TO YOU

Our mothers and fathers, wives and sweethearts by whose prayers and letters of strength and encouragement we have been enabled to carry on...

WE DEDICATE THIS BOOK
THE BOOM-DOZER

An activity book assembled by the men of the 30th United States Naval Construction Battalion (Special), Second Section. Some photographs, a history, and personnel roster of the 19th United States Naval Construction Battalion (Special), Second Section, have been included.

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FOREWORD

On April 3, 1944 the 30th Special United States Naval Construction Battalion was organized and commenced training at Camp Perry, NCTC, Williamsburg, Virginia. It was a rainy day but the weather failed to dampen the spirits of that newly formed group of one thousand men—strangers for the most part—as they embarked upon their new and uncharted career. These men have worked and played together, amid the sweat of labor and the laughter of fun and frivolity they have lived together these many months, united in the service of their country.

Following a period of intensive training the battalion moved to Camp Thomas, Davisville, Rhode Island. In July 1944 the 30th Special Battalion was split into two sections. The first section, comprised of companies A and D, plus half of Headquarters, shipped to Lido Beach, New York, for transport to the European theatre. The second section remained at Camp Thomas for further duty. Later we were shipped to Hueneme, California, and then to the South Pacific, finally arriving at Calicoan, a small island off the tip of Samar in the Philippines. Here we remained through the rest of the war, merging after the war with the 19th Special Battalion.

In October 1943, the 19th Special United States Naval Construction Battalion was formed. This was followed by two months of intensive training and drilling, grouping and regrouping—finally, late in November the battalion was commissioned. Again came training, three weeks of it. Then orders! Move! It was on Christmas Day 1943 that we loaded aboard a train bound for Camp Thomas. Here we remained for a few days and finally on January 4, 1944 amid sleet and snow, we were loaded aboard a ship for points unknown, and what was to prove to be a long tour overseas filled with work, sweat, and some play.

The weather became warmer and then hotter. Then we found ourselves passing through the Panama Canal, Pacific bound. The first stop was Finchshafen, New Guinea. Here we spent four grueling months working in heat and tropical rain. Then the battalion was split into two sections, the first section remaining behind, the second section moving on to Mios Woendi Island, opposite Biak.

It was October 1944 that we moved again. This time it was a big push—the invasion of the Philippines. On D-Day we went in with the help of a tropical typhoon and made camp at San Antone, Samar. Here we remained until January of 1945 when once again we broke camp and came to Calicoan—being the first Special Battalion ashore.
In October 1945 the Second Section of the 30th Special and the Second Section of the 19th Special were merged. This merger of the two battalions which had been neighbors since the arrival of the 30th occurred as a result of the heavy loss of personnel through discharges. From this date on the two administrations were combined and the battalion assumed the name of the 19th. Because of the rapid demobilization of the original 19th it became impossible to publish a separate book so that its material was incorporated into the 30th’s book which was near completion. It is with these two groups, the second sections of the 30th and 19th Special United States Battalions, that we deal here.
Here Are Two Seabee Stories

30th Special Battalion

More specifically, this is a pictorial review of the overseas activities of the men who helped deliver the goods for the Navy. This may be interpreted as the story of your own Bill or Joe or Eddie, for within these covers we have endeavored to display the living story, in pictures, of individual personalities. How better could a Seabee Battalion be defined than " . . . a sizeable group of individuals, each of whom possesses a knowledge of some specific trade or profession, is able to think for himself, to perform his duties under pressure, working together as a highly synchronized unit and willing to fight together if need be to preserve the freedom and personal right for which our great country stands."

The 30th Special, Second Section, remained at Camp Thomas until October 1944. During the months of this stay our unit established an enviable record through its stevedoring operations and an extensive camp beautification program. We loaded many ships with vital wartime cargo, and, in the absence of ships, our battalion was busily engaged in landscaping, clearing away useless trees and brush to provide a cleaner, healthier camp.

Following an embarkation leave we entrained for the West Coast, arriving at Port Hueneme, California, on October 15th. Immediately we entered into another extensive military and technical training program in preparation for our future assignment. At Hueneme we received an additional draft of men to replace those we had lost through various transfers on the East Coast and this new group was assigned to stevedore training. Then came more important stevedoring assignments, the loading of cargo for our fighting forces throughout the vast Pacific theatre.

