobs, however, depended upon the construction of a number of related projects.

The drivers and heavy equipment men started work immediately, grading, shaping, and compacting the sub-grade. The job of adjusting and operating the No. ONE rock crusher was undertaken to insure an adequate supply of aggregate for the concrete batch plant.

The erection of the asphalt mixing plant was rushed along as rock crushers two and three began turning out aggregate for the plant.

A finger pier to unload the tankers carrying jet fuel was built. Across the road from the pier we built storage tanks and truck loading facilities. A pipe line running from the storage tanks to the apron was installed to facilitate the transfer of fuel between the two points.

On the apron, work was commencing at an amazing rate. As the sub-grade was prepared, forms were set and the concrete was poured. Thousands of yards of concrete were moved from the batch plant to become a solidly built parking apron. It was made of concrete to resist the heat created by jet planes while warming up.

The taxiway was needed to enable planes on the ground to stay clear of the main runway, except when actually landing or taking off, thereby greatly increasing the field's capacity to handle planes. The sub-base of the taxiway was tightly compacted and

Compacting parking sub-grade.

covered with a heavy asphalt pavement. The result was a smooth, tough, and durable surface ready to take the worst that can be given it.

An Air Transportation Office, bordering the parking apron, was taken practically from scratch and left over 90% completed. Large transformer vaults were constructed alongside the building to house transformers for an emergency power supply.

It might be well to mention that these jobs could not have been done if it weren't for the men behind the scenes. These men operating the concrete and asphalt batch plants, garages, rock crushers, machine shops, carpenter shops, tool rooms, supply department, offices, recreational facilities, and engineering offices enabled the men in the field to do their job.

The work done in Newfoundland is best summed up by a portion of the commendation received by the Battalion from Captain F. B. Schaede, Commanding Officer, Naval Station, Argentia, ". . . a prodigious amount of work in an unbelievably short period of time."

Plenty of room for a plane here.

Crew "puddling" top of fuel storage tank.

Left:
Interior of ATO building.

Right:
UT. men working. Try and find them.

Left:
Dinner—buffet style.

Right:
Pittsburgh, Penn.

Left:
Afternoon tea.

Right:
The USO troupe and the Skipper.

Left:
Information and Education for all hands.

Right:
This is work?

Left:
Hitting the roof in ATO.

Right:
Clearing the way for the mixers.

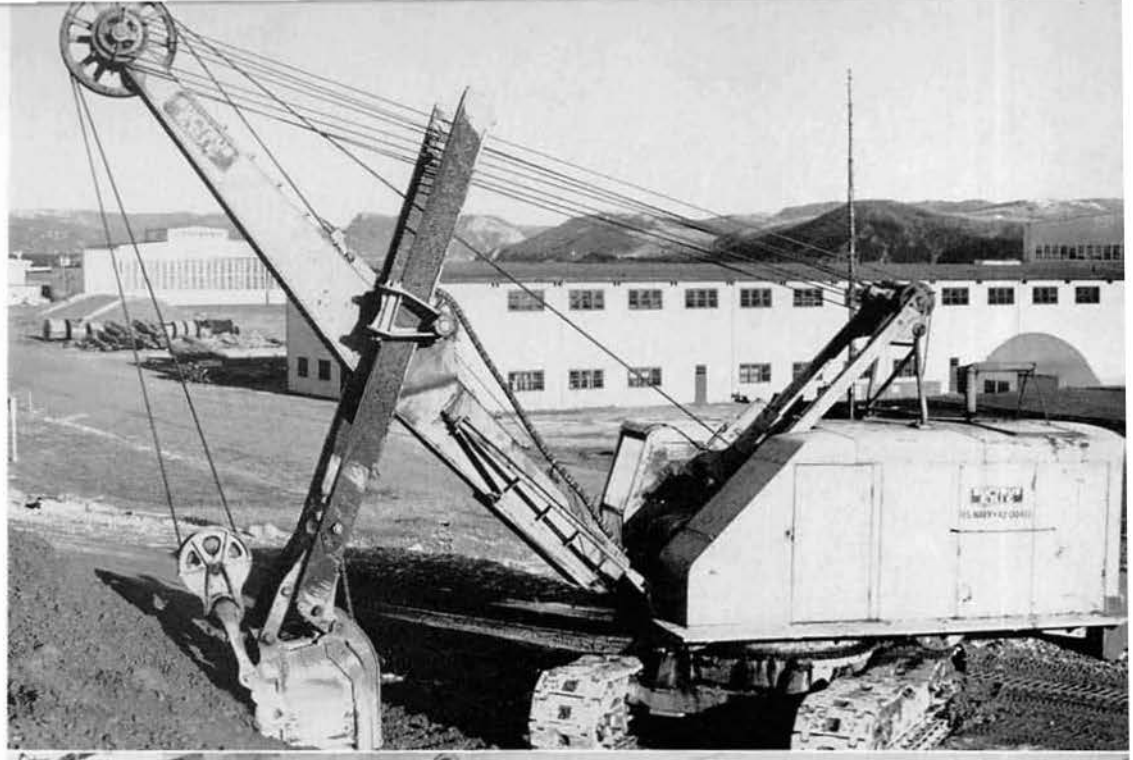
This is a party?

