

CBMU 593



THE MEN OF CONSTRUCTION BATTALION
MAINTENANCE UNIT 593

by Janie King
and
Phil Smith

This book is dedicated to our father, John William Smith, a member of the Construction Battalion Maintenance Unit 593 during World War II, and to our mother, Mary Esther Smith, who waited at home. With our love.

FOREWORD AND ACKNOWLEDGMENTS

The spirit of this project is in the memories of many special individuals. As children we used to look through our father's Navy footlocker, filled with uniforms, photos, and the smell of mothballs. Each Christmas, we watched as he sat for hours at the dining table, writing cards to all his Seabee friends. We knew these had been special times and special friends, although we also had an idea of their roots in the adversities of the war years.

When the CBMU 593 reunions began in 1980, we soon saw a difference in both our parents -- an excitement, an anticipation for the next gathering. In 1988 we met many of you at Oxnard, California, and were immediately welcomed into the group as another generation. We have seen the same excitement and anticipation in all of you, the same almost childlike enjoyment of each and every moment that you can be together. There is a love among you all that overcomes all differences, all barriers. We feel so fortunate to be included in this family of friends, we have been given so much by all of you; this is our attempt to give in return.

This project required the cooperation of each of you. It seemed a simple thing to put your answers into sentences and paragraphs. But we could never have anticipated the emotions and results that were involved: tears in the eyes, lumps in the throat, and chills up the spine. Many of you have shared moments that are so personal and that tell so much about the years you spent with each other. It has made working on this a real privilege, an opportunity to know each of you in a very special

way.

There are a few of you who went above and beyond when we needed information that we didn't have readily available. Vance Roy, Hubert Hutchinson, and, of course, John Smith, all came through with little bits of information that we needed, and with phone calls to the ones who were lagging. Bill Mascaro, A.D. Nutt, John Smith, and Vance with his Navy diary, all helped immensely with the chronological history of the Unit, and Bill, Hutch, and our father all provided many of their original photos.

I would be remiss if I didn't include my understanding family, as well. Skip has seemed to understand from the beginning my need to complete this. He has proofread time and time again for me, and encouraged me when the project seemed a little overwhelming. Our boys have never once complained, only looked at me with the look of, "She's at it again; wonder if she'll remember dinner sometime tonight?" And Skip's secretary, Nancy Eaton, has tried very hard to turn a pharmacist's limited typing abilities into the computer skills required by a top notch secretary. She's still working on it.

It has been a pleasurable experience. We have tried to be as accurate as possible. It is difficult to write about so many different people with so many different experiences. Perhaps the words written by Admiral Ben Moreell in the foreword to the book The Seabees of World War II best state our feelings about so many of you special people:

"Trying to capture the Seabees on paper is a little like

trying to describe a wildcat that has the skill of a master mechanic, the tenacity of a bulldog, the speed of lightning, the ingenuity of Thomas Edison, the humor of Bob Hope, and the dedication to duty of John Paul Jones."(1)

We, too, the children of the Seabees, are always anticipating the next reunion, and our next chance to renew our friendship with you all.

August, 1992

CONTENTS

	Page
Official Song.....	7
Official Motto.....	8
Official Insignia.....	9
A "Magical Creature".....	10
"JOIN THE NAVY".....	11
A Short History of the Seabees of World War II.....	12
A Short History of CBMU 593.....	21
Photographs.....	24
Biographies.....	41
Memories of the War.....	124
Story of the Reunions.....	159
Record of the Reunions.....	165
References.....	168

THE SONG OF THE SEABEES

Dedicated to the SEABEES Construction and Fighting Men
of the UNITED STATES NAVY

We're the Seabees of the Navy
We can build and we can fight.
We'll pave a way to victory
And guard it day and night.
And we promise that we'll remember
The "Seventh of December."
We're the Seabees of the Navy
Bees of the Seven Seas.

The Navy wanted men
That's where we came in.
Mister Brown and Mister Jones,
The Owens, the Cohens and Flynn.
The Navy wanted more
Of Uncle Sammy's kin.
So we all joined up
And brother we're in to win.

We're the Seabees of the Navy
We can build and we can fight.
We'll pave a way to victory
And guard it day and night.
And we promise that we'll remember
The "Seventh of December."
We're the Seabees of the Navy
Bees of the Seven Seas.

Lyric by Sam M. Lewis

Music by Peter DeRose

Copyright 1942 Civil Engineer Corps, United States Navy,
Washington, D.C.

OFFICIAL MOTTO

The official motto for the United States Naval Construction Battalions is "Construimus, batuimus," which is Latin for "We build, we fight!"(1)

Although there are many unofficial mottoes for the Seabees, many are familiar with the words, "The difficult we do immediately....The impossible takes a little longer."(1)

A Seabee is a Seabee for life, though, and faced at any time with a tough job, he will most probably respond with "CAN DO!"

OFFICIAL INSIGNIA

The official insignia for the Seabees was designed by Frank Iafrate, a civilian employee who was working at Quonset Point, Rhode Island, during the time the first recruits were being trained early in 1942.

The bee was chosen because of its natural industriousness and its tendency to become combative when disturbed. The insignia depicted "a furious, fighting bee wearing a sailor's hat and carrying a hammer, a wrench, and a Tommy gun." (1,3) The sleeves of its uniform bear the rating badges of a Gunner's Mate, a Machinist's Mate, and a Carpenter's Mate. The border of the design is a circular hawser. (3)

The design was officially adopted as the emblem for the new Construction Battalions on March 5, 1942. (1,3)



A "MAGICAL CREATURE"

Between the awkwardness of a soldier and the dignity of a Marine, there is a questionable character called a Seabee.

Seabees come in assorted sizes, shapes and weights, but all have the same code: To enjoy every second of every hour of every day, at work or play, and to protest by griping — their most beloved privilege — when issued an order.

Seabees are found everywhere: On top of, inside of, climbing on, swinging from, running around, or more likely than not, "turning to!"

Mothers and sweethearts love them, fathers are proud of them, brothers look up to them, sisters admire them, airdales dislike them, Company Commanders tolerate them and Chief Petty Officers drive them.

He likes: Liberty, leave, holidays, weekends, girls, chow, beer, movies, gedonks, swimming, pin-ups, sleep and comic books. He isn't too hot for: Duty nights, watches, taps, reveille, routine discipline, officers, drills or security heads.

A Seabee is a magical creature: You can chew him out but you can't get the work done without him. He is oftentimes dirty, unpolished and unkept, sometimes overbearing and many times reluctant.

A Seabee is a man of magical abilities: He can weld, build, drive, repair and fight: He can wreck or he can beautify and is known for making something out of nothing. Work never tires him nor does he seem to tire of it.

His motto is "can do," to which he has added "has done" and "did," this miraculous record being recognized in the form of "well done" by everyone from the commanding officer on down.

The average Seabee is a thick-headed individual of a variety of nationalities. He won't admit it anywhere to anyone, except in the defense of his Corps, that his is the best job in the Navy.

Without him, the fleet would have nothing to gripe about, Marines would have nothing to talk about — and history would have nothing to write about!

Author Anonymous

NAVY DEPARTMENT

BUREAU OF YARDS AND DOCKS

WASHINGTON, D. C.

JOIN THE NAVY

The Construction Regiment's

"SEABEES"

The "SEABEES" are the men who enlist in the Construction Regiment of the U. S. Navy to build the advance and mobile bases outside the continental limits of the United States.

The "SEABEES" will be thoroughly trained in military tactics and when assigned to duty will be able to engage in combat should the occasion arise.

The U. S. Navy has opened enlistments, with ratings, for men with construction experience for enrollment in Class V-6 of the Naval Reserve for assignment to headquarters and construction companies in a Construction Regiment. These headquarters and construction companies are comprised of mechanics, carpenters, electricians, power plant operators, blacksmiths, metalsmiths, drillers, divers, wharfbuilders, etc. Acting appointments are made to persons between the ages of 17 and 50 in various ratings up to and including Chief Petty Officer, depending upon the age, experience and other qualifications of the personnel enlisted.

The enlistment period is for the duration of the war. The salaries for these enlistments range from \$54.00 to \$126.00 a month and include housing, food, clothing, transportation, medical and dental care, and other incidentals to which enlisted personnel are entitled.

APPLY TO YOUR NEAREST NAVY RECRUITING STATION FOR INFORMATION, or communicate with Bureau of Yards & Docks, Room 1305 Navy Building, Washington, D. C., for an Application for Enlistment form.

Here is a real OPPORTUNITY for two-fisted, red-blooded Americans to serve shoulder-to-shoulder with the combatant forces in the "SEABEES," the newest arm of Uncle Sam's Navy.

A SHORT HISTORY OF THE SEABEES OF WORLD WAR II

The Seabees, members of the United States Navy Construction Battalions, abbreviated "CB," were first utilized during World War I, but only on an experimental basis. Construction of overseas bases was performed by civilians during peacetime; civilian contractors hired construction workers who were willing to work in remote areas. This presented a problem at the beginning of World War II when military personnel realized that the civilian workers had not been trained to fight and did not want to go to combat areas unarmed. The inappropriateness of the situation and their questionable status under the laws of war were demonstrated when Japanese troops captured and executed several workers on Wake Island in December, 1941.

The Navy turned to Rear Admiral Ben Moreell to supervise and organize units. Admiral Moreell had anticipated the outbreak of war and had begun organizing Civil Engineer Corps officers and other skilled officers who could supervise construction overseas.

January 5, 1942, began the recruiting that would result in formation of the Navy Construction Battalions. These men would soon be known as Seabees. The Navy Department officially approved the name and insignia in March, 1942.

Men from construction firms and labor unions were recruited -- demolition experts, steel workers, carpenters, electricians, surveyors, draftsmen, engineers, plumbers, truck and tractor operators, machinery repairmen and others. These recruits were skilled in trades but needed to be trained in Navy discipline and

defense and in jungle warfare. The two main training camps were at Quonset Point, Rhode Island, and at Port Hueneme, California.

As Commander Edmund L. Castillo reported, however, "Teaching military discipline to a gang of construction workers was something of a problem. They got the 'can do' idea right away, but the niceties of naval etiquette just never rubbed off on some of them."(1)

In fact, the Seabees remained less formal than the traditional Navy. There was told the story of one sentry who, when he challenged a shape in the dark, found himself conversing with the Admiral in charge. Impressed with the operation, the Seabee responded, "Well, it's a pretty good job, Bub. Don't louse it up!"(1)

The primary unit of the Seabees was the battalion, which was made up of approximately thirty officers and more than a thousand men. A commander or lieutenant commander of the Civil Engineer Corps led the battalion, which was then divided into four construction companies. A lieutenant headed each construction company. The battalion officer that held second in command was the executive officer.

Cooks, storekeepers and other non-construction soldiers made up a headquarters company. When several battalions were to be assigned to one area, they were organized into construction regiments. For very large operations, they were combined into construction brigades, each of which contained two or more regiments.

The Seabees soon became notorious for their ability to make do with what they could find. Any supplies or services that are obtained without proper requisitioning are described by the Navy as "cumshaw." The Seabees are recognized by all branches of the military as champion "cumshaw artists." As described by Commander Castillo, "...the Seabees that went into the Pacific...were ready for just about anything. If they needed something they hadn't brought with them, they built it. If they couldn't build it, they managed to 'borrow' it from the Army or from the Japanese. While the Army washed its socks in its helmet liners, the Seabees were building windmill-powered washing machines.... If they couldn't find insulators, they strung their electric wires on Coca-Cola bottles. When they had no electric sockets, they made their own out of tin cans. Other Seabees made drainage pipes, ice-cream freezers, and roofing out of empty oil drums, and engine gaskets out of letters from home."(1)

The first battalion of Seabees, the Bobcats, was assigned the task of building a fueling station for ships on the tropical Pacific island of Bora Bora in February, 1942. They erected Quonset huts, unloaded heavy equipment, and built roads. They built airfields and hangars, piers and dry docks under combat conditions and helped better prepare the way for the battalions that were to follow.

The Seabees were especially innovative and made a great contribution to the cause of the war in developing large steel pontoons that were then bolted together in varying shapes and

numbers, depending on the job at hand. They formed barges to ferry equipment ashore at the advanced bases. They were also used as causeways for unloading equipment from landing craft. The pontoons were used as piers and wharfs where needed. They were also used to construct floating dry docks so that damaged craft could be repaired, saving many vessels of all sizes that might otherwise have been lost.

The Seabees landed on Guadalcanal with the Marines in August, 1942, and immediately began lengthening and improving runways, allowing room for fighter planes to land and take off during the time they were working. They also surfaced the field with Marston mat, which is a metal pavement of interlocking strips of sheet metal. This allowed for immediate use of the airstrips.

More than once the Seabees found themselves ahead -- surveying, grading and paving an airstrip -- while the Marines were fighting the Japanese at the other end of the strip.

The Seabees on Guadalcanal were faced with numerous repairs of the airfields after Japanese attacks on the runways. They filled holes with coral and gravel, using helmets when they ran out of shovels.

Seabees also built ramps to meet landing craft and piers. They built roads connecting the airfields with the harbor. They built bridges to cross the rivers. They also repaired a Japanese power plant, which then supplied electricity for all the facilities. They built hospitals, machine shops and camp areas.

In Europe, Seabees contributed to the success of the Normandy

invasion in June, 1944, building pontoon barges that would carry the cargo loads of the LST through the shallow tide waters to the beach. They were an important part of Operation Overlord that initiated the invasion of France by the Allied forces.

The Seabees landed with the Marines in the June, 1944, fight for Saipan in the Marianas. Until July 9, they fought and performed emergency repair work in support of the Marines. Once Saipan was secured, they began the difficult task of developing a base there.

Guam and Tinian were the next islands targeted for invasion, vital parts of the Japanese supply line in the Pacific and key islands to their defense. The Seabees unloaded cargo and equipment for the Marines but also found themselves defending the beaches of Guam during the invasion.

The first job was developing Apra Harbor, building piers and breakwaters and developing the Orote Peninsula into an important naval base.

Tinian was the next island to be conquered. The Seabees helped develop a modification to the amphibious vehicles, called LVT (landing vehicle, tracked), that allowed the invasion troops to scale the coral and limestone cliffs of Tinian on the less well defended coasts. A heavy shelling of the island from the battleships and cruisers began the assault. Then the Marines and Seabees climbed the undefended cliffs in the modified LVTs, nicknamed "doodlebugs." The Japanese were routed from their positions, and the island was captured on August 1, 1944. This led

the way to construction of an air base that was within bomber range of Tokyo.

The construction of airfields on Tinian was one of the largest jobs completed by the Seabees. It meant reshaping the entire island, filling and grading, moving millions of tons of coral and soil so that the new B-29 bombers could land. They built six landing strips connected by miles of taxi ways and parking areas. They also had to build roads, housing and other construction projects for the support groups.

Seabee surveyors on Tinian faced difficult working conditions. Once a captain and his staff were examining an airfield site on the north of the island. A chief in the group happened to notice several Marine tanks with guns pointed directly at the group. One Marine looked out of the hatch of a tank and asked for identification. The answer was that they were Seabees planning an airfield. The advice from the Marine was to wait a few hours. The tanks were on the front line. The ground being surveyed hadn't been taken yet.

The airstrips were made from tightly packed crushed coral, slightly higher in the center for drainage, carefully rolled and graded. The Seabees stayed on, once the planes began using the airstrips, to maintain the strips and build better quarters for the bomber crews.

They also built asphalt plants on the island, improving the airstrips with water proof blacktop over the crushed coral.

In October, 1944, the United States landed in Leyte Gulf in

the Philippines. The Seabees began improving the harbor at once. Airstrips were constructed across the bay on the island of Samar where the soil was more suitable. A ship repair base was built, a hospital, a supply depot and a P-T boat base were constructed. However, the Seabees faced numerous air attacks on the base from the Japanese.

The next logical conquest was Iwo Jima, a volcanic island situated halfway between Saipan and Japan. The battle for Iwo began February 19, 1945, with a difficult fight. The Japanese had made miles of underground tunnels for retreat. When attacked by the Seabees and Marines, the Japs went underground.

As the troops began landing, the Japanese began emerging from their caves to fire on the landing beaches. Seabees were trying to ferry ammunition and supplies to the Marines and had difficulty even taking cover in the volcanic sands on the beaches.

They also were trying to move vehicles onto the beach and to higher ground, under fire from Japanese artillery.

The Seabees faced unique problems as they took over and improved the existing Japanese airstrips on Iwo. The volcanic island meant that steam rose as the sand and ash was moved. The ground was also warm to the touch in several places; special storage huts for ammunition had to be constructed. The underground tunnels also meant that surveying teams had to be escorted to protect them from Japanese snipers hiding out underground. And a further problem occurred when airstrips were built over undiscovered tunnels, leading to cave-ins when the heavy bombers

tried to land.

Seabees built housing for the troops and air crews. They worked to improve the harbor, and they constructed a fuel line and tank farm that allowed fuel to be pumped from ships in the harbor to storage tanks and then to tanks at the airfield.

The base on Iwo Jima allowed for emergency landing and repairs of the B-29s, and fighter support to escort the bombers on the long flights to Japan.

The final invasion of the war in the Pacific was launched from Leyte Gulf on March 27, 1945, against the island of Okinawa. The Seabees arrived after cruisers and battleships gunned and bombed the island. They set up barges for unloading equipment, helped carry wounded soldiers to hospital ships, cleared the beaches of mines and began building bridges, roads and airstrips. The Seabees completed permanent base facilities on the island shortly after the Japanese surrendered on September 2, 1945.

The Seabees had participated in the war from beginning to finish. "More than 150 Naval Construction Battalions, 150 Seabee Maintenance Units, 40 Special Battalions, and 125 Seabee Detachments -- 258,872 officers and men -- had bulldozed, blasted, shoveled and scraped the surface of the earth."(1) The Seabees had fought and built throughout the long war. They were cited by the New York Times as "the unsung heroes of the steam shovel and the monkey wrench, the men who build victory by sweat."(1)

Most Seabees of World War II were middle aged civilians who had been in the construction trades. They joined the Navy because

there was a war. They gave everything they had to their jobs. But most were civilians at heart, eager to return home once their jobs were finished.

