SEASON'S GREETINGS
ATTENTION LIFE MEMBERS:

Life membership Chairman Don Lauben recently sent a questionnaire to each Life Member. Many responded, returning the form completed, while others have not yet sent it in. All Life Members are urged to submit this form immediately, as it is to be used for S. V. A. purposes only.

Don is performing an outstanding job as Chairman of this important Group and we should give all assistance possible to make the records complete.

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PAGE TWO

THE SEABEE

Post Office Box 3116
Hillcrest Station
San Diego 3, California

James Miller
Publisher

Tom W. Beside
Editor

(Editors note: THE SEABEE realizes that most citizens of this Nation seldom see the entire National Anthem in print. Readers are urged to add this clipping to scrap-books and for personal wallets or pocket-books. All readers are urged to learn the complete National Anthem as a patriotic duty.)

NATIONAL ANTHEM

Francis Scott Key

O, say can you see, by the dawn's early light,
What so proudly we hailed at the twilight's last gleaming?
Whose broad stripes and bright stars through the perilous fight,
O'er the ramparts we watched, were so gallantly streaming.
And the rockets' red glare, the bombs bursting in air,
Gave proof through the night that our flag was still there;
O, say, does that Star-Spangled Banner yet wave,
O'er the land of the free, and the home of the brave?

On the shore dimly seen through the mists of the deep,
Where the foe's haughty host in array stands:
As it fitfully blows, half conceals, half discloses;
Now it catches the gleam of the morning's first beam,
In full glory reflected, now shines on the stream;
'Tis the Star-Spangled Banner, O, long may it wave
O'er the land of the free and the home of the brave!

And where is that band, who so vauntingly swore
That the havoc of war and the battle's confusion,
A home and a country, should leave us no more?
Their blood has wash'd out their foul footsteps pollution.
No refuge could save the hireling and slave,
From the terror of flight or the gloom of the grave;
And the Star-Spangled Banner in triumph doth wave,
O'er the land of the free and the home of the brave!

O, thus be it ever, when freemen shall stand,
Between their low'd homes and the war's desolation;
Blest with vict'ry and peace, may the Heavenly- rescued land
Praise the Power that hath made and preserv'd us a nation!
Then conquer we must, when our cause it is just,
And this be our motto—"In God is our trust;"
And the Star-Spangled Banner in triumph shall wave
O'er the land of the free and the home of the brave.
From Our President's Desk

My many thanks to all officers of the National Executive Board and members of Islands who traveled long distances to be in attendance at the St. Louis meeting on the 17th of November, 1962.

Island X-1 Missouri was, as usual, the wonderful host. Their annual dance in the evening was enjoyed by all in attendance.

A good delegation from Phoenix, Arizona; Ohio Dept., Illinois Dept., and Missouri were well represented.

It seems a confusion reigns somewhat in the processing of membership cards and transmittal sheets. This is to be expected, as when something new is processed into any organization. We have a very capable National Secretary who will answer your questions on this. Please write to him, especially if your secretary has not received transmittal sheets.

There seems to be a question on per capita dues. National per capita dues are $2.00 per member, $1.00 of this was set aside for the paper "Can Do" which has been retired. The other $1.00 is the dues set forth by our constitution and by-laws. At the Executive Board Meeting in Phoenix, Arizona, August of 1962 it was recommended and passed to keep the $1.00 "Can Do" assessment and be used for National Department funds.

My personal feeling on this is, unless the new magazine "Seabee" does not need any help, financially, we should not make this extra charge from the islands.

We are in no way committed to the new magazine; but, we do need a means of transmittal to our members, and if the magazine does need our help, I feel we should give it to them. This is where the $1.00 could be subscription cost to the magazine for paid members only.

Our National V.P. at large and editor of the "Seabee" magazine requests all islands and auxiliaries, "PLEASE" send in news items. The 20th of each month is the deadline for news.

Seasons Greetings To All from the Seabee Veterans of America, National Department. Let us all throw ourselves behind the wheel together this coming year and be the Organization we want it to be.

Sincerely,
Edward F. Kipple, President
National Department
Seabee Veterans of America
Miamia '62 — Las Vegas '64

ATTENTION ALL ISLAND SECRETARIES:

If you have not received transmittal sheets from the National Secretary — please write him for such.

Members will not receive their cards unless this is done.

Members will not receive the Seabee magazine unless they are cleared through this form of transmittal.

Due to some slight mistakes, our secretary and treasurer are unaware of some who paid their 1962-63 dues.

Because of this, these people have not received their membership cards.

We do not know where the error lies, but it needs to be corrected. Please advise our secretary to whom and how your money was paid and when.

Your National Secretary is:
Mr. Willard Zonius
282 Granada Street
Carpentersville, Illinois

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"The Navy will remember this war by its Seabees."

VICE ADM. W. L. CALHOUN, USN

"It had been a constant source of wonder to me how one unit—the Seabees—could possess so many skills and accomplish such a huge amount and variety of work."

MAJOR GEN. A. M. PATCH, USA
Commanding Gen. Seventh Army
YOU CAN HELP COMBAT COMMUNISM

To beat Communism, follow this simple 8-point Program:
1. See that other Americans are fully and correctly informed about the true objectives and methods of communism and its danger to all we hold dear.
2. Encourage religion in your community. Attend and support the Church of your choice. The Word of God is the weapon most feared by the communists.
3. Take an active interest in public affairs. ALWAYS vote in elections—get others out to vote.
4. Support the election to public office of candidates who understand the scope and seriousness of the communist problem and agree to work for its elimination.
5. Be fair with your Government. In the interest of fair play and sound economy, vote on the basis of what you feel is best for the country and not on the basis of "What's good for me." Our Government will be only as strong as we make it.
6. Take a vital interest in the education of your children. Get to know their teachers. Know how school books are selected and what they contain. Be sure that communist poison is not being administered right under your very eyes.
7. Don't join groups—don't sign petitions. UNLESS YOU FIRST INVESTIGATE THEM! Communists have perverted such appealing words as "peace," "freedom," "youth" and "mother" that any organization or document using these or similar words should be questioned until you know who is behind it.
8. If any evidence of communism at work should come to your attention, get in touch with your nearest FBI office. Give them all the facts and then forget about it, unless asked by the FBI to do otherwise.

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PAGE FOUR
Causeway pier installed on BLUE beach during exercise "TULUNGAN" San Jose, Mindoro, P. I.

Unloading LST-1166 over the causeway pier installed by Detachment FOXTROT at BLUE beach, San Jose, Mindoro, P. I.

Leveling Area on BLUE beach for assembling of the AABFS (Bottom Laid) at San Jose, Mindoro, P. I.
Purchasing & Contracting Officer
Clovis, New Mexico

Re: That Warehouse Job

Dear Sir:

This letter is to let you know we ain't figuring on paying none of that liquidating damages on the job rite after the letters Re: at the top of the page.

I figured something like this would happen when we dint get the thing done in the 1st place when it was supposed to, so I went there myself to see why not and I damned sure did and it ain't are fault.

In the 1st place them plans you give us wernt to good and you must have knowed it all the time because somebody in your office had to write a whole damn book to try to tell what shuld hav been put in the plans in the first place, and this guy that wrote the book wernt any better than the guy that drew the plans. In the first place this book was chuck full of stuff about a lot of dam junk probly some relitive of his was sellen there wernt anything in the book about the stuff we used anyway then in the front of this book was a bunch of stuff looked like som loyer had stuck in there because it was real little print and looked like it was there to jip us.

