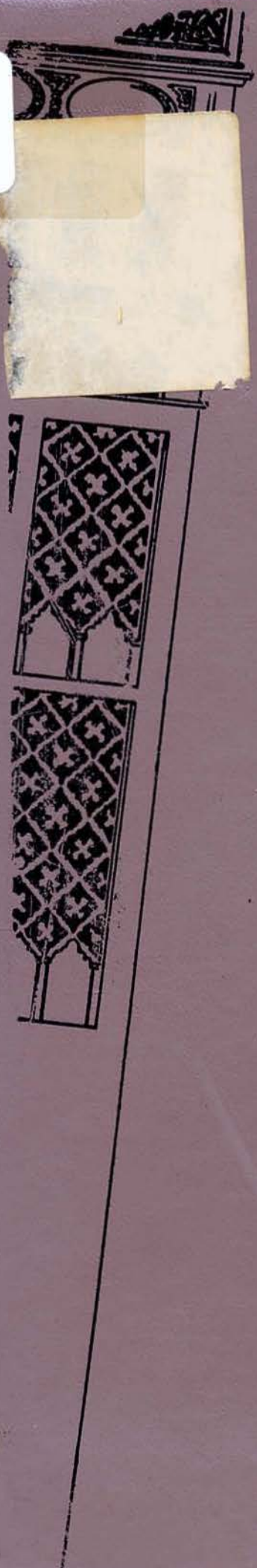

1961

MCB FOUR

251.913

913.62

EE DUSTY RHODES
15136 G VARSITY ST.
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/83 1784 FULLERTON DR.
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8 JUNE 85 Frank E. Paul LCDR, MSC, USN
formerly BUL2, MCB-4
CHICAGO, ILL.

ABOUT THE COVER: "La Torre y Los Faroles" — After eight centuries of Moslem rule, ending in the city of Granada in 1492, there remains today only three monumental architectural examples of the greatness of Moslem Spain — the Mosque at Cordoba, the Alhambra at Granada, and the Giralda Tower at Seville. Three hundred and five feet high, and completed in the year 1196, the tower forms the Northeast corner of the magnificent Cathedral de Sevilla — one of the largest in Christendom and the burial place of Christopher Columbus. Depicted here by the cover designer, Don Kramer, the tower serves as an impressive background to the gracefully beautiful "faroles" (lanterns) of the diminutive plaza in front of the cathedral.

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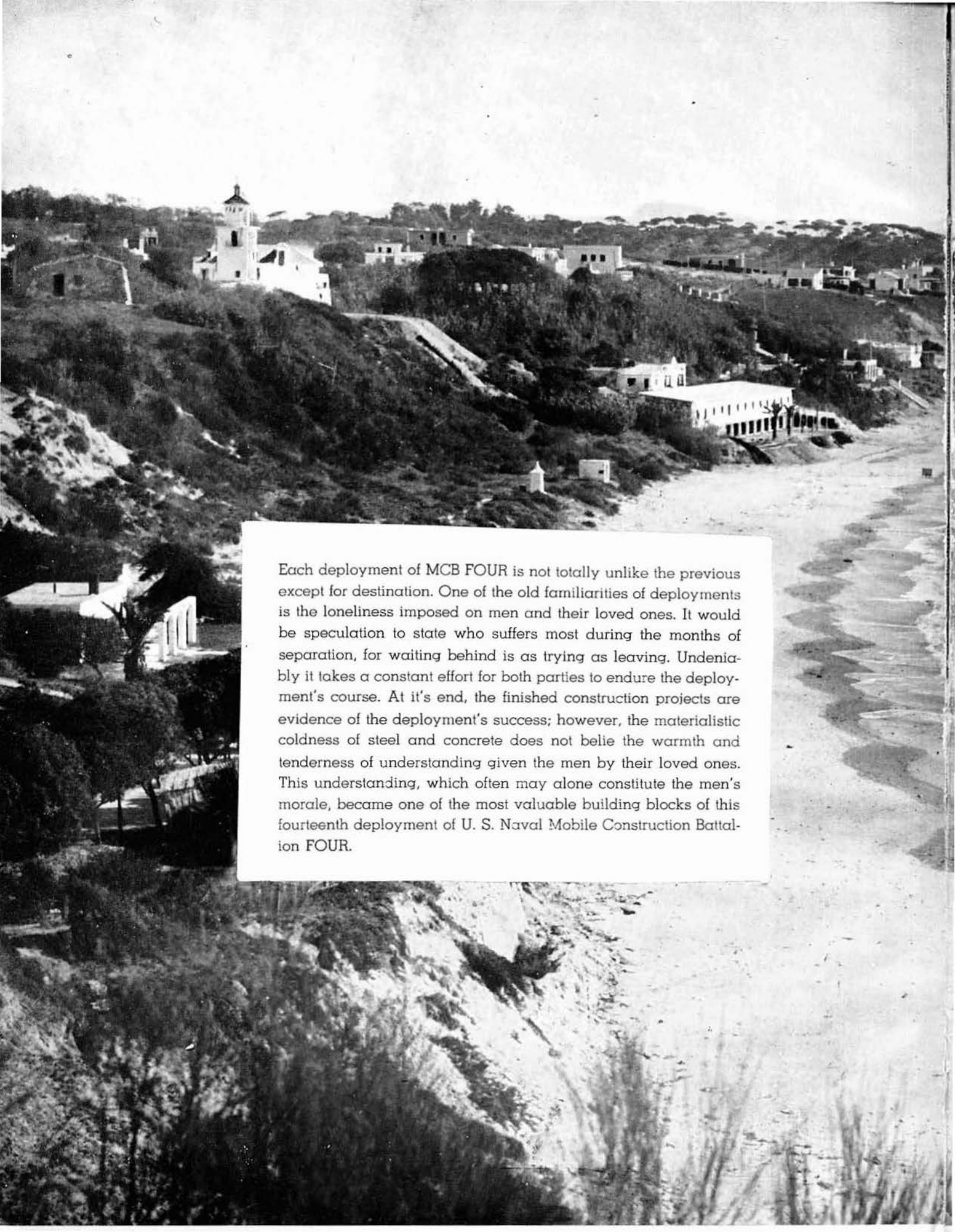
SECRETARY-INTERPRETER:

Maribel Duro
Puerto de Sta. Maria

ROTARIAN

JUNE 1961 NOVEMBER 1961



Each deployment of MCB FOUR is not totally unlike the previous except for destination. One of the old familiarities of deployments is the loneliness imposed on men and their loved ones. It would be speculation to state who suffers most during the months of separation, for waiting behind is as trying as leaving. Undeniably it takes a constant effort for both parties to endure the deployment's course. At it's end, the finished construction projects are evidence of the deployment's success; however, the materialistic coldness of steel and concrete does not belie the warmth and tenderness of understanding given the men by their loved ones. This understanding, which often may alone constitute the men's morale, became one of the most valuable building blocks of this fourteenth deployment of U. S. Naval Mobile Construction Battalion FOUR.

FORWARD...

On the afternoon of May 17, 1961, 600 men boarded the USS DE SOTO COUNTY, LST 1171, which lay secured to a Davisville, Rhode Island pier. For these men this embarkation was the beginning of the 14th deployment of U. S. Naval Mobile Construction Battalion FOUR. Within the pages of this book is the story of the men and the events that made this deployment.

The mission was two-fold. Approximately one-half of the personnel comprising MCB FOUR were assigned to Detachment KILO. Following a 10-day North Atlantic crossing, these men were off-loaded at Holy Loch, Scotland. Their task was the erection of a floating dry dock which would provide maintenance and service facilities for the Navy's Polaris submarines.

The remaining three hundred men, which represented FOUR's main body, sailed from Holy Loch for Rota, Spain, with a three day liberty layover in Dublin, Ireland. The stopover in Dublin constituted the first appearance of an American man-o-war ship in Irish ports for over three years. The reception was overwhelming and the departure difficult.

For most, the voyage to Spain was a new experience, and stepping on to Spanish soil, from which originated discovery of the New World, was as great a revelation as it must have been for Columbus when he set foot on the shores of the Americas. Less than forty miles from Palos, the point from which Columbus began his historical voyage 470 years ago, lies the joint Spanish-American Naval Base of Rota, Spain. Here, four days out of Dublin, the men of MCB FOUR debarked. The date was 3 June 1961.

In this section of Spain, the summer temperatures hover in the torrid scale. Through these long summer months the brown, bare-backed crews of FOUR labored on their assigned projects. Due to a ponderous work schedule, attributed to the relatively short deployment at Rota, it was necessary for the Battalion to work nine hours a day, five and one half days a week.

Of equivalent importance during the June to December deployment, was Military Training. MCB FOUR provided for the defense of a prominent section of the Naval Base's perimeter. Weekly, the Battalion under-went training in military skills. But it wasn't all work and training, recreational facilities and liberty were an important facet of the men's deployment at Rota. Being stationed in a foreign country afforded the men not only the usual advantages of travel, but gave them an opportunity to broaden their understanding of their fellow man and to learn that a man's language may differ from our's but his hopes, ambitions, joys, and sorrows do not.

During off-duty hours, the men were able to travel through the surrounding towns, visit with the people and learn their customs and ways of life. Travel was not limited to Spain, however, many men took leave of the Battalion and traveled extensively throught Europe.

Invariably, during these excursions, the men enhanced the Battalion's People-to-People Program. Collective programs toward improvement of European-American relations included the donation of used clothing to the under-privileged people in Spain and a visit of the MCB FOUR Drill Team to Dunoon, Scotland to participate in the 33rd Gathering of the Cowal Highland Games.

Whether it was the People-to-People Programs, Military Training, project work, or the myriad other aspects reflected by FOUR's six-month stay in Spain, the success of this fourteenth deployment can only be contributed to each individual in the battalion; consequently, it is their story which is depicted on the ensuing pages.

LCDR JAMES M. HILL, JR
CEC USN
COMMANDING OFFICER

As another deployment of U. S. Naval Mobile Construction Battalion FOUR ends, this Cruise Book is a fitting means to bring to one and all the memories of the joyous occasions of our deployment. Our Battalion was divided between two deployment sites, in Spain and in Scotland. The memories will accordingly be different for each group. I am sure, though, that in either place the accomplishments of MCB FOUR will long be remembered.

If there could be a theme for our deployment, I believe it could be written around the word friendship. Both in Spain and Scotland the officers and men of MCB FOUR left a multitude of those whose "friendship" I am sure will endure for a long, long time. We endeavored to assist the people in each area with acts of friendship. The expressions of gratitude received indicate that the men of MCB FOUR were truly ambassadors for their country.

The accomplishments of MCB FOUR during these two deployments add another chapter into the reputation of our Battalion. The officers and men, both in the main body and in Detachment KILO, can justly feel proud of having served during these deployments.

As Commanding Officer, I wish to say that it has been my pleasure to serve with as fine a group of men as could be gathered in one unit. As we look forward to our next deployment, I know that the "esprit de corps" and desire of one and all to continue the fine reputation of "FAB FOUR" will endure.

James M Hill Jr

Tradition doesn't just happen, it is made — by people and events. During the second world war, the officers and men who comprised the first SeaBee battalions created a tradition of "Can Do" spirit that has become world renowned. I've seen FAB FOUR in action among the coral and cactus of Guantanamo Bay, and now among the sand and cactus of Rota. Whether it be pouring concrete, moving earth, standing an inspection, or moving out with field gear and weapons, its easy to see that the men of MCB FOUR have that old "Can Do" spirit.

Any Battalion can be good, but to be great, really great, requires that little extra something — call it espirit-de-corps, if you like — and this outfit has shown me that it has it. How proud it makes a man feel to see his men putting in extra time on a job of their own free will; inspired by the spirit of competition, whether it be against another work crew or a black line on the Progress and Schedule Board. Who will forget the thrill and pride of being a member of FAB FOUR when in the last few minutes of the game, out of a seemingly confused play, Phil Butler emerged with the ball to scamper home with the winning touchdown to beat the "undefeated" Marines at football. Who can forget the hours spent scrounging through mountains of scrap materials looking for that one UT fitting that, when found, allowed the job to progress without interruption. Or can you forget the thrill in your heart, and the stiffening in your back as the band struck up the SeaBee song as we passed in review — sharp as any outfit ever in full dress uniform. Or, how about that day when you proved the crystal-ball gazer wrong and completed big concrete pours ahead of schedule and in record time. Of such stuff are the men of FAB FOUR made — full of the spirit of cooperation and competition that makes an outfit not just good — but really great.

To have been the Executive Officer of such an outfit as this has been a source of great pride and satisfaction to me. CEC officers have little opportunity in their careers to work with men in the field. The contacts made, the work we've done, the associations we've had will remain ever with me, making memories of one of the finest cruises ever.

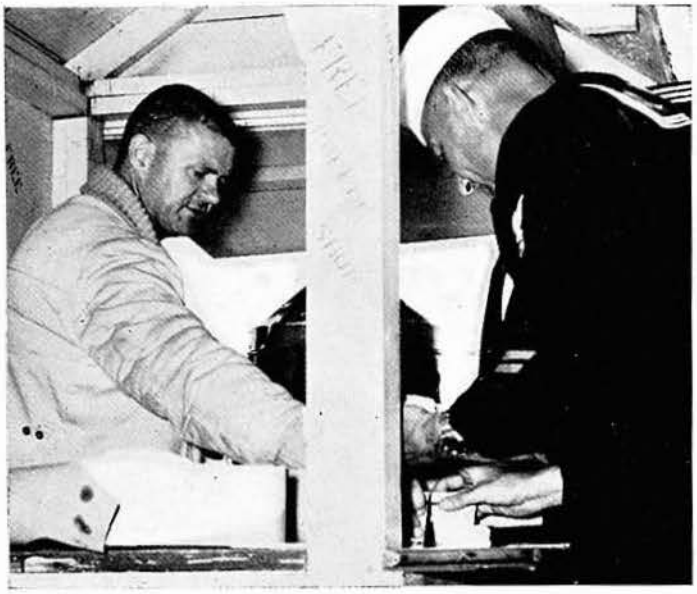
So we prepare for the upcoming Guantanamo deployment, with confidence and expectation, full of the knowledge that whatever the assignments; whatever the challenges, the men of MCB FOUR will be equal to them, and full of the spirit that makes us FABULOUS FOUR.

Dorwin B. Wile

LT DORWIN B. WILE

CEC USN

EXECUTIVE OFFICER



...last cup on U. S. soil

...17 MAY 1961

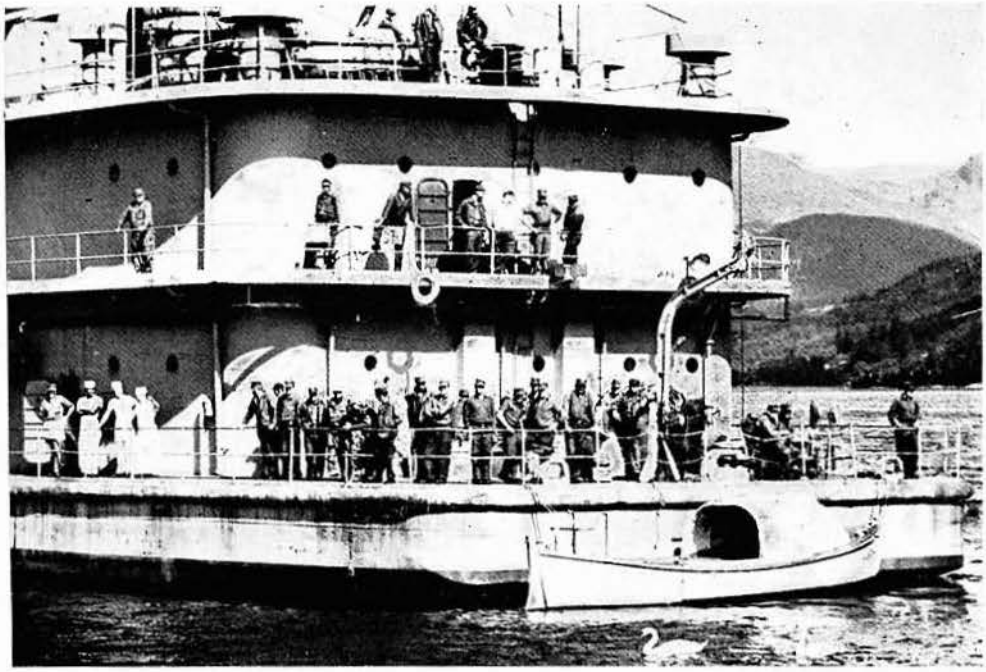
Following four months rest from their Guantanamo Bay, Cuba, deployment, 600 men of MCB FOUR departed for Rota, Spain on May 17, 1961, aboard the USS DE SOTO COUNTY.

The Battalion's embarkation at the Davisville, R. I., pier, followed the routine format: mustering on pier for final personnel check, carrying last minute provisions aboard ship, taking the last cup of coffee on American soil furnished by SeaBee Boosters, and saying final farewells to loved ones.

The deployment marked the 14th in the 10 year history of MCB FOUR. The battalion was transported to Rota, via Holy Loch, Scotland, where Detachment KILO was disembarked.

...last minute provisions

...final farewell



...KILO's home — APL-42

On the bright, sunny afternoon of 27 May 1961, the USS DE SOTO COUNTY arrived at Holy Loch, Scotland, and Det KILO, was disembarked aboard the barracks ship, APL-42 their home for the next six months.

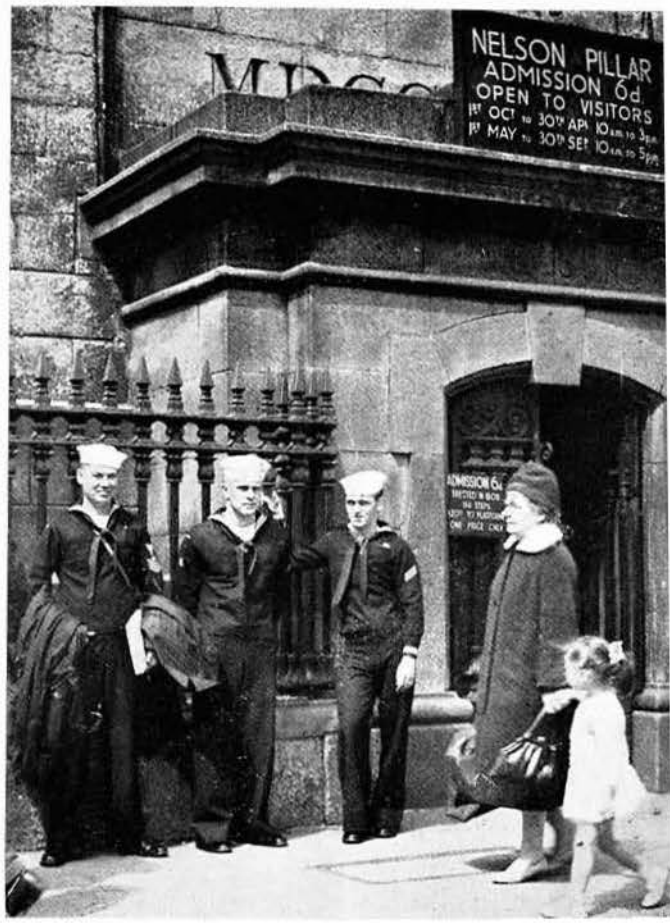
The task of Det KILO was the erection of a floating dry dock which would provide service and maintenance for Polaris submarines. Located in the Firth of Clyde, the calm weather of Holy Loch proved fickle. Ironically, the one and only day advantageous for dry dock construction during their six-month stay was that of their arrival.

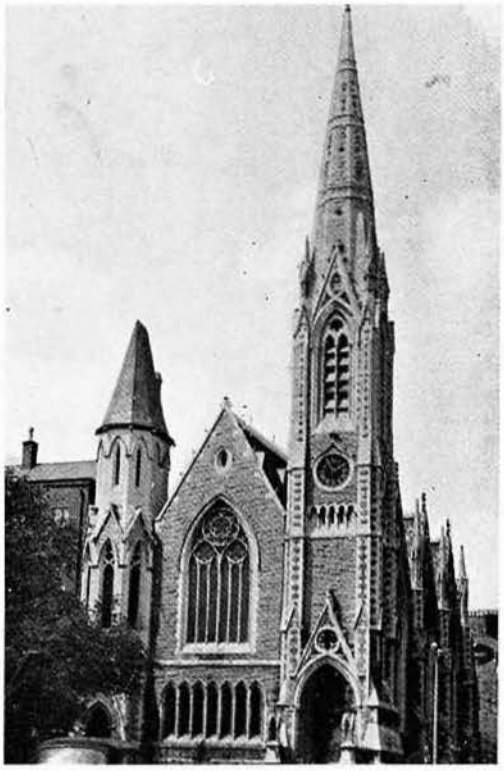
28 MAY 1961...

DUBLIN, IRELAND

After a night's voyage from Holy Loch, Scotland, the USS DE SOTO COUNTY moored alongside Alexander Pier at Dublin, Ireland and became the first American man-o-war ship to enter an Irish port in three years.

The occasion was a three day liberty rest for MCB FOUR's main body after a 10-day crossing. By noon Sunday of the 28th, liberty had been granted. Immediately, the friendliness and graciousness of the Irish people became a lasting appeal to American sailors as they stepped ashore and proceeded into Dublin.

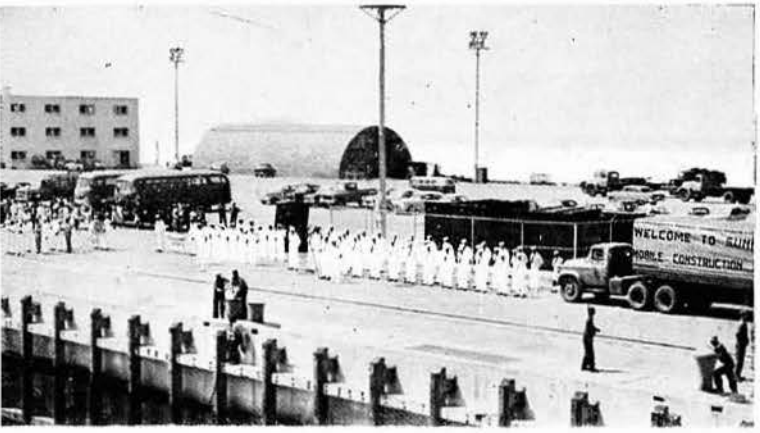




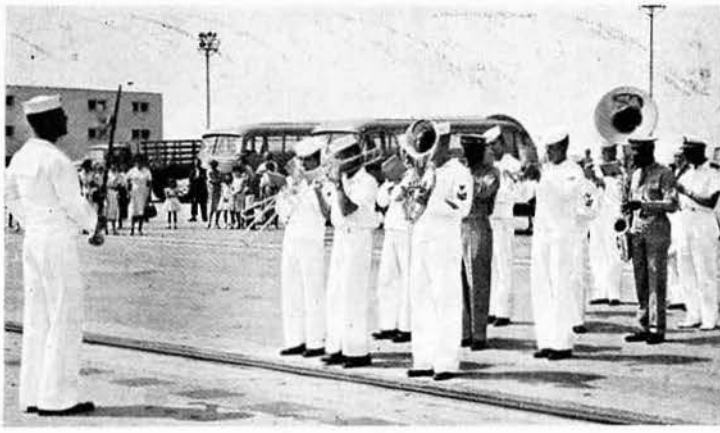
...Irish hospitality

Along with the constant informal hospitality of the Irish, Dublin displayed a formal welcome by sponsoring two dances for MCB FOUR personnel and the crew of the DE SOTO COUNTY. During the three day liberty layover the sights of O'Connell Street, Dublin's main thoroughfare (lower right), and Irish monuments (lower left) became familiar sights.

