



VAN MCB SIX
PROJECT JUDY
1963

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Project JUDY was appropriately named for a woman: she was hard to get, her weather was fickle, her plans were femininely changeable, her appetite for attention was insatiable, and the men who worked their hearts out to conquer her were rewarded in the finish only by seeing her end up with someone else.

If this book were to be dedicated to anyone, however, JUDY would have to claim the honor. Because, as in so many "affairs" it was mutually beneficial. True, JUDY like a woman merely sat back and let her men expend their energies for her as she grew expansive and powerful until she discarded her creators. But the men, the Seabees of *Six*, gained so much from her; they gained the experience only a woman could give. So like the worldly man *Six* looks back on JUDY with pride, satisfaction, and with the surety that the past is prologue for the future.

STORY OF JUDY

In Project JUDY, a CNO assigned mission and vital to fleet operations, *MCB Six* was given a unique opportunity to build an entire Communication Station from scratch while living in a tent camp in a rural community in Greece. The project not only included vast electronics components, but also support buildings, utility systems, roads, and other facilities.

On the 22nd of December the first detachment of men from *MCB Six* departed for Greece to set up a tent camp. Twenty-three men, led by LTJG K. J. Vasilik, and later aided by ENS R. J. Starr, broke the ground on the project site, fought off the elements, and established themselves on a small plot of ground in the middle of a swamp. In January, the Advance Party, consisting of 80 men, led by the Executive Officer, LT J. C. Sweeney, and aided by the Battalion Supply Officer, LT M. Hohenberg, arrived on site, moved into the tents set up by the advance detachment, and began, themselves, to set up more tents for the entire Battalion. Despite the driving snow, the freezing cold, and the worst winter that Greece had seen in many years, the one hundred men of *Six* had the tent camp, consisting of berthing tents, showers, heads, and galley, ready for the main body which arrived in two sections: one on February 27th, with LTJG R. E. Short, in charge, and the other on March 13th, with LTJG T. P. Quinn, in charge, bringing the total to 320 personnel on site. Land complications and water on the site were extra challenges which the men of *Six* faced on this deployment, but in the highest traditions of the Seabees, *Six* accepted these challenges as part of their reason for being, and forged ahead regardless of odds.

On March 22, 1963, *MCB Six* acquired a new Commanding Officer, as LCDR R. J. Biederman, CEC, USN, relieved LCDR C. W. Calhoun, CEC, USN, on site. LCDR Biederman came to *Six* from PWO at CNABATRA, NAS, Pensacola, Florida.

LCDR Calhoun was ordered to the Office of Naval Material in Washington, D.C.

MCB Six met and bettered the challenges imposed. Under the leadership of Captain Biederman and "CAN DO" spirit of the Seabees of *Six*, twenty-five per cent of the project was completed with only three per cent of the land being available. Other obstacles such as the requirement to relocate the tent camp due to its placement on ancient ruins of historical significance added to the challenges faced by the Bees. Unusually wet ground conditions, stopping all moving vehicles, *Six* corrected by a massive fill hauling operation. One example being the 70,000 cubic yards hauled in a 28-day period. In meeting this requirement, "A" Company, led by LTJG K. A. Vaughn, worked a 24-hour day, 7-day week, utilizing two shifts, nine 15-ton trucks and twelve 5-ton dumps, to haul the select fill over a narrow, 5 mile, gravel road to the transmitter site.

During the week of 10 June, Captain W. M. Heaman, COMCBLANT, and an Inspection Party, visited the Project JUDY site, for the Annual Administrative Inspection. During the visit, the tent camp, the men of the Battalion, and the departments were inspected. Following the personnel inspection, the Battalion passed in review before the Commodore and more than 350 local Marathonians. The women of Marathon presented Captain Heaman with a bouquet of flowers, while the Royal Hellenic Navy band played in the background. This gesture pointed up the fine feelings which the Greek people have for the men of *MCB Six*, the Navy, and the United States. Also, a reception was held for Captain Heaman where flashing dinner dress uniforms contrasted markedly with the tent camp environment. While in Greece, the Seabees have, several times, rushed to the aid of the nearby citizens in fighting fires or rendering medical assistance.

In mid-June all scheduled land was made available and *Six's* TURN TO effort was no longer confined. Prefabbed on the ground, the 100 major antennas commenced to reach skyward. Almost overnight the landscape of the Plains of Marathon began to change. Antenna Project Officer, LTJG K. J. Vasilik, who had trained his "D" Company not to be outdone, demonstrated how buildings are built. The successful erection of the eleven support buildings, all showing quality workmanship, were due to leadership, on-site supervision and Seabee know-how since no shop drawings had yet been made available. To obtain maximum utilization of tools and personnel, shift work was required. All during this time, "B" Company led by ENS Starr installed the necessary utilities, plumbing, electrical and heating for the complex. "B" Company also was charged with the responsibility for camp operation. As an example of this task, Bravo personnel distilled in excess of 2,800,000 gallons of potable water during the Greece deployment. The pressure still continued on "A" Company to finish paving the network of roads for the electronic and supporting complexes.

In October 1963, *MCB Six* completed the assigned project. While the 186 pieces of USN equipment again were required to be transported through the center of Athens and Pireaus, this time for loading aboard ship, only a portion of the 18,214 measurement tons of cargo and construction materials taken to the camp, had to be brought back.

At the formal dedication ceremonies attended by RADM P. Corradi, Chief, Bureau of Yards and Docks, RADM Roeder, DCNO, and various officials from the Departments of Defense and State, *MCB Six* was presented with the following plaque:

"Presented in appreciation for the outstanding work and inspiring devotion to duty demonstrated by MCB Six in building this station. Faced with an almost insurmount-

able task from complete water inundation of the sites, diplomatic negotiations, and many last minute design changes during all phases of construction, the Seabees of MCB Six have once again lived up to the slogan:

*"The possible we do immediately,
The impossible takes a day longer"*

On the Plains of Marathon and within the confines of NAVCOMMSTA GREECE (Project JUDY), stands a beautiful Marathon Marble podium. On which, in bronze, is the following message:

"To all who stand in these presence let it be known that the officers and men of United States Naval Mobile Construction Battalion Six did carve from these glorious plains of Marathon this station to perpetuate the freedom born in Greece thousands of years ago."

Six holds the unique honor of being the only Construction Battalion in commission entitled to wear the Presidential Unit Citation.

Six was the first Construction Battalion to work under actual combat conditions, landing on Guadalcanal in 1942 under CDR Joseph P. Blundon. During the period from 7 August to 9 December, *Six* fought with and built for the First Marine Division, Reinforced. Seabees of the Sixth Battalion helped write the textbook of Guadalcanal. They functioned as combat, aviation, and construction engineers on an around-the-clock schedule. For their heroic efforts and herculean accomplishments under gunfire and the ravages of malaria, they were awarded the Presidential Unit Citation. The PUC stands for the tradition born of the skill and sweat of the Seabees of Henderson Field, of Auckland and Okinawa, a tradition that is carried on the proud shoulders of our present Construction Battalion.

Seabees "Can Do"



LCDR RICHARD J. BIEDERMAN, CEC, USN
COMMANDING OFFICER

Project JUDY, the construction of U. S. Naval Communication Station, Greece, represented one of the most rewarding challenges experienced by Seabees since World War II. Fortunately for us, the task was given to *MCB Six*. Fortunately for Project JUDY, *MCB Six* met the challenge squarely and with a dramatic determination that the job would be done despite all odds.

Militarily, Project JUDY gained for the United States a vital link in her Navy's world-wide communications system, but there was also a political gain for our country represented by the outstanding conduct of the men of *MCB Six*. There is little doubt that the people of Marathon, Nea Makri, and Kato Souli will long remember the kind gestures and ceremonial reviews conducted to their thunderous applause. It is also a fair certainty that there exists in their hearts a warm feeling for American Seabees. WELL DONE!

R. J. Biederman



LT JOHN C. SWEENEY, CEC, USN
EXECUTIVE OFFICER

The contents of this cruise book depict in general the efforts put forth by *U. S. Naval Mobile Construction Battalion Six* on Project JUDY. For those who built NAVCOMMSTA, GREECE, each picture will cause many more to come to mind, and rightly so. Project JUDY, in addition to requiring a determined Battalion effort, was a deployment which depended on the loyalty, Seabee Spirit and attention to duty of every man.

You can be proud not only of *MCB Six* but of yourselves. The individual as well as *MCB Six* was "tested" on Project JUDY — NEITHER FAILED.

J. Sweeney

SAGA OF SIX

The orders were issued: "On or about 1 May report to Norfolk, Virginia, to assist in the formation of *U. S. Naval Mobile Construction Battalion No. Six*." Seven officers and about six hundred men, mostly reserves, but with a hard core of regulars, reported for the commissioning at 1300 on 3 May 1951. The next day, the Battalion embarked for Bermuda and four weeks of rough military training, aboard the *USS Navaroo*. May 8th saw the companies formed along the pier, and the Battalion marched off to the strains of "Song of the Seabees" played by *MCB Six's* own band, and with each man having a copy of the newspaper that would in seven months win the award for the best paper in the overseas edition of the Armed Forces Press Service, "THE *MCB SIX* LOG."

LT Daskalakis and his detachment of Marines assisted CDR Pinkerton's new "Seabees" in training which covered about everything in the Landing Party Manual with heavy emphasis on weapons. Everyone took a turn at squeezing the trigger of the machine guns, BAR's, tommyes, and carbines, and the men were trained well in maneuvering and tactics for small units.

The unit was well on the way to becoming a highly efficient organization; from commander to apprentice, *MCB Six* could do the job, any job.

As Seabees will, all hands that could find a job aboard the *Navarro*, this time taking CDR Pinkerton's men to Guantanamo Bay, Cuba, went to work assisting the ship's company. The gunners helped repair the 20mm batteries, the electricians worked on the fans and ventilators; as fast as the ship's First Lieutenant requested men, the volunteers appeared. The hours flew by with evening band concerts and movies, and a "happy hour" was put on by the crew and Seabees.

The *Navarro* tied up on 9 July at Gitmo, with the Executive Officer LCDR Wimer, CEC, USNR, and his advanced party, waiting on the pier. They had set up the compound and made all the arrangements to house and feed the Battalion.

Though the projects were spread out over most of the base, *MCB Six* was so well organized that work would be carried out extremely efficiently. Although scheduled to stay only five months, a huge program was laid out for completion during that time.

The first and foremost project was the paving of Wharf "Baker," which required removing some 76,000 square feet of old paving and repaving it with a concrete apron eight inches thick. Working conditions were such that it was necessary to pour all the concrete at night, since the heat of the Cuban sun would dry it before it had a chance to set.

Another major project, the Sherman Avenue bypass, a short cut-off past the main thoroughfare which eliminated much congestion during the rush hours and saved time to and from the Air Station, entailed the moving of over 20,000 cubic yards of earth and slicing away a large chunk of mountain.

Though working long hours under disagreeable conditions, the equipment operators were never heard to complain and would often be seen working overtime or on their days off. The pride of their craft was evident in the manner in which the older men trained the younger ones to be as conscientious as themselves. These practices have always been continued in *MCB Six*.

On 6 December, the Battalion embarked on the *USNS General Goethals* for a luxury cruise to CBC, Davisville, Rhode Island, arriving there on 11 December, and after becoming temporarily established ashore, the majority of men took a well-earned Christmas leave. By 15 January, all personnel had returned and preparations for the next operation were begun. While at Davisville, many replacements and transfers were accorded. Among them was CDR Wimer, XO, who was replaced by LCDR H. L. Murphy.

The Battalion, reformed and retooled, set sail for Argentina, Newfoundland, on 9 March 1952, aboard the *USS Benewah*, an APB that was to be *Six's* home for the next five months.

On 17 August 1952, *Mobile Construction Battalion Six* completed their deployment in Argentina, and boarded the *USS Kent* for their return voyage to Davisville, Rhode Island. The Battalion arrived in Davisville on 22 August 1952. The two-party leave period was used while the Battalion was in the States in order to allow the men to go on leave, and at the same time, send others to schools in Newport, Rhode Island. By 5 October 1952, all hands were back aboard, making ready for their next deployment to Cuba. On 10 October the Battalion went aboard the *MSTS Muir* and sailed for Guantanamo Bay, arriving there on 15 October 1952. The Battalion immediately moved into barracks at Leeward Point, where they stayed until 3 April 1953. *Six* had many jobs (as usual) on this deployment, some of them were: completing the runway lighting, extending the boundary road, drilling for water, building a new sickbay, and construction of living quarters for the Naval Aid Station.

The Battalion returned to the States shortly after Easter 1953, for leave and recreation. The Battalion, as always, was very busy making ready for their next deployment.

When 23 May 1953 rolled around, *Six* climbed

aboard the *USS Sanborne* and set sail for Port Lyautey, French Morocco. They arrived on 2 June, and commenced work shortly afterward on many various projects. Some of the jobs included the finishing of a new gymnasium, construction of a new out-door movie, remodeling of a large airplane hangar, maintenance work on the dependents' housing, and the building of a new LST ramp. In June of 1953, CDR P. J. Simmons, CEC, USN, replaced CDR Pinkerton as Commanding Officer.

Early in November, *MCB Six* left Port Lyautey for Davisville, arriving on 15 November. Plans were put into effect for *Six* to be split into nine detachments. The Battalion pulled up stakes on 8 February 1954, and departed for Cuba, where the plan was to take shape. *Six* arrived in sunny Cuba on 13 February 1954. As final plans were being put together for the detachments, *MCB Six* aided *MCB Eight*, who was deployed in Cuba at that time, on the construction of the dependents' housing project.

Detachment "Dog" was the first of the detachments to be commissioned with R. F. Reynolds, CWO, as its officer-in-charge. "Dog" left Cuba on 16 April 1954, on *LST 988*, arriving in San Juan, Puerto Rico, on 18 April. The detachment remained there until November of 1954, before returning to Davisville, Rhode Island.

The second of the detachments, "Easy," was commissioned on 7 May 1954, and departed aboard the *LST 988* for San Salvadore in the Bahama Islands on 21 May. Ensign C. Matthews, CEC, was officer-in-charge, and WO W. Monnier, assistant officer-in-charge. Detachment "Easy" returned to Davisville the following year on 27 August.

The big day for Detachment "Fox" came on 5 June 1954, in Cuba, where the detachment was commissioned in a short and colorful ceremony, headed by CDR P. J. Simmons, commanding officer. CDR Simmons read the orders which officially commissioned Detachment "Fox" with LTJG C. W. Harman as officer-in-charge and CHELEC R. P. Wittenberg as assistant officer-in-charge. Detachment "Fox" composed of 148 men, departed on the *LST 533* on 14 June 1954, for Grand Turk. The Detachment was officially decommissioned in July 1955, at Davisville.

In July of 1954, *MCB Six* returned to Davisville from Cuba, and made the necessary arrangements for the commissioning of Detachment "George" which was commissioned on 9 July 1954. The new detachment was led by LT J. Morgan, CEC, and had ENS A. L. Brown, CEC, as assistant officer-in-charge. Detachment "George" departed for Nova Scotia, where they stayed until August of 1955, at which time they were decommissioned.

On 3 September 1954, Detachment "How," the fifth detachment, was commissioned with LT A. E. Hackett, CEC, as officer-in-charge and ENS J. A. Tiso, CEC, assistant officer-in-charge. The 140 man detachment departed Davisville on 14 Septem-

ber 1954, aboard the *LST 532*. They spent eight months on tropical Bermuda before returning on the *LST 344*, to be decommissioned in June of '55.