Besides all that the man we sent up there to take care of the truck and see that the bilden got bilt said the man you sent up there slowed him down a lot and made him poor truck load after truck load of cement in big holes under the bilden that didnt help none and cost a hell of a lot more money than we aimed to spend.

All this stuff cause so much trouble that our man started to drinken and carry on sum and when I got there to see about it it agravated me so bad I had to go on a months drunk myself and you ought to be smart enuf to know you cant get bildins bilt when you got to be drunk all the time.

If you guys had any cents all you had to do was tell what kind of a bilden you wanted and how big and where to put it and we would of got it bilt in a month or so and when this woulden have come up and we could have all maid a wad of dough.

If this aint enuf to get the damages stopped let us know and we gonna start tellyen some of the nasty stuff about mistakes in the plans which aint in accord with our ethics but we dont intend to let it stop us if it looks like it would cost us any money.

By the contractor hisself...
WELL, WHAT DO YOU KNOW?

This year, Rhode Island's Quonset Point Naval Air Station observes its twenty-first birthday. In 1940 Quonset Point was a beach, with rows of summer homes. One year later, it had been transformed into a huge naval air station, destined to become one of the largest in the United States.

Besides training hundreds of combat airmen for carrier duty in all theaters of war, Quonset Point repaired and rejuvenated hundreds of Navy bombers in its overhaul and repair department during World War II.

Perhaps the most famous of Quonset Point's accomplishments was the quonset hut, designed by a contractor who was building the naval air station in 1941. The arched-rib design was adopted from the English Nissen hut, used as barracks for the British military. During World War II about 152,000 standard quonsets, 20 feet by 48 feet, were erected at naval and other military installations throughout the world. In addition, 17,000 utility type quonsets, 40 by 100 feet, were built. These structures served as hospitals, chapels, mess halls, recreation centers and wartime homes for American servicemen.

Throughout its 21-year history, Quonset Point has had its share of excitement. For example, on 26 May 1954, when USS Bennington (CVS 20) was shaken by a series of explosions about 75 miles south of Newport, R.I., Quonset Point dispatched every available helicopter to Bennington to assist in evacuating the casualties.

Hurricanes also caused excitement at Quonset Point from time to time. Among the infamous ladies calling at the air station were hurricanes Carol and Edna in August and September 1954. Both caused extensive damage to Quonset—drowning runways in towering seas, ripping buildings apart and knocking down power lines.

Quonset Point claims to be Rhode Island's largest single industry and has established itself as an integral part of the state.

Many of our members stationed at Camp Endicott and Camp Thomas in Rhode Island utilized some of the facilities at Quonset Point at one time or another.

BE PROUD TO SAY "I AM A SEABEE"

The year 1909 was the high point in America for horse-drawn transportation, and in that year there were 30 traffic deaths for each 100 million miles of travel. That figure is more than 14 times as much as our present automobile fatality rate.

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Address: _________________________________________________________
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Date of discharge: _______________ Type: ___________________________
Present occupation: _______________________________________________
Wife's name: ____________________________________________________
Date: _______________ Signed: ________________________________

NEW MEMBER RENEWING REINSTATEMENT
NUCLEAR-AGE

SEABEES

Nuclear-age Seabees are to have another role. Under a program recently started, the construction specialists who proved their ability to fight as well as build during World War II are now undergoing training which will fit them as Mobile Recovery Task Forces. Their function will be to handle operations vital to recovery either from large-scale enemy attack or isolated peacetime accidents of a nuclear nature.

In World War II, Seabee battalions set the stage for our fighting forces by building and maintaining overseas base facilities, and when necessary, taking up arms in their own defense. In the cold war world, where possible nuclear attack or nuclear accident may demand all the skills we can muster, present day Group VII (Seabee) personnel will be ready to move in on the scene of the emergency—equipped and trained to carry on operations of recovery, rescue, demolition, firefighting, decontamination and repair.

The first necessary steps are now being taken under a program developed by the Bureau of Yards and Docks. Essentially, BuDocks envisions that the Civil Engineer and associated Group VIII personnel have the basic capabilities, background and equipment resources to form the nucleus of the base recovery forces needed in the event of nuclear disaster. Our present Mobile Construction Battalions, backed up by the 9,000 organized Reserves, can be prepared to respond, in the event of nuclear attack or other emergency, with action similar to that of the fire department of a large American city.

Selected battalion personnel are being given education and specialized training to mold them into highly efficient and equipped mobile "crisis crews" in complete readiness to move to the scene of disaster and carry out emergency recovery operations.

Such forces will materially assist in keeping the naval shore establishment operating and ready to service the Fleet in a general war of a nuclear nature. Even in peacetime, the everpresent hazard of accident to nuclear weapons or nuclear reactors demands the presence of trained and skilled task forces to cope with the aftermath of such eventualities.

BuDocks has prepared and equipped five aluminum trailers to serve as mobile classrooms for training the recovery task forces. Each carries equipment for 80 trainees and has a tractor-truck prime mover with a special six-man cab for the instructor crew.

A cadre of 34 active Group VIII personnel has been selected to serve as instructors. Prior to assuming instructor status, selected personnel have received specialized training by attendance at the five-week course in Atomic, Biological and Chemical Warfare Defense at Fort McClellan, Alabama, and a four-week course at the Instructor School, Norfolk, Virginia or San Diego, California.

Group VIII graduates of the Fort Belvoir Nuclear Reactor School form the nucleus of the instructor group.

Two trainers have been assigned to Construction Battalion Center, Port Hueneme, California. One is providing instruction to the MCBs and active duty Reserves. The other is touring West Coast states providing weekend training exercises to Seabee Reserve divisions at various locations.

Three trainers have been assigned to CBC, Davisville, Rhode Island, because of the larger number of Reserve Divisions located in the eastern and southern states. One trainer will provide instruction to the MCBs while in home port, including active duty Reserves, while the other two are providing training at Construction Battalion Reserve division locations.

NUCLEAR ACCIDENTS — Accidents to plutonium-bearing weapons may occur as a result of fire, shock or other means while in storage or transit, resulting in destruction or detonation.

In an HE explosion, plutonium will probably be scattered as small bits of shrapnel-like metal. It is also possible that a small fraction of the plutonium may be oxidized and distributed along with the smoke and dust of the explosion. The fineness of the oxide particles permits them to be airborne or suspended with resultant deposit over large areas. Plutonium oxide has practically no decay in time (half life: 24,300 years). Personnel hazard is principally from inhalation or ingestion.

Present responsibility for handling peacetime nuclear weapon or reactor accidents is assigned to district commandants. However, to provide expert consultant services to local recovery forces, two "plutonium teams" (plutonium control) are maintained — one at Indian Head, Maryland, and one at San Francisco, California. These groups are alerted whenever movement of a nuclear weapon is scheduled thru their respective areas. The Mississippi River is the dividing line of the areas.

These plutonium teams are largely composed of civilian personnel. Administratively, their civilian status raises many problems owing to the necessity of preparation for worldwide travel on military planes; the lack of funds to pay for overtime; and the irregular hours resulting from such alerts. BuDocks hopes eventually to replace these teams with Group VIII personnel after they have been adequately trained.