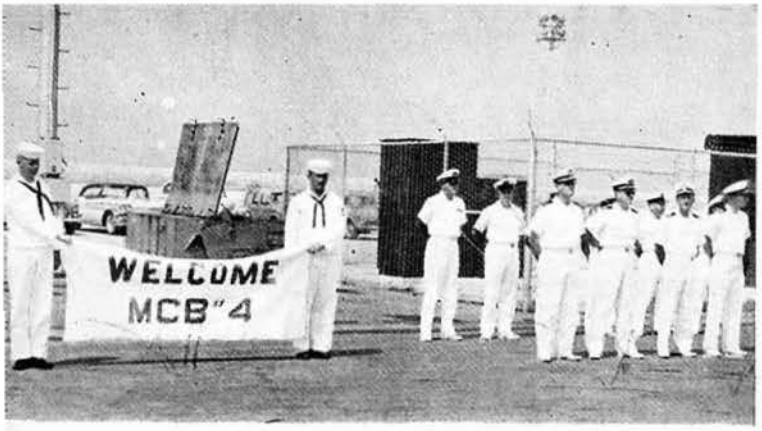
...3 JUNE 1961 ROTA, SPAIN



NAVAL STATION ROTA PERSONNEL GREET FOUR'S ARRIVAL



NAVSTA ROTA BAND GIVES WELCOME SALUTE



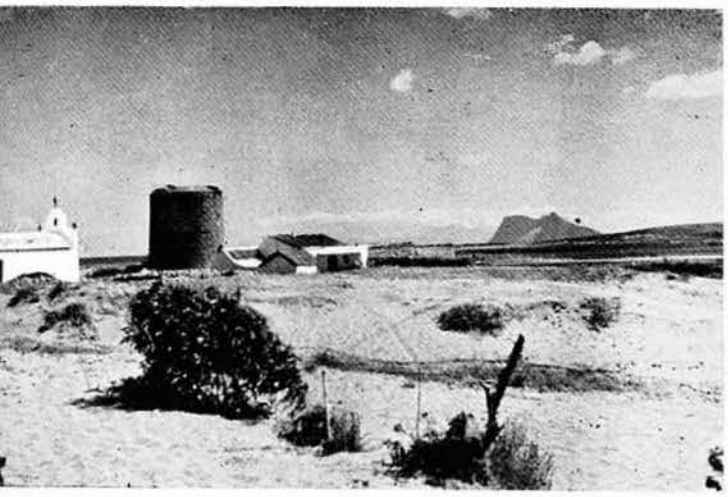
THE CASUAL OBSERVER

Speaking objectively, Spain is a country on the Iberian Peninsula in South Western Europe covering an area of 190,050 square miles and boasting a population of nearly 30 millions. It's capital is Madrid and it's culture, customs, architecture, and even it's language reflect the composite influence of centuries of heterogenious domination by Romans, Moslems, Greeks, Phoenicians, Celts, and Moors.

It's history is a long and tempestuous one and when it all began seems somewhat nebulous. The discovery of an enormous cavern near Santander in northern Spain in 1868 revealed paintings on the walls dating back 16,000 years ago. The city of Cadiz, one of Spain's few sea ports and lying within an hour's drive of the Rota Base, is refuted to be Europe's oldest city and was supposedly founded by Hercules.

But statistics are for historians, and cold, hard facts seem as out of place in this land of romance as 'siestas' on Madison Avenue. Spain is more than a country with determined boundaries, with cities and farms, with resources and gross national product — it is a feeling — a way of life. There is an hypnotic nostalgia about this land, born of its people, nurtured by its heritage, and exemplified by its personality.

The region of Andalucia — to our good fortune — is perhaps the most plentifully endowed with this nostalgia. The



...ABOUT SPAIN

cities of Cadiz, Cordoba, Granada, Malaga, Seville, Jerez de la Frontera, and even the picturesque little town of Puerto de Santa Maria (just ten minutes from the Base) are all literally over-flowing with the atmosphere and spirit that we most closely associate with things Spanish. The Spanish speak of life in Andalucia as a delightful mixture of "sol, vino, y mujeres", sun, wine, and women. And truely, all three abound in charming and unforgettable prolificacy.

The people of Andalucia, sparked by their colorful religious celebrations, their long and jubilant fiestas, and the music of their fiery flamenco are synonymous with gaity. However, behind all this is an over-tone of sadness — you can see it in the eyes of the old, you can feel it in the cathedrals, you can hear it in their songs, you can sense it in their conversations. But it is a very strange and lovely sadness — the kind that you experience each autumn as you watch summer and its happy memories fade; while the leaves of the trees turn to gold and brown, and swirled by chilly October winds they dance and spin across deserted beaches and through solitary parks and playgrounds.

Perhaps, its because it is autumn for Andalucia herself. Slowly but persistantly modernity is replacing antiquity. A 'way of life' is reluctantly but gracefully taking its place among the memorabilia of history. I hope I am wrong. I hope my children's children may know Andalucia as I have known her.

THE PROJECTS...

Construction projects are a SeaBee's challenge and existance. Not unlike past deployments, the thirteen projects of the Rota deployment were indeed a challenge during the six month period. However, all construction commitments, which dictated that twelve of the thirteen projects would reach 100 percent completion, were met by deployment's termination in November.

Long hours and work weeks formed the nucleous of the time spent in Spain. Over 15,000 man days of labor were expended. The result was operational and recreational facilities which now contribute to the support of the Atlantic Fleet Units in Spain and the Mediterranean.

1 FOOTBALL FIELD AND LIGHTING

2 EQUIPMENT STORAGE BUILDING

3 ROLLER SKATING RINK

4 HANDBALL COURT

5 AIR-CONDITIONING OF BASE THEATER

6 MESS BAKE SHOP EXTENSION

7 SHOP STORAGE AND MOBILE POWER BUILDING

8 CRASH-CREW LIVING QUARTERS ADDITION

9 BOQ REFRIGERATOR SPACE ALTERATION

10 EROSION CONTROL

11 CONNY BARRACKS

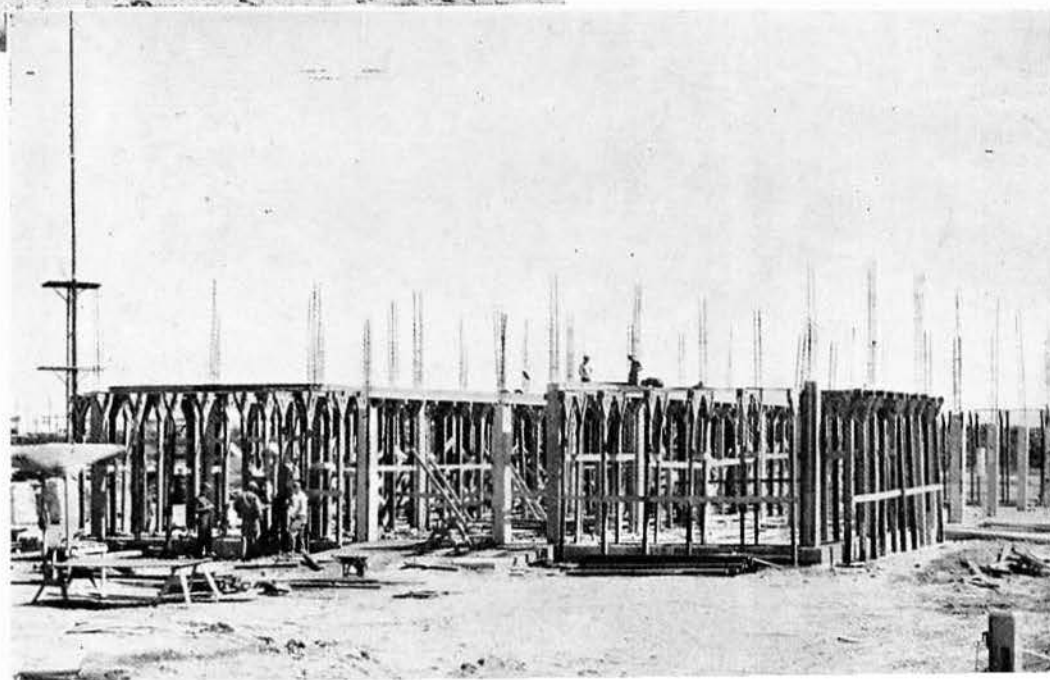
12 CONNY WAREHOUSE

13 CAM[illegible] AND REPAIRS

DENTAL HUT: EXCAVATION AND

...COMPLETION

CONNY WAREHOUSE: FROM GRADING TO FRAMEWORK



LT. D.W. URISH

OPERATIONS OFFICER

LT. J.R. STINSON

PAST OPERATIONS OFFICER

... OFFICERS

LT. L.L. DAVIS

CHAPLAIN

LT. H.L. KISER

MEDICAL OFFICER

LT. J.A. CARLOZZI

DENTAL OFFICER

LT. R.P. EASLEY

SUPPLY OFFICER - H CO. COMMANDER

LTJG. E.J. PELTIER, JR.

C. CO. COMMANDER

LTJG W.F. UBER

A. CO. COMMANDER

LTJG R.E. KOLAR

PAST A CO. COMMANDER

LTJG R.F. COLTART, JR.

ASSISTANT OPERATIONS OFFICER

ENS. D.A. DOERNER

B. CO. COMMANDER

ENS. J.P. WEAVER, JR.

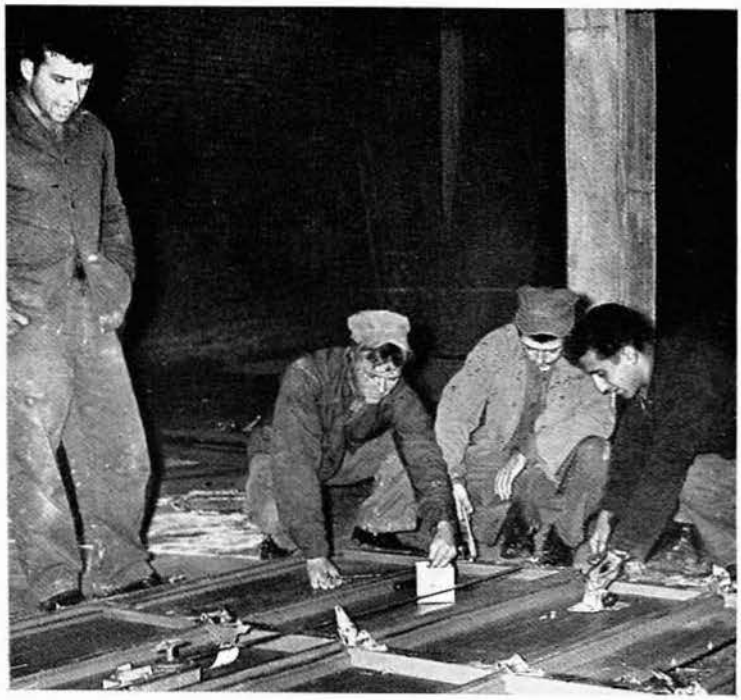
PERSONNEL OFFICER

The end of the voyage from Davisville to Spain was only the beginning of the battalion's work, and the "now it's unpack and turn-to" attitude was prevalent as CONEX boxes were brought from the ship to respective companies for unpacking. A working party aboard the ship labored throughout the night of 3 June and finished unloading operations early in the morning of the 4th. The ensuing week was filled with the usual "squaring away" of offices, shops, and living areas.

NOW IT'S UNPACK...

COMMISSARY INVENTORY

"...squaring away"



CENTRAL TOOL ROOM

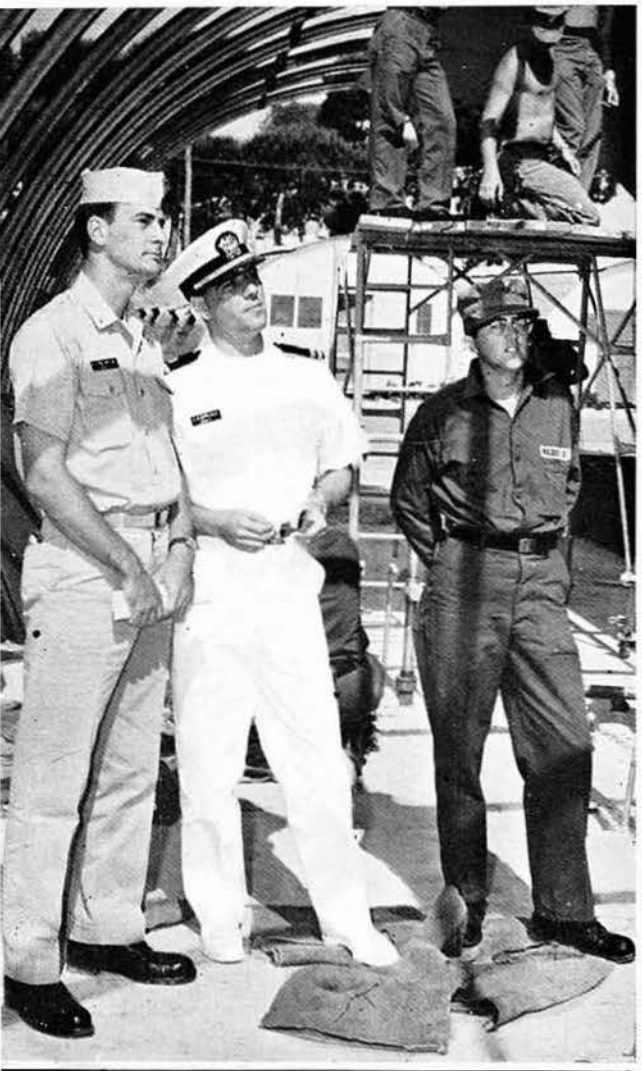
...AND "TURN-TO"

"FOR ALMOST EVERYONE"

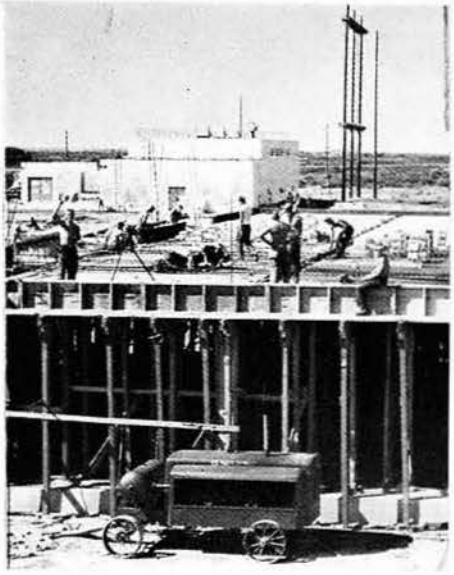
HANDBALL COURT

SHOP STORE STORAGE BUILDING

FOOTBALL FIELD AND LIGHTING

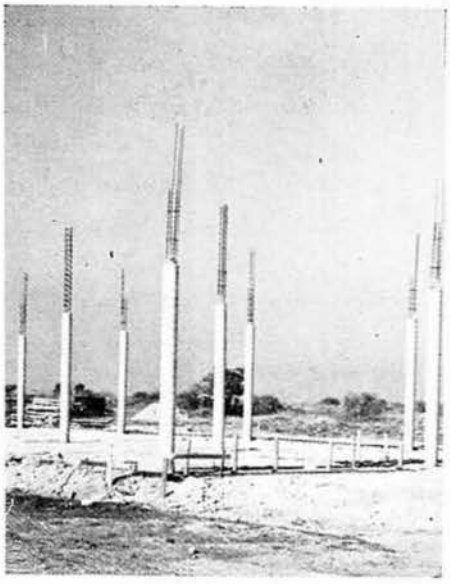


OUR MISSION...



CONNY WAREHOUSE

CRASH-CREW QUARTERS



SKATING RINK

TO BUILD

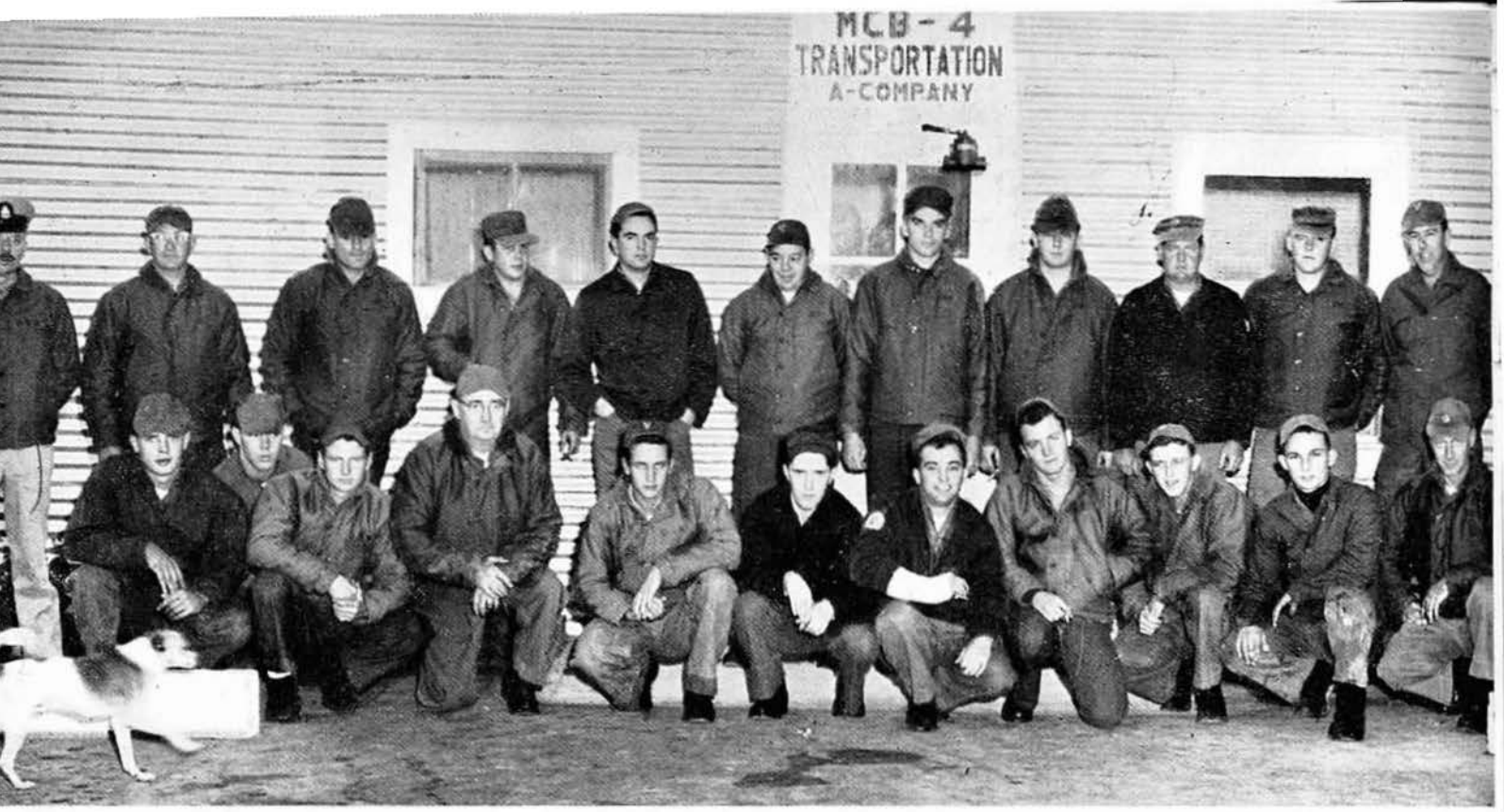
...AND BUILD

THE CRASH CREW QUARTERS

One of the major construction projects of the Rota deployment was the Crash-Crew Quarters. The project consisted of the construction of a 32' x 49' room adjacent to the Naval Air Station Terminal (upper left). The project was begun on 5 June, just two days after our arrival. Work included the excavation, fill, grading, pouring of concrete slab, laying of brick tile walls, plastering interior surfaces, and the installation of electrical and heating services. The project reached 100 percent completion in September (lower left).

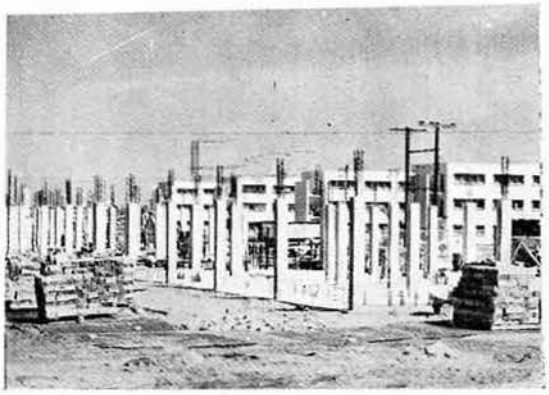
ALPHA
COMPANY

Mobility is a major lifeline to a Construction Battalion. MCB FOUR's transportation responsibilities during the Rota deployment, as in previous deployments, were given to A Company. Under the direction of LTJG R. E. Kolar, and later LTJG W. F. Uber, company personnel were assigned to the various duties of maintenance and services required to keep the Battalion's heavy and light mobile equipment operative. From gigantic cranes and earth-movers to forklifts and pick-ups, a constant upkeep of machinery was necessary — for a "break" in transportation meant a delay in construction. "A" Company won the company competition award twice during the deployment.



Mechanics and their strikers (top photo) were assigned to the "A" Company garage to ensure continuous performance of Battalion vehicles. Photos on this page depict the various aspects of these assignments including the Dispatch Room — the nerve center for transportation orders to the numerous project areas.

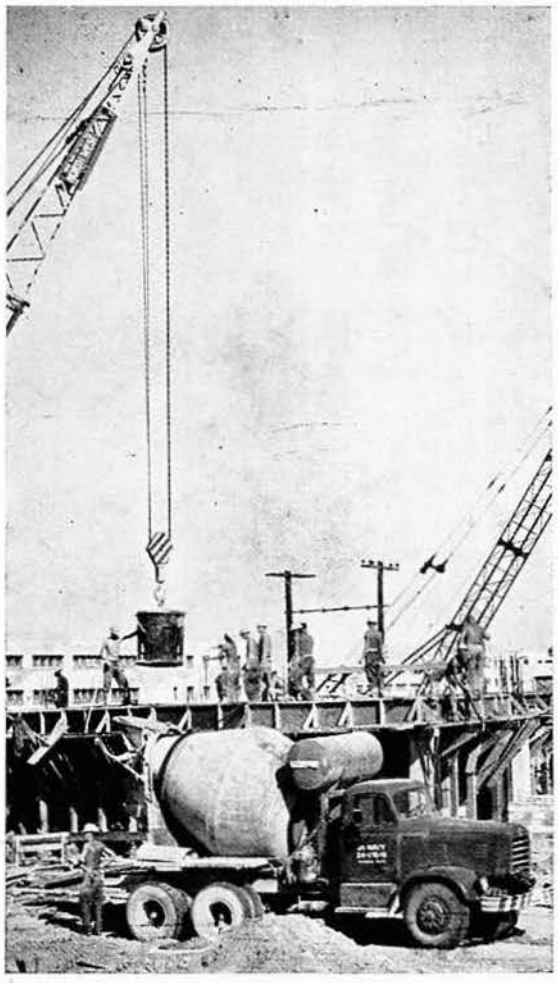
THE CONNY BARRACKS...



Top priority on the list of construction projects was the CONNY Barracks. The completion of the project will provide Naval Station Rota with a new 86-man barracks. The project included grading and hauling of fill for the foundation (top), the construction of a 36' x 100' building — including a concrete slab and terrazzo deck, reinforced columns and tile brick walls, a built-up roof, interior and exterior plastering and painting, and utility services for water, electricity, sewage, and heating.

Work on the CONNY Barracks commenced 28 June. By 27 November, 89 percent of construction commitments had been completed. This project expended more man days than any other single project of the deployment.

During the month of July, work on the barracks included hauling in and grading fill, excavating for footings and installation of utilities. In August, footings were poured, rough electrical work was completed and work on columns and ground beams began. The completion of the columns and beams carried into September. Also during this month wall construction began and deck slabs were completed. October construction included the completion of the Spanish tile roof and the installation of cork insulation. By November, the laying of the built-up roof and the completion of the structural slab were well underway.



OUR PEOPLE TO

For personnel of MCB FOUR, as well as nearly one thousand underprivileged Spanish citizens of Sanlucar and Jerez de la Frontera, July 3, 1961, will be a memorable day. It markes the fulfillment of MCB FOUR's major People-to-People Program and the augmentation of the already excellent Spanish-American relations.

At the winter palace of His Royal Highness Don Alfonso de Orleans y Borbon, Prince of Spain, thirty-four officers and men of MCB FOUR gathered in the reception room of this historical building and, for two hours, distributed donated clothing (center left). Additionally, clothing was also distributed through two Spanish churches in Sanlucar and Jerez (upper photo).

This People-to-People Project originated in Davisville, when CDR Robert C. Engram, former CO of MCB FOUR, directed the collection of 3,700 pounds of donated clothing (lower left). Over 65 boxes were used to sort and arrange the clothing.

