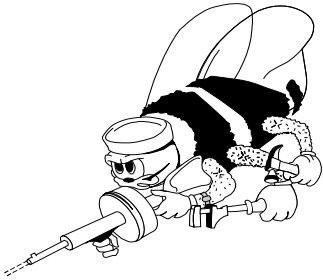


# MCB 2 Reunion Association

Volume 10, Issue 7

Web site: <http://mcb2seabeereunion.com/>

June 15, 2015



# SEABEES

*A Newsletter for Former US Naval*

***Mobile Construction Battalion 2 Personnel***

and host to CBD 1802, CBD 1804, CBMU 1, CBMU 101, CBMU 553 and CBMU 577

**This Is It!**  
**Your Last Newsletter Before**  
**Our Branson Reunion!**  
**Make Your Reservations!**

## **BRING YOUR DOOR PRIZE!**

These are always the fun part of the banquet. Be sure to find something that is fun, funny, good to eat, wear or play with and bring it. Maybe two or three things as it just adds to the fun. When you buy something for yourself, buy two and give one to the door prize table.

Our buffet menu has changed. We have a new caterer and he has offered a Chef-Carved Prime Rib, Chicken Amandine over rice pilaf and Hawaiian Salmon. A wonderful buffet! We will begin with a cocktail hour at 6:00 p.m. to visit and gather prior to our banquet dinner then, at 7:00 p.m., our buffet will begin and the drawing for the door prizes. Be sure to bring yours! See you there!

## **Come and Enjoy the Shows!**

Come early and stay late! There are so many shows available in Branson and we have only booked two for our group. So, when you check in, ask at the front desk for brochures or programs for the current shows with contact information. Sometimes, there are good discounts on-line that you can book that would be better than what is available by phone. The hotel can only help us book if the party is larger than 15, so two or three couples can get better discounts either on-line or by phone call.

Show books are available in the foyer of the hotel and the desk clerk can direct you to some

*See Come Early (Continued on page 2)*

# The Commander and Staff

Our leadership consists of:

**Commander  
Pete Elliott**

**Staff:**

Paul D'Angelo  
David Haines  
Vic Jaccino  
Don McLain  
Rich Nelson, Vice Commander  
Malcolm Pearson  
John Petronka  
Stoney Serrett, Commander Emeritus  
Scott Williams, Sec'y/Treas./Publisher

See our web page:

<http://mcb2seabeereunion.com/>

# SEABEES

*June - September  
Dates to Remember*

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June 1, 1950	MCB 2 Commissioned.
June 4, 1942	Battle of Midway.
June 6, 1944	Seabees land at Normandy as Naval Combat Demolition Units.
June 7, 1944	Det. 1006 installed first causeway on Omaha Beach.
June 14	Flag Day
June 19, 1964	First Seabee wounded in Viet Nam.
June 25, 1950	Korean War begins.
June 29, 1952	MCB 2 arrived for first time at Cubi Point, Subic Bay, Philippine Islands.
June 30, 1945	Seabee manning at its peak: 258,872 officers and men.
July 4	Independence Day
July 16, 1945	First atomic bomb exploded at Alamogordo, NM.
July 25, 1956	Cubi Point NAS commissioned.
Aug. 6, 1945	Bombing of Hiroshima.
Aug. 7, 1942	1st Marine Division lands on Guadalcanal.
Aug. 9, 1945	Bombing of Nagasaki
Aug. 9, 1956	MCB 2 decommissioned.
Aug. 11, 1942	Camp Endicott commissioned at Davisville, RI, 'Original Home of the Seabees.'
Aug. 14, 1945	V-J Day. Japan accepts terms of Potsdam Declaration.
Aug. 20, 1942	OIC, 6th NCR arrives on Guadalcanal; First CEC/Seabee officer to enter a combat zone.
Sept. 1, 1942	NCB 6 arrived on Guadalcanal; First Seabee combat deployment

*(Continued from page 1) Come Early*

good shows. But come early and stay late to take in these exciting shows at the room rates we have at the hotel. All arrangements have been made with the hotel for early arrival and late stay, just let the desk clerk know when you are checking in.

A great wine and cheese reception is planned for Tuesday evening at 4:00 p.m. with soft drinks and juices available also. Be sure to come early enough to attend this get-together and get reacquainted with old friends. These have always been a great reunion starter, so don't miss it! 4:00 p.m. Tuesday for about an hour, then we can all find a restaurant close.

Our rooms are convenient to the hospitality room. If you are on the ground floor, the hospitality room is just a short walk, so come on in and visit. The hospitality room will have individual bags of chips and snacks, soft drinks, juices, beer and wine available, plus lots of Seabees and wives or girlfriends to visit with. Bring your memorabilia, picture albums, and sea stories to share with all. And don't forget to bring your door prize for the banquet on Friday night! We will all have a grand time together! See you there.

Fill this form out and have it ready when you call the hotel for your reservations.

