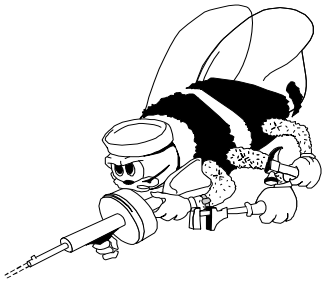


MCB 2 Reunion Association

Volume 9, Issue 2

December 20, 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

**Merry Christmas, Happy Hanukkah
and Happy New Year!
May 2012 Be A Great Year
For You and Your Family!**

It's Dues Time!

Check the Good Guy List on page 11 to see if your name is on the list. If it is not, you need to send a check to get back on the GGL! This is what keeps us operational. After the Commander and Staff met in Seattle and discussed the cost of operation, primarily the cost to publish this Newsletter, it was suggested the dues be raised to \$25 per year. At our General Membership Meeting, a motion was made by Sam Ragusa, seconded by John Petronka, to raise the annual dues to \$25. This is

See It's Dues Time! (Continued on page 2)

Breakfast Buffet Refund

Boy, oh boy! Was I ever on the wrong page on this one. The hotel and I negotiated a discount of \$8 for each breakfast meal months before our reunion. After I found out that everyone was being charged a larger amount, I discussed the discrepancy with the hotel management and was told to get the names and amounts paid for those over-charged meals, which was that yellow sheet that everyone that attended signed. Well, when the hotel management reimbursed us for the over-charge, it was in cash and about \$12 or \$14. I

See Breakfast Buffet Refund (Continued on page 2)

(Continued from page 1) *It's Dues Time!*

the first dues increase since our San Antonio reunion in September 2001, so it has been ten years yet inflation has increased almost 28% (see US Dollar Inflation Calculator:

<http://www.usinflationcalculator.com/>)

So, please dip a little deeper in your pocket to help keep us afloat and to keep the Newsletter coming. Anything extra is really appreciated and is put to good use.

Thanks, Scott

The Commander and Staff

Our leadership consists of:

**Commander
Pete Elliott**

Staff:

Paul D'Angelo

David Haines

Vic Jaccino

Bill Knight

Don McLain

Rich Nelson, Vice Commander

Malcolm Pearson

John Petronka

Stoney Serrett, Commander Emeritus

Scott Williams, Sec'y/Treas./Publisher

(Continued from page 1) *Breakfast Buffet Refund*

asked what this was as it should have been a much larger amount and the manager said the amount to be refunded was the tax only on those meals. We discussed what I thought was said and what was now being said and the hotel had the final say. Since it was such a small amount, I just added it to the Ship's Store sales and deposited it. It amounted to less than \$14 for all meals, much less. Guess this is just another part of the learning curve in our negotiations.

Scott

SEABEES

*January - May
Dates to Remember*

- | | |
|---------------|---|
| Jan. 5, 1942 | Bureau of Naval Personnel authorizes formation of Construction Battalions. |
| Jan. 27, 1942 | Bobcat detachment sent to Bora Bora, Society Islands, first Navy construction unit sent to overseas duty. |
| Feb. 1, 1944 | Seabees land with Fourth Marine Division, Kwajalein. |
| Feb. 19, 1945 | Seabees land with 5th Marine Division, Iwo Jima. |
| Mar. 2, 1867 | Civil Engineer Corps established. |
| Mar. 5, 1942 | Seabee Birthday |
| Mar. 19, 1942 | CEC officers given military authority over construction units. |
| Mar. 22, 1945 | Seabees ferry General Patton's armored units across Rhine River into Germany. |
| Apr. 1, 1945 | Seabees land on Okinawa. |
| Apr. 12, 1966 | NMCB 7, first Naval Mobile Construction Battalion to deploy to Phu Bai, RVN. |
| May 4, 1967 | NMCB11, first Naval Mobile Construction Battalion to deploy to Dong Ha, RVN. |
| May 7, 1965 | NMCB 10, first Naval Mobile Construction Battalion to deploy to Chu Lai, RVN. |
| May 8, 1945 | V-E Day. Germany surrenders. |
| May 28, 1965 | NMCB 3, first Naval Mobile Construction Battalion to deploy to DaNang, RVN. |