February 28, 1945. That is one date we all remember so well, for on that moist Wednesday afternoon we went aboard the M/S Jopara, a Dutch merchant vessel, with our destination unknown. During a layover of several days at Pearl Harbor we enjoyed the rare privilege of shore liberty. What with Honolulu, Waikiki Beach, and the mammoth Pearl Harbor Naval Base itself, we had a swell time indeed. Our sea voyage was uneventful from the standpoint of enemy interference. But we did have some experiences which, although now good for a laugh, appeared quite serious at the time. Among these we feel obligated to mention the seasickness which created so many "rail benders" the first three days at sea; also, we recall vividly those desperate attempts to enjoy a comfortably cool sleep 'neath the stars—only to be rudely awakened by a sudden tropical shower.
Our voyage came to an end as we anchored out in Leyte Gulf on April 5, 1945. Two days later we had docked and gone ashore on Calicoan, a small island at the southern tip of Samar in the Philippines. Calicoan has since been connected with Samar by a splendid hard surface coral causeway constructed by Seabees. As dusk settled over the tiny island the last of our men arrived at the sandy, barren camp site.

The days and weeks that followed our landing strongly emphasize the Seabee motto, "CAN DO." On the second morning our cooks served a hot breakfast; tents and temporary wooden structures mushroomed across our previously bare camp site. No sooner had the very essentials been attended to than construction was started on our permanent living quarters, keeping pace with the well planned administration building, mess hall, dental clinic, and sick bay. Within a remarkably short time the tents disappeared as we moved into our cool, comfortable quonset huts. The camp was our pride and joy and the object of much discussion by the personnel of the Naval Supply Depot and the members of various Seabee battalions. Our accomplishment served both as an incentive and a pattern for other units.

Let it be understood moreover that this outstanding bit of camp construction was effected through the efficient use of a limited number of men, many of whom had had no previous construction experience. While all of this building was under way our stevedore gangs were loading and discharging ships that were running right up to the lines of offensive action. Thus we were in the very thick of the battle. Ours was the battle of supplies and we are proud that the 30th Special, Second Section, did its part.

We could write volumes about the work of our unit 'neath the tropical sun, discharging ships in the stream during the inky black of the night; softball games, baseball, basketball . . . a pause for thanks to God and singing His praises. But somehow we feel that you, our families and friends, will learn more about our overseas life through the pictures that follow. Soon all of us will be home again to live with you in peace, a real peace that we pray will last forever. We hope to pick up this book years hence and glance through its pages and thus re-live many of the incidents portrayed by these photographs.
19th SPECIAL BATTALION

After that uneventful sixty-seven day trip through the Canal on the good ship, "Cape Bon," and a short tour of duty at Langamak, New Guinea, the 19th Special was split into two sections.

The second section left Finchshafen, New Guinea on June 10, 1944, and after a short stop at Hollandia, where we loaded those water distillation units in a mighty rough sea, we put into Mios Woendi Island on June 18. Since there was still fighting on nearby Biak, only daylight operations were permitted. The 19th, being the only stevedore outfit on the island, had plenty of work to do, and at the end of our four months' stay the captain of the base presented our outfit with a fine letter of commendation.

October 18, 1944 saw us pull stakes and head north to take part in the Leyte invasion. Our transport, the liberty ship, Joseph Blackburn, dropped anchor off San Antone, Samar, the 28 of October.

The first of two typhoons arrived at San Antone that day, too. It caused considerable damage to the Blackburn, but there were no serious injuries to any of the men. The first of over two hundred and fifty air attacks came the very next day... still no casualties. In fact, we did not lose a man due to the air raids during the entire operation.

Samar looked like any other Pacific island except that it seemed to have more than its share of mud and rain. No one will ever forget how we used to trudge to work through that knee-deep mud past all sorts of trucks, dozers, and other equipment stalled beyond repair. And remember those caribou holes, fellows?

Just after the first of the year, when things had begun to settle down to a normal pace, and the air raids were over, we received the word to pack our gear and move southward to Calicoan Island. We made the forty-five mile trip down the coast of Samar in small groups until all of our four hundred and fifty some men had been transferred to Calicoan.

There was no time for us to take a month off and build our camp, so we did that when we were not stevedoring—and we stevedored twenty-four hours a day. But our camp went up, and in grand style. Our food was the best on the island, too.