**Bring this completed form with you to the reunion with your Confirmation Number.**

# RAMADA - BRANSON ON THE STRIP

1700 West Highway 76

Branson, MO 65616

## HOTEL RESERVATION WORKSHEET

**CALL 1-417-334-1000 or 1-800-641-4106**

**& Identify Yourself: MCB 2 Reunion**

**Group ID: MCB 2 Reunion Association**

**Reunion Dates: Wednesday - Friday, August 26-28, 2015**

**Rate: \$65 per night - including tax Single or Double Occupancy**

**Includes breakfast coupon per person for each day of stay**

Breakfast is served from 6:30 am - 10:00 am at American Bandstand Grill

Parking: **FREE**

Check-in Time: 3:00 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: \_\_\_\_\_

**Special needs** (subject to availability): Smoking/non-smoking; Handicap. Notify at time reservations are made.

**Deposits:** 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 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 25, 2015.

**Cancellations:** Individual room reservations may be cancelled up to 96 hours prior to arrival with no penalty.

# REUNION REGISTRATION - Branson, MO

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 25, 2015. After that date, reservations will be accepted on a space available basis.

**Keep this original for your records.**

**Make a copy of this completed form and mail that copy to Scott.**

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

\*\*\*\*\*

**OFFICE USE ONLY**

Check Number	Received
Inputted	Nametag

\*\*\*\*\*

***CUT-OFF DATE IS JULY 25, 2015***

	PRICE PER	X	NO. OF PEOPLE	=	\$ AMOUNT
Wednesday, 8/26 - Dixie Stampede	\$50	X	_____	=	_____
Thursday evening - 8/27 - Dinner & Legends in Concert	\$50	X	_____	=	_____
Friday, 8/12 - Banquet	\$35	X	_____	=	_____
Registration Fee per person (required)	\$10	X	_____	=	_____
<b>TOTAL AMOUNT PAYABLE TO MCB 2 Reunion Association</b>				=	_____

*Please do not staple or tape payment*

Please print your name for name tag \_\_\_\_\_ Unit \_\_\_\_\_  
(MCB 2, CBMU 1/101, MCB 3 etc.)

Spouse/Guest name \_\_\_\_\_

Guest(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 \_\_\_\_\_ E-Mail Address: \_\_\_\_\_

Are you flying? \_\_\_\_\_ Driving? \_\_\_\_\_ RV? \_\_\_\_\_

Full refunds will be sent for the above mentioned activities if cancellation is received by August 22 (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.  
**Schedule of Events**  
**RAMADA - BRANSON ON THE STRIP**  
**August 26 - 28, 2015**

***Monday, August 24***

Early arrival - Setup and Familiarization  
Prepare Registration Packages

***Tuesday, August 25***

8:00 a.m. - Setup and Familiarization  
12:00 p.m. - 5:00 p.m. Early Bird Registration  
4:00 p.m. - 6:00 p.m. Wine & cheese reception - Hospitality Room  
10:30 p.m. - Hospitality Room closed

***Wednesday, August 26***

8:00 a.m. - Hospitality Room open  
8:00 a.m. - 5:00 p.m. Registration  
1:00 p.m. - 2:00 p.m. Planning Committee meeting  
3:30 p.m. - 8:00 p.m. Dixie Stampede dinner, show and pre-show  
10:30 p.m. - Hospitality Room closed

***Thursday, August 27***

8:00 a.m. - Hospitality Room open  
8:00 a.m. - 3:00 p.m. Reunion Registration open  
6:00 p.m. - 10:00 p.m. Legends in Concert dinner & show  
10:30 p.m. - Hospitality Room closed

***Friday, August 28***

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

***Saturday, August 29***

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



MCB 2 POL and Carrier Pier backfill crew, 1952, Cubi Point, Subic Bay, Philippine Islands. From Gene Robinson, third from left back row. Does anybody recognize these other men?

Reprinted here from a story first published by Roy Cone in the December 15, 1996 issue of the MCB 2 Reunion Association Newsletter for your enjoyment.

## Consequence is Inevitable

There is a Price for Every Choice, even a  
**RAG TAG CHRISTMAS**

Some Truth.... Some Fiction... You sort it out!

*Names have been withheld to protect the guilty.....*

October 6, 1950: Arrived in Yokuska, Japan Receiving Station, assigned to the US Navy Fleet Air Service Squadron Number Five, Opama, Japan.

October 20, 1950: the telephone rang on the Commanding Officer's desk as he interviewed me for inappropriate and non-regulation dress while on duty. "Yes, we have Aviation Electronicsman Third Class,

*name withheld*, at this station. Yes, we will have him aboard military transport at 1400 hours today with all his gear. Thank you, Admiral."

"Sailor, I don't know who you know, but that phone call just saved you from extra duty in the scullery for the next month. The Admiral of all Navy aircraft in Japan wants you in Atsugi, Japan for reassignment to the Seabees in the morning. Now, go pack your gear. An airplane will pick you up at 1400 hours. As much as it pains me to say this, 'good luck.'"

"Dear Dad, I am presently located at a bombed-out Japanese airbase near the foot of Mt. Fuji. It looks like I will be here for a while. I am assigned to Mobile Construction Battalion #2. The Battalion is to rebuild this facility as a reconnaissance/strike base for airplanes making attacks on North Korea. Please send text and guide books on building refrigerated storage warehouse facilities for 10,000 men. Oh, and by the way, Christmas is near, so please send your secret recipe for homemade eggnog."