Drinking buddies: CWO Lloyd and Chief Roach.

Final stages of fuel storage tank.

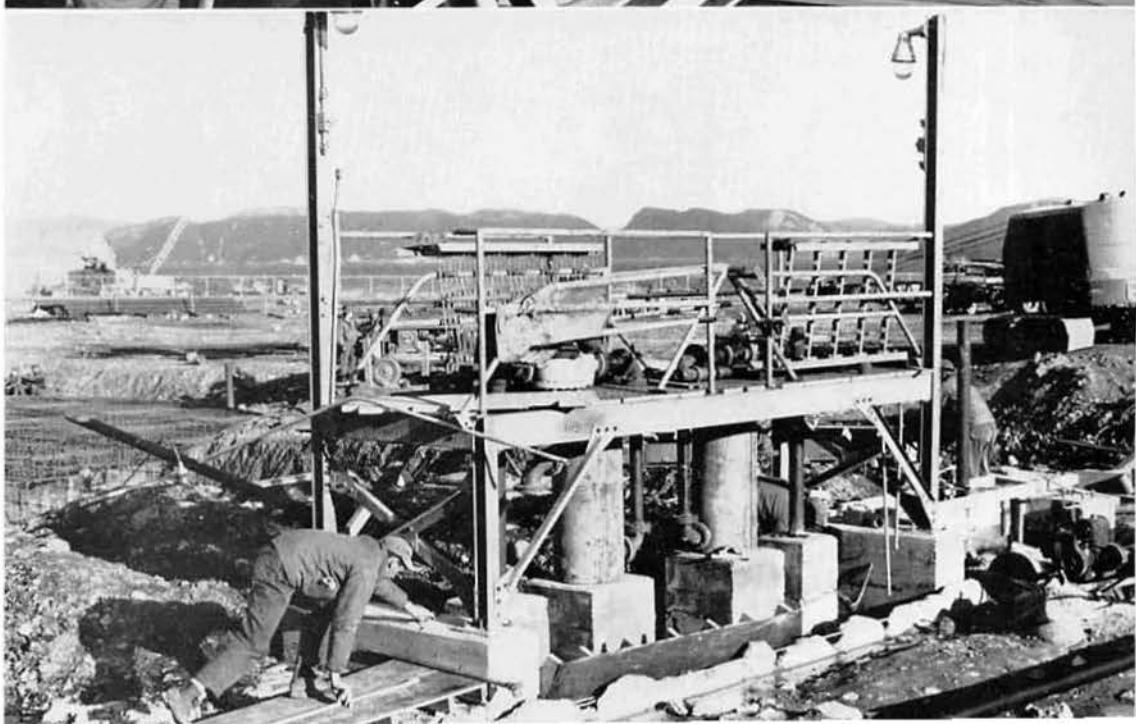
Ray Dadig escorts USO charmer to dinner.