Since the end of World War II, the Seabees have become a permanent part of the Navy, building airstrips and advanced bases in areas as widespread as Northern Africa and the Philippines, Greenland and the frozen bases of Antarctica.

A SHORT HISTORY OF CBMU 593

Construction Battalion Maintenance Unit 593 was formed when companies from the 139th and the 143rd Construction Battalions were merged. There were men from various basic training camps that were brought together. Some had been stationed at Camp Peary, Williamsburg, Virginia, some had been at Camp Endicott, Quonset Point, Rhode Island, and some were taken from Station Force in Williamsburg, where they had been running the camp as maintenance men and instructors.

Most of the members of 593 came together at Camp Hollyday in Gulfport, Mississippi, around the first of March, 1944. Here the men received advanced training and schooling in machine gun operation, machete practice, and physical assault instruction. They were trained for heavy equipment operation, electrical, mechanical, and refrigeration installation and repair, and many spent time working in ship's stores. Some also took a barge trip to Cat Island to install Marston mat on the beach. This experiment was scrubbed when fog rolled in and the planes were unable to land.

On March 11, 1944, the members of the Unit boarded a train and were shipped to Camp Rousseau at Port Hueneme, Oxnard, California. Here they received more advanced field training including fox hole digging and night maneuvering. Then, on April 22, 1944, the men boarded the S.S. Young America and headed toward Pearl Harbor and the South Pacific. The ship was a cargo ship converted to a troop carrier. It docked on April 28, 1944, at Iroquois Point, Oahu, Hawaii, across the channel from Hickam Field. The men had various

assignments, according to their training, but the goal was to get equipment unloaded from the cargo ships and placed at collection points for the various units, getting everything sorted and ready to be shipped to the islands.

Everyone boarded the troop ship S.S. Jean LaFitte on June 18, 1944, and headed for their destinations in the Mariana Islands. As the ship crossed the 180th meridian, the International Date Line, latitude 11 degrees 57 minutes, at 2245 hours on June 22, 1944, all of the men of CBMU 593 became Golden Dragons. The ship was detained in the Kwajalein Lagoon, Eniwetok Atoll, Marshall Islands, beginning June 26, 1944. The men stayed aboard the S.S. Jean LaFitte, waiting at anchor with about a thousand other ships until Guam, Tinian and Saipan were secured.

They left Eniwetok, still aboard the Jean LaFitte, on July 23, 1944, and arrived at an anchorage off Saipan on July 28, 1944. The Marines and the Fleet were still shelling, bombing and invading Tinian.

On August 2, 1944, the Unit landed on Tinian. A camp was set up in a sweet potato field, with everyone sleeping in pup tents. It was "pretty bad" when it rained, and it rained a lot, adding to the number of flies, bugs, and mosquitoes. The men worked twelve hour shifts for three weeks, unloading cargo from the ships. On August 29, 1944, the Unit was moved to North Field, at the opposite end of the island, where a permanent camp was set up, directly across the channel from Saipan. Tents were set up for maintenance and a chow hall. While the carpenters were setting up tents and

carrying lumber, other maintenance groups were working on plumbing, electrical systems, refrigeration, water purification, communications systems, sign painting, setting up a sewing shop and laundry facilities.

The heavy equipment men helped construct the 8500 feet runways on Tinian, using crushed coral and later adding asphalt topping, in anticipation of the B-29 bombers that were to use the island as a base within range of Japan.

On January 7, 1945, the Unit was divided: some were shipped to Guam and others to Saipan. Those sent to Saipan later rejoined the rest of the Unit on Guam. Men were shifted among the various islands, depending on their training and the jobs that needed to be performed. All of the camps were being improved with Quonset huts, warehouses, plumbing and electricity, and generally better facilities.

After the surrender of the Japanese, the men of the Unit were sent back to the States at different times, depending upon a rotational point system. Most left the Unit camp on Guam for a receiving station, then boarded a ship for the States where they were discharged and sent home by train. It had been a long journey for them all.

PHOTOGRAPHS

A portion of the following photographs were taken by CBMU Photographer Gordon Mersereau and contributed by Bill Mascaro. The other portions were contributed by John Smith and Hubert Hutchinson.



Construction Battalion Maintenance Unit 593
Port Hueneme, California; April 17, 1944



Officers of CBMU 593
Port Hueneme, California; April 17, 1944
L. to R.: Ensign P.J. Malarkey, Lt. L.A. Woodman
and Lt. Robert P. LaBouy



Chiefs of CBMU 593
Port Hueneme, California; April 17, 1944
Front Row L. to R.: Fenner, Wallett, Lake, Townsend,
Robertson, Brock and Lawson
Back Row L. to R.: Jenkins, Pruitt, Stelzig, Gibson,
Olson, Haggard, Armstrong and Erickson



Construction of Oil Tank, Gulfport, Mississippi; 1944



Barge Going to Cat Island, Gulfport, Mississippi;
February, 1944





CBMU 593 on Parade Ground at Port Hueneme, California



Bunks on Troop Ship on the way to Hawaii



Iroquois Point, Hawaii; 1944



The Gang Along the Road to Honolulu, 1944



Iolani Palace, Honolulu; May, 1944



Street Scene at USO, South Hotel Street, Honolulu;
May, 1944



S.S. Jean La Fitte That Took Us From Pearl Harbor to Tinian



Aboard S.S. Jean La Fitte Eniwetok



Imperial Domain of Golden Dragon Upon Crossing the International Date Line



Camp on Tinian



Camp on Tinian



LCT Unloading at Tinian Pier



"First Class" Road and Supply Compound



Our Camp and Shop With the Channel and Saipan in the Background



Abandoned and Bombed Sugar Mill



Japanese Plane and Hangar at North Field, Tinian



Japanese Tank That Our Guys Overhauled



The Japanese Generator That Powered Our Camp, and The
Guys That Rebuilt and Operated It



Headquarters, Tinian



Bill Mascaro With a Load of Mail on Tinian



Bill Mascaro and Otto Miller in the Mail Truck on the Breakwall



Two Lane Road with Breakwall Built by Seabees. Looking
Toward the End with Orote Point in the Distance



The OOD's Office at Camp Baxter, Named After John Baxter,
the Only Man We Lost



Name Tag from Camp Baxter



B-29s Flying Overhead



B-29 "Pleasure Bent"

BIOGRAPHIES

George E. Bailey was born on March 8, 1923, in Menlo, Kansas. He graduated from Menlo High School, and then attended Kansas Wesleyan University in Salina, Kansas, the University of Denver in Denver, Colorado, the University of Colorado in Boulder, Colorado, the University of Northern Colorado in Greeley, Colorado, and Adams State College in Alamosa, Colorado.

George met his wife, Doris Vivian Mosteller, at Kansas Wesleyan University in a popular college restaurant hangout. They were married on December 27, 1947, in the University Methodist Church in Salina, Kansas.

Prior to the war, George was a student at Kansas Wesleyan University. He enlisted in the Navy on September 15, 1942. His duties in the Unit included working with heavy maintenance equipment, and being in charge of transportation and the compound. He was rated Shipfitter First Class.

After his discharge on March 4, 1946, George went back to college until he graduated in May, 1949. He then began teaching and coaching in high schools. He has taught and coached high school basketball, football, baseball and track until the present, a total of forty-one years. He enjoys fishing, basketball, sports of all types, hunting and traveling in his spare time.

Doris was born in Seattle, Washington, and spent the years during the war as a high school student. She became an elementary and junior high teacher, then a history teacher. Most recently she has been a high school librarian and research librarian. She has many interests and hobbies, including history and the study of

history; the history of the Civil War; traveling; genealogy; studying social sciences; reading and collecting rare books; collecting antique globe butter dishes; exercise and sports, especially basketball; librarianship; and politics.

Doris and George have one daughter, Sharon Kay Corson, born on October 24, 1954. She is a University of Colorado at Boulder graduate in English and Communication. She is currently a homemaker and mother of two. She is very active in civic affairs.

The Baileys now live in Denver, Colorado.

Earl Robert Buelteman, Jr., was born on November 4, 1918, in St. Louis, Missouri. He attended Froebel Grammar School, Roosevelt High School, Brown's Business School, and Washington University in St. Louis.

Earl met his wife, Mary Elizabeth Thornhill, on a double date at her Senior Dinner Dance at Webster College. They were married on June 2, 1951, at St. Stephens Catholic Church in St. Louis, Missouri.

Prior to World War II, Earl was a billing clerk in an auto parts store, and was then a secretary at Oyster Shell Products Company.

Earl was inducted into the Navy on July 27, 1943. He was a Yeoman; his duties involved being in charge of the Courts and Boards. Some of his jobs included court reporting, dealing with personnel problems, maintaining service records, insurance, censoring of mail, and general typing of official correspondence, the news letter for the Unit, and reports to various commands, including the Bureau of Naval Personnel. He was discharged on April 22, 1946, after a three month tour of duty on the APA Merriweather as acting Chief Yeoman. He was rated as a Yeoman First Class.

After the war, Earl resumed work at the Oyster Shell Products Company. He resigned this position to attend Washington University, where he earned a bachelor's degree in 1952. He worked in insurance, and he then became the owner/operator of Clayton Car Wash. His interests include traveling.

Mary was born in St. Louis, Missouri, and spent World War II in school. She received her degree in Dietetics and did a year's internship at Miami Valley Hospital in Dayton, Ohio. She then worked as a therapeutic dietitian. Mary's interests also include traveling.

Mary and Earl have two daughters. Suzanne Rutledge, born on December 13, 1952, is a physical therapist. Barbara Able, born on January 10, 1957, earned her master's degree in Nutrition from Texas Woman's University and is a dietitian.

The Bueltemans continue to live in St. Louis, Missouri.

Arsema T. Callegan, known to his Seabee buddies as Cajun or Boog-a-tee, was born on October 25, 1917, in Bayou Goula, Louisiana. He attended Jefferson and St. Henry Schools, Irving Solomon High School, and Delgado Junior College.

Tom met his wife, Josephine Roser, after the death of Jo's mother, when she moved to live with her aunt, who happened to be Tom's best friend's mother. Jo was the girl next door whom Tom could never forget. They were married on November 18, 1939, in St. Henry's Church in New Orleans, Louisiana.

Prior to the outbreak of the war, Tom was employed as a textile machine operator and "fixer." He was inducted into the Seabees on August 25, 1943. While in the service he unloaded LST's and barges, performed various K.P. duties, and he also helped construct Quonset huts and administration buildings. He was rated as Carpenter's Mate Third Class.

After his discharge on March 12, 1946, he was a laboratory technician at Southern Regional Research Laboratory for the United States Department of Agriculture. Since retiring, he enjoys bowling, golf, fishing, reading, and "girls, women, and ladies, all in past tense."

Jo was born in Ponchatoula, Louisiana, and spent the war years mostly working as a chief cloth inspector for government orders. She also did a lot of letter writing and dancing (she is careful to qualify this by stating that she was always in the company of other wives). Her hobbies, according to Tom, include gardening, cooking, bowling, shopping, sewing, taking care of Toots (her name for Tom),

and Candy (the dog), not necessarily in that order.

In response to the question on children, Tom, with his usual sense of humor, replied that they have "none yet."

The Callegans now live in Metairie, Louisiana.

Leo M. Clinebell, now deceased, was born December 16, 1917, in Portsmouth, Ohio. Sometimes known as "Pokey" or "Slow Moving," he attended Portsmouth High School, and vocational schools for automotive and electrical training.

Leo was introduced to his wife, Mildred Hinson, by a neighbor. According to Mildred, the neighbor simply said, "Mildred, this is Leo; Leo, this is Mildred. Now you are on your own. Goodbye!" And Mildred "invited him in and the rest is history, I guess!" They were married in the Latonia Baptist Church in Covington, Kentucky, on September 3, 1960.

After his induction into the Navy on September 1, 1943, Leo was involved with heavy equipment repair. He was rated Machinist's Mate First Class.

Following his discharge from service on December 12, 1945, Leo was an over the road truck driver and then a mechanic for Trailway's Bus Company. His hobbies and interests included painting and artistic pictures, fishing, family gatherings, camping, dancing and being with friends. He was a member of the Thirty-second Degree Masons. Leo died on April 15, 1983.

Mildred, also known as Mimi, was born in Logan, West Virginia, and spent the war years in Houston, Texas, with her first husband, who worked as a carpenter in the Houston Yards. She has worked in drug stores, as a waitress and sales clerk, and as a dental assistant. Mildred enjoys sewing, cooking, dancing and camping.

Leo had two sons. Bill is a retired Marine who lives in Anchorage, Alaska, and has one daughter. Kenneth is a stone mason

and cement finisher who lives in Covington, Kentucky, with three sons.

Mildred continues to live in Covington, Kentucky.

Kenneth L. Cole, also known as "Ace," was born on July 20, 1927, in Monticello, Kentucky. He attended schools in Covington, Kentucky, and in Cincinnati, Ohio, and he also attended the University of Kentucky.

Ken and his wife Mary were introduced by a mutual friend. They were married on September 2, 1978, in Dayton, Ohio.

Prior to 1942 and the war, Ken was in school. He entered service in July, 1944. Some of Ken's jobs overseas were working in the carpenter shop and driving a water truck to help water down runways under construction. He was rated as Carpenter's Mate Third Class.

Ken was discharged from the Seabees in September, 1946. He entered the automobile business as a salesman and eventually owned an agency.

Some of Ken's hobbies and pastimes include collecting stamps, working with his sons, and spending time with his grandchildren.

Mary was born in Sparta, Greece, and spent World War II at home in Xenia, Ohio, with her parents. She worked for thirty-one years with the Kroger Company. She enjoys church activities and time spent with their family.

The Coles have three children. Kenneth Lee, Jr., was born on May 7, 1949, and works with the family company in Lebanon, Ohio. James Everett was born on August 6, 1951, and also works at the family business, OSI, Inc., in Centerville, Ohio. Ken's daughter Amy M. was born on April 5, 1954, and is a senior analyst with Reynolds and Reynolds in Dayton, Ohio.

The Coles now live in Dayton, Ohio.

William L. Conner was born on August 29, 1913, in Chariton, Iowa. He attended high school in Chariton, followed by a business college located in Sioux City, Iowa. Bill attended many schools while he was in the Navy, including the Great Lakes Naval Training Center Instructor School.

Bill met his first wife, Ruth Norman, now deceased, while he was Lieutenant of Protection for the Glen L. Martin Company in Omaha, Nebraska. At the beginning of the war, the company was building the B-26s, and Ruth became his secretary. They were married in 1942 in Gulfport, Mississippi. Ruth died in 1972.

After this loss, Bill married Bonnie Noltie on December 29, 1973, in Virginia City, Nevada. Bonnie and her husband, who had also recently died, had been friends with Ruth and Bill for years. Bonnie died in 1988.

Prior to the war, Bill had been in business sales. He then went to work for the Glen L. Martin Company in the Protection Department. He enlisted in the Navy in the fall of 1942. His primary duty overseas was to build Quonset huts on Hawaii, Tinian, and Guam. After the war, Bill remained in the Seabees, training recruits. He was rated Carpenter's Mate First Class, and then worked his way to Chief Petty Officer.

After his discharge in 1967, with twenty-five years in the Navy, Bill considered himself a Builder Chief, Retired. He built a retirement home in Lake Okoboji, Iowa, a resort community. He first went to work as a planner for the county, then became Civil Defense Director. He currently spends much of his time as

President of the Ritz Closet Seat Corporation, a company that manufactures a "seat for the entire family." The toilet seat has a ring for children that folds out of the lid, as well as a seat for adults. The company was recently sued by the Ritz Hotel Corporation in Paris, France, for the use of the word "Ritz." Bill's company won the suit and profited greatly from the publicity generated by a large corporation suing a small manufacturing company in Iowa.

Bill's hobbies and interests include fishing and various activities related to his business, including public speaking, both educational and humorous; selling; and describing and promoting his product.

Bill has one daughter, Beverly Munson, who is a housewife and operates a craft business in Omaha, Nebraska. He also has three stepchildren. James Norman is an attorney in Auburn, California, Carol Link operates a travel agency in Long Beach, California. And Patricia Miles buys and rents hardship properties in Gun Barrel City, Texas.

Bill now lives in Arnolds Park, Iowa.

Randall W. Dahl, known to his friends as Randy, was born on December 11, 1918, near Wheelock, North Dakota. He attended Whitman Elementary School, Stewart Intermediate School, and Lincoln High School. He also attended Knapp Business College in Tacoma, Washington, and the J.M. Perry Institute in Yakima, Washington.

Randy met his wife Ruth through mutual friends. They were married on April 2, 1965, in Chehalis, Washington.

Randy was working at E.I. Dupont, located in Dupont, Washington, when the war began. He was working as an operator on the black powder line and was "glad to get out of there!" He explains that the man he had worked with went up with 10,000 pounds of black powder after he left, so he felt his "ESP was working" for him. He was inducted into the Navy on September 26, 1943. Some of his duties included truck driving, plumbing detail and tagman for ensleys at air field compounds. This duty involved being a signal man for the picking up or lowering of a load on a "cherry picker" or loading crane. Randy was rated a Carpenter's Mate Second Class.

After his discharge in March, 1946, Randy was employed as a field representative for a feed company and a truck driver. He enjoyed participating in sports until he considered himself "over the hill," and he now enjoys reading, especially topics concerning military and Indian history. He also has worked on family histories in recent years.

Ruth was born in Versailles, Missouri, and spent the war years in school. She works as a supervisor for the Washington State Labor and Industries. She loves to shop for their grandchildren

and attends their Little League games. She enjoys reading and has a great feeling for her faith and its works.

