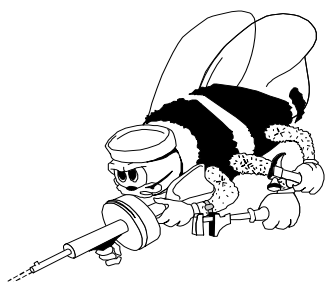


MCB 2 Reunion Association

Volume 8, Issue 8

June 1, 2011



SEABEES

A Newsletter for Former US Naval

Mobile Construction Battalion 2 Personnel

and host to CBD 1802, CBD 1804, CBMU 1, CBMU 101 and CBMU 577

Send Your Reservation Form NOW!!

Don't Wait... Do It!

~ See page 16 ~

A Couple Great Ideas

It has been suggested, and I totally agree, that our widows should attend our reunions to continue their friendship with all that attend. Our widows have made so many friends that this is where they should come to renew old acquaintances. This notice or suggestion is the official invitation for these ladies as we would all like to visit with you again. Don't be scarce or bashful! Make arrangements to come to Seattle and join the fun! We all hope to see you there.

A second suggestion comes from a convention

See Great Ideas (Continued on page 2)

Come to the Reunion! August 28-30, 2011

In fact, if you arrive on the 27th by 4:00 pm, you are invited to join with us for a wine and cheese reception in our hospitality room from 4:00-6:00. Afterward, we are free to sample the wonderful restaurants of Seattle. There are many restaurants in the shopping center near the hotel and all are very good with reasonable prices. So, arrive early and enjoy the tours and events that have been planned.

Bring your old photos and albums to share and

See Come to the Reunion! (Continued on page 2)

(Continued from page 1) *Great Ideas*

coordinator that I have been working with. She says we should know about an award-winning seafood restaurant on the water that will bring their shuttle to our hotel and take us to their restaurant and return for a complimentary shuttle service.

Reservations must be made: Salty's at Redondo Beach, 253-945-8248. There are three nights open for everyone to explore the Seattle restaurant scene so we might have a group picked up every night. Something to think about. We can do all the reservations while there. Dinner prices are \$15-\$50.

Need a Membership Roster?

If you have a need for an up-to-date membership roster, drop me a line with a couple of bucks and I'll send you one. We currently have 753 names and addresses of former CBD 1802, CBD 1804, CBMU 1/101, CBMU 577, and MCB 2 personnel, so this is a pretty thick directory (22 pages). Glad to have all aboard! And, if you would like a directory sorted by ZIP numbers, let me know. You can see who lives close to you or use it when you travel. And keep sending those cards and letters — especially the ones with checks!

Scott Williams

(Continued from page 1) *Come to the Reunion!*

plan to spend some time with old friends plus make new friends. The hospitality room is a large room similar to our past rooms. There is plenty of space for the door prizes you will bring and for our ship's store plunder.

There are some that have taken advantage of the Alaskan cruise and will be arriving with their stories and tales of adventure that they will want to share with anyone that will listen. Grab a plate, fill it with cheese and crackers, fill a goblet with your favorite wine and join in the fellowship with all your friends.... and even some new friends. Join with us August 28-30! See you there! - Scott

SEABEES

June - September
Dates to Remember

June 6, 1944	Seabees land at Normandy as Naval Combat Demolition Units..
June 10, 1965	CM3 Marvin Shields earns Medal of Honor, Dong Xoai, Vietnam.
June 15, 1944	Seabees land on Saipan.
June 24, 1970	NMCB 5, first NMCB to deploy to Bien Hoa, RVN.
June 25, 1950	Korean War begins.
June 30, 1943	Seabees land with 9th Marine Division, Solomon Islands.
July 4	Independence Day.
July 26, 1944	Seabees land on Tinian.
Aug. 6, 1945	Bombing of Hiroshima.
Aug. 7, 1942	1st Marine Division lands on Guadalcanal.
Aug. 9, 1942	Battle of Savo Island
Aug. 9, 1945	Bombing of Nagasaki.
Aug. 11, 1942	USNCTC Camp Endicott, Davisville, RI commissioned. 'Original home of the Seabees'.
Aug. 20, 1942	OIC 6th NCB arrives at Guadalcanal, first CEC/Seabee Officer to enter a combat zone.
Sept.1, 1942	6th NCB Seabees arrive at Guadalcanal, first Seabees to enter a combat zone.
Sept. 2, 1945	Formal surrender of Japan.
Sept. 14, 1892	Admiral Ben Moreell's Birthday.
Sept. 15, 1950	Seabees land at Inchon, Korea
Sept. 15, 1952	MCB 2 Commissioned

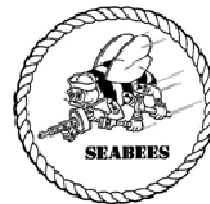


Notes from our members:

From **Preston Wilson**: Sorry I forgot my dues but, when you get old, your mind is not the same [thanks for the check]. I know you can use the extra. I lost part of my lung due to cancer and, so far, my heart is holding up but I need work done on it..... received checks from **Hark Ketels**, **Sam Holsomback**, **Jack Schrader**, **Pat Morris**, **Jack Foster**, **Bob Bowdler**, **Wes Nelson**, **John Petronka**, **Rodney White**, **William (Betty) Alwine**, **Jim Green**, **Les Hall**..... received reunion reservations from **Tony DeLeon**, **Ralph Heitt**, **Ken Chew**, **Don McClain**, **Bob Hart**, **Doug Emond**, **Bob Bowdler**, **Vic Jaccino**, **Pat Badgett**, **Don Jones** and **Ron Howatson** [thanks]..... from **Ron Landrum**: Excuse the stationery. Hope all is well with you and **Rachel** [it is, thanks]. Thanks again for all that you keep doing for the Seabees. I'm sending a check for my dues, so maybe I'll be on time next year. Use the extra where needed [thank you]..... from **Jim Firebaugh**: Sorry to be so late but time got away from me, then the money got away [tell me about it!]. Enclosed find my check for dues. You do an excellent job [than you]. Keep up the good work from **Roy Harris**: Here's a check for my dues and do with what you want with the extra [thank you]..... from **Billy Partridge**: A check is enclosed for dues, one US flag and one blue Seabee flag. Use the rest for whatever [thanks]..... from **Stoney Serrett**: I sure hope this note finds you and **Rachel** well and enjoying life [it does! Thanks]. As for myself, I still feel well and I am continuing to enjoy what is left of life for me. Without **Gladys**, nothing seems to be as enjoyable as when she was with me. I still plan to be in Seattle come August as I have a brother out there and several close friends in the area..... from **Tony Marcella**: Here's a check for my dues plus some extra [thanks]..... from **John Brown**: Sorry I'm late [enclosed a check for dues and thanks]..... from **David Manley**: I would like to join the MCB 2 Association and also to get a

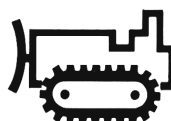


directory with addresses and ZIP numbers [on the way and welcome aboard!]. Enclosed is my check and thank you for sending me the Newsletter, and printing my letter to you! I was so surprised!..... from



