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CONVENTION...1964

The Convention opened by President LAUBENZ in the usual manner, who introduced the Convention Chairman AL LANDSMAN of Nevada Island XI-81. Al announced that Governor Grant SAWYER had been called to Washington for a conference and that his opening address would be delivered by the Nevada Governor’s Executive Assistant Robert PAISE.

The Governor welcomed the Seabees Veterans and made a comparison between the pioneers who settled Nevada and the Seabees of World War II. Both groups were comprised of individuals who thrived on hardship and deprivation, who courageously wrested the conventional way of doing things, and who prevailed against seemingly insurmountable odds. The pioneers had no motto, stated the Governor, but they would have thoroughly understood a group of men, who, 80 years later, adopted the golden slogan in the history of United States military service: “Can Do, Will Do—Did.” The Governor’s presentation was so well received that it is printed on another page.

Chairman Landseman thanked Bob Paine for his talk and turned the meeting back to President LAUBENZ. Introduction of National Officers, both men and ladies followed, and a recess was called to permit the ladies to adjourn to their meeting room.

Regular business of the Convention followed until adjournment time, with the announcement of the No Host Cocktail Party to commence that evening. That was the opportunity for the entire group to become re-acquainted and to renew past friendships, and meet the newcomers. Newcomers were in real evidence this year and it was noted that the interest displayed by these members was prominent. After the cocktail party the various groups broke up to attend shows or to participate in the various gambling games that were available.

The regular business of the Convention was reconvened by President LAUBENZ, with the invocation by National Chefal Joe R. PERKINS from Arizona. The usual business again went on, and the highlight of the morning session was the unanimous decision to hold the 1965 National Convention and Reunion in Honolulu, Hawaii. The presentation was made by Earl E. DANIELS, National Vice-President for the Hawaiian area, who also gave out with facts and figures relative to the cost of making the trip.

Saturday afternoon into the main business of election of officers with some spirited nominations and qualification talks by the nominees for the office of National President. Voting by States, the ultimate winner was Willis W. MITCHELL of Long Beach, California, and Vice-President at Large, Ray GART- SKI, from Chicago, Illinois.

The business concluded, the members turned to the fun for the evening, the banquet, and the dancing that followed. An early wind-up permitted those who desired to see other shows previously missed.

Sunday morning the National Executive Committee went into session with the new President MITCHELL, presiding. The business at hand consisted mainly of filling the vacant offices, and turning over the books, reports, flags and other paraphernalia to the incoming officers and a final farewell until next year at the Hotel Lakeside, 9-12 August in Chicago, Illinois.

CHICAGO, ILLINOIS 9-12 AUGUST 1965
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NEW LONG BEACH NAVAL HOSPITAL TO BE BUILT

Construction for the Long Beach Naval Hospital has been started. The 350 bed United States Naval Hospital costing approximately $7,500,000, will be located at Carson Street and the San Gabriel Freeway, Long Beach, California, on a completely landscaped 30.5 acre site. Plans were prepared by the firm of Hugh Gibbs & Donald Gibbs, Architects, A.I.A., Long Beach, California, for the Southwest Division, Bureau of Yards and Docks.

The hospital building will provide facilities that include nursing units for the various divisions of Surgery, Medicine, Psychiatry, Intensive Care and Pediatrics. Bed patient and out-patient clinics are to be provided for Medicine, Surgery, Allergy, Eye, Ear, Nose and Throat, Dentistry, Orthopedics, and Pediatrics.

The following adjunct facilities normal to a general hospital of this size are also provided: Radiology Department, Surgery Department, Laboratories, Central Sterile Supply, Occupational Therapy, Physical Therapy, Admitting and Emergency Department, and Administration.

Patients Welfare and Recreation Department is included, and is applicable primarily to a Military hospital, providing recreational and educational opportunities for a long term patient.

The hospital is 210,500 square feet in area, four stories in height and constructed of reinforced concrete. The building faces Carson Street and has separate entrances and parking facilities for each major department.

The out-patient area is provided with its own lobby and functions without interfering with the in-patients services and is properly integrated with all other functions of the hospital.

The galley is planned on the latest concepts of labor saving techniques. The first two floors consist primarily of the functional working parts of the hospital with the balance of floors planned in the shape of a cross to take care of all the nursing units. The colors and selection of materials are based on obtaining an efficient, friendly, warm and colorful atmosphere in conformity with the basic concepts of patient care in all modern hospitals today.

The entire hospital will be completely air conditioned.

Its location near the San Gabriel Freeway will place it within easy access to approximately nine million people in the Los Angeles-Long Beach Metropolitan area. The hospital is master planned to take care of expanding services in the future.

The contractor for piling foundations has been let to the firm of J. Putnam Henck. The Officer in Charge of Construction is Rear Admiral L. C. Coxe, Director, Southwest Division.
ARMY ENGINEERS NEVER TURN BACK . . . . THEY MOVE AHEAD

There is a special something about the years a firm is in business. This is all the more conspicuous as the years increase and the enterprise flourishes. To say that a company has had a continuous operation for a 100 years, or even a quarter of a century, carries a connotation of confidence that enhances the stature of a venture in the community. So, too, the pride of "continuation" has an application to the U. S. Army Corps of Engineers which celebrated its 189th Anniversary recently.

There is much that can be written about Army Engineer accomplishments throughout the years. From the rock-bound coasts of New England to the shores of the wide blue Pacific — to the endless corners of the world — the men and women of the Corps of Engineers are continually leaving their mark — completed projects for the safety and defense of mankind.

Many pages back in the chronicles of this great country, the Corps came into being. To be exact, it was the Battle of Bunker Hill that caused the Army Corps of Engineers to be born. Today, almost 200 years later, the exploits and achievements of engineer personnel, past and present, have become legend. To cite a few cases: the PANAMA CANAL, EXPLORATION of the WEST, MANHATTAN PROJECT, ST. LAWRENCE SEAWAY, THE WORLD'S LARGEST MAP MAKING FACILITY (U. S. Army Map Service), MAPPING and BUILDING RAILROADS, TAMING the MISSISSIPPI, WASHINGTON MONUMENT.

A complete F-1 rocket engine is test fired on nation's largest test stand, constructed under supervision of U. S. Army Engineer District, Los Angeles, at NASA High Thrust Test Area, Edwards, Calif.

The PENTAGON, MISSILE BASE CONSTRUCTION all over the United States, and ROCKET ENGINE TEST STANDS for the NATION-

AL AERONAUTICS AND SPACE ADMINISTRATION, which will be used to place man on the moon.

Many airfields now evolving into municipal airports for our smaller towns were built originally by the Corps of Engineers as auxiliary fields for military flying in World War II — thus, a large segment of our population has felt the impact of the efforts of the Corps of Engineers in the world of flight.

The Engineers participate in the defensive aspects of flight, too. Most radar sites and special warning installations were and are being constructed by the Corps in extraordinary places from Greenland’s ice cap to mountain peaks along the Mexican border. Tracking stations for satellites extend to the tip of South America. This construction is carried out amid the world’s full range of climate, distance, terrain, and local conditions.

Technological warfare, with its increasing demands for speed and precision, has challenged our mapping program in geodesy and other map-making aspects now being conducted by the Army Map Service of the Corps of Engineers is the greatest that the United States has ever instituted. This effort is highly important in the Space Age of today — the slightest error on a map could mean missing a distant target by an unacceptable amount.

Nuclear material no larger than a golfball contains as much energy as 6,000 barrels of oil. Through the ARMY NUCLEAR POWER PROGRAM, a joint activity of the U. S. Army Corps of Engineers and the U. S. Atomic Energy Commission, this condensed source of massive energy is being harnessed for heat and power requirements of the Military Services.

The space age has brought forth new requirements which are rapidly expanding man’s scientific and technical horizons in a most challenging way. With the placing of manned satellites into space has come the solemn realization that man himself may soon be a passenger on a flight to some other heavenly body, perhaps the moon.