Randy has three children. Rannell was born on April 17, 1947, and is an occupational therapist. Carolyn was born on April 28, 1950, and is a registered nurse. Luann, born on November 27, 1951, is also an occupational therapist. Randy also adopted three sons when he married Ruth. Richard, who was born on November 9, 1955, is a bank manager in Federal Way, Washington. Steve was born on August 8, 1957, and is a heavy equipment mechanic. And Brian, born on July 2, 1960, is a body and fender repairman.

Randy and Ruth now live in Centralia, Washington.

Wesley M. Davis was born on December 9, 1913, in Olustee, Oklahoma. He graduated from schools in Olustee and in Hale Center, Texas. He then attended Texas Technological College in Lubbock.

Wes met his wife Suzanne while they were at school. They were married on June 5, 1938, at the home of Sue's parents in Hale Center, Texas.

Prior to World War II, Wesley worked at a filling station and he did defense work. He was inducted into the Navy on August 25, 1943. Among the various duties he was assigned in the Unit were carpenter work and making a "station wagon" out of Woodman's jeep. He was rated Carpenter's Mate First Class.

Wes was discharged from the Seabees on December 10, 1945. He went home to Hale Center and began farming. He is very active in the community, serving on various farm boards, on the board of a small community hospital, and for many years on the school board. Among his many hobbies and interests are golf, fishing, traveling, bowling and attending many sporting events.

Sue was born in Hale Center, Texas, and spent the years during the war keeping books for her father at a grain elevator and traveling whenever possible. She enjoys golf, bridge, church activities, and is active in many of the small town events that occur in Hale Center.

Sue and Wesley have three children. Their daughter, Daphne Ashburn, was born on December 10, 1947, and is a social worker with the Texas Department of Health in a program known as the Maternal and Infant Health Improvement Act. She is also an area

representative for the Unwed Mothers Home in San Antonio, helping to arrange adoptions. Their twin sons are Alan and Arden, born on December 27, 1955. Alan is a postal worker. Arden has returned to college to continue his education.

Wes and Sue continue to live in Hale Center, Texas.

Troy K. Everhart, also known as T.K., was born on April 7, 1907, in Tacoma, Washington. He attended Oakland Elementary School,

Troy met his wife, Florence Louise, through a cousin who lived in San Francisco, California. They were then married in San Francisco.

Prior to his years in World War II, Troy was a logger, and pile butt and bridge carpenter. Some of his duties in the Navy were working cargo on the beach at Tinian, attending pumps on the tank farm, and helping to dismantle sugar mills. He was rated Carpenter's Mate First Class. He was discharged in October, 1945.

After the war, Troy was employed again as a pile butt and bridge carpenter, and as a maintenance mechanic for RCA Communications. His hobbies and interests include anything that requires working with tools.

Florence was born in Wellington, Kansas, and spent the war years working on defense parts for Tri Pac Company in San Francisco, California. She includes in her interests cooking, keeping house, and reading.

The Everharts now live in Eugene, Oregon.

William J. Fitzpatrick was born on January 5, 1923, in Brooklyn, New York. He attended Assumption Grammar School, Brooklyn Technical High School, and New York University.

Bill goes to great length to explain meeting his wife, Anne. Bill was with his brother when they saw Anne McCarron sitting with an old classmate. In his words, he has "never recovered." They were married in Assumption Church, Brooklyn, New York, on September 18, 1948.

Prior to entering the Navy, Bill was a laborer; he worked in shipping and warehousing; and he was a mechanical and electrical assembler.

Bill was inducted into the Seabees on October 25, 1943. He was a heavy equipment operator, and held the electrical generator watch. He was rated a Machinist's Mate Second Class.

After discharge from the Navy on December 22, 1945, Bill was involved with Mechanical and Electrical Assembly Research and Development; he was a New York City Police Officer; he was employed with the Corporate Safety Department for Pan Am; and he is now a licensed professional engineer. His interests include serving the poor and visiting his children and grandchildren.

Anne was born in Brooklyn, New York, and spent the war years employed in the Hotel St. George in Brooklyn. She lists her occupation as cashier. She has at least one difficult task on her list of interests -- keeping Bill honest. She also spends time serving the poor and enjoys being with their children and grandchildren.

Anne and Bill have two sons. Barry Joseph was born on September 7, 1949, and is a high school principal in Baltimore, Maryland. William John was born on October 13, 1952, and is the District Attorney in Syracuse, New York.

The Fitzpatricks now live in Cocoa Beach, Florida.

James A. Gaddy was born on November 14, 1920, in Tuscaloosa County, Alabama. He attended Pine Bluff, Ettica, and Gorgas Schools in Tuscaloosa County.

Jim met his wife, Alice Gilreath, at their place of employment. They were married on July 21, 1951, in Columbus, Mississippi.

Prior to 1942 and the war, James worked as a welder in Detroit, Michigan. He also sawmilled for a time in Alabama. He enlisted on August 4, 1942. Some of his jobs in the Seabees included truck driving, maintenance work, and instructing in sawmilling. James entered the service in the 36th Battalion. When the battalion was broken up, he was sent to Camp Peary, Virginia, where he helped build the base. At the beginning, there were only twelve barracks and one mess hall for the entire battalion. By the time he left, the base that they were building covered several acres. He left the Navy rated as Carpenter's Mate Second Class.

After his discharge on May 19, 1945, he returned home to become a plumber and electrician, and a heavy equipment operator. He enjoys fishing and bird hunting as pastimes.

Alice was born in Lamar County, Alabama, and spent the years during the war in school. She is employed as a plant worker at American Olean Tile. Her hobbies and interests include fishing and taking care of their grandchildren.

Alice and Jim have two sons. Marvin Billy Gaddy was born on August 7, 1953, and is an electrical contractor in Tuscaloosa, Alabama. James Rodney Gaddy was born on February 18, 1965, and is

Maintenance Foreman at a company in Northport, Alabama.

Jim and Alice now live in Fayette, Alabama.

John F. Gera was born on December 27, 1915, in Mammoth, Pennsylvania. He attended the Pleasant Unity public schools, and Whitney Catholic School for two years.

John married his wife Gloria on March 4, 1978, in Sparta, New Jersey.

Before the war years, John worked farming. He also mined coal and then began construction work, building homes.

After his induction in August, 1942, John had several duties in the Unit. He was a carpenter, building Quonset huts and cabinets. He also helped to blast rock and coral. He was rated Petty Officer Third Class and Officer First Class.

John was discharged on December 28, 1945. He returned to building homes in the construction industry. He loves baseball and horse racing, and he and Gloria enjoy polka dancing.

Gloria was born in New York and spent the war years in high school. She is a dental assistant. Her interests include gardening and painting shirts.

The Geras have six children. James was born on May 19, 1942, and is a sales representative. Denise P. Saint was born on September 11, 1952, and is a nurse. Janice Norris was born on June 16, 1954, and is a teacher. John Perdisatt was born on February 14, 1957, and is a fireman. Barbara Armstrong was born on April 18, 1960, and is a teacher. And Ann Klein was born on December 23, 1967, and is a personnel manager.

John and Gloria now live in Pleasant Unity, Pennsylvania.

Meyer R. Giller was born on September 2, 1912, in Omaha, Nebraska. He married Sarah Andres on December 30, 1940, in Dallas, Texas.

Before the war years, Meyer was employed as a traveling freight agent for Universal Carloading and Distributing Company. He was inducted into the Navy in September, 1941, and spent most of his time with store keeping duties. He was rated as Storekeeper Second Class in the Unit.

His occupation after the war was with the City Sewing Machine Company in Dallas, Texas. His hobbies and interests include golf.

Sarah was born in Dallas. She and Meyer have two children, Mel Giller and Judy Hunt.

Meyer and Sarah continue to live in Dallas, Texas.

Hugh Fredrick Guilford, known as Fritz, was born on December 4, 1911, in Mendon, Missouri. He attended Rural Elementary and Hale High School in Hale, Missouri, and Utilities Engineering Company in Chicago, Illinois, in 1939.

During the summer of 1931, Fritz accompanied a friend on his Harley-Davidson motorcycle, following the harvest from Missouri to Canada. While the two of them were working in South Dakota, Hugh met Lottie E. Granstrom. They were married on July 1, 1933, in the Roslyn Lutheran Church in Roslyn, South Dakota.

Prior to the outbreak of the war, Fritz was employed by the Battenfeld's Grease and Oil Company, from 1934 through 1940. He then worked as an engineer for the Remington Arms Company in Lake City from 1940 through 1942.

Fritz was inducted into the Navy in October, 1943. For six months he was stationed in Pearl Harbor, delivering supplies to other military units. On Tinian, he operated the sea water desalting equipment. On Guam, he helped with the construction of the Seabee camp. He was rated Machinist's Mate First Class.

After his discharge in November, 1945, Fritz was employed installing heating and air conditioning equipment for six years. For the next six years he worked as a General Motors Facility Engineer. He then was employed for nineteen years as an engineer for the Bendix Corporation. After his retirement, Fritz enjoys hunting, fishing, gardening and traveling.

Lottie was born in Webster, South Dakota. She spent the years during the war teaching in a day care center in Alameda,

California. Her hobbies and interests include music and theater. Lottie returned to college in the 1960's, majoring in music and speech. She received her master's degree in Education in 1972. She then directed a church day care center.

Lotti and Fritz celebrated their fiftieth wedding anniversary on July 1, 1983, and they are hoping to make their sixtieth anniversary on July 1, 1993. Fritz stated that he enjoys the many people that he served with in the Seabees, and the many, many experiences that he had.

The Guilfords had four children. Their first-born, Naomi Mason, was born on March 11, 1934, and is an interior designer. Sandra DeVore was born on May 22, 1939, and is a writer. Their son Al was born on April 26, 1940, and is employed selling and servicing computers. Reta Dantzscher was born on September 5, 1941, and was a secretary until her death on January 13, 1974.

Lottie and Fritz now reside in Kansas City, Missouri.

Robert A. Harrell, now deceased, was born February 26, 1912, in Selma, Alabama. He was known to his friends as Bob.

Bob met his wife, Ottie Stewart, while she was working in Lane's Drugstore. They were married on June 19, 1948, in Columbus, Mississippi.

Prior to the war, Robert was a welder at Pullman Standard Plant in Bessemer, Alabama.

After his induction into the Navy, Bob was with construction and welding crews in the Seabees. He liked to collect treasures and was sometimes known as "The Junk Man" while he was overseas. He was discharged from service in 1945.

After the war, Bob was employed as a welding supervisor. He died in 1984.

Ottie was born in Centerville, Alabama, and spent the war years as a telephone operator with South Central Bell.

Although Ottie and Bob had no children of their own, they raised two of their nieces, Sharon and Renee, who lived with them from childhood. They still love him and miss him, and they and their families have talked about him as "the greatest 'Unk' that ever lived."

Ottie now lives in Bessemer, Alabama.

William N. Headley was born on August 12, 1925, in Manorville, Pennsylvania. He attended Arnold High School in Arnold, Pennsylvania, and then went on to study at Indiana University of Pennsylvania and Boston University Seminary.

Bill met his wife, Lois M. McLaughlin, when they attended the same church. They were married on May 15, 1946, in Manorville, Pennsylvania.

He was inducted into the service on October 27, 1943, just out of high school. He spent his time overseas doing various jobs: working as a stevedore, building pontoon boats, working in the rigging loft, working at the tank farms on Tinian, and working in the tire shop. He was rated Coxswain, Third Class Boatswain's Mate.

After being discharged on April 20, 1946, Bill worked at Allegheny Ludlum Steel, Braeburn Tool Steel Company, and West Penn Power Company. After becoming a minister and counselor, he was Pastor of the United Methodist Church.

Bill's pastimes include thirty years working with the Boy Scouts of America. He also enjoys fishing, gardening, and woodwork and wood carving.

Lois was born in Braeburn, Pennsylvania, and spent the war years finishing school and working in Washington, D.C., for the government and at Walter Reed Hospital. She occupies her time being a housewife and Pastor's wife. Her hobbies include reading, embroidery, and church work.

Lois and Bill have two children. Randall Walter was born on

March 9, 1948, and is a United Methodist Pastor. Their daughter, Patricia Lo, was born on August 5, 1950, and is the office manager for a physician.

The Headleys now live in Rural Valley, Pennsylvania.

Bernard Henricks, known as Hank, was born on June 1, 1922, in Napoleon, Ohio. He attended school through the third grade in Delta, Ohio.

Prior to his war experiences, Hank was a cowboy on the Circle M Ranch near Victorville, California, in the high desert.

Hank was inducted into the Navy in 1942. He was a construction mechanic, repairing and maintaining the equipment used for heavy construction overseas. He was rated First Class Petty Officer, and after eight years in the reserves following the war, he became a Chief Petty Officer.

After his discharge from the Unit in 1946, Hank returned to the States to continue as a construction mechanic. He has worked all over the United States on most of the super highways, repairing and servicing caterpillars, cranes, cement mixers, and other heavy equipment. He is still working at the age of seventy years.

His favorite pastime involves buying and restoring antique bulldozers.

Hank has been married four times, but has had no children. He claims one hundred eighty-five girlfriends. He has given up on marriage, and states that now he takes "shack up jobs" that last a couple of years or until it is time for him to move on with his construction employment.

Hank now lives in Bellevue, Ohio.

Alexander Herald was born on October 18, 1914, in Paterson, New Jersey. He attended parochial schools in Paterson.

Al met his wife, Florence Donnellan, now deceased, when her sister introduced them. They were married on September 21, 1938, in Paterson.

Before the war years, Al was employed by a wholesale distributor, helping to distribute newspapers throughout the city in a timely manner. He was inducted into the Navy on September 2, 1943. He states that he did K.P., guard duty and "whatever else they said." He was rated Seaman First Class.

After his discharge on November 18, 1945, Al returned to his job as a newspaper distributor. He enjoys traveling, especially to the countryside and winter trips to Florida.

Florence was born in Paterson, New Jersey, and spent some of the years during the war as a postal worker. She retained this occupation after the war.

Al has three children. Robert was born on November 8, 1943, and is a priest in St. Mary's in Austin, Texas. John was born on July 15, 1950, and is a police sergeant in Paterson, New Jersey. Their daughter, Marion, was born on July 23, 1952, and was trained in nursing, but has since continued her education and become a malpractice attorney.

Al now lives in Elmwood Park, New Jersey.

Clarence J. Heywood, better known as "Heywood," was born on July 3, 1914, in Scribner, Nebraska. He attended Country School District 44, a boarding school at Columbus, Nebraska, and then Scribner High School.

Clarence met Bonita I. Brandt at a country dance hall in Ridgely, Nebraska. They were married on June 4, 1935, at St. Rose of Lima Church, in Hooper, Nebraska.

Heywood was born and raised on a farm southwest of Scribner, Nebraska. Prior to the war, he worked in a department store, he worked for Hooper Telephone Company and as a foreman for a construction company. He later worked in a shipyard in Portland, Oregon, building the LST's and Baby Air Craft Ships that were to play an important role in the Allied effort during the war.

Heywood was inducted into the Seabees on September 23, 1943, where he performed many jobs, most in the electrical field. He was an Electrician's Mate First Class.

After being discharged on December 13, 1945, in St. Louis, Missouri, Heywood owned a tavern for twenty years. He also was Postmaster in the town of Hooper, Nebraska, for twenty years.

Among Heywood's hobbies and interests are playing golf and breeding and raising Pug dogs. He has shown his dogs in many dog shows.

Bonita was born in Hooper, Nebraska. She lived with her parents on a farm near there during the war. She operated a beauty shop for several years. She enjoys crafts, bridge, and playing golf.

The Heywoods have two children. Marlene Ann Mellies was born on November 23, 1939, and is a registered physical therapist. Their second daughter, Rosanne Marie Pierce, was born on August 26, 1946, and is a secretary.

Clarence and Bonnie continue to live in Hooper, Nebraska.

Clyde R. Holmes, known as Holmsie, was born on January 23, 1911, in Stoughton, Massachusetts. He attended Drake School and Kimball School.

Clyde met his wife, Ethel M. Anderson, while he was moving furniture for a friend. They were married in Stoughton, Massachusetts, on October 16, 1938.

Before the war years, Clyde was employed as a truck driver. He worked for the J.W. Wood Elastic Webco. He then worked for the Stoughton Water Department and as a fire department call man.

Clyde was inducted into the service on September 15, 1943. His duties included keeping the generators going, electrical work and truck driving. He was rated Electrician's Mate Second Class.

After his discharge from the Seabees in November, 1945, Clyde returned to Stoughton to become a fire fighter. His interests include small engine repair, woodworking and traveling.

Ethel was born in Brockton, Massachusetts, and spent the years during the war working. She has been a factory worker for Shawmut Mills. She enjoys knitting and crocheting, and reading as pastimes.

Ethel and Clyde have two children. Karen E. Osborn was born on April 2, 1947, and is employed at Pope Air Force Base, North Carolina. Clyde R. Holmes, Jr., was born on May 22, 1951, and is a welder and carpenter.

Ethel and Clyde now live in Hope Mills, North Carolina.

John J. Hruby, Jr., now deceased, was born on July 6, 1921, in Marguerite, Pennsylvania. Known sometimes as Smiling Jack, he graduated from high school in Cleveland, Ohio.

John met his wife, Helen M. Vargo, at a Christmas party at the home of his aunt and uncle. They were married on October 25, 1947, in St. Benedict Church in Marguerite, Pennsylvania.

Before the outbreak of the war, John worked for one year in the CCC camp at Galeton, Pennsylvania. He then spent two years as a car repairman for the Pennsylvania Railroad in Pitcairn, Pennsylvania.

John was inducted into the service on August 26, 1943. He was rated Shipfitter Second Class.

After his discharge on December 9, 1945, he worked for twelve years again for the railroad as a car repairman. He became a rural mail carrier for the United States Post Office and held this position for twenty-four years. He enjoyed bowling, baseball, football, gardening, reading and watching television. John died on October 4, 1980.