Art Siple: Nothing new here. Only a bear tore down my woodpecker feeder [**Art** lives in West Virginia]. We only had 8" of snow this winter. Hope I never see any more snow [I'll second that!]. It is nice out today and 48°. Hope I get my dues out on time next year..... from **Ron Glasser**: Here is my check for dues which will keep me qualified for the MCB 2 Newsletter [thank you]. I know all of the MCB 2 members and I really appreciate all the time and work you do to keep the reunion association going. Thank you again..... from **Chuck (Helen) McCabe**: Hello to all from the **McCabe**'s. Enclosed is a check for our dues [thank you]. We spent another winter in Yuma and just got back home in Amboy [WA] a few days ago. We are looking forward to seeing everyone in Seattle. Hope this finds you well [it does and thanks]. See you soon..... from **Vance (Mrs. Vance) Adams**: Sorry. I thought this was paid..... from **Ray (Alice) Sonnen**: Here's a check for our dues [thanks] and we would like to have a blue Seabees flag [on the way]. Please use the rest (if any is left) for what is needed..... from **David Anderson**: I am sorry the payment of my dues has not been sent. I am enclosing sufficient funds for my dues. **Edith** becomes upset when I get off the Good Guy List [and so do I!]. **Edith** and I have been trading minor aggravating illnesses. First, her with her knees then me with the flu, then her again with her back. It has been like a revolving door. At least we have not been sick at the same time! I would like to have those two patches and the decal I asked about earlier. If you have one in stock, would you also send me a Seabee baseball cap, the one with the flag on the side [on the way! And thanks]. I am very sad to have to report that **Edith** and I will not be with you in Seattle. We wanted to attend the reunion then drive through the western states for a lengthy vacation, traveling on to San Diego to visit **Edith**'s brother and his family. But,

we are unable to do such a trip or even part of it at this time. Despite the current situation, we are looking forward to attending the reunion in Port Hueneme in 2013. I would



(Continued from page 3)

like to send something for the Seattle grab bag gifting. Knowing that you do not wish to carry these gifts with your luggage, where could I send the gift? [We have a member or two real close. I'll send their address and thanks for the support.] Aside from the business above, **Edith** and I have been reading **Kevin Dockery's** book, *Navy SEALs, A History of the Early Years*. (Berkley Books, New York, © 2001 by Bill Fawcett & Associates; ISBN 0-42517825-0). **Kevin** tells the story of Seabees being the first UDT personnel used in this capacity during the Second World War and traces the history of the SEALs up to recently. If you have not read this book, we recommend it [thank you! Always looking for good Seabee books]..... from **Walter Whitney** (CBMU 553): Here you are, **Scott** [enclosed a check for dues and thanks!]..... from **Rex Roark**: [Rex had called me asking for a large Seabee decal for his rear window.] It was good talking to you the other day. Hope you can stop by on your way to Branson. Enclosed is a check for dues and the decal..... from **Jamerson Casteel**: [Jamerson wrote and asked for some decals, patches and a flag. He sent a check for all the plunder. Thanks.]..... from **Dick Forster**: Enclosed is a check for dues and the rest for expenses [thanks]..... from **Soledad Stewart**: This check is for dues in memory of my husband, **Dan Stewart**. He passed away December 31, 2010. He enjoyed reading the Seabees Newsletter. Sorry it took so long to write [thank you and our condolences]..... from **Stoney Serrett**: Hope this finds you and **Rachel** well and enjoying the spring season [it does, except for the pollen! Aaaaachooo!] As for myself, I am doing okay but recovering from a bad cold. I received a note from **Mary Cure** and she told me that she plans to come to Seattle. Also, she is bringing **Moya Barton** (Bruce's wife). I'm hoping you can get a Newsletter to **Moya** when you go out again [I'll get one out tomorrow]. I am sending **Gene McDonagh** a get-well note. I am also trying to contact "**Pop**" **Burleigh** to let him know about **Gene**. Thanks for letting me know. **Gene** has always been a "Good Guy" in

my book..... from **Al Fritz**: (I am writing for **Albert Fritz**) He is sending his late fees for membership and some extra for whatever [thanks]. PS: **Al** has been sick and been thru very hard



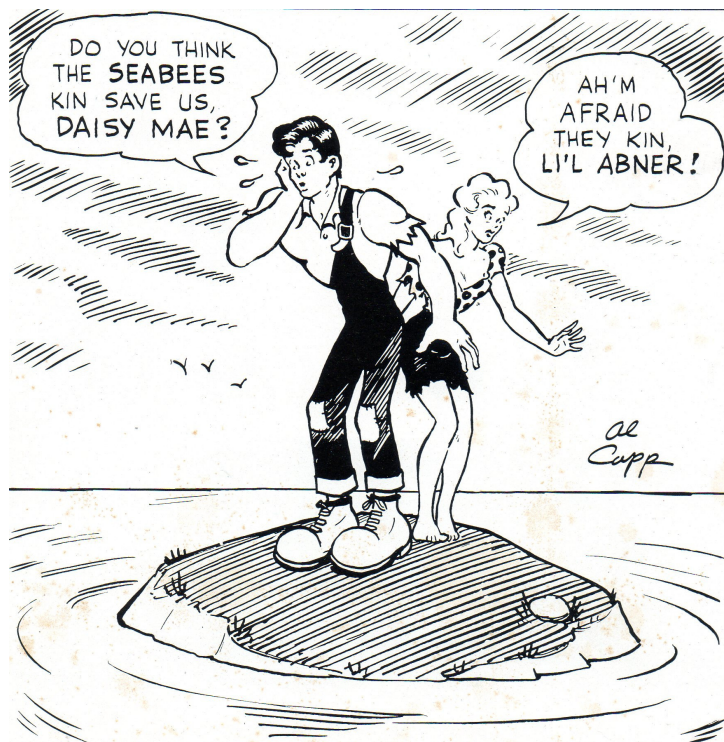
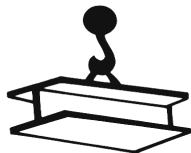
times. I try to take care of him. It is only him and me..... from **Bill (Willie snow-job) Sharp**: Sorry to be so late with my dues so

here is my check plus a little extra [thanks]. Also I am enclosing some photos that I copied from my Subic Bay stuff. [See page 6 for some of these pictures.] I served with MCB 2 from May '52 to July '55. I lived in tent 46 and did armory work on Grande Island, trained on AIT at Camp Pendleton, served with Lt Christian on camp security, trained Seabees on small arms weapons and other un-reportable activities..... **Pat Carey** emailed and wanted 15 4X6 US flags. Sent them and received his check [thanks]..... from **Hark Ketels**: As usual I will be unable to attend the next reunion. Thank you for all the hard work you do to keep the Battalion together. During my two tours with MCB 2, I learned more about overall construction than any other time in my service, and I really enjoyed my association with a great bunch of guys and whom I admire a great deal. Have a great reunion and hello to all from me..... from **Roy Peak**: Last November, I was happy to drive **Scott** around Seattle while we scouted hotels and events of the area for the 2011 reunion. Seattle is a sweet town to visit. The bus tour should be fun. I could not drive **Scott** again, now that my eyesight has deteriorated. Glaucoma has destroyed much of my eyesight and I cannot drive far safely. I hate to go food shopping because I can not read the labels. I hate to look for large type books at the library, again because I can not read the labels. It's a bummer. I want to resign from being Vice Commander and from being a member of the Commander's Staff. Next reunion, I would like to visit the Port Hueneme Museum but I'm not sure that I could see it. Enclosed is my check for the Tuesday night banquet. I'm skipping the Sunday and Monday bus trips [this really makes me sad]..... email from **Bob Hoare**: I just returned from an Asian cruise. Our cruise included Inchon as one of our ports of call. I did not expect to be anything like it was during the war and it wasn't. The ROK Army is now better fed. North American size portions now. The DMZ is a mixture of tension and tourism. The people I spoke with expressed gratitude and noted the serious situation that is go-



(Continued from page 4)

ing on up north. The ports of call in China left me with it's better to live in the city than the country, and the average guy is still marching to the beat of the drum. There is no doubt from what I saw that China has caught up on the surface. They do treat their guests very politely. Entering and leaving has military presence. The worst part of the trip was the eighteen hour flying time over the pole. I'm glad we went but I won't be going back..... OK folks, that's all the letters I have received. Now you need to send me your reservations for the reunion. This is the last Newsletter before the reunion, so get them in the mail and see you in Seattle!