To keep pace with the steps being taken to land space ships on the moon, the Chief of Engineers, U. S. Army, directed the Army Map Service to produce a number of topographic maps of the visible surface of the moon and certain other extra-terrestrial areas. To accomplish this project, use was to be made of the best available earth-based telescopic photography of the moon in conjunction with stereophotogrammetric plotting equipment available at the Army Map Service.

The interval between the short ticks represents 10 units (miles or kilometers) and the interval of the longer ticks represents 50 units. A radial distance from the libration center 0° longitude, 0° latitude to the point to be measured is obtained by use of the long straight scale. The distances between two points lying along the same radial may be obtained by noting the difference of the corresponding readings on the long straight scale. Tangential distances vary with the radial distances outward from the libration center. Therefore, a tangential distance must be measured along its corresponding curved arc or as necessary, by interpolation between adjacent curved arcs.

Mapping the moon is an urgent necessity if we seriously plan to put men on the moon and if we plan to get them back. Obviously, a team landing on the moon must know where it is. Should it land in a crater, it must know which one, how deep it is, what is over and beyond the crater’s rim, where the take-off site is located, and the most effective route to it. Further, it must know the location of the launch site in space coordinates. It must know the location of the lunar landing areas relative to the launcher in the same coordinates, and it must know the effects of earth and lunar gravity, rotation, atmospheric drag, and other cosmic forces. Finally, for this team to blast off from the moon with assurance of returning to earth, it must know precisely where on the moon the launch point is. For effective utilization of men on the moon, provision should

(Continued on Page 6)
Army Engineers
(Continued from Page 5)

be made so that they arrive with very detailed maps already prepared portraying the topography around the landing sites and a preliminary analysis of the geology based upon all the information available prior to departure.

The pictorial portrayal of extra-terrestrial surfaces such as those of the moon must of necessity differ from conventional portrayals of terrestrial surfaces. A natural question thus arises as to "What is there at present to portray and what may be reasonably expected to be there for portrayal and positioning when man does land eventually on that surface?"

Mapping on the earth is difficult enough but mapping of the moon is even more so and has brought forth many perplexing problems, the solving of which has utilized much effort and taxed the ingenuity of the task force involved. Many scientific and technical disciplines were involved in the course of this effort — contributors included astronomers, geodesists, topographers, mathematicians, geologists, electronic computer programmers, pictorial artists, electronic, optic, and instrument fabrication technicians, draftsmen, photographers, and lithographic press operators.

Initial attempts to prepare topographic maps of the lunar surface by conventional mapping equipment and techniques were met by failures.

Further studies resulted in radical modifications of equipment and techniques. There were many perplexing problems to tax the ingenuity of the scientists and technicians, but they produced topographic maps of the visible side of the moon that are as accurate as some of the more remote portions of the earth.

In addition to the lunar topographic maps prepared by the Army for general use, additional larger scaled maps were made of selected areas for the National Aeronautics and Space Administration. To date, maps of proposed landing sites have been made at 1:250,000 scale. Pictorial color tints of the lunar surface were incorporated to stimulate those colors expected to meet the eyes of the first astronaut landing at that site. In addition to topographic maps, other auxiliary items have been prepared. These consist of three-dimensional models in plastic, rubber and other media; maps printed in fluorescent colors; photomosaics lithographed in color; maps printed in layer tints as well as maps printed with artistic shaded relief rendering; translucent globes and three-dimensional translucent models for use by NASA in the operation of a training simulator; and an alphabetical listing of about 5,000 crater names with their corresponding lunar surface latitude and longitude coordinates.

The Los Angeles District's civil and military works programs cover a seven state area. These include all of Arizona, one-third of California, and parts of Colorado, Nevada, New Mexico, Utah and Wyoming.

-In the world of flight, construction of missile launching sites at Vandenberg Air Force Base and rocket engine test stands at Edwards Air Force Base are indicative of roles played by the Los Angeles District in the space and missile programs.

-Other activities on the civil works side of the ledger are Los Angeles-Long Beach and San Diego Harbors, Mission Bay (San Diego), flood control structures such as Sepulveda Dam (Van Nuys), Whittier Narrows Dam (El Monte), Hansen Dam (Pacoima), in Los Angeles County and Painted Rock and Whitlow Ranch Dams in Arizona.

Work has been completed in Arizona by the District's Arizona-Nevada office on such sites as the Army's Electronic Proving Ground, south of Tucson, with its complex laboratories and electronic equipment support and a large Army Reserve Center at Phoenix plus the Yuma Test Station, comprising approximately one million acres. Augmenting these projects is Davis-Monthan Air Force Base at Tucson along with items for missile construction. In addition, projects have been completed at Lake Air Force Base, Glendale, Arizona. Also under construction is a two-million dollar composite medical facility at Nellis Air Force Base, Nevada.

The Arizona office was further responsible for the supervision of construction of the world's largest experimental seismological laboratory located at Payson, and is presently guiding the construction of Alamo Dam on the Bill Williams River.

Three small craft harbors have been completed — King Harbor, Redondo Beach, Marina del Rey, Venice, with exception of offshore breakwater, and Port Hueneme in nearby Ventura County. Army Engineers, further, have restored the public beach at Oceanside, California, and in cooperation with the Oceanside Harbor District, have completed a recreational harbor for over 500 small craft.

The San Diego River and Mission Bay Project, which was authorized by the Flood Control Act of 1944, and the River and Harbor Act of 1946, is a multiple-purpose project for flood control in the lower reaches of the San Diego River and provides navigation improvement to light craft vessels in Mission Bay.

The latest approved estimates (1959) of Federal first costs of this new work is $28,000,000. Construction work on the project was started in 1948. No major floods have occurred since June 1953 when the flood control features were completed.

One of the largest flood control projects ever assigned to the District is the construction of the many dams and channels which comprise the Los Angeles County Drainage Area project. The Federal Government provided funds totalling approximately $22,000,000 to date for the protection of life and property in this giant undertaking.

The latter part of last year and early part of this year gave the general public a realistic picture of just how Army Engineers operate in a disaster. When the Baldwin Hills dam failed on December 14, 1963, the Los Angeles District Engineer was on the scene. At
Army Engineers

(Continued from Page 6)

that time, we pre-planned in the event my District would be called upon to assist. This action proved to be right. Upon declaration of Los Angeles County as a disaster area by President Johnson, my District received orders to act from the Office of Emergency Planning, Washington, D.C. We were set to move swiftly — and this we did. Today, one can re-visit the flood inundated area and see the results accomplished by Los Angeles District personnel.

The Los Angeles District office of the Corps of Engineers, of which I am proud to be District Engineer, now in its sixty-sixth year, is located at 751 S. Figueroa Street in downtown Los Angeles.

It is one of three districts which comprise the U.S. Army Engineer Division, South Pacific, which headquarters in San Francisco and is under the very capable guidance of Brig. Gen. Arthur H. Frye, Jr., who is the

COL. EARL G. PEACOCK
District Engineer
U.S. Army Engineer District, Los Angeles

BRIG. GEN. ARTHUR H. FRYE, JR.
Division Engineer
U.S. Army Engineer Division, South Pacific

Division Engineer. The entire worldwide operation of the Corps is directed by Lt. Gen. Walter K. Wilson, Jr., Chief of Engineers, whose offices are located in Washington, D.C.
Honolulu Municipal Auditorium

Never let it be said of the Hawaiians that they do things in halves. Dedication of the $7 million Honolulu International Center, Hawaii's new Convention Center — Exhibition Pavilion — Theatre Complex, is scheduled next month with the entire week of September 12th to 20th given over to ceremonies. Adrian Wilson and Associates, Los Angeles, are Architects for the project. The fiftieth State is preparing for a festive opening with many celebrities and dignitaries attending.