Paving the way.



Taking a big bite.

Welcome aboard.



Truck loading facilities nearing completion at fuel tank.

Please, just a trim.

What goes on here?

It's only for three months.

We may gripe, but it's still pretty good.

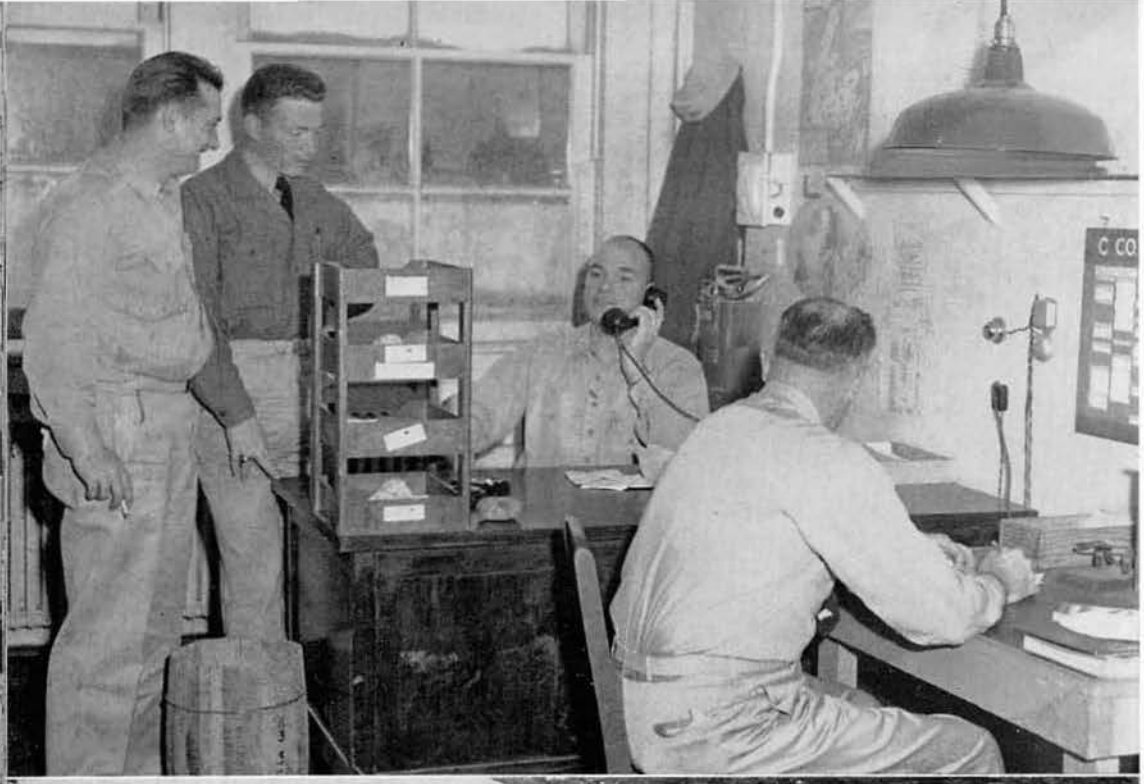
IT was dark and windy late one night in Argentia as the boys dug frantically in a culvert to clear it of debris before an expected storm hit. It was slow work. Each shovelful had to be passed out individually. Then some one noticed a little red wagon in back of a house. It was quickly pressed into service, shuttling back and forth through the pipe with loads of dirt. The job was quickly completed.