New Word Definitions

1. Coffee (n.), a person who is coughed upon.
2. Flabbergasted (adj.), appalled over how much weight you have gained.
3. Abdicate (v.), to give up all hope of ever having a flat stomach.
4. Esplanade (v.), to attempt an explanation while drunk.
5. Willy-nilly (adj.), impotent.
6. Negligent (adj.), describes a condition in which you absent-mindedly answer the door in your nightgown.
7. Lymph (v.), to walk with a lisp.
8. Gargoyle (n.), an olive-flavored mouthwash.
9. Flatulence (n.) the emergency vehicle that picks you up after you are run over by a steamroller
10. Balderdash (n.), a rapidly receding hairline.
11. Testicle (n.), a humorous question on an exam.
12. Rectitude (n.), the formal, dignified demeanor assumed by a proctologist immediately before he examines you.
13. Oyster (n.), a person who sprinkles his conversation with Yiddish expressions.
14. Pokemon (n), A Jamaican proctologist.
15. Circumvent (n.), the opening in the front of boxer shorts.

Do you realize that in about 40 years, we'll have thousands of old ladies running around with tattoos and belly button rings?

I am told that is Hark Ketels hanging on the side of the cement bucket, from a picture taken while pouring concrete for the runway in Subic Bay, PI.



These pictures from Bill Sharp;
Cubi Point & Sangley Point, PI .



Tent 46. Two of the three sitting are Herstrom and Max Heard. Others unknown.



Left: Python skin, killed by Bill Sharp. Displayed by Schreiner (L) and Bolton (R).

Below: Sangley Point housing built by MCB 2 Det. A, led by CEC Lt. Allen, April 1954. Guy in foreground looks like Morrison.



Our Fallen Comrades

Daniel C. Stewart

12/31/2010

May they live on in our memories

From *The Bivouac of the Dead*

By Theodore O'Hara

The muffled drum's sad roll has beat
The soldier's last tattoo;
No more on life's parade shall meet
That brave and fallen few.
On Fame's eternal camping-ground
Their silent tents are spread,
And Glory guards, with solemn round,
The Bivouac of the dead.

MAKE A NOTE!

ADDRESS CORRECTION

Clark Alexander
7053 Bellevue Rd.
Forest, VA 24551-1653
CBD 1804

Billy R. Simpson
1796 County Road 4757
Boyd, TX 76023-5006
MCB 2

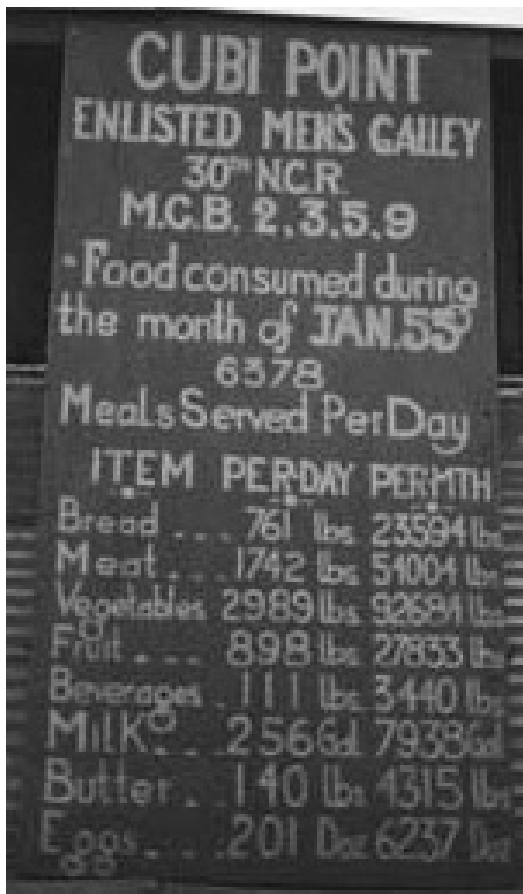
The Good Guy List

For 2011

Vance Adams, Walter Ahern, Allan Alberg, Clark Alexander, Bill Alwine, Vern Ammentorp, David Anderson, Gene Antoine, Basil Arnold, Pat Badgett, Richard Baker, Hank Bentsen, Dan Beran, Frank Betonte, Ralph Binney, Vernon Blakeslee, John Bloem, Bill Body, Ralph Bokern, Alexander (Cat) Borys, Robert Bowdler, Don Bradley, John Brown, Philip Brunelle, Alfred Bryant, David Budworth, Wayne Bulgerin, Ralph Burnley, William Burns, Elwin (Shorty) Campbell, Pat Carey, Ken Catchpole, Frank Chambers, George Chang, Chuck Chapman, Ken Chew, Bob Colquhoun, Howard Cornwell, Pat Cunningham, Arnold Daisy, Paul D'Angelo, Stan Dauer, Joe DeFranco, Jim DeKeyser, Tony DeLeon, Ted Devit, Mary Dick (for all the Good Guys), Bob Doezie, George Dorge, Tom Dowd, Howard Doyle, Marshall Dunne, Harrell Edmondson, Pete Elliott, Doug Emond, Al Erb, Richard Fairbanks, Richard Farbo, Galen Farnsworth, Jim Firebaugh, Forrest Foland, Dick Forster, Jack Foster, Bill Frazier, Harold Freeland, Al Fritz, Claude Garcenot, Robert Gardner, Roger Germundson, Ron Glasser, Robert Graf, John Grasz, Jim Green, Frank Gresser, Clem Gregurek, Don Grobbel, George Gustin, Gordon Gwathney, Pauline (for Charlie) Hagemann, Walt Hagen, David Haines, Les Hall, Roger Hamilton, Ruth (for Alex) Hamilton, Roger Hamilton, Roy Harris, Bob Hart, Ralph Heitt, Bert Helms, Charlie Henderson, Wayne Heple, Althea (for Gerald) Herr, Mary (for Duane) Henrichson, Bob Hoare, Don Hofstetter, Ben Hollar, M. P. 'Holly' Hollingsworth, Sam Holsomback, Ray Hooter, Rod Howard, Ron Howatson, Fred Immermann, Charles Ingalls, Vic Jaccino, Bob Janson, Larry Jessop, Ambros Johnson, Charles Johnson, Don Jones, John Jurkash, Charles Kangas, Ed Kazarian, Duane Keech, Les Keller, Hark Ketels, Denise King (for her Dad, Don Truskey), William Knight, John Kolasz, James Krause, Betty (for Emil) Krygier,