The old Ward Estate is the site of the new City and County-owned facility, a portion of which has been in service since February. It is one of the finest buildings of its kind in the world and its success as a major factor in attracting tourist trade to the Islands is practically assured.

The new facility features one of the largest and finest circular Arenas in the United States having a total seating capacity of 9400. The Theatre-Concert Hall seats 2500 people, and is a separate facility accommodating a particular function; the Exhibition Pavilion embodies exhibition area and administrative offices as well as guest exhibitors' offices. Adjacent to the Pavilion which is open on all four sides to gain the advantage of trade winds, are the Assembly Building and a building containing multi-purpose Meeting Rooms. Meeting Rooms, ten in number, range from small caucus rooms to large banquet or exhibition rooms. Four small Meeting Rooms adjoin the Arena. Meeting Rooms can be used individually, or can be opened up and grouped to suit particular occasions.

The circular Arena offers unsurpassed convention facilities to meet the most discriminating demands of any sized organization, and is flexible in that it may be used as additional exhibition area supplementing the main exhibition area on the Pavilion.

The Theatre-Concert Hall is designed to be as near acoustical perfection as any building of its type in the world, Dr. Vern O. Knudsen, internationally renowned Acoustics Consultant and ex-Chancellor of the University of California at Los Angeles was retained for the entire project.

Two large food concession counters are located on opposite sides of the main Arena at the Main Concourse level and provision for complete kitchen and catering facilities has been arranged in the Assembly Hall bldg.

Special features of the Honolulu International Center include public address systems for speech and music, various broadcasting systems, radio and television with interior extensions to meeting and conference rooms, also closed circuit radio and television systems.

Special theatrical illumination is provided for the main structure for proper effects in staging various types of presentations, such as sporting events, boxing and wrestling, basketball, indoor tennis, ice shows, roller derbies, exhibition and entertainment shows, community events and style shows, and trade shows as well as conventions.

The Arena, Meeting Rooms, Theatre-Concert Hall and Offices are air-conditioned. Provision is made for suitable parking facilities.

Particular care has been given the preservation of native atmosphere and the tropical setting is enhanced by the use of spring and rain-fed lagoons around the buildings. Landscaping takes advantage of the natural planting, and the use of Tiki gods and various elements of native symbols in exterior and interior decor adds much to the general aesthetic mood that belongs to the Islands.

Adrian Wilson and Associates specialists in convention hall facilities have as joint venture associates in Honolulu, the firm of Merrill, Simms and Roehrig.
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Holmes & Narver was founded in 1933 by James T. Holmes and D. Lee Narver who continue to direct the present corporation. Integrating its staff to creative specialists covering principal engineering disciplines into effective project teams, the founders have successfully completed many diverse and complex assignments during the past thirty-one years. The firm grew naturally from its consulting engineer origin into the present completely integrated capability which permits it to undertake separate engineering assignments or complete turnkey tasks involving planning, design, purchasing, construction, startup and operation. Its diverse capability to undertake projects large or small has permitted it to grow with its clients and has extended its operations from Southern California to the entire continental United States, the Pacific, the Orient and to Europe.

Historically, the firm has established a capability of serving industry, government and the military. In approximately equal distribution of effort and experience, each of these fields has brought added competence and capability to the firm. The experience of meeting impossible deadlines of weapon testing crash programs on a turnkey basis has sharpened the firm's hard-hitting pace in design, purchase, expediting, inspection and the logistics of overseas shipments and planning long-lead items. Working with both civil and military government has made efficient accounting practice, office services, subcontracting control, equipment, and material requisitioning and the protection of security an absolute necessity in order to minimize the paper work task.

Emergency grass roots facilities for 40,000 persons at Camp Roberts, California, were planned, designed and completely developed in seven months' time. Over a million manhours of effort were poured into the Air Force Ballistic Missile Division's program to heat the six-year missile gap. Assignments such as the largest and most efficient clay pipe plant on the West Coast, the largest West Coast brewery, the largest single aircraft manufacturing facility, the largest Los Angeles Harbor marine terminal for crude oil and petroleum products, all have been successfully carried out by Holmes & Narver.

Recent projects include new facilities for metropolitan sewage disposal, plastics manufacturing, brewing, nuclear reactors, aircraft repair, inspection and maintenance, sulfur manufacturing, glass manufacturing plant expansion, military fuel supply depot and pipelines, plastics pilot plant, modification of shipyard facilities, a turnkey catalytic reformer and a petroleum refinery crude unit. These are typical of the challenging projects successfully completed by the ever increasing technological knowhow and capability of the staff of Holmes & Narver.

Holmes & Narver is a completely integrated engineering and construction organization staffed with key specialists in the related fields of engineering, design, construction procurement and management. Supporting this group are engineering and construction staffs which are experienced to perform all related technical and management operations in each of the specialties in which the firm functions.

In its Los Angeles Offices, the firm is prepared to handle all phases of integrated engineering and construction projects. The firm will undertake any phase of an engineering project desired by its clients.

Holmes & Narver has operated completely autonomous project organizations in the field when it is to the best interests of the job. In certain cases, liaison forces have been placed at the client's office and resident liaison forces at the project. Final determination is based on optimum adaptation to the character of the project.

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THE SEA BEE • OCTOBER, 1964
REMEMBER WHEN???

by John F. VANEK (15th Sp.), USNCB

PREFACE — An effort was made to prepare this autobiography in a logical manner as possible — stating concisely the events as I saw them. The arrangement has kept in view an analysis and unfolding of the subject as close as possible. It is based on personal experience. I desire to add that it is a particular satisfaction to accord the privilege of compiling this manuscript for and dedicating it to my loving wife, Mary Ethel, who held down the home front — and did a very commendable job — while I was in the duty for my country during the greatest conflict of all times, which started in 1942 and ended in 1946.

TRIP TO AUSTRALIA AND STAY THERE — (continued) On the area was a post office, which had all the conveniences of a rural post office in the states, a recreation hall—concrete floor and folding chairs and a nice stage, where there were picture shows nightly free; a ship's service which was very nicely equipped. It had a juke box and one armed bandit on one side of the building; the other side was equipped with a long counter and showcase. They sold souvenirs of Australia, all kinds of toilet articles, smokes, food stuff, candy, pop, coffee, doughnuts, etc. It was being run as any store. There was a Red Cross building which had Red Cross ladies overseeing. There was a reading material, different gameboards and writing desks. In the rear of the room was a craft shop where men worked and were learning different hobbies. Some working with plastic glass, silver coins, wood carving, and leathercraft.

After ten days, I was transferred to the skin ward. It was a building twenty by one hundred feet in which were sixty double deck bunks, with an oil burner stove in the center, so it was much more comfortable here in the evenings and nights. The daily routine was reveille at 0600, when everyone, except bed patients had to get out of his sack and make them up. The sheets had to be tight without any wrinkles, properly folded on the corners; the blankets all folded a uniform way and placed at the foot of the bunk.

Chow down was from 0600 to 0730, tempting hot breakfast foods, eggs, bacon, ham, fresh fruit, and no limit on coffee.

At 0900, the doctor accompanied by the nurse made sick call, at which time he would examine and question the patients and prescribe treatment which the nurse made notes to follow. On Fridays, Captain's inspection was always held at 1100. All hands had to be by his bunk, standing at attention then the Captain and his party came through. Daily noon chow was 1100 to 1200. The line was generally forming by the chow hall at 1030, and an hour later would be a good three hundred feet long. Evening chow was from 1630 to 1730, at which time not much of a line was ever in evidence. Lights out and taps at 2100, when muster was made of the men in their bunks.