Helen was born in Graceton, Pennsylvania, and spent the years during the war working as a clerk in a department store. She enjoys sewing, gardening, walking, needlework, making rugs, reading, writing letters, and entering contests.

Helen has four children. Raymond was born on August 28, 1948, and is an osteopathic physician. Helen Marie was born on July 17, 1954, and is a secretary. Loretta was born on April 23, 1960, and is a sales clerk for J.C. Penney. And Anastasia was born on April

11, 1962, and is a bank teller.

Helen now lives in Whitney, Pennsylvania.

John Huff, known to many of his friends as Jack, was born on February 5, 1925, in New Haven, Connecticut. He attended the New Haven public schools and the Delhi Agricultural College in Delhi, New York.

Jack met his wife Agnes at the home of a relative. They were married on August 3, 1963, in Greenwich, Connecticut.

Before the outbreak of the war, Jack was in school. He was inducted into the Navy in August, 1943. Among his various duties were storekeeper, powder monkey helper, and bulldozer operator. He was rated Coxswain in the Unit.

After his discharge in April, 1946, Jack was self-employed in the Huff Ice Cream business based in Sidney, New York. It has become a thriving family business.

Agnes was born in Switzerland and spent the years during the war on a small farm in Switzerland, attending school. She has enjoyed being a homemaker. Among her interests and pastimes are Scrabble, cooking and knitting.

The Huffs have three children. John P. Huff and Paul Franz Huff are both employed in the family ice cream business. Their daughter, Lili Ann Huff, is a third year student at Potsdam College.

Jack and Agnes now live in Gilbertsville, New York.

Hubert W. Hutchinson, known to all as "Hutch," was born on January 7, 1925, in Kunkle, Ohio. He attended Kunkle High School.

Hutch met Mary Ensign while he was cruising her town. He claims to have picked her up on the highway. However, the truth is that they knew of each other while in separate high schools. They were married in the Alvordton Methodist Church in Alvordton, Ohio, on April 11, 1948.

The time before the war was school time for Hutch. He was inducted into the service on August 26, 1943. Some of the duties he performed were K.P. and carpentry. He was then taken out of the carpentry shop and placed with Charles Lawson's group to help with various projects. He was rated Petty Officer. When discharged, he was Carpenter's Mate Third Class.

After his discharge on April 5, 1945, Hutch worked in a factory hanging back and front doors on delivery trucks. Many of the trucks used by Marshall Fields in Chicago and by the Omar Bakery all over the Midwest were manufactured in this factory. He next became the assistant manager for the Sinclair Oil Company's stations on the Ohio Turnpike. In 1962, he entered a large insurance agency. In 1978, he was able to buy out his two partners; he sold this interest in 1986, and began an insurance agency on his own, which he still operates from his home.

Among many pastimes, Hutch enjoys traveling and photography. It is to his credit that we owe the initiation of the reunions of CBMU 593. His photographic skills are evident at each reunion -- Hutch always is with camcorder in hand.

Mary was born in Hicksville, Ohio. She spent the war years in high school and cosmetology school in Fort Wayne, Indiana. From 1946 until 1976 she was a managing cosmetologist. She then quit to become the Director of the Williams County Board of Elections. Her favorite pastime is shopping, according to Hutch. She also enjoys time spent with their grandchildren and traveling.

Hutch and Mary have two daughters. Cynthia Boyer was born on February 13, 1949, and is a secretary in a telephone office. She is the mother of two daughters and one son. Sandra Hillard was born on November 22, 1956, and is a high school English and business teacher. She has one daughter and one son, and two stepsons.

The Hutchinsons now live in West Unity, Ohio.

Harry A. Johnson was born on October 10, 1912, in Staten Island, New York. After graduation from high school, he attended the American Institute of Banking.

Harry met his wife Helen, now deceased, in church when they were children. They grew up friends, and as they grew older, they realized that their friendship had grown. They were married on April 6, 1940, in the Ascension Episcopal Church in Staten Island, New York.

Prior to World War II, Harry was employed by W.J. Byrnes and Company, a customs broker. He was a clerk and customs house floor man.

After his induction into the Navy on July 23, 1943, Harry was given "all of the nasty boot camp jobs." He was then sent to Yeoman School. He was rated Yeoman Second Class.

Harry was discharged on November 25, 1945. He became a teller at the Richmond County Savings Bank. He was later promoted to Branch Manager and then Assistant Vice President. Since his retirement, Harry enjoys house fixing, gardening, golf and all sports. He also is active in the Masonic Lodge.

Helen was born in Staten Island, New York, and spent the war years caring for their first son and working for the New York Telephone Company as a representative. Harry describes her as a top notch cook and baker. She loved to sew and knit, and she was active in their church and the church organizations. Helen died on March 5, 1987.

Harry has two sons. Robert A. was born on November 6, 1942,

and is a chemical engineer for the Clorox Company. David K. was born on September 16, 1946, and is employed in the Bond Department of an insurance company.

Harry now lives in Davis, California.

Raymond H. Johnson was born on November 11, 1908, in Meriden, Connecticut. He attended local schools and then graduated from the Virginia Military Institute in June, 1931.

Ray met his wife, Jane W. Parsons, through mutual friends. They were married on June 19, 1937, in Richford, Vermont.

Prior to the war, Ray was an engineer for the Southern New England Telephone Company. He was inducted into the Navy in July, 1943, and was the Executive Officer of CBMU 593. He achieved the rank of Lieutenant.

After his discharge in February, 1946, Ray returned to the Southern New England Telephone Company as an engineer.

Jane was born in Sutton, Quebec, Canada, and spent the years during the war caring for their three daughters that were born prior to the outbreak of the war. She is a registered nurse.

The Johnsons have four daughters. Lee was born on February 23, 1938. Andrea was born on March 25, 1942. Wilma was born on September 30, 1943. And Susan was born on February 2, 1948.

Ray and Jane continue to live in Meriden, Connecticut.

James C. Koliha was born on May 21, 1925, in Cleveland, Ohio. After high school, he received a bachelor's degree in Business from Bowling Green State University, in Bowling Green, Ohio.

Jim was introduced to his wife Pat by a mutual friend. They were married on April 14, 1951, in Cleveland, Ohio.

Prior to the war, Jim was in school and held several summer jobs. He was inducted into the Seabees on August 16, 1943. Some of the duties he performed were as camouflage instructor, and he did work in construction, in the carpenter shop and with rock crushers. He was rated Carpenter's Mate Third Class.

After his discharge on April 4, 1946, Jim went back to school to earn his degree at Bowling Green. He then was employed by the C & O Railroad, beginning in 1950. He worked in Purchasing, Accounting, Treasury, Finance, Data Systems, and Marketing over a period of thirty-five years. He retired in July, 1985. Since then, his interests have included woodworking, traveling, being a part time business consultant, and golfing.

Pat was born in Cleveland, Ohio, and spent the war years finishing high school. She then worked for the Navy Department in Cleveland, Ohio. She enjoys being a housewife and grandmother. Her pastimes include sewing and traveling. She also has a catering business with their daughter Mary Beth.

The Kolihas have two daughters. Mary Beth Protzman was born on December 12, 1957, and is a mother and housewife, with a part time catering business. Kathy Farrell was born on April 23, 1963, and is a restaurant manager.

Jim and Pat now live in Baltimore, Maryland.

Leslie G. Kyle, known to his friends as Les, was born on May 27, 1924, in Southgate, Kentucky. He attended Highlands High School in Fort Thomas, Kentucky.

Les met his wife Shirley in grade school. They were married on December 28, 1945, in Fort Thomas, Kentucky.

Before the war and his military experience, Les was in school. He went into the Seabees in 1943. He performed several duties while overseas, including truck driving, demolition, operating jack hammers, and baking. He left the Navy in 1946 as a First Class Seaman.

After the war Les was a steel fabricator. Shirley's father had begun a steel fabrication business seventy-two years ago. Shirley and Les now own the business, Harvey Brothers, that specializes in rolling angles, rings, bars, plates and tanks. Les tries to enjoy life, and is interested in work, church, golf, playing cards, and enjoying friends.

Shirley was born in Covington, Kentucky, and spent the years during World War II attending college. She considers her occupation as being a housewife. She enjoys touring, time spent with friends, golf, and walking.

Shirley and Les have five children: Chuck is forty-five, Roger is forty-three, Leslie Ann is forty, Marsha is thirty-six, and Steve is twenty-nine years of age.

The Kyles continue to live in Fort Thomas, Kentucky.

Charles D. Lawson was born on April 28, 1916, in York, Nebraska. He attended schools in Lincoln, Nebraska, and also participated in a correspondence course in architectural engineering.

Charlie met his wife, Joe Ann Good, through church functions. They were married on January 5, 1945, in Omaha, Nebraska.

Before the war years, Charlie was a carpenter. On August 12, 1942, he was inducted into the Navy. He was a teacher of Primary Technical Training. He also lists as a job description "Midnight Requisitions." He was rated Chief Carpenter's Mate while in the Seabees.

After discharge on December 20, 1945, Charlie was a carpenter and general contractor. Among his hobbies and interests are fishing and working in his shop.

Joe Ann was born in Omaha, Nebraska, and spent the war years working for the OPA in Portland, Oregon, and for Standard Oil Company in Omaha, Nebraska. She was later the Assistant Vice President of a savings and loan, and "a wonderful housewife," in Chuck's words. She enjoys reading, sewing and traveling.

Charlie and Joe Ann have four children. Nancy Jo is their forty-six year old daughter, Randy Jay is forty-two years, Candice Jane is thirty-nine years, and their son Steven Jon is thirty-seven years old.

The Lawsons now live in Cody, Wyoming.

Donald H. Lusher was born on June 30, 1925, in Latchie, Ohio. He attended Lake High School and Walbridge High School.

Don met his wife Shirley on a blind date. They were married on December 23, 1945, in St. Lusas Lutheran Church.

Prior to the war, Don worked in a grocery store. He was inducted into the service on August 26, 1943. He was a Yeoman in the Seabees, and drove a truck at Pearl Harbor. He was Yeoman Third Class when he was discharged on March 12, 1946.

After the war, Don owned and operated a supermarket in Walbridge, Ohio. He is presently a bank director, holding this position for the last twenty-two years. His hobbies include golf, bowling, traveling, and enjoying their seven grandchildren.

Shirley was born in Toledo, Ohio, and spent the war years as a registered nurse at Riverside Hospital. She was in charge of the maternity department. She now considers her chief occupation to be a housewife. She enjoys crafts, church work and spending time with their grandchildren.

Shirley and Don have two daughters. The older daughter, Linda Cutler, was born on November 8, 1949, and is an elementary school teacher, teaching the third grade. Their younger daughter, Karen Daughtery, was born on November 24, 1951, and is a special education instructor in Gettysburg, Pennsylvania.

The Lushers continue to live in Walbridge, Ohio.

Philip J. Malarkey, now deceased, was born on December 13, 1919, in Pottsville, Pennsylvania. After graduating from Pottsville Catholic High School, he attended Villanova University and Pennsylvania State University.

Phil met his wife, Ann C. Boyle, while at college. They were married on November 6, 1943, in Hazleton, Pennsylvania.

Prior to his war experience, Phil worked during his school years in his father's music store. Upon graduation from Villanova, he worked at the Kentucky Dam of the Tennessee Valley Authority.

Phil enlisted in the Navy in January, 1943, and attended the Notre Dame Midshipmen's School. He was an Ensign in the Navy and was promoted to Lieutenant prior to his retirement from the Reserves. One of his assignments in the Seabees was legal, for which he had no legal knowledge or training. He had many laughs over the situation in later years.

Phil was discharged from active duty in March, 1946, but elected to stay in the Reserves until the 1950's. As a civilian, he was President of Malarkey's, Incorporated, Treasurer of Transvideo Cable Company, Vice President of Miner's National Bank, and was involved in real estate. He enjoyed reading, travel, and deep sea fishing.

Ann was born in Hazleton, Pennsylvania, and spent the first portion of Phil's absence waiting for their first child to be born. She lived with her mother and with Phil's parents during the war. Her interests include teaching special education, sewing, and choral work.

The Malarkeys had five children. Philip J., Jr., was born on November 18, 1944, and is a civil engineer in sales. William was born on March 8, 1947, and is also a civil engineer, employed as a bridge specialist. Ann was born on April 12, 1950, and is an environmental engineer and an undergraduate in civil engineering. James, their fourth child, died at birth in 1953. Pat, born on October 12, 1959, is a systems engineer for Perot Systems.

Ann continues to live in Pottsville, Pennsylvania.

Leslie K. Martin was born on May 4, 1925, in Illinois. He graduated from Greenway High School in Coleraine, Minnesota, and from the University of Minnesota in Minneapolis in 1951.

Les met his wife Bettye in Harriman, Tennessee, thirty-two years ago while he was working for the Mead Corporation. They were married on June 2, 1990, in Harriman.

Prior to the outbreak of the war, Les was in school. He entered the service on August 25, 1943. Some of his duties in the Unit were K.P. and heavy equipment operation. He was rated Seaman First Class.

After his discharge on April 12, 1946, Les returned to school to become a mechanical engineer. He then was employed in the management of a paper manufacturing operation. In his spare time Les enjoys golf, bridge, jogging and traveling. He is active in his church, holding the positions of clerk and treasurer; he is also active in civic and political organizations. For several years he headed the local Red Cross in Harriman and was a scoutmaster for a troop of Boy Scouts in Sylva, North Carolina.

Bettye was born in Harriman, Tennessee, and spent the war years in elementary and high school. She is an educational psychologist and teacher. Her interests include bridge, golf and travel. She is the church organist, has played with a dance band, and enjoys helping underprivileged children.

Les has two daughters. Betsy Martin was born on February 4, 1948, and is a teacher. Linda Blood was born on March 10, 1952, and is a social worker. Bettye is the mother of twin boys.

Les and Bettye now live in Owensboro, Kentucky.

F. William Mascaro, Jr., was born on June 4, 1919, in Mayville, New York. He attended schools in Mayville, in Painesville, Ohio, in Lake View, Dunkirk, and Westfield, New York.

Bill met his wife Martha at a corn roast on Chautauqua Lake, New York, and married her on April 12, 1946, in Westfield, New York.

Prior to the war, Bill worked in a lumber yard for five years. He then began working for the New York Central, Penn Central and Conrail Railroad.

In August, 1943, he was inducted into the Navy. He was a mail censor and the mailman for the Unit. He was rated Mailman Third Class.

After his discharge on March 2, 1946, Bill was an operator for the railroad and a train dispatcher. He worked for the New York Central, Penn Central and Conrail Railroad system for a total of forty years. His hobbies include painting black and white photographs.

Martha was born in Warren, Pennsylvania. She spent the years during World War II as a clerk in a food store. She enjoys knitting as a hobby.

Bill and Martha have a daughter, Pamela, born on September 16, 1947. She is a secretary living in Texas with her two sons.

Bill and Martha now live in North Olmsted, Ohio.

Loyal F. Maxon, Sr., was born on March 14, 1925, in Berlin, New York. He graduated from the Berlin Central Elementary and Berlin High Schools.

Loyal met his wife, Marvis E. Sweet, when she was employed as a telephone operator. They were married on September 29, 1946, in Grafon, New York.

Before the war, Loyal was employed part-time by a wood turning company, and he also worked for a floral company. He was inducted into the Navy on August 14, 1943. In the Unit, he was a truck driver and he had many duties with mess hall work. He was rated as a Machinist's Mate Third Class.

Loyal was discharged on April 6, 1946. He returned to New York to drive charter buses, and he was Supervisor of Berlin for twelve years. Among his interests are camping and traveling.

Marvis was born in Pittstown, New York, and spent the years during the war in school. She was employed as a telephone operator. Marvis also enjoys camping and traveling, and spends many hours with their twelve grandchildren.

Marvis and Loyal have six children. Gloria Jean was born on August 16, 1947, and is a school teacher. Their first son, Loyal F., Jr., was born on December 26, 1948, and is employed as a truck driver. Gary R. was born on April 9, 1951, and works as a salesman. Their third son, Randy G., was born on June 17, 1952, and is employed in mobile home servicing. Wayne J. was born on August 8, 1956, and is an auto parts salesman. And Dean A. was born on September 21, 1961, and works as a truck driver.

The Maxons continue to live in Berlin, New York.

Mario F. Mazzocchi was born on March 1, 1921, in Chicago, Illinois. He attended John Cregar Grammar School and Manley High School.

Mario met his wife Emma through mutual friends who introduced them. They were married on June 5, 1949, in Chicago, Illinois.

Before the war, Mario was a machinist for Gas Well Equipment Company. He was inducted into the service on August 11, 1943. In the Seabees, he was a carpenter. He left the Navy on January 22, 1946, as a Carpenter's Mate Second Class.

He returned to Gas Well Equipment Company, which was bought out by Liquid Carbonic. He was a plumber by trade before his retirement. He enjoys general handy work as a pastime.

Emma was born in Chicago, Illinois, and spent the years during the war working at a defense plant, making gun sites. She now considers herself retired, and has time to enjoy bowling and ceramics.

Mario and Emma have two sons. Their first, Mario F., Jr., was born on May 14, 1956, and is a store manager. Paul A. was born on August 6, 1960, and is an account executive with Nabisco.

The Mazzochis continue to live in Chicago, Illinois.

George A. McKinnon, known to his friends as "Bud," was born on September 30, 1925, in Aberdeen, Scotland. After graduating from Henry Snyder High School in Jersey City, New Jersey, he graduated from Rutgers University.

Bud met his wife Effie in the tenth grade of high school. They were high school sweethearts. They married June 15, 1946, in Jersey City, New Jersey.

Bud graduated from high school in June, 1942, and was inducted into the Navy on September 3, 1943. Some of the duties he performed overseas were to build Quonset huts, drive a dump truck, and perform K.P. duties. He was rated as a Seaman First Class.

After his discharge from the Seabees on April 5, 1946, Bud worked for the Prudential Insurance Company. He retired from Prudential in October, 1985, after forty-three years with the company. His hobbies include golf and working in stained glass.