Assisting in the collection were the Quonset-

PEOPLE PROGRAM

Davisville Navy Wives Club, the SeaBee Booster Club, and the Quidnesset Baptist Church.

Adding to their People-to-People Projects, MCB FOUR answered a request of a Franciscan monk and graded a schoolyard for students of Chipiona Spain.

Battalion personnel and the battalion's heavy earth-moving equipment (center photos) were assigned to the project which required approximately two weeks to complete. Petty officer-in-charge of the undertaking was Floyd Eberlin (lower right), Equipment Operator First Class.

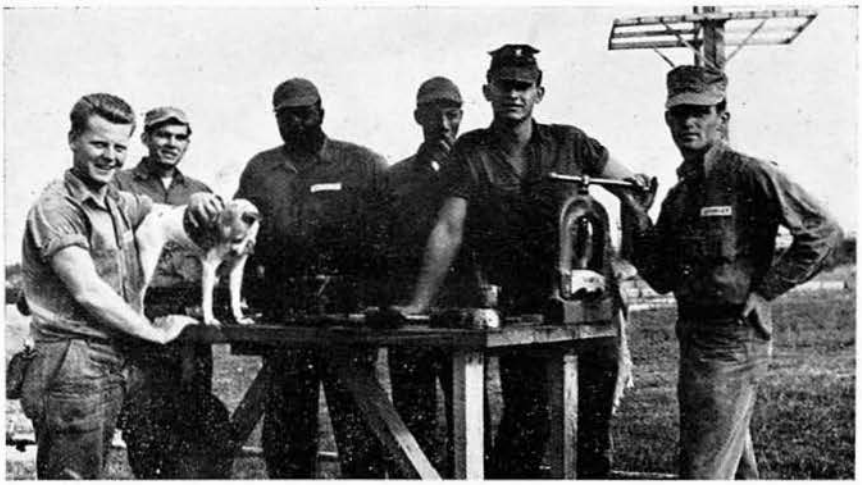
At project's completion, a letter of appreciation was presented by the Franciscan monk of the Chipiona school, on behalf of the students, to LT D. B. Wile, Executive Officer of MCB FOUR (lower right). Also present for the presentation was LT L. L. Davis, FOUR's Chaplain, who worked in a liaison capacity for the project. Don Kimmel, SN, who served as interpreter during the presentation ceremony is also pictured (lower right).

Bravo Company electricians...

BRAVO COMPANY

Bravo Company, headed by ENS D. A. Doerner, who relieved ENS E. A. Casden of the B Company command near mid-deployment, was composed primarily of electricians. One of the biggest projects that Bravo was connected with was that of the Football Field Lighting, however, many of the other projects demanded their skills.

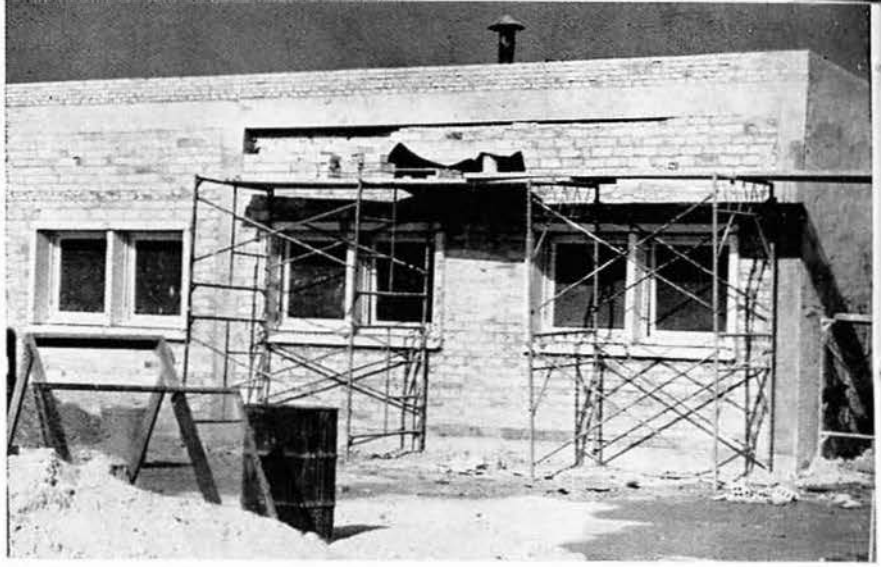
The "B" Company electricians also displayed their professional knowledge by quick response to emergency breakdowns in the camp area. One such breakdown involved two primary feeder units providing power to vital areas of the Naval Station. Acting on their own, eleven Bravo Company personnel quickly repaired these units and later received letters of commendation from Captain Thomas Robinson, Commanding Officer Naval Station Rota.



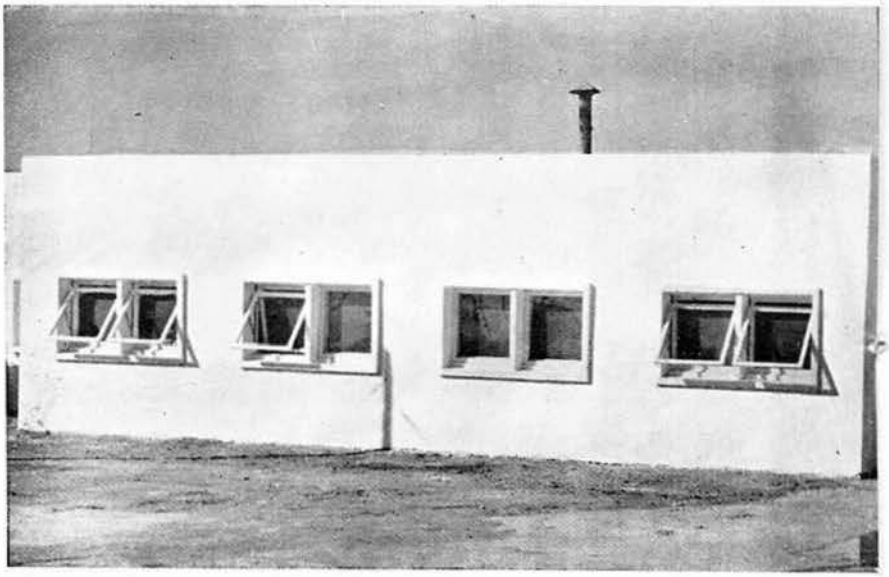
WORKING VIEW

...many projects demanded their skills

BAKE SHOP EXTENSION



...reinforced concrete with hollow brick walls



...46' x 10' addition to mess bake shop

The Bake Shop Extension project consisted of the construction of a 46' x 10' addition to the general mess bake shop. The new structure has a reinforced concrete frame with hollow brick walls and concrete slab with tile deck. The work also included the relocation of a sink, installation of new bakery equipment, extension of hot and cold water lines, flourescent lighting and power receptacles.

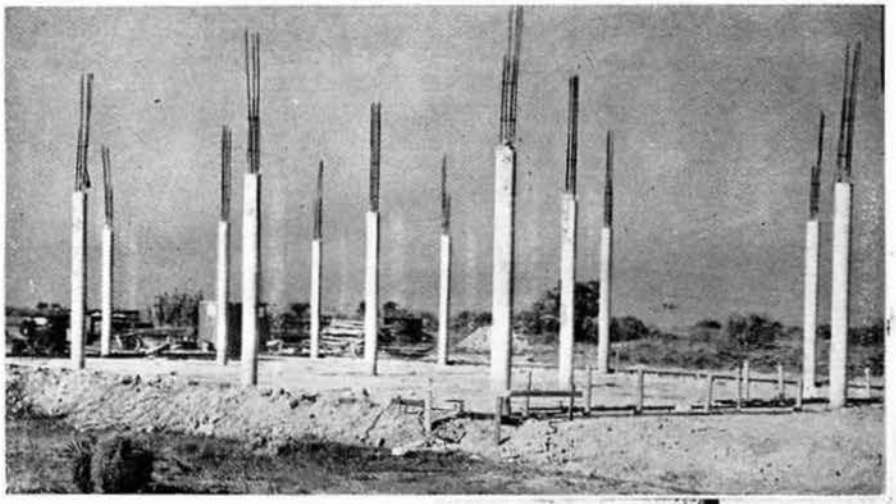
Work began on the project on the 5th of June and consisted of digging footings, laying ground beams, pouring deck slab and roof, and the roughing in of electrical and plumbing facilities. By September, the electrical, plastering, painting, and utilities work were completed and the tiling of walls was undertaken. Completion of the project came the next month, October, within the allotted production schedule.

...new bakery equipment

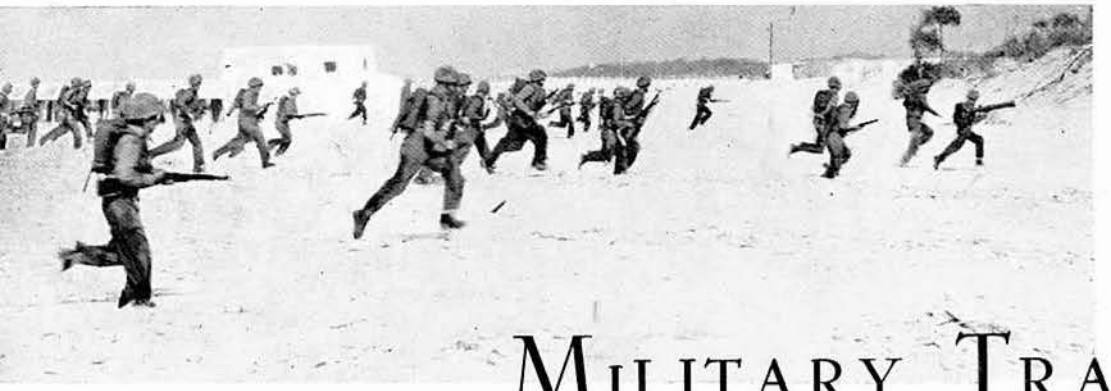
...an early initiation

The construction of the roller skating rink consisted of a structure approximately 100 feet by 52 feet. It has reinforced concrete columns and roof of reinforced concrete joist and tile fillers. The deck slab is concrete over porous fill. It has a terrazzo floor finish, water and electrical service, and the ceiling is of cement plaster. The project was begun on the 20th of June.

THE SKATING RINK



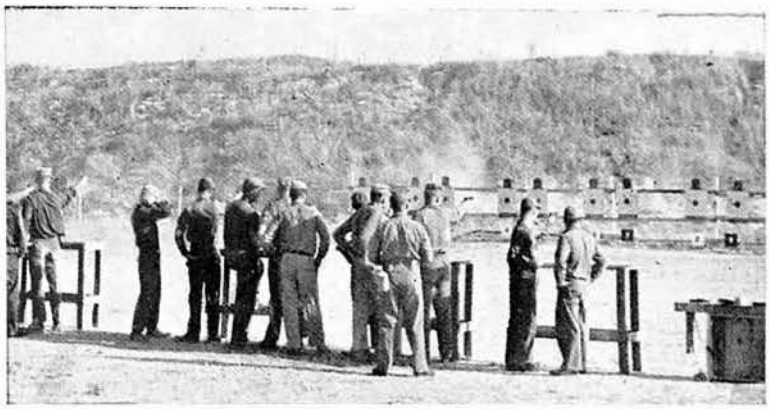
Column erection (top photo) for the skating rink was completed in July along with the completion of footings and foundations and the excavation of the floor slab. The completion of the deck and roof slabs and the rough electrical work came in August (right).



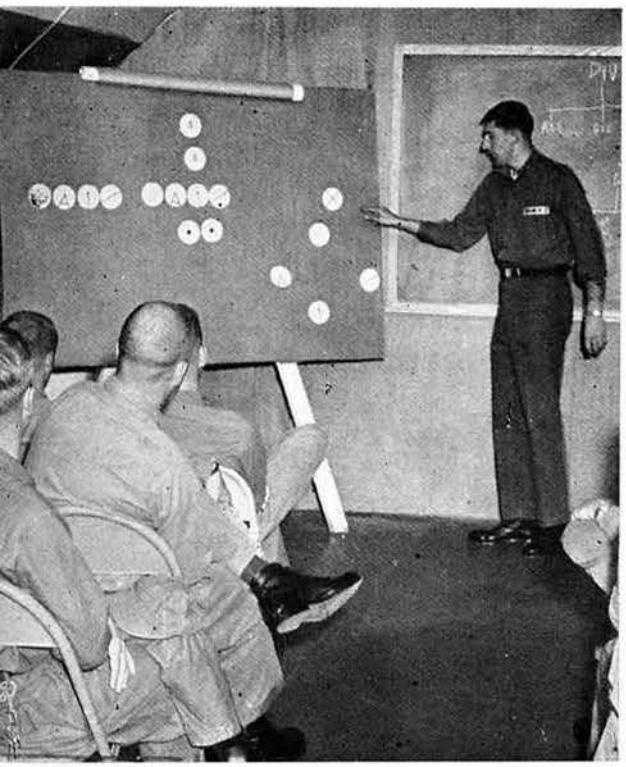
MILITARY TRAINING

Weekly, personnel of MCB FOUR underwent military and technical training. The military training included both theoretical and practical aspects. Through lectures, personnel became acquainted with map reading, compass orientation, first aid, battalion organization, operation of various weapons, and field gear.

From the class room, the battalion was taken into the field to turn theory into practice. Compass marches, which required the sighting of various degree readings, led personnel over the sandy terrain of the Naval Station. On the Spanish firing range, the functional use of weapons was demonstrated and each man had an opportunity to evaluate his "shooting-eye". And an actual beach landing was conducted to demonstrate the tactics needed to 'secure a beachead'.



...to evaluate his "shooting-eye"



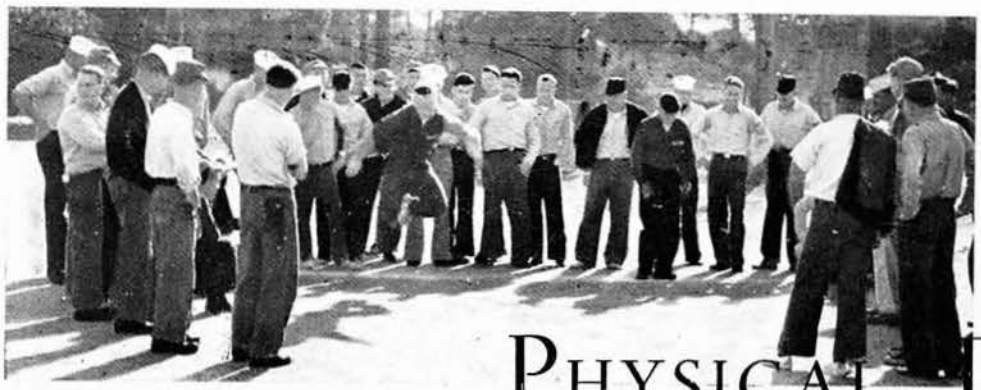
ALONG AN OUTTER PERIMETER

...theory into practice

Technical Training

Technical training was also a weekly occurrance, and in outdoor classrooms the men discussed topic subjects such as Career Appraisal, UCMJ Articles, Naval Leadership, Office and Shop Safety. Pictured here, LTJG R. F. Coltart explains a few of the finer points of Military Law that should be understood by Armed Forces personnel.

...a few of the finer points

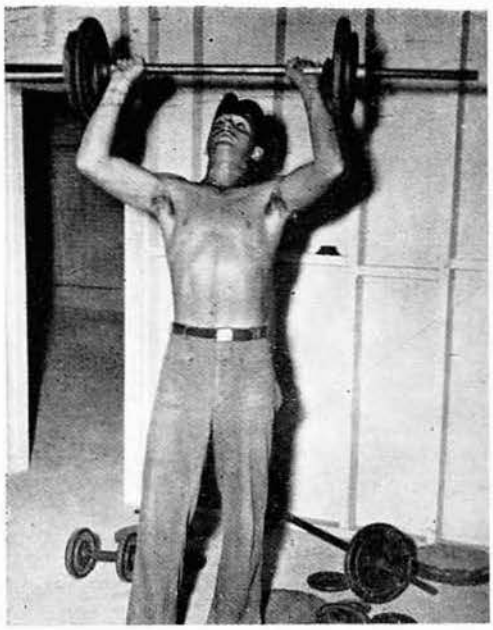


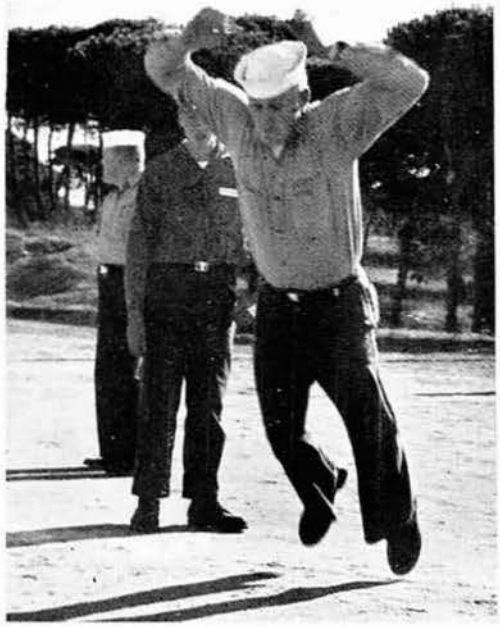
Physical Training

...for many the hardest

Toward the deployment's end, physical training became the battalion's by-word. Twice weekly, after morning quarters, the battalion would undergo excercises to prepare them for the approaching "PT" examination.

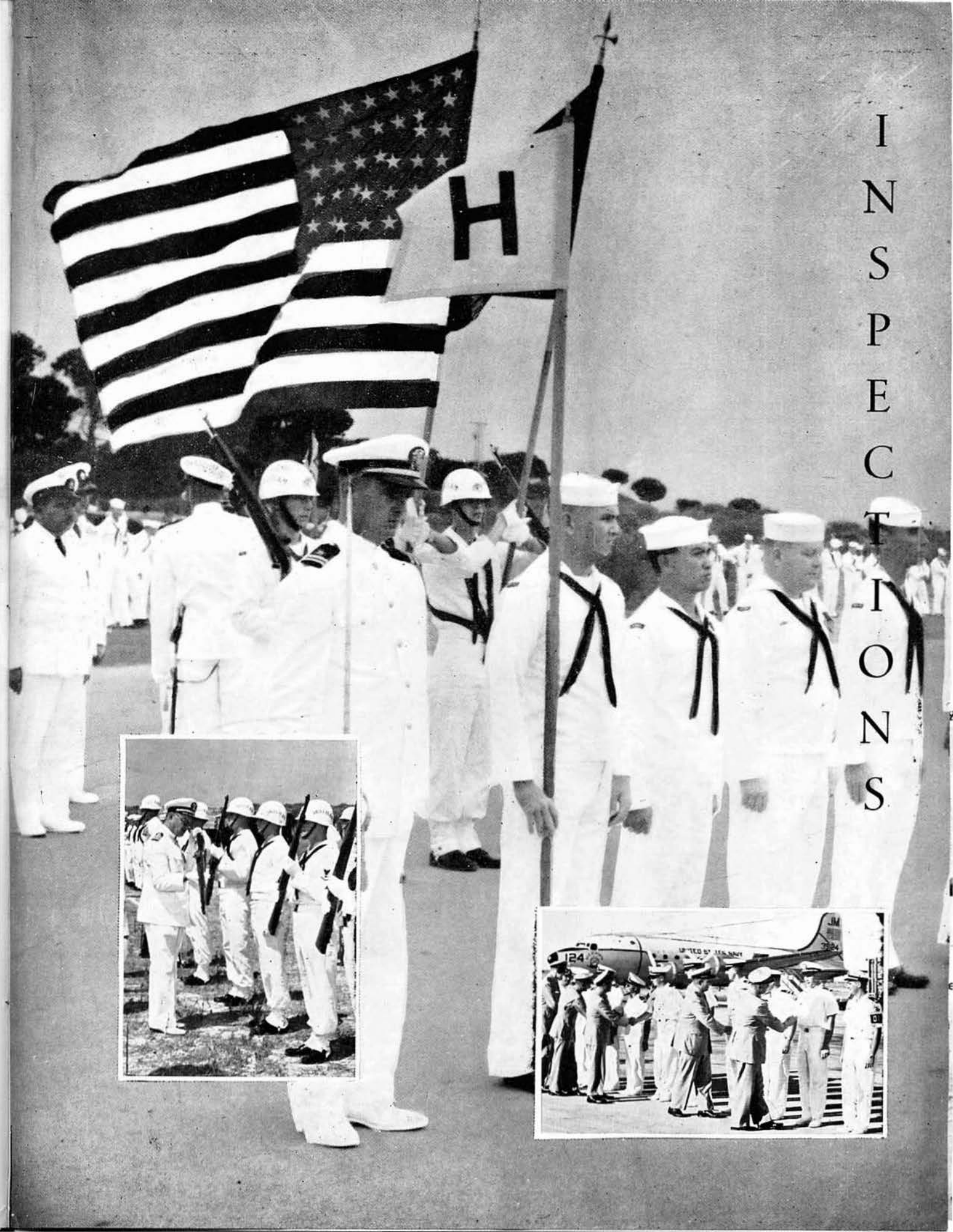
In cooperation with President Kennedy's Physical Fitness Program the examination was given in October and each man was expected to participate. Some of the minimum requirements include twenty-five sit-ups, three chin-ups, and a three hundred yard run in 66 seconds.





AND MORE PHYSICAL TRAINING...

For many, sit-ups were the hardest. However, the jumpingjacks and 300 yard run produced the breathless signs of physical endurance. And although an ambulance was waiting nearby the "PT" course, its medical services were not necessary and the ominous vehicle served only as a resting station for breathcatching.

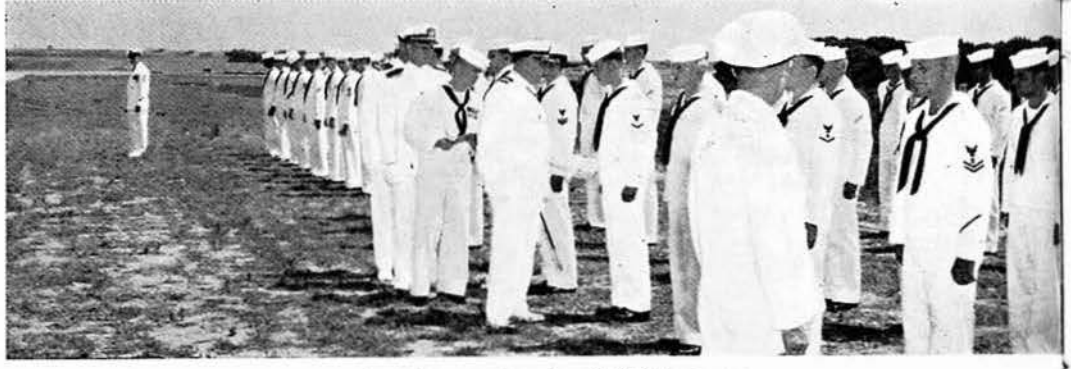


INSPECTIONS

Inspections were in order throughout the Rota deployment. The Battalion's first inspection and pass-in-review, wearing battle-dress green, was held July 8, 1961. Reviewing officer was Captain H. T. Haselton, USN, ComNavActs, Spain (lower right).

A later inspection the same month (top photo) was the last for CDR R. C. Engram as Commanding Officer of MCB FOUR as he said to the Executive Officer, "Number One, have my Battalion pass-in-review." CDR Engram was relieved a week later by LCDR James M. Hill, Jr.

In October, the battalion passed-in-review for RADM E. J. Peltier, Chief of the Bureau of Yards and Docks and Chief of Civil Engineers, who paid a three day informal visit to FOUR (lower left). Included among the many notables who witnessed FOUR's inspections and pass-in-reviews was His Royal Highness Don Alfonso de Orleans y Borbon, Prince of Spain (lower center).



...last inspection for CDR Engram

..."whites" inspection and pass-in-review

...wearing battle-dress green

INSPECTIONS...