Notes from our members:

From **David Anderson**: Edith handles our finances relative to tracking and paying the bills. She has been suffering with her neck pain and going to the therapists twice a week. Her pain has been varying from slight to serious for the past three weeks. This is not an excuse but an explanation for the lateness of paying you for the flags [and thank you]. I'm sending a photo of the blue Seabee flag with the 4X6 US flag [and they look great!]. Have you noticed on this Seabee flag that the rates on the arms of the bee are not Seabee rates? Is that a mistake, a joke, or what? [When the Seabees were formed in 1942, there were no Seabee rates and they used the fleet rates. I have a book showing the fleet rates and describing the Seabee skills associated with those rates, which I sent copies of to **David**.] Thank you for your forbearance in this late payment and we hope the extra will be helpful in the kitty [it is and thanks]..... from **Jack Schrader**: Thanks for sending the flags. Enclosed is my check for them plus shipping [thank you]..... from **Tony Deleon**: Thanks for the membership list Please send me a CD/DVD of the pictures when you get one made. Find my enclosed check [thanks]..... from **Joe DeFranco**: Random thoughts: Anyone who wants to go to the Seabee Museum should get up and go. They do not have to commit our entire group to go to a place where it presents a hardship. Most of us remember Hueneme from 50/60 years ago. The museum looks like a never-ending project. The DC reunion: great location, 28 miles east and you are at the Annapolis Naval Academy; 35 miles south and you are at the Marine Corps Museum, really nice. So much to see and do that it cannot all be covered. Wishing all a Great Seabee Day..... from **John Waltrip**: Enclosed is my check for dues [thank you]. On October 2 I was 86 years young! [Wonderful! Happy Birthday!]..... from **Ginny Stenholm-Aulik**: I don't know if you know it but my dad [**Clyde Stenholm**] turned 90 today [10/8] and we had a wonderful Swedish celebration at our local Swedish restaurant, the Stockholm Inn. I will send you a photo or two as soon as I get them loaded [see page XX]. He even passed his driving test with flying colors!..... from **Stoney Serrett**: I am enclosing a check for you to use wherever needed most [thank you!]. If you can, I would



appreciate it if you would let me know when you will be publishing the next Newsletter and maybe I can help with publishing costs [thanks, **Stoney**. I appreciate the offer and it is needed to keep us going but I was able to get the last Newsletter out with funds left from

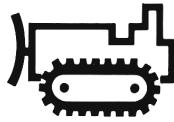
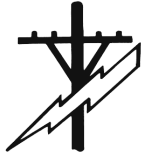


Seattle.]..... from **John Weires**: I enjoyed our phone call today! Enclosed is my check for dues [thank you]. I have had a rough two years with several back operations and also getting infected with staph. I have been using a power wheelchair and now I am learning to use a walker. Yesterday, I covered about 1,000 feet with four rest stops. PT comes twice a week. Sorry for the hen scratching and spelling. I have to relearn this, too [you are doing great, **John**! Keep it up and you will get back to your normal life.]..... from **Marshall Dunne**: Hey! I need some Seabee decals! MCB 2, Seabee, rear window! [on the way! And thanks for the order.]..... from **Don 'Ike' Eminhizer**: Enclosed is my check for dues and whatever else you deem important [thanks]. Thank you for the Newsletter, even when I'm delinquent. You have been doing a great job for so long and, yes, it is really appreciated. The picture on page 13 of the September 30 issue, about the rail car dumper at Atsugi. That brought back many memories. The third man in that picture is **Bill 'Jake' Jaques**, a WWII Seabee veteran. **Jake** was the idea man in back of that operation, but Chief **Frazier** took credit for it in the *Stars and Stripes* story. He also took credit for a discovery that I made when we uncovered a body that turned out to be an American WWII pilot that had been shot down and buried butt first in a shallow grave. When the story appeared in *Stars and Stripes*, the credit went to Chief **Frazier**. I believe if **Roy Peak** thought about it, he could confirm and verify these stories. My best to you and your family and thanks for a great job..... from **Bob Elder**: Well, I see why I fell off the Good Guy List. I thought I was sending my dues to you and all along I was sending it to the Seabee Historical Foundation! Enclosed is my check for dues and maybe It will be enough to keep me on the Good Guy List for a while [thank you and it does]..... received dues from **Marvin Guetling**, **Bennie Carlson**, **Steve Yunger & Robert Colquhoun** [thanks all]..... from **Dave Budworth**: I just got a call from **Cecil Westwood**. He called to tell me that **Roger Mohs** passed away this morning from a brain tumor. **Cecil** said he had talked to him about a month ago but he said nothing about any problem. He worked with **Cecil** and me on the blasting crew [check the pictures from **Doug Thorp** on page 5] from **Joseph 'Frenchie' Jandreau**: Keep up the good work with the interesting Newsletter. Also, I have had an address change [see page 8]..... from **Althea Herr**: You are doing a terrific job with the Newsletter and I love receiving it [thank you!]. **Jerry** and I were in