The spare time we found between the daily routine, was free to spend as we wished on the compound. I got interested in the leather-craft business, but being low on cash, I had to take it easy. My pay records were lost somewhere in my transfers, so went to the disbursers' office and had them put a tracer on it, and two months later, or five months since my last pay, I was notified that they had received them. The Red Cross furnished enough leather to make a billfold, so I proceeded in making one which took me approximately two weeks of my spare time to finish. One of the mates wanted to buy it for a Pound (Aussie equivalent to $3.22 Stateside value), so sold it and with this fund I found I could buy a whole calf skin and lacing. This gave me enough leather to make six billfolds, which I sold. I then started making different patterns and wallets. On some of these I received two and three pounds. This gave me enough and a little spending money for ship's service. Before this all came about though, I was very low on my finances, and not being able to foresee my luck in selling billfolds, I wrote Mary Ethel to send me some money which I received in three weeks. This was very good mail service — round trip, of my letter and hers. I then went in for larger leatherwork, making Mary Ethel a large pocket-book, with matching leather accessories for it, also two large photo album covers for which I made my own patterns and tooled them.
GLOBAL VAN LINES SHARES IN JPL RANGER 7 ACCOMPLISHMENT

Wild applause was the reaction at Jet Propulsion Laboratory in Pasadena when word was flashed at 6:25 a.m., July 31 that Ranger 7 had succeeded in obtaining 4316 high resolution photographs of the moon's surface, the last of them showing details only 18 inches wide.

Sharing the elation with JPL workers were the many suppliers of components and services which made Ranger 7 the successful climax of six previous efforts, involving over $200 million and more than three years of work by hundreds of people. One such supplier for Ranger 7, and all previous Rangers, as well as Mariners I and II, was Global Van Lines. Global safely transported the precious photo probe cargo across the country from California to Cape Kennedy in four days.

Reminiscing about Ranger 7, E. Gordon Scott, Global Senior Vice-President in charge of electronic and high value moves, noted: "Just as JPL and its suppliers continually brought about improvements in hardware and operating efficiency, as they advanced from one Ranger to the next, so did we. For this and other high value sensitive equipment moves in recent years, we conduct a continuing research and development program.

Global Van Lines and JPL have worked together for years in development and improvement of trailer "firsts" such as 40' air ride suspension, small wheel trailers, extra wide rear and side doors, and special logistic strap tie-down devices, to handle Ranger and similar equipment."

"Then we equipped our vans," Scott concluded, "with impactographs which record every change in highway speed and any vertical or lateral shocks. Ranger 7 was the first JPL shipment to be moved in a temperature controlled van, thus insuring constant temperature and humidity control from Coast to Coast, no matter what the weather or climate."

Global Van Lines “Driver of the Year” Jim Kain points to the temperature control elements on the 40’ electronic air ride trailer he helped with his Kenworth rig. E. Gordon Scott, Global senior vice-president, looks on as Kain finishes checking his equipment prior to taking part in Global’s successful move of the Ranger 7 photo probe for JPL from Pasadena to Cape Kennedy. Controls made it possible to maintain temperature and humidity of van interior within NASA’s rigidus standards. Global has moved all or a major part of all previous Ranger shipments, as well as the Mariners Venus Probe and Mercury astronaut capsules.

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NUMBER ONE / GLOBAL WAY
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THE SEA SEE • OCTOBER, 1964
ISLAND NEWS
Here, There and Everywhere

SEABEE VETERANS IN THE GREAT NORTHWEST
CAN DO!! AND DID!! AND HOW!!

Oregon Island X-3, Salem was activated and paved the way for the formation of the Department of Oregon. Not content with sharing all the wealth, the Oregon members met with the fellows from Seattle and assisted in the formation of Washington’s first Island X-1. Fifty Seabees Veterans and their ladies attended a dinner at the CPO Club, at Sand Point Naval Air Station, half of whom made up the Oregon delegation who happened to be members of Reserve CB Divisions 13-8 and 13-9, drilling at the Air Station. The men from Oregon noted that Washington appeared to be fertile ground for the establishing of S.V.A. Islands and went to work. The results are easily recognizable, and we say again, watch out for those Seabees from the Great Northwest. A complete listing of the Department and Island Officers is submitted for your information and to ask you to send these Seabees Vets, the names and address of your Seabee buddies, so they too can become a part of this growing group.

DEPARTMENT OF OREGON
PRESIDENT — Dan Brumbaugh (30th Special)
Vice-Pres.—Harry Brehm
Sec/Treas.—Robert J. White (16th NCB) 574 N. E. 18th Ave., Hillsboro, Oregon
Chaplain—John V. O’Donnell (54th NCB)
Historian—Arnold Grasseth (16th NCB)
Trustee—Arnold Garlick
Trustee — Arnold Handley (16th NCB)
Trustee — E. G. Brumwell (17th NCB)
Counselor—Chuck Thompson (16th NCB)
Committee Chairman —
Lowell Barton
M.A.A.—Wayne Lewis (10th MCB)
ISLAND X-1, Eugene, Oregon
PRESIDENT — E. G. Brumwell (17th NCB)
Sec/Treas. — Harry Brehm 1252 E. “L” St., Springfield, Oregon
ISLAND X-2, Portland, Oregon
PRESIDENT—Vance Lozier (16th NCB)
Vice-Pres.—Dan Brumbaugh (30th Sp)
Sec/Treas. — Robert J. White (16th NCB) 574 N.E. 18th Ave., Hillsboro, Oregon
Chaplain — Chuck Thompson
M.A.A.—Dale Dailey (124th NCB)
ISLAND X-3, Salem Oregon
PRESIDENT — Arnold Handley (16th NCB)
Vice-Pres. — Sam Saunders (16th NCB)
2nd V.P. — Arnold Grasseth (16th NCB)
Sec/Treas. — Mel Clemens (3rd Sp) 1136 25th St. N.E., Salem, Oregon

M.A.A. — Lloyd Lemmon (16th NCB)
ISLAND X-1, Seattle, Washington
PRESIDENT — Carl D. Marks
Vice-Pres. — Arnold Harty
Chaplain — George Reid
Sec/Treas. — Arthur I. Prouse (Art send in your address)

M.A.A. — Sidney Ledford
We are indebted to Bob White for his energetic reporting of this very interesting information, Let us hear much more from you Bob!

CALIFORNIA — San Francisco Island X-1 Past President Robert Van Steen, became, for the first time, a Daddy on 15 June. Yes Sir! It was a 9 lb. boy for the Van Steens. Our very best to Mom and Pop! The Van Steens are living at 16 Eye Street, San Rafael, California and Bob would like to hear from his former buddies.

Arnold SIITA has just been released from the Veterans Hospital at Fort Miley and is back at the store on 5300 Mission St., San Francisco. Let’s send Arnold a card to let him know we are thinking about him and to wish him a full and speedy recovery.

Art DAKIN sold his business in Marin County and is now in the process of opening a new business in Trinity Center, California, 90919. Good luck Art, and keep the gang posted.

George HUBBARD served up one of his ‘out of this world’ duck dinners to Tom RESIDE and Hank BEGGERLY during their two weeks active duty for training at Moffett Field, Yes Sir! Ol’ George and the Missus went the full route from duck to cherries jubilee. The HUBBARD’s are rose fanciers, and their back yard is filled with beauti-

ful, prize winning roses. George was the San Francisco delegate at the National Convention and Reunion.

San Diego Island X-2 delegates to the National Convention included W. T. (Tom) KEITH and his wife Ruth; Bob and Marge DAILY and their son Timmy; Art NYSTROM, who soloed from San Diego; and Larry and Boots LYLE. Boots is elected Auxiliary National Vice-President for the Southwest District.

San Diego Island X-3 was represented at the National Convention by the Treasurer Bill DOSSET and wife Lucile; and the Tom W. RESIDES; Bill KRUGER and wife Elaine; Ernest AUGUSTER from Bethesda, Maryland; Harry BECKER and Virgil HAM-BRIGHT; and the Dick MILLERS from Riverside; also Jack and Mariana BRILL; Jack was appointed National Secretary for the second time. Congratulations, Jack; Herman and Virginia SCHNEIDER and Jack and Margie ADAMS. Jack is the Reserve CB Program Officer for the Eleventh Naval District.