In their haste to complete the job, the boys failed to notify the wagon's owner of its whereabouts. The next day a plaintive ad appeared in the base paper offering a reward for return of the wagon to two lonely children. Meanwhile, a committee of three officers, Cdr. O'Donnell, Ens. Otis, and Ens. Montgomery, had chipped in to buy the kids a new wagon. The old wagon was taken to the paint shop and completely refurbished. The two wagons, along with an invitation to a steak dinner aboard the U. S. S. Benewah, were presented to the family.

After the dinner was over, as the kids, with their tummies full, left the ship, we felt we had been forgiven.

Coble and McGraw escort the Sullivan kids.

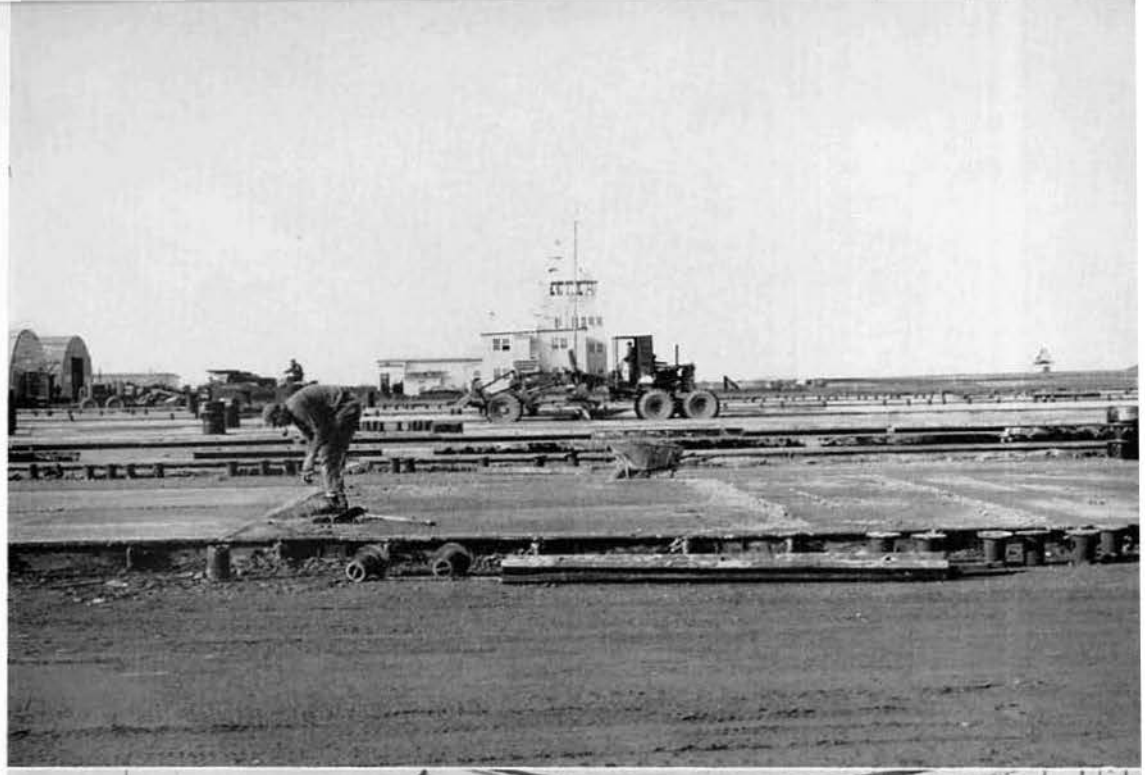
Sand Hog Schollenberger!



No unemployment here—operations office.

Plank owner's party at North East arms.

Supply department. "If you need it, we haven't got it."



Rushing construction on parking apron.

Intermural soft-ball champs.

A tense moment—cutting into main gas line.

"Buck" Walters (JOOD) and his messengers.

Congratulations to Chiefs Jones and Mitchell on their permanent appointments.

The local police force.

USO comedian entertains.

Seabees enjoy outing at North East arms.