(Continued from page 6)

“Hey *buddy*, let’s borrow the Lieutenant’s Jeep and go out in the country and find a Christmas tree. We can borrow an axe from the Carpenter’s Shop and tell ‘em we need to cut some surveyor’s stakes.”

“Lieutenant, please ask Mr. Doolittle to bring us a case or so of good bourbon the next time he goes into Tokyo for supplies. Our section wants to put on a Christmas Open House for the Officers of MCB 2 as well as the Base Commander and all his Officers.”

“Since enlisted men can’t have whiskey in their possession, we’ll hide the stuff in the plan drawer cabinet under the new Base Chapel Plans and Specifications. That building is not in line for construction until sometime next summer.”

Oh, good morning, Chaplain. Yes, we have the preliminary plans for your new chapel. You know the chapel is not to be built in this year’s projected construction schedule?”

“Yes, Chaplain, right here. And, oh you can see we’ve already gone into a great deal of detail concerning the Chapel. As part of what we anticipate the final details to include, these are bottles of sacramental wine for your use when the appropriate time comes for the first communion. And, by the way, do come to our Design and Drafting Section Christmas Reception for the Base Officers and Staff Officers.”

“*Buddy*, we’re going to have over a hundred officers at this party. What’ll we mix that much eggnog in? Good idea! I’ll get some extra mop buckets from the chow hall. We can mix and store the brew in the shower until we need it. It’s cold enough so the stuff won’t spoil, anyway...”

“Good evening, Captain. Welcome to our modest quarters. Yes, sir. The Christmas lights were provided by grateful Japanese vendors who appreciate the opportunity to provide men to build the new Officer’s Quarters building.”

“The tree, sir? You say you don’t have one in your quarters, sir? Did I understand you to say that all the fir forests in Japan are protected lands and are off-limits areas? No, sir. I don’t know how or where Mr. Yamada obtained that tree. Captain, why don’t we deliver this tree to your quarters in the morning so you and your staff can enjoy a tree at Christmas?

Consider the tree a gift from the Officers and men of MCB 2. That way, you and your staff will have a touch of home at Christmas time.”

“Yes, Lieutenant, *buddy* and I would appreciate using your Jeep after the party to return some of the left-over supplies to our friends off base. Yes, sir. We’ll be back before the midnight curfew. Yes, sir. We know the base has a zero admittance policy after midnight.”

“*Buddy*, we’re going to have to run the equipment gate at the far back side of the base. Look, it’s almost one o’clock. Think you can get through the gate without hitting the guard, and then make a quick right turn before he can get his rifle off his shoulder? The rifle is probably not loaded anyway. Ready? Let’s go!”

“*Buddy*, what are those flashing red lights? I had no idea the Shore Patrol would be working this side of the base at this time of night. Quick! Park under that overhang and turn off the lights. We’ll duck into the barracks and return for the Lieutenant’s Jeep in the morning.”

“Oh, hello, fellows! You Shore Patrol guys are certainly up and about early this morning. And thank you for finding the Lieutenant’s Jeep. Yes, we have a spare set of keys. Some party-goer must have over-indulged last night and not realized he took the wrong Jeep. The Lieutenant will certainly appreciate your diligence in locating his lost Jeep. No, I’m sorry. I don’t know if the loss was reported to the motor pool chief.”

“Lieutenant, thank you for making our Japanese Christmas possible. Thank you for having your friends come. And thank you for appearing on our behalf before the Captain in our defense of our being charged with the theft of a military vehicle.”

“Did the Captain enjoy his Christmas tree? He’s having the Admiral come in this next Saturday night for a reception and he wants us to come serve our eggnog? Do you think the Admiral wishes us to use our secret recipe? Oh, and Lieutenant, do you think the Captain will furnish his own mop buckets or do we bring our own?

[A bit late for this past Christmas and way too early for next., but I just found it and was too good not to reprint. Hope you enjoyed it... Scott]



## Cop Story....

Two policemen call the station on the radio.

"Hello, Sarge?"

"Yes?"

"We have a case here. A woman has shot her husband for stepping on the floor she had just mopped clean."

"Have you arrested the woman?"

"No sir. The floor is still wet."

**A boy asks his granny, 'Have you seen my pills, they were labeled LSD?'**  
**Granny replies, 'Forget the pills, have you seen the dragons in the kitchen?'**

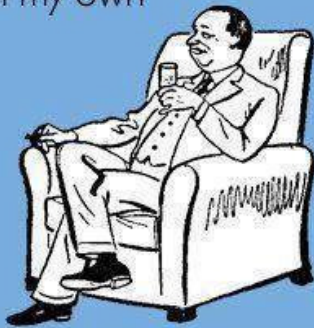
## Old Folks Driving

My neighbor was working in his yard when he was startled by a late model car that came crashing through his hedge and ended up in his front lawn.

"My goodness," he said with excitement. "You appear quite elderly to be driving."