San Diego Island X-3 President Riecon E. Van Liew has called a meeting for 1 September to hold election of officers. This group has decided to hold elections after the National Convention and Reunion to permit the officers to get acquainted with the procedures and learn something about the Convention which they can pass on to their successors. This appears to be in line with the procedures of the National Board.

Los Angeles Island X-4 President Willis H. Mitchell and his wife Bea; Department President Burt Stewart and his wife Fran with their daughter Gail; National Counselor Sully Falconer and his wife Trudy; Department Secretary Elmer F. Goodwin and his wife C. B. Dennis, Ed Hammond; Russ Bennett led the entourage from that Island. A meeting is planned late in September to inform the entire membership on the Convention happenings and a notice will be sent members with the date and location.

Port Hueneme Island X-5 had no representation as such, but George JOHNSON and Lloyd A. “MATE” BLUME from Port Hueneme, California, the West Coast Home of the Seabees, made their presence known. “Mate” is planning to retire from Civil Service next February with a total of 22 years active duty and civil service time. We will be looking forward to visiting with the gang in Chicago next year.

(Continued on Next Page)
Wash the car, learn to cook, scrub some floors, repair the sink, build a boat, get a job. Help the minister, or priest or rabbi, the Red Cross, the Salvation Army, visit the sick, assist the poor, study your lessons. And when you are through — and not too tired — read a book.

"Your parents do not owe you entertainment. Your City or Village does not owe you recreational facilities. The world does not owe you a living. You owe the world something. You owe it your time and energy and talents so that no one will be at war, in poverty, or sick, or lonely again.

In plain simple words — grow up; quit being a cry baby. Get out of your dream world and develop a back-bone, not a wishbone and start acting like a man or lady.

You're supposed to be mature to accept some of the responsibilities your parents have carried for years. They have nurtured, protected, helped, appealed, begged, excused, tolerated, denied themselves needed comforts so that you could have every benefit. You have no right to expect them to bow to your every whim and fancy.

In Heavens name, Grow up and go home.
Auto Clubs remind you that if you are towing a boat or trailer and your radiator starts to overheat, pull off the roadway out of traffic, shift to neutral and step on the accelerator enough to speed up the engine to a fast idle. This will enable the fan to draw in sufficient air for proper cooling.

A recent release from the Veteran's Administration has advised that sons and daughters of certain deceased or totally and permanently disabled veterans, generally between 18 and 23, are eligible for educational assistance.

Up to 36 months of full-time schooling may be available, with an allowance of up to $110 per month. For further information contact your area VA office.
"Seabees Take Time Out for Education"

By David R. Gardner, JO3, USN

The Seabees of MCB NINE at Camp Kinser, Okinawa, work on the job nine hours a day six days a week. Yet, 85 men are taking advantage of the USAFI and University of Maryland courses offered at Kadena Air Force base.

The Kadena Education Center offers a variety of high school, college, and vocational technical courses. The present segment is two months long, from early June until early August. The USAFI Group Study Courses are tuition free with text books and supplies furnished on a loan basis. Registration in the University of Maryland is $10.00 with enrollment cost of $36.00 for each class. Upon application the Navy Tuition Aid Assistance Program reimburses $27.00 for each class satisfactorily completed, and the Battalion pays the remaining $9.00 and the $10.00 for registration. The books are the only items paid for by the students, and remain their property after completing the course.

University of Maryland has 20 Navy people enrolled, of these 20, 16 are Seabees from MCB NINE. Of the 16 men enrolled two are officers, two chief petty officers, and 12 enlisted E-6's and below. USAFI class standings of servicemen enrollments list MCB NINE as second with 69 Seabees enrolled; two of which are chief petty officers, and the rest E-6's and below. Many of the 85 men are attending more than one class. Classes are held five evenings a week, Monday through Friday, and Saturday mornings.

These classes call for a great deal of extra self study and research on the students own time. This is accomplished at the Kadena library, the base library, and the barracks. The Commanding Officer, Commander Arison C. Perkins, CEC, USN, has opened his air-conditioned office for studying anytime after the normal working hours.

MCB NINE is deployed at Camp Kinser, Okinawa, to complete the construction training project at Camp Hansen, a Marine Corps base located 15 miles from Camp Kinser.

NEWS
REQUESTED
Let us hear from you regarding any Island or Department news.
"Best Feeding Galley on Okinawa"

By David R. Gardner, JO3, USN

Seventy-four men of MCB NINE and MCB ELEVEN at Camp Kinser, Okinawa, make possible "The Best Feeding Galley on Okinawa."

![Image of cooks in a kitchen]

Witches brew or stew, hard to say from the expressions of four excellent connoisseurs; Carlton L. Hurley, CS3, USN; John M. Perry, CS3, USN; Gory E. Fraiser, CS3, USN, all three attached to MCB Nine; and CPL Reuben Penzenstadler, USMC, TAD to MCB Eleven from Camp Butler, Okinawa.

Smiles are few in the morning, which begins at 4 a.m., as the cooks prepare and cook breakfast. But spirits rise as the 900 men of both Battalions begin eating at 5 a.m., and remain so as the last hungry Seabee is ushered through the chow line at 7:15. Preparation for the noon meal is begun immediately after breakfast is over. Only 600 men are fed during the noon meal from 10:30 to 12:30. The 300 men of MCB NINE eat at Camp Hansen, the site of MCB NINE's construction training project. After the cooking and serving of the evening meal, from 4 to 6:15 p.m., the galley is cleaned, and the cooks are relieved by the bakers at 7:30. The bakers keep the galley open until the cooks return at 4 a.m. the next morning. All of the pastries are prepared at the galley by the bakers.

Four thousand pounds of food is needed to fill the 2400 trays served daily. The food consists of 40 per cent meat and 60 per cent vegetables, potatoes, and etc., 200 gallons of milk, 300 loaves of bread (bought daily), and 800 gallons of soft drinks. The approximate over-all cost per day is $900.00. The dry storage (flour and etc.) is ordered twice monthly; vegetables and meat (choice steaks served three times a week) are ordered once a week; and milk, bread, soft drinks, and ice cream are delivered daily.

The galley can seat 280 men a serving with three servings per hour, using two chow lines. If necessary the galley can feed double the present number of men. First and second class petty officers have head of the line privileges. The first class have separate mass tables, and have two mess cooks assigned to clear and clean the tables.

The hours are long, but liberty is good. MCB NINE cooks have liberty every other day and week-end, and MCB ELEVEN cooks are at liberty on alternate days and week-ends.

MCB NINE is deployed at Camp Kinser, Okinawa to complete the construction training project at Camp Hansen, a Marine Corps base located 15 miles from Camp Kinser. MCB ELEVEN is the Ready Battalion at Camp Kinser.

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**REPORTS • EVALUATIONS • PLANS AND SPECIFICATIONS • SUPERVISION**

**THE SEA BEE • OCTOBER, 1964**
STAMPS

Trading Stamp Chairman Lester Szatai of Long Island, New York, made a plea to the membership for all of us to get out and send him STAMPS, of all kinds. This is a very worthwhile project and one that merits the support of every member. His very able Assistant, E. Roy Robertson from Battle Creek, Michigan also talked with the members present at the National Convention and Reunion, requesting the support of every member. He also suggested that the members buy their gas where the service station gives stamps, particularly on vacation trips, where there is very little chance of our ever redeeming the stamps ourselves. In general, gas at these stations costs no more than stations that do not give out stamps, and we can do the Seabee Veterans a lot of good by sending these stamps on to the Trading Stamp Chairman.

Lester also requests that, if possible, we send spare books for the type of stamps we are sending him. He has lots of loose stamps, but no books to put them into. The success of Trading Stamps for various projects in connection with campaigns to raise money, cannot be denied. It is up to our members to assist. It was noted that certain concerns give stamps for merely listening to their sales pitch. All this takes time, and for the purpose of the S. V. A., we could become good listeners for the stamps involved.