Naval District Commandants have been requested to notify command

(Continued on Page 18)
ISLAND NEWS

Here, There, and Everywhere

Florida’s Greater Miami Beach Island X-1 held its first meeting Thursday evening 8 November at the Deauville Hotel. A total of eighteen members were in attendance and heard National Vice-President for the Northeast area, Lester Szatai outline the objectives and purposes of the S.V.A.

National Vice-President for the Southeast area, Harry Tuchman, who also organized the group in Miami Beach, presided over the meeting. He spoke on the work of the S.V.A. in the Middlewest and the far West, then told the members about the approving National Convention to be held in Miami Beach 8 thru 11 August in 1963.

Temporary officers elected at this meeting included:
- Senior Commander, Ben F. Lowe, 1480 NW 42nd Court, Miami;
- Junior Commander, Paul Wilkins, 228 SW 23rd Road, Miami;
- Secretary, John Rober, 1120 NE 212th Terrace, Miami;
- Master-at-Arms, Robert Birrell, 1552 NE 150th Street, North Miami;
- First Trustee, Harry Tuchman, 1500 Bay Road, Apt. 1479, Miami Beach 39.

The next meeting will be held at the Deauville Hotel on 29 November. All ex-Seabees in the Miami area are urged to contact Harry Tuchman for further details on future meetings and the National Convention.

Congressman Clyde Doyle who represents the 23rd District in California, was the special guest of Los Angeles Island X-4 at the October meeting.

Congressman Doyle revealed that defense spending in the Los Angeles area the past three years reached one billion 375 million dollars. He is a member of the Armed Forces Committee and has direct knowledge of defense spending. He also spoke on the recent events in Cuba, saying that the Latin American nations and Mexico signified agreement with the position of the United States in the emergency.

The Congressman touched on the Un-American Activities Committee, of which he is a leader, and said that his committee is on the alert for the subversives. He referred to them as “Communist gophers” and said his committee has been asked at times to check on scholarships earned by known “gophers.” Congressman Doyle has served 16 years as representative of the people in his area.

Elmer Goodwin, California Department Secretary arranged for the informative appearance of Congressman Doyle.

Other guests were Tom W. Re­side, SVA Vice-President at large, and Larry Mosher, Editor of the Herald American newspapers.

Island X-4 President Sully Falconer introduced Congressman Doyle and presented the guests to the members. This was one of the best meetings of Island X-4, and was very well attended.

West Suburban Chicago Island X-1 held their annual dinner dance Saturday 1 December at the Hillside Country Club, Hillside, Illinois. An excellent time was had by all those who attended, and members are looking forward to the next affair.

Island X-1 holds their meetings at the Bel Aire Lounge, 317 Mannheim Road in Bellwood, Illinois on the first Tuesday of each month. National President Ed Kipple is a member of West Suburban Island X-1 and extends a cordial invitation to all ex-Seabees in that area to become a member of this active Island.

Officers for the coming year are:
- President, Harold Stamps, 134 Washington St., Lombard, Illinois;
- Secretary-Treas., Rudy Hayden, 4353 Butterfield Rd., Hillside, Illinois;
- First Vice-Pres., Bob Stonall, 888 Kirk St., Elmhurst, Ill.;
- Second Vice-Pres., Ozzie Melbe, 427 Marshall, Bellwood, Ill.;
- M.A.A., Frank Leonanordo, 1201 Beach St., La Grange Park, Ill.

Members of the 48th NCB Association will hold their next annual convention 6 and 7 July 1963 in San Diego, California. They will be headquartered in the U. S. Grant Hotel located on Broadway between 3rd and 4th streets where ex-48th NCB member Carl Frank holds down the position of Hotel Manager.

All ex-members of the 48th NCB are cordially invited and for further information write Carl. He will be glad to hear from you.

National Island member Jack Healey is the Regional Sales Manager for the Hotel Diplomat in Hollywood-By-The-Sea, Florida. Jack extends a cordial invitation to all Seabee Veterans who are in that area to stop and say hello.

San Diego Island X-2 will hold their Christmas party on Tuesday 18 December in the Veterans War Memorial Building. Located in beautiful Balboa Park, this meeting place is very easy to locate.

A Santa Claus will be on hand to distribute gifts and every Seabee and ex-Seabee in the San Diego area is cordially invited to attend.

MIAI '63 - LAS VEGAS '64
SEABEES TODAY

The action in Cuba, focused public attention on the activities of the Seabees at Guantanamo Bay. The "Can-Do" boys are very busy with the job of fortifying the hills that are literally covered with palm scrub and cactus. Our buddies, the Marines are still passing out bits of praise to the current edition of the famous Seabees. The newest compliment is, "The Seabees are a better Marine than they are a sailor."

Commander J. M. Hill Jr., of Laurel, Mississippi commands one of the two Seabee Battalions that are deployed on the defense line at Guantanamo. The latest task of the Seabees has been dubbed, "Operation Might," which consists of transporting concrete blocks up the steep hillsides and build bunkers, sheets of corrugated steel to be used for prefabrication of foxholes, and scraping dirt roads through the rough terrain.

The rugged roadways that twist and wind through the cactus lead to new defensive positions that were recently erected by the Seabees. So far, the Seabees have constructed over 200 defensive positions along the ridges that surround Guantanamo Base.

The California Department Convention will be held Saturday, 26 January 1963, at the Silver Saddle in Downey, California.

Sessions for the members and the ladies will be underway at 1 PM, with a dinner-dance scheduled for the evening. Cost of the evening party, is set at $6.50 per person. The menu will feature Prime Rib, for which Lyle Williams' restaurant is famous.

Reservations are requested to be sent to Willis H. Mitchell, 4609 Pepperwood Avenue, Long Beach 8, California or Tom W. Reside, P.O. Box 3116, San Diego 3, California. Send your reservation is as early as possible, PLEASE!

REMEMBER, MIAMI 1963 - LAS VEGAS 1964
The view that the Construction Battalion is a war-time organization has often been expressed; and, more recently some have taken the view that the Seabees themselves were a dying organization. However, a current look at the men in training at Port Hueneme and the Seabees on stations throughout the world would contradict these views. Young engineers from the finest colleges in the country are electing to fulfill their military obligation with our Construction Battalions and bring with them the technical background and enthusiasm which is comparable to the esprit de corps of the World War II and the Korean War Battalions.

It is a younger group today. It lacks the age and some of the experience of the original Seabees, but with the technical equipment and training required in today's armed forces, together with the heavy emphasis on the military-support phase of Battalion operations, the need for youth is immediately apparent. The Commanding Officers and their Executive Officers are usually under 40 today and the Chief Petty Officers and rated men are equally junior in age to their World War II counterparts. These younger men, however, are the experts in their field and are trained in such technical specialties as missile-launching facilities, base recovery after nuclear contamination and the operation of nuclear-power installations. These require a very high level of technical competence in addition to the construction "know-how" which was brought into the Battalions during earlier periods of emergency.

The young engineer reporting to a Construction Battalion as a Junior Officer today usually brings a minimum of five years of college training plus extensive Navy specialty training, together with the ever-necessary physical fitness which combat operations with the current Battalions require.

The unlimited opportunities for the young engineer are evidenced by the fact that after their first two or three years of active duty, the young Civil Engineer Officer is in a position to ask for and receive top pay in many of the civilian fields available to him. He has an opportunity to carry on his Navy training in the Reserves, and if he elects to get off active duty, and many of the leading engineers in communities around the United States are active Reservists in the Seabees Reserve.