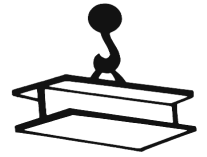
(Continued on page 4)

(Continued from page 3)

Seattle several years ago and we really liked it there. The Pike's Market was terrific. It amazed me how hilly Seattle is. Thanks for keeping me on the Good Guy List with **Jerry's** name. Enclosed is a check to keep me on the list [thank you very much]..... from **Stoney Serrett**: I hope this note will find you and **Rachel** well and enjoying life [I am now, but I was hospitalized for a week for the first time since I wrecked **Bill Wisnowski's** motorcycle in 1959. Doc said I had a heart attack, but I don't think so. At least all is well now.] As for myself, I continue to do OK and enjoy every day. My daughter, **Karen**, is coming to Zachary for the wedding of one of my granddaughters. She cannot stay until Christmas this year but will be here visiting for while. Thanks for all you do for MCB 2. It is certainly appreciated..... from **Doug Thorp** [in La Paz, Mexico]: Please find enclosed a personal check for dues plus whatever else you need money for [thank you!]. It was good to see you again at the Seattle convention but, boy, are the numbers dropping! I did get to meet **Ken Chew** again after all these years, so that was a real plus. I missed the city and airplane museum tour, so that was a minus. There is always something going haywire with me these days. I'm due back in Everett (WA) in a week or two to get my every three-month prostate cancer shot. Not looking forward to it. Cold and rainy except to my son. Speaking of sun, ours is still out down here. 90° yesterday and I have just turned on the air conditioner for today. Cooling off at nights, tho'. Enclosed also are a couple photos I talked to you about. They may be too dark to print but I'll send them anyway [see page 5]. They are prints from Kodak slides taken in 1952 at Cubi. [**Doug's** descriptions for the pictures are on page 5.] I took the photos - **Doug Thorp**, BUL3 (Operations Office). If they don't work out, dispose of them as you desire, I have the originals. Well, this is too long as usual and I will close now with best wishes for you and your family for Thanksgiving, Christmas and Feliz Navidad y un Año Nuevo próspero for 2012..... from **Art Samuel**: Hello. I am in a wheelchair and have muscular dystrophy and I am a patch collector. I am asking to get a patch or T-shirt from you [I sent a couple different MCB 2 patches to this young man. He contacted me by email and I asked if he had any military background. He said no, that he is confined to a wheelchair and likes to collect patches.].....