In athletics we have had some teams we are mighty proud of. Remember that softball team on Woendi, and the basketball and baseball teams on Calicoan? That basketball team was the Calicoan Champ!

Since leaving the States we have earned several letters of commendation through our handling of all the different types of cargo that have been shipped overseas. There have been tense moments, but by sticking together and working side by side we have been able to gain a fine name for ourselves.
Construction and Maintenance
Two Men and a Saw

Tents Giving Way to Gunports

Fires in the Hold

Early Tent City
Pipe Welding

Recreation Hall, Before

First Electric Shop

Pipe the Pipe Work
Eats on the House
Just Like Home

Wash 'em Good
Only One Atabrine Pill per Man
Now to Get the Huts Up
Galley Base

Nature in the Raw
More Carpenters
SAY COLTON, YOU KNOW YOU AREN'T SUPPOSED TO SMOKE WHILE WORKING.

GENERATOR ROOM KEEP OUT

FOR PETE SAKE MILLER, WHAT MAKES YOU THINK I'M WORKING?

Electricians Working
Cross Beam Placing
Early Reefer

Ditto
A Lot of Work Went Into the Galley
Storage Water

And Tenders

Well, Well!
Stock Pile
Old Galley and Jack O'Dust

Armory Laundry

Looking Eastward

Some Trees Left
Every Man has his Job in Hut Erection
Drilling Water Well

More Construction Shots
Camp Grows Rapidly
SAY DEAN! WHY IS DEBOSE SO DOWN HEARTED TODAY?

"SWEET LUCY"44 POINTS. FRISCO HERE I COME.

WELL CHU! I'LL TELL YOU, DEBOSE JUST SAY HIS POINT'S--AND HE DONT HAVE ENOUGH TO GET TO GUIUAN.
Threading Pipe

Stringing a Line

Repairing Motor Equipment
Assembling Water Purification Unit

First Sickbay

Sign Shop
Disbursing Office

Supply Dept. Personnel

Payday for Native Laborers

Cargo Operations Personnel
Carpenter and Machine Shop Staff
Transportation Men

Heavy Equipment Dept.
Initial Ice Supply
Here's Seller's Stevedore Gang

Activity in Carpenter Shop

Personnel Dept.
Battalion Officers

Chief Petty Officers
From the Calicoan Highway

Swanson's Handiwork

19th Camp Area
The Chow Hall

Armory's Transportation Area

Company Area
The Dutchman Looks 'Em Over

Generator Watch

The Soda Bar
The Barber

Our Mess Cooks

Mail from Home
Stevedoring
Rigging Loft

Cargo Office

Y.P. at "U" Dock, LST
Beached in Background
Loading an LCM at "U" Dock
Discharging an LCT at "U" Dock

Draft out of the Hold

Another LCT Discharging
Activity on "U" Dock

Working a Liberty in the Stream
Gangs Pulling Alongside K118 to Discharge in Stream
Landing Load on pontoon Barge in Stream

Down in the Hold for More Potatoes
Here's Another Draft from K118
More Scenes Ship to Barge Astream
Smooth Handling in Rough Water
Like 'em French Fried?
Simmons' Gang

WUliams' Gang

Mcintyre's Gang

Hilton's Gang
Burrell's Gang
Brittain's Gang

Johns' Gang
Group of Co. B Men
D. John! When I get my walking papers, I am gooner buy me a big chicken farm...and raise plenty chickens and one of these day's I'll be a big millinoy (Millionaire)

Well Butler my first step is to get me a good qt. of whiskey...and look out draft board here I come

42 point's and 2 to go
Meetin' Martin

Heads Up, "Topside"!

Over the Side

"The Admiral" Brings Her Alongside

Take 'Er Up
Down the Dock

Rigging Loft Crew

"Mr. Abe" Shows the "Rev"
Slinging them Up

Calicoan Dock 5

Up She Goes

Easy Now!
Chief Campbell—Kemp's Gang

Chief Fisher—Hicks' Gang

Chief Lawton—"Coastline's" Gang
Chief Lawton—Hill’s Gang

Chief Fisher—Bate’s Gang

Chief Campbell—Keatons’ Gang
Chief Franklin—Freeland’s Gang

Chief Franklin—Puryear’s Gang

Chief Russell—Eddie Davis’ Gang
Chief Romano—Morgan’s Gang

Chief Weston—Smitty’s Gang

Chief Weston—Charlie Davis’ Gang
Recreation
Action on Softball Field
High Flying Basketball Team
The Tables Always Busy

A Close Shot
PUT IT IN ENGLISH MR.