"Well, yes, I am," she replied proudly. "I'll be 97 next month, and I am now old enough that I don't even need a driver's license anymore. The last time I went to my doctor, he examined me and asked if I had a driver's license. I told him yes and handed it to him. He took scissors out of the drawer, cut the license into pieces, and threw them in the wastebasket, saying, 'You won't need this anymore,' so I thanked him and left!"

I swear, if my memory was any worse, I could plan my own surprise party!



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## A True Friend

A man brings his best buddy home for dinner unannounced at 5:30 after work.

His wife begins screaming at him and his friend just sits and listens in.

"My hair & makeup are not done, the house is a mess, the dishes are not done, I'm still in my pajamas and I can't be bothered with cooking tonight! Why did you bring him home?"

"Because he's thinking of getting married."



WITH BEST WISHES  
TO THE SEABEES...  
90<sup>th</sup> BATTALION

"Gran'pappy would make a mighty handy man fer  
the Seabees... he kin qit things done in  
a jiffy."



# *Why The Services Can't Work Together*

**One reason the Services have trouble operating jointly is that they don't speak the same language.**

**For example, if you told Navy personnel to "secure a building," they would turn off the lights and lock the doors.**

**Army personnel would occupy the building so no one could enter.**

**Marines would assault the building, capture it and defend it with suppressive fire and close combat.**

**The Air Force, on the other hand, would take out a three-year lease with an option to buy.**



## **This is the history of the well-known five gallon Jerry can and how it was a major factor in WW II.**

Richard M. Daniel, Cdr, USNR (ret.)

During World War II, the United States exported more tons of petroleum products than of all other war materiel combined. The mainstay of the enormous oil and gasoline transportation network that fed the war was the ocean-going tanker, supplemented on land by pipelines, railroad tank cars, and trucks. But for combat vehicles on the move, another link was crucial—smaller containers that could be carried and poured by hand and moved around a battle zone by trucks.

Hitler knew this. He perceived early on that the weakest link in his plans for blitzkrieg using his panzer divisions was fuel supply. He ordered his staff to design a fuel container that would minimize gasoline losses under combat conditions. As a result the German army had thousands of jerry cans, as they came to be called, stored and ready when hostilities began in 1939.

The jerry can had been developed under the strictest secrecy, and its unique features were many. It was flat-sided and rectangular in shape, consisting of two halves welded together as in a typical automobile gasoline tank. It had three handles, enabling one man to carry two cans and pass one to another man in bucket-brigade fashion. Its capacity was approximately five U.S. gallons; its weight filled, forty-five pounds. Thanks to an air chamber at the top, it would float on water if dropped overboard or from a plane. Its short spout was secured with a snap closure that could be propped open for pouring, making unnecessary any funnel or opener. A gasket made the mouth leak proof. An air-breathing tube from the spout to the air space kept the pouring smooth. And most important, the can's inside was lined with an impervious plastic material developed for the insides of steel beer barrels. This enabled the jerry can to be used alternately for gasoline and water.

Early in the summer of 1939, this secret weapon began a roundabout odyssey into American hands. An American engineer named Paul Pleiss, finishing up a manufacturing job in Berlin, persuaded a German colleague to join him on a vacation trip overland to India. The two bought an automobile chassis and built a body for it. As they prepared to leave on their journey, they realized that they had no provision for emergency water. The German engineer knew of and had access to thousands of jerry cans stored at Tempelhof Airport. He simply took three and mounted them on the underside of the car.

The two drove across eleven national borders without incident and were halfway across India when Field Marshal Goering sent a plane to take the German engineer

back home. Before departing, the engineer compounded his treason by giving Pleiss complete specifications for the jerry can's manufacture. Pleiss continued on alone to Calcutta. Then he put the car in storage and returned to Philadelphia.

Back in the United States, Pleiss told military officials about the container, but without a sample can he could stir no interest, even though the war was now well under way. The risk involved in having the cans removed from the car and shipped from Calcutta seemed too great, so he eventually had the complete vehicle sent to him, via Turkey and the Cape of Good Hope. It arrived in New York in the summer of 1940 with the three jerry cans intact. Pleiss immediately sent one of the cans to Washington. The War Department looked at it but unwisely decided that an updated version of their World War I container would be good enough. That was a cylindrical ten-gallon can with two screw closures. It required a wrench and a funnel for pouring.

That one jerry can in the Army's possession was later sent to Camp Holabird, in Maryland. There it was poorly redesigned; the only features retained were the size, shape, and handles. The welded circumferential joint was replaced with rolled seams around the bottom and one side. Both a wrench and a funnel were required for its use. And it now had no lining. As any petroleum engineer knows, it is unsafe to store gasoline in a container with rolled seams. This ersatz can did not win wide acceptance.

The British first encountered the jerry can during the German invasion of Norway, in 1940, and gave it its English name (the Germans were, of course, the "Jerries"). Later that year, Pleiss was in London and was asked by British officers if he knew anything about the can's design and manufacture. He ordered the second of his three jerry cans flown to London. Steps were taken to manufacture exact duplicates of it.