Ben Lally, Ervin Lampe, Ron Landrum, Art Leable, Thomas Lightbody, Herbert Liverman, Charles Loeffler, Clive Lorenz, Dale Lundstrom, Ivan Majetic, David Manley, Anthony Marcella, Robert Marshall, Phil Matalucci, William Mayo, Chuck McCabe, Gene McDonagh, Don McLain, Bobby McMillan, Dan Millett, Dan Mills, Chuck Minert, Gary Mitchell, Roger Mohs, Bill Morin, Pat Morris, Finley Morrison, Hance Morton, E. Wes Nelson, Rich Nelson, Ray Nethercott, Opal (for Paul) Neusetzer, Joseph O'Brien, Mel Olson, Billy Partridge, Don Pastell, Brenda Pate (Villa Rica Postmistress - for all the Good Guys), Roy Peak, Mal Pearson, Ben Pedrotti, John Petronka, Norm Pratt, Ralph Presson, Cecil Price, David 'Ernie' Pyle, Sam Ragusa, Gary Rawlings, John Recklitis, Gerry Rice, Rex Roark, Gene Robinson, Dale Rogers, Tom Roy, John Ruby, C. Edner (Rudy) Rudolph, Vincent Ryan, Paul Schell, Millard Schneider, Jack Schrader, Gerald Seger, Stoney Serrett, William (Willie snow-job) Sharp, Don Shoff, William Sigmund, Dick Sim, Fred Simon, Jack Sims, Art Siple, Glenn Sisco, Joe Sitkowski, Richard Skillicorn, Joe Sobczak, Ray Sonnen, Ray Sorrentino, Gene Staples, Clyde Stenholm, Stiles Stevens, Larry Stevenson, Dan Stewart, George Stewart, John Stock, Willis Struecker, Dan Svendsen, Richard Swallow, James Taylor, William Taylor, Doug Thorp, Richard Tittle, Judy (for Richard) Todd, Wayne Turley, Gerald Vasquez, Richard Walters, John Waltrip, Harold Wardenburg, Bud Wheless, Rodney White, Walter Whitney, John Wilborn, William Wilcoxon, Jerry Wilkening, Marshall Williams, R. G. 'Pete' Williams, Scott Williams, Jack Wilson, Jesse Wilson, Preston Wilson, Bill Wisnowski, Dwight Yetter and Steve Yunger.

Everyone listed here has their dues paid at least through 2011, some much longer. If you don't find your name on this list, then maybe you have forgotten to send in your dues recently. All dues are paid through the calendar year, January 1 through December 31 (no dues card sent out). This list is as of May 17, 2011. There are currently 224 paid up members from a mailing list of 435. If dues have never been sent, they do not receive the Newsletter. There are 718 names on the full member roster (22 pages). (SW)



Cubi Point
Enlisted
Men's Galley
poster.
Total food
consumed
during the
month of
January 1955.

Total meals
for Jan. 1955:
6,378!

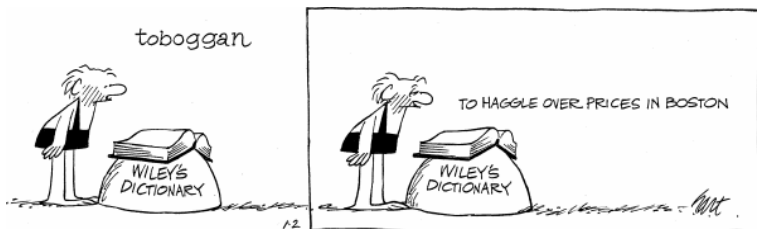
The Commander and Staff

Our leadership consists of:

**Commander
Pete Elliott**

Staff:

David Haines
Vic Jaccino
Bill Knight
Rich Nelson
Roy Peak, Vice Commander
Malcolm Pearson
John Petronka
Stoney Serrett, Commander Emeritus
Scott Williams, Sec'y/Treas./Publisher



Who to contact about your dues

Scott Williams, Sec'y/Treas.
MCB 2 Reunion Association
725 Summer Ridge Dr.
Villa Rica, GA 30180
(770-456-4246)

e-mail: williash@aol.com

make checks payable to:
Scott Williams/MCB 2 (or CBMU 1, etc.)

Dues are \$20/year
January - December

This is what keeps us going
and enables us to send this Newsletter.

Seabee History: Between the Second World War and the Korean War

Following the victories in Europe and Asia, the U.S. Armed Forces rapidly demobilized. The Seabees were part of this demobilization, and by June 1946 their number had fallen from a peak strength of more than 250,000 men to approximately 20,000. In the continental United States, the web of training bases and depots dissolved, and all Seabee activity was concentrated at the Naval Construction Battalion Center, Port Hueneme, California. As Seabee ranks continued to thin, the early postwar years saw only a few battalions and small construction battalion detachments scattered at naval bases and stations abroad. Despite the diminished strength of the force, Seabee peacetime activities took on a unique and diversified character. Besides maintaining advanced bases built during the war, they were confronted with many unprecedented construction assignments.

What could be more unusual than Seabees building a fleet weather station on Russian soil? Yet in September 1945, Seabees of the 114th Naval Construction Battalion, stationed in the Aleutian Islands, were ordered to Russia's Kamchatka Peninsula to accomplish just such a project. They perhaps have the distinction of being the only Americans invited to do construction work in the Union of Soviet Socialist Republics. Also in 1945 and 1946, six battalions of Seabees performed a variety of tasks on mainland China at Shanghai, Tsingtao, Tangku, and other cities. Primary among them was the construction of harbors and airfields to be used for the evacuation of the defeated Japanese troops and the importation of supplies for the war-torn Chinese nation.

China was not the only nation to receive Seabee assistance after the guns fell silent. As part of the occupation force, 13 construction battalions and 3 special battalions were sent to Japan to aid U.S. naval forces at Hiroshima, Kabayana, Yokosuka, Omura, Nagasaki, Sasebo, and Kure. Out of the postwar rubble, they rebuilt all types of facilities including airstrips, docks, houses, electric and telephone systems, bridges, roads, recreation areas, and hospitals.

In mid-1946 Seabees were assigned the task of constructing facilities on Bikini Atoll in preparation 9

for the historic atomic bomb tests there. That same year Operation "High Jump" brought Seabees to Antarctica for the first time. An initial detachment of 173 men accompanied Admiral Richard Byrd to Little America to build new facilities and unload supplies and equipment.

When Vieques Island, off the coast of Puerto Rico, was chosen as the site for an inter-service war exercise, code named Operation "Portrex," Seabees performed a dual function. They were on the scene prior to the "invasion" to reclaim the island's abandoned wartime defense facilities. They then returned as participants in the exercise and successfully built a pontoon causeway which brought the invading army units ashore.

During World War II the Seabees were a Naval Reserve organization, created specifically for that war. Most Seabees were "USNR" and served "for the duration plus six months." After the war, however, it was clear that the Seabees, having more than proved their worth, would be a valuable new addition to the regular Navy. Thus, in 1947, the Seabees became part of the regular, peacetime Navy. In December 1947 a Seabee Reserve Organization was established to augment active-duty Seabees during national emergencies. Many of these first Seabee reservists were Seabee veterans of World War II who wished to continue to serve the nation. The first reserve Seabees were organized into a number of divisions in each Naval District. Each Seabee Reserve Division initially consisted of 5 officers and 40 enlisted men. Although by 1949 the number of active duty Seabees had dwindled to 3,300, the Reserve Organization served as a ready force for expansion in the coming emergency in Korea.