Effie was born in Bayonne, New Jersey, and spent the years during World War II working for a bank in Jersey City. Since her retirement, she enjoys learning to play the organ and golfing.

The McKinnons have three children. Their daughter Barbara was born on September 29, 1948, and is an administrative assistant. Kenneth was born on March 30, 1952, and is a truck driver. John was born on June 17, 1957, and is a distribution manager.

Bud and Effie now live in Lake Hurst, New Jersey.

Gordon B. Mersereau, sometimes known as "Foxy," was born on November 22, 1920, in Waldwick, New Jersey. He attended Rutherford High School. He received a bachelor's degree in Industrial Engineering from Fairleigh Dickinson University and a master's degree in Business Administration from Seton Hall University.

Gordon met his wife, Jean O'Brien, now deceased, at their place of business. They were married on July 17, 1948, in the East Orange Women's Club.

Prior to the war, Gordon was a draftsman in telephone communication. He was inducted into the Navy on October 16, 1942. In the Seabees, he was a communication instructor, a photographer, and he helped with electrical installations. He left the service as an Electrician's Mate Second Class in January, 1946.

Gordon's occupation after the war was as a Senior Engineer with A T & T, Company. Among his many interests are a Lionel train collection and layout, golf, trap shooting, time spent with his grandson, and traveling. He also enjoys fishing, and on April 23, 1992, he hooked the fish of a lifetime, an eleven-hundred pound great white shark. At thirteen feet, two inches in length, it is the largest ever recorded in the Florida Keys. It was caught after a two and one half hour battle with an eighty pound line aboard the Jeni-Lynn out of Key Colony, Florida Keys. Scientists are still conducting studies on this rare catch.

Gordon's wife Jean was born in Orange, New Jersey. She was an executive secretary. She enjoyed her family, gardening, homemaking and traveling. After thirty-four very happy years together, Jean

died on April 2, 1982.

Gordon has three children. Brian B. was born on April 1, 1957, and is a criminal investigator with the County of Sussex, New Jersey. Bruce G. was born January 7, 1959, and is a member of the United States Army. Maryanne was born January 31, 1962, and is a school teacher.

Gordon now lives in Nutley, New Jersey.

Otto J. Miller was born on September 6, 1915, in Venturia, North Dakota. He attended schools in Venturia.

Otto met his wife Kathleen through a friend. They were married on October 17, 1943, in Lodi, California.

Prior to the war, Otto worked in the wineries of Northern California. He had arrived in Lodi on December 3, 1937, "holes in my shoes and darn near homeless." He was able to find part time jobs until he was offered employment in the fall of 1940 by Shervan-Jones, Incorporated, a locally owned winery. He was hired as a production clerk in the bottling department, a good opportunity for the times.

In 1942, Otto became business agent and secretary-treasurer of the Winery and Distillers Union. This learning experience was interrupted by World War II.

He was drafted into the Navy on October 19, 1943. His duties in the Unit were primarily in the Officer of the Day's Office. Otto credits his assignments in the Seabees to his on-the-job education in the wineries. He achieved the rating of Coxswain Third Class.

After his discharge on December 5, 1945, Otto returned to Lodi, looking for an outdoor occupation. He happened to meet the owner of Maco Gas Company, a propane gas company, and was hired because he was a veteran. He began learning the propane business, digging ditches by hand and plumbing in the lines. The company grew quickly because people were buying appliances after the war. Within six months, Otto was moved to service and sales. The owner

also graciously decided to "dole out stock to five men, without the cost of one dime. I was one of the five." Due to the death of the owners, Otto became Vice President and Manager of the company. Maco later merged with the large company Pargas, Incorporated. The pressures of big companies were evident, but Otto stayed until he retired in 1980, thirty-four years and a long way from the young man with holes in his shoes. Among his hobbies and pastimes since retirement are fishing and traveling, especially on short excursions, enjoying the scenery of the areas.

Kathleen was born in Foreman, Arkansas, and spent the years during the war working as a grocery clerk in Lodi, California. She continued grocery work after the war, and also became a photo technician. She enjoys camping, fishing, sewing, and gardening.

The Millers continue to live in Lodi, California.

A.D. Nutt was born on February 9, 1921, in Harlow, Arkansas. He attended a two room school at Harlow School and he attended Bearden School.

A.D. met his wife, Alice G. Coleman, during their school days. They were married on July 3, 1940, in Bearden, Arkansas.

Prior to World War II, A.D. helped on the family farm, he worked in a sawmill, in a furniture factory, and he was employed by the Arkansas Power and Light Company.

After enlisting in the Navy on September 22, 1943, A.D.'s primary duties involved electrical work. He was rated Electrician's Mate First Class. He was discharged in Memphis, Tennessee, on December 23, 1945.

After the war, A.D. returned to work for the Arkansas Power and Light Company. He retired in 1986 after working for the company for forty-four years. He enjoys fishing, hunting, photography, and church activities.

Alice was born in Bearden, Arkansas, and spent the war years at home with her parents, raising their daughter. She has enjoyed being a housewife.

The Nutts had two children. Eva Adeline was born on March 15, 1944, and is a florist and homemaker. Their son, Jerry Travis, was born on January 31, 1949, and was a lineman with Arkansas Power and Light until his accidental death in 1991.

A.D. and Alice now live in Little Rock, Arkansas.

William Robert Richardson, known to many of his friends as Sad Sack, was born on June 18, 1925, in Marion, Ohio. He attended high school in Hawthorne, New Jersey, and later attended Cooper Union Junior College where he was trained in silk screening.

Bob met his wife Rosella on a blind date. After three years of dating, they were married on July 15, 1956, in Marion, Ohio.

Before the war, Bob worked for the Erie Railroad Round House in Jersey City, New Jersey. He did various jobs, including wiper, oiler, and fireman. Bob pointed out that in these days they were working on steam engines.

After his induction into the Navy on August 25, 1943, Bob had various duties. Along with many other Seabees, he had his share of K.P. and guard duty. He also was a truck driver. It was during these Seabee days that Lieutenant Robert LaBouy gave Bob the nickname of "Sad Sack." He was rated Seaman First Class.

Bob returned to the railroad after his discharge on April 6, 1946. He worked for the Erie Railroad Maintenance Away, in Jersey City, working on steam lines and plumbing. In 1948, he entered an apprenticeship in masonry. Then from 1956 through 1970 he went into the contracting business in Marion, Ohio. He and Rosella own and operate the Mid-Ohio Paper and Supply Company. Bob enjoys ham radio operation as a hobby.

Rosella was born in Marion, Ohio, and spent the years during the war with her family on a farm. She helps Bob with the paper products company that they own, and enjoys reading and sewing in her spare time.

The Richardsons have three children. Peggy Wood was born on August 5, 1951, and has a bachelor's degree in Social Work. John was born on August 11, 1955, and is a brick mason. And their second son Mark was born on September 17, 1956, and is a production associate with Honda Motor Company.

Bob and Rosella continue to live in Marion, Ohio.

Vance Roy was born on March 14, 1925, in Jeannette, Pennsylvania. He graduated from Jeannette High School in 1942.

Vance met his wife Gloria in school. They were high school classmates. They were married on April 19, 1947, in the Sacred Heart Church in Jeannette.

Prior to 1942 and the outbreak of the war, Vance was a part time helper on a furniture truck, spending his summers and Saturdays working.

Vance was inducted into the service on August 25, 1943, at the tender age of eighteen. His duties were varied, including K.P.; laborer, digging ditches and working a cement mixer; working as a stevedore at the beach heads, unloading materials and supplies from ships; driving trucks, hauling potable water; and working as a plumber and pipe fitter. Vance also worked on a procurement detail. "Every morning we were given a list of material that was needed and our job was to tour the island and 'procure' it." This was a natural ability for most Seabees, it seems. Vance was rated Shipfitter Third Class.

After being discharged from the Navy on December 20, 1945, Vance returned to his job as an apprentice at the Westinghouse Electric Company, and graduated from their Trades Training Program in 1950. He was employed by Westinghouse as a plumber, then as Maintenance Foreman, and then as a member of the Plant Engineering Department. He retired in 1985 as Manager of Plant Engineering at Westinghouse Research and Development Center. His interests include the Lions Club, for which he was secretary for twenty-five

years, and the Senior Volunteer Program at the Westmoreland County Community College. He is active in the program in tax counseling for the elderly conducted by the Internal Revenue Service, and in Medicare-Medicaid Insurance counseling sponsored by the Jeannette District Memorial Hospital.

Gloria was born in Herminie, Pennsylvania, and spent the years during the war at business college and at Seton Hill College. She then worked as a secretary at Westinghouse Research Laboratories and later as a secretary for an insurance agency.

The Roys have three children. Vance Alan was born on January 11, 1948, and is a Certified Public Accountant. Marla Jeanne Olzewski was born on March 15, 1954, and is a mental health and mental retardation specialist. Cheryl Lynne Howard was born on March 22, 1956, and is employed as a soils scientist.

Vance and Gloria continue to live in Jeannette, Pennsylvania.

Richard W. St.Clair was born on July 12, 1920, in Columbus, Ohio. After completing high school, he was an apprentice toolmaker with the Timken Company. From February, 1942, until August, 1942, Richard was an instrument maker for the Pearl Harbor Naval Yard.

Richard was inducted into the Navy on October 20, 1943. He attained the rating of Machinist's Mate First Class. He was discharged from the Seabees on March 5, 1946.

After the war, Richard graduated from a four year technical school in Chicago, Illinois. He was later employed as an electrical technician for Ohio State University. Since his retirement, he has more time to enjoy his hobbies of golf, amateur radio, and hunting.

Richard's wife Patricia was born in Newark, Ohio, and spent the war years in elementary and junior high school. They were married on May 29, 1965, in Lancaster, Ohio. Patricia is employed as a supply technician at Newark Air Force Base.

The St.Clairs have two children. Christa L. was born on June 14, 1966, and is a computer technician. Richard D. was born on June 22, 1967, and is employed as a contract specialist.

Richard and Patricia now live in Heath, Ohio.

Courtney D. Scott, now deceased, was born January 18, 1918, in Lakeview, Texas. Known as Scotty or Cort, he graduated from Lakeview High School and the University of New Mexico.

Courtney met his wife, Cleo White, at a University of New Mexico club party. They were married on December 22, 1946, in Albuquerque, New Mexico.

Before the outbreak of the war, Courtney was a member of the United States Engineers in New Mexico. From 1940 through 1943 he worked in the Panama Canal Zone. He was inducted into the Navy on August 21, 1943, and was rated Carpenter's Mate First Class.

After being discharged on February 3, 1946, Courtney was employed as a civil engineer for the A.E.C. and then he was employed by Westinghouse. He enjoyed hunting and fishing and was active in his church.

Cleo was born in Albuquerque, New Mexico, and spent the years during the war in high school and the university. She is a housewife who has many interests. She enjoys china painting, oil painting, and ceramics; she participates in church activities and enjoys time with her grandchildren.

Cleo has three children. Lieutenant Colonel Courtney Denny Scott, Jr., was born on October 19, 1947, and is a physician in the United States Air Force. Nancy Cross was born on May 1, 1955, and is an equities analyst and broker, as well as a housewife. Stan Scott was born on July 22, 1957, and is an engineer.

Cleo now lives in Richland, Washington.

John William Smith was born on August 3, 1912, near Whitesville, Indiana. He attended Whitesville Grade School, Union Township Montgomery County Schools, and Crawfordsville High School.

John met his wife, Mary Esther VanCleave, at a wedding for friends in 1935, in which John was the Best Man and Esther was the Maid of Honor for the wedding party. They were married July 17, 1938, at the Primitive Baptist Church in Browns Valley, Indiana.

Before the war, John worked on farms during summers, and he worked in the machine shop and on territory sales for a NAPA Automotive Parts Store for twelve years.

After his induction into the Navy on September 23, 1943, John, known to his Seabee buddies as "J.W." and "Captain," had several jobs to perform. He did some K.P. duty, drove trucks, went to first aid school, did guard duty and paratroop patrol, and was a carpenter. He left the service as a Machinist's Mate Second Class on December 13, 1945.

After the war, John was Parts Manager for four years and then a car salesman for twenty-seven years for R.M. Horner Pontiac and Buick in Crawfordsville, Indiana. After his retirement, he works with his son in an auto trim shop on a part time basis. He enjoys fishing, guns, photography, and travel.

Esther was born near New Market, Indiana, and spent the war years taking care of their first-born son, housekeeping, gardening, canning, and helping their families. Her hobbies are knitting and reading. Esther and John both volunteer their services to the local hospital on a weekly basis, helping their neighbors and

friends.

The Smiths have three children. Their first son, John Harold, was born May 4, 1943, and is a modification engineer for Cummins Engine Company in Columbus, Indiana. Mary Jane King was born on August 3, 1947, and is a pharmacist in Las Vegas, Nevada. Their second son, Philip Darrell, was born on November 5, 1948, and is an aircraft technician who now owns and operates an auto trim shop in Lafayette, Indiana.

John and Esther continue to live in Crawfordsville, Indiana.

Max William Sofer was born on January 16, 1915, in Berlin, Germany. He attended high schools in Bremerhaven, Germany, and in Long Beach, Long Island, New York. He also attended college in Hamburg-Uhlenhorst, Germany, and he attended the College of the City of New York.

Max met his wife Edytha at her sorority dance at the "Walnut Room" overlooking Lake Pontchartrain in New Orleans, Louisiana. Six weeks later, they were married on March 2, 1941, in New Orleans.

Prior to the war, Max worked on refrigeration and air conditioning installations, then on marine and building construction as a journeyman electrician. He was inducted into the Navy on August 25, 1943. He had several duties in the Unit. He was part of a crew that blasted a two mile drainage ditch through a swamp north of Gulfport, Mississippi, using over one hundred cases of dynamite. He was a member of a bargecrew that ferried Seabees to Cat Island to install a Marston mat runway, and he was involved in electrical construction, refrigeration repair, and telephone service. He was rated Electrician's Mate Second Class.

After his discharge on December 14, 1945, Max was employed as an electrician. In 1951 he became the Chief Power House Engineer for Chrysler, Corporation, in Michoud, Louisiana, facilities that are now used in the construction of fuel tanks for the NASA space shuttles. He was Chief Engineer for Colonial Sugars, Incorporated, until his retirement in 1983. He has since been a consulting engineer. In his spare time, Max enjoys fishing for speckled

trout, redfish, and flounder in the marshes and bays along the Gulf, and he loves going on cruises and tours. He also works with the United States Power Squadrons, and participates in their programs, dedicated to boating, education and civic duties.

Edythe was born in New Orleans, Louisiana, and spent the years during the war doing secretarial work for the Internal Revenue Service and working with the USO. She has been employed as the Assistant for Public Relations for MGM, and as a teacher in the public schools. Her pastimes include art classes, being Chaplain for the New Orleans Power Squadron Auxiliary, doing volunteer work for hospitals, and being a life member of Brandeis University New Orleans Chapter for Women.

Max and Edythe have one son. H. Stanley Sofer was born on November 18, 1942, and is employed by the Owens International-Credit Research Corporation.

The Sofers now live in Metairie, Louisiana.

Earl R. Spork, known to many as Dick, was born on February 16, 1899, in a log cabin in Ogden, Illinois. He attended grade school, but had to leave after completing the eighth grade to help with the family farm.

Earl met his wife Eleanor when he was invited to attend a barbecue across the street at Eleanor's son's home. They were married on September 5, 1931, in Canby, Oregon.

Earl is unique among CBMU 593 Seabees, having served in three wars. At the age of nineteen, he left his family farm to serve in World War I. He was an infantryman stationed in Wyoming, never able to fulfill his dream to serve overseas.

After being discharged in January, 1922, Dick worked building railroad cars. In 1924, he began working for the U.S. Steel Mill Company in Gary, Indiana. Here he became the company mailman with a crew of seven and a 1935 Ford to drive.

On September 2, 1943, Earl once again enlisted, this time in the Navy, assigned to the Unit with duties of mail delivery and shop maintenance. He was rated as Pipe Fitter Second Class. He was awarded the World War II Victory Medal.

After discharge in August, 1948, he remained in the Naval Reserves. Earl was employed again at U.S. Steel Mills. He was recalled to service yet again during the Korean War, serving in the Straits of Gibraltar until his third discharge in February, 1952. He again went back to the U.S. Steel Mills, where he resumed his job as company mailman. He worked here until his retirement in May, 1964, a career of forty years, interrupted only by service to

his country. Since that time, he enjoys working in his shop, gardening, carpentry, reading, and watching television.

Eleanor was born in Woodland, Washington, and worked in the Oregon shipyards during World War II. Her later occupation was working in a plate shop, putting patterns on the steel plates. She served as President of the Ladies' Auxiliary to the Silverton Veterans of Foreign Wars Post #3004 from 1982 until 1990. Eleanor enjoys crocheting, crafts, volunteer work in their church store, reading and watching television.

Earl had one daughter, Earla May Samms, now deceased, with his first wife. Eleanor has three children. Billie M. Gardner was born on May 8, 1934, and is a real estate agent. Sandra J. Sealey was born on August 26, 1944, and is a housewife. Dan Bachelder was born on March 30, 1952, and is a shop foreman for Clackamas-Marion Fire District.

Earl and Eleanor now live in Mount Angel, Oregon.

Pasquale E. Sposato, known affectionately as "Pat," was born on April 27, 1914, in Westerly, Rhode Island. He attended Westerly High School and Rhode Island State College.

Pat met his wife, Louise Gada, at the wedding of Louise's sister. They were married on June 22, 1940, at Niantic, Connecticut.

Prior to the war, Pat was a grower at Smith's Greenhouse and Flower Shop. In fact, Pat was employed here for fifty-two years.

On September 26, 1943, he was inducted into the Navy, where he worked on camouflage, painting, and field fortification. Known to his Seabee buddies as "Spo" or "Tex," he left the Unit rated as a Carpenter's Mate Second Class on December 15, 1945.