The spirit and motivation, in fact the entire temperament of the engineers in Construction Battalions today, compares favorably with the "old timers," and this profession continues to offer a challenging career to young, technically-trained men.

**from the PAST PRESIDENT**

I note with considerable interest of the increasing activity of the S.V.A. in New York, and Florida. Such increased activity is to be expected in areas in which the National Convention will be held, or that are near to the convention site.

The activities of the Seabee Veterans of America are generally quite new to these up and coming islands and Departments. We can contribute much to the morale and well being of these new islands if we but take the time to drop them a note wishing them well and saying "Welcome" to the S.V.A.

It does no harm to pass on some information relating to how you conduct your meetings, and offering hints and suggestions for successful meetings. Nothing is more difficult for a new group to hold their first meeting and then discuss "what will we talk about."

The first suggestion I have to offer, is to thoroughly discuss the Constitution and By-Laws of the S.V.A. Read and understand what they contain. Discuss Leadership and how to apply this important topic to the Island. Give your new officers every support possible; follow the procedures set forth in the Ritual of the S.V.A. This not only gives dignity to the meetings, but makes each member more aware of the meaning of the S.V.A.

Become acquainted with the National Vice-President of your area. Have him help you along the rocky road of the initial meetings. Contact the senior Civil Engineer Corps Officer on active duty in your area and ask him to explain what the Seabees of today are doing. Invite the District Reserve Seabee Program Officer to speak to your group on what the Seabee Reservists are accomplishing to bolster our Navy's Reserve and active duty establishments.

Above all, use THE SEABEE to let the rest of the membership know what you are doing, and what you want to do. Let's keep informed and inform others.

_Be proud to say "I AM A SEABEE"_.

"NO obstacle was ever too great for the Seabees."

BRIG. GEN. HENRY L. LARSEN, USMC
In these thumbnail sketches, there is assembled a record of Seabee units, where they worked and fought in all theatres of World War II. Construction Battalions had the singular distinction of participating in every amphibious operation of the Pacific Campaign. They served with every branch of the U.S. armed forces. Beginning at Bora Bora and Guadalcanal, they kept pace with the Army and the Marines and splashed ashore with the first occupation troops on atomized Japanese home islands. Each month, The Seabee, will print additional battalion histories.

69th BATTALION
Commissioned at Camp Peary Feb. 8, 1943, the 69th NCB spent six months at Argentina, Newfoundland—June 17 to Dec. 6—before returning to Camp Endicott at Davisville, R.I., Dec. 9. The Battalion sailed for England June 16, 1944, arriving at Plymouth July 1. From Aug. 11 to Sept. 10, a detachment of four officers and 33 men were on duty with COMUSBASFRANCE. From Aug. 12 to Oct. 5, one officer and 31 men were on duty at COUSNAAB at Falmouth. From Aug. 26 to Sept. 15, one officer and 71 men were on duty at USNAF at Dunkeswell. First echelon of five officers and 56 men reported on duty at CMBU 578. July 9, 1943. One officer and 100 men were detached Nov. 26, 1943, to form CMBU 578. The 69th returned to Davisville Christmas Day, 1943. In March, April and May, 1944, one officer and 50 men were on temporary duty at Naval Air Station, Jacksonville, Fla., on airfield construction. The 70th was designated officially as a pontoon Battalion Aug. 23, 1944, and sailed for Pearl Harbor Oct. 21, Arriving Oct. 27. An advance echelon left for Guam Nov. 6 followed by several detachments in December and January. Fifteen officers and 276 men left Jan. 18 from Oahu to participate in the Iwo Jima assault in February. The Battalion was at Okinawa and Ie Shima and is headed for various destinations in Japan, Korea, and China.

70th BATTALION
Formed at Davisville, R.I., the 70th NCB embarked from New York April 28, 1943, and reached Oran, North Africa May 27. The Battalion transferred to Arzew, Algeria, maintaining headquarters there while sending detachments to Bizerte, Oran, Nemours, Beni-Saf, Amel-Turck, Mostaganem, Tenes and Port-aux-Poules. One officer and 15 men from D Company participated in the Salerno operation Sept. 9, 1943. One officer and 100 men were detached Nov. 26, 1943, to form CMBU 578. The 70th returned to Davisville Christmas Day, 1943. In March, April and May, 1944, one officer and 50 men were on temporary duty at Naval Air Station, Jacksonville, Fla., on airfield construction. The 70th was designated officially as a pontoon Battalion Aug. 23, 1944, and sailed for Pearl Harbor Oct. 21, Arriving Oct. 27. An advance echelon left for Guam Nov. 6 followed by several detachments in December and January. Fifteen officers and 276 men left Jan. 18 from Oahu to participate in the Iwo Jima assault in February. The Battalion was at Okinawa and Ie Shima and is headed for various destinations in Japan, Korea, and China.

71st BATTALION
After formation at Camp Peary, the 71st NCB shifted to Davisville, Parks and Hueneme, arriving at the latter destination July 15, 1943. The Battalion sailed for Guadalcanal Sept. 7, arriving Oct. 5. The 71st sent three officers and 73 men into the Bougainville assault Nov. 1, with the bulk of the unit following later in November and December. The Battalion left Bougainville on March 25, 1944, and arrived at Manus, Admiralty Islands, April 17. From April 24 to Sept. 26, the 71st was at Pityulu in the Admiralties, moving to Los Negros on the latter date. Returning to Guadalcanal Dec. 12, the Battalion remained for two months, staging for the Okinawa invasion. In late February and early March, the unit left the 'Canal for Okinawa, and was based there when the war ended.

72nd BATTALION
The 72nd NCB was organized at Camp Peary in January, 1943, then jumped to Hueneme via Davisville and Parks. Leaving San Francisco April 24, the Battalion arrived at Pearl Harbor May 4 and was assigned to duty at Barbers Pt., Iroquois Pt., and Ewa, on Oahu. The 71st left the Hawaiian Islands June 18, 1944, landing on Guam in early August. At the war's end the unit was still operating there. In September the Battalion was scheduled for movement to Nagasaki, Japan.

73rd BATTALION
Leaving Camp Peary March 17, 1943, the 73rd NCB moved to Camp Parks and then to Hueneme before embarking for Noumea, New Caledonia, May 12. After reaching Noumea May 29, the Battalion shifted to Guadalcanal July 13. One officer and 56 men made special surveys of Roviana and Saseville as temporary dispersal areas for cargo en route to Munda, New Georgia, then moved on to Munda Aug. 6. Main body of the Battalion reached Munda Aug. 9. After 11 months on Munda, the Battalion moved to Batnika in the Russell Islands in July 1944. One officer and 27 men re-
ported to Pauuuvu near Banika Aug. 11 for detached duty with the First Marine Division as riggers, crane operators and shore party maintenance crew for the Peleliu invasion. A forward echelon of 27 officers and 893 men left Banika Aug. 27 for the Peleliu push and took part in D-Day beach landings Sept. 15. The rear echelon followed in December. After helping build up the Peleliu roads and airstrips, the 73rd was inactivated in July 1945, and returned to the States after 26 months of overseas duty.