SEABEES IN THE KOREAN WAR

In June 1950, following the invasion of South Korea by the armies of communist North Korea, the Seabees found themselves at war again. As part of the United States contingent of the United Nations force, they rose to the challenge in the tradition of their "Can Do" predecessors. By a calling-up reservists, their active-duty force was expanded to more than 14,000.

On 15 September 1950 U.S. troops landed at Inchon in what has come to be known as one of the most brilliant amphibious assaults in history. Sea-

(Continued on page 10)

(Continued from page 9)

bees achieved renown as the men who made it possible. Battling enormous thirty-foot tides and a swift current while under continuous enemy fire, they positioned pontoon causeways within hours of the first beach assault. Following the landing, the incident known as the "Great Seabee Train Robbery" took place. The need to break the equipment bottleneck at the harbor inspired a group of Seabees to steal behind enemy lines and capture some abandoned locomotives. Despite enemy mortar fire, they brought the engines back intact and turned them over to the Army Transportation Corps.

In October Seabees ran their pontoon structures ashore again and set up another operating port at Wonsan. When the strenuous harbor construction and camp operations ceased to fill their days, they branched into the unusual tasks of inspecting North Korean armament on an abandoned mine-layer, clearing mined tunnels, and performing repair work on nearby ships.

When the Chinese Communists joined the retreating North Koreans to launch another full scale invasion of South Korea, the Seabees were compelled to redouble their efforts -- this time to help the retreating U.N. forces. At Hungwan, Wonsan, and Inchon, where Seabees had been instrumental in putting U.N. forces ashore, Seabee pontoon causeways were now loaded with troops and equipment going the other way.

By February, however, the tide turned once again and the Seabees returned to Inchon for another landing. They found their previously constructed harbor facilities in a state of ruin, but, miraculously enough, some of their sturdy pontoon structures were still in place. After a rapid repair job, men and equipment streamed ashore again.

Seabee participation in the Korean War was certainly not limited to amphibious operations. Another of their outstanding contributions was in that specialty of their World War II predecessors -- airfield construction. Seabees could be found throughout the war zone constructing, repairing, and servicing the K-fields of the various Marine Air Groups. The Seabees were broken up into numerous detachments and each was assigned to an airfield designated with a "K" number, such as K-3 at Pohang, K-18 at Kimbo, and K-2 at Taegu.

Keeping the planes flying was an arduous and often dangerous task. At one small airstrip on the 36th Parallel, chuck holes were opening up in the failing concrete faster than they could be repaired. As it was absolutely vital that the field remain open, the undaunted Seabees graded, poured, and patched one side of the runway while bomb-laden aircraft continued to fly off the other side.

Seabee relations with the Marine Corps were further cemented by a group of nine Seabees who kept a 21-mile stretch of road open between an isolated Marine intercept squadron and its source of supplies. They worked round-the-clock in five-below-zero temperatures to successfully fulfill their promise to rebuild any damaged bridge within six hours.

One of the most incredible Seabee feats of the war took place on the small island of Yo in the Bay of Wonsan. In communist hands again in 1952, Wonsan was a key supply and transportation center for the enemy. As such, carrier-based aircraft strikes against Wonsan and points deeper in the interior were numerous and constant. Planes were hit by enemy fire daily leaving their pilots with the unhappy choice of either ditching at sea or attempting to land in enemy-held territory. The need for an emergency airstrip was critical and, under the code name Operation "Crippled Chick," a detachment of Seabees came to the rescue. Put ashore on Yo Island, they were given 35 days to construct a runway. Working under constant artillery bombardment from neighboring enemy positions, they managed to complete the 2,400-foot airstrip in only 16 days. By a prearranged signal, "Steak is Ready," the Seabees signaled that the job was done, and nine damaged aircraft landed on the new field that same day.

The rapid demobilization that followed the Second World War was not repeated after the signing of the Korean Armistice in July 1953. Crises in Berlin, Cuba, Africa, South America, and especially in Southeast Asia created the necessity to maintain military strength and preparedness. Seabee Reservists had helped meet the Korean crisis, but the onset of the Cold War had indicated the need for a basic reorganization of Seabee capabilities as well as for increased Seabee numbers. Between 1949 and 1953, 13 battalions of two distinct types were accordingly established. The new establishments signified a gain in greater battalion mobility and specialization. The

(Continued from page 10)

first type, the new Amphibious Construction Battalions, were landing and docking units. An integral part of the Fleet Amphibious Forces, their mission was to place causeways and ship-to-shore fuel lines, construct pontoon docks, and perform other functions necessary for the expeditious landing of men, equipment, and supplies. Naval Mobile Construction Battalions constituted the second type. They were responsible for land construction of a wide variety, including camps, roads, tank farms, airstrips, permanent waterfront structures, and many other base facilities.

BETWEEN THE KOREAN WAR AND THE VIETNAM WAR

Wide diversity marked the activity of the reorganized battalions during the decades following the Korean Armistice. The tasks of the Seabees were the tasks of a watchful peacetime. Wide-ranging, of tremendous variety, many were pioneering and experimental as well. They were a part of the developing roles -- in defense and in science -- of the U.S. Navy. In this decade, Seabee builders were again on six continents.

More building and less fighting became the keynote of Seabee activities and their peacetime achievements were no less impressive than those of wartime. On Okinawa, for example, the Seabees built a Marine Corps Air Facility using concrete precasting methods that earned the admiration of contractors throughout the Pacific area. Elsewhere, a small detachment of Seabees supervised and instructed Ecuadorans in modern construction methods while building a new Ecuadoran Naval Academy.

Beginning in 1955 Seabees began deploying yearly to the continent of Antarctica. As participants in Operation "Deep Freeze," their mission was to build and expand scientific bases located on the frozen continent. The first "wintering over" party included 200 Seabees who distinguished themselves by constructing a 6,000-foot ice runway on McMurdo Sound. Despite a blizzard which once destroyed the entire project, the airstrip was completed in time for the advance party of Deep Freeze II to become the first men to arrive at the South Pole by plane. The Seabees next assignment was to build a permanent scientific base on the continent. Over the following years, and under the most ad-

verse conditions, Seabees added to their list of accomplishments such things as snow-compacted roads, underground storage, laboratories, and living areas. One of the most notable achievements took place in 1962 when the Navy's builders constructed the continent's first nuclear power plant at McMurdo Station.

By far the largest and most impressive project tackled by the Seabees in the 1950s was the construction of Cubi Point Naval Air Station in the Philippines. Civilian contractors, after taking one look at the forbidding Zimabales Mountains and the maze of jungle at Cubi Point, claimed it could not be done. Nevertheless, the Seabees proceeded to do it! Begun in 1951 at the height of the Korean War, it took five years and an estimated 20-million man-hours to build this new, major Navy base. At Cubi Point Seabees cut a mountain in half to make way for a nearly two-mile long runway. They blasted coral to fill a section of Subic Bay, filled swampland, moved trees as much as a hundred and fifty feet tall and six to eight feet in diameter, and even relocated a native fishing village. The result was an air station, and an adjacent pier that was capable of docking the Navy's largest carriers. Undoubtedly as important as the finished project, however, was the indispensable leadership and construction experience gained by the postwar generation of Seabees. The construction of Cubi Point Naval Air Station was a mammoth learning experience as well as a superb job well done.