October 27, 1954, *MCB Six* for the second time in its history, held a change of command ceremony with LCDR R. C. Jaquess, CEC, USNR, assuming command from CDR P. J. Simmons, CEC, USN.

Three months passed before the next detachment was commissioned. On 21 January 1955, the new commanding officer of *MCB Six*, LCDR Jaquess, read the official orders commissioning detachment "Item." LTJG J. A. Lane, CEC, USNR, then read his orders which gave him the helm as officer-in-charge. Detachment "Item" was sent to Nantucket, Mass., and was engaged in constructing naval facilities.

The commissioning of Detachment "Jig" came on 20 April 1955, with LTJG H. N. Wehke, CEC, USNR, as OinC and ENS W. A. Baker, CEC, USNR, assistant Officer-in-Charge. *MCB Six's* commanding officer, LCDR R. C. Jaquess read the orders forming the 140 man Detachment. Detachment "Jig" was sent to Cape Hatteras, North Carolina, to build a facility there.

Detachment "Love" was commissioned on 11 July 1955; her officer-in-charge was ENS S. T. Wilkoz. Detachment "Love" departed Davisville in July of 1955, and was deployed to Cape May, New Jersey. The Detachment returned to Davisville a few months later (in October) and was decommissioned.

In September of 1955, with Detachment "Item," "Jig" and "Love" still operating, the main body of the Battalion prepared to take on another job in Antigua, B.W.I. The Battalion left Davisville in three lifts, with the first lift leaving on 21 September, and arriving in Antigua on the 29th, after stopping for a short while on Grand Turk to unload materials there. Lift Two departed Davisville on the 29th of September, arriving at Antigua on 8 October. The third lift left on 15 October, arriving on the 23rd.

The first lift had a hard, but important job to do when they arrived. They had to put several reefers in operation so that the frozen food could be stored. Other important jobs were the tent camp area, and the boundary fence. Two old buildings were located on the camp site; they were an old salt water pump house, and one wing of an old army hospital. The utilities included a sewer system, a salt water system, and part of a fresh water system.

These two buildings proved to be a big help in the early days of the deployment. Without too much work, the old hospital wing was turned into a temporary galley, mess hall, and personnel office. Later, the old army hospital wing was remodeled and served as a galley, mess hall, personnel office, offices for the commanding officer and executive officer, beer hall, ship's store, post office, and galley issue room.

Off hours were spent on the many white beaches of the island, recreation parties, movies, sports, writing

letters, studying, and patronizing the Seabee beer hall.

Shortly before returning to the States, in July of 1956, Detachment "Kilo" was commissioned.

During an informal ceremony on 18 September 1956, in Davisville, Rhode Island, Detachment "Lima" was commissioned with LT G. A. Anderson, CEC, USN as OinC and LTJG F. M. Kresser, CEC, USNR, as assistant OinC. The detachment of 200 men departed the following day for Roosevelt Roads, Puerto Rico, where they stayed for six months before returning to the main body of *MCB Six* in Davisville, in March of 1957. "Lima" had many jobs to perform while deployed in Puerto Rico, but the most important was the renovation of the dependent housing for the expanding naval base there. Their high moral and "Can Do" spirit was shown in many ways during their stay. One of the biggest factors behind this tiny group was their newspaper, the "Detachment Lima Limb."

MCB Six moved out of Davisville for sunny Cuba for the fourth time, on 28 September 1956, on the *LST 1163*. The Battalion arrived on 3 October, and quickly went to work unloading and moving into the CB camp area on mainside. The Battalion was loaded down with many jobs and some of these were: raising the athletic field, relocating and building a new road section to eliminate serious driving hazards, and the largest of the projects, construction of 88 married enlisted quarters and 25 officers quarters at Leeward Point. This job alone was too large for the Battalion to complete on this cruise, as no adequate housing was available for the Battalion at Leeward Point.

Shortly after the Battalion arrived in Gitmo, the command of *MCB Six* changed hands when CDR V. M. Tregonis, CEC, USN, relieved LCDR R. C. Jaquess, in a very impressive ceremony. October 27, 1956, marked the fourth time the command had changed hands.

Before the Battalion left Cuba for Davisville, Detachment "Mike" was commissioned and sent to Bermuda.

MCB Six departed for Guantanamo Bay, Cuba, again in June of 1957, commencing its fifth deployment there. Upon arrival of *Six*, Detachment "Mike" was decommissioned. While deployed in Cuba, *Six* was awarded the "Best of the Atlantic Fleet Seabees." This was a title well-earned through the co-operation and hard work of all the officers and men of *MCB Six*.

January 13, 1958, found the "Best" was on its way back to the States again. Before the Battalion left Cuba, Detachment "Oscar" was commissioned and remained behind. *Six* arrived in Davisville 17 January 1958; Detachment "Quebec" was commissioned and was sent to Argentia, Newfoundland, on 30 April 1958. Detachment "Quebec" became the seventeenth detachment to be commissioned. Before *MCB Six* left on 15 May 1958, for a deployment at Roosevelt Roads, Puerto Rico, Detach-

ment "Papa" was commissioned and sent to Barbados, T.W.I.

MCB Six left Roosevelt Roads for the States on 7 December 1958, with seven years of successful and prosperous cruises behind it. On 15 December 1958, LCDR L. E. Stiffler, who relieved CDR V. M. Tregonis in Puerto Rico on 22 November 1958, as Commanding Officer, was relieved of command by CDR L. W. Graves, CEC, USN. Upon arrival in Davisville in December of 1958, *Six* began preparing for its deployment to Rota, Spain, and on 5 January 1959, it commissioned Detachment "Romeo" which was sent in advance to construct the Battalion's camp and begin the initial phases of construction. In the four months prior to the Battalion's arrival at Rota, the Detachment built a camp of over 50 Quonset huts, a number of buildings, and several material compounds. *Six* was the first Construction Battalion to be deployed to Europe's newest base.

While the Detachment was engaged in construction at Rota, the Battalion, on 29 February, was airlifted to Camp Lejeune, North Carolina, to become the first Battalion on either coast to undergo intensive military training under Marine supervision. The course of instruction lasted six weeks with the Seabees giving up their tools for weapons and learning the techniques of their Marine tutors. The Battalion returned to Davisville on 10 April 1959.

Detachment "Sierra" was commissioned 5 May 1959, and sent to Bermuda to accomplish rehabilitation there, including completely reconditioning the married enlisted quarters on the Naval Station. After the leave and training period in Davisville, the Battalion went to Rota to begin construction of a number of projects including a school addition, gymnasium, library, hobby shop, EM club, vehicle shed, service station, dry cleaning plant, and others. In January of 1960, the Battalion departed Rota, leaving a rear echelon to complete the gymnasium.

In February of 1960, LCDR O. R. Butterfield, CEC, USN, relieved CDR L. W. Graves, as commanding officer. In April, *Six* became the first Mobile Construction Battalion to locate its command stateside and deploy two detachments. Detachment "Uniform" departed for Argentia to repair the Catholic Chapel, construct a pump-house on Gull Pond, erect Butler buildings for supply, replace decking on the Sierra-Tango pier, and repair the roof of one of the hangars. Detachment "Tango" departed for Bermuda for construction of a country store, Navy Exchange, an avionics shop, a married enlisted men's quarters and a warehouse. While in Bermuda, repairs were made to a research tower, called Argus Island, 30 miles off the coast. *Six* returned to Davisville, 11 December 1960, attended military training, and was the first Mobile Construction Battalion to attend classes in disaster control.

On the 27th of February 1961, LCDR C. W.

Calhoun, CEC, USN, assumed command from LT H. M. Barber, who resumed his duties as XO. On the 19th of April, *Six* began its dual deployment by departing for Argentina. In Argentina, *Six* re-roofed the ten-story BOQ, worked on a seaplane ramp, installed an intercommunication system and lighting fixtures in the station hospital, repaired the station laundry, replaced steam and condensate lines in the administration building, as well as other projects.

In mid-August of 1961, *Six* deployed from Argentina to Bermuda, for work at the Naval Station, including the construction of a community center, repairs to the hangar, and renovations to the EM club. *Six* returned to Davisville for a leave and training period on 15 December 1961.

On 1 March 1962, the Battalion departed for Camp Lejeune, North Carolina, for six weeks of military training. The training included everything in the Marine Corps' repertoire and then some. The first five weeks were devoted to class room instruction, infiltration tactics, and actual use of weapons. The final week was given to a field problem with the Marine adversaries throwing everything they had, from frontal attacks to night infiltrations. *Six* came through with shining colors. The Battalion returned to Davisville on 13 April.

Then on 13 June, the Battalion debarked from Davisville, with *MCB Four* (on their way to Cuba) aboard the *USS Suffolk County*, and arrived at Roosevelt Roads, Puerto Rico, on 20 June, after a two-day liberty stop at St. Thomas in the Virgin Islands. After taking only a couple of days to set up, *Six* went into action.

The largest and most important project was the Aircraft Fire and Crash Facility. This project consisted of constructing a reinforced concrete building with approximately 5,500 square feet of floor space, windows, doors, and electrical and plumbing installation. Other projects included, construction of 600 linear feet of 6 inch asbestos waterline, repair of 7,700 linear feet of road to the observation post on Culebra Island including construction of culverts and headwalls, replacement of a wooden switching frame and pole line, rehabilitation of warehouse "519" which involved removing the existing timber trusses and corrugated roofing, replacing it with pre-cast, pre-stressed concrete beams and a double-tee roof with built up roofing, and construction of a 7,360 square yard parking lot. Other projects were: building an aircraft battery shop, a ground support equipment building with 2,900 square feet of floor area, erection of a MAUW storage building, rehabilitation of the twenty-eight buildings in the CB Camp area, and construction of four ammunition magazines. Finally, the rehabilitation of the nurses' quarters consisted of taking the old facility and completely remodeling and renovating the structure, replacing the old sheet metal roof and wooden purlins with new 2 x 6 purlins and corrugated transite roofing, removing fiber board sheathing in the walls and ceilings and replacing it with new gypsum

board, replacement of existing wooden jalousies with new aluminum windows, replacement of plumbing and wiring, and interior and exterior painting.

On 26 September, ninety-five officers and men from the Battalion left for Camp Garcia on Vieques Island for five days of intensive Marine instruction on the .30 caliber machine gun, 81mm mortar, 106 recoilless rifle and 3.5 rocket launcher. The group consisted mostly of men who had not been to Camp Lejeune the previous spring.

On 15 October, the end of *MCB Six's* deployment at Roosevelt Roads, Puerto Rico, was close at hand and about 90 per cent of the assigned projects were complete. Meanwhile the Cuban Crisis was rapidly reaching its apex. The United States was gathering information concerning a sharp build-up of troops and newly constructed missile site. A constant surveillance was being maintained by using high altitude photographic equipment. Then the mock invasion by Marines of Vieques Island, Puerto Rico, was cancelled. The President of the United States brought the nation up to date on the Cuban Issue.

MCB Six was alerted shortly thereafter. Two twelve-hour shifts were organized to complete the four ammunition magazines that were assigned to us to finish before our departure. Remaining materials for the unfinished projects were gathered and signed over to the station's Public Works Department, which would execute the completion. Appropriate material was procured to enable the Battalion to execute any orders received. This would mean that *MCB Six* could be in any assault wave ready to carry out the completion of an airfield, water purification plant, communications network, or to dig in and defend.

Six sailed from Roosevelt Roads, Puerto Rico, on 3 November, joining "B" Company of the 8th Marine Engineers aboard the *USS Terribone Parish*. On 7 November, the Battalion landed at Moorehead City, North Carolina, and went to Camp Lejeune about forty miles away. The Battalion exchanged their old M-1 rifles, .30 caliber machine guns, BAR's, and outdated mortars for the new M-14 rifles, M60 machine guns, and Mark 29 81mm mortars. For the remainder of the three week stay, the men fired the new weapons and studied combat engineering techniques. Eighty-five per cent of the new men qualified, boosting the Battalion's mark to 91.6 per cent, with one officer and fifteen enlisted men qualifying as expert rifleman. The engineering techniques learned included SATS installations, communications, waterproofing, fording, water purification and distribution, and bridge construction.

On the 30th of November, 280 very happy Seabees left Camp Lejeune and returned to Davisville, for a well-deserved rest. One half of the Battalion immediately pushed off on leave, and the remaining half set up shop, went to school, and helped prepare for the forthcoming deployment to Greece: Project JUDY.



LCDR Charles W. CALHOUN, CEC
Former C.O.

OFFICERS



LT Morris HOHENBERG, SC
Supply Officer



LT Irving B. TERAN, MC
Medical Officer



LT Crosby S. PECK, DC
Dental Officer



LT Roy E. SHORT, CEC
Operations Officer



LT Kenneth J. VASILIK, CEC
"D" Company Commander



LTJG Warren N. SMITH, SC
Disbursing Officer



LTJG Kenneth A. VAUGHN, CEC
"A" Company Commander



LTJG Thomas P. QUINN, CEC
"C" Company Commander



LTJG Nathaniel A. TOWLE, CEC
"H" Company Commander



ENS Ronald J. STARR, CEC
"B" Company Commander

CHIEFS



Richard T. BLAINE
CECS



David A. SCHMID
BUCA



Stuart E. HUTCHINS
EOC



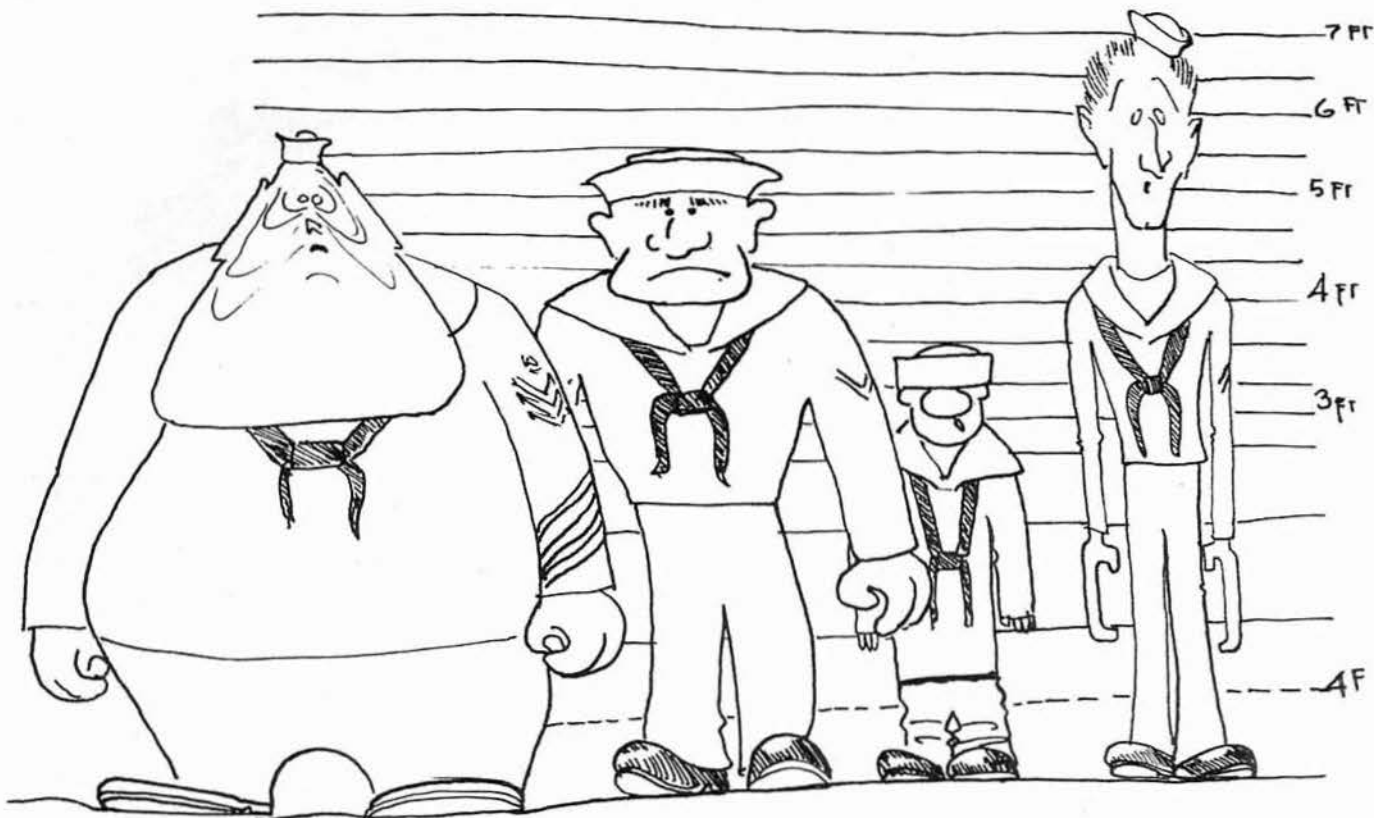
Aubry A. HORTON
UTC



Samuel E. GODWIN
BUC



Owen H. PERRY
BUCA



THE CREW



Donald L. Adams
EON3



Curtis F. Adkins
BUL2



Charles L. Alletto
BULCN



Robert L. Anderson
BUL3



Joseph W. Balazs
BUR3



Anthony R. Barhonovich
YN3



Emory G. Barnes
EON3



Edwin R. Bauer
ETN2



Eugene H. Beasock
CP



James J. Becker, Jr.
UTP2 (DV)