74th BATTALION

Immediately after forming in Camp Peary in April 1943, the 74th was transferred to Davisville for training where it remained until June 30. On that date the Battalion was moved to Camp Parks, Calif., preparatory to shipping out. The 74th embarked for Pearl Harbor from Hueneme in three echelons beginning Sept. 24. The last echelon arrived at Pearl on Oct. 18, 1943. On Oct. 30 of that year, half the Battalion left Pearl and arrived at Tarawa on Nov. 24, three days after D-Day. The rest of the outfit landed on Tarawa in two sections during November and December. From Tarawa, the 74th moved to Kwajalein in February and March 1944, shortly after another D-Day. The first detachment of the Battalion headed back for Pearl Harbor on June 4, 1944, followed by five other sections, the last one arriving at Pearl in October. The next stop for the 74th was Okinawa, where it was still on duty at war’s end.

75th BATTALION

The 75th was transferred to Camp Parks from Camp Endicott March 18, 1943, then moved down to Hueneme April 18. On June 9 the outfit shipped out and arrived at Noumea, New Caledonia, where it remained until Sept. 16, 1943. On that date, the Battalion left Noumea, and stopped off briefly at Guadalcanal from where it sent out detachments of 100 men to Bougainville Nov. 1, 1943. By Nov. 23, the last of five detachments of the 75th was stationed at Bougainville from Guadalcanal. The entire Battalion was stationed there until May 25 when it sailed for Baniko. From May 27 to Aug. 13 the 75th operated at Baniko, then moved on to Milne Bay, New Guinea. From Milne Bay, the Battalion shipped to the Philippines, the first echelon of nearly 800 men arriving in Leyte Gulf, Oct. 24. The last echelons arrived at Leyte by the middle of November. On Nov. 9, 1943, the 75th moved to San Antonio, Samar, then began setting up permanent camp at Callio­can Island. On March 2, 1945, the Battalion had completed the move to Callio­can and was still at that location when Japan surrendered.

76th BATTALION

Formed at Norfolk, Va., in Jan. 1943, the 76th received additional training at Gulfport, Miss., then moved on to Hueneme April 1, 1943. The Battalion shipped out of Hueneme April 5, went up to San Francisco, then headed for Pearl Harbor where it landed April 16. Half of the Battalion remained on Oahu, the rest shipped out to Palmyra. The entire Battalion regrouped on Oahu in Jan. 1944 and remained there on duty until June 18, when it shipped out for Guam. The first detachments west-shore Aug. 4; debarkation was completed Aug. 14, 1944. The 76th was on duty on Guam at the time the war ended.

77th BATTALION

Shifting from Camp Peary, where it was commissioned in Jan. 1943, the 77th NCB went to Davisville, and then to Hueneme before sailing Aug. 2, 1943. The unit arrived at Guadalcanal Sept. 3 at Vella La­Vella Sept. 25 and Bougainville Dec. 10. Next stop was Emirau in the St. Matthias group, above New Ireland, on April 14, 1944. The 77th’s forward echelon of 27 officers and 810 men left Emirau for Brisbane, Australia, Dec. 16, arriving Dec. 22, with two officers and 101 men remaining at Emirau. The forward echelon in March 1945 transferred to Manila, where it was at the end of the war and due for inactivation.

78th BATTALION

The 78th NCB made trips to Davisville, Gulfport and Hueneme after organization at Camp Peary on Feb. 9, 1943. It sailed from Hueneme June 16, and reached Noumea, New Caledonia July 13. On Nov. 28 and Dec. 5 in two echelons, the 78th left for Milne Bay, New Guinea, for transhipment by LST’s to Finschhoven. The first echelon reached Finschhoven Dec. 9 and second group arrived Dec. 22. Sixty men were temporarily detached Dec. 16 for duty on an airstrip at Dreger Harbor with the 60th NCB. The 77th transferred to Los Negros, Admiralty Islands in March 1944, and worked on projects on Los Negros and Manus. The Battalion left Kure­au, Manus Island; in December for Noumea and remained there until spring, when it moved to Okinowa to finish out the war.

79th BATTALION

Launched Feb. 1, 1943, at Norfolk, the 79th NCB traveled to Gulf­port, Hueneme and Seattle before shipping out May 6. The Battalion arrived at Kodiak, Alaska, May 10. The 79th remained in the Alaskan sector until the Fall of 1944, with detachments at Cold Bay, Anchitka and Adak. Second tour of duty started Jan. 31, 1945, when the unit left Camp Parks for overseas, reaching Saipan Feb. 26. The first echelon of 21 officers and 727 men left Saipan for Okinawa April 21, landing April 30. The second echelon followed May 15. The 79th remained at Okinawa through the end of the war.

THE SEABEE PAGE THIRTEEN
CO-OPERATION

NEEDED

COOPERATION is defined in the dictionary as: 'The combination of persons for purposes of production, purchase, or distribution for their joint benefit.'

It is urgently recommended that each of our members read the above and then evaluate himself as to how he fits into the combination. The easiest task in any organization is to sit back and complain, criticize, and in general contribute nothing but ill-feeling in the general membership. The quality of politeness can be a very effective tool in generating cooperation. Respect for each contributor's ideas should also be considered.

I wonder how many of our Past Officers have looked back to the time before they had thought of accepting an office in the Seabee Veterans of America. Did you criticize, or did you get behind your officers and provide them your fullest support and earnest effort. It is not intended to imply that every one of our officers is perfect, but there are lots of ways to correct a bad situation, without severe criticism that is unjustified.

Each of our Past Presidents, I am sure, received letters informing them they would be subjected to correspondence considered unpleasant. It is a good idea to inform the membership just what their President is to be subjected to. Once informed the membership may for once, get behind their National Officers and present a united front of cooperation. Why not give it a try? Let us see if cooperation will contribute to the growth of the Seabee Veterans of America.

BE PROUD TO SAY "I AM A SEABEE"

Hints and Suggestions

A major contribution to the high death toll and ever increasing accident rate on our multi-lane highways is the driver who insists on keeping in the left lane regardless of his vehicle being driven at a speed slower than the normal flow of traffic.

At any speed short of the posted maximum, you should not cruise in the left lane if other vehicles are moving faster than your car.

One simple method of determining if you should move is: When cars are passing on your right, you are wrong. Move to the right and let faster traffic pass to the left. This is merely good driving.

BE PROUD TO SAY "I AM A SEABEE"

PAST HISTORIANS

Our present National Department Historian wants news, clippings, etc., to be sent to him as soon as possible. He is making a new book and needs your help.

All past National Department Historians have not passed on their collection of items and files after their term of office. We now have a permanent location to store our files. Please send your scrap book items to Dick Lugo, 2630 W. Luke Avenue, Phoenix 17, Arizona. Send all materials to be filed to Mr. William McKnight, 962 Glenbrook Rd. St. Louis 22, Mo.

Please send all prepaid. Send your bill to our National Secretary, Mr. W. Zonsius, 282 Granada Avenue, Carpentersville, Illinois.

MIAMI '63 - LAS VEGAS '64

WHAT IS ..........

A hootenanny, according to one authority, is a folk song concert which got its name from a frontier singer known as "Hootin' Annie."

Genuine, outdoor hootenannies are on the increase in an effort to revive the old frontier and mountain songs that the early pioneers enjoyed.

One of America's foremost folk singers is Sam Hinton, an expert on marine life and director of the Scripps Institute aquarium. His two most recent albums are "Singing Across the Land" and "Song of Men."