After the war, Pat went back to the greenhouse as a grower and manager. He is very active in his community, having received awards from the Boy Scouts of America for outstanding achievements, from the Catholic Committees, and from the Westerly-Pawcatuck Chamber of Commerce for exceptional achievement in the field of community betterment. He is also the Muscular Dystrophy Association chairman in Westerly and a member of the advisory board in the Rhode Island Chapter. He is a key organizer for the Sposato Family reunions. After his retirement, Pat has spent some of his time on free-lance writing for one of the local newspapers. He and Louise enjoy dancing, as much as we all enjoy watching them dance. He also enjoys hobbies of painting and writing.

Louise was born in Niantic, Connecticut, and spent the war years designing flowers at the flower shop. She considers herself

a housewife, with interests in dancing, sewing, and charity work.

Pat and Louise had one son, Paul Edward, who is deceased.

The Sposatos continue to live in Westerly, Rhode Island.

Wilfred A. Stalmach, now deceased, was born on June 9, 1915, in Kensel, North Dakota. He attended grade school and high school in St. Paul, Minnesota.

Known to his friends as Willie, he met his wife, Rosella Nagel, when his friend began dating her sister. They were married on September 7, 1940, in St. Paul.

Before the war years, Willie worked part time jobs and went to the CCC camp in northern Minnesota for one summer. He was inducted into the Navy during the summer of 1943. Most of his duties in the Seabees involved refrigeration work. It was always special to him that he was able to meet once in the islands with his brother Jim, who was in the Coast Guard during the war. He was discharged from the Seabees in the fall of 1945.

Willie returned to employment with the refrigeration department at an Armour packing plant. He enjoyed deer hunting and fishing. Willie died in 1961.

Rosella was born in St. Paul, Minnesota. Willie and Rosella had two children. Their first-born, Vaughn, was born on November 16, 1942, and is employed by the Maryland Center for Broadcasting. Cheryl was born on November 5, 1947, and is an off set printer in St. Paul.

Rosella continues to live in St. Paul, Minnesota.

Arnold Strom, known to his friends as "Old Arn," was born on July 26, 1922, in Park River, North Dakota. After graduating from Moorhead High School, he received a four year degree from North Dakota State University.

Arnold met his wife Marcia through mutual friends. They were married on July 6, 1951, in Aberdeen, South Dakota.

Before the war, Arnold was a heavy equipment operator and had spent one year attending college. He went through flight training with the Civil Aeronautics Administration.

After the outbreak of the war, Arnold was inducted into the Navy in June, 1943. His primary duty was as a heavy equipment operator. He was rated Machinist's Mate First Class.

Arnold was discharged from the Seabees in March, 1946, and worked as a highway contractor. He enjoys traveling, reading, fishing, and is now taking up golf.

Marcia was born in Litchville, North Dakota, and was in high school and college during the war years. She is an elementary school teacher. Although she lists her first pastime as "keeping old Arn happy," she also enjoys knitting, reading, piano, and travel.

The Stroms have four daughters, all of whom are presently full time mothers and homemakers. Leanne was born on April 8, 1952, and is a graduate of Concordia College as a Special Education teacher. She is the mother of two sons. Julie was born on May 14, 1954, and is a graduate of Jamestown, North Dakota College, and is a registered nurse. She is the mother of three daughters. Kristie

was born on January 30, 1958, and graduated from Normandale Junior College and Rochester Technical College. She is a dental hygienist and the mother of two sons and one daughter. Linda was born on February 7, 1964, and graduated from the University of Wisconsin, Madison, as a court report editor. She is the mother of two daughters.

The Stroms now live in Moorhead, Minnesota.

George C. Wallatt, known sometimes as "G," was born on November 15, 1909, in Verona, Pennsylvania. He graduated from Verona High School and attended I.C.S. Correspondence Schools.

George met his wife Sara through church activities. They were married on September 5, 1934, in Verona.

Prior to the outbreak of the war, George was a civil engineer. He entered the service on July 12, 1943. In the Unit, he was in charge of the engineering department. He was rated Chief Petty Officer.

After his discharge on November 5, 1945, George returned to civil engineering. His hobbies include golf and bowling.

Sally was born in Indiana, Pennsylvania, and spent the war years "keeping the home fires burning and she did a wonderful job." She enjoys being a housewife, and includes in her interests keeping a flower garden.

The Walleatts continue to live in Verona, Pennsylvania.

Daniel M. Wanko, Jr., was born on May 17, 1923, in New Jersey. He attended Eastside High School in Paterson, New Jersey, Hemphill Diesel School in Long Island, New York, and the RCA Institute in New York.

Danny met his wife Olga through his cousin from New Jersey. They were married on February 8, 1947, in New Jersey.

Prior to entering World War II, Dan was an operating engineer in Trinidad, British West Indies. He enlisted in the service in 1943. In the Unit, he was in charge of a shift of the motor pool. His rating was Motor Machinist Mate Third Class.

After his discharge from the Seabees in March, 1946, Dan was an instrument supervisor in the power houses for the Public Service Electric Company in New Jersey for thirty-four years. Since his retirement, Dan enjoys fishing, golf and traveling.

Olga was born in New Jersey, and was a cost accountant for a defense plant and was active in the Red Cross during the war years. Her primary interest is in travel.

Dan and Olga have three sons. Daniel Steven was born on March 24, 1948, and is a sales manager for a television station. Dennis Michael was born on August 10, 1953, and is a dental technician and stained glass artist. Gregory Paul was born on December 12, 1957, and is a projects manager for an electric company in Arkansas.

The Wankos now live in Gulf Shores, Alabama.

LeRoy Kenneth Wilhelms, sometimes called "Willy," was born on August 3, 1918, in Forreston, Illinois. He attended Freeport High School, Southern Illinois University, and several trade schools.

LeRoy met his wife, Marjorie Fairbairn, at a 4-H meeting he attended with a friend. They were married on August 15, 1942, in Hannibal, Missouri.

Prior to the war, LeRoy farmed, and he then worked at a factory, the Micro Switch Company, as a punch press and drill press operator, then as foreman, and finally as a production control worker.

LeRoy was inducted into the Navy on September 18, 1943. His duties were primarily in the maintenance areas and in the machine shops. He was rated as Machinist's Mate Second Class. He was discharged on December 21, 1945.

After the war, LeRoy was employed as an auto mechanic for twenty-six years. He then taught auto mechanics at Highland Community College for sixteen years. LeRoy enjoys working on autos and other machinery, and he likes to travel. He also spends much of his time helping his son farm.

Marjorie was born in Freeport, Illinois, and spent the war years keeping boarders, baby-sitting, and taking care of their first child. She later worked in offices for the library and the newspaper, and enjoyed being a housewife. Her hobbies and interests include music and playing bells, singing in a choir, sewing, teaching Sunday school, and gardening.

The Wilhelms have four children. Lyle Gene was born on

February 10, 1944, and is a machinist. Gale E. was born on July 3, 1947, and is a farmer. Sharon Kay Balles was born on November 23, 1950, and is a supervisor at Micro Switch Company. Darrel Lynn was born on August 21, 1954, and is a tool and die maker. Marjorie and LeRoy have nine grandchildren and two great-grandchildren. It has been their delight to have them all live in their area of the country.

LeRoy and Marjorie continue to live in Freeport, Illinois.

Longino A. Woodman, now deceased, was born on October 11, 1909, in Arcadia, Louisiana. He attended Arcadia Elementary School, Arcadia High School, Louisiana Polytechnic University, and the University of Alabama.

As teenagers, Woody met Farris Armstrong in Arcadia, Louisiana; when they were introduced by a mutual friend. They were married in Lake Village, Arkansas, on December 4, 1933.

Prior to his service in the Navy, Woody was employed in the field of engineering. He enlisted in the service in 1942, and was made the Commanding Officer of the Unit.

After his discharge in 1945, Woody was a consultant in the construction business. He then became a Professor of Civil Engineering at the University of Alabama. He enjoyed golf, his church, and spending time with his family.

Farris was born in Lillie, Louisiana, and spent the years during the war keeping a home and caring for their two sons. Her occupation included teaching English at both the high school and college levels. Her interests involve her children and their families.

Farris has three children. David was born on April 14, 1935, and is in television broadcasting in Little Rock, Arkansas. Bob, their second son, was born on May 27, 1940, and is in radio broadcasting in Victoria, Texas. Their daughter, Becky Turner, was born on March 7, 1950, and is a teacher in Tuscaloosa, Alabama.

Farris now lives in Tuscaloosa, Alabama.

MEMORIES OF THE WAR

Some memories of World War II are painful. Several of the Seabees of CBMU 593 had difficulty sharing wartime stories, and we respectfully acknowledge their right to omit this portion.

As with other units, CBMU 593 had a composite of men of all ages and backgrounds. Some were older, ones who left wives and young children at home. They were doing what they saw as their duty to their country. Others were young, teenagers who found themselves facing an adult world, facing the possibilities of war almost before their lives had begun. They grew up in a hurry. The following are the special remembrances that each Seabee wanted to share.

Otto Miller's comments summed up the situation well. As he said, "Nothing in particular happened. We were called upon to serve our country. We did so and came back."

Max Sofer also contributed a meaningful memory, one which gives those of us who did not go to war some insight into their experiences. "After CBMU 593 landed on Tinian, I realized for the first time how horrible war is -- seeing corpses, seeing our Marines 'secure' the island and safeguard our campgrounds by tossing hand grenades, using flame throwers, and igniting gasoline in nearby caves suspected of harboring Japanese. It also convinced me that this was a fight for our very existence. May our country never experience such bloodshed again."

All memories are not so serious, however. George McKinnon remembered an exciting experience. "Shortly after we were established on the island of Tinian, some of us were working the 6PM to 6AM shift, unloading LCT's on the beach. We took a break to eat our dinner of C-rations. To warm them, we built a small fire on the beach.

"All of a sudden there was an explosion and some of us felt a hot, stinging sensation on our bodies. We yelled, 'We're hit!' only to realize that one of us put an unopened can of meat and beans on the fire, causing the explosion -- not sniper fire."

George also remembered that, "Another time, while we slept in our tent, someone, believed to be a Jap, sneaked in, apparently looking for food. One of us, Ed Hamann, heard him and jumped him. Whoever it was stabbed Ed in the thigh and got away. Ed was bleeding profusely, but we managed to control the bleeding, and he recovered."

Bill Mascaro had a few stories to share. The first involved his duties as Mailman Third Class. "I was the mailman over in the islands, and there were always some of the guys that wanted to go along when I went after the mail. The Fleet Post Office was at the other end of the island from our camp.

"The roads on the islands were built by Seabees and were made of crushed white coral, which made a very good surface; but when it got wet, it was slippery like ice or maybe even worse.

"One day I had four of the guys with me. The only one I

remember was Earl Spork; I can't remember who the others were. Anyway, at the other end of the island was a hill, and it was very steep with ditches on each side that must have been six or eight feet deep. The road was very wet and I was driving a jeep that had a habit of kicking out of gear; wouldn't you know, it did it going down that hill. I didn't dare use the brakes or try to put it back in gear because I was afraid the slightest jolt would put us into one of those ditches where we'd surely tip over. So I let 'er roll. I don't know how fast we were going at the bottom, but I don't believe that one of those Seabees ever went with me again."

Another experience he remembered was described as follows. "My post office on Tinian was in the same tent with George Lofmark, the MAA. We had a screened tent, and were at the other end of the camp from the GOD. We were also air raid wardens for our section of the camp.

"One night I woke up and looked out the back of the tent, and there must have been a million tracers in the sky. George looked out and said, 'What the hell's going on?' We were both about half asleep, and I remember saying, 'They must be practicing.'

"Next morning, one of the guys came up to get some stamps, and mentioned the air raid during the night. It turned out that enemy planes came in strafing at one hundred feet over us. George and I didn't even know it. One of the Marine anti-aircraft gunners had them in his sights, though, and one of them ended up in the sea at White Beach."

The other story that Bill wanted to share explains a lot about

a Seabee. "When our time at Tinian was about up, the Air Force (the B-29 outfit that dropped the atomic bomb) was moving in. One of the kids that was with them told some of our guys that when they were still aboard ship, their commanding officer got them all together on deck and told them that on the island they were going to, there were only Marines and Seabees, and to watch out because the Seabees would steal anything they had, and the Marines would back them up."

Don Lusher remembered what was probably the same event that Bill Mascaro saw, but from a different perspective. "I remember once on Tinian when the Jap bombers came in really low over our camp and dropped anti-personnel bombs that didn't go off. Our guys were hollering and running around like a three ring circus." He must have been at the receiving end of the island.

Bill Conner also had a memorable experience on Tinian. He and Pete Peterson were remodeling a house for the island command. While they were working, they heard a noise behind the hedge just to the side of the house. Neither Bill nor Pete had their rifles within reach. Out from behind the hedge came a Japanese soldier in full uniform. Then out came a second Japanese soldier. Bill and Pete were about to surrender, when a Marine emerged from the hedge.

The Japanese soldier had been working for the government that had been on Tinian, and he had been given a carved ivory mahjongg set. The soldier had requested from the military stockade

officials permission to try to locate the set. Bill helped in the search, knowing full well that he had found it himself a few days before and had it hidden in his tent. He carried it with him until he could bring it back home, and the poor Japanese soldier never found his mahjongg set.

Troy Everhart had several experiences to share. One was when "I forgot to take the money out of my pockets before I put my clothes in one of our Seabee washing machines. That was truly laundered money."

Another story from Troy concerns the time that "Frazier, Fry and I had a five gallon carboy of wine made from prunes, raisins, some sugar, and whatever else we could find to put in it. It was almost ready when we got word we were moving to Guam. One of the young kids named Garner was driving a truck carrying a load of mattresses and such. So we put our jug in his truck, covered it with mattresses and told him to take it easy. Well, being a kid, when he came off the ramp of the LST like the Japs were after him, up goes the load, and down comes the carboy. You can guess what happened to the sacks and mattresses: raisins, prunes and wine all over."

Another time while on Tinian, he and Frazier went to a Marine camp "to trade" with some Japanese sake. The Marines had a can of what the two of them thought was Coffee Royal, but it turned out to be a substance unknown. This was one trading experience that didn't work to the advantage of the Seabees.

Pat Sposato, gardener that he was, decided to spruce things up a little. "While on Tinian, I decided to dig some plants and shrubs, in order to camouflage our tent. With shovel in hand, I selected the plants I wanted and commenced to dig the proper ones. I dug and hit a hornet nest. And if you wanted to see a crazy Italian, running around the area, arms waving, beating the air, trying to keep the pests away, you should have witnessed Pasquale here, trying to elude those darn old hornets. Of course, I had all kinds of bumps on me. Boy, oh boy, what a face! I had to scrub my project."

John Gera remembered while on Tinian "We went for a load of water. On our way back we were attacked by the Japs." The island was not safe yet, obviously.

LeRoy Wilhelms remembered several occasions. "When we first landed on Tinian, we pitched our pup tent in a sweet potato field. It was the rainy season, so we dug a ditch to channel the water around the tent. It was very hot, humid and muddy. Marlow Rathburn and I shared the tent.

"There were still snipers in the area. One night, when we were sleeping, Marlow let out a scream. Here a cold slimy lizard had crawled through his netting. He thought a Japanese sniper was about to choke him."

LeRoy also shared the information that "our first job was to help build the air strip for the B-29 planes. Since Tinian was a

small island, the airstrip ran the whole length of it."

Another experience that LeRoy shared was "as we were building the air strip on Tinian. We were bombed and strafed for many days at noon. One time I skinned my nose diving into my fox hole."

LeRoy also remembered that "Marlow Rathburn wanted to work in the shop with some of the guys, but he was put censoring mail. He disliked it." No choice in the Navy.

LeRoy was one of the lucky ones who happened to be near his brother-in-law. He "was in the Third Marines and was always stationed near us. After the island had been secured, we would always look each other up. He liked to come over to see me, as he said the Seabee chow was much better than what he got.

"One time I went looking for him in an old Japanese truck we Seabee guys had found. When I got to his camp and found him, he said I was lucky because there were still a lot of Japanese snipers in the area I had just come through. I returned to camp another way."

Wes Davis was also fortunate to have his brother near. "Being inducted and stationed with my brother Ernest was very special. When he left Guam first, with more age points, it was hard to be left." But Wes was reminded again of his brother when he was discharged on December 10, 1945, Ernest's birthday.

John Smith also was able to meet with his brother Ed while CBMU 593 was on Tinian. "During this time I flew to Guam to visit

Ed for two or three days, thanks to Lieutenant Woodman and an air priority." He was then moved to Guam on December 29, 1944, and attached to his brother's unit on the Orote Peninsula. They were together through the time they both left Guam, November 6, 1945, on an LST for Pearl Harbor, twenty-one days on the sea. They stayed in Pearl Harbor for three or four days before leaving for Seattle, where he "almost was sick on fresh milk," trying to make up for what he had missed. They were both issued a discharge and boarded a Great Northern train across the frozen North for Great Lakes, and home. Ed's wife picked them both up from the train station in Lafayette, Indiana, and took them home on December 13, 1945.

John also was able to meet Esther's pen pal from childhood, Mary Tluczek, at Kaneohe Bay, Oahu, Hawaii.

Another memorable experience for him was watching the Japanese bomb our B-29s across the channel on Saipan.

A.D. Nutt also had a special remembrance. "Our daughter was born on the day CBMU 593 arrived in California, March 15, 1944."

Max Sofer had a special story to tell about A.D. Nutt. On Tinian, "after one of the U.S.O. performances, A.D. and I were ordered to dismantle the electrical wiring which had served to provide lighting for the stage. Betty Hutton and her troupe had entertained us from this stage which had been set up in an open field.