1

LET'S HOP OVER TO THE VILLAGE AND SEE WHAT'S BUZZING

2

WHAT DID HE SAY

HEY JOE! NAPALIT CA HIN COTSILIO

I DON'T KNOW BUT IN MY LANGUAGE IT MEAN SCRAM

3

HEY-JOE! COME BACK!

4

WHAT HAPPEN? WHY DO THEY GO AWAY?

ALL I SAY, DID THEY WANT TO BUY THESE KNEEF
WE SELL
Quality

Pictures
Grass-skirts
Handbags
Shoes
Belts and etc.

RINGS
EARRINGS
Genuine MOTHER of PEARL in sets and etc.
HOME WARD BOUND
19th Special Construction Battalion

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THIRTIETH
SPECIAL
SEABEES
SECTION ONE
1944-1945
THE EUROPEAN THEATRE OF OPERATIONS
AND TO THEIR DUTY IN
30th SPECIAL CONSTRUCTION BATTALION
OF THE
OFFICERS AND MEN
DEDICATED TO

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1751-171761
On the rainy morning of April 3, 1944, the peaceful stillness that is peculiar to unoccupied buildings and areas was shattered by the arrival of a number of large trucks filled with cargo, human and baggage, in Area A-10, Camp Peary, Williamsburg, Virginia. Thus the 30th Special U. S. Naval Construction Battalion received its start.

After the usual confusion that is prevalent when a new organization is established, the battalion settled down to a training program which would enable it to perform the expected duties on arrival in advanced overseas areas. Drill and combat defense tactics were taught by battle seasoned marines; skilled mechanics attended schools in water purification, rope and wire splicing, and various skills for which a working knowledge was required for the operation and maintenance of an advanced base. Overshadowing these special schools was the actual stevedoring experience given the gangs of each company by instructors whose knowledge of handling cargo had been gained in civilian life and was augmented by actual wartime experience at naval advanced bases. Many a member of this outfit will remember with pleasure, or otherwise, their first meeting with the U.S. S. NEVERSAIL, the training ship on which they were changed from groups of men into smooth working cargo specialists.

Finally on May 10, 1944, after days of rehearsal for the event, the battalion was formally commissioned by Captain J. G. Ware, Commanding Officer of Camp Peary, and Lieutenant Commander J. Kast took command of the battalion. Our colors were received and from that date the 30th Special U. S. Naval Construction Battalion existed as a recognized and operating unit, the last of the construction battalions to be trained and commissioned at Camp Peary. In his commissioning speech, Captain J. G. Ware, complimented the officers and men very highly, and stated the outfit had the appearance of being one of the best units he had commissioned.

During the week following, classes, schools and drills continued as usual, but the minds of everyone were focused on the long awaited, embarkation leave. On the morning of May 17th, all, except "west-coasters" departed, leaving the area to that portion of the battalion who were to receive their embarkation leave upon our arrival at Port Hueneme, California.

On the morning of May 27th, all had returned, and everyone was ready for our ultimate assignment. But, instead of proceeding to the West Coast as all previous special battalions had done, our P.O. E. was designated as Camp Thomas, Davisville, R.I. We arrived there on the morning of May 30th and were immediately quartered alongside experienced battalions who were at that time awaiting reassignment. After approximately one month the 30th Special was divided into two sections, our present unit being designated as the 30th Special U. S. Naval Construction Battalion, Section One; comprising one half of the original headquarters company, and two
companies "A" and "D" in their entirety. Due to Lieutenant Commander Asek's illness he was relieved and the unit was placed under command of Lieutenant Commander Gerard R. Crosby and started operating as Section One on July 2, 1944.