from **Charles Coughlin**: Thanks for keeping me on board [**Charles** has not been able to pay dues for quite some time and sent a check for his dues. Thanks and glad you are back on the GGL!]. Keep up the good work. PS: In the next Newsletter, ask **P. J. Cunningham** to give me a call (One-shot Charlie) at 507-583-7676 [I called **Pat** and gave him your phone number. He was glad to get your number and will call you]..... from **Ralph Presson**: [**Ralph** had called me requesting some US and Seabee flags, which I had sent] Thanks so much for the flags. They got here Saturday. Sure glad you had no problems with the weather [tornadoes got close but stayed away. **Rachel** still says she is thinking about moving back to Las Vegas if the tornadoes get very close. Dang! I sure will miss her!] from **David Manley**: Enclosed find a check for dues plus a little extra [thanks]. While visiting the **Ronald Reagan** Presidential Library and Museum, I picked up some literature for you [thank you!]. It was a very interesting four-hour tour, including the grave site, Air Force One, and Marine One. We live about two miles from the Library. Hope you enjoy the info enclosed [yes, I did, and thanks]. Very happy you enjoyed Seattle. Maybe someday we will meet [sure hope so. How about in Washington, DC?]. Thank you for your good work for the Seabees!..... from **John Stock**: Time to renew my membership and stay on the Good Guy List [thank you]. Everything is going well with **Mary** and me. We couldn't make the Seattle trip but hope to make the next one to Washington, D.C. The extra with my dues is for a new membership roster and whatever else you want to put it toward. Have a great Holiday Season..... from **Wayne & Nancy Heple**: [I received the Newsletter from NCB 103 that **Wayne** writes and a check for dues... thank you!] Enclosed is your green Brick Locator Card. If you had a brick on the *Pathway to Victory*, we tried to find it. We found your brick and recorded its location. [My brick is in Section C, Row 15, Brick 55. The MCB 2/CBMU 1, etc., brick is in Section A, Row 33, Brick 6.] When you visit the museum, you will easily find it on the walkway. The museum is not complete. **Lara Godbille**, Director of the Museum, and her crews are doing a great job. New exhibits are going up monthly. If you do not have a brick, please give some thought about getting one. This is about us! It is our museum! [There were 15 couples in their reunion and stayed at the Country Inn, toured several state-of-the-art classrooms on the base and a tour of the Reagan Library. They had a very good dinner at the Elk's Lodge.]..... That looks like all the mail for this issue. Check your name on the Good Guy List and if it isn't there, send a check, and make it a big one! We need help as the funds are way down. Merry Christmas to all and have a great New Year! Scott





Photos on this page from Doug Thorp, 1952.

Top picture: Left to right: CDR C.C. Compton (CO MCB 2); Lt (jg) R.L. Christian (Security Officer); Lt Thomas J. McGhee, (?); Lt (jg) R.F. Bland (Project Officer); Lt E.B. Bayliss (XO).



Bottom picture: Officers (above) watching the initial blast on Mt. Maritan.

Blasting crew consisted of Ralph Binney, Warren Culberson, Roger Mohs, Dave Budworth, and maybe some others..... none of which are pictured but have been in previous issues.

Washington, D.C.!

Hotel Selection Underway

Narrowing Down the Choices

A Request for Proposal (RFP) has been sent to the convention bureaus in Arlington, VA; Fairfax County, VA; Loudoun County, VA; Abingdon, VA; Gaithersburg, MD; and Gettysburg, PA. We have had responses from many hotels in these areas anxious for our business. There are many attractions around the D.C. area and we will be trying to select a hotel that will be convenient to all the sites we want to go see.

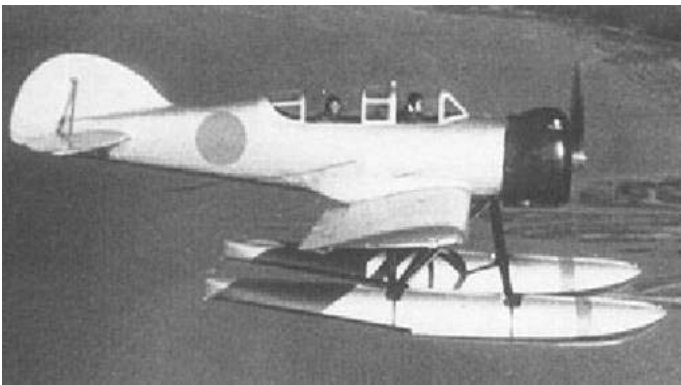
If we can keep the hotel rate low enough, a five day reunion would give us time to see almost eve-

rything: the Mall with all of the war memorials, Lincoln Monument, Washington Monument, Navy Memorial, the White House, Smithsonian Museums, Bureau of Engraving and Printing, the Seabee Memorial and maybe the Marine Memorial, Arlington Cemetery, the Tomb of the Unknown Soldier. Oh, there is just so much to see and do. I hope to have most of all this nailed down by the time I send out the next Newsletter, but Pete and I will have to make a visit to check it all out. [We need \$\$ to do this. Please help!] Stay tuned!