Generally the public is not only invited to attend, but they were invited to bring banjos and guitars to better participate in the hootenanny.

BE PROUD TO SAY "I AM A SEABEE"

"The Navy will remember this war by its Seabees."

VICE ADM. W. L. CALHOUN, USN

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PAGE FOURTEEN
Custom Marine Electronics

Custom Marine Electronics, the Southland's most complete marine electronics sales and service organization, is known for its dependability and carries only the finest equipment.

Marine electronic equipment firms such as Raytheon, who manufacture Direction Finders, Radars, Depth Flashers, Depth Recorders, Automatic Pilots and Radio Telephones are represented by C.M.E. Also, you will find Radars, DFS, Radio Telephones by RCA, Radio Telephones by Fisher and Koor, Automatic Pilots by Wood Freeman and Triton-Furuno's imported Depth Recorders.

In but three short years C.M.E., a locally owned business, has become Raytheon's Number 2 dealer throughout the country. This fact attests to the dependability of a business that has consistently stood behind every item or piece of equipment sold. Many manufacturers use Custom Marine Electronics as a proving ground for their products, testing this equipment before it is sold. C.M.E takes pride in its customized installations.

Many of C.M.E's employees own their own boats...belong to various waterfront organizations and John Tanner, one of the C.M.E principals, is a Coast Guard Auxiliary Member and former National Commodore.

With the Christmas holidays but a short time away, you seafaring men and women should visit Custom Marine Electronics for gift ideas. Their display of marine electronic equipment might solve your gift problem. And, while you are there, see the many species of fish that have been mounted and are on display, you are invited to do so. Visit Custom Marine Electronics at 2525 Byron Street on Shelter Island at your earliest convenience.

Reservists

Reservists called to active duty during the Berlin crisis have been granted additional time to complete their education and rehabilitation.

John B. Naser, Veterans Administration Regional Manager in Chicago, said today that a bill recently signed into law by President Kennedy grants recalled reservists extensions amounting to equal time for services rendered.

Thus, reservists called to active duty under executive order before August 1, 1962, and those whose enlistments were extended, benefit under this liberalization of the original Korean GI Bill.

Similar extensions of deadlines for training under the War Orphans Educational Assistance Act also are granted to orphans whose programs of education are interrupted due to conditions beyond their control.

Mr. Naser said this is designed to aid orphans who (a) because of personal illness or sickness in the immediate family suffer financial hardship; or (b) who are working and are obliged to suspend their studies because of their jobs.

BE PROUD TO SAY "I AM A SEABEE!"

Season's Greetings

C.C. RICHARDSON
Construction Company

C.C. RICHARDSON, President
Lieutenant Commander, 12th NCB Retired

SAN DIEGO, CALIFORNIA
THE DREAD MENACE

There is perhaps no one who has not seen, at least at a distance, the tragic effects of alcoholism, not only on the victim, but on all with whom he (or she) is associated in any way. This is one of the terrible blots on our modern society; it has afflicted millions of individuals; it is growing in its extent day by day.

By their attitude and habits in respect to alcohol, all individuals may be divided into four classes.

1. The Total Abstainers. Moved by aversion because of close contacts with an alcoholic, or by general knowledge of the damage to human beings caused by alcoholism, or by self-knowledge and fear of drifting into alcoholism, or by the spiritual desire to make reparation for the sins committed by excessive drinking, many persons have decided to abstain from any use of alcohol.

Among these are many who have once been close to, or actually caught in, the trap of alcoholism. All such are to be highly praised. They have chosen the best part. No matter how many natural motives may have inspired them, they should frequently renew the spiritual motive of offering up their abstinence as reparation for their sins and the sins of others. They should make it a personal offering to the crucified Christ.

2. The Moderate Drinkers. There are many who adhere strictly to the rules of temperance in regard to drinking. They can take alcohol or leave it alone. When they do take it, it is always in moderation.

There are old people who have gone through their whole lives without ever violating temperance in their use of alcohol. No young or middle-aged person, however, should be overconfident in this matter. There is reason for everybody to be aware of and to fear the danger that lies in alcohol.

3. The Alcoholics. These are the compulsive drinkers, compulsive in the sense that they cannot stay away from alcohol, and compulsive in the sense that, when they start drinking, they can barely stop this side of drunkenness.

Alcoholics are gravely in need of help from outside themselves. Before any such help will do them any good, they themselves need humbly to face the fact that they need help, both divine and human. Alcoholics Anonymous, specialized clinics and psychiatrists, can help them only if they admit their need both to themselves and to others.

4. Candidates For Alcoholism. This is the class of people who should most gravely ponder what is to follow. They are not yet alcoholics, but there are signs that they are drifting rapidly toward becoming such. They still have time, and will power, and the grace of God, and enough self-understanding, to reverse their trend. For most of them, now is the time before they enter the agonizing hell of the alcoholic, to give up alcohol entirely.

What are the signs that a man or woman is a candidate for alcoholism? Four such can be set down, which indicate that anyone who finds them in himself should take action now. All the signs go together.

a. Dependence On Alcohol. The dependence can be social (he can't enjoy a party or a meeting with friends without alcohol) or emotional (he runs for a drink whenever he is upset in any way). The line between such dependence and compulsion is very thin.

b. Too Frequent Drinking. The candidate for alcoholism cannot go very long without a drink. He is a morning drinker and a late drinker when there is nobody to drink with.

c. Too Much Drink Each Time. One drink is never enough. He does not as yet become sodden-drunken, like the alcoholic, but he does take more than is good for him. He thinks and says that he can always stop when he wishes. He rarely stops when he should.

d. Hurting Himself and Others by His Drinking. He neglects his wife and family for the "boys in the tavern." He is slipping in his work. He is becoming harsh and crude with his wife. He is wasting money needed by his family.

So - - - ? ?

BE PROUD TO SAY "I AM A SEABEE"

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In Memoriam

It is with the deepest regret that we notify our membership of the death of Edwin (Ted) Fish. He passed away at the Veterans Hospital, Long Beach on Friday 7 December 1962 of cancer.

Ted served as treasurer of San Diego Island X-2 in 1961. He served in the 48th Naval Construction Battalion during World War II at Hueneme and then on to Pearl Harbor and Guam, where the 48th NCB was stationed for the duration of the War.

He is survived by his wife Marie, who was during 1961-1962 the National President of the SVA Auxiliary, and a daughter Shirley.

Battalion Associations are requested to send the dates for their 1963 reunions, as well as locations, headquarters and the name and address of the person who will be in charge of the arrangements. Associations are reminded that the National Convention and Reunion of the Seabees will be held 8 thru 11 August, 1963 at the Deauville Hotel in Miami Beach, Florida. Harry Tuchman, National Vice-President, Southeast District, is Convention Chairman. Write him at Morton Towers North, Apartment 1479, Miami Beach 39, Florida.

Make your plans now to join in Miami Beach among all your buddies in 1963 and in Las Vegas, 1964.

REMEMBER!!
Seabee Reunion

We are in receipt of The Reck Hall GAZETTE, published as the official newsletter of the 107th NCB Association by Sam Bodell, 956 Brintell St., Pittsburgh 1, Pennsylvania.

Ex-Seabees who were members of the 107th NCB and who may have lost Sam's address are encouraged to get in touch with him so you can participate in their next reunion.

We would like to see EVERY NCB Association meeting with the National S.V.A. Convention and Reunion, starting with Miami Beach in 1963, then to Las Vegas in 1964.