Left:
Did that necklace come from Tiffany's, Othabert?

Right:
Home was never like this.

Left:
Preparing for "Old Man Winter."

Right:
Who said that officers don't eat better than the troops?

Left:
Tubbs and Landsberg struggle through the working day.

Right:
The original Cruise Book staff.

Left:
Don't forget to bring this back.

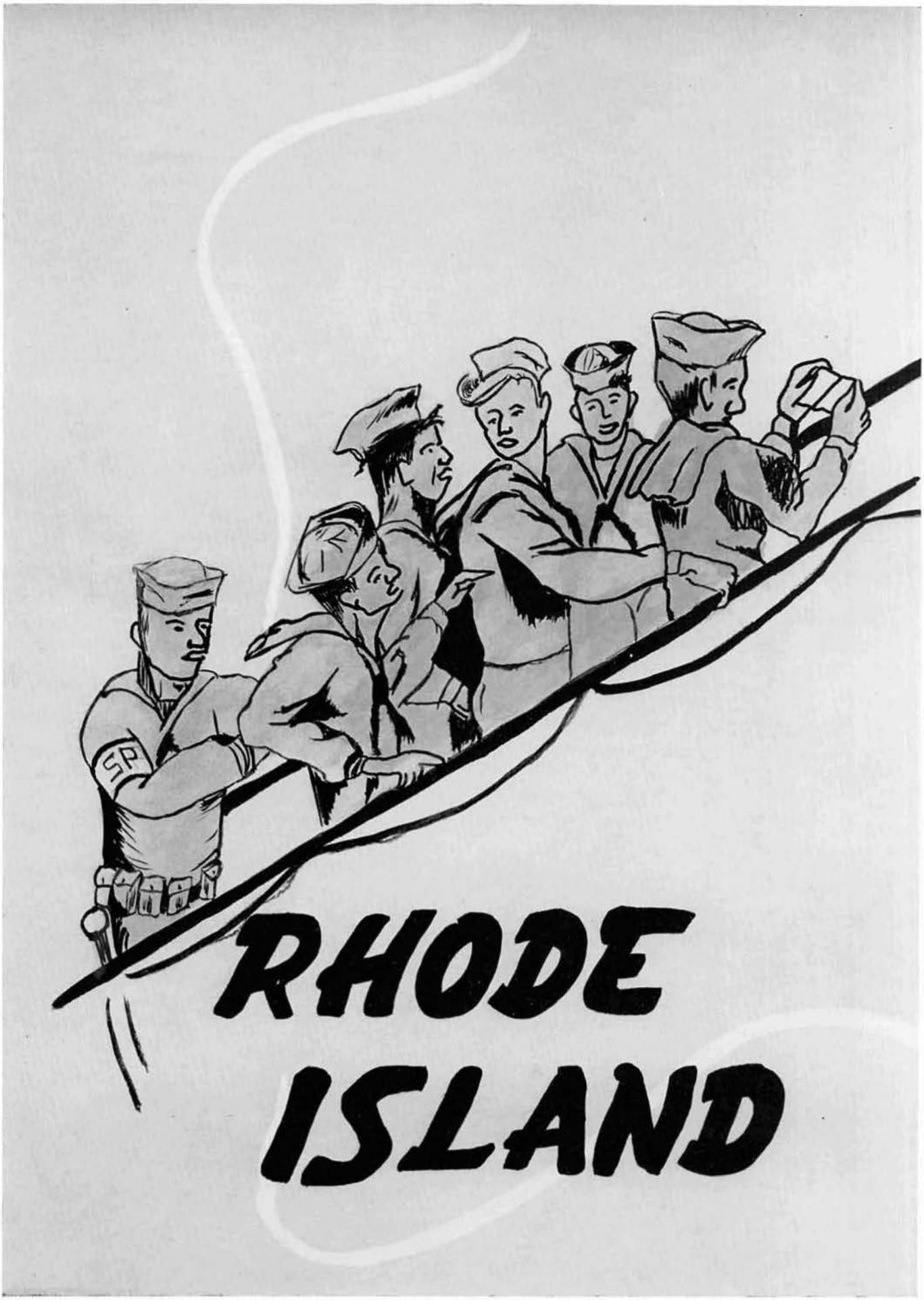
Right:
Make sure it's all there, men.