Two years later the United States was still oblivious of the can. Then, in September 1942, two quality-control officers posted to American refineries in the Mideast ran smack into the problems being created by ignoring the jerry can. I was one of those two. Passing through Cairo two weeks before the start of the Battle of El Alamein, we learned that the British wanted no part of a planned U.S. Navy can; as far as they were concerned, the only container worth having was the Jerry can, even though their only supply was those captured in battle. The British were bitter; two years after the invasion of Norway there was still no evidence that their government had done anything about the jerry can.

My colleague and I learned quickly about the jerry can's advantages and the Allied can's costly disadvantages, and we sent a cable to naval officials in Washington stating

(Continued from page 10)

that 40 percent of all the gasoline sent to Egypt was being lost through spillage and evaporation. We added that a detailed report would follow. The 40 percent figure was actually a guess intended to provoke alarm, but it worked. A cable came back immediately requesting confirmation.

We then arranged a visit to several fuel-handling depots at the rear of Montgomery's army and found there that conditions were indeed appalling. Fuel arrived by rail from the sea in fifty-five-gallon steel drums with rolled seams and friction-sealed metallic mouths. The drums were handled violently by local laborers. Many leaked. The next link in the chain was the infamous five-gallon "petrol tin." This was a square can of tin plate that had been used for decades to supply lamp kerosene. It was hardly useful for gasoline. In the hot desert sun, it tended to swell up, burst at the seams, and leak. Since a funnel was needed for pouring, spillage was also a problem.

Allied soldiers in Africa knew that the only gasoline container worth having was German. Similar tins were carried on Liberator bombers in flight. They leaked out perhaps a third of the fuel they carried. Because of this, General Wavell's defeat of the Italians in North Africa in 1940 had come to naught. His planes and combat vehicles had literally run out of gas. Likewise in 1941, General Auchinleck's victory over Rommel had withered away. In 1942 General Montgomery saw to it that he had enough supplies, including gasoline, to whip Rommel in spite of terrific wastage. And he was helped by captured jerry cans.

The British historian Desmond Young later confirmed the great importance of oil cans in the early African part of the war. "No one who did not serve in the desert," he wrote, "can realize to what extent the difference between complete and partial success rested on the simplest item of our equipment—and the worst. Whoever sent our troops into desert warfare with the [five-gallon] petrol tin has much to answer for. General Auchinleck estimates that this 'flimsy and ill-constructed container' led to the loss of thirty per cent of petrol between base and consumer. ... The overall loss was almost incalculable. To calculate the tanks destroyed, the number of men who were killed or went into captivity because of shortage of petrol at some crucial moment, the ships and merchant seamen lost in carrying it would be quite impossible."

After my colleague and I made our report, a new five-gallon container under consideration in Washington was canceled. Meanwhile the British were finally gearing up for mass production. Two million British jerry cans were sent to North Africa in early 1943, and by early 1944 they were being manufactured in the Middle East. Since the British had such a head start, the Allies agreed to let them produce all the cans needed for the invasion of Europe. Millions were ready by D-day. By V-E day some twenty-one million Allied jerry cans had been scattered

all over Europe. President Roosevelt observed in November 1944, "Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German Blitz of 1940."

In Washington, little about the jerry can appears in the official record. A military report says simply, "A sample of the jerry can was brought to the office of the Quartermaster General in the summer of 1940."

Richard M. Daniel is a retired commander in the U.S. Naval Reserve and a chemical engineer.

## 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 713 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

Being a senior adult is having a choice of two temptations and choosing the one that will get you home earlier.

## Our Fallen Comrades

L.P. 'Pops' Burleigh	MCB 2	4/25/15
Wayne Kroger	CBMU 1804	5/9/15
Dan R. Mills	MCB 2	3/12/13
Pat Morris	CBMU 1/101	5/5/15
Ray F. Sonnen	MCB 2	3/21/15
Harold Wardenburg	CBMU 1	2015