The Seabee Reserve organization began a series of important changes in 1960. Following the Korean War the reserve grew to 242 divisions, each with 4 officers and 50 enlisted men. In July 1960 the Chief of Naval Operations granted authority for the establishment of 18 reserve battalions. These battalions were to be formed from the reserve divisions. In July 1961 battalion active duty training was initiated. In July 1967 the Chief of Naval Operations approved the establishment of four regimental staffs, later an additional four staffs were approved. This process of evolution finally culminated in the establishment of the 1st Reserve Naval Construction Brigade in September 1969. The brigade exercised overall control of the Reserve Naval Construction Force.

In 1961 the Seabees assembled a huge floating dry dock at Holy Loch, Scotland, for the service and repair of the Polaris missile submarines which

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cruised beneath the waters off Northern Europe. The dry dock, with a submarine tender anchored alongside, gave the vital submarines a base that ended long trans-ocean cruises for the purpose of repair and resupply.

In 1962 Project "Judy" brought the Seabees to the historic Greek plain of Marathon. Living in a tent camp in a rural community, they built a Naval Communication Station from scratch. When the job was completed in 1965, the Seabees had fabricated and erected more than 100 major antennas and created a base with all the comforts of home.

Seabees participated in building missile ranges in the Atlantic and Pacific. They were also constructed housing and apartment complexes for U.S. servicemen and their families.

As indicated by the above-cited construction projects, Seabees during this period could be found everywhere. Construction battalions regularly deployed to Guam, Okinawa, Midway, the Philippines, Cuba, Newfoundland, and Spain. Seabee detachments could also be found at dozens of lesser U.S. naval facilities throughout the world. The Seabees' primary mission was base expansion and maintenance. Their assignments included building and paving roads, laying sewer lines and water mains, building airfield and harbor facilities, restoring and converting old structures for new uses, wiring buildings, and erecting power lines. Such duty kept the battalions in a high state of readiness for the eventuality of advanced base building and amphibious support when war came again. The Cold War era was not without crises. In 1958, when dissidents threatened to overthrow the government of Lebanon and United States assistance was requested, Seabees brought the Marines ashore over their pontoon causeways. In addition to participating in the landing, the Seabees there were divided into Beach Salvage Teams to recover swamped equipment, improve beaches, and build roads.

Seabees were once again poised for action and on the scene in 1962 when, following the successful conclusion of the Cuban Missile Crisis, it was felt that Fidel Castro's regime might retaliate against the U.S. Naval Base at Guantanamo Bay, Cuba. Under the constant threat of imminent ground attack or sniper fire, Seabees worked with speed and skill to

fortify the base perimeter.

During this period Seabees assumed yet another new role -- that of an operationally-ready disaster relief force. Trained to build and fight, Seabees proved equally capable of quickly rebuilding ruins and combating peril. When the Greek island of Cephalonia was devastated by an earthquake in 1953, Seabees took part in emergency relief operations. In mid-January 1961 Seabees, with typical ingenuity, used pontoons to save a California beach community threatened by tremendous tides. Seabees restored power and rebuilt damaged structures when Typhoon "Karen" destroyed much of Guam in 1962. Later, in 1964, Seabees were on the scene restoring utilities and building roads in a matter of hours after Alaska was struck by a devastating earthquake and tidal wave. When yet another typhoon ravaged an island in the Azores, Seabees arrived quickly with prefabricated housing units to lend vital assistance to the homeless. On several occasions, Seabees manned their equipment to successfully battle forest and brush fires in the United States.

In the late 1950s and early 1960s, Seabee Teams, another proud addition to the Seabee family, were born. This era marked the first use of these small detachments for local military aid and socioeconomic projects in underdeveloped countries. By 1963 this vital aid program had been refined in both organization and aims, and had become a regular feature of Seabee activity abroad. The Seabee Team usually consisted of thirteen carefully selected, experienced men -- one junior Civil Engineer Corps officer, eleven construction men, and a hospital corpsman. Such teams proved exceptionally effective in rural development programs and for teaching construction skills to people in such diverse locations as Africa, Central and South America, Southeast Asia, and later in the Trust Territories of the Pacific Islands. For instance, in 1962 a Seabee Team arrived in the Republic of Haiti to restore a collapsing municipal pier that was vital to the national economy. The following year Spanish-speaking Seabees built and staffed a technical school in Santo Domingo. A Seabee Team in Costa Rica protected the imperiled city of Cartago from a disastrous mud-flow by building dams and dikes. In other far-flung locations Seabee Teams constructed roads, schools, orphanages, public utilities, and many other community structures.

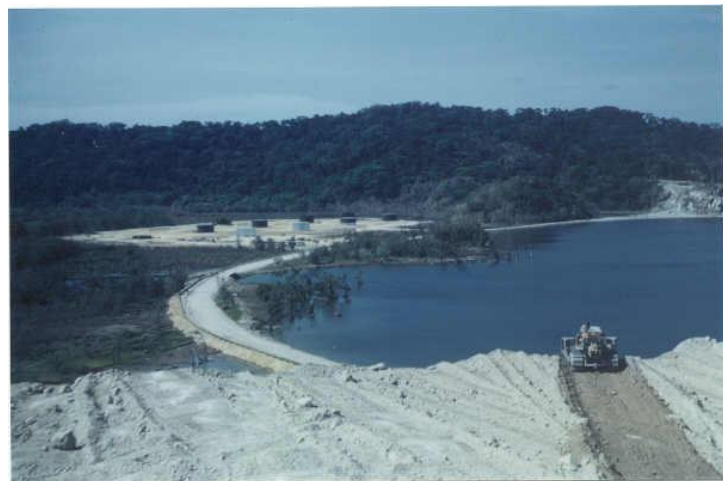
(Continued from page 12)

However, much more important than the actual construction work they accomplished were the skills team members imparted to the local residents. Their true success was in enabling the local populous to continue old projects and initiate new ones long after the Seabees have left the region. There is no doubt that the "Can Do" Seabee Teams have more than earned their additional measure of recognition as the "Navy's Peace Corps."

It was during the summer of 1964 that the Seabees first went to work for the State Department. The program was initiated following the discovery of electronic surveillance devices planted throughout the U.S. Embassy in Moscow. To prevent future incidents of this nature, Seabees were used to perform all construction and renovation in security sensitive areas of Foreign Service facilities abroad. In addition, they were tasked with the supervision of private contractors assigned to do construction work in non-sensitive areas. Despite its beginnings in 1964, it was not until 1966 that the Naval Support Unit, State Department, was officially established to administer Seabees assigned to support the Foreign Service. Because of the superb on-the-job performance of these Seabees, the State Department happily made them a permanent part of its operations.

Thus, a peacetime pattern of battalion training and deployment took shape in the years following the Korean War. This pattern, however, was drastically altered in 1965. The war in Vietnam brought American military intervention on a large scale and effected major changes in Seabee activity worldwide. In the spring of 1965, there were 9,400 Seabees on active duty at various sea and shore locations; most of these Seabees were assigned to ten, reduced-strength Naval Mobile Construction Battalions. These relatively few Seabees, however, were fully prepared to write a new chapter in the history of the builder-fighters.

This history and the History of the Seabees in SE Asia printed in the previous issue are from the Naval History and Heritage Command. Their web page can be found at <http://www.history.navy.mil/faqs/faq67-1.htm> and under History of the Seabees.