Robert T. Becker
UTA3



Richard C. Beecken
BUL3



John R. Beedenbender
CN



Charles F. Bell
CN



Stanley C. Bellamy
CP



Andrew Bennett
UTP2



Alfred Bentley
CN



Willie E. Benton
CS2



Marcus R. Blanchard
CMHCN



David L. Blanchard
EASCN



Ronald R. Blum
SN



John W. Blydenburg
UTB2



Richard W. Boyle
CEW3



Richard F. Brabham
BULCN



James E. Branham
EASCN



David R. Breuklander
SWE CN



Thomas R. Brooks
CEPCN



Theodore M. Brown
BUL3



Robert W. Bruce
BULCN



Dale G. Butcher
CMA3



Gary M. Burchner
SN



Carlton G. Bushman
CEWCN



Terry J. Buzard
UTB2



Arnold Cain
CN



Francis M. Calabro
BUR3



Johnnie C. Carrigg
SH3



Thomas A. Carter
BU1



Lawrence R. Cherry
UTP3



Stanley W. Cherry
CP



Ronald E. Cobb
CMA3



Richard A. Colglazier
CP



Robert L. Corban
BU1



David D. Crapp
BUR3



Gary R. Crouch
CN



James A. Culley
EON3



John J. Culver
EOH3



Alfred D. Cummings
CN



Richard J. Cummings
EOH3



Lowell K. Davis
SWFCN



Richard M. Davis
SA



Edmond G. Deberry
CET2



Robert P. Demott
CP



James W. Dewboys
PC1



Joseph G. Dick
BUL2



Raymond G. Dismore
SWE2



Robert L. Dowell
EONCN



Ernest B. Doyle
DK2



Ralph R. Dunn
BUL3



Anthony W. Eader
BUL3



William A. Egan
BUL3



Ralph A. Englert
CMA3



Robert Engram
EADCN



Peter C. Eppinger
CN



William P. Fanning
BUR3



Martin E. Farkas
CN



Martin W. Feeney, Jr.
CN



Arthur M. Fields
CN



Paul L. Fincher
CN



Jerry W. Fisk
CN



Charles M. Flansburg
CN



James W. Fox
CN



Andrew T. Fusillo
BULCN



Matthew Giglioli
CN



James A. Gill
GM1



Vernon D. Graham
CMACN



John H. Grasberger, Jr.
CP



Wilson S. Gray
CN



Eugene F. Green
YN3



David L. Griffith
SWF3



Ralph K. Griffith
BUL3



James L. Grimes
SK3



Robert M. Grow, Jr.
CN



Leonard R. Gutzwiller
UTP3



Delbert W. Haggadone
SN



Haywood B. Hairston
UTP2



Roy P. Haley, Jr.
BULCN



Ronald A. Hany
BUL3



Robert P. Harms
EAD3



Ronald L. Heitzler
CN



Edward P. Hettiger III
CMA3



Howard F. Hoadley, Jr.
CN



Werner A. Hoffman
CMH2



Darrell Howard
CN



Farrell Howard
CN



Edward D. Howell
UTW2



Gerald C. Huggins
CN



Harold F. Humphrey, Jr.
CN



Daniel J. Hurley
BUR3



Gilbert Isler
CN



Hjalmer L. Johnson
HM1



Henry L. Johnson
EOH3



Jerry H. Johnson
CN



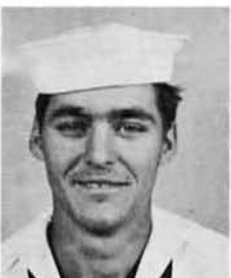
Jesse J. Johnson
BULCN



Ronald L. Johnson
EONCN



Louis N. Jones
ETN3



William H. Jones
UTPCP



Charles T. Kennedy
DKSN



Paul A. King
BUR2



Larry D. Kitson
YN2



Thomas E. Klecker
CN



James R. Klein
CN



Raymond J. Knapp
CP



Larry L. Koebecke
CN



Christopher S. Kucharzek
CN



John P. Kutger
EOH3



John S. Lefevre, Jr.
CN



Ralph J. Labbadio, Jr.
PN1



Douglas W. Lockhart
CN



Norbert D. Lorenz
BUR3



Jerold A. Lovich
CN



Henry A. Luck
CMA3



Lawrence F. Lyman, Jr.
BULCN



Robert T. Machesky
CEP3



Douglas G. MacKay
CP



John H. Madden
EOH3



Richard F. MacSorley, Jr.
EAD3



Roland L. Mann
UTP2



Thomas B. McAuliffe
BULCN



Thomas J. McCarthy
DT2



Eugene G. McClain
SWECN



James I. McKnight
CMHCP



Edward G. McMahon, Jr.
CN



Herman L. Meeks
SWFCN



Cornelius B. Messer
CP



Douglas W. Michael
BUL3



Ralph E. Mikolajzyk
UTW3



Harold D. Miller
SWE2



Ronald C. Miller
BUR3



Wayne D. Miller
CET3



William H. Miller
BUR3



Vito D. Minucci
CN



Saheed K. Mittry
BURCN



David O. Moline, Jr.
BULCN



James E. Moore
UTP3



William H. Moore
CE1



Richard S. Morris
EOH3



Michael L. Morris
CMHCN



Joseph I. Moroski
BULCN



Estil R. Meyers
EOH3



Jimmie D. Narber
BUL3



William C. Nardone
YN1



Lynn A. Neff
BUL3



Robert A. Neros
CESCP



Henry B. Neuburger, Jr.
CMH3



Carl J. Neuhoff
BUL3



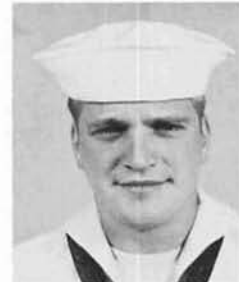
Robert L. Nolan
CN



Dee Cee Nowlin
SA



John B. Oakley
SK3



George Odette, Jr.
BUR3



Ronald L. Offutt
CN



James M. O'Neill
CP



Gaylin L. Ormond
CN



Joseph G. Ortega
CEP3



John R. Otterbein
EONCN



Edward V. Page
CS2



Carl E. Palmer, Jr.
UTWCN



Jan Z. Paulovich
CMHCP



Gary W. Peitzman
CMA3



Frank E. Pelaccio
CN



Ronald J. Plefka
BULCN



Richard L. Poth
CN



Kenneth R. Powell
SK1



Robert E. Prince, Jr.
BUL3



Joseph F. Putka
EON3



Thomas J. Radican
BUL3



David Rector
UTP2



Clifton G. Reed, Jr.
CN



Jerome T. Reed
SWE3



Charles S. Reese
UTWCN



Harry J. Reid
SWE2



Darol L. Reynolds
CES2



James R. Riffle
SWE3



Martin M. Riley, Jr.
CET3



Paul D. Roberts
BU1



Daniel Rodriguez, Jr.
CN



Harry E. Ross
UTP2



William K. Rossiter
EAS3



Raymond G. Roy
CN



Raymond M. Ruff
CN



John Salvatore
EON3



David M. Saylor
CMA3



Paul E. Schlough
CN



David N. Schunatz
EON3



Thomas Scott
CN



John F. Shea
BURCN



Larry E. Shelton
CN



John F. Smart
CN



William N. Smith
SK2



Robert F. Snyder
EOH3



Harry W. Sollars
CEWCN



Ronald W. Spates
CN



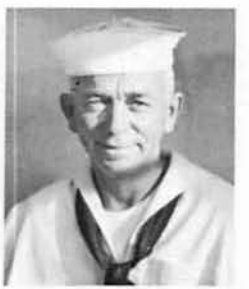
Rayford C. Squires
CS3



Ronald D. Starrett
CEPCN



Oscar R. Stephens
BUH2



Carl E. J. Stephens
CEW3



Paul A. St. Cyr
EOH3



Jessie Stoney, Jr.
CEWCN



Henry E. Suggs
EO1



Richard L. Sullivan
EONCN



Dennis W. Sutter
CEW3



Earl H. Sholders
BULCN



Richard C. Tevalt
SN



Peter R. Thiesse
UTP3



Arlin E. Thomas
CN



Francis R. Thompson
UTP3



James E. Thompson
CN



William Torbet
CMH2



Joseph R. Tomasko
EAD3



Larry G. Umipeg
SH2



James F. Vaughn
CESCP



Arthur C. Vogel, Jr.
CEPCN



Richard A. Waymeyer
CN



Edward G. Wagley
BULCN



Donald E. Waggoner
HM2



Marshall L. Wallis
CEW2



John R. Webster
HM3



Eugene C. Welliver
CP



Thomas C. White
CN



Wallace W. White
CN



Jimmy F. Word
BUL3



Donald G. Wright
CN



Donald B. Wyse
BURCN



George S. Xenos
YN3

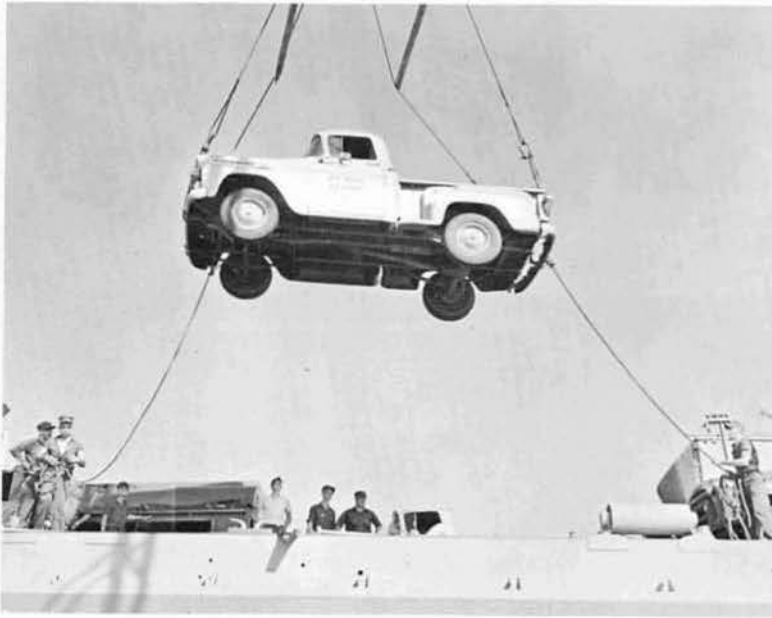
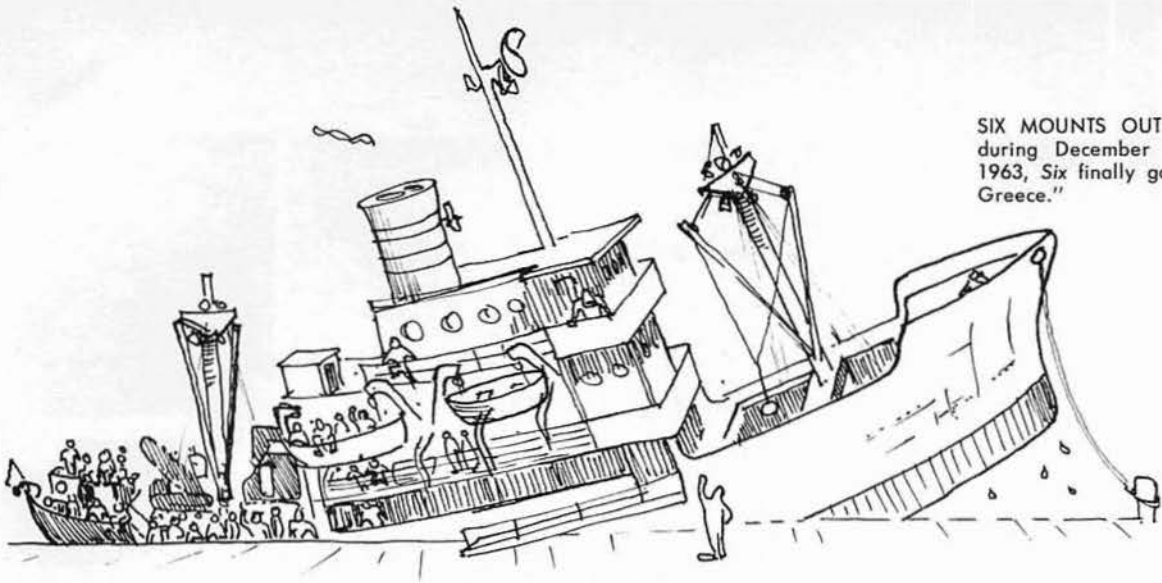


Gerhard W. Zarske
BU1



John E. Zahler
CMACP

SIX MOUNTS OUT. After four different lifts during December 1962 through February 1963, Six finally got transported to "sunny Greece."



Small trucks---



--and BIG alike go aboard.



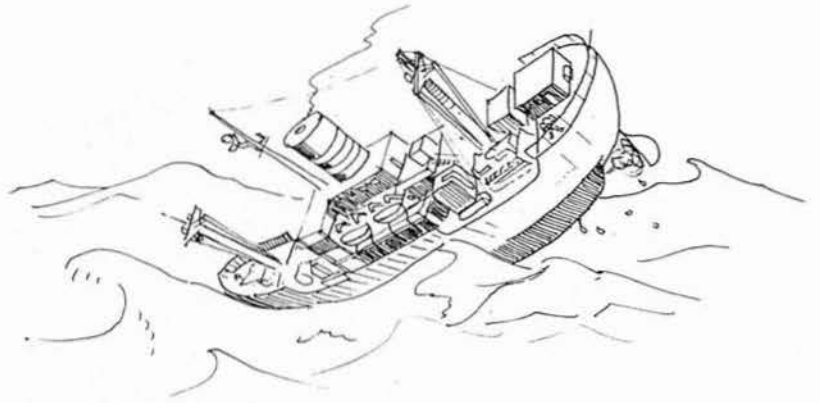
Anybody see a blue AWOL Bag?