*May they live on in our memories*

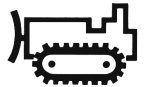


## Notes from our members:

From **Don McLain**: We would like to cancel our reservations to the hotel and reunion programs. Sorry for the inconvenience..... from **Gene Robinson**: Sorry about the delay. IRS and health problems have kept me busy. 81 years old now. Was with the original MCB 2. What happened to LCdr. McFarland? [I have no record of him, **Gene**]..... from **John Wilborn**: [I received the newspaper obit for Gladys Wommack. Thanks, **John**.] ..... from **Gene Staples**: My printer is not working,, Please use this enclosed for whatever [thank you!]. You are STILL doing a wonderful job. Please keep it up. [thank you for the encouragement, **Gene**]..... From **Don Jones**: Sorry I'm late. Maybe next year I will remember. Looking forward to the reunion..... from **Ron Landrum**: I don't know why I am always late. Must be the date on my driver's license [enclosed a check for dues and thanks]. Thanks for keeping us on board. I hope you all have a GREAT reunion this year! I won't be able to make it again..... from **Ray Sorrentino**: Enclosed is my check for dues [thanks]. Plus, we are still thinking about Branson. A lot depends on our health. If we don't make it, I hope you all have a good time. Give our best to everyone..... from **William Taylor**: I am enclosing a check for dues and 2 US flags and 1 coffee mug. Thanks [thank you, **William**]..... received dues from **Bill Wisnowski, Robert "Frenchie" Jandreau, Hank Benton, Les Keller, Jim Green, Philip Brunelle, Ralph Bokern, Pete Elliott, and Billy Partridge** [thanks to all]..... from **Al Erb**: I'm not sure of my status on dues and I hope this check gets me back on the "Good Guy List" [it does and thanks]..... from **Bennie Carlson**: I see I'm not on the Good Guy List, so I'm enclosing my dues plus some extra [thank you!]. Thanks for all you do as I enjoy the Seabees Newsletter..... from **Pete and Sylvia Williams**: We think of you often. You are head and shoulders above the rest. Take care and we love you both [thank you very much! A check for dues was enclosed.]..... received reunion reservations from **Rex Roark, Vic Jaccino, Pete Elliott and Chuck Chapman** [thanks]..... from **Peggy Mills**: I am just writing to let you know that my husband, **Dan R. Mills**, passed away on March 12, 2013. I appreciate all of the Newsletters in the past, but at this time I would like to request to have his name removed from the membership roster. Enclosed you will find my check for



a last dues payment covering 2014 and 2015. [thank you very much and we are sorry for your loss. I have added **Dan's** name to our Fallen Comrades column.]..... from **Gene Robinson**: Enclosed is the picture of the Pier & Pipeline crew [see page 6] I am #3, top left. Enclosed also is my check for dues and I would like an MCB2 coffee mug. Thanks. [thank you!]..... **Nita [Leonard] Hershberger**: Thanks so much for keeping on sending the Seabees Newsletter. I read it cover to cover. In memory of **Hersh [Leonard]**, I am enclosing a check for dues and a coffee mug. Use any left over for whatever is needed. I have been busy getting rid of our home here in Raton, NM My son, **Gary**, has moved me into his home. See my new address on the envelope. I try to keep in touch with **Stoney**. I can't hear on the phone anymore, so we write. You are doing a great job!! Love and blessings..... from **Jack Wilson**: I got the Newsletter a few days ago and I started reading it and just couldn't put it down. Then I noticed the Good Guys List and my name wasn't on it, so I thought I better get on the ball and send you a check. I am adding a little extra as I know it is needed [thank you very much!]. We can't make the reunion in Branson as I am taking care of my wife 24/7. Have a great time in Branson. I know you all will..... from **Dan Svendsen**: Whoops! Forgot to send my dues again! As they say, Better late than never! [thanks, **Dan**]..... from **Stoney Serrett**: I sure hope this letter will find you both well and enjoying life [we are! And thanks.] As for myself, I think I am doing well for my age... 90 years old. My family gave me a surprise birthday party November 25th. They gave me more things than I deserve, but I did appreciate all that they have done, such as doctor's appointments, etc. I still drive but not very much [see the story on page 6, **Stoney**]. I usually use most of my driving to my son **Darrell** and my daughter **Laurie**. I still have not given up on getting to Branson. My son said he would take me. [And a friend here in Georgia has a grandfather in Tennessee that was a WWII Seabee. I have invited them to come and meet some fellow Seabees. The grandson said he would take his grandpa. I hope they do come.] I noticed in your latest Newsletter that under "Lost Members", **Herbert Meade** is listed. Sad to say that **Herb** passed away several years ago. **Herb, "Pop" Burleigh** and I were close friends for many





years and I was sorry to learn that he had passed away. Also, you had listed **Roy Cone** and I do not have any information about him. He was also a dear friend and helped very much in keeping MCB 2 alive before you took over. All I know is that he was living in Seabrook, Texas near Houston. I am enclosing a check for dues [thank you very much]. Hoping you can keep MCB 2 “alive and well” for many more years. [Thank you, **Stoney**. I hope so too.] As always, I want to thank you and **Rachel** for all of the hard work in keeping MCB 2 ‘alive and well.’ One other thing, I was very sorry to learn about the passing of **Gladys Wommack**, who I admired very much for taking such good care of her husband **Jim** who, in my opinion, was a great person. Lots of love for you two..... from **Pat (Joyce) Badgett**: Enclosed is our registration form and a check for the Branson reunion. Last June, we attended the All Seabee Reunion in Port Hueneme and visited the Seabee Museum. We found **Pat’s** brick and even though the museum isn’t complete, we felt it was a worthwhile experience..... from **Alice (Ray) Sonnen**: Sorry we have been so late with the dues but **Ray** has been sick. He had a stroke on January 6, 2014 and could not use his right side. We kept him at home and he died March 21, 2015. I enjoy the Newsletter myself. Thanks for so many memories..... from **Bert Helms**: I was surprised to see where **Wayne Rewey** passed away. He was from Neenah, Wisconsin. That’s where I’m from. I went to school with **Wayne** and our parents even went to the same church. I knew him well and his brother who was killed in a motorcycle accident at an early age. His parents lived on the next block over from my home in Neenah. **Wayne** was one of the first guys I met as I got off the cattle car on the Hill at Cubi Point..... from **Dick (Jean) Skillicorn**: Enclosed is my check for dues for the next eight years. I’m definitely feeling optimistic! [thank you!] See you in Branson..... from **Bill Burns**: Hi, **Scott**. It was great talking to you. Enclosed is my check for dues [thanks] ..... from **George Gustin**: I enjoyed the WW II story about the “Jerry Can”. It brought back memories. How many times has an operator gone to start an older ‘Cat’ engine and no gas in the tank to start the pony engine. The gas in a “Jerry” can did the trick..... from **Susie Barnes [for V.H. Barnes]**: We’ve had reservations at the hotel since last December and are very excited to come [from south Texas]. Will some of the wives and guests be able to book other shows as a private group? I mean, when we’re not going to any scheduled events. [I tried to answer in the article on the first page.]..... and we have come to the end of another issue. That’s all the notes received and I hope you are getting ready for Branson. Send your reservation forms in and let’s have a really good reunion there. I’ll get this in the mail as soon as Pamela Bennett (Paul Schell’s daughter) proofreads it and corrects my mistakes. This Newsletter would not be near as good as it is without her eyes! Thank you, Pam. And I hope to see all in Branson! ... Scott