In any case, put your stamps to good use for the Seabee Veterans of America. Send them in books or loose to Trading Stamp Chairman, Lester Szatai, 34-43 Crescent Street, Astoria, Long Island, New York 11105. Do it now!
VALLEY VIEW DEVELOPMENT

CAMARILLO, CALIF. -- Price is only one of the many factors that sets Valley View apart from the typical project in Camarillo. Located in one of California's most desirable living areas, Valley View is surrounded by wooded rolling hills and an average year-round temperature of 72 degrees.

The homes were especially designed for true family living. Three and four bedroom (with two baths and family room) homes provide both indoor and outdoor "privacy zones" for every member of the family. Homes are priced from $18,950 with no down payment to veterans.

Exclusive features include completely fenced homes with fully-landscaped front yards. Kitchens provide built-in range, oven, disposal and dishwasher, with soffits over ash kitchen cabinets. Ceramic tile is used throughout kitchen and baths, along with Armstrong vinyl floors.

Other appointments are brick or stone fireplace, aluminum sliding windows, forced air heating, acoustical type ceilings and an optional which includes a fully carpeted living room, halls and master bedroom.

Valley View can be reached via Ventura Freeway to Camarillo. North at the Los Posas turnoff to Valley View and model homes.

JOB WELL DONE

The membership of the S. V. A. owes a debt of gratitude to Past Presidents LAUBENZ and McKNIGHT for their work in bringing our Constitution and By-Laws up to date. This was a monumental piece of work and at last provides firm guidelines with which to operate the S. V. A. Credit is also extended to Miss Marguerite Grumme, International Registered Parliamentarian of St. Louis whose guiding hand and assistance made this task complete. The changes were submitted to the National Body, read by National Counselor Sully Falconer of California and ratified by the Convention Body. The task of printing these completed guide-lines has been accepted by Stewart Gastfield, Illinois and Tom Reside, California, so the membership can look forward to having a finalized complete set of Constitution and By-Laws in their possession in the near future. Departments and Islands are strongly advised to pattern local Constitutions and By-Laws after the National, and to incorporate, if not already incorporated, as soon as possible.

Incoming officers now have a management tool by which to operate and to make their jobs much easier than the National Officers have had in the near past. All are encouraged to read and become familiar with these (Job descriptions) important documents.

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WILLIS H. MITCHELL
National President • 1964-1965

My first message to the Officers and Members of the Seabee Veterans of America is written with a deep sense of gratitude and humility.

First, I would like to thank you all for the confidence and trust you have placed in me. As stated before, I will attempt to justify this trust by exerting myself to the limit of my ability in directing the course of the Seabee Veterans of America toward furthering the aims and objectives set forth in our Constitution and By-Laws.

Second, I would like to give praise and thanks where they belong, to our S.V.A. brothers who have devoted many hours of fatiguing labor in tasks for the good of the organization. It will be impossible to name all of these dedicated brothers in one article; but to start the recognition I will give heartfelt thanks to Past National President Donald LAUBENZ who so successfully guided us through his second term as National President. Well done, Don! Next, William (Bill) McKNIGHT who was so instrumental in the rewriting of the Constitution and By-Laws of the Seabee Veterans of America as amended in 1964. This was a monstrous task involving many hours of tedious work.

Then there is Tom RESIDE, who almost single handed, with many of us unjustly criticizing him at every turn, persevered with the organizing and publishing of our National Publication, THE SEA-BEE. The SEA-BEE is fast becoming known throughout the land and all S.V.A. Members are justly proud to be associated with each new issue. Let us all help make Tom’s task a little easier by contributing our area news on a regular basis.

A “Well Done” must be given to Frank WARNER, who with only one year of active participation in the S.V.A., has, by his enthusiasm and hard work formed one of the largest and most successful Islands. The first Island to be chartered in the great State of Texas. (Apologies to the State of Alaska.)

I could go on and on with the Roy ROBERTSONS, the Elmer PEACOCKS, the Stu GASTFIELDS, and many others too numerous to mention at this time. I'll have to say “Well Done to All.”

Third, I would like to set down the objectives to be accomplished during the current year. Bill McKNIGHT has expressed the desire to prepare a resolution to be presented to the next National Executive Committee meeting, authorizing the recruiting of members into the S.V.A. that are not eligible at the present time. This resolution, I consider very necessary, and so support it wholeheartedly.

We seem to have been dragging our feet when the question of increasing the membership is mentioned. We have been too complacent along these lines. “Let the other fellow get the new members”, “Let Joe form the new Island in the South section of the State” are phrases frequently heard. The time for action is now! If each of us sign up one new member this year we will double our membership.

There is not one among us who cannot, if he so desires and will put out a little effort and time, get three new members. Ex-Seabees are all around you; look around and make a noise; they will hear you and will join up. Try it.

National Conventions and Reunions are held to give the local Islands of all States an equal chance to direct the policies and to regulate the actions of the electorate of the S.V.A. We are too few at recent Conventions to really take the control intended to be exercised by the individual Islands (the small groups). Last year at Chicago and in 1966 at Hawaii, let us have representatives from all Islands and all Departments in attendance and let us be present in greater numbers.

This is but a start; something to think about. There will be more.

Willis H. Mitchell
REMARKS OF GOVERNOR GRANT SAWYER

To The
Seabee Veterans of America
18th National Convention and Reunion
Shamrock Hotel, Las Vegas
August 14, 1964
Delivered by ROBERT FAISS
Executive Assistant

Chairman Landsman, President Lauenburg, members and Auxiliary of the Seabee Veterans of America:

Nevada is proud to welcome the men who, less than a quarter century ago, waded ashore at places like Guadalcanal, Saipan and Normandy Beach and wrote one of the gallant chapters in the history of this nation's defense of liberty.

I am happy you chose Nevada as the site of your gathering. As many of you may know, we are in the midst of our 100th birthday celebration. Hundreds of colorful events have been arranged to commemorate the words and deeds of a lusty people who seized a wilderness and nurtured it into statehood.

The pioneers were a rugged breed. They were, for the most part, hard-rock miners and cattlemen, and sometimes — although not by choice — they were Indian fighters as well. One early-day Nevedan solemnly noted in his diary that he — quote — "employed calm, clear logic to persuade six Paiutes they should not take my horses." Then, as an afterthought he added: "Also employed six bullets."

This was the kind of spirit that enabled Nevada to gain admission to the Union in 1864 when the state's 10,000 settlers were still outnumbered by the natives. The Indians, understandably, were not very happy about the intrusion. They showed their displeasure by conducting periodic raids against the newcomers, and it was not until relatively late in the 19th century that a lasting peace was established.

Nevada, literally, like the Seabees was battle born. Its admission as the 36th state on October 31, 1864, was a pivotal event in the conduct and eventual outcome of the Civil War. The fabulous riches of the Comstock Lode provided a desperately-needed boost to the Union's sagging economy and insured the eventual defeat of the Confederacy.

Today, a century later, we have a new and vastly-different Nevada — the Nevada that attracts 20 million visitors every year; the Nevada that is rapidly becoming a center for light industry and nuclear space development in the West.

We like to think the same spirit which characterized the pioneers is just as much a part of Nevada today. For although our state is now the fastest-growing in the nation, with the highest per capita income, we have attempted to preserve the best traditions of the past while eagerly courting the promise of the future.

I believe this group, perhaps more than any other, will understand the pride we take in recounting the achievements of our early settlers. They were, like the Seabees of World War II, individuals who thrived on hardship and "deprivation, who outraged and scorned the conventional way of doing things, and who prevailed against seemingly insurmountable odds. Our pioneers had no motto, of course, but they would have thoroughly understood a group of men who, 80 years later, adopted the boldest slogan in the history of United States military service: "Can Do, Will Do — Did."