Two-by-two they boarded the Ark—Some went by air (MATS), others by sea—USNS Greenville Victory or the USNS Maurice Rose.



PAOLETTA brings a bit of Italy aboard the Rose.



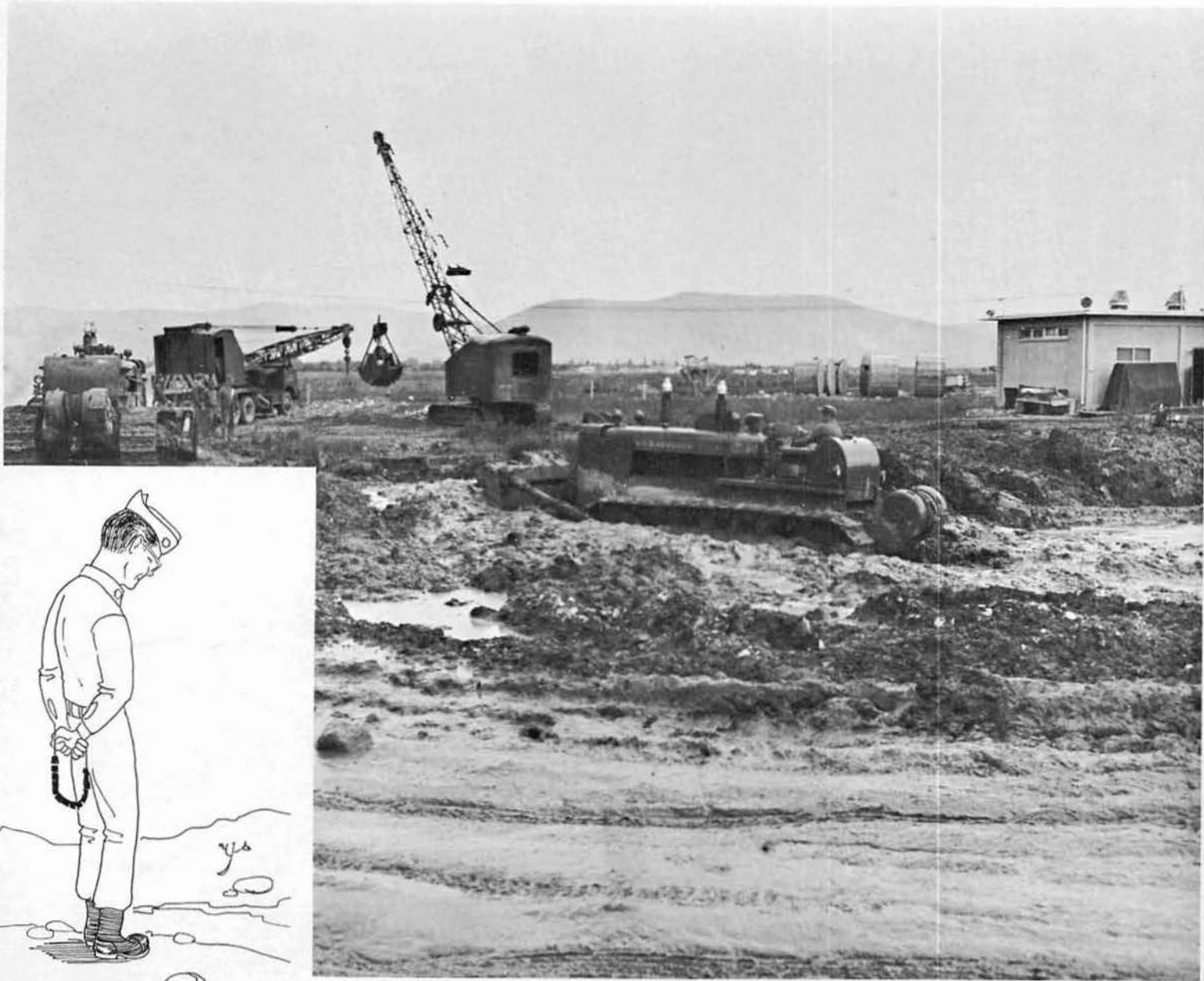
No room at the inn!



PROJECT JUDY



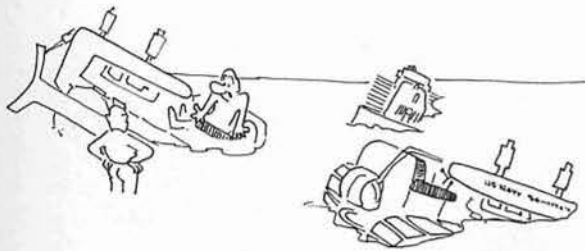
FEENEY sights in on —?



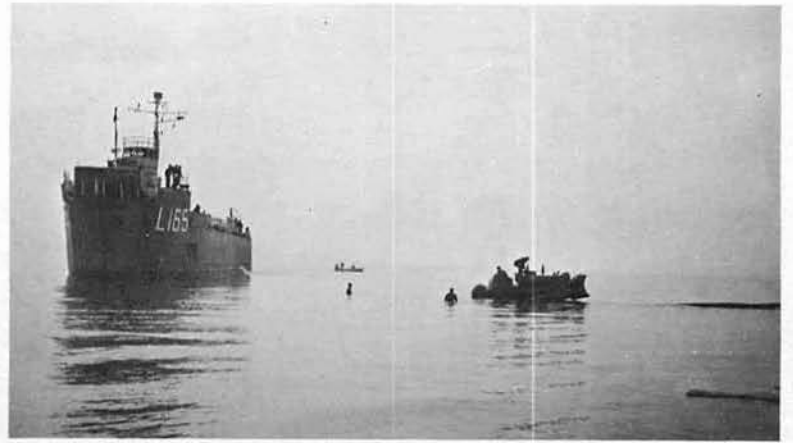
At SWAMP CITY "A" Company and their equipment start the long, tedious mucking operation.



The JOB SITES—BEFORE!



This is the BORROW PIT, not BURY PIT.



Who said a DOZER couldn't swim?



What a place to run out of fuel.



A race between MAN and the BEAST.



Fill and Haul and Fill and Compact and Fill—



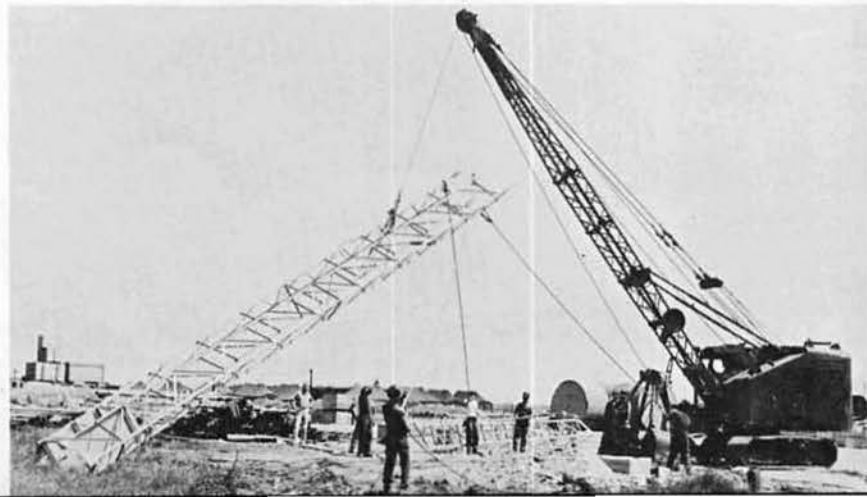
About another yard; his feet are still showing.

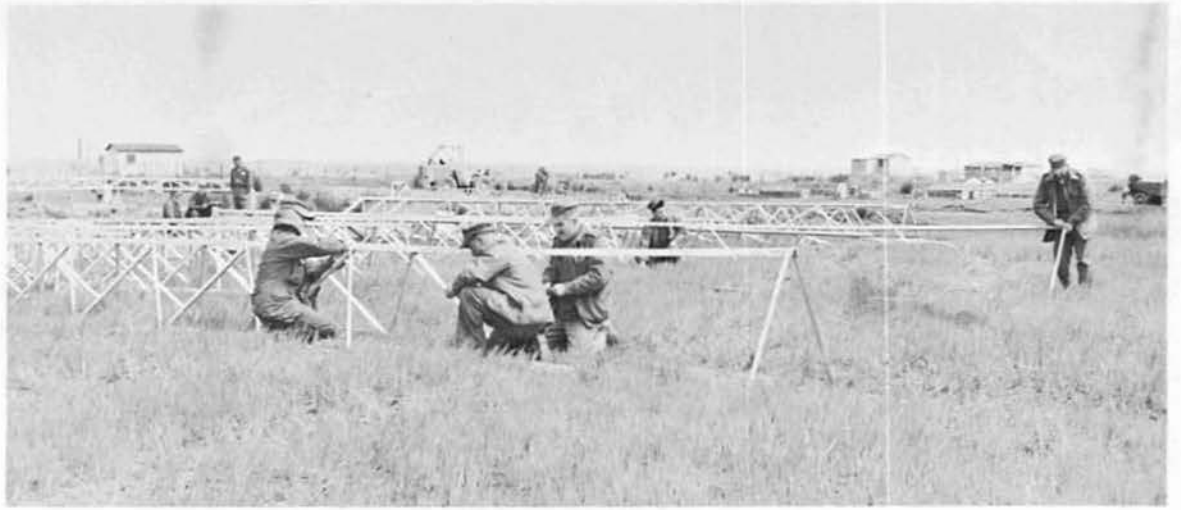
Wait a minute! MORRISON'S still in there.



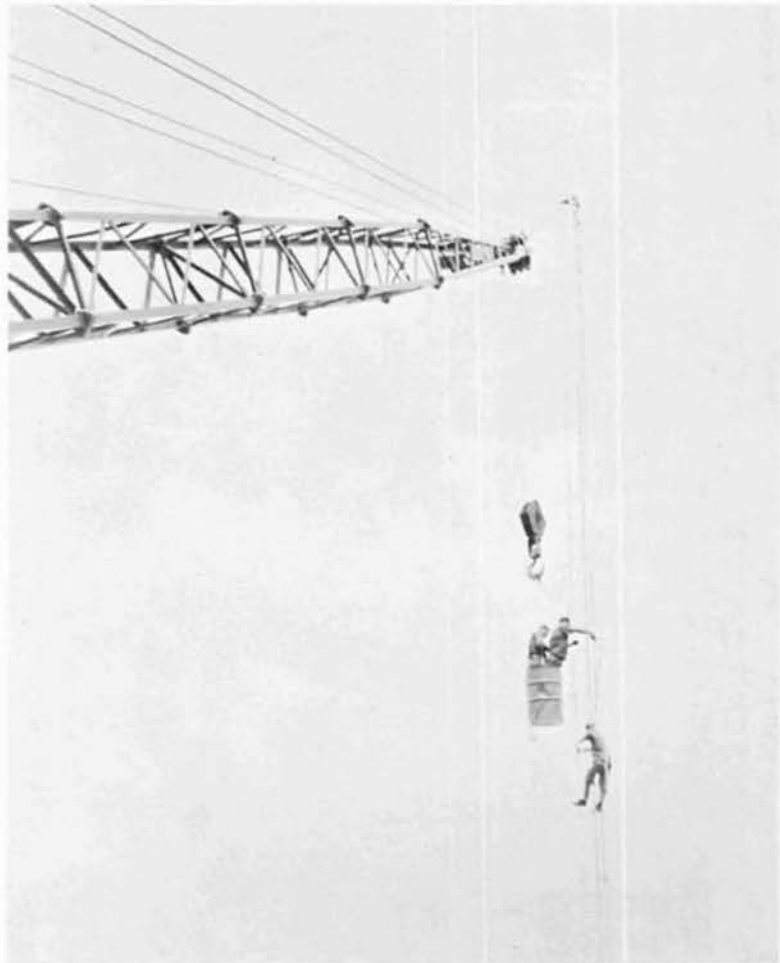
Tell DEBERRY we're not driving piles!

The first RLPA of many goes up.





It says here: "Bolt A goes through hole X in section D of assembly Z."



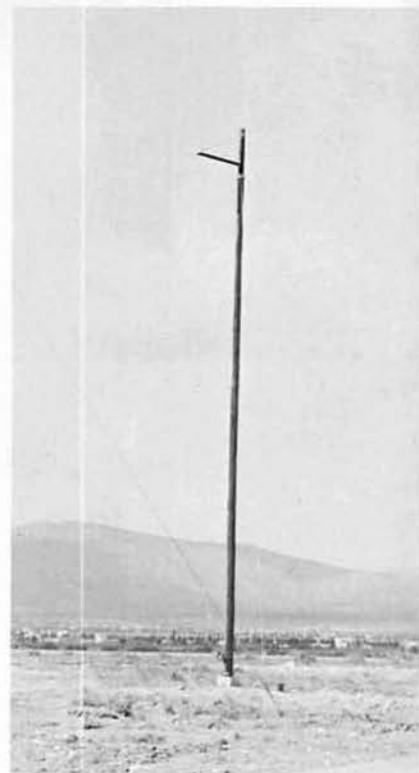
So then we suggested a "sky hook."



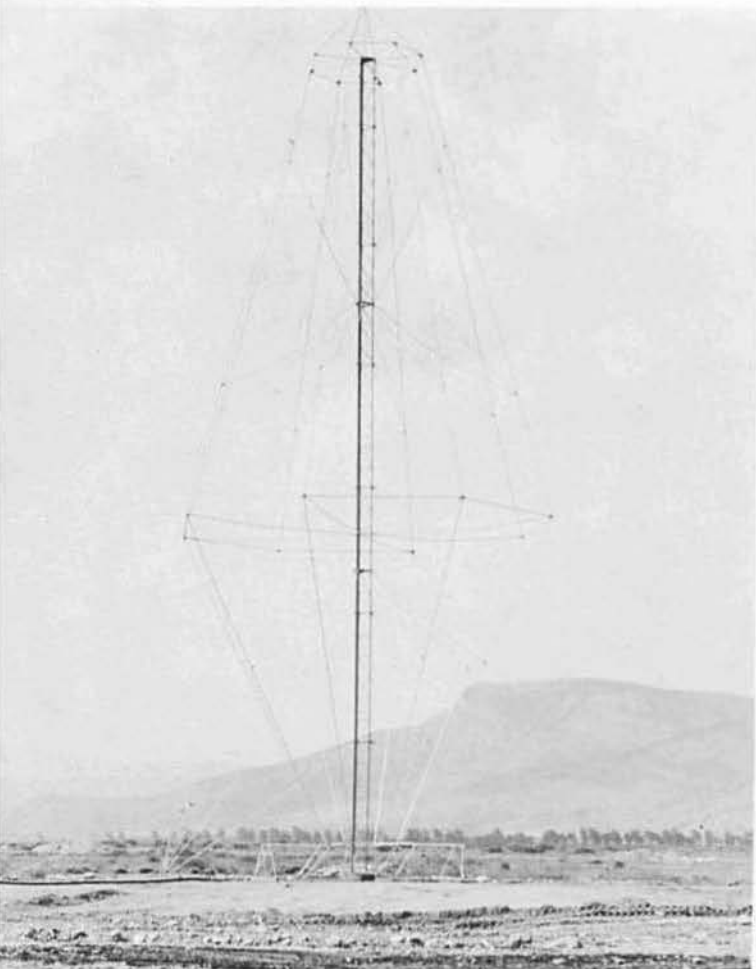
What, no hazardous duty pay?