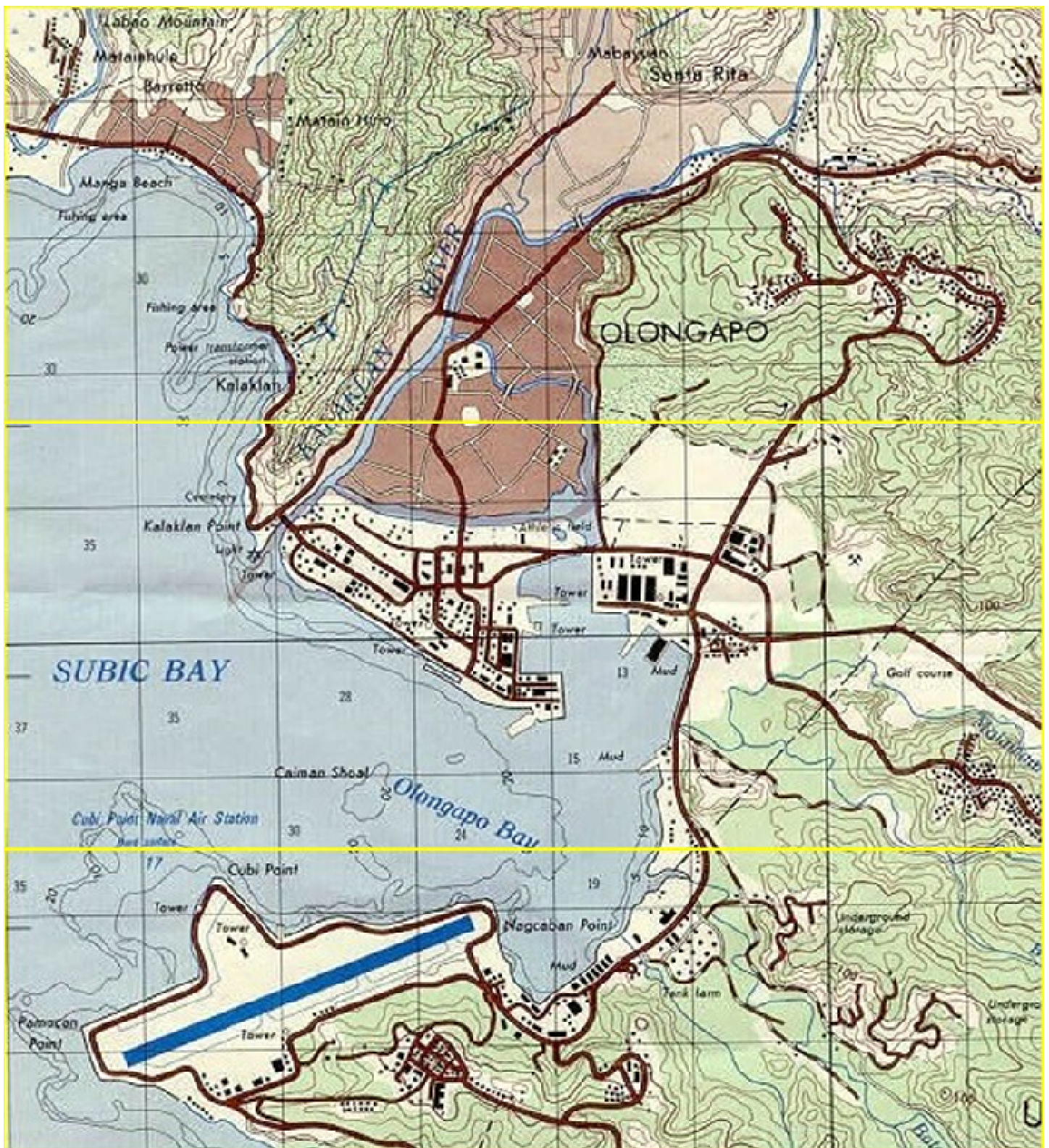
Cubi Point earth moving. A view toward the tank farm. Fill used for the runway. About 1953—from Dave Budworth.



From the caption, above:

Sailors aboard the USS Independence say farewell in a big way to Subic Naval Base in the Philippines, lining up on the flight deck as the big ship leaves Subic Bay. The aircraft carrier left the naval base Saturday after a four-day liberty. The port call was the last at the base for the U.S. Navy battle group, as all American forces formally pull out of the Philippines by the end of the year. The base, which is the largest U.S. naval base in Asia, has been held by the United States since 1898.





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Cruise the incomparable coast of Alaska with Holland America Line, reveling in the beauty of crystalline fjords, towering glaciers and pristine waters filled with orcas, humpbacks and otters. Experience a spectacular array of natural wonders; immerse yourself in native culture; fish for King Salmon and pan for gold. Expert rangers share their wealth of knowledge and expertise, and elegant onboard amenities and impeccable service fill each day with pleasure and delight.

Welcome to Holland America Line, where spectacular destinations, superb service and premium amenities create an extraordinary cruise experience. Every day brings a wealth of activities, excursions and entertainments – and the impeccable care and attention to detail that makes each choice a pleasure. As you relax, dine, socialize or enjoy a quiet moment on board – or on shore – discover first-hand why Holland America's five-star fleet is consistently among the Highest-rated Cruise Lines by *Condé Nast Traveler* and *Travel + Leisure*.

MS WESTERDAM

DAY	DATE	PORT	ARRIVE	DEPART
0	20 Aug	Seattle, Washington		4:00 PM
1	21 Aug	At Sea		
2	22 Aug	Juneau, Alaska	Noon	9:00 PM
3	23 Aug	Hubbard Glacier		
4	24 Aug	Sitka, Alaska	9:00 AM	5:00 PM
5	25 Aug	Ketchikan, Alaska	7:00 AM	1:00 PM
6	26 Aug	Victoria, British Columbia	6:00 PM	11:59 PM
7	27 Aug	Seattle, Washington	7:00 AM	



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Outside stateroom	from \$1,299.00
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Taxes (not included)	\$88.30

Prices are per person, double occupancy, and are subject to availability. Taxes are additional.



Join the SEABEES as we cruise the Alaska Inside Passage before our Reunion in Seattle this year.

We have reserved a stateroom for you.

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Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to MCB 2 REUNION ASSOCIATION in the form of a check or money order. No credit cards or phone reservations accepted. Your cancelled check will serve as your confirmation. All registration forms and payments must be received by mail on or before July 26, 2011. After that date, reservations will be accepted on a space available basis.

We suggest you make a copy of this form before mailing.

MAIL TO:

Scott Williams
MCB 2 Reunion Association
725 Summer Ridge Drive
Villa Rica, GA 30180

OFFICE USE ONLY

Check Number
Inputted

Received
Nametag

CUT-OFF DATE IS JULY 26, 2011

	PRICE PER	X	NO. OF PEOPLE	=	\$ AMOUNT
Sunday Tour of City & Museum of Flight	\$65	X	_____	=	_____
Monday Dinner & Show Tillicum Island	\$85	X	_____	=	_____
Tuesday night Banquet Buffet Dinner	\$50	X	_____	=	_____
Registration Fee per person (required)	\$5	X	_____	=	_____
TOTAL AMOUNT PAYABLE TO MCB 2 REUNION ASSOCIATION, INC.					= _____
<i>Please do not staple or tape payment</i>					

PLEASE PRINT NAME FOR NAME TAG _____ UNIT _____
(MCB 2, CBMU 1/101, etc.)