"The, Seabees," one historian has written, "gave a new meaning to the word courage during the Second World War. They cheerfully undertook hundreds of perilous missions in both the Pacific and European theaters, and they frequently went to work in enemy strongholds well before the arrival of friendly infantry and support groups. Contrary to some opinion, they were not combat troops. They just acted that way."

This account is typical of contemporary views of the achievements of Naval Construction Battalions during the darkest days of the War. It is entirely fitting that history has chosen to fully credit a group of men who might have stayed home in high-paying civilian jobs, but who chose to fight instead.

History records the first Seabees arrived at Guadalcanal on September first, 1942. Probably some of you here shared that historic first. They included carpenters, plumbers, metalsmiths, surveyors, road builders and the like, solid citizens of the average age of 31. All wore a strange new insignia: A flying bee, with a sailor's cap, carrying a Tommy-gun, a wrench and a hammer. This insignia was destined to become one of the most famous symbols of Allied strength during the War.

Famed Naval Historian Samuel Eliot Morrison describes your first landing this way:

(Continued on Next Page)

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**Governor Sawyer**

*(Continued from Page 20)*

"Curious Marines strolled to the water's edge, hoping to meet old friends among the newcomers. No such luck; these faces were those of 'old men,' frequently framed by gray hair. But their owners wore a quiet air of competence, as of men who had confronted life and bested its problems. Their good works would be a vital factor in the Guadalcanal campaign."

No challenge, Mr. Morrison added, went unanswered by the Seabees. The 387 enlisted men and five officers who landed at Guadalcanal brought two bulldozers and other equipment and promptly took over the maintenance and improvement of Henderson Field, the airstrip vital to defense of the island. In addition, they tackled road, wharf and bridge construction, built electric power installations and fuel lines and developed camps and raid shelters. Typically, they also brought in six 5-inch guns.

The Seabees worked furiously through some of the heaviest enemy artillery and naval bombardment of the war, stopping only when bombs or shells were actually falling. They endured hardships that might have demoralized and rendered ineffective a lesser breed of men. They did their job and did it well.

The Seabee skipper later described the task in these words:

"We found that 100 of us could repair the damage of a 500 pound bomb on the airstrip in 40 minutes, but we needed all of this speed and more. In 24 hours on October 13 and 14, the strip was hit by 53 bombs and shells, and during one hour we filled 13 bomb craters while our planes circled around overhead, waiting to land. We got no food during the entire 24 hours because our cooks were all busy passing up the steel plank. There were not enough shovels to go around, so some of our men used their helmets.

"Our worst moments were when the bomb or shell failed to explode when it hit. It still tore up the metal mat covering the field, and it had to come out. When you see men choke down their fear and dive in after an unexploded bomb so our planes can land safely, a lump comes in your throat and you know why America wins wars."

There would seem little that could be added to Commander Blunden's proud tribute to you. But that was only the beginning for the Seabees. They repeated their examples of uncommon valor at Saipan, at Bouganville, at Midway, at Tarawa — all over the Pacific. They were at Normandy Beach on June 6, 1944 — "D-Day" for the nations of the Free world. And, in early 1945 when Hitler was boasting the Allied invasion had failed, the Seabees were on the Rhine River in the heart of Germany.

They took for themselves the motto "Can Do, Will Do—Did." And they weren't fooling. In every amphibious operation they went ashore in the first waves. They built, and they fought the enemy while they were building.

Were the Seabees rugged? Off Sicily, 90 survivors of a bombed ship were pulled from the water by four Seabees. Were they fast? U.S. Marine Corps officers said of the Seabees: "They built roads so fast the enemy is using them for avenues of escape."

The Seabees — you and your comrades — did indeed give new meaning to the word courage. Your deeds of uncommon valor can never be fully measured nor adequately acknowledged, but they will be recounted again and again and again whenever men gather to exalt the precious gift of liberty.

Seabee units today are carrying on this proud tradition — in Laos, Vietnam and other trouble spots. Wherever and whenever, I am sure, when the interests of the United States are threatened, the Seabees will be there and more than likely they will be there first.

As the representative of the governor of Nevada, I welcome you. As an American citizen, I am grateful and proud to have made your acquaintance.
CONVENTION HIGHLIGHTS

FIRST TO ARRIVE — A. G. SCHNEIDERS, Dallas, Texas; E. Roy ROBERTSON, Battle Creek, Michigan; Tom W. RESIDES, Lakewood, California; ERNIE AUGUSTERFER, Bethesda, Maryland. Next day, Elmer and Eleanor PEGORSCH, Don and Dolores LAUBENZ all from Toledo, Ohio; the McKNIGHTS, SZATAIS, (who came by rail) that is; Frank and Lillian WARE, Dallas, Texas; Ray GARTSKIS, from Chicago, and who is the Convention Chairman for the National Convention and Reunion to be held in Chicago, Illinois 9-12 August 1965 at the La Salle Hotel. Earle E. DANIELS and Bob COLE from Honolulu who put on a Okolehao Party in support of their bid for the 1966 National Convention and Reunion (and got). STEWART and MARIE GASTFIELD, from Chicago, the Ed KIPPLES, from Streamwood (Virginia was the National President for the Auxiliary); John and Mary Ethel VANEK, from Arizona, Illinois or Colorado and other points in the U.S.A.; and finally the contingent we were all waiting for from Arizona, National Vice President at Large Jim Smithart, Chaplain Joe E. Perkins, Trustees Dick Lugo and Art Decima and their wives, and Historian Hank Hawkinson and his wife Martha. They forgot to bring the National Membership Trophy and had to have it shipped in at the last moment, but it got there! We saved McKNIGHTS until late, because we didn’t know for sure whether they would fit into the rooms provided by the hotel, they needed connecting rooms, not for themselves, but Bill brought his Secretary along and her girl friend. The room situation was finally solved and everyone felt much better. Al Landsman and his charming wife Jeri, were hopping all over the hotel and why not? He was the Convention Chairman. Dan BRUMBAUGH from that red hot section of the Country (Seabees Veteranwise). Oregon arrived and then the MITCHELLS and Snoopy closely followed by the Jack Brilts put in their appearance. Southern California was not to be outdone; the Bill DOSSETTS, W. T. KEITHS, BOB and MARGE DAILY and finally, as usual, Larry and Boots LYLE. Many others put in an appearance but it is difficult to keep track of each and every arrival. We hope the listing in the Convention minutes will list everyone that attended.

The Okolehao Party was enjoyed by all who attended. The ladies were presented lei’s by, Bob COLE, Elmer PEGORSCH, Earle DANIELS, and just about every other Kanaka who was there. It was a party to be remembered by all who were able to make it, and everyone will remember the hospitality of the hosts Earle E. Daniels and Bob Cole. In conjunction with the cocktail party Friday evening, Bob Cole provided two lovely Hawaiian girls and two fine musicians who kept the group entertained with their singing and lovely dancing.

Los Angeles members arriving — Friday included Burt and Fran STEWART, the California Department President; Trudy and Sully FALCONER, National Counselor. The Casino was really busy and it didn’t take the Seabees long to catch on how the various devises worked — for the hotel! Shows were available every evening and Stew GASTFIELD hosted the largest party which was about 28 people! Bill and Elaine KRUGER from Glendale and the Herman SCHNEIDERS also from California kept the group entertained with their fine dancing abilities, Saturday and Tom W. RESIDE LATCHED on to some “Twist Boards” for those venturesome enough to try them. All during the Friday Cocktail Party and the dancing Saturday evening, Wolf Adler, Caricaturist was busy making one and two!! caricatures of some of the people there, right SCOTTY? There was plenty of entertainment going on and no one had to watch television. It looked like a lively Convention!
NATIONAL SECRETARY'S COLUMN

I intend to use the columns of THE SEABEE to request and dispense information to the membership. From time to time there is very important information I will need to do the best job for the S. V. A. that I possibly can.

First of all I will need the names and address of every Department and Island Secretary and President. There will be some necessary correspondence between us and you can help me do a better job if you will cooperate.