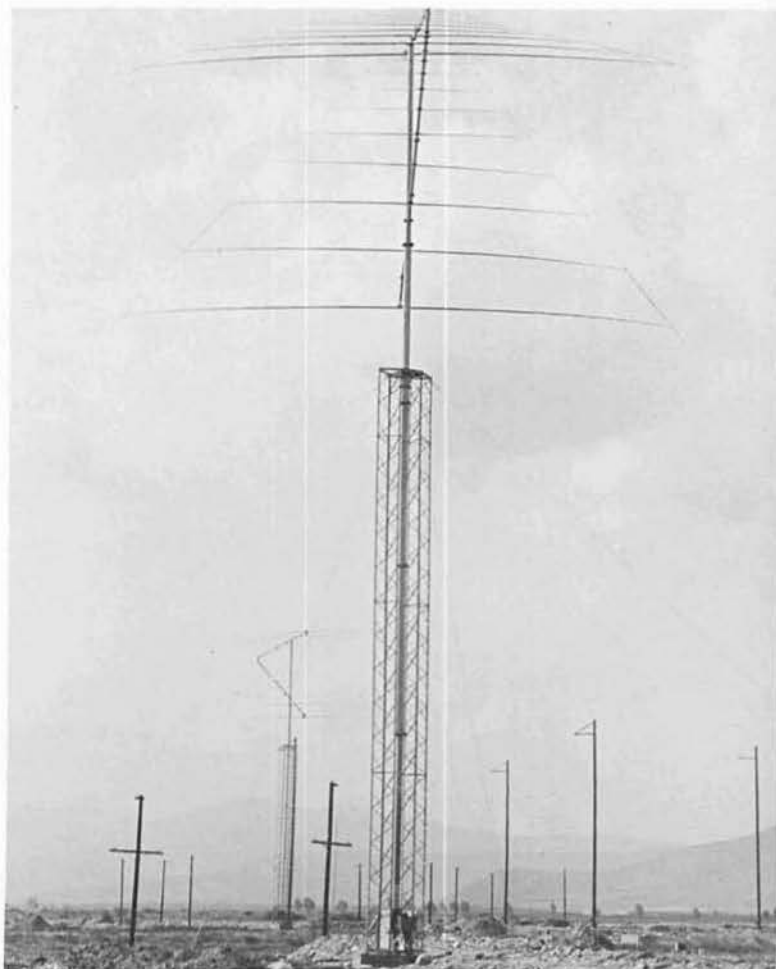
Sometimes at night we lie awake and see whole fields of antennas:



Vertical doublets – or



Comical monopoles – or



Rotating log periodics!

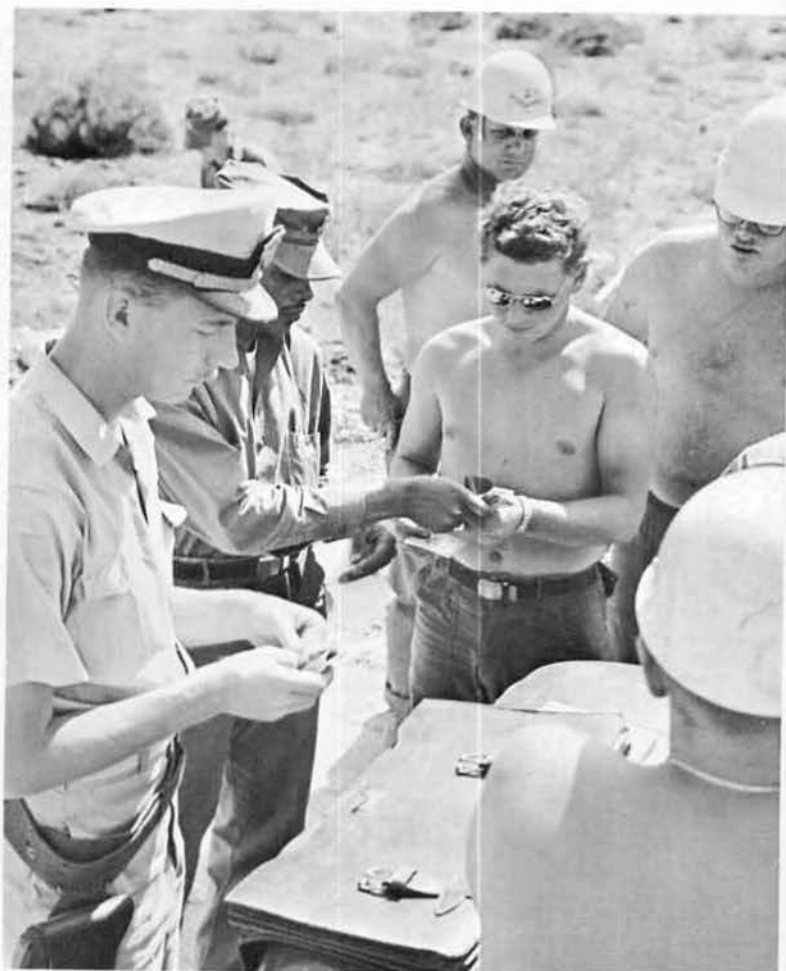


Caught in the act.

PAY DAY



This week it's CONNETTE pays DOYLE.



If only "WYATT" SMITH didn't have that .45!

If MOROSKI doesn't want it, I'll take it.



That's all you get, NEUHOFF.



If they paid by the pound, I'd really make out.



Hats off in the pay line, MAC!



No, this is no stick - up.



I'll make a deal with you, DOYLE.



Over - paid again, darn it!



Mr. SMITH pays next to the "brig."



You have to see it to believe it.



You even have to stand in line for a conex box!



What are you smiling for; we just ran out of cigarettes.



The Temple of Zeus.



On the Acropolis.

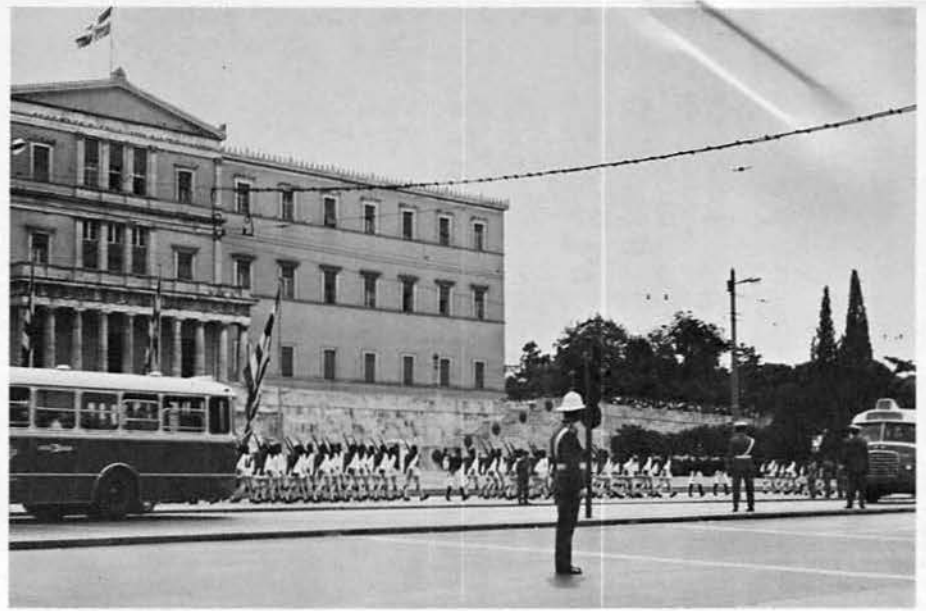


Wanted: A strong, upright girl to fill an important position with our company.

LIBERTY IN GREECE



An unusual shot of the Parthenon, through Adrian's Arch.



The "Evzons" go strutting by.



The Tomb of the Unknown Soldier.



A guard stands tall before the tomb.



Changing the guard.

CHANGE OF COMMAND CEREMONY



NO, NO! YOU take it.

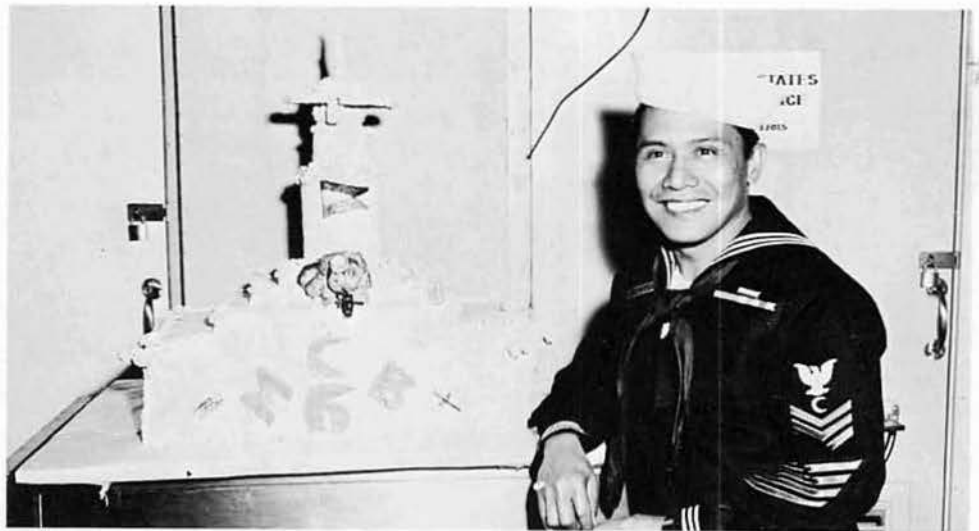


On 24 March 1963 MCB Six formed on the Plains of Marathon to see LCDR BIEDERMAN assume command from LCDR CALHOUN.

SEABEE BIRTHDAY PARTY



And DOC MILO even gave it the seal of approval.



FLORES (Fleet Sailor) and his masterpiece.

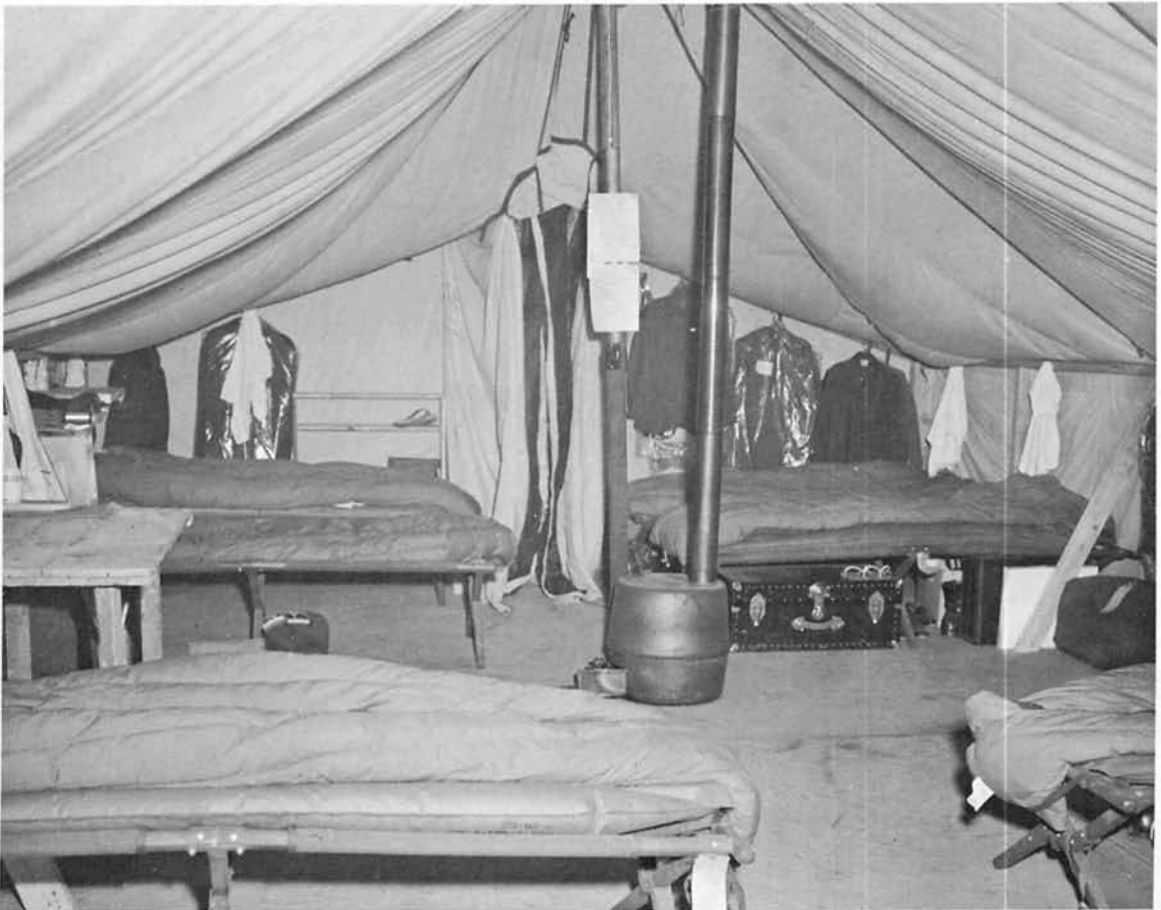


"Smile, Captain, it could be snowing for the SEABEE BALL."

TENT CAMP LIFE



An exclusive resort area, on the shores of Marathon Bay, where the warm Mediterranean wind blows gently—



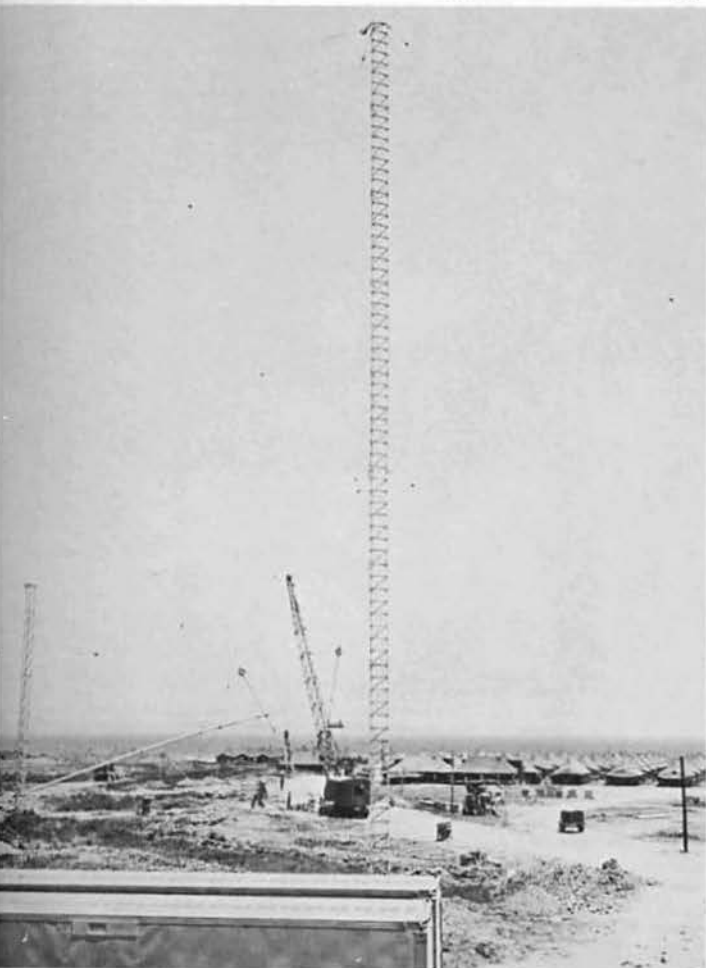
STOVES? Why, stoves aren't needed in warm, sunny Greece!