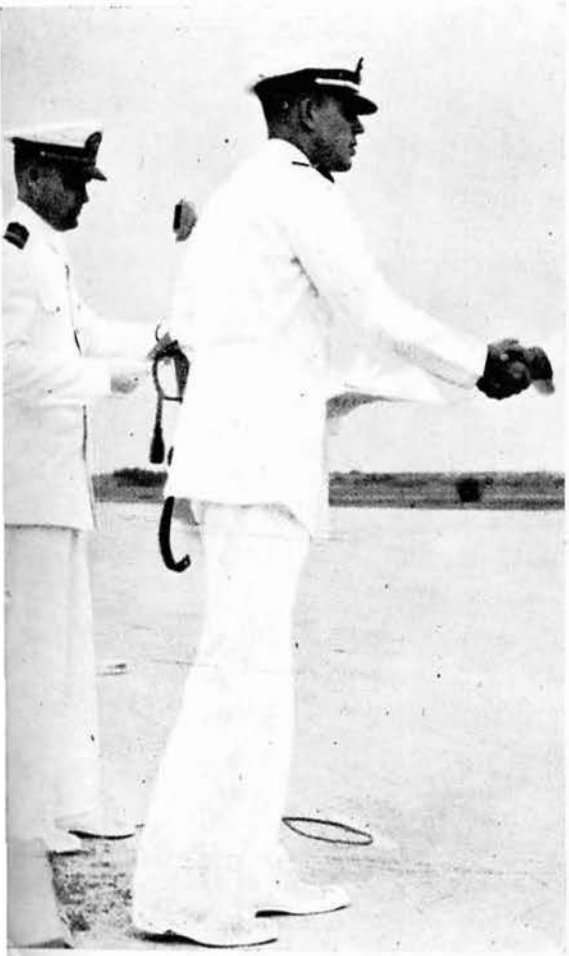
...AWARDS

During August's "whites" inspection held by Acting Commanding Officer, LT D. B. Wile (lower left) several men of the battalion were awarded letters of commendation for their performance during the annual Administrative Inspection the last week of July which was held by Captain J. C. Tate, Commander Construction Battalion Forces Atlantic Fleet.

The men who received the awards were all instrumental in obtaining high ratings for their respective departments during this Admin Inspection.

Later in the deployment, in October, a different form of commendation was given to LT John R. Stinson (top right) upon his transfer from the battalion. A plaque was presented the former Operations Officer by LT D. B. Wile on behalf of the Battalion as a token of recognition to an outstanding and beloved officer.

...token of recognition



Al Rogers

Fred La Vigne

Paul Hesson

James Curry

Joe Manley

Robert Hale

Leroy Walker

Allen Trombley

On 27 July 1961, CDR Robert C. Engram was relieved as Commanding Officer of MCB-FOUR. A nominee for the highest recognition in naval leadership, the John Paul Jones Award, CDR Engram left FOUR to assume his new duties as Chief Staff Officer, Construction Battalions, Atlantic.

CHANGE OF COMMAND

BEE OF THE MONTH...

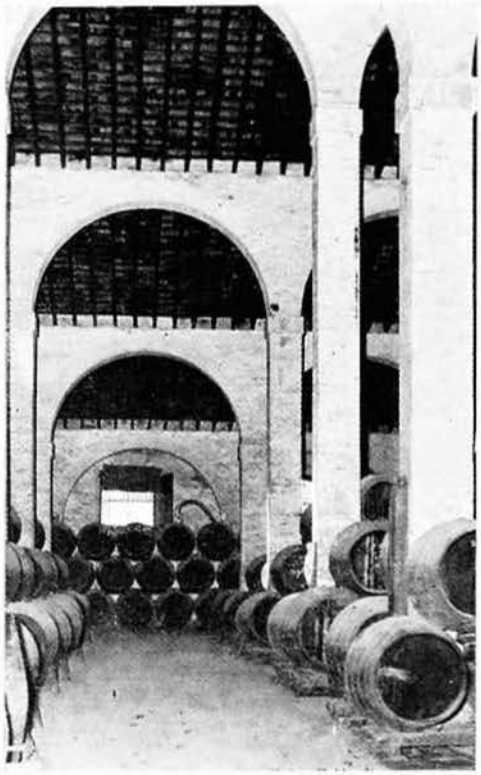
For their hard work and initiative which contributed materially to the projects and high morale of their shipmates, five men of FOUR were chosen as "SEABEE of the MONTH". These outstanding men are: (left to right) Allen Trombley, BUL3, Sept.; James Cronin, CM3, June; William Blakely, SW2, July; Joe Lerma, EAS3, Oct.; and Don Kimmel, SN, Aug.

Whether in pairs...

LIBERTY...

The proximity of the Spanish towns of Puerto de Santa María, Jerez de la Frontera and Seville provided inviting and enjoyable liberty locales.

Here in Spain's wine producing center, the Andalucía region, men, through bodega tours, could observe the aged process of wine fermentation and sample the best of Spanish wines directly from the casks. Whether in pairs or parties, personnel invariably found the Spanish bodega an interesting place to visit.



...an interesting place

...or parties

...the Spanish bodega

PARTIES...

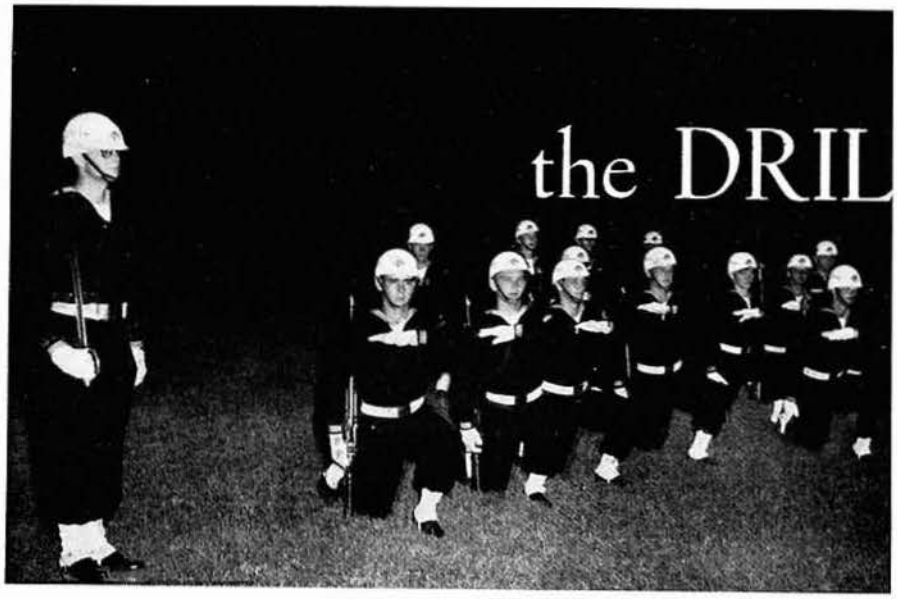
Parties relieved the deployment's heavy work load. As a goodbye gesture to CDR. R. C. Engram, former FOUR C. O., a Battalion party was staged in Rota at the Club Marybal. Spanish flamenco dancers and a combo comprised of Battalion members added to the evening's entertainment.

After-hour private parties in offices and shops formed the majority of battalion parties. For those who didn't desire private gatherings, it was only a short walk to the Silver City Saloon.

...Bobalou

...enthusiastic audience

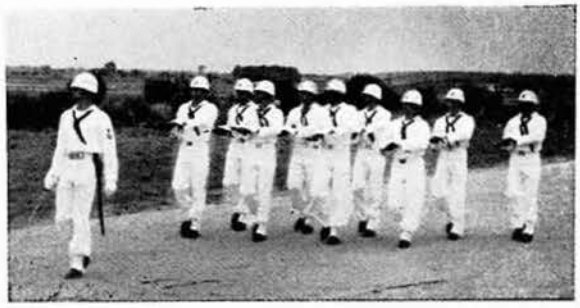
At the Seabee club, the Silver City Saloon, frequent entertainment was presented which included Bingo, Happy Hour and Spanish musical groups. Two Spanish vocalists were headliners at the club and, each with her own distinctive style, packed the club with an enthusiastic audience: Bobalou (top) and Claudia (top center).



the DRILL TEAM...

On the evening of 25 August 1961 at Dunoon Scotland, MCB-FOUR's Drill Team performed at the Scottish Highland games and became the first Naval unit to participate in the 66 year-old Cowal Highland Gathering.

By special invitation from the Dunoon Town Council, the team flew to Scotland and presented their "transatlantic style" before an estimated audience of 8,000 at the Dunoon Sports Stadium. Instantly proving popular to the Scottish audience, the Drill Team presented six special formations during their 10 minute performance. The team appeared with six Scottish military units in the evening program which climaxed the first day of the Highland festivities.



IN ROTA THE MCB-FOUR DRILL TEAM PERFORMED AT BATTALION INSPECTIONS.

AT THE HIGHLAND GAMES...

The Cowal Highland Gathering is one of the highest competitive events held in Scotland. The two day "meet" consists of track and field events, wrestling, log tossing and Highland dancing, band, drumming, marching and bag piping competition.

...SPORTS

During the deployment, MCB-FOUR built a football field, organized a Battalion football team (left) and initiated the new field by shutting out the NavSta Rota Marines, 6-0.

Before more than 1,000 Seabee-Marine fans, the two nine-man squads played head-on, body-bruising "flag" football (lower left). As the gridiron action became heated sideline fans kept cool (lower right). In the final seconds, Phil Butler, BU3, turned a scoreless game into a Bee victory by grabbing a handoff meant for a Marine halfback and racing 50 yards for the touchdown.

...at the Conny Warehouse

CHARLIE COMPANY

Hammer and claw responsibilities of the deployment fell to Charlie Company under the able direction of LTJG E. J. Peltier. The company was divided between light builders and heavy builders, the latter specializing in concrete pouring which often required long hours of uninterrupted work. Light builders worked in the field and were concerned with the construction of forms, form braces, morter boxes and the erection of equipment sheds. The light builders were also assigned to camp area repair work and routine shop duties within the material compound.

...at the Conny Barracks

...light builders

The skills of Charlie Company were heavily slanted toward six of the thirteen projects: Extension of Bake Shop, Conny Barracks, Handball Court, Conny Warehouse, Skating Rink and Crash Crew Quarters.

Besides hard work, one claim to fame of C Company was the assignment of three brothers: the Shadwell's. Two of the brothers, Robert and Frank, came to Spain with the battalion. The third, Howard, reported aboard mid-deployment. A fourth is stationed on the West Coast.

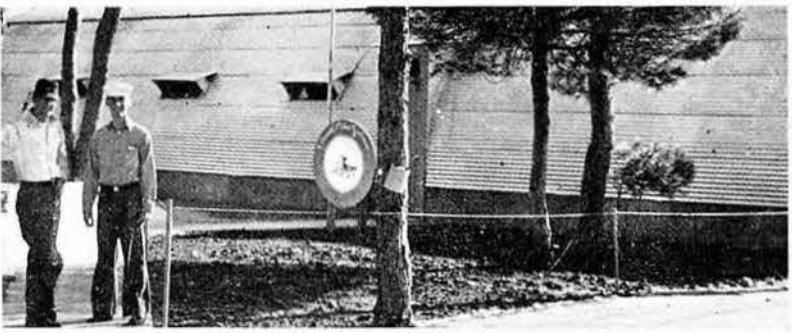
...paint shop

Taking a rest break, builders of Charlie Company informally display latest project attire.

SILVER CITY...

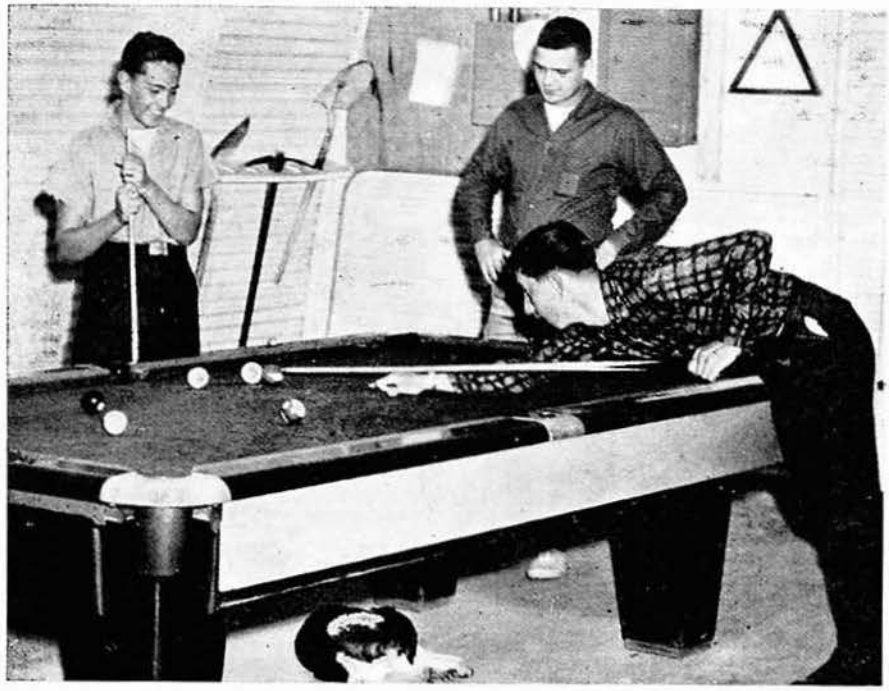
Silver City is on foreign soil, but to us during the months of deployment, it was home. The city is laid along two streets which emerge from a single road at the city's southern edge and travel northward and westward. Along the north boundary the residential section of the city, consisting of Quonset hut barracks, is located. Also along this street the barber shop, post office, galley, laundry and Silver City Saloon are situated. At the northern end of the street, one enters a pine tree-lined, widened area of road with office huts on either side. This is the city's

...city's nerve center



...Silver City Saloon

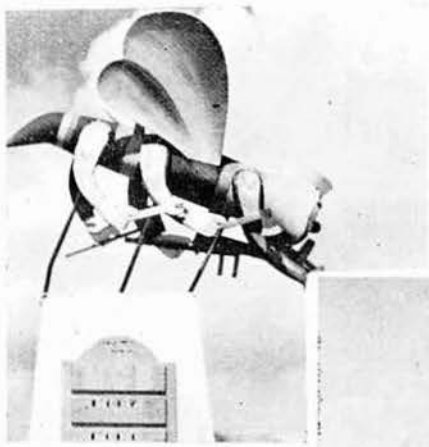
...pay line



...BUT TO US IT WAS HOME

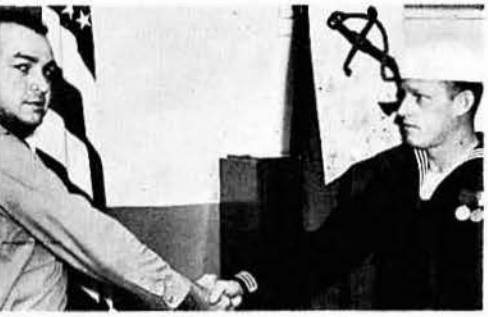
nerve center: personnel, administration, operations, supply, disbursing, and sickbay. Northeast of these offices is the Chapel and Library.

Located by the city's westward road are Special Services, C Company Office and further up the street is the material compound encompassing the warehouse, armory, central tool room and H and B Company shops. Across the street from the material compound are the heavy equipment facilities of A Company.

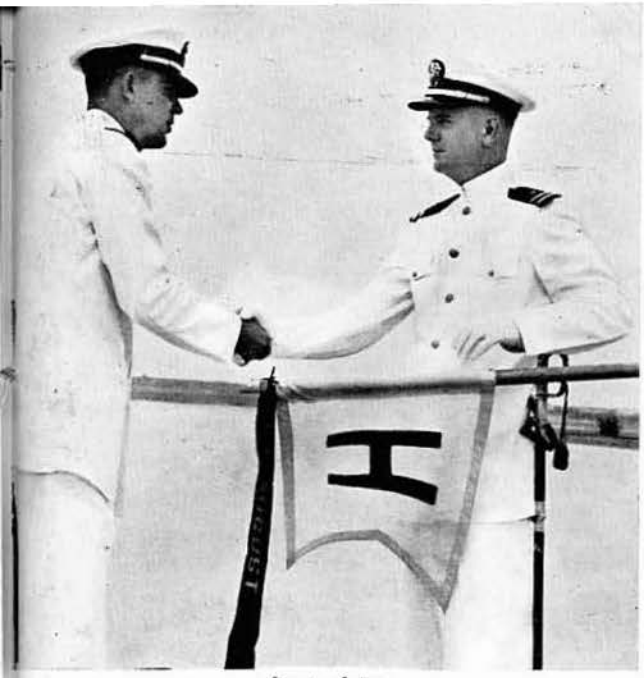


Every city is subject to vandals as the missing "Bee" exemplifies. The Seabee emblem fell victim to kidnappers following the highly rivaled Seabee-Marine football game.

... RE-ENLISTMENTS



Reenlistments formed an important part of MCB-FOUR's 14th deployment. CAPT Hill, LT Wile, CDR R. C. Engram and CAPT J. C. Tate shared the responsibilities of shipping-over various members of the battalion.



...first of two

HOTEL COMPANY...

Administrative and organizational functions of the battalion were the task of Hotel Company which consisted primarily of fleet ratings. During the deployment's duration, H Company had two different Company Commanders: ENS D. A. Doerner, and LT R. P. Easley. In August the company won the first of two monthly company competition awards. The second was awarded in October.

The H Company office of the BASEMAKER was responsible for bringing another award to the battalion: the Department of Defense Newspaper Award as the best Armed Forces mimeograph paper, oversea commands. This coveted award was won in competition with 1,475 service papers.

...personnel men and yeoman

PERSONNEL AND ADMINISTRATION

Operating FOUR's postal services, Hank Moilanen and Phil Butler were deliverers of morale building messages.

...administrative office

...personnel office

ENGINEERING AID SURVEYORS

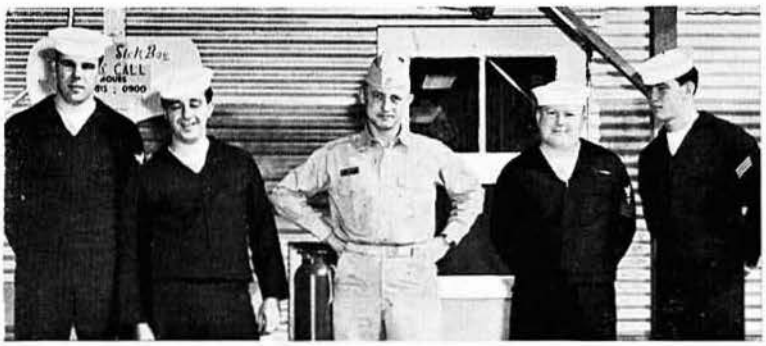
ENGINEERING AID DRAFTSMEN

OPERATIONS

OPERATIONS OFFICE PERSONNEL

Medical and Dental services are indispensable to the success of any deployment. First-aid lectures, dissemination of information concerning existing health hazards and modern medical equipment and methods contributed toward the battalion's efficiency.

MEDICAL AND DENTAL



...indispensable services

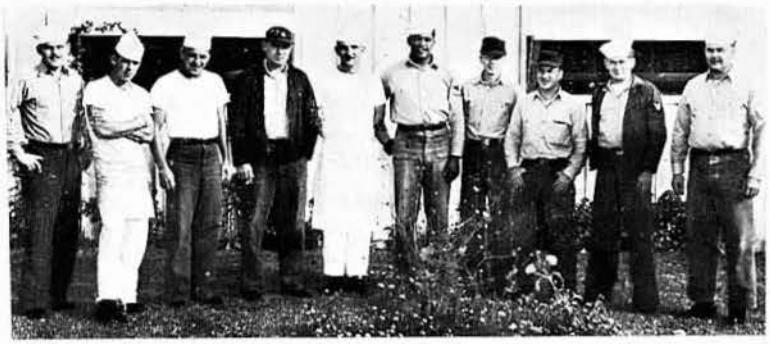
CHAPLAIN'S DEPARTMENT

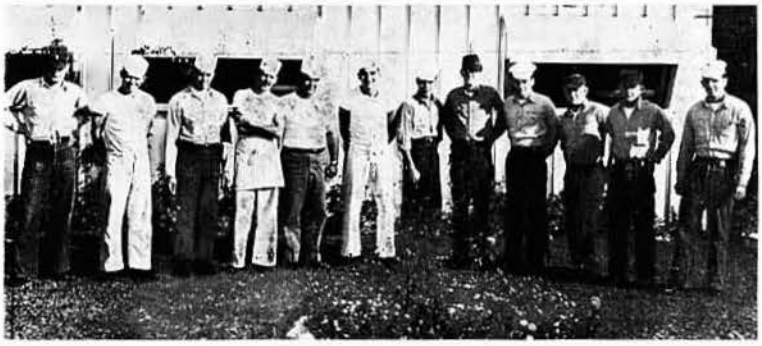
PIO, BASEMAKER AND...

SUPPLY DEPARTMENT

SUPPLY AND DISBURSING

COOKS





MASTER-AT-ARMS

CRUISEBOOK STAFF

CO-EDITORS DON KRAMER (left) DICK CRUM (seated) AND STAFF PHOTOGRAPHER, JIM HYSONG

28 OCTOBER 1961...

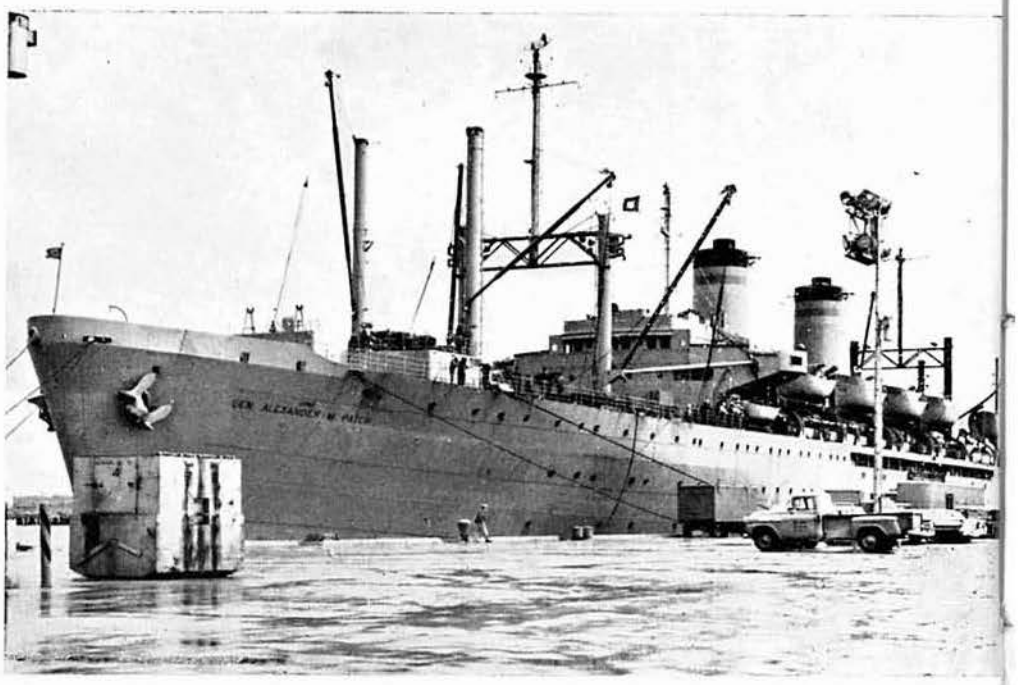
EARLY DEPARTURE

...OUR ADVANCE PARTY

In the early morning hours of 28 October 1961, FOUR's advance party left Rota, Spain, for Davisville, R. I. The return of the advance party enabled barracks and working spaces to be set-up for the return of the battalion's main body one month later.

28 NOVEMBER 1961...

Mid-day of 28 November 1961, in a deluge of rain, the main body of MCB-FOUR boarded the USNS Gen. Alexander M. PATCH for transportation to the states. The embarkation marked the Rota deployment's end which came exactly 179 days after FOUR's arrival 3 June 1961. By eight P. M. the PATCH was underway for Davisville, R. I.



IN THE SHIP'S TROOP LOUNGE, LIESURE HOURS WERE SPENT AT THE CARD TABLE

...LIFE ABOARD THE "PATCH"

As FOUR sailed home, its men had to readjust to their new environment: the pitching, rolling Atlantic and life aboard the USNS PATCH.

The voyage, for the most part, was uneventful, except for seasickness. Assignment of routine duties aboard ship helped break the monotony of endless and ceaseless rolling. During liesure hours, card games, movies and sunning on the main deck provided pleasant past times.