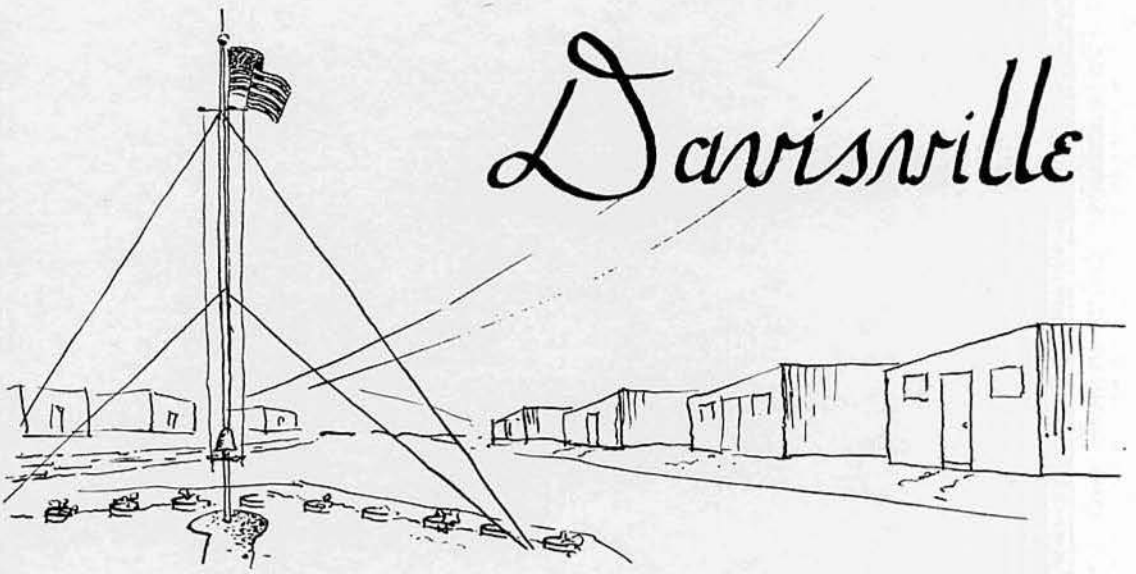
Left:
"This is a good man for mess cooking"—operations office.

Right:
The "Basemaker" goes to press.

Left:
Engineering office makes vital decision.

Right:
A spoonful of spuds for a hard-working Seabee.


SP
RHODE
ISLAND



Davisville

HOME! Davisville, Rhode Island, may not be home to each of us personally, but when the Battalion comes ashore at Davisville you can bet that most of the men are glad to back in the good old U. S. A.

It is from here that the men go home on leave, many of them scattering scant hours after the ship has tied up. And it is here that we get that good old Stateside liberty.

Davisville, a hive of Seabee activity during World War II under the name of Camp Endicott, was deactivated shortly after the war's end. It wasn't until April 1951 that the Korean War emergency brought the Seabees back to the base.

MCB 4 first arrived here on 8 November 1951, fresh from the warm, tropical climes of French Morocco.

Our new home, with its crude huts and oil stoves, was not much to look at. I doubt that the men who had to get up at two in the morning to fill the stoves will ever forget them. And the showers did not always have an adequate supply of hot water. With all our trials and tribulations, we were still happy, for we were home for Christmas.