On July 7th the battalion was ordered to report to the U.S. Naval Advanced Base Assembly & Training Unit, Lido Beach, Long Island, N. Y. Departing from Camp Thorne after the well remembered two mile march to the train, the unit arrived at Lido Beach late that evening. There we became a part of the organization known as "THF BREEKS". Their purpose was to be the operation and maintenance of three large French seaports, which, at that time were in German hands. Section One was to augment whatever local talent that could be acquired for the stevedoring operations of the ports. During the stop-over at Lido Beach, the unit underwent further advanced training, practiced initial landing operations, and close order drill. In several reviews the 30th Special, Section One was adjudged the best marching outfit attached to "THF BREEKS".

On July 23rd the battalion was confined to the base and at last, all the personnel eager for the trip overseas, had their wishes fulfilled - at last we were going places. On the morning of July 25th, after a 0430 reveille, all hands, with rifles, packs, and other gear were assembled on the drill field. After a two mile march, and a short train ride, the unit crossed the Hudson River by ferry boat, and upon arriving on the opposite shore, became acquainted with the ship that was to be our home for the next twelve days, namely, the "U. S. LEJUNEE". For the majority of the outfit this was their first glimpse, much less the first time they had ever been aboard an ocean going vessel. Embarkation was accomplished in short order and soon everyone was bunked and had started exploring the mysteries of an ocean going vessel. Ironically enough, the "U. S. LEJUNEE", named after a famous Marine Corps general, was a German supply ship, captured in the historical battle of the "GRAF SPEE". Now, after conversion she was engaged in taking the war against her former owners.

On the morning of July 26th, at 0930 everyone was ordered below decks. Shortly thereafter, could be heard the thunder of powerful engines and with the slight vibration and sway of the ship, all hands knew that at last they were on their way to fulfill the mission for which they had been formed. Before leaving New York Harbor, the decks were opened to passenger personnel and everyone was allowed a final look at the Statue of Liberty and the shores of our homeland. Later in the day our ship was joined by various other ships and slowly we became the center and lead ship in the convoy that formed. Gradually everyone settled down to seaboard routine and adjusted himself for the long weary days and nights ahead. The crossing was smooth and uneventful, the monotony of seaboard wartime passenger life being relieved by the numerous fires and abandon ship drills which occurred almost daily. Boxing matches were held each evening on the aft deck, and the Thirtieth's Dance Band, augmented by various members of the ship's crew and passengers provided informal "jam" sessions to the delight of everyone. It is needless to state that a few of our members found life aboard a ship not at all conducive to their good health, however, no serious or lasting effects were observed.

In the afternoon of August 6, sharp-eyed voluntary lookouts or spotters, sighted something that was immediately identified as land, a welcome sight to the land loving branch of the Navy known as SRAEBERS. During the afternoon our ship dropped anchor in the beautiful bay just off Greenock, Scotland, and the next morning it continued up the Clyde River to Glasgow.

Upon our arrival, it was found that the unit would be divided into two sections for the train trip to Plymouth, England. One section was to pass through Edinburgh, New-
general were the best that were encountered so far and everyone was deeply appreciative of the living conditions afforded by the camp. One day, the future looked pretty bleak for recreation while at Ivybridge, but events in the theatre and the movies were made and the three thousand a week evolved into three shows a day in the theater. The library outgrew the paperback stage and developed into one of man's shelves.

Although the fourteen piece orchestra had been lost as a result of the establishment of a new branch, Section One continued to fare well as the newly formed seven piece combination, added more and different arrangements to its library. This seven piece combination took the honors in the Army Special Services Band Contest and won for itself the title "Biggest Little Band in the RTO." It made a number of radio broadcasts and provided music for numerous battalion dances at Boringdon Hall, Ivybridge, North Road School in Plymouth, and Buller Hall in Exeter, as well as at the social functions of other U.S. Navy activities all over southern England.

Christmas time was given an added sparkle through the efforts of the Recreation Department. Highlights were the show in the Camp Efford Theater with the band, quartet, and other features; the Christmas party for the children at Chagwell and vicinity at which Headquarters Company played Santa Claus; and the terrific Christmas dinner - thanks to the cooks and bakers.

Transportation had a good deal to do with all of our ventures. The regular Liberty runs were supplemented by runs to the battalion dances, sightseeing trips through Dartmoor Forest and that Saturday night feature - the Liberty bus to Torquay.

Stevedoring operations and various work details continued and all members of the battalion can be proud of the part the stevedore gangs played in keeping supplies moving to France to support the fast moving advance of our forces.