...sunning on deck

...routine work

5 DECEMBER 1961... HOME

The lowering of the PATCH's gangway at the Davisville, R. I. pier completed the Atlantic crossing from Spain, and for the Battalion a long awaited date had arrived: 5 December 1961 — HOME.

"...SOUND PROFESSIONAL ABILITY AND LEADERSHIP"

For outstanding duties as MCB-FOUR's Executive Officer and as Acting Commanding Officer for half of the Spanish Deployment, LT Dorwin B. Wile was presented a letter of commendation by CAPT J. C. Tate, Commander Naval Construction Battalions, Atlantic Fleet. The letter was presented LT Wile via LCDR James M. Hill, Jr., FOUR's Commanding Officer, and it stated:

"In the capacity as Executive Officer you assumed duties which were normally the responsibility of an officer much senior in grade and experience. The performance of duties... required the assumption of a large amount or responsibility involving the planning and co-ordination of the administration, discipline and routine of the Battalion. In executing these duties, you displayed sound judgement and aggressive leadership in the handling of officers and enlisted personnel..."

"...WITH INGENUITY AND RESOURCEFULNESS"

Responsible for coordinating FOUR's transportation from Spain to Davisville aboard the PATCH was LT R. P. Easley. The efficiency with which LT Easley coordinated the operation was officially recognized through a letter of commendation. LT Easley's commendation letter notes: "With little direction and with almost no information available locally regarding MSTS accomodations and regulations, you proceeded with ingenuity and resourcefulness to organize and execute one of the smoothest lifts the Battalion has experienced to date.

"Your attention to detail; ensuring that information was promulgated to all hands in a timely manner; organization and direction of working parties; and personable and timely contacts with Naval Station Rota personnel concerned contributed materially to the smoothness of the operation."

"...THE HIGHEST RECOGNITION"

With FOUR's return to Davisville, CAPT J. C. Tate, Commander Naval Construction Battalions, Atlantic, presented a letter of commendation to Don Kramer, YN3, whose duties as editor of FOUR's weekly publication, THE BASEMAKER, resulted in winning the Department of Defense Newspaper Award. The DOD Award, highest recognition given service newspapers, proclaimed THE BASEMAKER as the best mimeograph publication oversea commands. Kramer's achievement marked the first time an Atlantic Seabee publication had received the coveted award. Editor Kramer was in global competition with all Armed Forces newspapers in the mimeograph oversea commands — 1475. The quarterly award, which is presented through the facilities of Armed Forces Press, Radio and Television Service, covered the third quarter of 1961 throught which time FOUR was deployed at Rota, Spain. THE BASEMAKER received the award "...as a positive factor in promoting efficiency, welfare and general morale through its excellence of content, news interest and effectiveness of design."

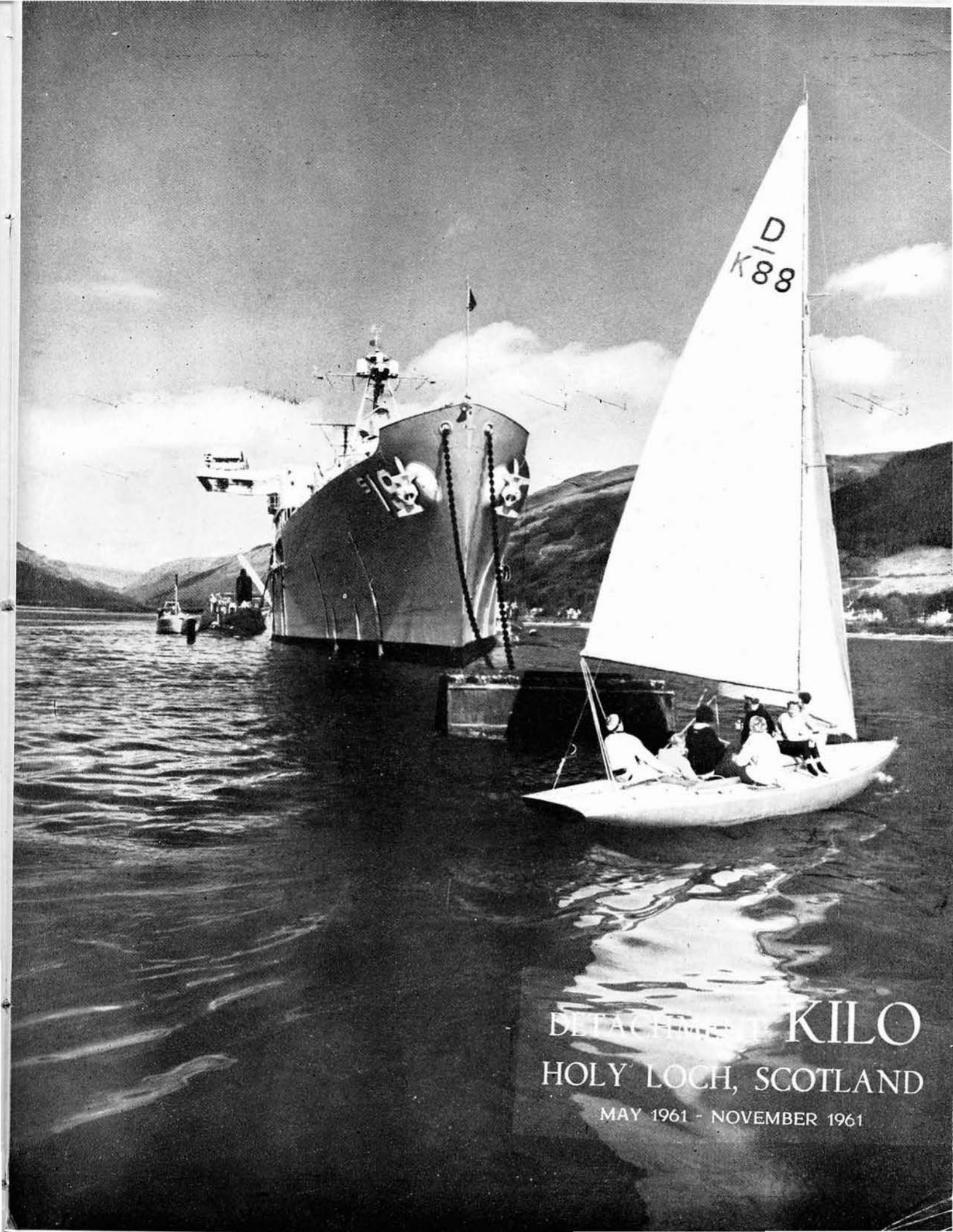
To chronicle, either verbally or pictorially, the events of almost seven months in a foreign country on a deployment with over 300 men is indeed a difficult if not monumental task. As in all things, the limitations of time and space have taken their toll on individual coverage and the reader may well note the glaring omission of persons and happenings which rightfully should have been included. For these over-sights we apologize; however, if in the years to come he is able to peruse these pages with the slight smile of nostalgia, then our efforts have not been in vain.

EDITORS

DETACHMENT KILO

The task of compiling information and pictures for KILO's section of this cruisebook was greatly expidited by the cooperation of ENS P. J. Pocsi who handled book sales for KILO and contributed materially to the publication, and LTJG D. R. Wagner who volunteered technical advice. For their services we are grateful.

—Editors



DETACHMENT KILO

HOLY LOCH, SCOTLAND

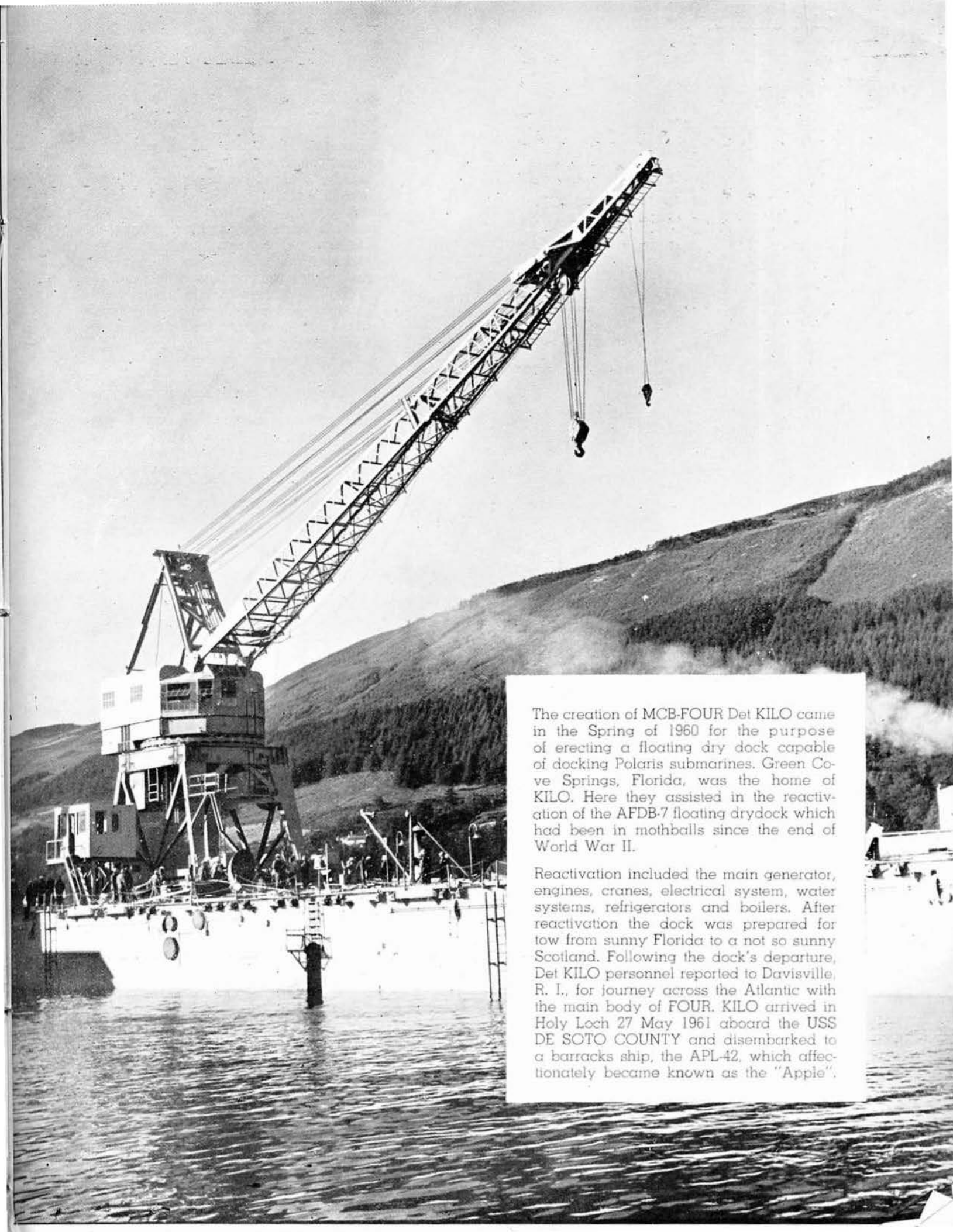
MAY 1961 - NOVEMBER 1961

LCDR WILLIAM E. NIMS
CEC USN
OFFICER - IN - CHARGE

Were it appropriate to dedicate the Detachment KILO portion of the cruisebook, it might very well be in order to make that dedication to our most worthy adversary of the deployment... "Old Man Weather". However, in spite of the elements that continually necessitated revised work schedules and methods — perseverance triumphed. Aside from this situation, all problems were met head-on and overcome regardless of the magnitude of the set-backs such as 'splice plate welds', connecting rods for diesel engines, and water-level indicating systems — just to mention a few. Probably the most rewarding experience for me during this deployment was to watch the manner in which all hands tackled the problems with a vengeance spiced with descriptive adjectives. "Where there is a will, there is way" even when the will seems to be taxed to the limit.

It is unusual for a SeaBee organization to have the large percentage of Fleet Rates that were assigned to Detachment KILO. About forty-five percent of the complement were EN, EM, MR, SF, DC, BM, IC, and FN in addition to YN, PN, HM, CS, SK, SD and SH ratings. The orginal Dry Dock operating personnel allowance was included in this number. I would like to give recognition to the men of the ship-board ratings for their contribution to the success of the Dry Dock job as an important segment of the SeaBee organization. Your devotion to duty, technical abilities and capacity for hard work did not go unnoticed and certainly is in keeping with what we SeaBees feel is our tradition. I feel that a great deal of mutual respect developed during this deployment, and would like to express the hope that you will all remember this tour as an operation which contributed directly to Fleet Readiness and as a worthwhile experience.

W E Nims



The creation of MCB-FOUR Det KILO came in the Spring of 1960 for the purpose of erecting a floating dry dock capable of docking Polaris submarines. Green Cove Springs, Florida, was the home of KILO. Here they assisted in the reactivation of the AFDB-7 floating drydock which had been in mothballs since the end of World War II.

Reactivation included the main generator, engines, cranes, electrical system, water systems, refrigerators and boilers. After reactivation the dock was prepared for tow from sunny Florida to a not so sunny Scotland. Following the dock's departure, Det KILO personnel reported to Davisville, R. I., for journey across the Atlantic with the main body of FOUR. KILO arrived in Holy Loch 27 May 1961 aboard the USS DE SOTO COUNTY and disembarked to a barracks ship, the APL-42, which affectionately became known as the "Apple".

...towing plans discussed

Under the direction of LCDR W. E. Nims, officer-in-charge of Det KILO, work commenced on the dry dock sections 2 June 1961. By 23 June the first wing wall had been raised and by 10 August dock sections A and B had been welded together. From the outset, difficulties plagued KILO's work. The largest obstruction was the consistancy of inclement weather. The adverse working conditions produced distractions which resulted in faulty welds. The welds had to be corrected. This required time in a too crowded schedule. To further eliminate this problem, shelters were built to protect the welding crews and the welds. Welding continued night and day. So did the troublesome weather.

On 15 August sections A and B were ready for the first test dive. However, as the dock descended a fault was discovered in the levelometer system and the submergence test had to be postponed. To repair this deficiency it was necessary to call upon the only living expert on this

FROM SUNNY FLORIDA...

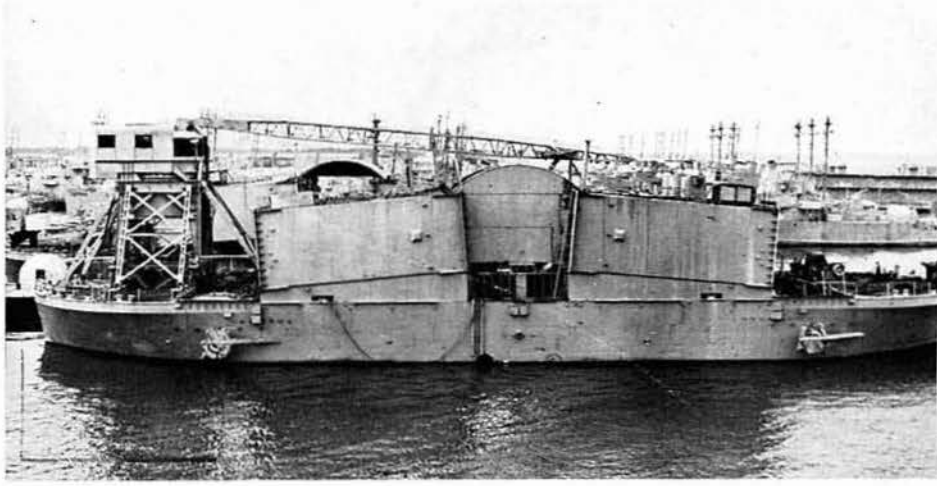
...nucleus crew of AFDB-7 and Det KILO

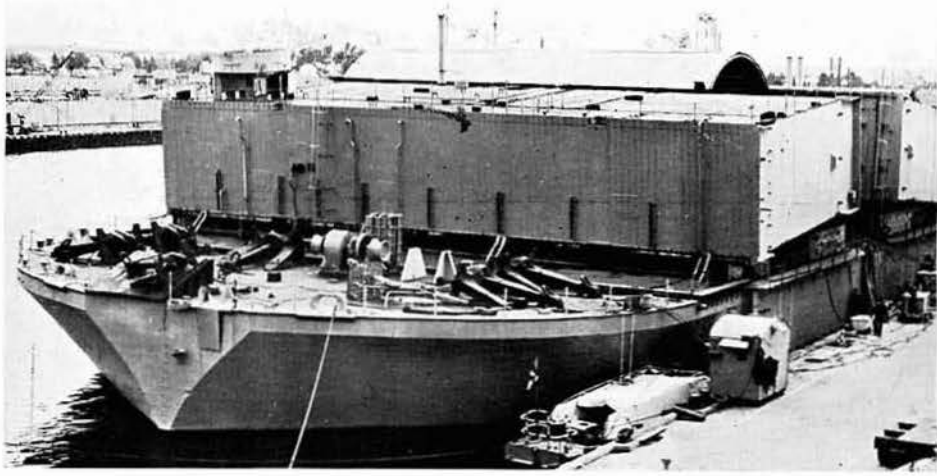
system, Mr. "T", as he was known, age 72. By 16 September A and B sections were prepared for another try at submergence. The test was successful.

The next task was to transfer the gantry crane. The transference was accomplished on 18 September. Normally, this would mean the completion of the hardest tasks of erection and the beginning of a downhill jog. But events became more hetic for KILO.

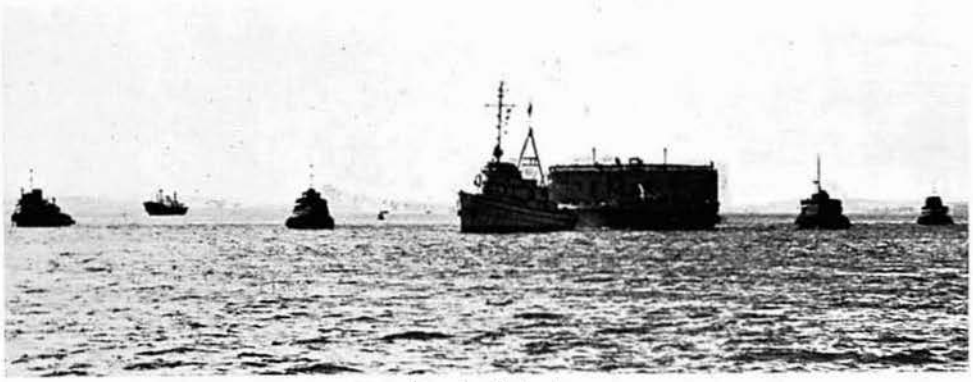
The weather worsened. The Ingersoll Rand main generator engine broke down and it became obvious that a longer working week was necessary to meet the operational date of 1 November 1961. The work schedule was pushed to six days a week, 12 hours a day. By 4 October C section was joined to A and B sections and on 22 October the last section, D, was incorporated. The work schedule was increased to seven days a week, 12 or more hours a day.

Fighting the obstacles, KILO missed the proposed completion date only a week. By 6 November, the final submergence test had been accomplished.





...TO A NOT SO SUNNY SCOTLAND



...dry dock in tow

LT. L.L. BLOUGH
ASSEMBLY OFFICER

LT. J.H. CUNNINGHAM
SUPPLY & ADMINISTRATION OFFICER

DETACHMENT KILO OFFICERS

ENS. E.A. CASDEN
A CO. COMMANDER

LTJG D.R. WAGNER
B CO COMMANDER

ENS. P.J. POCSI
PERSONNEL OFFICCER

LT. R.O. MELCHER

PROSPECTIVE OFFICER - IN - CHARGE

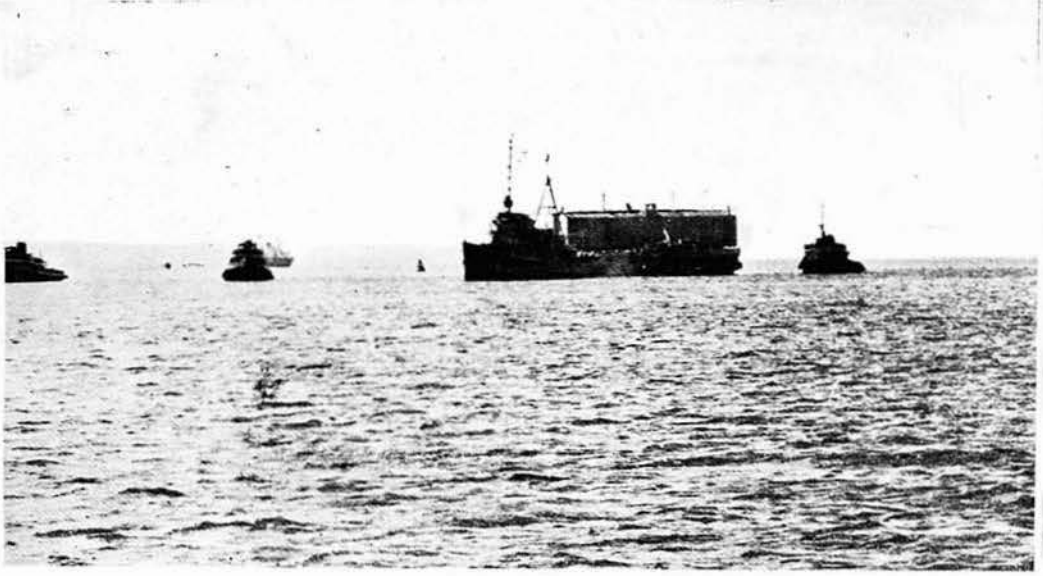
DRY DOCK OFFICERS

LT. A.E. MANSON

C. CO. COMMANDER

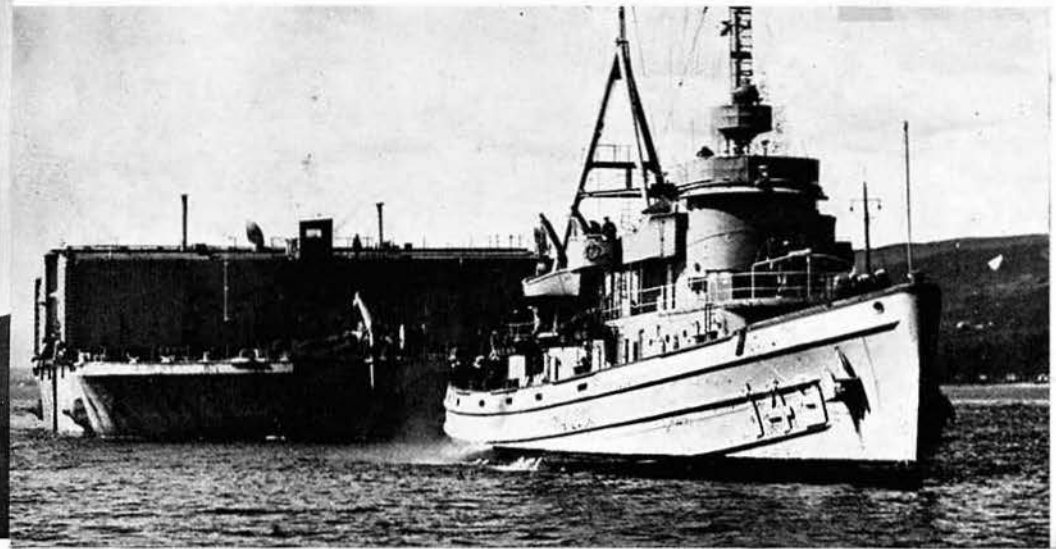
CWO E.A. POE

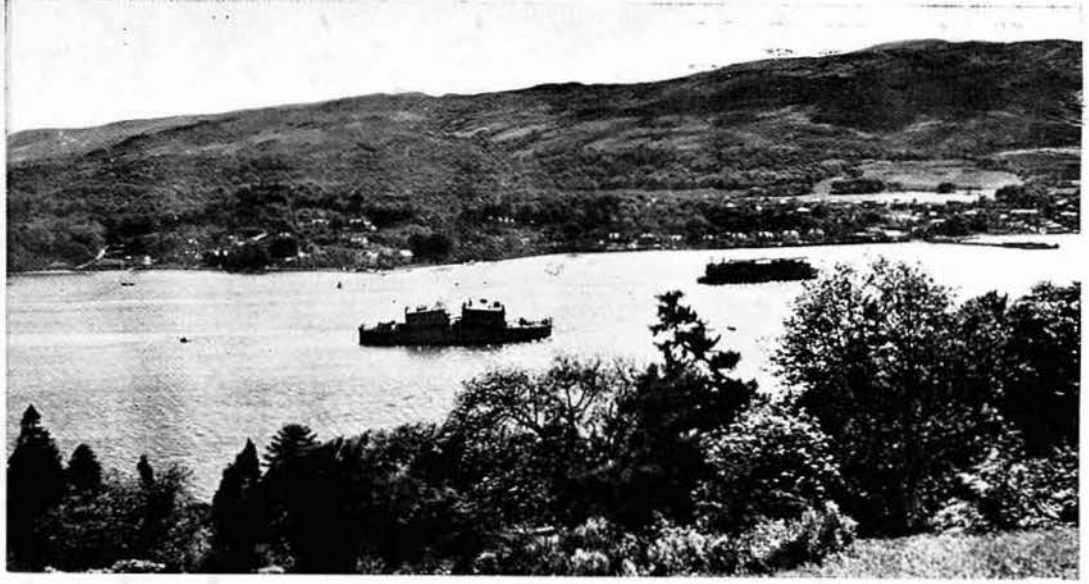
D. CO. COMMANDER

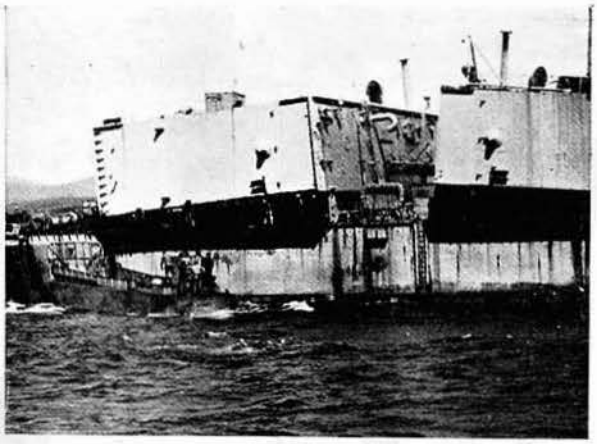


With the completion of reactivation on the dry dock sections, preparations were begun for the long tow across the Atlantic. This involved the inventory and stowage of all equipment and procuring provisions for the 30-day voyage. The tows left Green Cove Springs, Florida, the end of April. Not only were the four sections of the dry dock separately towed but also the barracks ship (APL-42) and a floating

...largest tow since WWII







...dry dock section

warehouse (YFNB-32). Also towed behind the A and B sections of the dock were two barges. It was the largest tow since World War II.