DE PROUD TO SAY: "I AM A SEABEE!"

A Madison Avenue advertising agency president has come out four-square to restore a six-letter word to its proper place in everyday talk... the word is "square." We think he has something.

Adman Charles H. Brower reminds us that back in Mark Twain's day, "square" was one of the best darn words in the language... you gave a man a square deal if you were honest. And Brower continues:

"You gave him a square meal when he was hungry. When you got out of debt, you were square with the world. And that was when you could lock your fellow man square in the eye."

Then a lot of characters ran down the word. Results: A square today is a man who never learned to get away with it; a Joe who volunteers when he does not have to; a guy who gets his kick from trying to do something better than anyone else can; a boob who gets lost in his work.

This country was discovered, put together, fought for and saved by such squares as Nathan Hale, Patrick Henry, Paul Revere, George Washington, Benjamin Franklin.

Brower dares us to get with it — get back to this nation's old beliefs in such things as "idea, pride, patriotism, loyalty, devotion — even hard work."

How about joining the club?

"The only trouble with your Seabees is that you don't have enough of them!"

GEN. DOUGLAS MacARThUR to ADM. BEN MOREELL, Feb. 1944

BE PROUD TO SAY: "I AM A SEABEE."

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Holiday Greetings

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I AM THE UNITED STATES

I was born on July 4, 1776, and the Declaration of Independence is my birth certificate. The bloodlines of the world run in my veins, because I offered freedom to the oppressed. I am many things, and many people. I AM THE UNITED STATES.

I am 180 million living souls—and the ghost of millions who have lived and died for me.

I am Nathan Hale and Paul Rever. I stood at Lexington and fired the shot heard around the world. I am Washington, Jefferson and Patrick Henry. I am John Paul Jones, the Green Mountain Boys, and Davy Crockett. I am Lee, Grant and Abe Lincoln.

I remember the Alamo, the Maine and Pearl Harbor. When freedom called, I answered and stayed until it was over, over there. I left my heroic dead in Flanders Field, on the rock of Corregidor, and on the bleak slopes of Korea.

I am the Brooklyn Bridge, the wheat lands of Kansas, and the granite hills of Vermont. I am the coalfields of the Virginias and Pennsylvania, the fertile lands of the West, the Golden Gate and Grand Canyon. I am Independence Hall, the Monitor and the Merrimac.

I am big. I sprawl from the Atlantic to beyond the Pacific, more than three million square miles throbbing with industry. I am more than 5 million farms. I am forest, field, mountain, and desert. I am quiet villages—and cities that never sleep.

You can look at me and see Ben Franklin walking down the streets of Philadelphia with his breadloaf under his arm. You can see Betsy Ross with her needle. You can see the lights of Christmas, and hear the strains of Auld Lang Syne as the calendar turns.

I am Babe Ruth and the World Series. I am 169,000 schools and colleges, and 250,000 churches where my people worship God as they think best. I am a ballot dropped in a box, the roar of a crowd in a stadium, and the voice of a choir in a cathedral. I am an editorial in a newspaper and a letter to a Congressman.


Yes, I am the nation, and these are the things that I am. I was conceived in freedom and, God willing, in freedom I will spend the rest of my days.

May I possess always the integrity, the courage and the strength to keep myself unshackled, to remain a citadel of freedom and a beacon of hope to the world.

—Author unknown.

(Thanks to CDR William Martin, USN, Commanding Officer, U. S. Naval Reserve Training Center, Posadeno, California, for this inspiring message.)

MIAMI '63 — LAS VEGAS '64

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SAN DIEGO, CALIFORNIA
Seabees, remember him?

Lowell A. Noble of Leaburg may be tempting fate.

In just a few days, he will be eligible to retire from the Seabee reserve unit in Eugene after 22 years of active and reserve unit service.

But to get these few days, Noble had to enlist for six years Tuesday night at ceremonies at the U. S. Naval Reserve Training Center in Eugene.

Naval Reserve officers explained that he will be retired on schedule, and that the enlistment was just a formality.

Noble, who is leading chief petty officer in the Eugene Seabee (construction battalion) reserve unit, first enlisted in the service in December, 1922. He served during World War II and the Korean conflict, and joined the Eugene reserve unit when it was founded in 1947.

His reserve rank is construction electrician chief.

He was sworn in Tuesday by Lt. Lee Plants, commanding officer of the Seabee unit.

Also on Tuesday night, another long-time Seabee reserve member, D. C. Hollingsworth of 3360 Harris St., Eugene, re-enlisted for another term.

Hollingsworth, whose reserve rank is construction mechanic chief, has served 2½ years in active duty and 18 years in reserve duty with the SeaBees.

For the Hollingsworths, the SeaBees are a family affair. Their two sons, T. V. Hollingsworth of Portland and John Hollingsworth of Eugene are both SeaBees veterans.

Hollingsworth was sworn-in in ceremonies at the Veterans Memorial Bldg. by Cmdr. C. E. Stewart of Eugene, the local representative of the 13th Naval District.

"THE SEABEE?"

Copies of THE SEABEE have been sent the Library of Congress in Washington, D.C.

It is interesting to note that the Library of Congress makes continuing attempts to insure that its reports and other publications of national associations of the United States approach comprehensiveness. This is done in order that such publications will be available for research use of the Federal community and others who use the research collections of the Library.

CO-OPERATION NEEDED

Jack Brill, Post National Secretary is a hard working member of the S.V.A. as indicated in his efforts to spread the word of the existence of our organization. We received a copy of CALTRAP, the official newsletter of 3rd Marine Division Association, which contained a very interesting item under the By-Line "Pass the Word".

If you know of a Seabee who isn't a member, or who hasn't heard of this organization, lend a helping hand to our good friends by putting a bee in that fellow's ear. Pass the word for him to get in touch with Jack Brill, 14713 Gridley Road, Norwalk, California. This is excellent support from our World War II and Korean War best friends. Thanks.

GREETINGS

Captain Roger Witherell, CEC, USNR, a member of the National Island retired from active duty with the Civil Engineer Corps on 31 August 1962. Captain Witherell represented the Chief of the Bureau of Yards and Docks at the National Convention and Reunion of the S. V. A. in San Diego during 1960 and again at St. Louis in 1961.

Prior to his retirement Captain Witherell was director of the Bureau's Reserve CB Programs.

Roger, who was born in Taunton, Massachusetts, will return to Taunton to accept the post of Construction Engineer of the Municipal Light Plant. We all look forward to seeing Captain and Mrs. Witherell at future meetings of the S.V.A. and wish them well on the Captain's retirement.
DO YOU KNOW?

The cocktail — now famous the world over — enjoys about as many stories concerning its origin as there are types. That it originated in America no one doubts. But just where or when is open to question, for no two references to its beginning agree.

One version credits Betsy Flanagan, a barmaid at Hall's Corner Inn at Elmsford, New York.

It was her custom to serve glasses of her own concoction (known as Betsy's Broc releasing American Revolutionary War officers staying at the inn.

To give it an added touch, Betsy dressed each glass with the tail feather of a rooster — hence the name cocktail.

Louisianians like to think the name evolved from a word the French-speaking people in New Orleans had for an egg cup — or coqettier (pronounced kah-kuh-TYAY) — from which they drank a special libation.