The Day Japan Bombed Brookings, Oregon

By: Norm Goyer

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens. Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire. If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction. Each capable of carrying three aircraft Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.



The only plane ever to drop a bomb on the United States during WWII was this submarine based Glen.

September 9, 1942: Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify, friend or foe, almost immediately. It

was cold on the coast this September morning , and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few miles north of the California Oregon state lines.



The aircraft carried two incendiary 168 pound bombs and a crew of two.

Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal" During training runs several subs were lost when hangar door were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the "All Clear." The crew assigned to the single engine Yokosuka E14Ys float equipped observation and light attack aircraft sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and two 176 pound incendiary bombs were attached to the hard points under the wings. This was a small two passenger float plane with a nine cylinder 340 hp radial engine. It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America. When the gauges were in the green the pilot signaled and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.



The "Glen" was launched via catapult from an I-25 class Japanese submarine.

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye.

The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.



Warrant Officer Fujita is shown with his Yokosuka E14Y (Glen) float plane prior to his flight.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

The pilot activated the release locks so that when he could pickled the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold.

The bombs tumbled from the small seaplane and impacted the forests, the pilot circled once and spotted fire around the impact point. He executed an 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck, The plane's crew folded the wings and tail,

pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan.

This event, which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain made the forests so wet they simply would not catch fire.



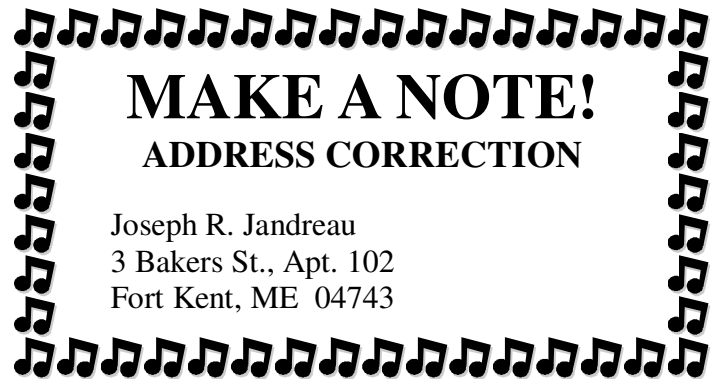
This Memorial Plaque is located in Brookings, Oregon at the site of the 1942 bombing

Fifty years later the Japanese pilot, who survived the war, would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.

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



MAKE A NOTE!

ADDRESS CORRECTION

Joseph R. Jandreau
3 Bakers St., Apt. 102
Fort Kent, ME 04743

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 \$25/year

(more, if you can)

January - December

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

September 3, 2010

The Pacific Campaign, Dam Division

By SAMUEL C. FLORMAN

On Sept. 1, 1945 — 65 years ago this week — I arrived in Leyte Gulf, the Philippines, aboard a Navy transport ship. Along with other newly commissioned ensigns in the Navy Civil Engineer Corps, I was prepared to join one of the Seabee battalions being mustered for an invasion of the Japanese mainland. However, as we had learned during our voyage across the Pacific, the A-bombs had been dropped and Japan had capitulated. As the fates would have it, the day after our arrival — Sept. 2, 1945 — a peace treaty was signed aboard the battleship Missouri in Tokyo Bay.

The war was over. But we all agreed that it would take years — perhaps a generation — before our hatred of the enemy would diminish.

I joined the 29th Naval Construction Battalion, whose post-war assignment saw us traveling to Truk (now called Chuuk), an atoll in the Caroline Islands that had served as headquarters for the Japanese fleet. This formidable base had been bombed into rubble, and now the Navy had decided that the main airstrip should be rebuilt, along with a basic military camp. Under a unique provision in the surrender agreement, 3,000 Japanese were to remain on Truk to perform the necessary construction, working under the direction of an American force. Our battalion was selected to be that American force.