The crews consisted mostly of general service ratings who accomplished the voyage without mishap and, through letters of commendation, were lauded for their outstanding performance.

...LETTERS OF COMMENDATION

"I note with pleasure the safe delivery to Holy Loch TF 48.6 of AFDB-7 and associated service craft. All too often, the unsensational but none the less important tasks seem to pass unnoticed and unappreciated.

"Your situation reports which invariably indicated no problems, were, in fact, proof of your ability to accomplish an arduous and difficult task in a seamanlike manner.

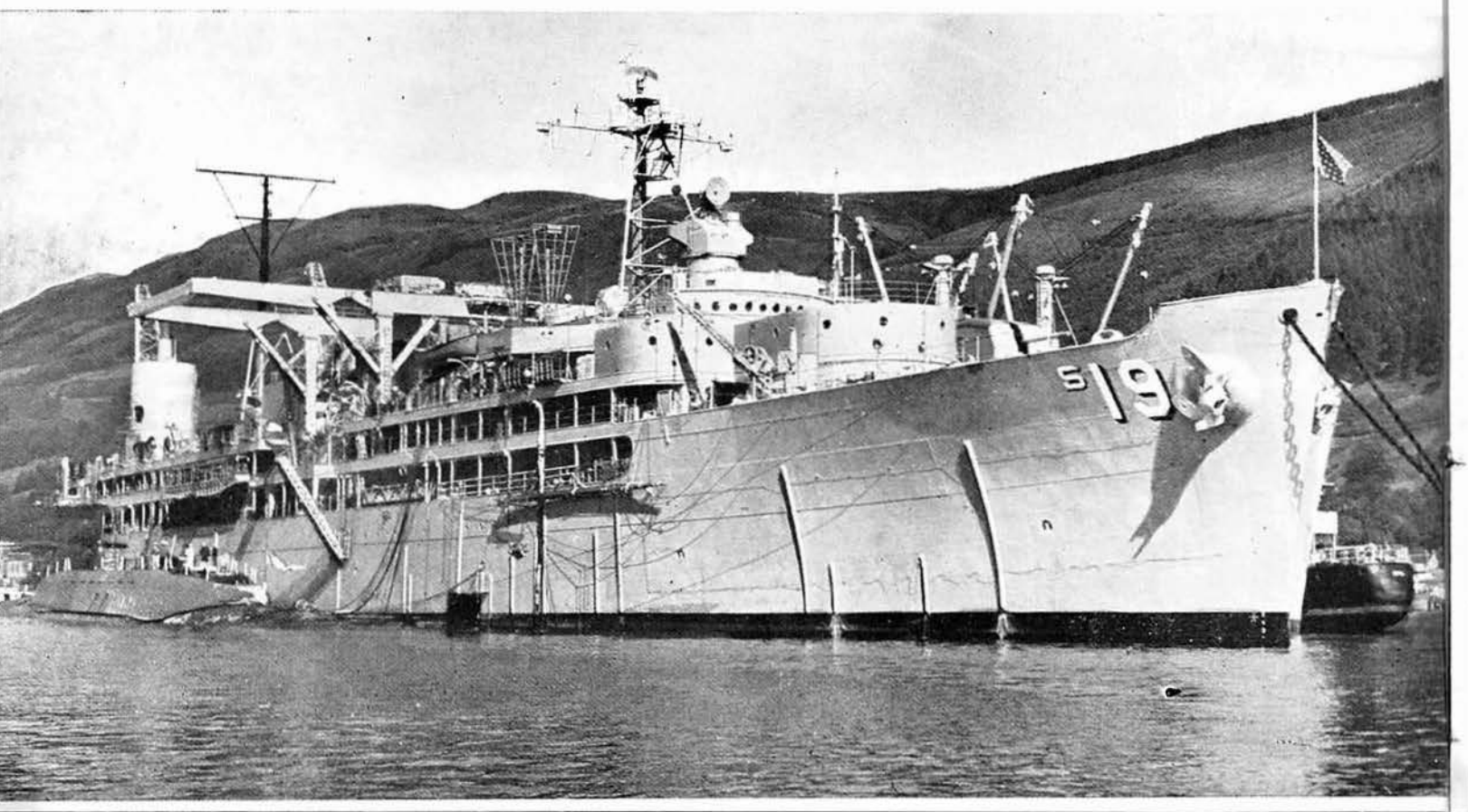
"...a job Well Done."

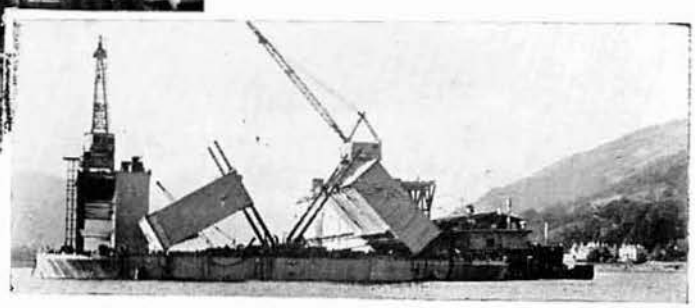
ADM Arleigh Burke, CNO

"Well done for the successful completion of your long and historic tow, the largest since World War II days. Your excellent progress, fine seamanship and smart handling of all events enroute have been widely observed by all concerned with this important operation. The versatility and professional knowledge displayed by all units is a source of pride."

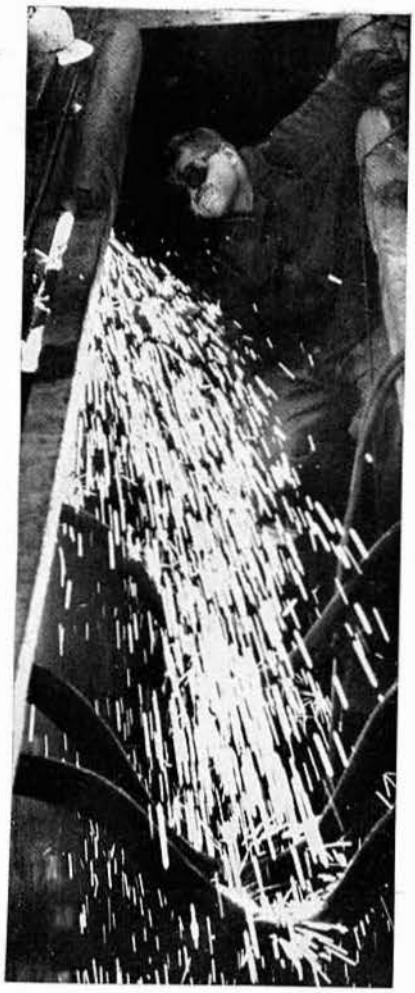
RADM Romoser, COMSERVLANT

USS PROTEUS (AS-19): POLARIS SUB TENDER



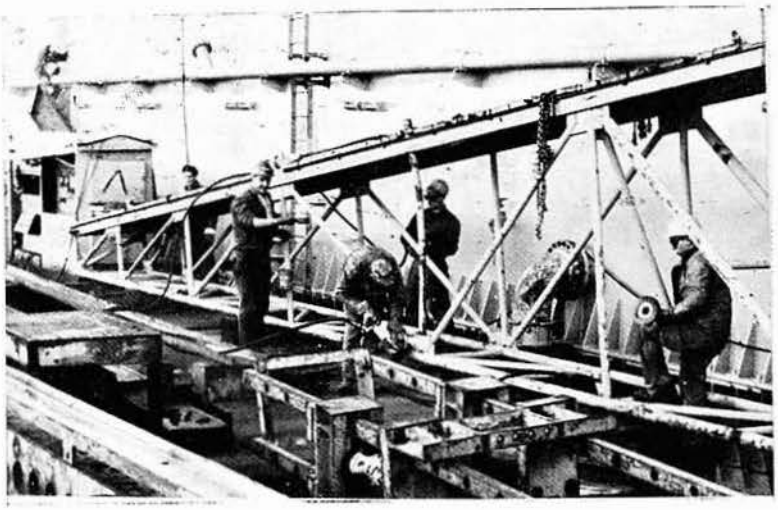


...NOW MEN, "ERECT IT"



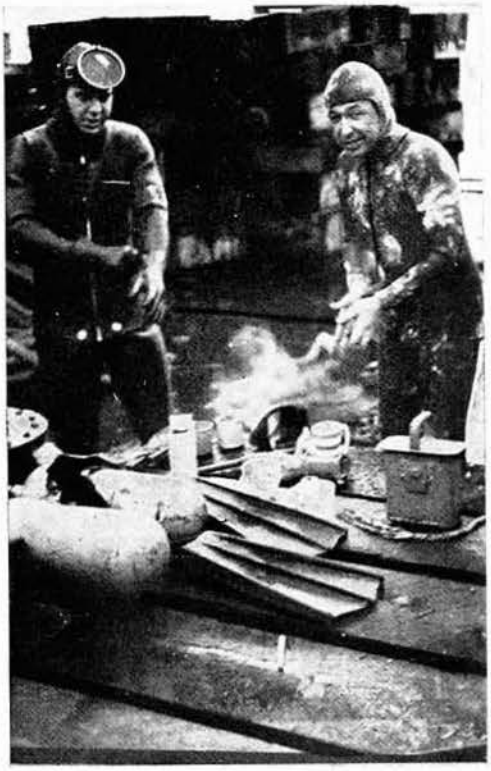
The cry "erect it" indicated another wing wall being raised (top) and one more step toward completion. The first wing wall was raised 23 June 1961.

The floating dry dock KILO erected in six months of intensive work has an overall length of 512 feet three inches. Its width is 240 feet with a dock basin width of 122 feet. The wing walls measure 48 feet six inches in height and are 18 feet wide.



THE WORK WAS AS VARIED...

EQUIPMENT MAINTENANCE



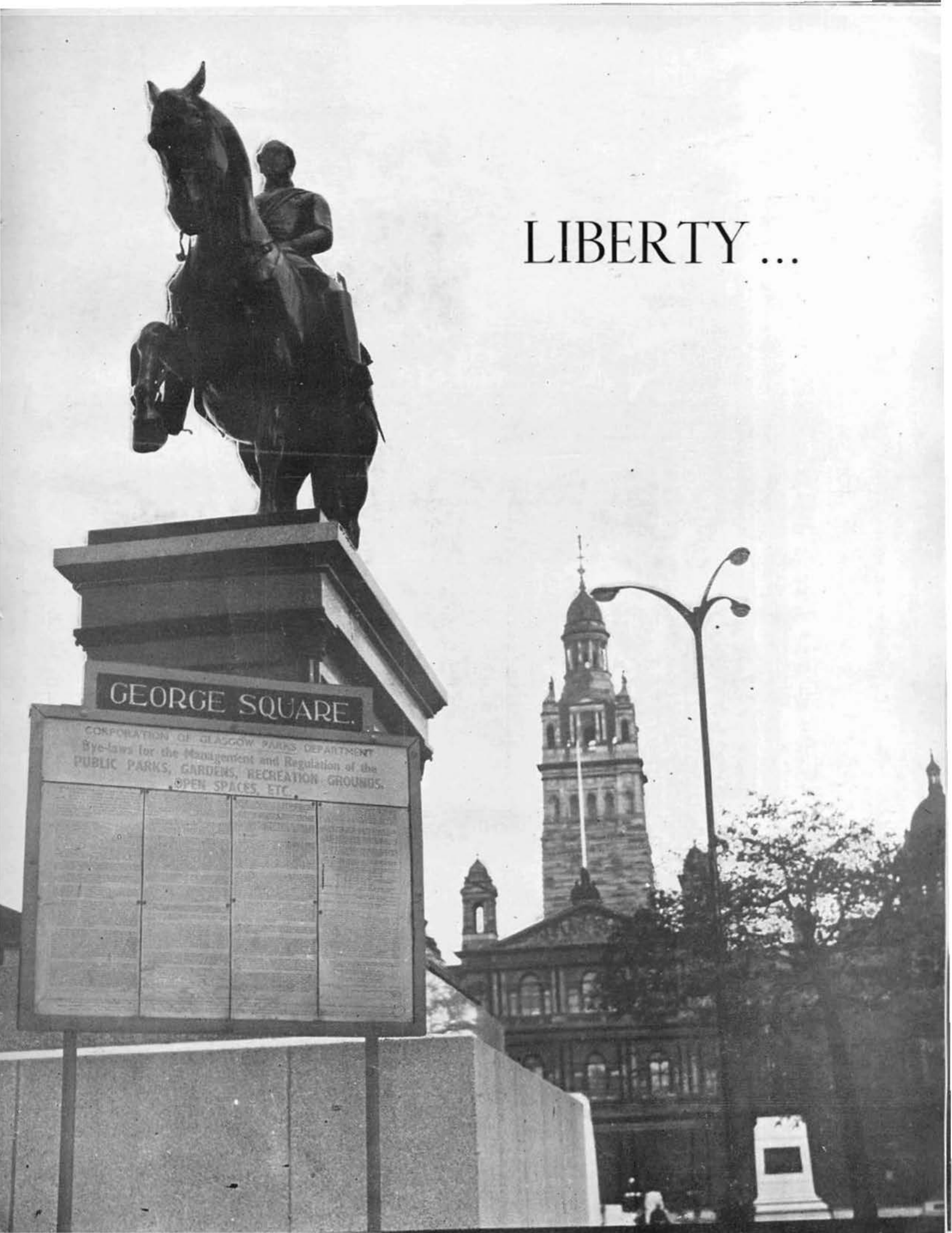
...AS IT WAS DIFFICULT

STEELWORKING TASKS INCLUDED UNDERWATER CHECKING

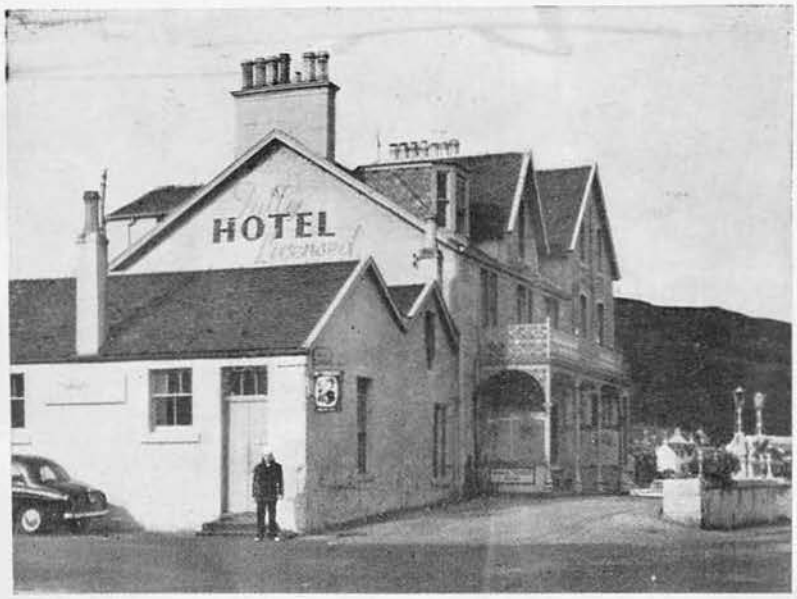
Near mid-July, CAPT J. C. Tate, Commander Construction Battalion Forces, Atlantic, conducted Det KILO's Administrative Inspection. Involved in the two day inspection was bunk, locker and "greens" inspection. Records in offices such as Personnel, Administration and Supply were also examined. Work on the dry dock also came under the inspection. The inspection team witnessed the jacking up of one of the dock's wing walls.

...ADMINISTRATIVE INSPECTION

Departing KILO, the inspection party headed for Rota, Spain, to conduct an Admin Inspection of FOUR's main body.


GEORGE SQUARE.
CORPORATION OF GLASGOW PARKS DEPARTMENT
Bye-laws for the Management and Regulation of the
PUBLIC PARKS, GARDENS, RECREATION GROUNDS,
OPEN SPACES, ETC.

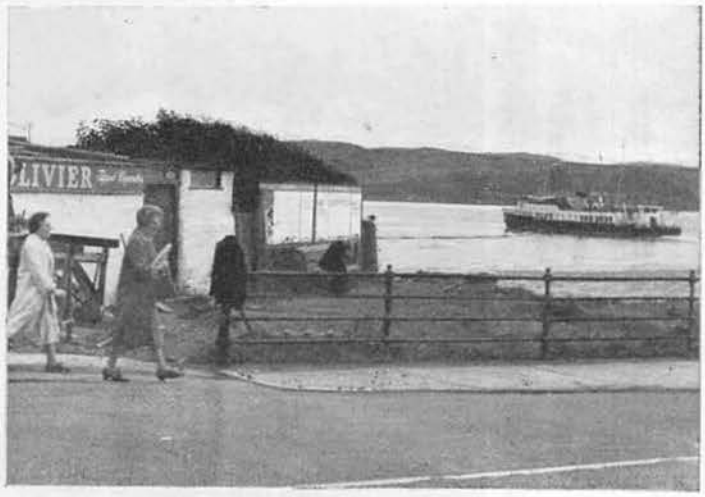
LIBERTY ...



...Ardnadam Pier Hotel

Holy Loch is nestled in the Scottish Highlands, a setting of verdant, rolling hills, picturesque Lochs, parks, kilts and tamoshanters. A land where the whiskey is strong and the people friendly.

Regardless of brooding Scottish skies, liberty became one of the memorable aspects of the deployment at Holy Loch. A short ride in a "Mike" boat from the APL-42 to Ardnadam pier and one was ashore. Only a few minutes ride by bus and personnel could be in the Scottish holiday resort of Dunoon, Scotland, home of the Cowal Highland Games. Many enjoyable evenings were spent by KILO men at Dunoon dancing at the pavillion or "guafing" Lager at one of Dunoon's inviting pubs.



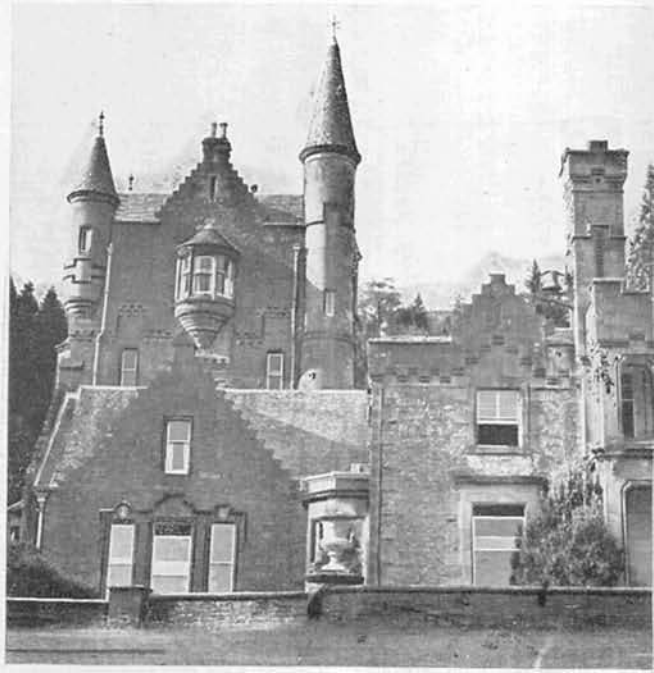
...inviting pubs.

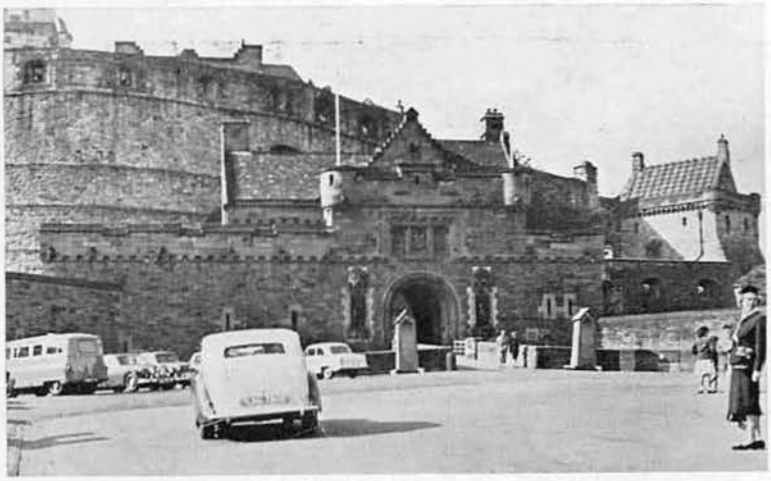
Sightseeing...

...BOTH QUAINT & IMPRESSIVE

For liberty weekend jaunts, Glasgow and Edinburgh, Scotland, were popular places to visit. Sightseeing, socializing with the Scots and shopping on Souchihall Street were pastimes in Glasgow.

Edinburgh tours of Scottish castles and cathedrals were both quain and impressive. Additionally, KILO men had the opportunity to attend the world famous Edinburgh Cultural Festival.





...Scottish castles

NOT ALL SCOTTISH BEAUTY...

...picturesque parks

...IS ARCHITECTURAL

This boat load of dignitaries included VADM Beakley, DEPCINCLANT, and RADM Knoll, COMSERVLANT.

VISITING DIGNITARIES WERE...

The interesting and important task of Detachment KILO in Scotland gave occasion for many visitors during the deployment and visiting dignitaries were a familar sight. Left RADM Peltier, CHIEFBUDOCKS, addresses KILO men and views dry dock basin.

VISITING DIGNITARIES INCLUDE RADM DASPIT, DEPCOMSUBLANT

Royal Navy guests of Det KILO are CAPT Mayo (top) and CAPT George Pound (bottom) who relieved CAPT Mayo of duties within the Firth of Clyde area.

A VERY FAMILIAR SIGHT

...plaque presented

Guests from Dunoon, Scotland are Catherine MacPhail, Provost of Dunoon, and Duncan Anderson, Dunoon's Town Clerk (top). Madame Provost was presented a KILO plaque by Chief Lea on behalf of the Detachment.

BUILDERS

THE CREWS AND...