Our tours of duty in the States are principally for purposes of restocking and restaffing the Battalion, as well as for a period of rest and relaxation for the men. This doesn't mean that we don't work, however. All men are assigned to a job, though our hours aren't as long nor the work as urgent as that we do overseas. Some of the departments, such as supply, actually have more work to do while we're in the States, than they do overseas.

It is here that most of our personnel transfers are made, both for discharge and duty elsewhere. It is here that new personnel are received from boot camp, training schools, and other duty stations. It is here that all departments turn in surveyed equipment and are issued new supplies for our next overseas tour of duty. It is here that the projects to be undertaken on

Seabee band plays for Captain's inspection.

our next tour of duty are studied and planned for.

Many of the men have taken the Marine training courses the Battalion offers while we are in the States. These courses give the men combat training, close order drill, and a chance to qualify on the rifle range.

Training courses for men going up for advancement in rate are given, as well as the tests themselves.

Other men are also assigned to duties with CBC and on various maintenance and construction crews.

The Battalion has had three tours in Rhode Island and will probably have many more. Even as this is being written, preparations are being made for our next tour of duty. After we have completed that tour we will again return to Davisville.

And so it goes. Wherever we chance to roam, we're always glad to see the Davisville dock, for that is our door to "Home."

Marine trainees on the range.

Our "door to the U. S."—Davisville dock.

Davisville's "Boardwalk."

"So long for a while."

Tug lends a helping hand.

CBC.

That beautiful green stuff.

One for the road.

Hey, Chief Halls, where's your hat?

Getting out early, Don?

Real sailors.

"Company Commanders, publish the orders and turn to."

Liberty call.

"Benewah arriving."

"Bored meeting." What are you doing there, Steve?

C. J. Robbin awarded Good Conduct medal. Congratulations!

There's some hair showing, Mac!

"Hand salute!"

Left handed yet!

Brothers of Four.

Home again.

Past and Present Officers

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Whyte, C. A. — Staff Cincsouth, c/o F. P. O., N. Y. 1, N. Y.

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Brown, Vernon M. — 1118 Argyle Ave., Baltimore, Md.