On April 8, 1945, a detachment of the unit, consisting of five officers and two hundred thirty men were ordered to Rosneath, Scotland, for further assignment to a proposed base in Germany. However, the plans were changed and the unit finished their duty in Scotland by assisting in clearing of the Rosneath base. The detachment returned May 20th and joined the main group at Camp Efford.

On June 1st, 1945, the unit was assigned to relieve the 10th Special U.S. Naval Construction Battalion, Section Two, at the United States Naval Advanced Amphibious Supply Base, Exeter, England. Approximately two hundred men were at Fowey, the camp at Plymouth, while the main portion of the battalion went to Exeter.
Taking a glance into the sports section it's an established fact that the battalion came out on top. Ping-pong, volleyball, basketball, baseball, football, and boxing equipment were available for anyone's use 'n leisure' time. The basketball team took first place in the Plymouth Area finals. One of our fighters won the Junior Welter-weight Boxing Championship for the U. K., and the baseball teams gave other teams a run for their money on diamonds in both Scotland and England. Speaking in terms of sports and recreation, it is difficult to determine where those walks through the English countryside so many of the fellows were seen taking, should be listed. Were they sport or recreation?

From the day of the first review in Camp Peary, the battalion was noted for a brilliant performance in every parade or review in which it participated. Peary, Thomas, Lido Beach and Roseneath. Spotlighted at each one was the trick drill team and crack drill platoon, who marched with military precision typical of the whole outfit. For the men whose interests were other than sports, reading, liberty and walks in the country, a favorite pastime was "hobby-lobby" where individual creativeness and artistry turned out all sorts of souvenirs from all sorts of materials.

At the time of this writing, scuttlebutt (ever heard of it?) has been passed that quite a number of battalion personnel will be returned to the United States in the near future for leave and eventual reassignment to a place called the Pacific where it has been rumored there is some more work to do. Those of the unit who are left in the United Kingdom, will probably remain in Exeter for the duration.

To those of the 30th Special, Section One, all that can be said is, "It wasn't so bad, after all, was it?"
COMMANDING OFFICER

Lieutenant Commander Gerard R. Crosby, affectionately known and referred to as "The Shipper" comes from Seattle, Washington. He serves in the U.S. Naval Reserve in the last war as Lieutenant on board various troop transports. After the war and up to 1929 Lieutenant Commander Crosby served with a steamship company operating in the Pacific. Retiring from the sea in 1929 he became associated with the Board of Marine Underwriters of San Francisco, Inc., and remained in that capacity until his re-entry in the U.S. Naval Reserve in May 1944.

EXECUTIVE OFFICER

LIEUTENANT COMMANDER
GERARD R. CROSBY
CEC (S) USNR

LIEUTENANT B. STEBBINS
CEC, USNR
BATTALION PERSONNEL

BATTALION OFFICERS

Gerard R. Crosby, Lieutenant-Commander CEC (S)
Blanchard Stebbins, Lieutenant CEC
Sidney L. Crawford, Lieutenant
Joseph L. Butler, Lieutenant CEC
Joseph R. Hardiman, Lieutenant DC
Stanley G. Fox, Lieutenant (J4) DC
Lawrence W. Pate, Lieutenant (J4) CEC (S)
Wesley F. Arnold, Lieutenant (J4) CEC (S)
Arthur W. Le Sac, Lieutenant (J4) CEC (S)
Hugh C. Claget, Lieutenant (J4) CEC
William E. Robinson, Chief Carpenter CEC (S)
John A. Rosewall, Chief Carpenter CEC (S)
John E. Behlau, Chief Carpenter CEC (S)
William H. Savage, Carpenter CEC (S)

Officers Detached:
William G. Turner, Lieutenant CEC (S)
Raymond J. Mc Carthy, Lieutenant MC
James E. Giberson, Lieutenant (J4)
Ora J. Wheeler, Lieutenant (J4) CEC (S)
Diane C. Poole, Ensign CEC (S)
Mont F. Edge, Boatswain
THIRTIETH SPECIAL SEA BEE BAND

SWING QUARTETTE

SPIRITUAL QUARTETTE
SPORTS
ARTICLES OF THE U.S. NAVY

BEEN A BAD BOY AGAIN, EH!
WELL I'LL JUST GIVE YE
THIRTY DAYS! SHAME
ON YE!!!!!
"DAMN YANK!!"
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