BOAT CREWS

OPERATIONS

ENGINEERING

DAMAGE CONTROL

...DEPARTMENTS

QUARTERDECK WATCH STANDERS

DRY DOCK OFFICERS

ADMINISTRATION

MECHANICS

MOORING CREW

MASTER - AT - ARMS

EQUIPMENT OPERATORS

PERSONNEL

UTILITIESMEN

LAUNDRY

STEWARDS

MESSCOOKS

COOKS

SUPPLY

MACHINERY REPAIRMEN

STEEL WORKERS...

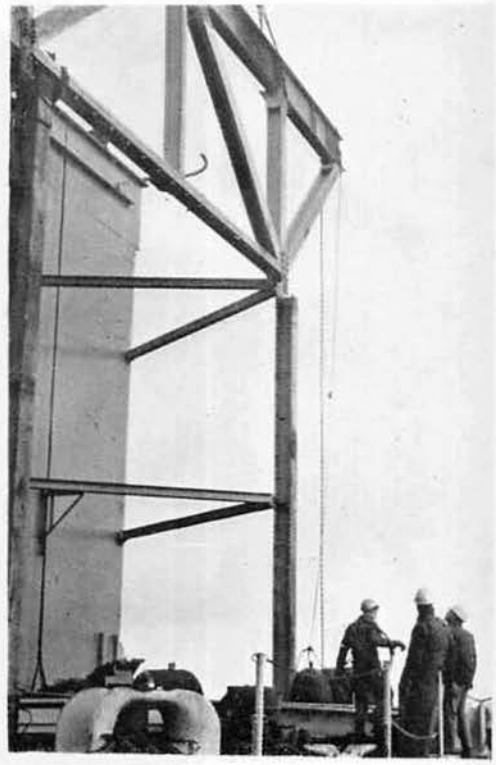
STEELWORKERS...

The core of KILO's work on the floating dry dock enveloped the steelworkers. Intricate welds, hampering weather and long hours produced a strain evident in the steelworker crews by deployment's end.

Forming the backbone of the steelworker crews were 11 men who had graduated in April 1961 from the Davisville Class "C" Welding and Certification School. All phases of horizontal, vertical, overhead and pipe welding were covered to give the men technical experience for the task they faced.

Honor man of the class, J. M. Frizzel, lauded the school for the interest shown each individual. Passing on the knowledge and interest acquired in school, the graduates helped promote more efficient steelworker crews in KILO.

Addressing the graduating class, LCDR Nims stated that the steelworkers would have the most critical phase of the dry dock assembly.



...for the more determined

...an occasional dunking

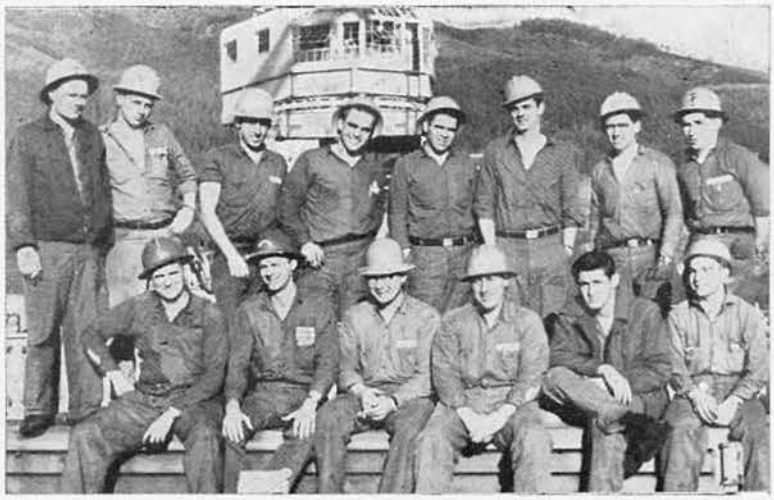
...was necessary

"NO POLARIS"

Whitewashed onto a stone wall along the Holy Loch this sign served as a constant reminder that a dissentient group, known as Pacifists, objected to the presence of the PROTEUS, Det KILO, and the atomic missile submarines operating from Holy Loch.

Not solely from the surrounding towns of the Holy Loch, the majority of the Pacifists were reported as migratory groups. Their mission: stage anti-Polaris missile demonstrations.

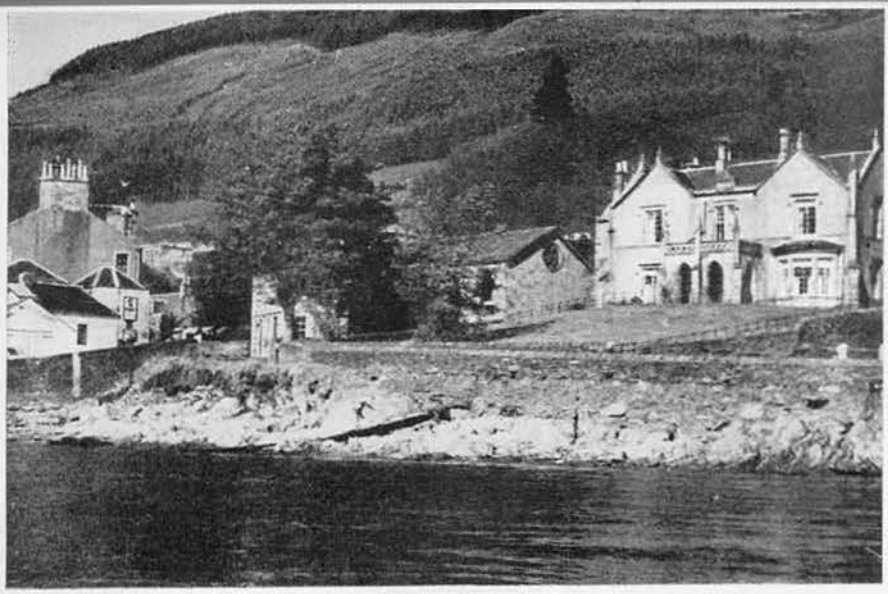
Although often the demonstrations became boisterous, they were harmless and easily dispersed by local authorities. As a method of protesting, demonstrators in row boats would approach the PROTEUS, a submarine tied alongside the tender, or the floating dry dock, and attempt to board. Firm persuasion would usually discourage the boarding endeavors. For the more determined, an occasional dunking in the Holy Loch was necessary.



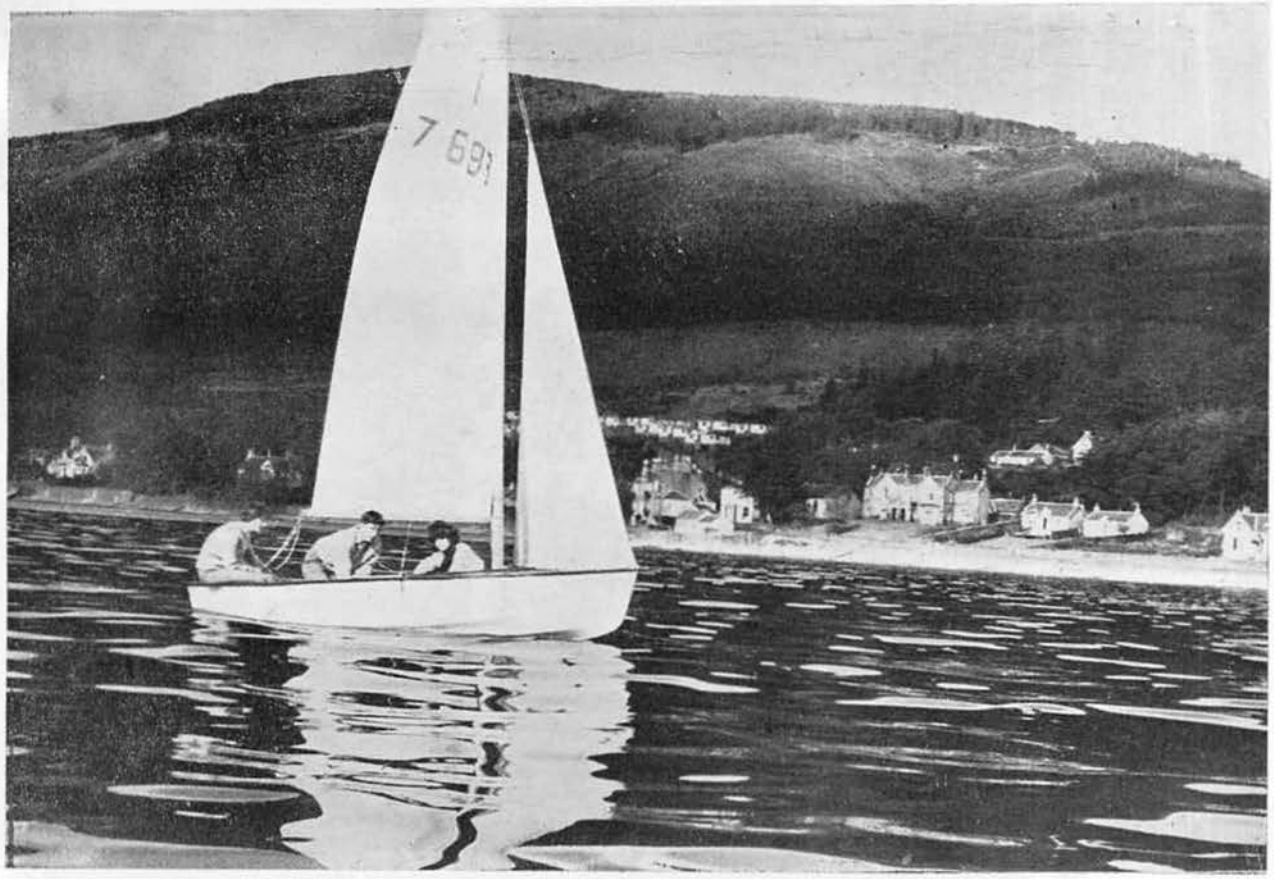
ELECTRICIANS

OFFICERS

KILO MASCOTS



THUS TO THE HOLY LOCH...

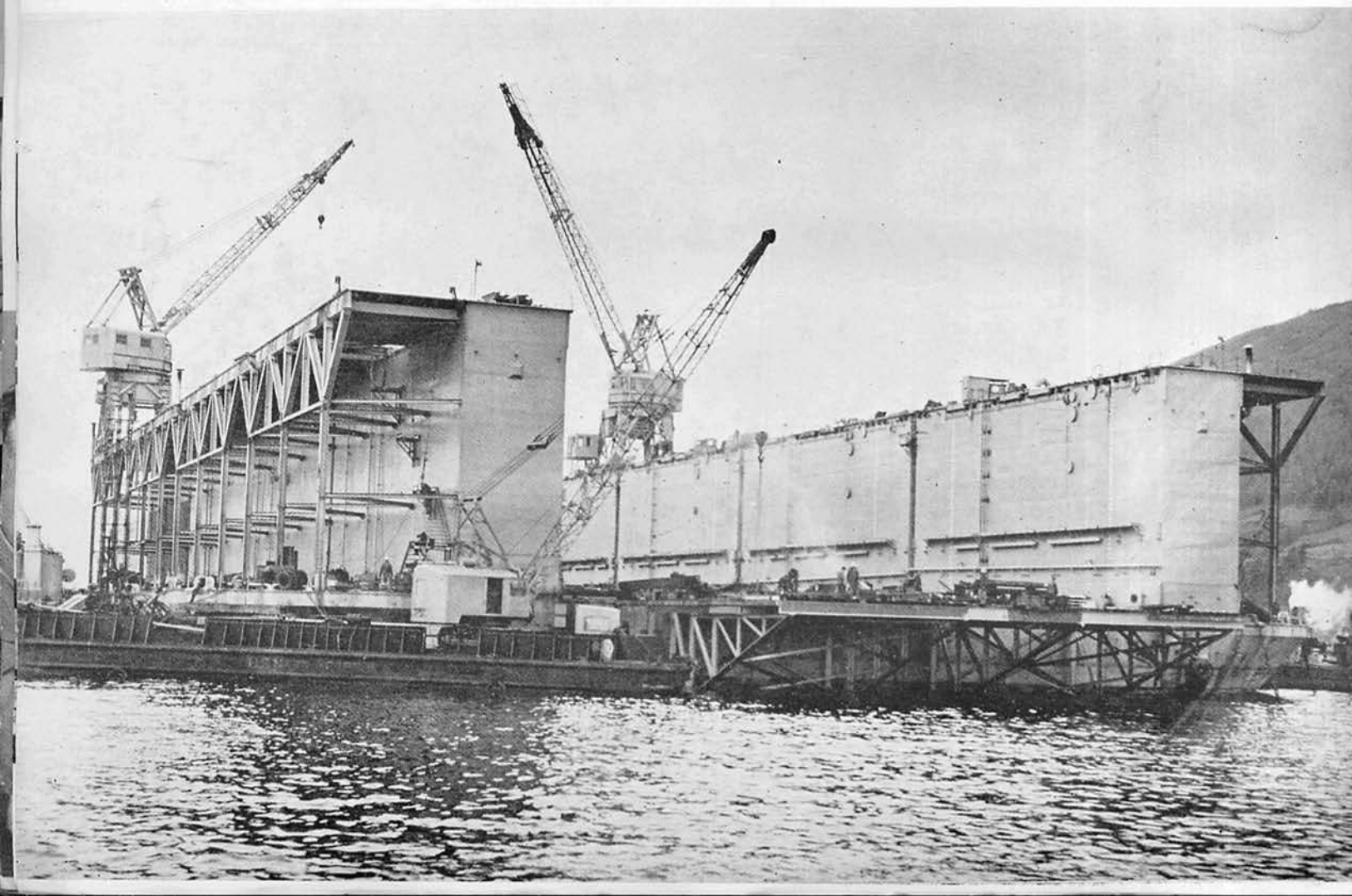


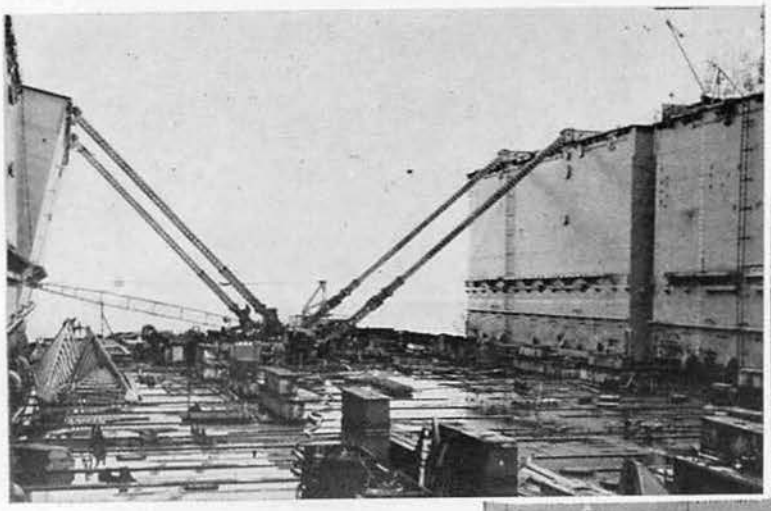
As the 300 men of KILO who were in Scotland can testify, a description of the Holy Loch deployment made in April 1961 by CAPT J. C. Tate, Commander Construction Battalions U. S. Atlantic Fleet held true at the deployment's close in November: "...one of the most interesting jobs of any of the SeaBee battalions."

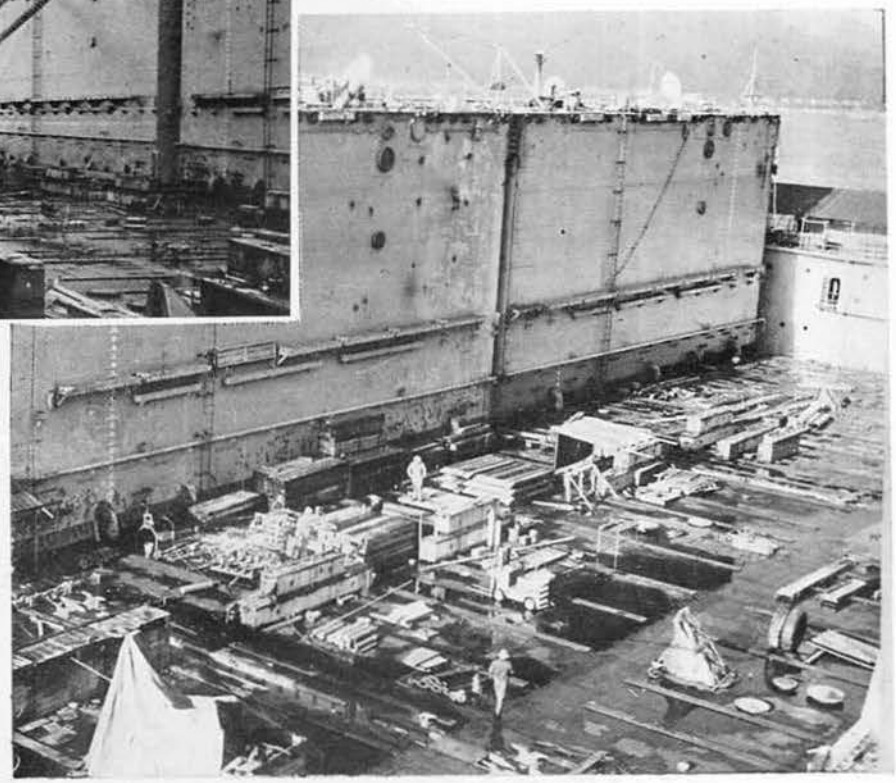
On 10 November 1961, six months work on deployment, plus many more months of preparation for the deployment, closed in a ceremony in which Det KILO OIC, LCDR W. E. Nims, transferred the dry dock to CAPT Walter Schlech, COMSUBRON 14, who in turn placed it in the custody of the AFDB-7 OIC, LT R. O. Melcher. The watch was set, and thus to Holy Loch a new addition for the service of Polaris submarines.

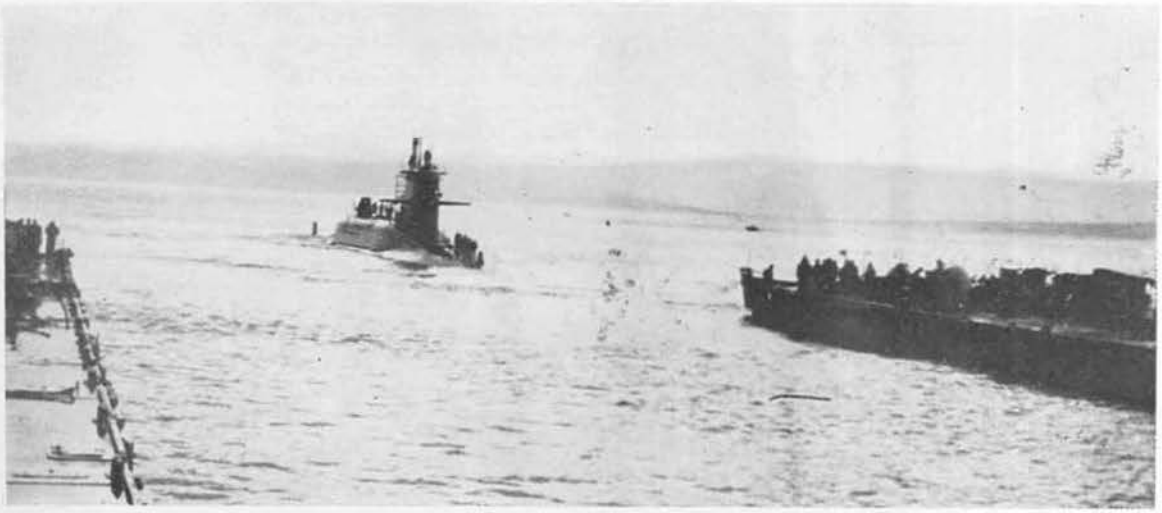
Three days later, the detachment, with the exception of a 60-man rear echelon, boarded the USNS GORDON, sailed from the Holy Loch and headed for home.

...A NEW ADDITION

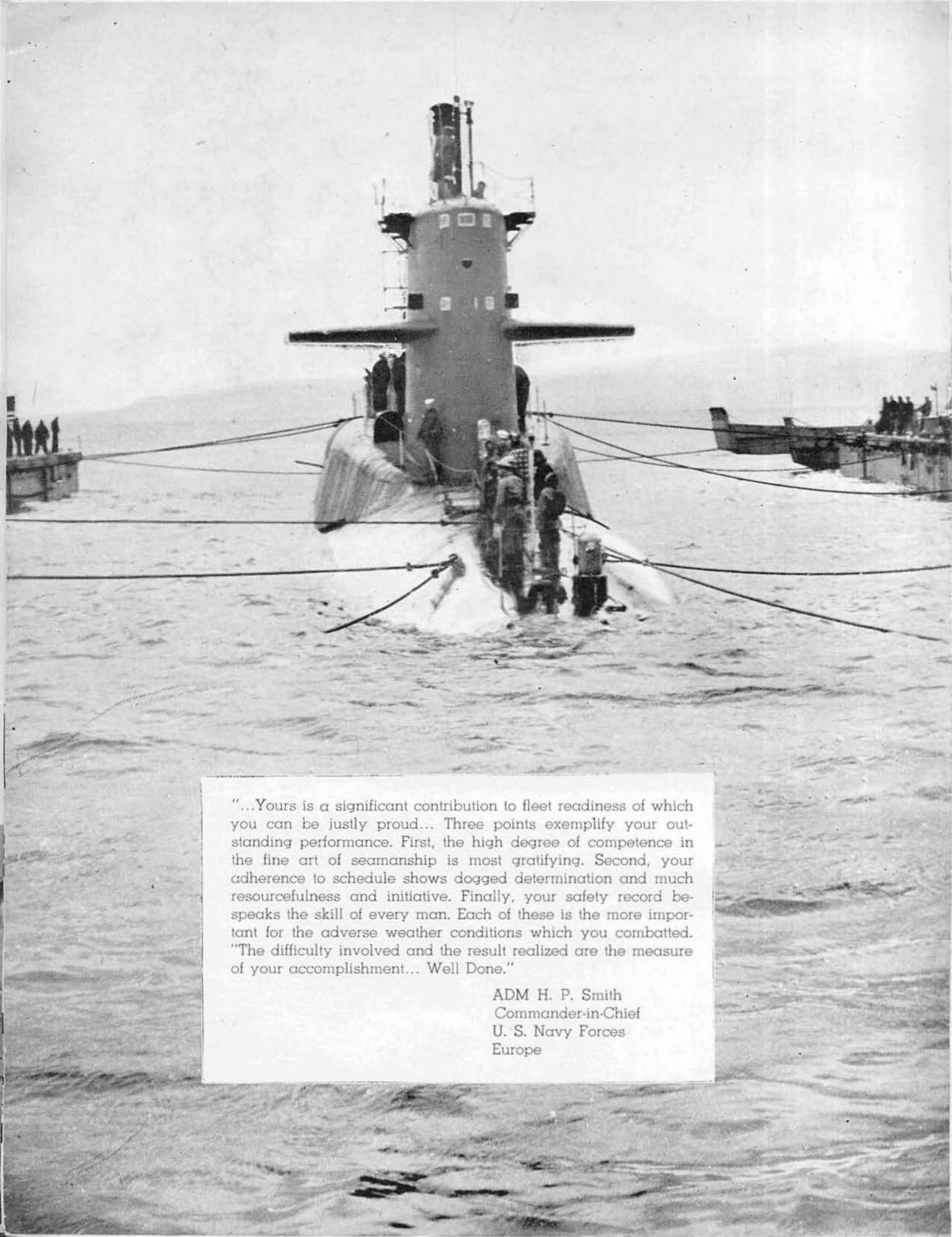








THE NUCLEAR SUBMARINE, USS PATRICK HENRY ENTERS SUBMERGED DRY DOCK



"...Yours is a significant contribution to fleet readiness of which you can be justly proud... Three points exemplify your outstanding performance. First, the high degree of competence in the fine art of seamanship is most gratifying. Second, your adherence to schedule shows dogged determination and much resourcefulness and initiative. Finally, your safety record bespeaks the skill of every man. Each of these is the more important for the adverse weather conditions which you combatted. "The difficulty involved and the result realized are the measure of your accomplishment... Well Done."