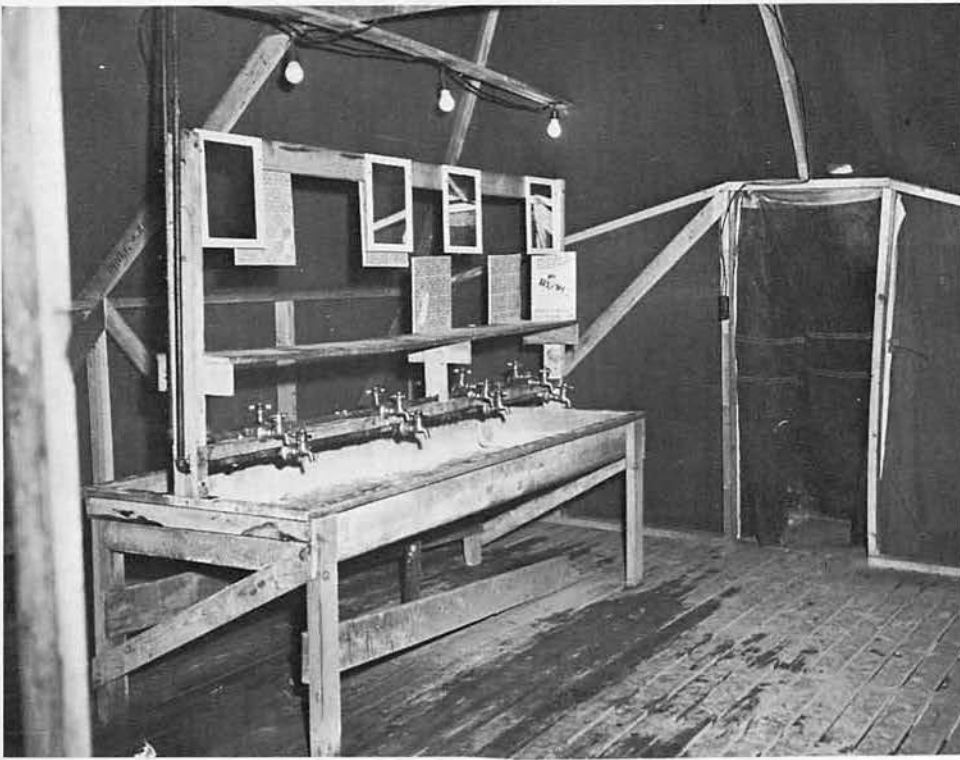
And then somebody said: "You'll be able to buy what lumber you need over in Greece."



There, that should take care of the hi-fi and the refrigerator—now for the electric blanket and electric guitar!



We managed to fly the flags for a few days.



Modern, convenient wash rooms.

Oops, forgot. No water tonight.

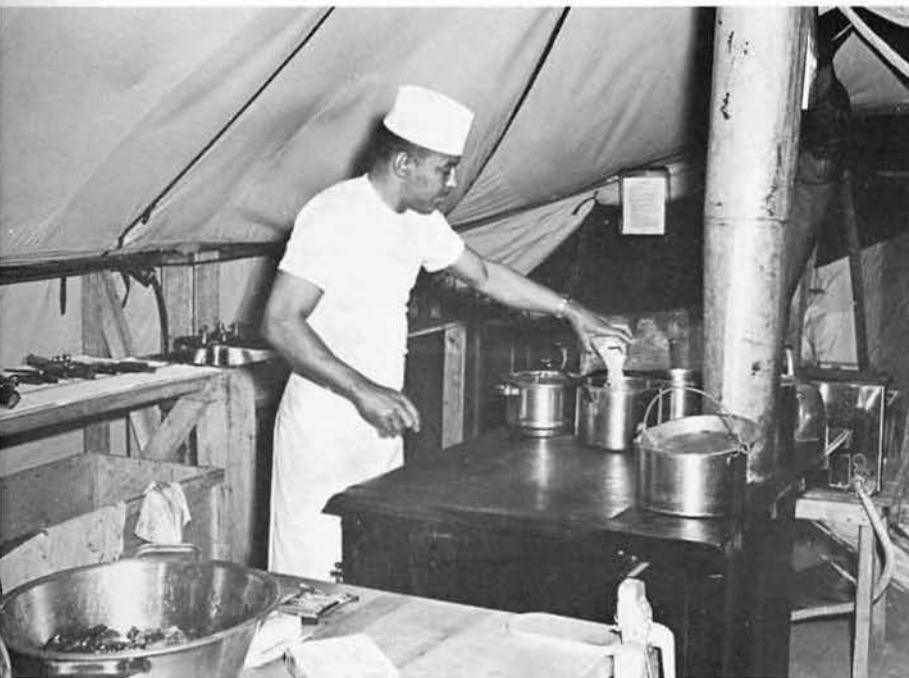


We even had our own library—in a tent.

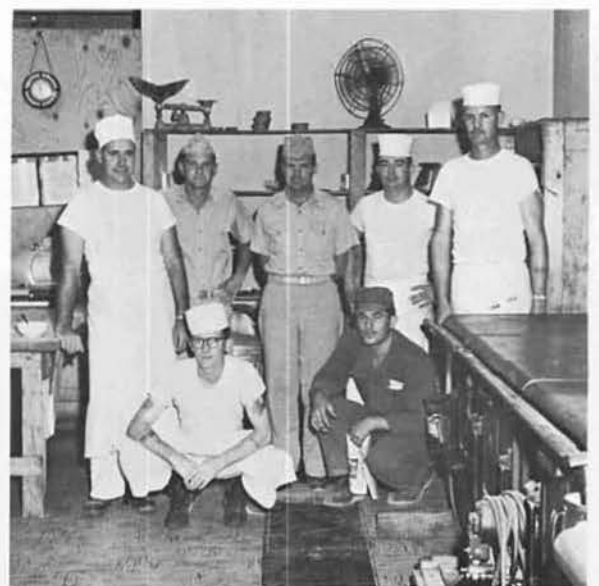
STEW-BURNERS

Let's see — vanilla ice cream and Hawaiian Punch.

Have you got a cigarette, too, Chief?



No, sir, no rice tonight.



Smile — you might have been in a tent, too.

MECHANICS



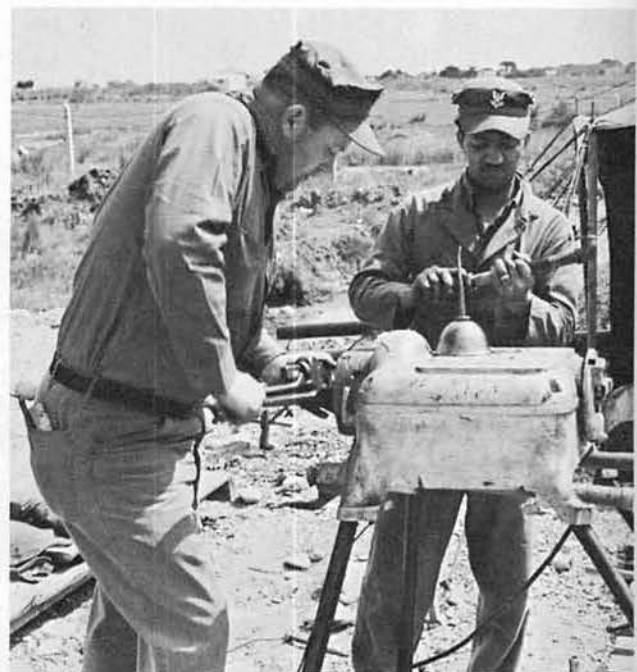
Project JUDY was built on fill—tons of it—and without the trucks and drivers of "A" Company, none of it would have been placed. The unsung heroes of this job were the mechanics, who worked long hours, under adverse conditions, with few tools and even fewer spare parts to keep the rockbeds rolling.



I'll see your rocker-arm, and raise you two pistons.



And here is where the corn mash goes in.



ABRA — CA — DABRA!

Say, ROLLY, I hope your watch really is shock proof.

DRIVERS



Come on, ADAMS, one more shovel full.



And don't come out of the corner 'til you're finished.



The Grand Prix of Nea Makri.

Well, Chief BIER said it would take seven yards!



Our intentions are merely to widen the stream bed a small amount—





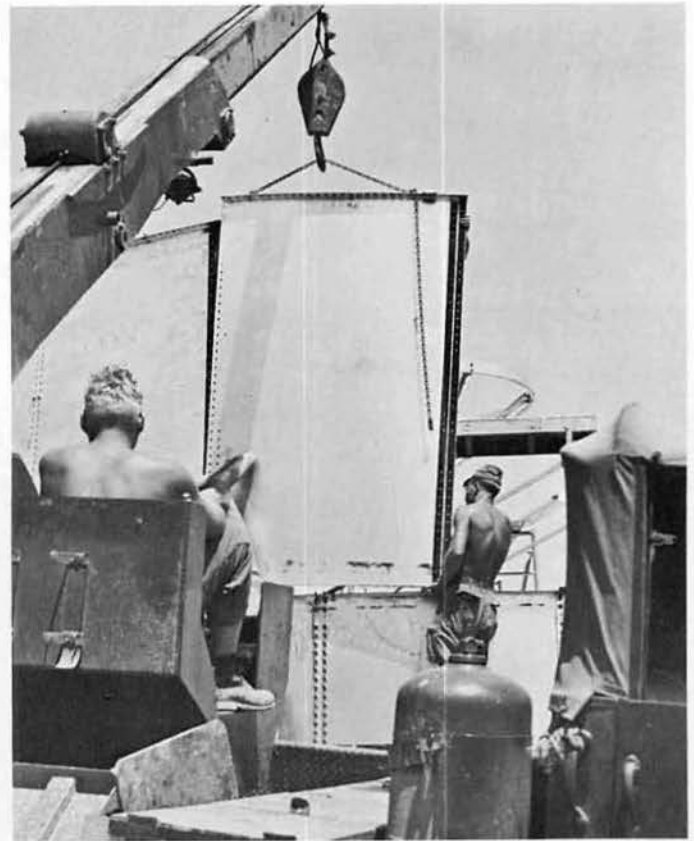
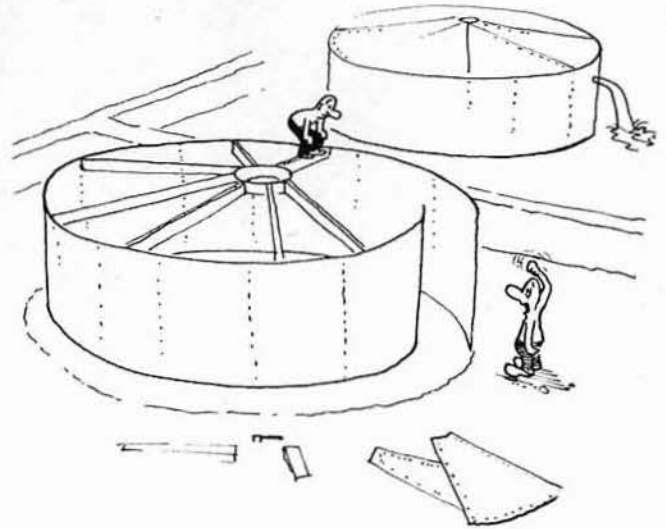
Better add another 100 gallons of water.

Workday routine at the batch plant.



The blue prints are under one of these blocks.

Hey, MOROSKI, if we leave out this gasket they'll never find the leak.



Wait until CAIN gets his hand out.

And then there were THREE.



PROMOTION. . .



When promotion time comes, some are *happy*—



—and some just take it in stride.



A double-barrelled congratulation. Aw, gee, Captain.



STEPHENS gets a handshake and a good Conduct Award.

. . . DAY



A third class for KLOPP—he probably already has his pay raise figured out.

Watch it Chief; hot stuff!



BECKER gets an official handshake as Second Class.



NOW you see it—



Six's softball team and challengers—it ended in a tie!

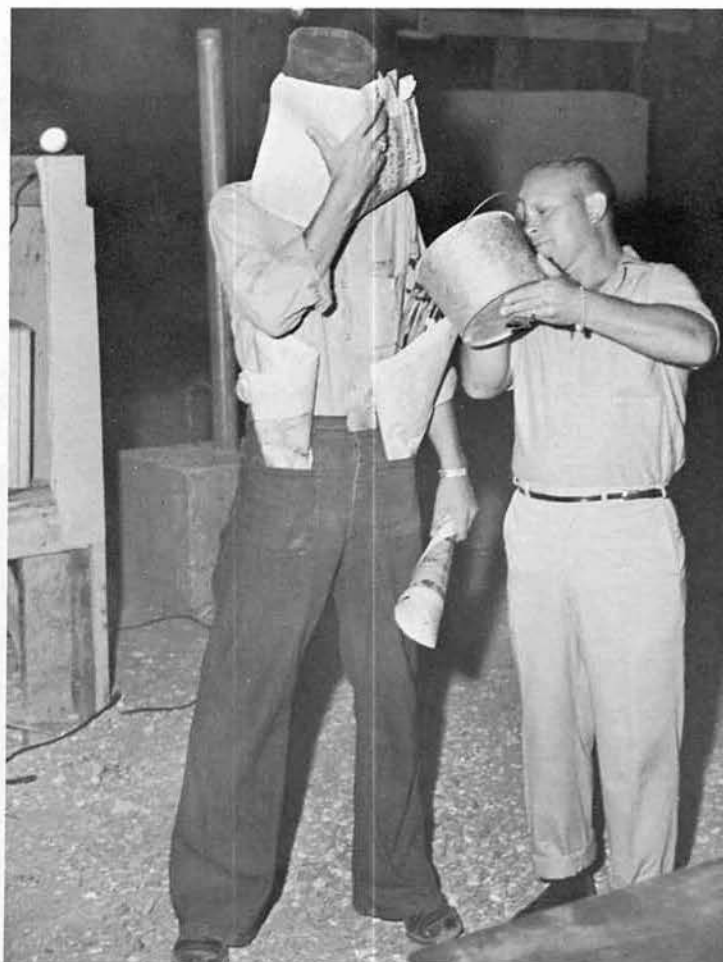


All this for a drink of wine!

RECREATION



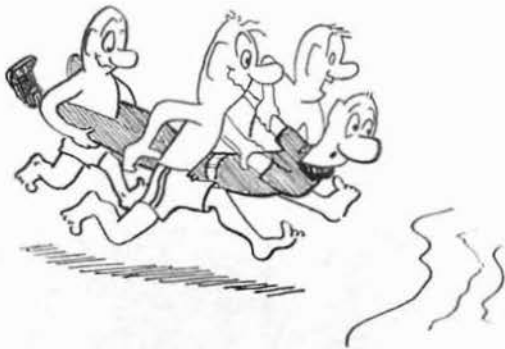
The SEABEE BALL — 1963. Where's the Queen?



Jordan wins another friend. If you can't beat 'em, drown 'em.



CAN DO most everything.



NEW GUY!!



It's this good chow we've been getting.



They were so tired even the belly dancer couldn't awaken them.



Bud or Schlitz — on tap.

And in this corner, weighing in at —



When you can't get the real thing —



This brought down the house.