Arriving at Truk, we found ourselves surrounded by the erstwhile enemy: approximately 40,000 warriors noted for their ferocity in battle. Marines had preceded us to assure security, but one could not help feeling a little edgy.

As the youngest and newest officer, I was put in charge of one of the less imposing projects: building a small earth-fill dam on a mountain stream for our water supply system. I had no experience with earth-fill dams, but using handbooks, and with guidance from colleagues who were knowledgeable engineers, I developed a rudimentary plan. Rising some 25 feet from the bottom of a small gorge, the dam was not exactly Grand Coulee; but for me, it was a challenge. For work in the field, I was given three experienced men from our battalion and a Japanese crew of about two dozen under the command of one of their lieutenants.

On the appointed day, the two teams gathered at the construction site and for what seemed like a long time simply stared at each other. Was there hostility or fear? I cannot say for sure. Friendly feelings? Certainly not.

It was up to me to make the first move. I walked over to

my Japanese counterpart and ceremoniously unrolled the drawings I had prepared, showing him the outlines of the job. I set up a basic surveyor's transit, and within minutes my men were driving pointed stakes at designated spots and stretching cord between them. Soon, under orders from their officer, the Japanese soldier-workers were attacking the earth with shovels and picks.

The Seabee threesome provided supervision, first hesitantly, then with increasing zest. To my amazement, they and the Japanese workers were soon engaged in attempts at banter and pantomime. I had arranged for a clay-like soil to be brought to the site by truck and wheelbarrow, and the Japanese devised a wooden pounding tool with which to compact the material. Within a few days the two groups had settled into an efficient working routine interspersed with episodes of playfulness.

The Japanese lieutenant and I, inhibited by notions of military protocol, did not warm up to each other right away. But enthusiasm for the task at hand, and pride in the progress made, led to mutual respect and, eventually, to friendship. I knew that there had been a breakthrough when he encouraged me to call him “Moe,” an abbreviation of a name that I had difficulty pronouncing.

The anticipated generation-long era of fear and hatred seemed to have been reduced to mere days.

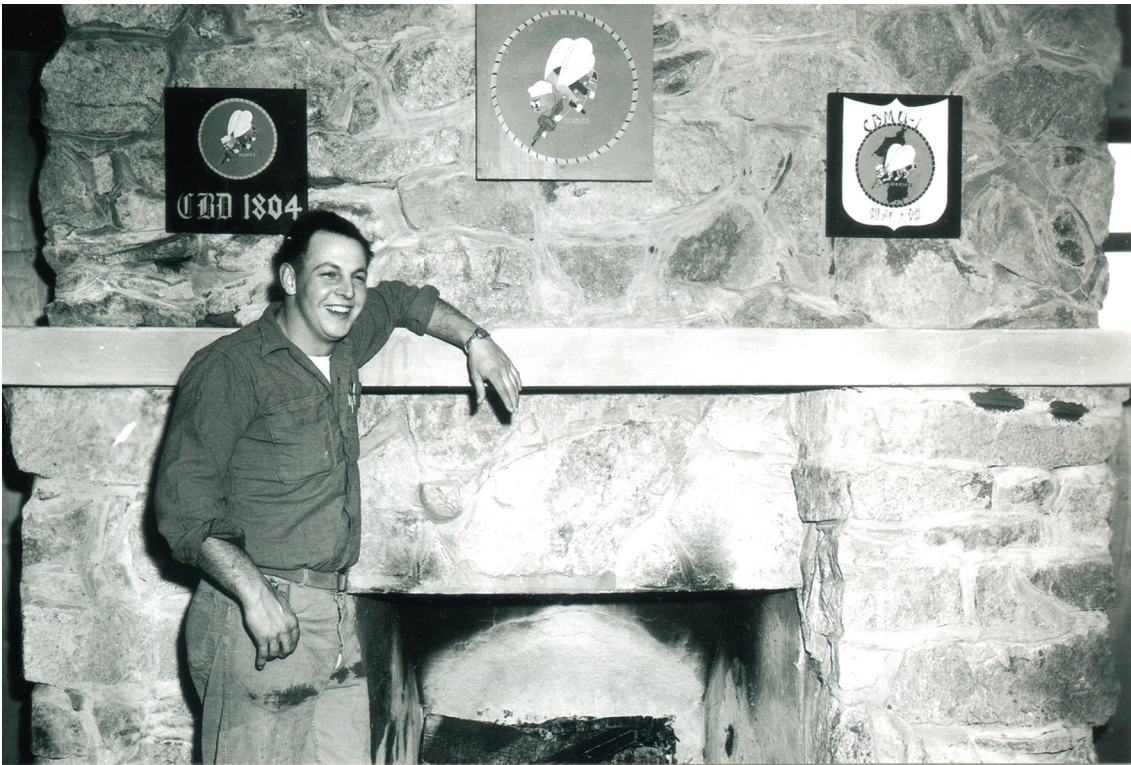
After several weeks, the project was complete and we planned a dedication ceremony. Moe surprised me with the gift of a small ceramic statue, accompanied by a message that had been translated by one of his fellow officers and transcribed painstakingly onto a white kerchief. It read (I've retained the original spelling and punctuation):