ADM H. P. Smith
Commander-in-Chief
U. S. Navy Forces
Europe

ROSTER OF ENLISTED MEN

MCB FOUR

Ackerson, R. P.	EON3
Adams, J. G.	BUL2
Adenir, R. P.	TN
Alinaya, A. P.	BUL3
Anderson, D. C.	CMA3
Armoto, D. R.	CP
Arnold, J. E.	UTWCN
Arseneau, G. D.	CN
Badora, D. J.	UTP2
Balles, R. T.	SN
Bancroft, "J" G.	CN
Banagis, D.	YN3
Barth, W. E.	CM1
Barkman, A. R.	EOH3
Bartley, E. J. III	SK3
Becker, R. P.	BUL2
Becker, L. P.	BUL3
Benedict, W. R.	CP
Bergstrom, R. E.	CMH3
Bevan, W. T.	BUC
Blackwood, B. G.	CN
Blair, R. N.	CN
Bourgeois, P.	BUL3
Bourt, R. R.	CP
Bousquet, E. A.	CEW3
Bradberry, T. M.	BUR2
Bradley, T. A.	BUR3
Bradshaw, D. E.	CMACP
Bradshaw, W. G.	CEP2
Bradgon, H. S.	BUCA
Brainard, D. E.	CMA3
Bray, J. M.	BUR2
Breton, R. A.	BUL3
Briers, D. G.	CN
Briskey, J. F.	CES2
Britton, L.	CMH3
Britts, R. A.	UTP2
Brothers, J. A.	DMSN
Brown, J. "E"	UTW2
Brown, J. L.	UTA3
Bruney, L. A.	CMA3
Brusoe, K. G.	SWCA
Bryant, W. W.	CP
Brydon, P. H., Jr.	EO1
Buckley, P. D.	HM3
Buehner, W. C.	CN
Butler, P. B.	BUH3
Butler, T. R.	CE1
Byers, W. L.	YN1
Cagle, G. R.	CN
Cain, R. E.	EON2
Calara, A. M.	TN
Calcina, J.	CN
Cannatelli, J. P. Jr.	BUH3
Carlisle, W. R.	CN
Carlson, A. E.	CN
Carey, R. F.	CN
Carpenter, J. T.	BU1
Castellano, T. A.	CMA3
Castner, R. A.	DK3
Cavanagh, J. V.	BM2
Chapin, K. L.	CN
Chapman, W. L.	BUL3
Clarke, J. F.	CN
Cline, E. T.	CMH3
Clute, R. E.	BUR2
Compton, R. N.	CN
Correia, D. J.	CN
Couture, E. L.	SWFCN
Crisp, C. J.	CP
Cromheecke, R. M.	BUH3
Cromiter, L. H.	SD1
Cronin, J. F.	CMA3
Crowe, J. D.	BU1
Crowe, M. E.	SK3
Crowely, J. D.	UTP3
Crum, R. M.	JO2
Curry, J. L.	CMA2
Curry, O. J.	SWECN
Czoer, J. C.	CEW3
Dahlem, G. E.	CET3
Dalton, C. F., Jr.	CMH3
Dapron, H. L.	BUL3
Dean, J. P.	CP
Deemer, J. F.	CP
Di Guiseppe, V.	SWCA
Dekanich, T. G.	CN
Demola, W. J.	CN
Dennehy, D. J.	CP
Dickey, A. E.	DK2
Donovan, C. G.	BUR3
Dougherty, O. G., Jr.	CN
Doyle, P. E.	BUL3
Driscoll, J. D.	BUL2
Durham, D. H.	UTP2
DuSablon, E. A.	CEW3
Earley, M. P.	CN
Earley, T. W.	UTP3
Eberlin, F. W.	EO1
Ensey, N. R.	BUH3
Ellis, H. V. III	CN
Espinoza, R. L.	BU1
Fainter, E. C.	CP
Falt, J. A.	CN
Fanning, R. A.	UTBCN
Feulner, A. A.	UTP3
Field, R. W.	CEW3
Fijol, R. J.	BUL2
Fisch, J. J.	CS3
Fisicaro, C.	EOCA
Fleming, R. J.	SWE3
Foreman, R. W.	BULCN
Fortier, C. H.	PN2
Fox, C. E.	CS3
Frary, J. T.	CMCA
Frenzley, R. W.	PN2
Fritchey, J.	CMH2
Fuller, J. W.	UTPCN
Fulmer, R. L.	UTA2
Fulton, J. L.	EONCN
Fuscello, R. J.	SN
Gage, R. W.	BUL3
Gambino, T. J.	CN
Gardner, E. Y.	BU1
Gardner, R. L.	PN2
Garrison, C. E.	CN
Gasper, K. M.	UTP2
Gelinas, A. E.	CN
Gillum, D. K.	YN1
Gilreath, A. L.	EONCN
Giunta, D. T.	BUCS
Given, C. E.	EA1
Glaze, R. S.	CS1
Gleason, J. T.	CP
Glueck, H. D.	CP
Goins, C. E.	SH1
Gooden, F. L.	SWF2

Graham, M. F.	CP
Graham, M. V., Jr.	CP
Grantum, J.	SD3
Gravel, D. K.	CP
Grayson, G. B., Jr.	EO1
Green, D. K.	CN
Green, R. F.	EON2
Greenberg, H.	BUL3
Greer, B. L.	UTP3
Grubbs, D. M.	BUH3
Gwyn, F. L.	SA
Haflin, J. T.	EAD2
Haire, R. E.	CN
Hale, R. R.	DT1
Halford, M. H.	BUHCN
Hall, L. E.	BUR2
Hamilton, C. L., Jr.	CN
Hamilton, H. J.	BUR3
Handera, J. N.	CN
Hans, R. W.	SKSN
Harrington, J. R.	CEWCP
Hart, D. W.	UTP2
Harvey, E. A.	HMCA
Harvey, G. F.	CP
Headlee, J. L.	EOH3
Hedges, C. E.	CN
Heisserer, K. G.	YN2
Hemsel, C. J.	CN
Henry, W. C.	SWFCN
Hesson, P. E.	YN3
Hetrick, W. I.	BUHCN
Hill, V. L.	UTP3
Hines, M. L.	EON3
Hise, R. L.	BULCN
Holloway, R. W.	CN
Horn, J. W.	CEW3
Hoselton, H. F.	BUL2
Hoyland, L. T.	UTW3
Hudock, M. C.	CM1
Hughes, T. G.	CP
Hull, P. C.	CET3
Hunter, E. J.	BUC
Hurd, H. D.	EON2
Hysong, J. R.	PH1
Ingram, J. E. III	SWF2
Irby, C.	UTPCN
Jaszczak, M.	CP
Jermain, C. W.	BUL3
Jett, W. B.	HM1
Jewett, L. F.	CN
Johnson, E. A.	EOCM
Kapjalainen, R. A.	UTP2
Kebler, R. L.	DMCM
Kelliher, J. H., Jr.	BUL3
Kent, M. D.	CP
Kerlin, O. B.	BUH3
Kimmel, D. C.	SN
Kippenhan, E. G.	CESCP
Kirk, L. L.	SWE3
Kluge, R. C.	CN
Koller, M. M.	CN
Kopp, R. R.	CN
Kramer, D. F.	YN3
Krauss, R. F.	BUL2
Krengel, K. J.	CMA3
Kucekovich, S., Jr.	EOC
Kurpiewski, G. J.	CN
Laboy, R. J.	CE1
Labuda, D. A.	CP
Lambert, R. D., Jr.	CECA
Lamoure, R. J.	EADCN
Langston, J. W.	ETNSN
Lantgen, V. G.	CEP2
Lapaglia, M. R.	CN
Lashway, J. K., Jr.	CN
Laster, J. L.	SWE2
Lauzon, W. R.	CMA3
La Vigne, F. D.	ETC
Lawson, R. L.	CN
Lease, W. T.	EAC
Leavitt, H. J.	CN
Leeder, B. F.	EOH3
Lentini, J. A.	CN
Lerma, J. P.	EAS3
Lepley, C. T., Jr.	CMH2
Lewis, D. H	BU1
Lichtel, L. E.	BUL3
Litherland, M. E.	SWCA
Lipinski, J. P.	CN
Little, B. R.	SK2
Lonadier, J. M.	CN
Lord, T. H., Jr.	CEW2
Lowe, R. E.	EOH3
Lovejoy, J. W.	UTP3
Luallen, D. L.	CMA2
Lucas, C.	CS2
Lusher, M. R.	CN
Lynn, W. W.	BUL3
Mac Donald, J.	CN
Mahaffey, R. H.	CMACP
Maher, G. J.	CP
Majerus, D. R.	SWE3
Mancil, J. A.	EOH3
Markeson, R. C.	CETCN
Mangle, F. S.	BUR2
Manley, J. A., Jr.	EO1
Marshall, R. B.	CN
Marshall, T. L.	BUL3
Mattila, R. E.	CN
May, L. W. II	BULCN
Mc Bride, C. E.	CS2
Mc Clellan, L. E.	EOH2
Mc Dowell, R. H.	CN
Mc Ginnity, S. F.	SWE2
Mc Intyre, T. G.	UTW2
Mc Lellan, T. N.	CS3
Mc Neff, D. J.	UT1
Mead, W. J.	YN2
Means, D. L.	UTWCN
Messer, H. C.	EOC
Mears, J. F.	BUR2
Melton, B. S., Jr.	EON2
Medina, L. E.	CP
Millbyer, J. R.	BUL3
Minear, D. D.	CEW2
Misko, G. T.	CP
Moilanen, H. L.	PC3
Montgomery, L.	BM2
Morris, R. M.	BULCN
Morris, T. J.	CN
Morter, C. D.	CP
Moseley, J. D.	BM1
Moynihan, W. O.	CN
Mullins, E. E.	BUR2
Munley, J. P.	CN
Murphy, G. W.	CN
Musto, D. A., Jr.	CN
Nass, M. P.	CP
Nemeth, R. H.	EASCN
Netherton, J. W.	CET3
Oaks, O. E.	EO1
Oberst, R. F.	CET3
O'Brien, W. J.	SFM2
Osborne, G. L., Jr.	EOH3
Osborne, R. E., Jr.	CMH3
Pankratz, W. L.	CN
Pannell, E. L.	CET2
Parrish, B. H.	UT1
Pastore, A. L.	CN
Paul, F. E.	BUL3
Paul, T. J.	CN
Paulshock, R. J.	SKSN
Penny, J. C.	UT3
Perkins, A. F.	CP
Phillips, J. H.	BUR2
Pitts, J. G.	BULCN
Plessinger, D. T.	EON2
Plummer, J. L.	BUR3
Pollard, R.	SD3
Pollard, R. N.	CN
Post, M. L.	EAS2
Prafke, D. M.	CEWCP
Quiett, H. A.	CP
Quinn, J. E.	SK1
Racht, E. A.	CN
Rainville, D. B.	CN
Rainville, J. M., Jr.	BUR2
Ramsperger, R. A.	CP
Randall, S. L.	YN3
Reay, N. M.	CN
Reed, J. A.	CP
Richards, R. E.	CN
Reynolds, H. A.	BUL2
Rhoads, E. E., Jr. DUSTY	BUR2

Roberge, N. P.	UTP3
Robertson, J. W.	CP
Roden, R. C.	CP
Rogers, J. F.	SK2
Rogers, A. L.	GM2
Rogers, K. C.	CN
Rohde, R. P., Jr.	CN
Rondeau, P. E.	CMA3
Romanelli, C. S.	CEPCP
Rorex, J. N.	BU1
Rowland, P. H., Jr.	CN
Salem, W. R.	CN
Sargent, H. D.	BUL3
Sartin, J.	BUR3
Sawicki, E. J., Jr.	BULCN
Scharf, R. J.	BUL3
Schreiber, D. N.	CN
Schuyler, G. S.	BUL3
Schwerdt, G. N.	CN
Schwarz, H. G.	UTB3
Seward, G. T.	CP
Sewell, L. J.	BUR3
Shadwell, F. L.	BUL3
Shadwell, H. R.	CP
Shadwell, R. D.	BUL3
Sheedy, F. M.	BUR3
Sheehan, J. C.	CS2
Shelton, J. W.	SD2
Shive, W. A.	CN
Shumaker, L. C.	CEPCN
Simms, A.	CS3
Simon, L. A.	CS2
Siperly, N. L.	UTB2
Sizemore, C. B.	BU1
Slone, D. L.	EASCN
Smith, B.	CN
Smith, K. E.	BUL3
Smith, M. C.	BUH3
Smith, J. F.	BU1
Smith, W. T.	EOH3
Soares, E. G.	CP
Springsteen, D. L.	UTP3
Stachura, A. A.	CEW3
Stackhouse, F. O. Jr.	CN
Stanion, C.R.	CMA2
Statt, W. E.	EON3
Stein, J. E.	BUL3
Stone, W. M.	BUR2
Sullivan, W. J.	YN3
Supernois, A. M.	BURCN
Sutter, N. G.	CN
Smith, C. B.	CEP3
Smith, D. S.	CN
Smith, J. A.	BUR3
Taylor, E. J.	CS1
Terrel, D. E.	BUL2
Terry, H. A.	SW1
Thivener, F. E.	BUR3
Thurber, R. D.	GM1
Thomas, J. T.	BUL3
Travis, A. M.	BUR2
Todd, L	BUL3
Trombley, A. R.	BUL3
Tucker, F. R.	UTA2
Turmelle, R. M.	SK1
Turnbull, J. W.	UTP3
Van Horst, F. P.	UTP2
Van Loon, T. W.	CP
Vinson, F. M.	EAD3
Waggoner, W. L.	BUL3
Wainionpaa, M. L.	BUR2
Walker, L.	UTC
Wallinder, J. P.	BUL3
Ward, C. R.	CP
Warren, W. R.	BUR2
Watson, R. D.	SH1
Weaver, C. D., Jr.	CS3
Weber, J. E.	BUC
Weeks, E. W.	BU1
Weeks, J. L.	SD3
Weider, J. M.	CMA3
Weider, R. M.	CMA3
Wettlaufer, I. W.	CEPCN
Wheat, R. E.	BUL3
Whitehead, C. C.	BULCN
Whitelaw, J. P.	UTWCN
Wieck, F. A.	EOH2
Wilcox, W. H., Jr.	CP
Wilkin, R. F.	DK1
Williams, G. G.	SK2
Williams, J. T.	CR
Williams, R. G. III	BULCN
Willis, T. A.	CM1
Wilson, T. L.	CP
Wingerter, R. D.	EON2
Winney, F. C.	BUL3
Witte, R. J., Jr.	CMH3
Wolf, J. M.	BURCN
Wood, R. L.	EAS3
Woods, R. R.	UTA3
Wylie, J. J.	CEP2
Young, W. D.	SW1
Zang, D. A.	BUL3

DETACHMENT KILO

ROSTER OF ENLISTED MEN

Ahearn, R. J.	CEW2
Allen, R. J.	ENFN
Amick, H. E.	SWF2
Andersen, J. C.	CM1
Anderson, F. M.	CN
Anderson, R. L.	FN
Ashey, F. J.	SWECN
Atwood, D. R.	SW1
Aubrey, R. D.	CS3
Auter, J. H.	FN
Babula, W.	CS3
Baiker, W. L.	BT1
Barcus, D. C.	SFP3
Beach, C. R.	YN1
Beiring, E. R.	BTFN
Belcher, W. A.	SW1
Bell, M. H.	EO1
Benn, T. J.	HM1
Blake, R. M.	BULCN
Blankenship, R. A.	SWECN
Bledsoe, J. L.	SWF2
Boscia, N.	SWF2
Bowie, T.	SF1
Brandon, J. S.	SN
Branstetter, H. A.	EON3
Broadley, D. L.	CMH2
Brooks, J. H.	SK1
Bruffy, C. E.	SFM2
Buch, J. L.	SWE2
Burris, F. R.	SFM3
Burt, R. D.	SWF3
Cable, C. W.	CN
Canfield, F. R.	BUL3
Carnes, J. C.	SK2
Carter, O. W.	EO1
Case, C. E.	MM1
Cassidy, P. F.	FN
Castellano, P. M.	SK2
Castro, T. P.	BM3
Causey, F. E.	FN
Cerasuola, A. J.	BM3
Cherry, L. R.	CN
Cisler, D. R.	FN
Clark, C. R.	MR3
Clements, G. H.	EM1
Coates, F. L.	PN3
Conner, J. D.	SF1
Cook, J. D.	SFP2
Cormier, J. N.	EON3
Cox, W. L.	CN
Craig, J.	SWE3
Crout, F. E.	SFM2
Cumberland, W. P.	EN3
Dalidien, R. L.	ENFN
Dallas, O. C.	YN3
Davey, J. E.	CN
Davis, D. R.	SFP3
Davis, J.	UTC
Davis, R. C.	SWE2
Davis, T. M.	MM2
Dayton, J. B	SFM2
Decao, R.	CS3
Deloach, G. S.	SH3
Dempsey, L. M.	CMCS
Dick, W. H.	SWE3
Doyle, E. B.	DK3
Dusick, J. R.	SFM2
Dutton, J. D.	SWE2
Eason, J. E.	SW1
Edgerton, R. E.	SW1
Falt, J. A.	CN
Feheley, M. D.	EONCN
Ferguson, W. M.	EM2
Fish, G. A.	EOH2
Fleshman, A. D.	BT3
Flory, H. E.	SFM2
Foisey, F. H.	CN
Force, H. M.	EON2
Fouch, D. M.	CN
Freeman, C. W.	SFC
Frieze, J.	SWE2
Frizzell, J. M	SW1
Fuller, H. B.	EN2
Furne, B. L.	EOH2
Gentry, C. E.	CEW3
Gill, G. T.	SW1
Gindlesperger, W. E.	BUL3
Goodheart, J. A.	CS2
Grabowski, W. J.	SWE3
Graham, P. B.	SW1
Graham, W. A.	EN3
Graham, W. D.	SWE3
Graves, J. J.	MR2
Green, A. C., Jr.	CN
Grenman, J. T.	EN3
Grondahl, R. L.	CN
Gunn, A. V.	EO1
Haacke, L. R.	SWE3
Hager, F. M.	SH3
Hahn, R. J.	SWCN
Hall, J. L.	SW1
Hanna, D.	UTB2
Harris, H. F.	DC1
Harrison, J. W.	CE1
Harvel, J. W.	SW1
Hebbing, R. F.	EN2
Henderson, C. G.	EAS3
Hernandez, A. R.	YN1
Hill, A. D.	SFMFN
Hill, T. M.	TN
Hinko, L. N.	ENFN
Hinson, H. H.	SH1
Hocker, B. G.	EN2
Hoetger, B. G.	EN2
Holdworth, F. M.	SF1
Hollingsworth, M. J.	SN
Holloway, R. H.	CN
Howard, J. W.	EON2
Huckins, G. C.	SWE2
Hughes, J. J.	EAC
Hulce, J. M.	EN1
Hyde, S. T.	SWF3
Hysten, N. E.	CN
Ingram, R. E.	CN
Ingram, R. T.	SFMFN
Inman, R. S.	CS1
Jackson, R.	SW1
Jepson, G. T.	HM1
Johnson, E. B.	SWE2
Johnson, C. D	EOH2
Johnson, R. D.	SWCN
Joyce, M. A.	EON3
Kann, G. F., Jr.	EO1
Karns, K. K.	EON3
Kelly, F. T.	BT3
Kerner, R. B.	SWF3
Kipp, W. C.	EOH2
Klocko, W. R.	BUL2
Kowalczyk, P.	DC3
Lamb, W. P.	SWE2
Lane, B. E.	SWF2
Lang, P. M.	EN1
Lanier, J. P.	CN
Larsen, D. E.	EOCM
Lea, C.	EOC
Leagan, I. N.	EOH2
Leblanc, J. A.	DC2
Lent, N. E	SN
Leuffgen, K. E.	ENFN
Listort, P. E.	CN
Lobaugh, F. F.	EON2
Locklear, E.	SF1
Lowe, E. R.	SWCN
Ludy, J. D.	SFWFN
Lutz, C. T.	MR1
Lynch, L. F.	BULCN

Macomber, E. G.	SFC
Mahon, J. T.	BM1
Maldet, J. J.	SN
Malloy, J. W.	CP
Mangum, H. H.	SFC
Marotta, R. J.	MR1
Marshall, J. F.	SWCN
Martin, D. F	SWE2
Martin, M. J.	SW1
Martin, R. T.	SF1
Mathieu, P. A.	EN3
Mathis, D. J.	CN
Mathis, J. R.	SWECN
Matatall, W. R.	CN
Matykowski, L. W.	ENFN
May, J. E.	BUL3
Mc Carty, G. D.	CECA
Mc Connell, J. R.	SN
Mc Donald, T. H.	PN1
Mc Nally, W. H.	SEW2
Mc New, C. O.	SK3
Mc Pherson, R. E.	CS3
Mehigan, M.	CN
Messer, B. R.	SWF2
Meyers, C. F.	DC1
Milewski, S.	EOC
Miller, C. C.	EN3
Mills, C. E.	SWE3
Moore, G. P.	SD3
Moore, G. R.	CSCA
Morand, J.	CEW2
Morazzini, A. W.	SN
Mormando, S. G.	EN2
Morris, R. M.	CN
Morrow, W. C.	IC1
Mumma, J. E.	CES1
Obey, R. H.	CEWCN
Orr, J. E.	FN
Ortiz-Pardo, L.	SWF2
Ottinger, R. F.	DC3
Pace, D. B.	SK3
Pacquette, F. A.	HM1
Patton, L. P.	BUR3
Penney, C. Y., Jr.	SWE3
Penny, P.	SW1
Perdicaris, J. C.	BUL2
Perse, C. J.	CN
Pfefferle, B. K.	YN3
Pinegar, W. L.	SN
Piro, M. R.	UTA2
Ponderlick, R. M.	ENCA
Pool, J. L.	CN
Porter, F. D.	EOH2
Pulcini, J.	SF1
Queck, C. W.	CN
Quiett, G. T.	BU1
Rachels, N. D.	SWE3
Rakestraw, S. J.	CM1
Reay, N. W.	SWE3
Record, D.	SWCN
Reese, B. J.	EOH2
Reichard, R. S.	EON3
Reid, H. J.	SWE3
Reid, T. E.	FN
Retzloff, S. L.	FN
Ruetzel, G. H.	MR3
Rhodes, T. J.	EON3
Richmond, J. T.	BU1
Roe, A. E.	SW1
Royer, J. J.	SWE3
Runyan, H. A.	SFP2
Salter, J. L.	SFPFN
Sayles, W. E.	FN
Schaffer, G. W.	SWE3
Schonert, L. D.	CN
Selby, H. E.	EON3
Sharp, C. R.	SFM2
Sheppard, C. A.	CN
Shoraga, N. G.	CN
Shorey, G. R.	SF1
Shouse, P. E.	EON2
Sibley, A. W.	SN
Sisk, H. O.	EOH2
Sisson, J. V.	EAS2
Smith, G. L.	FN
Smith, J. O.	SWF3
Smith, J. R.	BM2
Smith, J. S.	EM3
Smith, M. C.	BUH3
Smith, M. E.	EON2
Smith, M. J.	FN
Smith, R. L.	BUL2
Sparks, P. F.	SWE2
Spaulding, B. R.	CN
Spencer, R. S.	EO1
Spurr, G. H.	SF1
Stanburg, R. E.	CN
Stevens, R. J.	SFM3
Surrette, R. H.	BUL2
Swenson, J. M.	BULCN
Thompson, E. A.	EOC
Thurman, T. H.	SH2
Tinkham, P. H.	SFM3
Tivey, R. W.	SFM2
Trudeau, E. M.	SWE3
Trullinger, P. E.	SWE3
Tucker, K. E.	CN
Turner, C. O.	EN2
Vance, R.	EO1
Vasquez, H. C.	EM3
Vaughan, R. J.	EON3
Virgilio, R. R.	SWE2
Vorsas, N.	CN
Walker, H. L.	DC1
Weedman, D. L.	CMH3
Weidmann, J. G.	CEW2
Wharton, R. B.	CS2
Whitson, H. D.	EON3
Wilcox, W. S.	UTC
Wiley, F. L.	SWE3
Williams, B. R.	SK3
Williams, D. L.	SW1
Winn, L. H., Sr.	BUC
Wood, J. O.	EO1
Wolf, R. B.	SFP3
Wright, J. L.	SN
Wright, R. A.	SD3
Yeatts, C. H.	EOCA
Yett, R. A.	IC3
Young, C. J.	MRC
Young, K. O.	BU1
Yount, J. O.	CN

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