"Instead of walking a few hundred feet and disconnecting the

electrical power, I proceeded to cut the 'hot' cable with my pliers. The result was instant shock and seizure. I could not let go. Fortunately, A.D. saw my predicament, and acted quickly. He found a piece of two by four lumber and used it to knock the wire away from me, thus breaking the short circuit to ground and releasing my grip. When I recovered my faculties and my composure, I was happy to discover that I did not suffer a severe injury. Thank God for this favor.

"A.D. Nutt, I firmly believe, saved my life on that occasion, and I wish to thank him again for his quick action and presence of mind."

Randy Dahl stated that "I believe we all had all the excitement we needed from the twenty-six air raids we had. There were some incidents, however, that cracked everyone up. D.J. Brown was going down into his tent's bomb shelter, made out of barrels. Brownie, as the first man in, ran into a little goat that was trying to get out. Those of us around there thought the enemy was giving them a bonsai special, from all the racket.

"Also, one night two of the biggest and hairiest young guys engaged in a rough and tumble outside their tent. The rest of us idiots got out of our foxholes to see the action."

Randy also gave a lot of credit to his fellow Seabees. "Guys like Sully and Pat Sposato always came up with some good old wisecracks that gave us all a good laugh and eased a lot of tension. I don't know where Sully is, but I still write to Pat.

He's got that old Seabee Spirit to this day! I hope Sully is still with us and enjoys a few rounds of Bushmills on St. Patrick's Day."

Earl Spork was interviewed for a news article to help celebrate Veteran's Day, 1991. He recalled his service in three wars: World War I, World War II, and the Korean conflict. He is the oldest living veteran in the VFW Post #3004 in Silverton, Oregon.

As reported by Mary Akey for the Silverton Appeal Tribune/Mount Angel News, "While on Guam, he recalled driving a jeep through the cane fields to deliver the mail, and heard the ping, ping, ping of bullets as they struck the vehicle. 'I hit the gas pedal and didn't stop,' said Spork. 'When I got to the base I was asked what happened; water was leaking from the radiator and eleven bullet holes punctured the body of the jeep. I was lucky not to have a scratch,' he added. He was assigned someone to travel with him for protection, and later transported men to the commissary for shopping sprees.

"Spork also related trying to sleep and having the bullets of enemy snipers hitting the soil all around them. 'We found trenches where the enemy could stand and just the tops of their heads were somewhat visible. We also found caves that the enemy had built and had machine shops in them. There were heavy thick doors that opened. At night they would sneak out and shoot at us or take guerilla action against us,' said Spork.

"Spork tilted his Seabees cap and spoke of U.S. military personnel using caterpillars to cave in the tunnels, burying the enemy."

As another personal note, Earl stated that he still has the mailbox that twin brothers made for him when he was serving in the islands.

Bob Richardson remembered the time a group "went out on patrol and searched for a procurement detail. While returning from our search, we came upon two railroad cars in which there were two huge water tanks and a large generator. The Chief left me there to guard the items. While guarding the equipment, the Marines moved on a sweep of the territory from east to west. As they continued their sweep, I stayed on top of the railroad car through the night.

"No one missed me until roll call the next morning. Then they remembered they had left me on guard duty. They brought in a bulldozer and returned the tanks and generator to camp. They were what we used throughout our occupation in Tinian and Guam."

Gordon Mersereau remembered "having a drinking reunion with some friends from home on Christmas Eve. Our enemies from Japan decided to raid our camp and the party from the air. As we watched our fliers shoot the Japanese planes down, we cheered as though we were at a football game."

He also shared the time "when one of our outfits from the U.S. Army came to our movies in full battle gear and were cheered on.

We had been on the island for six months and it was completely free of Japs. We told them not to use their weapons, as the Navy would take good care of them all."

Harry Johnson stated that there were many memorable occasions. He wanted to share the fact, though, that "Earl Buelteman was a terrific typist -- but a barber he was not. Lieutenant Johnson was one of his victims!"

Bill Fitzpatrick thought the most interesting occasion that came to mind was when he was "celebrating Christmas, 1944, by going to take a long overdue shower along with John Baxter, John Nigri, and Bill Bergey. When we exited the shower tent wrapped in a towel and a smile, our area was strafed by attacking aircraft. There is nothing funnier than four nude men leaping into foxholes."

Mrs. Phil Malarkey stated that, "Phil didn't discuss the war even with his sons. He loved and cherished the friendships he made and spoke highly of the men.

"Our children always wished Phil would have talked more about Tinian or Guam experiences, but he just seemed so happy to be home, I just never had them press him for stories.

"He had a great deal of respect for Lieutenant Johnson and the enlisted men in the office. And my daughter Ann is the proud possessor of a foot locker made by Chief Wallace."

Bill Headley wanted to share several experiences and relationships that developed during the war. "John Smith and I had a wonderful experience about what time it was. I would ask him at any time of the day, and John would pull out his pocket watch and always say, 'Our watch says _____ o'clock.'"

Bill also said that "As I look back on my time with CBMU 593, I can honestly say that my friends in the group helped me to grow up. Doug Fry had an awful lot of influence upon me in helping me want to become a better person than I was at that time. Doug was like a father to me.

"I would also be amiss to not give credit to John Smith, Wes Davis and his brother Ernest, Randy Dahl, Pat Sposato, Courtney Scott, and many more for setting examples for me to follow, at a time when a young nineteen year old could have thrown everything to the wind. They were the best examples a person could have to follow. I am sure that my life and my family's life was better off for having shared with these men."

Several of the Seabees mentioned John Baxter. Otto Miller and Bill Mascaro remembered him as the only member of CBMU 593 that was killed overseas. Hubert Hutchinson included the original name tags for the camp that was named for John Baxter. Troy Everhart related that he "was standing next to Johnny Baxter, when one of our own PSI's hit him at Guam. We had just finished putting a dust barrier on a crushed coral bunker."

Tom Callagan related his experience of trying to get home. "Mine was a unique experience, as far as I know. After Japan surrendered, we were waiting for some way of getting home. I was hospitalized on Guam with an ear infection, a fungus better known as Jungle Rot. I was removed from 593 and placed on a waiting list for the Hospital Ship Relief, which was picking up wounded and casualties from islands all over the South Pacific.

"The 'Relief' finally arrived in early November of 1945 and started the race to get home for Christmas. We crossed the International Date Line on Thanksgiving Day and the next day was Thanksgiving again.

"We passed under the Golden Gate Bridge seventeen days after leaving Guam. What a welcome: large mountain signs similar to Hollywood with 'Welcome Home' and 'Job Well Done' on them. Bands were playing, whistles were blowing, crowds were cheering. The Red Cross, Salvation Army, USO, etc., showered us with gifts, and pretty girls pushed our wheelchairs (although I was ambulatory) ashore on our way to the hospital in Oakland.

"I left Oakland on a hospital train for the Naval Hospital in New Orleans on December 12, 1945, via Chicago, arriving at New Orleans on December 18, One Happy Cajun. My medical records were lost in route and I could not get discharged until March, 1946.

"At least one of us got the Hero's Welcome Home with all the trimmings that all the boys deserved."

Jim Koliha said that he "had three memorable experiences, each

related to the other in sequence.

"First was the sight of over one thousand ships anchored in Eniwetok Harbor assembled for the invasion of the Marianas.

"Second, while anchored offshore from Saipan and Tinian, we witnessed the constant shelling of these two islands by U.S. battleships, cruisers and destroyers for several days.

"And finally, our landing on the beach at Tinian was the first any of us had stepped on enemy soil."

John Huff remembered that "while CBMU 593 was at Oahu, Mr. Malarkey received word from home that he had become a father.

"Upon arriving back in the States prior to our thirty day leave, a few of us from CBMU 593 crossed the country together on a civilian train. It was in the wee hours of the morning that we arrived at Mr. Malarkey's destination in Pennsylvania. He aroused us all, and there on the platform to greet him was his wife and the little one born almost two years before, seeing his dad for the first time.

"Mr. Malarkey was a good man and it was a nice experience to share with him."

Loyal Maxon remembered "the day we went ashore on Tinian, not knowing what we might find."

George Bailey remembered the experience of the Enola Gay taking off from the airstrip built on Tinian, carrying the atomic

bomb for Hiroshima in August, 1945.

Among his memories, also, are all the crap games that occurred on payday; a big day and celebration for his twenty-first birthday; and the celebrating on the day the war ended in August, 1945.

Clyde Holmes remembered meeting one of his childhood friends in Hawaii, who was later killed at Luzon. He also met "another Stoughtonite" while the Unit was on Saipan.

Vance Roy has kindly shared a portion of his World War II Service diary:

DATE	TIME	REMARKS/EVENTS
08-25-43	-	They caught three of us breathing, so we were put in the U.S. Naval Construction Battalion, commonly called Seabees. We liked it because we were given seven days leave. Happy Days!
09-01-43	1000	Left Jeannette, PA. The beginning of my world wide adventures!
09-02-43	-	Arrived Camp Peary, VA. What a sight and was I sorry!
09-04-43	-	Left Boot Hill for C-3 area. Never lifted a heavier duffel bag in all my life, and what a time I had trying to wash the dirty duffel bag.
09-12-43	-	First shots (inoculations) and officially started boot camp.
10-02-43	-	Broke boot camp. Took my first walk topside, and I envied the boys in dress blues heading for Richmond and Washington, D.C.
10-03-43	-	Left C-3 area for B-5 drill hall. You guessed it, I was on K.P., but I had been assigned to the 139th Construction Battalion and I was happy.
10-07-43	1600	Left Camp Peary in the second section of the Battalion. Wes McKee and I are in a double seat. We were traveling by day coach, so we didn't get much sleep. Had nice trip.

DATE	TIME	REMARKS/EVENTS
10-08-43	0700	Arrived Camp Endicott, RI. Sure is a lovely place and great liberty towns!
11-04-43	0700	Left Camp Endicott for home (Jeannette, PA) on a nine day pass. It was a nice trip, only too slow. I sat on the edge of my seat the last twenty miles! Took quite a ribbing from my buddy Wes McKee who lived in Pittsburgh.
	2130	Arrived at the train station in Pittsburgh. Saw my brother-in-law, Al Galati first, and then my Mom -- no eyes for anyone else! One of the happiest moments of my life.
11-13-43	1400	Boarded the train in Greensburg, PA. Kind of hard to leave but I had big ideas, and didn't feel it too hard at the time. Met Wes McKee and his two friends, Pat and Bill, on the train. Pat was a Pittsburgh policeman and Bill was a Vice-President for U.S. Steel. We rode in the club car all the way and Bill picked up the tab.
11-14-43	0630	Arrived at Battalion Headquarters in Camp Endicott, RI, with a half hour to spare. It was very cold. I hit the sack right away. Felt miserable all day.
11-27-43	1930	Boarded the first pullman car on the train taking the 139th Construction Battalion to

DATE	TIME	REMARKS/EVENTS
		Camp Hollyday, Gulfport, MS. We had a nice trip. Lots of beautiful scenery.
11-30-43	2100	Arrived at Camp Hollyday, Gulfport, MS.
02-05-44	1600	Admitted to base hospital with cat fever. I was sick, but angry -- I had a weekend pass and twenty bucks in my pocket and here I am in the base hospital!
02-13-44	1300	Released from the base hospital a new man. I was a little weak, but the first good liberty fixed that.
02-28-44	1300	Had a Captain's Mast. Seven (7) days restriction and my ID card was lifted.
02-29-44	-	The 139th Construction Battalion was officially decommissioned. I was transferred to CBMU 593. The Unit is made up of "B" Company of the 139th Battalion and "C" Company of the 143rd Battalion.
03-01-44	-	CBMU 593 officially commissioned.
03-05-44	-	My seven day restriction was up at noon. Had liberty and went into town.
03-09-44	0700	All personnel secured to camp. The scuttle butt is we're going to Port Hueneme, but no one knows.
03-11-44	1630	Boarded train for Port Hueneme, CA.
	1700	Left Camp Hollyday, Gulfport, MS.

DATE	TIME	REMARKS/EVENTS
03-12-44	1545	Train stopped at Ft. Worth, TX. Everyone off for exercise.
	1705	Resumed journey.
03-13-44	0900	Train stopped at Amarillo, TX. Everyone off for exercise.
	1030	Resumed journey.
	1700	Train stopped at Joffre, TX, to drop off a car with a flat wheel.
	1820	Resumed journey.
03-14-44	0200	Train stopped to pick up new car in Gallop, NM. No more doubling up in bunks.
	0240	Resumed journey.
	1000	Train stopped at Ashford, AZ, for breakfast. There had just been a heavy snow. The country was beautiful!
	1050	Resumed journey.
	1555	Train stopped at Needles, CA, for lunch. We walked around town for a few minutes. Crossed the Colorado River between Arizona and California. Beautiful sight.
	1750	Resumed journey.
	2305	Train stopped at Barstow, CA, for supper. Walked around town to stretch our legs. Had a beer. It tasted good.

DATE	TIME	REMARKS/EVENTS
	2355	Resumed journey. What a crazy way to spend a birthday, but I was 19, a man now, so I didn't care!
03-15-44	0400	Train arrived at Los Angeles, CA.
	0615	Ate breakfast in the train station at the John Harvey Restaurant.
	0930	Resumed journey.
	1200	Train arrived at Oxnard, CA. Proceeded to Port Hueneme where we were assigned quarters.
03-19-44	2145	Big fight between colored and white troops. We have two men in base hospital.
04-22-44	0910	CBMU 593 secured and proceeded to embarkation pier.
	1200	Boarded the <u>Young America</u> . It had been a cargo ship and had been converted to a troop ship. I was lucky and was assigned a top bunk!
	1515	Ship left Port Hueneme and cleared the submarine net. It was a funny feeling to see the United States coast land fade out of sight.
04-28-44	-	We had a fast crossing. No convoy, and didn't feed the fishes. The ship docked at Iroquois Point, Hawaii, which is at the entrance to Pearl Harbor. We saw Diamond

DATE	TIME	REMARKS/EVENTS
		Head and Waikiki Beach on the way into Pearl Harbor.
04-29-44	1200	Left the <u>Young America</u> and moved to quarters in A.B.R.D., Iroquois Point, Pearl Harbor, Hawaii.
06-18-44	0945	CEMU 593 secured.
	1000	Unit left Iroquois Point for submarine base where our transport is tied up.
	1200	Boarded our transport. It is a new ship, named <u>Jean LaFitte</u> .
	1520	Ship left pier and moved into the channel.
	1630	Ship cleared the submarine net at the entrance to Pearl Harbor and headed for our new home. I was in the chow line. We had fried chicken.
06-25-44	-	Ship arrived at Eniwetok Island in the Marshall Islands. We remained aboard ship. The island was shot to hell.
07-23-44	1720	Finally left the Marshall Islands. Delay due to heavier than expected resistance in the Mariana Islands, and this caused a back up in the time table.
07-28-44	0700	Arrived at and laid off Saipan Island which had been secured. All the fighting was on Tinian Island. From now until we landed, we

DATE	TIME	REMARKS/EVENTS
		watched the Navy ships shell and planes bomb Tinian. There were also some U.S. artillery guns firing from Saipan onto Tinian. Lots of action and little resistance. A few shots were fired from Jap guns on Tinian, but they were quickly put out of action. We later saw these Jap guns. They appeared to be 6", and had really been smashed.
08-02-44	1445	Landed on Tinian Island. We hit the beach during a heavy tropical rain. Everyone was soaked to the skin. The town had been destroyed. Plenty of Marines with souvenirs. We moved out to our camp site -- it was in the middle of a sweet potato patch. Plenty of flies, bugs, and mosquitoes. The one and only time "K" rations tasted good!
08-29-44	-	Moved to our permanent camp site on the north end of the island, right across the channel from Saipan.
09-22-44	2030	Air raid warning, Red Alert.
	2055	All clear.
09-24-44	1840	Air raid warning, Red Alert.
	1855	All clear.
	2100	Air raid warning, Red Alert.
	2120	All clear. Had orders to dig fox holes.

DATE	TIME	REMARKS/EVENTS
		Squadron of B-29 airplanes due to arrive on Saipan.
09-25-44	1820	Air raid warning, Red Alert.
	1830	All clear.
10-02-44	1600	Typhoon warning/alert. Condition #3 expected with wind velocities of 50 knots/hour.
	1930	Typhoon changed course. No damage to island.
10-07-44	0445	Air raid warning, Red Alert.
	0500	All clear.
11-03-44	0045	Air raid warning, Red Alert. Our first real air raid. Jap planes strafed and bombed our camp and the North Field. The planes were so low we could see the meat balls on the wings. Because they were so low, the anti-personnel bombs they dropped did not explode. We were very lucky. The 17th Marine anti-aircraft group (our neighbor) shot down three planes.
	0245	All clear.
11-06-44	0055	Air raid warning, Red Alert.
	0150	All clear.
	0325	Air raid warning, Red Alert.
	0440	All clear.
11-26-44	0010	Air raid warning, Red Alert.
	0045	All clear.
11-27-44	1205	Four Jap Zeroes came in low to the water and

DATE	TIME	REMARKS/EVENTS
		radar could not pick them up. They were a surprise. The planes were about 100 feet high and strafed the camp and the North Field. Again we were lucky; no one was hit and there were no planes on the field. The Zeroes went over Tinian, circled back up the channel toward Saipan, strafed and bombed the B-29 air strip on Saipan (they hit something), went back out to sea, circled again and came back for another run over Saipan and Tinian. By then our anti-aircraft groups were ready for them and on that pass three Jap planes were shot down. The fourth plane completed the run and headed out to sea with American fighter planes chasing him. I don't know whether they caught him or not.
	1455	All clear.
11-29-44	0045	Air raid warning, Red Alert. A few planes came over, high up. Everything on the island and in the harbor opened fire. It looked like a Fourth of July fireworks.
	0250	All clear.
11-30-44	0035	Air raid warning, Red Alert.
	0100	All clear.
12-05-44	1035	Air raid warning, Red Alert.