April 2, 1946. The souvenir of the water plant completion. This is a statue of Admiral of The Fleet Count Hehachiro Togo, I.J.N. He was born at Kagoshima in Kyushu about a hundred years ago. He won the great victory in the Naval Battle of the Japan Sea. Namely he defeated the great Russian fleet (the Barutic Fleet). But some years ago he had a natural death. The world people say that he is the Nelson of the east. I pray that you may be able to make a great work as well as his achievement.

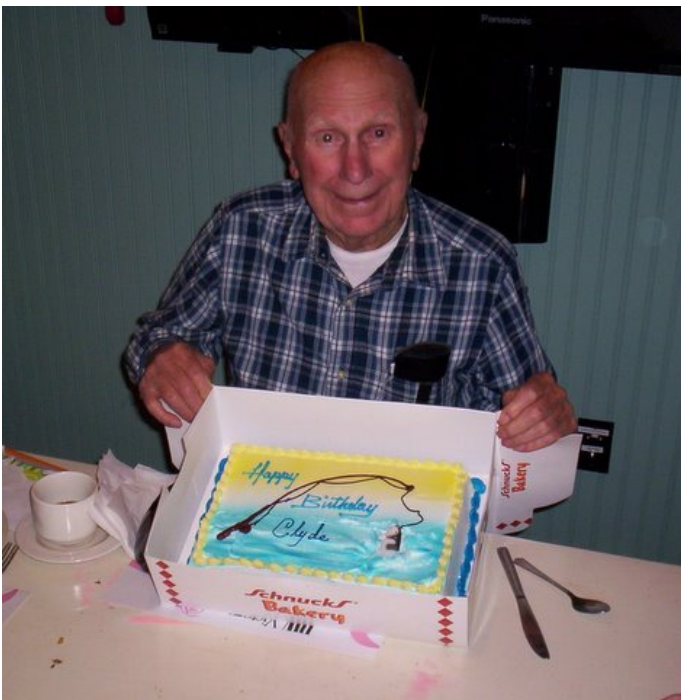
Lt. Moe

Today the statue stands on a shelf in my office, and the white kerchief, framed, hangs on the wall beside it. Perhaps one shouldn't generalize from this somewhat idyllic tale, but I do. Recalling the events on a small Pacific atoll in 1945, I am reminded how camaraderie can spring up in the unlikely situations.

Samuel C. Florman, the chairman of a construction company, is the author of “The Existential Pleasures of Engineering.”



From Ralph Burnley:
Hutchendorf after he built
the fireplace at K-6,
P'Yong Taek, Korea.
Ralph thought this could
be Don Blankenship.
Does anyone know?



Left: Clyde Stenholm with his birthday cake!
Happy 90th, Clyde!



Above, from Verle Williams. Tarawa, Buota Island;, Mullinix
Field; Bomber strip, C-47 landing. Taken from tower by Verle.
Lagoon in background where swimming deck is [see page 11].