## Lost Members

I have lost track of so many members! Some of their Newsletters have been returned as “NFA” or No Forwarding Address. If anyone has information on the following, please let me know:

Dan Beran - CBMU 1/101 - Last known: Ilion, NY

Roy Cone - MCB 2 Last known: Seabrook, TX

Richard (Rik) Shafer - MCB 2 - Cdr., wife: Gigi, Auburn, WA

Many of you sent me updates on those members that I had lost track of and now that old list is up-to-date. Those listed above are lost and I cannot contact them. Can you help? If you live close to them, can you check obits or any info locally?

There are others that I have a mailing address for but no email address. If you have an email address and are not receiving this Newsletter online, please send me your email address. I can still send to both.

Thanks,

Scott Williams

[williash@aol.com](mailto:williash@aol.com)

## MAKE A NOTE!

### ADDRESS CORRECTION

Don ‘Ike’ Eminhizer

5848 E. University Drive, #1080

Mesa, AZ 85205

480-985-4944

CBD 1804; CBMU 1/101

Juanita R. Hershberger

627 Chisholm Trail

Waxahachie, TX 75165

You know you're into old age  
when you realize that caution  
is the only thing you care to  
exercise.



## Pontooners Delivered At Peleliu

Beginning on D-Day, September 15, 1944 and working thirteen days and nights without relief, Seabees of the 302nd Special Pontoon Detachment at Peleliu unloaded over 60,000 tons of materials from 100 LST's within a space of two weeks, according to Lt. Cdr E. P. Littlejohn, CEC, USNR, Officer in Charge of the unit during this period. The Seabees lived on C rations and frequently operated under machine gun and mortar fire.

When the first pontoon causeways were pushed into place, Cdr. Littlejohn revealed, they were less than 500 yards from a Jap machine gun nest.

After a week, the Seabees set up a temporary camp on the beach, near the shore end of the causeways. The only location we could get, the Commander recalled, was alongside a Marine howitzer battery. They fired intermittently both day and night. We didn't sleep too well.

During the first days ashore, the Seabees ate at the howitzer battery's field kitchen. But by the end of the week the pontoon detachment men had accumulated enough galley equipment not only to prepare their own meals but also to lay claim to the best galley on Peleliu. Their method was simple: They treated each departing Marine unit to a square meal and received spare field rations and cooking utensils from the grateful and always hungry Leathernecks.

The detachment is at Pearl Harbor awaiting a new assignment. His last memory of Peleliu, says Commander Littejohn, is that of a Marine strolling up one of the causeways leading a giant land crab on a leash.

### Amused

The sight of their Chief frantically searching for a helmet while under enemy fire kept a group of Seabees laughing so hard they light-heartedly declined to be rescued from the gasoline-laden barge which was the target of a Jap attack, admitted CMM Wilbur Robbins as he told how his men had stayed with their ship just off Peleliu Island. Robbins was in charge of a group of four pontoon barges the Seabees were using to haul ammunition, fuel and supplies from transports to the Marines fighting on the beach. The second night of the invasion, he recalled we anchored our barges off a reef near Bloody Nose Ridge. Just about sunrise, the anchor chain parted and a barge loaded with flame-thrower fuel and 100-octane gasoline broke loose and ran aground on the reef. I stayed 14

with the crew of the barge to see if we could work it free, but in about fifteen minutes the Japs on the island spotted us and started throwing mortar fire in our direction. I grabbed for my helmet but it was gone. I'd been lugging that darned helmet around with me for months, and the first time I really needed it, I couldn't find it! Just then, a boat came by and offered to pick us up, but the boys were in such a good humor from laughing at me, they decided to stay on the barge despite its exposed position and wait for the incoming tide. We remained there like clay pigeons in a shooting gallery for two hours while Jap mortars peppered away at us." Then the tide raised the barge high enough to float free and we moved out to safety.