And in "A Dictionary of Phrase and Fable" by Brewer, the author says the origin of the cocktail is unknown. He adds: "The story given in the New York World (1891) is to the effect that it is an Aztec word, and that the liquor was discovered by a Toltec noble who sent it by the hand of his daughter, Xochitla to the king who promptly named it 'xochtli.'"

All of which adds up to cocktails to delight any occasion.

BE PROUD TO SAY "I AM A SEABEE"

More than 83,400 disabled veterans in Illinois are spending an additional $1,282,244 this week.

Their October compensation checks, just received, contained an over-sized payment authorized in the compensation increase recently voted by Congress, according to John B. Naser, the Veterans Administration Regional Manager in Chicago, today.

This initial payment represented a sum four times the amount of monthly increase each veteran will henceforth receive, Mr. Naser said. Statewide, this will total $320,561.

Throughout the nation, the compensation hike for the two million service-connected disabled veterans totaled $98 million a year and was geared to reflect increases in the cost of living since the last increase in 1957.

Mr. Naser added that the increases are on a sliding scale with the more seriously injured veterans receiving the higher amounts. Thus, the increase for a veteran who is only 50 percent disabled goes up but $1 a month, while the hike for 100 percent disabled veterans goes from $225 to $250 a month.

BE PROUD TO SAY "I AM A SEABEE"

Rene (Shorty) Berger, MCB3 and MCB9, is back on active duty recruiting for the Navy Air Reserve Program. Stationed at Los Alamitos, California, Shorty is recruiting for both the Naval Air Reserve Program and the Reserve Seabees Program.

It is interesting to note that there are a number of ex-Seabees drilling in the Naval Air Reserve Program, and vice versa, there are a number of Air Reservists drilling with the Seabee Reservists, principally because of the distance involved in traveling to units of their rates.

MIAMI 65 — LAS VEGAS ‘66

Then there is the story about the wise guy who bought several hundred very expensive cigars and had them insured against fire. After he had smoked them all, he put in a claim that they were destroyed by fire.

The insurance company refused to pay, and the man sued.

The judge decided that because the insurance company had agreed to insure the cigars against fire, it was financially responsible.

Then as soon as the man accepted the money, the company had him arrested on a charge of arson.

P.S. The wise guy was not a Seabee.

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THE SEABEE

PAGE TWENTY-ONE
The renewal of friendships made during the war years and acquaintances made at the Conventions in the past is always an interesting part of our annual meetings.

We look forward to visiting with our ex-Seabee buddies and also to whom will we be visiting with this year.

Harold Reagan 10th NCB, made the trip from Orlando, Florida, as usual. Roy Robertson 4th NCB came in from Battle Creek, Michigan. Past National President and Mrs. Clay Fralick drove from Milwaukee, Wisconsin, and of course the old stand-bys, Mr. and Mrs. J. Bert Knille, and Sisters came in from Ohio, Cincinnati that is. Stew Goshulon represented Illinois, while Missouri was represented by Al Greco and his fine family.

Many of the "old timers" failed to show this year, but we shall be looking forward to seeing them in Miami Beach, Florida next year.

Isobel Goshulon was on hand to greet the ex-Seabees, and this time was accompanied by her charming daughter.

Ralph and Helen Taylor of Seattle, Washington sent a telegram containing greetings and best wishes for a successful convention.

Other telegrams were received from Thomas F. Smith, Miami Beach Convention Bureau; Bill Burke, Convention Executive Deauville Hotel in Miami Beach; and Charles J. Monahan of the Americana Hotel in Miami Beach, Florida.

BE PROUD TO SAY "I AM A SEABEE!"

Invention Time

Last minute word to Seabee Veterans with inventive minds. The half-way point was passed without too much hope for a successful stair-climbing wheelchair being invented. The President's Committee on Employment of the Handicapped in cooperation with the National Inventors Council of the Department of Commerce in sponsoring the contest, hope to find a workable self-propelled wheelchair which will give the handicapped a greater degree of mobility in getting in and out of places of employment.

Designs submitted last year failed to meet all specifications, but a few demonstrated such inventiveness and insight that the inventors received special prizes of $1,000 each.

A booklet describing the contest and giving the specifications for a stair-climbing wheelchair is available from the National Inventors Council, U. S. Department of Commerce, Washington, D.C.

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NEW SEABEE MISSION
Technical Assistance
To Friendly Nations

Strengthening our ties with nations around the world through a program of technical assistance is the latest mission of the redoubtable Seabees. Now undergoing training at the U.S. Construction Battalion Center at Port Hueneme, California are men from the battalions who will make up Seabee Technical Assistance Teams (STAT) capable of moving in fast to a disaster area or providing construction know-how to friendly nations who ask for help.

Seabees have already shown their capabilities along this line. After the earthquake in Chile in 1960, Seabees were flown in to help that country bring order out of chaos. In Ecuador, Seabees recently provided technical assistance in the construction of the Ecuadorian Naval Academy.

The establishment of STAT will magnify this program of assistance to friendly countries. It will provide small groups—normally one officer and 12 to 15 men—who can be lifted out of a battalion as a team for immediate service in any area in the world.

Men selected for the program are the cream of the crop. Generally speaking, they range from second class petty officers to master chiefs and are exceptionally well qualified within their own rates. With the additional intensive training now scheduled, these men will rate second to none, either as teams or as individuals.

Under the training program set up by the Construction Battalion Base Unit, men well qualified in various phases of construction are learning to impart their knowledge to others. They are undergoing intensive training to improve their instructor capabilities.

The STAT men are also receiving cross-rate training. This means, for example, that in a mission which is predominantly concerned with electrical installations, a builder or an equipment operator could step in and help the construction electrician do the job. Through this system of cross-rating, CBBU hopes to double or triple the actual number of rates in any given team, and correspondingly increase the capabilities and flexibility of the team.

All of the Seabees selected are getting instruction in the use of equipment which the unit will have at its disposal. Every man will learn how to operate and service the automotive and construction equipment assigned, at least to the extent of knowing proper pre-start, starting, moving, and post-operating procedures. This does not mean that every man will be an expert at moving earth, but all of them will be licensed to operate automotive equipment up to ten tons.

In addition to these, the teams are being familiarized with advance base components—such things as distillation units, water purification units, portable galley equipment, etc. They are also being given additional instruction in first aid, foreign languages, and phases of communication.

To further enhance the capabilities of the teams, two men in each ties of the teams, two men in each unit are being sent to divers school where they will become qualified second-class navy divers, including SCUBA diving.

Besides technical training, the STAT members are broadening their military capabilities. They are attending schools on demolition; counter guerilla warfare; and evasion, escape and survival. The purpose of this training is not primarily to use the teams in military situations, but rather to help the men recognize and be prepared for conditions requiring these specialized tactics.

When called upon, STAT will be ready to move anywhere in the world, much the same way as MCB detachments are deployed at present.

In coordinating training for this new program CBBU has called upon a variety of training commands for help. In order to get as much training as possible in a short time, men have been sent to established schools of the Marine Corps, Army, CECOS, NAVCON, and the CBC Construction Equipment Department. Officers assigned to head STAT are given a course at the Army's Special Forces Staff Officer School, Fort Bragg, North Carolina.

In all cases, CBBU has met with tremendous enthusiasm and cooperation from other commands in training the Seabees to take on a new role designed to help friendly nations throughout the world achieve higher standards of living for their people.

(Seabee Coverall)

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