Our Fallen Comrades

Thomas L. Budiselich	10/25/2006
Roger W. Mohs	10/28/2011

May they live on in our memories

Red meat is not bad for you....
Fuzzy green meat is bad for you.

The Good Guy List

For 2012

Vance Adams, David Anderson, Basil Arnold, Frank Betonte, Alexander (Cat) Borys, Robert Bowdler, David Budworth, Wayne Bulgerin, Ralph Burnley, Pat Carey, Bennie Carlson, Kenneth Catchpole, Frank Chambers, Chuck Chapman, Bob Colquhoun, Charles Coughlin, Pat Cunningham, Paul D'Angelo, Stan Dauer, Joe DeFranco, Jim DeKeyser, Tony DeLeon, Ted Devit, Mary Dick (for all the Good Guys), George Dorge, Howard Doyle, Harrell Edmondson, Bob Elder, Pete Elliott, Don 'Ike' Eminhizer, Doug Emond, Al Erb, Richard Fairbanks, Richard Farbo, Forrest Foland, Jack Foster, Harold Freeland, Claude Garcenot, Robert Gardner, Ron Glasser, John Grasz, Marvin Guetling, Gordon Gwathney, Pauline (for Charlie) Hagemann, David Haines, Les Hall, Roger Hamilton, Ruth (for Alex) Hamilton, Roy Harris, Bob Hart, Ralph Heitt, Bert Helms, Mary (for Duane) Henrichson, Wayne Heple, Althea (for Gerald) Herr, Ben Hollar, Sam Holsomback, Ray Hooter, Fred Immermann, Charles Ingalls, Vic Jaccino, Frenchie Jandreau, Ambros Johnson, Charles Johnson, Don Jones, John Jurkash, Duane Keech, Les Keller, Hark Ketels, Denise King (for her Dad, Don Truskey), William Knight, James Krause, Betty (for Emil) Krygier, Ron Landrum, Conrad Lawlor, Thomas Lightbody, Herbert Liverman, Clive Lorenz, Dale Lundstrom, David Manley, Phil Matalucci, Gene McDonagh, Don McLain, Bobby McMillan, Dan Millett, Chuck Minert, Gary Mitchell, Finley Morrison, Hance Morton, Rich Nelson, Opal (for Paul) Neusetzer, Don Pastell, Brenda Pate (Villa Rica Postmistress - for all the Good Guys), Roy Peak, Mal Pearson, John Petronka, Norm Pratt, Ralph Presson, Cecil Price, Sam Ragusa, Gary Rawlings, John Recklitis, Rex Roark, C. Edner (Rudy) Rudolph, Paul Schell, Jack Schrader, Stoney Serrett, William (Willie snow-job) Sharp, Fred Simon, Richard Skillicorn, Ray Sonnen, Ray Sorrentino, Tom Stapleton, Clyde Stenholm, Larry Stevenson, John Stock, Doug Thorp, Judy (for Richard) Todd, John Waltrip, Harold Wardenburg, John Weires, Bud Wheless, Rodney White, Walter Whitney, John Wilborn, William Wilcoxon, Marshall

Williams, Scott Williams, Bill Wisnowski, Gladys (for Jim) Wommack and Steve Yunger.

Everyone listed here has their dues paid at least through 2012, 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 December 10, 2011. There are currently 124 paid up members through 2012 from a mailing list of 428. If dues have never been sent, they do not receive the Newsletter. There are 718 names on the full member roster (22 pages). (SW)



Above, from Verle Williams. Tarawa, Buota Island; Swimming deck built by CBMU 577, 1944. Verle on right.



Thanks for the recent picture, Jo, of you and Gene McDonagh, taken November 15, 2011. We have missed you at the last few reunions. Maybe you can make it to Washington, DC?

MCB 2 Reunion Association, Inc.

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

NONPROFIT ORG.
U.S. POSTAGE
PAID
LAS VEGAS, NV
PERMIT NO. 28

Return Service Requested

We're the **SEABEES** of the Navy