SPOUSE NAME _____

GUEST NAME(S) _____

STREET ADDRESS _____

CITY, STATE, ZIP _____ PHONE NO. _____

DISABILITY/DIETARY RESTRICTIONS _____

EMERGENCY CONTACT _____ PHONE NO. _____

ARRIVAL DATE _____ DEPARTURE DATE _____

ARE YOU STAYING AT THE HOTEL? YES _____ NO _____

ARE YOU FLYING? _____ DRIVING? _____ RV? _____

Full refunds will be sent for the above mentioned activities if cancellation is received by July 27 (less a \$5 processing fee). However, after that date, refund amount will depend on vendor policies.

**CANCELLATIONS WILL ONLY BE TAKEN MONDAY-FRIDAY 9am - 5pm Eastern time (excluding holidays).
CALL (770) 456-4246 to obtain your cancellation code.**

MCB 2 REUNION ASSOCIATION, Inc.

Biannual Reunion

Schedule of Events

DOUBLETREE SUITES SEATTLE

16500 Southcenter Parkway

SEATTLE, WA

August 27-30, 2011

Friday, August 27

Early arrival - Setup and Familiarization

Prepare Registration Packages

Saturday, August 27

8:00 a.m. -	Hospitality Room open
12:00 p.m. - 5:00 p.m.	Early Bird Registration
2:00 p.m. - 3:00 p.m.	Planning Committee meeting
4:00 p.m. - 6:00 p.m.	Wine & cheese reception - Hospitality Room
10:30 p.m. -	Hospitality Room closed

Sunday, August 28

8:00 a.m. -	Hospitality Room open
8:00 a.m. - 5:00 p.m.	Reunion Registration open
9:00 a.m. - 4:00 p.m.	Leave by bus for City Tour and Museum of Flight
10:30 p.m. -	Hospitality Room closed

Monday, August 29

8:00 a.m. -	Hospitality Room open
8:00 a.m. - 3:00 p.m.	Reunion Registration open
3:00 p.m. -	Hospitality Room closed
3:30 p.m. - 9:30 p.m.	Leave by bus for Cruise and Dinner on Tillicum Island

Tuesday, August 30

8:00 a.m. -	Hospitality Room open
8:00 a.m. - 8:30 a.m.	Reunion Registration open
9:00 a.m. - 10:30 a.m.	Business Meeting
10:30 a.m. - 11:30 a.m.	Memorial Service
12:00 a.m. - 4:00 p.m.	Late Reunion Registration open
4:00 p.m. -	Hospitality Room closed
6:00 p.m. - 11:00 p.m.	Cash Bar in Banquet Room
7:00 p.m. -	Banquet
9:00 p.m. -	Door Prize drawings

Wednesday, August 31

8:00 a.m. -	Hospitality Room open
	Farewells and departures

DOUBLETREE GUEST SUITES

SEATTLE AIRPORT SOUTHCENTER
16500 SOUTHCENTER PARKWAY
SEATTLE, WA 98188
Hotel Direct: 206-575-8220

DOUBLETREE GUEST SUITES OVERVIEW

- The Doubletree Guest Suites is an **All-Suite hotel**
- 219 **2-Room Suites** rise eight stories around a lovely atrium lobby
- Each guest room has either one king size bed or two double beds
- With a separate living room parlor that has a pull out sofa bed
- Two telephones, a coffee maker, a refrigerator, two televisions with in-room movies
- High-speed internet access in all guest rooms and in business center

LOCATION - FREE AIRPORT SHUTTLE - FREE PARKING

- Centrally located at the junction of I-405 and I-5, two main highways in the Puget Sound area
- **FREE** Airport Shuttle service & **FREE** self-parking
- **FREE** shuttle to the Light Rail Station & **FREE** shuttle services within a 2 mile radius
- **Business Center** with computers, printers & Fax and High Speed Internet Access
- Located across the street from **Westfield Shopping Center**, with more than 140 stores, over 20 restaurants nearby, banks and a theatre.
- A local service offers daily shuttle service from our door to the world famous **Pike Place Market** on a convenient schedule (for an additional cost).

FREE AIRPORT SHUTTLE INSTRUCTIONS:

Our Sea-Tac Airport Shuttle Service runs 24-hours a day. Guests should call us when they arrive at the waiting areas at Island # 1 or Island # 3 only. This is located one floor above baggage claim, cross over the sky bridge, go down one floor to floor # 3. Then call us from the island. Return shuttles should be scheduled with our front desk.

INDIVIDUAL FOOD AND DINING:

- **Cyber Café** Early morning risers can enjoy fresh brewed coffee and espresso drinks, featuring Tully's Hand-crafted Coffee. Hours of operation: 5:30am-7:00 pm.
- **Northwest Landing Restaurant:** Without leaving the hotel, your guests can enjoy our latest culinary endeavor, for breakfast, lunch and dinner!
- **Atrium Lounge/Bar:** In the evenings, your guests can relax and enjoy an inviting atmosphere.
- **In Room Dining:** Additionally, we do offer in-room dining services (room service).

POOL AND HEALTHCLUB:

Our complimentary health club facilities offer your guests the opportunity to exercise, relax and unwind. We have added to our inventory of new exercise equipment so that we are considered one of the finest and largest hotel health clubs in the city. Our health club offers:

- **Indoor Swimming Pool**
- **Exercise Equipment** (Including Precor, Nautilus and TV screens), free weights and more
- **Two Racquetball Courts**
- **Sauna**
- **Spa Tub**

SENSIBLE SAFETY PRECAUTIONS

Never leave valuables and personal items such as purses, cameras and computers unattended or in your car. Never leave anything of value in plain sight. Always lock your car. Safeguard your room key. Remove any after market navigation/GPS systems from the dashboard or in vehicle

TAKE A PHOTO TOUR: www.emarketing360.com/DoubleTree/WA/DGSSS/list.html

Fill this form out and have it ready when you call the hotel for your reservations.
Bring this completed form to the reunion with the Confirmation Number.

Doubletree Guest Suites Seattle

16500 Southcenter Parkway

Seattle, WA 98188

HOTEL RESERVATION WORKSHEET

CALL 1-206-575-8220 & Identify Yourself: MCB 2 Seabees Reunion

Group ID: MCB

Reunion Dates: Saturday - Wednesday, August 27-30, 2011

Rate: \$109 plus 12.4% tax Single or Double Occupancy
Includes \$8 breakfast discount coupon per person for each day of stay

Parking: FREE

Check-in Time: 4:00 p.m.

Check-out Time: 12:00 Noon

Confirmation Number: _____

Guest & Companion's Name: _____

Your Address: _____

City, State, ZIP: _____

Phone: _____

Arrival Date

Departure Date

Credit Card Number for Guarantee

Type of Card & Expiration Date

Cardholder's Name: _____

Take a photo tour: www.emarketing360.com/DoubleTree/WA/DGSSS/list.html

Special needs (subject to availability): Smoking/non-smoking; Handicap.

Deposits: Please allow one night's deposit plus 12.4% (current rate) room tax.
Deposits must be received prior to the reservation cut-off date.
A credit card or a deposit in the amount of one night's room plus tax charge must
be received no later than 5 days from the date the reservation was made.

Reservation Cut-Off Date: All reservations must be received by the hotel no later than July 26, 2011.

Cancellations: Individual room reservations may be cancelled up to ninety-six (96) hours
prior to arrival with no penalty.

MCB 2 Reunion Association, Inc.

c/o Scott H. Williams
725 Summer Ridge Dr.
Villa Rica, GA 30180

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