I am in the process of setting up an office in my home, similar to what I had during my previous tour as your National Secretary. Feel free to call on me for any assistance I may be able to offer and rest assured I will be knocking at your door for information when I need it.

JACK J. BRILL
National Secretary
14713 So. Gridley Road
Norwalk, California

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ASBURY'S 8,000,000

Ashbury Contractors Inc., have taken on the heavy duty task of moving approximately 8,000,000 tons of dirt in the next twelve months. Ashbury's fleet of eighty Cook Bros. bottom dump trains are hauling dirt from the borrow area in Buena Park, California, to the Dairy Valley Project portion of the San Gabriel River Freeway, making a complete round trip approximately every 42 minutes. The project is being handled by Winston Green, prime contractor, and Ashbury Contractors Inc., sub contractor for the hauling.

Simultaneously, these same units are working the night shift on another portion of the Dairy Valley Project for Guy F. Atkinson Company, in which Ashbury is working on the borrow and fill operation, and the compacting as well. An additional 23 sets of Cook Bros. trailers have been purchased, according to Bob Flaberty, Secretary and General Manager of Ashbury.

Ashbury's fleet are also moving dirt at a nine mile stretch of freeway north of Bakersfield, California, and subcontracting from Castler Corp., another dirt moving job on the Garden Grove Freeway.

Ashbury Contractors Inc., is one of three corporations formed by F. H. and J. T. Ashbury, the other two being Ashbury Systems and Ashbury Transportation Company. Heading all the corporations is A. J. Eyraud, who is also chairman of the Los Angeles Metropolitan Transit Authority, a State agency regulating transit systems in Los Angeles County. Personnel in the Ashbury's home office at Los Angeles and other offices throughout the Ashbury system total 450 employees.

Combined Ashbury operations now extend throughout 30 states. Ashbury's activities are also concentrated in the field of cryogenics — exotic, low-temperature missile fuels. Ashbury is one of the few transportation companies in this field, furnishing military bases with cryogenics for Titan and Atlas defense missiles.

Another large segment of Ashbury's business is servicing oil fields. In this line Ashbury specializes in transporting well drilling rigs and in tanker operations — hauling petroleum products through California, Idaho, Washington and Oregon.

In the heavy construction field, Ashbury has two class A general contractor's licenses. The company is also one of the main haulers of construction equipment and machinery in Southern California.

Ashbury also operates a 56-acre dirt pit in the Wilmington area of Greater Los Angeles, furnishing material for use in raising Terminal Island. The Ashbury system owns a fleet of approximately 700 trucks of varying types. These include tankers, bottom dumps and semi, off-highway trucks.
THIRD SPECIAL U.S.N.C.B. NATIONAL REUNION

ASS’N. ASKS FOR YOUR AID

The Reering Third of South Pacific Fame, from Esprito Santos to Okinawa is planning a Reunion in 1965. Many of the former members have scattered to the four winds and Charles G. NORTON is asking that former members write him at 567 Ashmont Street, Dorchester 22, Massachusetts, giving him your address and the address of former Third Special NCB members you may have in your possession. For additional information purposes you might also like to establish contact with the officers listed below, who may be a little closer to your residence. PRESIDENT, L. J. ECKENRODE, St. Mary’s Lake, Eveleth, Minnesota; SECRETARY, Kenneth E. TYLER, Box 74423, Oakwood Station, Los Angeles 32, California; TREASURER, Robert L. HEUTMAKER, 56 East George St., St. Paul 7, Minnesota.

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News from Island X-18 and Auxiliary - August 1964


OFFICERS FOR ISLAND X-18

President — Mr. John W. Humrichous, 606 S. Main St., Georgetown, Ill.
1st Vice President — Mr. Harold R. Wood, 423 W. Elm St., Hoopston, Ill.
2nd Vice President — Mr. Leonard Cousins, 1209 Tenth St., Covington, Ind.
3rd Vice President — Mr. Bob Williams, 1026 N. Walnut St., Danville, Ill.
4th Vice President — Mr. Leonard Ade, 1816 E. Main St., LaFayette, Ind.
5th Vice President — Mr. Don McFarland, 201 E. Lincoln, Hoopston, Ill.

Secretary — Mr. Bob Wallace, 607 W. Elm St., Hoopston, Ill.
Treasurer — Mr. Don Engel, 3830 N. Lake Blvd., Danville, Ill.

A donation was voted to the Veterans Hospital to help defray expenses for the Carnival held for patients July 4th.

The Auxiliary voted a cash donation to the Migrant Council in Hoopston, Illinois where their annual Rummage Sale is held. Mrs. Christine Hartman who is a member of Island X-18 Auxiliary and her husband Russell visited Danville for one of their monthly meetings recently and reported Russell is settling down to operating a Sinclair Service Station at Greenwood and Court Streets in Kankakee. Russell would be pleased to have any of his Seabee Buddies drop in and chat with him.

Island X-18 Auxiliary elected the following officers for 1966-1965.

President — Mildred (Mrs. Don) Engel, 3830 N. Lake Blvd., Danville, Ind.
Vice President — Doris (Mrs. John) Humrichous, 606 S. Main St., Georgetown, Ill.
Secretary — Roberta (Mrs. Harold R.) Wood, 423 W. Elm St., Hoopston, Ill.
Treasurer — Marie (Mrs. Bob) Williams, 1026 N. Walnut St., Danville, Ill.
Chaplain — Florence Kincaid, 308 E. Maple St., Hoopston, Ill.
Historian — Carolyn (Mrs. Leonard) Cousins, 1209 10th St., Covington, Ind.
Mistress-at-Arms — Esther (Mrs. James) Sheehan, R. R. #2, Hoopston, Ill.

Respectfully submitted,
Mildred Engel
(Mrs. Don Engel)

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NEW PORT ROYAL MARINA

T. J. Robert has announced that work has recently started on the Port Royal Marina development, one of California's newest and most modern marinas, at a cost of nearly 6.5 million dollars. Located at the foot of the Long Beach Freeway in downtown Long Beach, the Port Royal Marina is in a pivotal position in the City's current $42,000,000.00 shoreline scenic, recreation development.

Mr. Robert states that in addition to a 200 boat marina, Port Royal will have facilities for the maintenance and care of 519 small boats in dry storage, all under one roof, facilities for launching, and outboard motor repair shops and miscellaneous services. The main two story Marina building will house offices for Chris Craft Yacht Sales, a Marine Bazaar containing marine hardware, boating clothes, outboard motor sales, and a delicatessen.

The main floor also will contain a modern, air conditioned coffee shop and ticket sales office for the famous Long Beach harbor cruise boats that will be boarding passengers at the tip of the Marine jetty.

In addition to housing Mr. Robert's main offices, the second story, which overlooks the Port of Long Beach and the well known "Pier J", proposed site of the California World Trade Center, will contain a unique restaurant and cocktail lounge, serving the finest in gourmet cuisine. The restaurant is terraced in such a manner that all tables afford an unobstructed view of the Long Beach Harbor.

Mr. Robert is president of T. J. Robert Co., Inc., General Engineering Contractors, as well as owner of Port Royal Marina.

In the early part of 1960, the United States Navy began construction of the Navy Fleet Landing, at the foot of Magnolia Street and Ocean Beach Boulevard in Long Beach. The project was completed and dedicated in late 1961. Handling over 300,000 Navy personnel per year, the landing housed the Shore Patrol, also a Navy Lounge for the convenience and comfort of the men.

Recently, the Navy discontinued use of the landing facilities, which put the City of Long Beach in a position to lease the area for private development for a small boat harbor, and related small boat facilities.

The City of Long Beach completed negotiations with Mr. T. J. Robert, to construct a small boat marina and to build a special dock to be used for a Navy Landing to handle over 180,000 liberty-loving sailors per year. The east end of the marina bazaar will continue to house the Shore Patrol and Navy Lounge.
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