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Bullock, Marvin F. 245 W. 6th St., Cookesville, Tenn.
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Burke, Patrick D. 330 S. Whipple St., Chicago 12, Ill.
Burket, Fred S. 3435 4th Ave., Council Bluffs, Iowa
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Bush, Charles E. 126 Burrtoning St., Providence, R. I.
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Bymaster, Derald W. 3638 Creston Dr., Indianapolis 22, Ind.
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Cappell, Joseph A. 13 Elm Pl., New York 61, N. Y.
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Compton, Curt C. 332 3rd St., Baraboo, Wis.
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Connell, Joseph B. 29 Hawthorne St., Providence, R. I.
Connelly, Thomas J. 2343 N. Leithgon St., Philadelphia, Pa.
Cook, Edward 2242 N. Sawyer, Chicago 47, Ill.
Cook, George H. 261 S. Quinsigamond Ave., Shrewsbury, Mass.
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Dieter, J. J. Box 95, Lindsay, Tex.
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Dill, R. D. 212 N. Grand Ave., Bradley, Ill.
Dion, H. R. 283 Detroit St., Fall River, Mass.
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Dockery, G. 1920 N. Fulton, Evansville, Ind.
Dockery, N. 216 S. E. Sixth St., Evansville, Ind.
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Dorfner, Richard E. 640 Kingston, Daytona Beach, Fla.
Dotter, E. A. 725 N. 8th St., Allentown, Pa.
Donley, J. E. 724 Woodland Ave., Williamsport, Pa.
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Driscoll, Joseph B. 107 Phillip St., Albany, N. Y.
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Duly, Stephen R. Marblehead, Mass.
Dumas, William 350 E. 166th St., Bronx 56, N. Y.
Dun, William R. Howard St., Sabina, Ohio
Dunn, W. E. 2010 Country St., Portsmouth, Va.
Duty, H. E. 831 W. 2nd St., Weston, W. Va.
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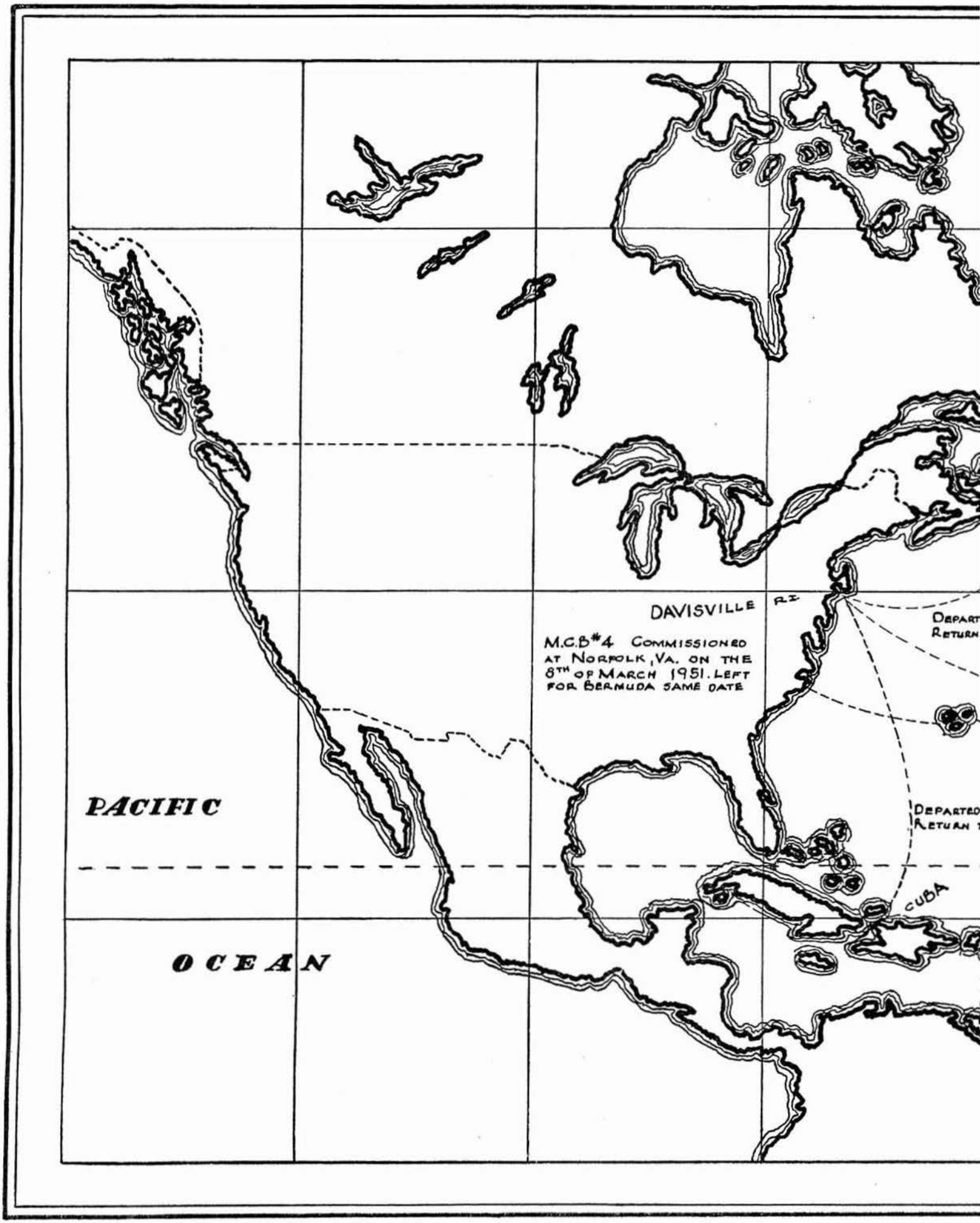
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