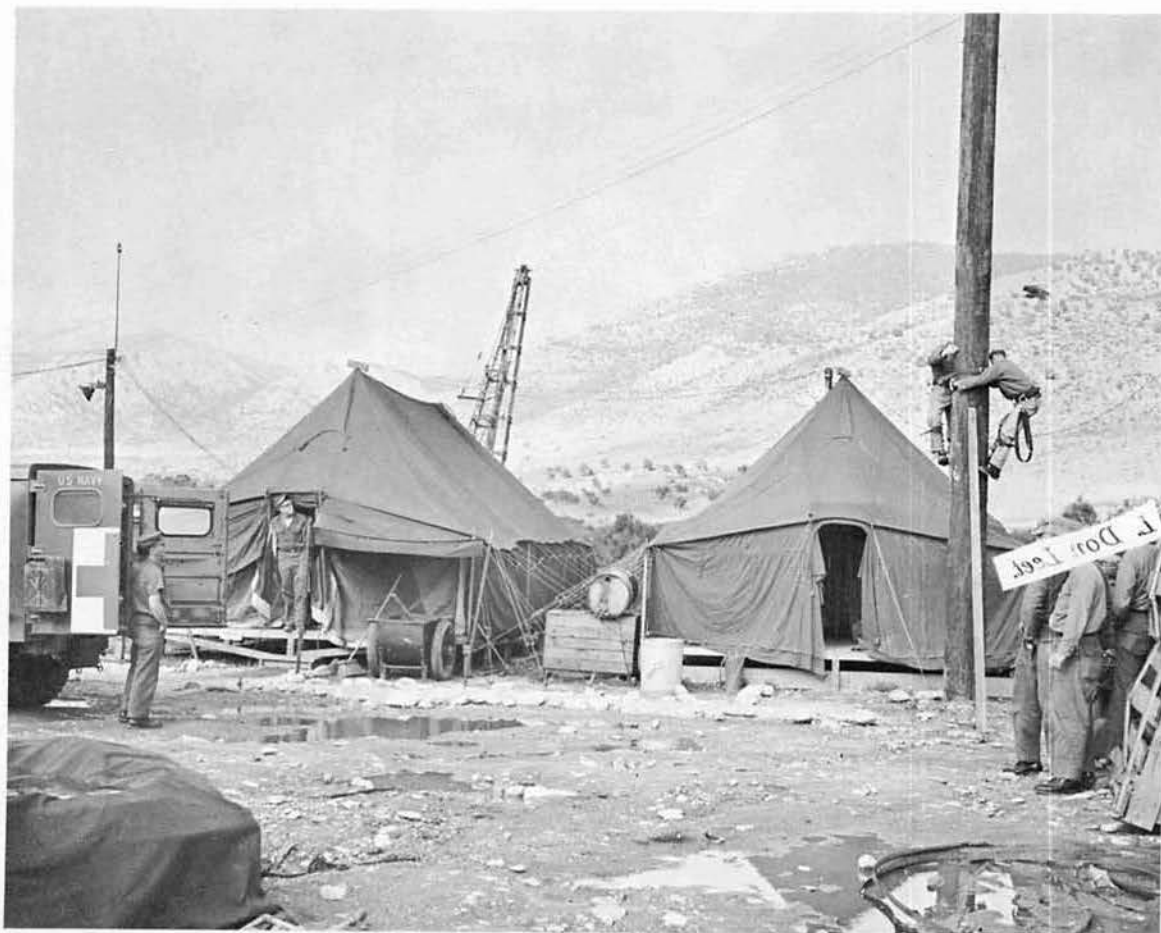
RECEIVER SITE



See, Mr. STARR, and then you lean back.



LOOK at that crazy fuse!

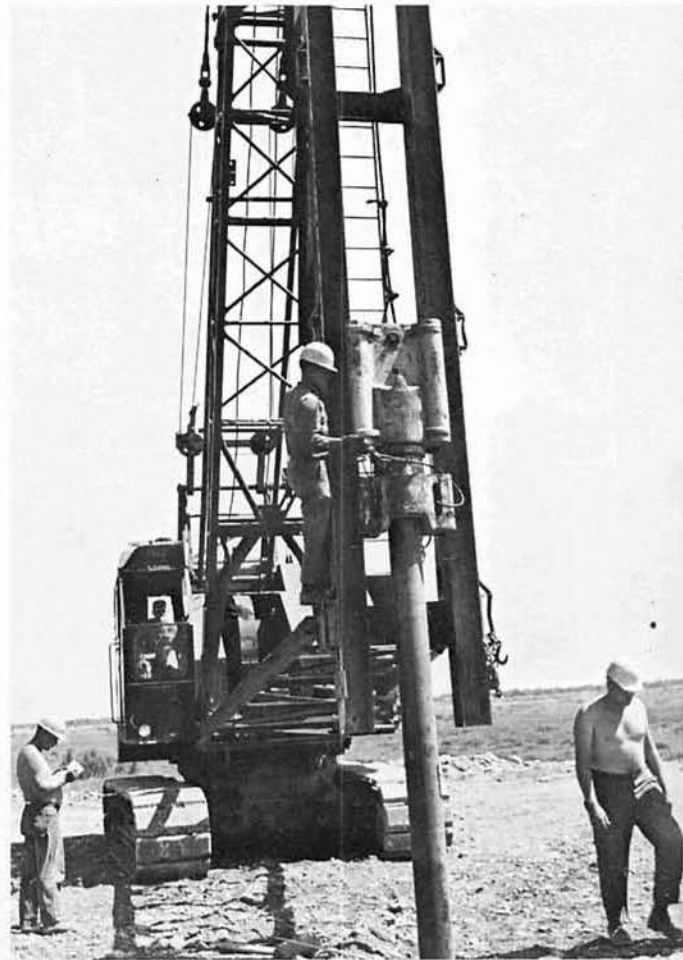
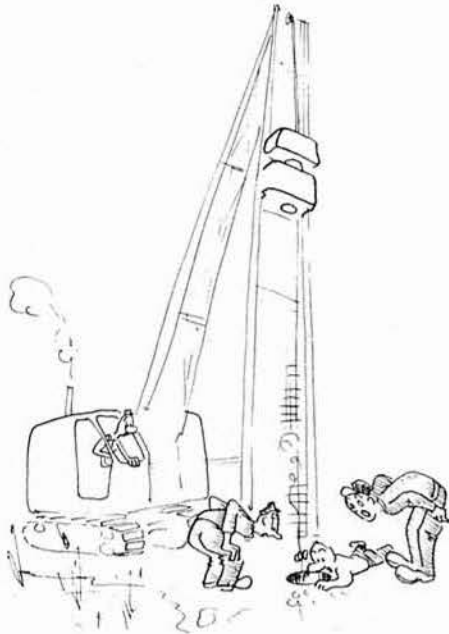


Get the ambulance ready — it's Mr. STARR again.



The grey ghosts.

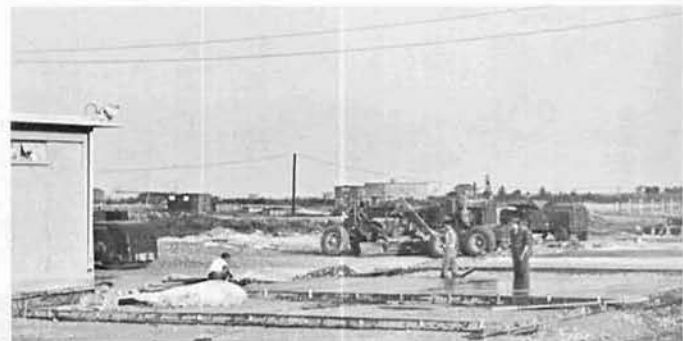
Welcome to the Marathon health camp.



Should have been twenty feet to the left.



Hold it! There's a family of ants here.



It'll make quite a roller - rink.



Extra duty on MOODY'S helo pad.

Boy, I've heard of some strange punishments.



LUNCH TIME.

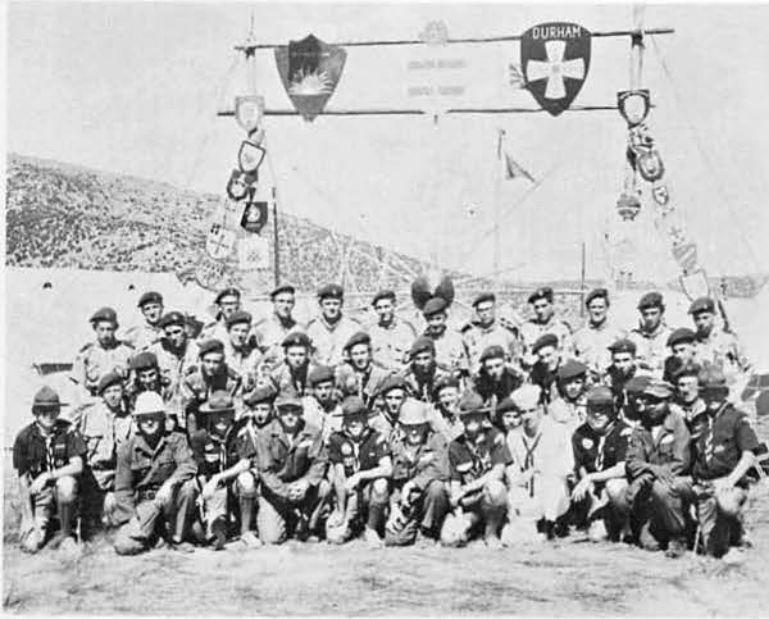
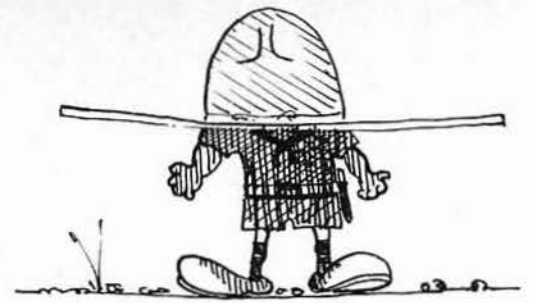


Can't seem to start it.

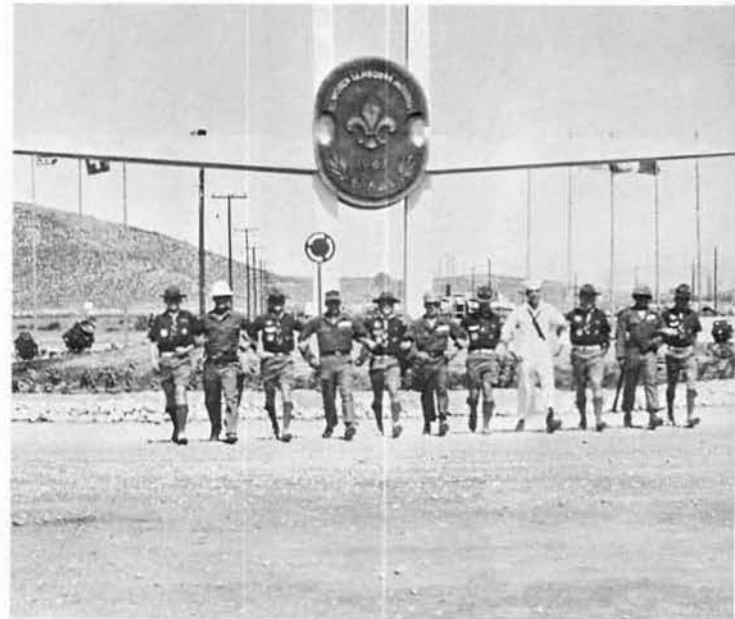
I told them they shouldn't have put all this concrete here.



BOY SCOUT JAMBOREE



Candid camera catches another unposed shot at the 11th World Jamboree, Marathon, Greece.



When I grow up I want to be a Seabee.



BOY'S LIFE editor takes pics of Jamboree from aerial perch provided by Seabees and ERTTEL.



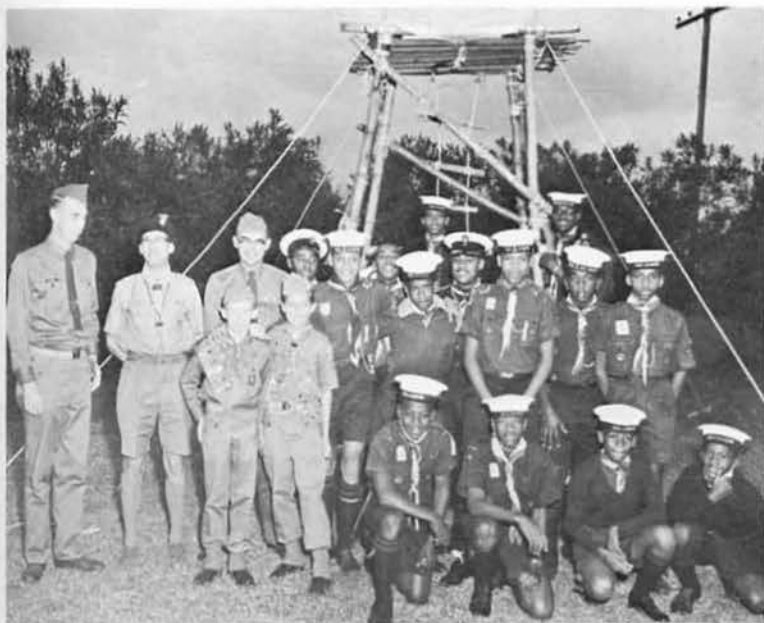
A Philippine Scouter prepares to go up in the Six bucket for shots of the Jamb and ERTTEL.



GREEN and MEEKS eyeball an English Scout who has climbed a flagpole for better eyeballing himself.



King Paul and Queen Fredrika of Greece arrive at Jamboree.

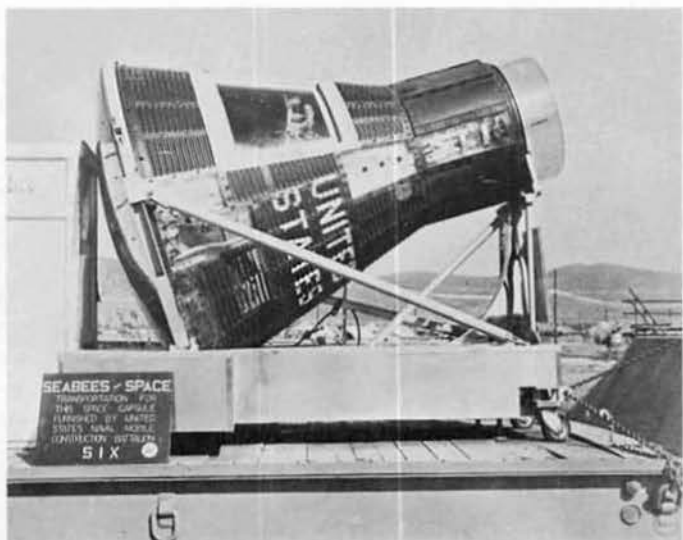


If the folks back in Alabama could see us now.



CARTER and BLUM take a lesson in outdoor living—something new?

MCB Six breaks into a new frontier for Seabees.