### Almost but Not Quite

Japs at Peleliu made an ingenious attempt to destroy Seabee pontoon causeways. The Nips floated mines down with the current but Seabee demolition men waded into the surf and removed the detonators.

### His nickname is Click

John J. Gacek, MM3c, of CBD 1054 is henceforth going to be called Click and here's why..... Gacek and a pontoon barge crew drew a bead on what later proved to be a Jap Imperial Marine who apparently was trying to attach a mine to their barge. Gacek's mates fired his salt-crust carbine and it only clicked. A short time later, Gacek pulled up to fire at a rustling sound in the bushes because warnings had been issued of infiltrating Japs. The carbine clicked again and a frightened dog leaped out of the brush, bounded into the cab of a truck, spent the night and moved out. Note: Gacek's carbine is now in good order.

### Without Relief and Without Complaint

Melvin E. Merrill, SF2c, manned his sea-going filling station off Peleliu for 72 hours without relief in order to keep landing craft on the move toward the beaches. A commendation by his Officer in Charge cited his exceptional skill, outstanding devotion to duty, cool judgment under fire and in bad surf and tide conditions.

I used to think I was  
indecisive, but now  
I'm not so sure.

# The Good Guy List

## For 2015

Allan Alberg, Basil Arnold, Pat Badgett, Hank Bentsen, Frank Betonte, Ralph Binney, John Bloem, Ralph Bokern, Alexander (Cat) Borys, Bob Bowdler, Phil Brunelle, Dave Budworth, Wayne Bulgerin, Ralph Burnley, Bill Burns, Jim Cain, Elwin 'Shorty' Campbell, Pat Carey, Bennie Carlson, Frank (in memory of Mike) Castelveccchi, Ken Catchpole, Charley Chapman, Bob Colquhoun, Howard Cornwell, Ballard Credeur, Warren Culber-son, Arnold Daisy, Joe DeFranco, Jim DeKeyser, Tony DeLeon, Mary Dick (for all the Good Guys), Tom Dowd, Howard Doyle, Pete Elliott, Don "Ike" Eminhizer, Doug Emond, Al Erb, Norman Eveleth, Richard Farbo, Jack Foster, Claude Garcenot, Robert Gardner, Bob Graf, James Green, George Gustin, Gordon Gwathney, Pauline (for Charlie) Hagemann, David Haines, Roger Hamilton, Ruth (for Alex) Hamilton, Roy Harris, Bob Hart, Bert Helms, Mary (for Duane) Henrichson, Wayne He-ple, Althea (for Gerald) Herr, Juanita (for Leonard) Hershberger, Bob Hoare, Sam Holsomback, Charles Ingalls, Vic Jaccino, Mal Jaeger, Robert 'Frenchie' Jandreau, Sharon (for Larry) Jessop, Don Jones, John Jurkash, Charles Kangas, Duane Keech, Les Keller, Denise King (for her Dad, Don Truskey), Bill Knight, Betty (for Emil) Krygier, Ben Lally, Ron Landrum, Thomas Lightbody, Herb Liverman, Charles Loeffler, Dale Lundstrom, David Manley, Tony Marcella, James L. Marshall, Bob Marshall, Charles McCabe, Gene McDonagh, Don McLain, Bobby McMillan, Yvonne Fowler (for Bob Fowler) Meredith, Chuck Minert, Gary 'Mitch' Mitchell, Bill Morin, Pat Morris, Paul Muma, Rich Nelson, Opal (for Paul) Neusetzer, Billy Partridge, Mal Pearson, John Petronka, Ralph Presson, Gary Rawlings, Gerry Rice, Rex Roark, Gene Robinson, Dale Rogers, Tom Roy, C. Edner Rudolph, Vince Ryan, Paul Schell, Merle Schnepf, Jack Schrader, Stoney Serrett, Bill Sharp, Glenn Sisco, Joe Sit-kowski, Dick Skillicorn, Alice (for Ray) Sonnen, Ray Sorrentino, Gene Staples, Marian (for Clyde) Stenholm, Lucy (for Lee) Stevens, Stiles Stevens, Larry Stevenson, John Stock, Willis Struecker, Dan Svendsen, James Taylor, William Taylor, Judy (for

Richard) Todd, Dick Walters, Rodney White, John Wilborn, John Wilcox, Bill Wilcoxon, Raymond G. (Pete) Williams, Scott Williams, Jack Wilson, Bill Wisnowski and Gladys (for Jim) Wommack.

Everyone listed here has their dues paid at least through 2015, 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 April 4, 2015. There are currently 123 paid up members through 2015 from a mailing list of 214 and over 250 by email. If dues have not been sent for at least five years, they do not receive the Newsletter by mail. There are 704 names on the full member roster (21 pages).

The Newsletter is sent primarily by email. If you have an email address and are not receiving the Newsletter by email, please send an email to Scott at [williash@aol.com](mailto:williash@aol.com) (SW)

## 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](mailto: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.

\*\*\*

Web page: <http://mcb2seabeereunion.com/>

# MCB 2 Reunion Association, Inc.

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

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