DATE	TIME	REMARKS/EVENTS
	1045	All clear.
12-06-44	0405	Air raid warning, Red Alert.
	0550	All clear. This messed up our daily routine: breakfast was at 0700 instead of 0500, and work started at 0800 instead of 0600.
12-07-44	1200	The first B-29 airplane landed on the North Field at Tinian. It was named "Purple Shaft." It was the biggest plane we had ever seen.
12-09-44	0415	Air raid warning, Red Alert.
	0430	All clear.
12-22-44	0420	Enemy planes reported in vicinity.
	0426	All clear.
12-23-44	1130	Air raid warning, Red Alert.
	-	All clear.
12-25-44	2015	Air raid warning, Red Alert.
	2305	All clear.
12-26-44	2005	Air raid warning, Red Alert. Three Jap planes came over Tinian. They hit the West Field, two B-24s, two TBF's, an ammo dump, warehouse, paint shop, and the 18th CB Mess Hall. Stories about the Japs having inferior bomb sites is not true because they have hit something every trip. We have been warned to watch for paratroops and boat landings. A

DATE	TIME	REMARKS/EVENTS
		paratroop patrol has been organized. Again I did not volunteer, just drafted.
	2130	All clear.
01-02-45	0335	Air raid warning, Red Alert.
	0505	All clear.
01-03-45	0415	Air raid warning, Red Alert.
	0435	All clear.
	0505	Air raid warning, Red Alert.
	0535	All clear. Late chow again, and this time we had bacon and eggs (sunny side up). What a shame!
01-05-45	0610	Air raid warning, Red Alert.
	0615	All clear.
01-07-45	1500	Secured camp site at North Field. The Army Air Force has taken over the maintenance. Proceeded to Blue Beach, our point of embarkation for Guam.
	1715	Boarded LST #485. The tide was out and we were so heavy we had to wait until the next tide came in. For security reasons, no LST will pass the Jap held Roth Island in daylight.
01-08-45	1315	Backed off Blue Beach and waited in the harbor for the convoy.
	1610	Left Tinian for Guam. This was the roughest

DATE	TIME	REMARKS/EVENTS
		boat ride we have had so far. Heavy rains, so we had to sleep in the cargo hold.
01-09-45	0900	Arrived at Guam.
	1115	Disembarked and assigned quarters on Orote Peninsula.
	1940	Air raid warning, Red Alert. First time I did not respond -- too tired!
	2000	All clear.
01-10-45	-	Air raid warning, Red Alert.
	-	All clear.
01-11-45	-	Air raid warning, Red Alert.
	-	All clear.
01-12-45	-	Air raid warning, Red Alert.
	-	All clear.
02-08-45	0100	Air raid warning, Red Alert. The ships in the harbor provided a smoke screen for the air strip.
	0130	All clear.
02-09-45	0030	Air raid warning, Red Alert.
	0100	All clear.
02-13-45	1930	Air raid warning, Red Alert.
	2000	All clear.
02-24-45	1136	Air raid warning, Red Alert.
	1155	All clear. Heard today the B-29 airplane named for our Seabee Unit was shot up over

DATE	TIME	REMARKS/EVENTS
		Tokyo and had to hit the water. All of the crew were picked up by an American ship.
03-12-45	1930	Air raid warning, Red Alert.
	1935	All clear.
03-14-45	-	Spent my 20th birthday working on the Captain's house. Everything went OK, so maybe that was my present. It was a very cold and dreary day.
04-21-45	-	Typhoon warning/alert. Advised to check rigging on all tents.
04-22-45	-	Our first anniversary. It has been one year since we left the States. Everyone is saying, "May we see another one," but deep down in, no one means it.
07-01-45	-	The big moment has come. Happy Day, I am a Petty Officer -- SF3/C. As of today, no more K.P. duty!
07-25-45	-	Today we had our first fatality -- John Baxter. He was a very nice Seabee, one of the younger men. The camp has been silent and sombre all day. The services were nice but difficult.
08-02-45	-	We celebrated the first anniversary of our landing on Tinian. Had a nice buffet supper: boiled ham, roast beef, potato salad, boiled

DATE	TIME	REMARKS/EVENTS
		eggs, beer and coke. I had four bottles of Fort Pitt, the first Fort Pitt we've seen since we left the East Coast.
08-10-45	2245	They woke me up -- there had been a news bulletin saying the Japanese had proposed terms of surrender. We were all excited, and debated/argued for and against their terms.
08-12-45	0130	We received a news bulletin stating the Japanese could keep the Emperor but he must be subject to Allied Supreme Command.
08-14-45	1600	The scuttle butt is the Japanese have accepted the terms of surrender. We are waiting for Allied confirmation. The Navy is passing out free beer. We have fifteen cases in our Quonset hut.
08-15-45	0900	Official confirmation from the White House of the Japanese acceptance of the terms of surrender. Everyone is waiting for VJ Day to be announced.
09-04-45	-	Censorship officially lifted today. Wrote my first uncensored letter since we left the States.
10-08-45	-	Our first group of Seabees left for home today aboard an A.P.A. We called them our Forty-four Pointers! They certainly were

DATE	TIME	REMARKS/EVENTS
		happy. It shouldn't be too long now.
10-22-45	-	Another anniversary date, eighteen months overseas to the day! In some ways it went fast, and in other ways very slow. We hope to hear something official on rotation leave soon.
11-17-45	-	It is official. Our papers for rotation leave have been approved. We have a special pay day scheduled for tomorrow.
11- -45	-	The last group of the original CBMU 593 (some sixty plus Seabees) left Guam for their rotation leave Stateside.
12- -45	-	We arrived in San Pedro, CA. It was in the middle of the night. Bands were playing and everything was all lit up. They fed us. Issued new clothes, and paid us. There had been a change in the point system and now six of us were eligible for discharge. Everyone else was free to arrange transportation home on leave. The six of us had to wait for transportation to a "Naval Discharge Center." My designated point of discharge was Bainbridge, MD.
12-15-45	-	Left San Pedro, CA, on a troop train for Bainbridge, MD.

DATE	TIME	REMARKS/EVENTS
12-18-45	-	Arrived in Bainbridge, MD.
12-20-45	-	Discharged from the U.S. Navy. Left Bainbridge, MD, for home.
	2200	Walked into my home in Jeannette, PA. How wonderful it was to be home at last.

We want to share with you a poem from Bill Conner. Quite often, because he is a retired Seabee, people ask him many questions about the Seabees: who they were; what they did, if anything, to help in the war effort; and where they were stationed. He has written the following to help explain about the Seabees (Marines are advised to get the earplugs in or just don't pay attention).

The Navy needed fighters; the Navy needed men.

So they organized the Seabees, who could work and fight, and
then,

They took carpenters, welders, rigorous boiler men, cooks and
bakers, too.

They put us in the Navy, and showed us the proper things to
do.

With machine guns, rifles, the Seabees learned to shoot.

We used a big machete and a thousand things, to boot.

They taught us how to march and drill, they taught us how to
dress.

We even learned to get seconds from the mess.

We learned the Navy lingo, called it "head" and "deck" and
"swab."

We learned just how to knock it off, like any other job.

They taught us all these things in thirteen weeks or less.

And what they didn't teach us, we simply had to guess.

When we finished all our training, we left for "Island X."

We had all our own equipment; it sure covered all the decks.

The Japs held the island, and when at last it came in sight,
We knew that they were ready, so we got prepared to fight.
We landed under heavy fire; there were lots of shot and
shell.

But we rushed up to the beachhead and gave them plenty of
hell.

We soon had wiped the Nips out; and then we went to work.

Every Seabee did his duty. Not one was seen to shirk.

We built a mighty landing field, barracks and a dock.

Many, many miles of road we built from solid rock.

We got things finally squared away. 'Twas beautiful to be
seen.

Then we went back to the beach, where we saw our first
Marine.

They had followed in behind us, though they said they got
there first.

We had everything completely fixed, even a bar to quench
their thirst.

From the Halls of Montezuma to the Shores of Tripoli,

It used to be the Leathernecks, but now it's all Seabees.

And when we reach the Pearly Gates and stand at Heaven's
scene,

There certainly will be a Seabee standing there to greet the
first Marine.

When this poem was recently told in the presence of a Marine, the soldier thought it was a gag. In a loud Marine type voice he said, "Blow it out your duffel bag!"

STORY OF THE REUNIONS

The CBMU 593 reunions began with the efforts of Hubert W. Hutchinson of West Unity, Ohio. In 1978, while he was recuperating from heart problems, Hutch asked his wife Mary for a twenty-five cent stamp. He wrote an advertisement to be placed in the "American Legion Magazine," asking any former Seabees from the Unit to contact him. He wondered if anyone would answer his call.

Soon Bob Richardson of Marion, Ohio, and John Smith of Crawfordsville, Indiana, responded. Then William Fitzpatrick of Cocoa Beach, Florida, wrote. Each Seabee had a name and address of one or two of their former friends, and the list began growing.

Hutch and Mary hosted the first reunion at the Montpelier Holiday Inn near West Unity, Ohio, in 1980. It was a tremendous success and meant so much to each of the Seabees who had not seen each other for so long. Or in Hutch's so often understated words, "Guess they all liked it, and we have been going ever since."

Many of the Seabees have special memories of the reunions, and we would like to share them.

Wes Davis remembered that, "Earl Spork was the first Seabee I saw at the airport in 1980 for the first reunion. Then at the motel we all enjoyed watching him SKIP around the swimming pool at age eighty-two."

He adds, "We have often laughed about our daughter being surprised when we told her that Seabees and wives were often tearful when we said our 'goodbyes;' when she and her family left.

the bunch in Florida, we noticed tears and a very shaky voice.

"Without a doubt our times together have meant more to us than we could ever imagine. It is just strange how our close relations have reached out to our children, grandchildren, relatives and friends.

"Hutch and Mary were so brave to gather us all in Ohio. We are so grateful to them.

"I'm sure that we have at least one favorite story about every Seabee family and we enjoy every memory of them."

Jim Koliha said that, "The most memorable occasion was the meeting I had with all of our Unit at the first reunion in Ohio, after not seeing these fellas for thirty-five years. Since then, it has been a special experience meeting the various family members of many of our Seabees at the reunions."

Hubert Hutchinson responded that his most memorable experience was just being able to get the reunions organized. "Making old friends become new friends is something I'll never forget."

Ann Malarkey stated that, "Phil was delighted when the Unit began to have reunions. I have cherished the friends I've made.

"I was happy I finally got to meet the men we exchanged Christmas cards with for many years, and to meet the 593. I look forward to going to future reunions and will try to make as many as possible."

Otto Miller said that, "The reunions we have attended are memorable in every respect, to see all the Seabees. Through this we also saw the different places."

John Smith remembered as most special that, "Esther and I were able to celebrate our fiftieth wedding anniversary on July 17, 1988, with our Seabee friends at the reunion in Port Hueneme, California."

Earl Buelteman responded that the "first reunion was special, to see Phil Malarkey for the first time since Guam, seeing Harry Johnson and Helen for the first time in many years, and seeing all the guys."

Clarence Heywood stated that he "had many memorable experiences, but the most memorable was the first reunion we attended."

Mrs. L.A. Woodman responded that, "I wish the very best for all 'my husband's men' and their lovely wives."

James Gaddy felt that the special experience for him was "finding a reunion of CBMU 593 advertised in a VFW magazine, and that I was able to attend. Les Martin was the host in Owensboro, Kentucky."

Bill Fitzpatrick stated that "Every reunion was super. They mean more as time goes on."

LeRoy Wilhelms remembered "always enjoying going to that nice hotel in Owensboro, Kentucky, with Les Martin."

Bill Headley wanted to share the memory of "our first reunion in Ohio when not too many members of CBMU knew I was a minister. Hutch said at our first meal together, 'The Reverend William Headley will give the invocation.' The look of amazement upon most of the group was a priceless look to experience."

Randy Dahl remembered "seeing Earl Buelteman, Jim Gaddy and Harry Johnson chugging down the street as we drove into Oxnard, California. What excitement for me! I just hollered 'There they are!' to my daughter and Olav."

He also remembered "hearing a knock at my door one morning and seeing John and Esther Smith. I found out from them that Red Everhart was in Eugene, Oregon. Also Otto and Kathleen Miller stopped by on their way to the Seattle World's Fair."

John Gera's special memories are of the reunions they have been able to attend. "Gloria and I always had a good time and enjoyed the times with all the people."

George Bailey remembered that at the first reunion in West Unity, Ohio, in July, 1980, Doris and he joined Charlie and Joe Ann Lawson in their room "for a party that lasted until 3:00AM and that was lots of fun." He also added that "Our thanks to Hubert and Mary Hutchinson for organizing the first reunion for CBMU 593."

George Walleit wanted to state that the special experience of the reunions was "meeting old friends." There was "good fellowship by everyone."

Clyde Holmes enjoyed the first reunion with Mr. and Mrs. Raymond Dugan of New York as their traveling companions. He said that they "met a few new faces to match names on the Christmas cards of many years."

Clyde's daughter, who is employed at Pope Air Force Base in the Public Affairs Office, intercepted the following message, duplicated in part.

Rcv Msg# Time RADAY
00033 1444 003/92

FM CJCS (Chairman, Joint Chiefs of Staff), Washington, DC
TO ALMILACT

UNCLAS

SUBJ: Navy Seabees' 50th Anniversary

This is an unnumbered ALMILACT. To Seabees everywhere. I join Seabee friends from all the services in extending my sincerest greetings and congratulations on the occasion of your 50th anniversary. The other members of the Joint Chiefs of Staff and I are extremely proud of all the active and reserve Seabees who served so ardently for freedom and Democracy since World War II. Your CAN-DO spirit is inscribed forever in the record book of American arms.

The Seabees in World War II constructed 400 advance bases and paved the road to victory for all our forces in the European and Pacific Theaters. During the Korean War, you ingeniously assembled and operated pontoon causeways at the successful Inchon and Wonsan amphibious landings by Army and Marine assault groups. In the mid-1950s, you literally moved a mountain while constructing Cubi Point Naval Air Station. During the Vietnam War, Seabees built and defended the essential I Corps Bases at Da Nang, Chu Lai, and Phu Bai. In the 1970s, you built the strategic base on Diego Garcia so crucial to all the services' operations.

Seabees continued their standard of excellence in the recent

post-Cold War era. In the Persian Gulf, Seabees constructed 5,000 buildings, 10 camps, 4 runways, and 200 miles of roads for United States and Allied Forces which directly contributed to our Desert Storm victory. Your many humanitarian efforts supporting Iraqi Kurds during Provide Comfort, providing relief for Bangladesh in Sea Angel, and assisting in the recovery from Philippine volcanic eruptions are sterling examples for all to follow when responding to international disasters.

I also extend my appreciation to your families. They have overcome the hardships of separation and provided you the all-important support and love to sustain you during your long deployments to all points of the globe.

I commend each of you for your professionalism and dedication as you continue the important work of defending our great nation. You are America's winners. Happy 50th Anniversary, CAN-DO Seabees.

RECORD OF THE REUNIONS

Place: Montpelier Holiday Inn
West Unity, Ohio
Date: July 3, 4, 5 and 6, 1980 -- First Reunion
Hosts: Hubert and Mary Hutchinson

Place: Montpelier Holiday Inn
West Unity, Ohio
Date: July 3, 4, and 5, 1981 -- Second Reunion
Hosts: Hubert and Mary Hutchinson

Place: Executive Inn Rivermont
Owensboro, Kentucky
Date: July 9, 10 and 11, 1982 -- Third Reunion
Hosts: Les and Louise Martin

Place: Executive Inn Rivermont
Owensboro, Kentucky
Date: July 15, 16 and 17, 1983 -- Fourth Reunion
Hosts: Les and Louise Martin

Place: Ramada Inn
Moorhead, Minnesota
Date: July 6, 7 and 8, 1984 -- Fifth Reunion
Hosts: Arnold and Marcia Strom

Place: Marriott's Hunt Valley Inn
Baltimore, Maryland
Date: July 4, 5, 6, 7 and 8, 1985 -- Sixth Reunion
Hosts: James and Pat Koliha

Place: Crossway Inn and Tennis Resort
Cocoa Beach, Florida
Date: July 10, 11, 12, 13, 14 and 15, 1986 -- Seventh Reunion
Hosts: William and Ann Fitzpatrick

Place: Ramada Inn
Tuscaloosa, Alabama
Date: July 9, 10, 11 and 12, 1987 -- Eighth Reunion
Hosts: James and Alice Gaddy

Place: Channel Islands Motel
Oxnard, California, to visit Port Hueneme, California
Date: July 14, 15, 16 and 17, 1988 -- Ninth Reunion
Hosts: Les and Louise Martin

Place: Best Western New Tower Inn
Omaha, Nebraska
Date: July 14, 15 and 16, 1989 -- Tenth Reunion
Hosts: Charles and Joe Ann Lawson

Place: Quality Inn
Gulf Shores, Alabama
Date: October 19, 20 and 21, 1990 -- Eleventh Reunion
Hosts: Dan and Olga Wanko

Place: Little Rock Hilton Inn
Little Rock, Arkansas
Date: September 27, 28 and 29, 1991 -- Twelfth Reunion
Hosts: A.D. and Alice Nutt

Place: Drawbridge Inn and Convention Center
Fort Mitchell, Kentucky
Date: September 18, 19 and 20, 1992 -- Thirteenth Reunion
Hosts: Les and Shirley Kyle

REFERENCES

- 1) Castillo, Commander Edmund L. The Seabees of World War II.
Random House, Inc., 1963.
- 2) Connolly, James Christopher. Seabees. June, 1984.
- 3) The Origin of the Name "Seabee" and the Seabee Emblem.
NAVFAC Historian's Office. Revised April, 1989.
- 4) Thomas Parrish, "Seabees," The Simon and Schuster
Encyclopedia of World War II., (1978), 557.
- 5) "Seabee," Encyclopedia Americana, Vol. 24. (1989), 481.
- 6) "Seabees," Academic American Encyclopedia, Vol. 17. (1990),
171.
- 7) "Seabees," The World Book Encyclopedia, Vol. 17. (1991), 264.