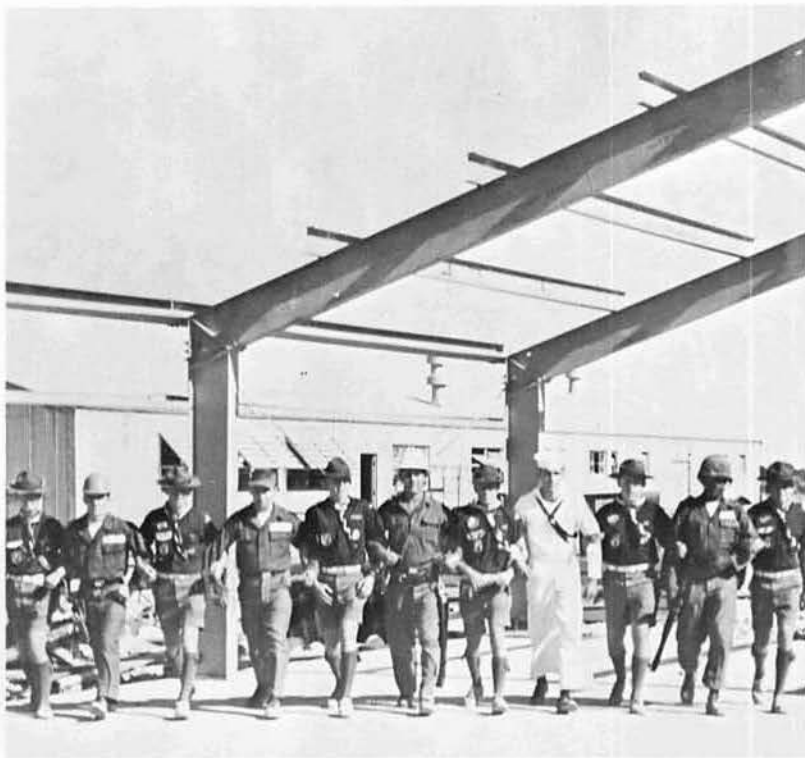
I don't believe she's *that* big, ROSSITER.



The Seabees of Six try a little recruiting with the Scouts of the 11th World Jamboree.



This is as high as we're allowed.



You notice the small crack? That'll be covered by paint.



PEOPLE-TO-PEOPLE



One hundred five girls—and one boy.



JONES plays Santa Claus at the orphanage.



JORDAN in his second childhood plays "jacks" —and wins.



Such a commotion over a doll!

The First Class who started the big move to help the orphans of Greece.

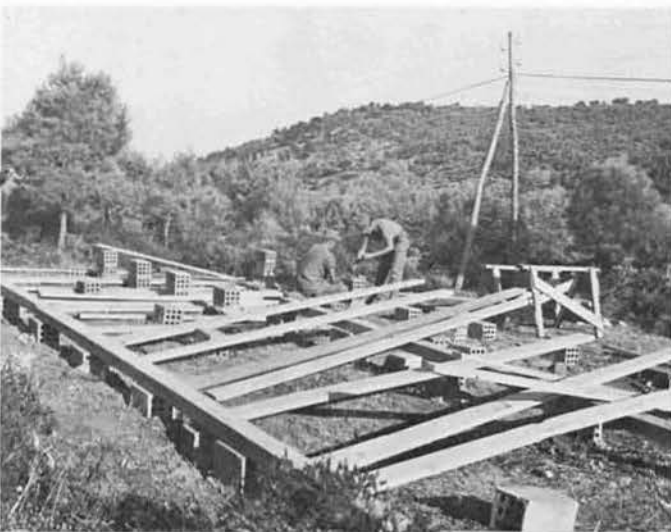




The most used swings in Greece.



The only boy—he didn't dare give up his swing.

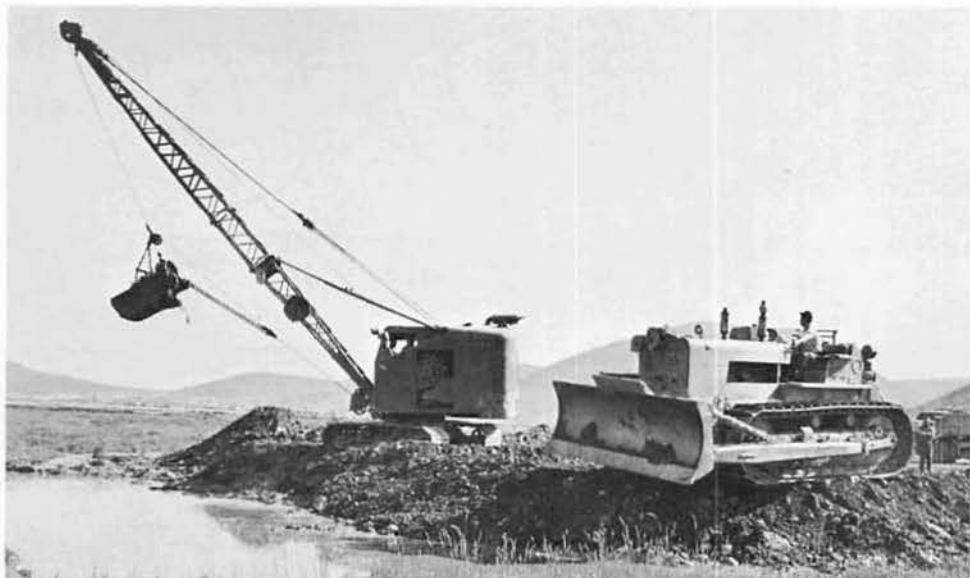


A little off-duty construction work. MOLINE, BROWN, and MOORE level blocks for an orphans' building.



BAKER goes over the prints for the support area—let's see, where's the SIXTH FLEET Canteen?

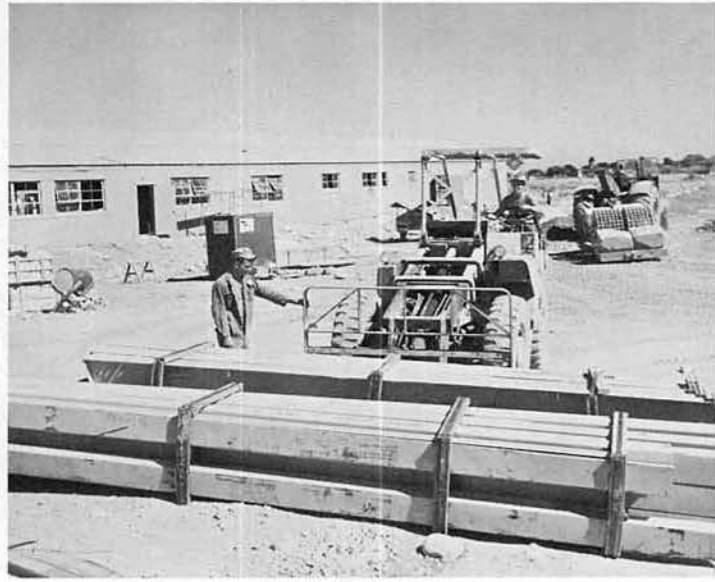
HUMPHREY has his transit sighted in on—Skinia Beach!



Another load of muck is scraped out of the transmitter site hardstand area by the dragline, while dumps and dozer stand by ready to place select fill. This very same operation was repeated over and over, all over the Project JUDY job site.



Think it will ever be cleaned up? Ask Chief MILEWSKI.



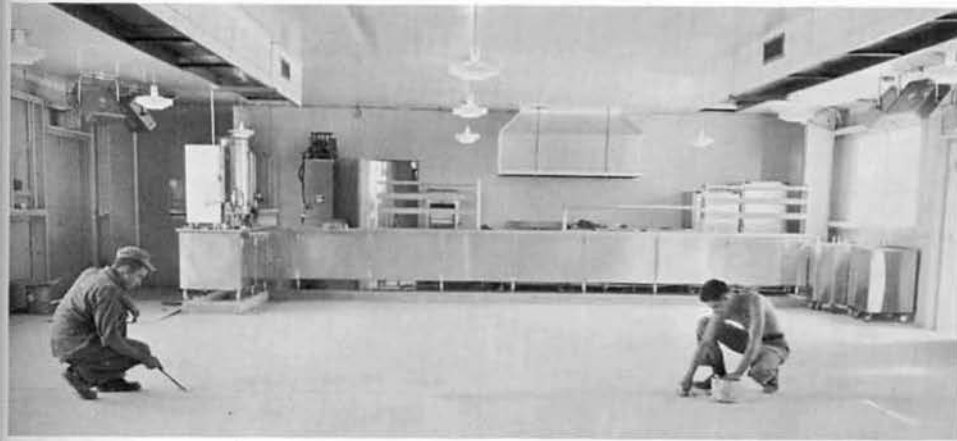
Another one-eighth of an inch, OFFUTT.



The Greeks have tall dogs?



The Support Area, it turned out, became the most critical part of the project. To complete it on time, two shifts were started, with round-the-clock operations. The builders and steel workers of "C" and "D" Companies, and the plumbers and electricians of "B" Company are to be commended for getting everyone home on time.



Miniature shuffle-board? NO, just the finishing touches on the subsistence building deck..



A corridor at the Hilton? NO, a finished wing in the CPO Dorm.



The first building to go up—the gatehouse.



The yardarm—mark of a completed facility.

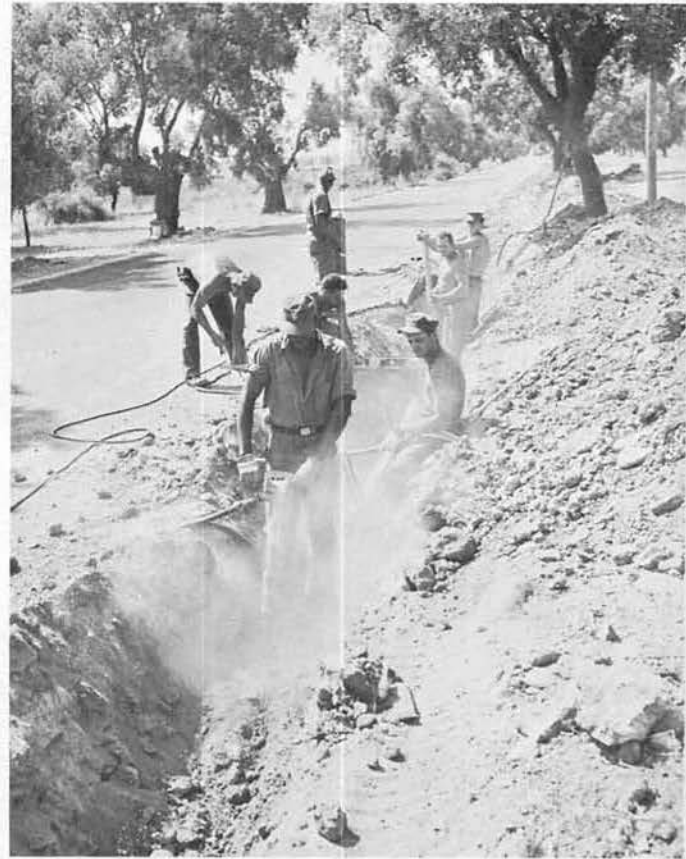


The Monument.

CONSTRUCTION UT'S



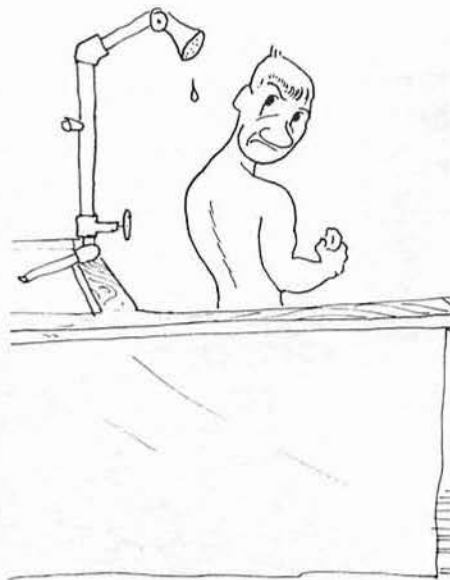
An unusual way to get a tan!



Faster, faster. We only have ten days to finish!



Deeper, Chief SUMMERS. We don't want them to find it too easily.



Is that ditcher stuck again?

LUCKY BAG



Welcome, Commodore, to our sea-side resort.



By the power invested in me—you are now an official member of the PIO Staff.



The Commodore gives "H" Company a close scrutiny.



Who gave you that Greek haircut?



The button-smasher in action!



O-PER-A-TO-O-O-OR.



And may I ask what an electrician is going to do with a sledge hammer, BOLTE?



It isn't often you can get "H" Company together—especially the "old gang."



A little oil to make the sliding easier.



SHUFFLES takes time to explain.



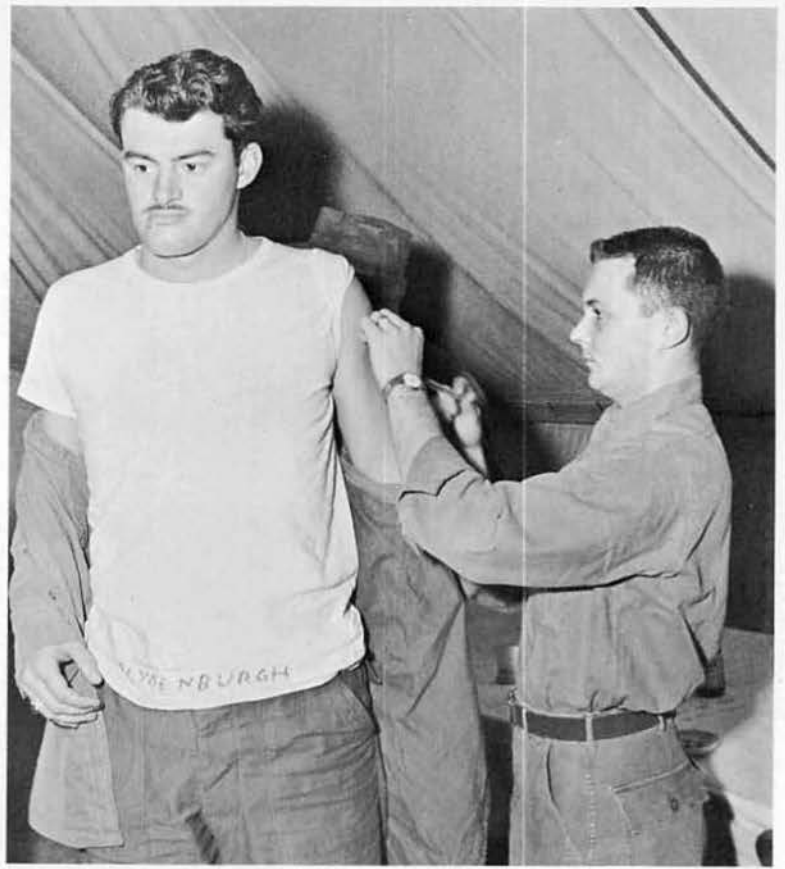
Father PETER becomes an honorary bee. (Says the XO: "Take my picture and you're on report.")



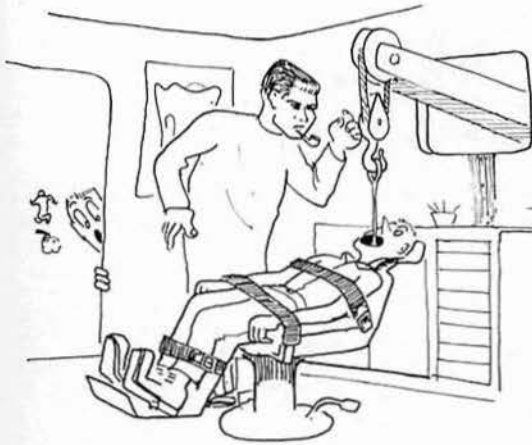
Father PETER and his flock. His visits were a rare treat for the Seabees.



If you want it done right, you have to do everything yourself.

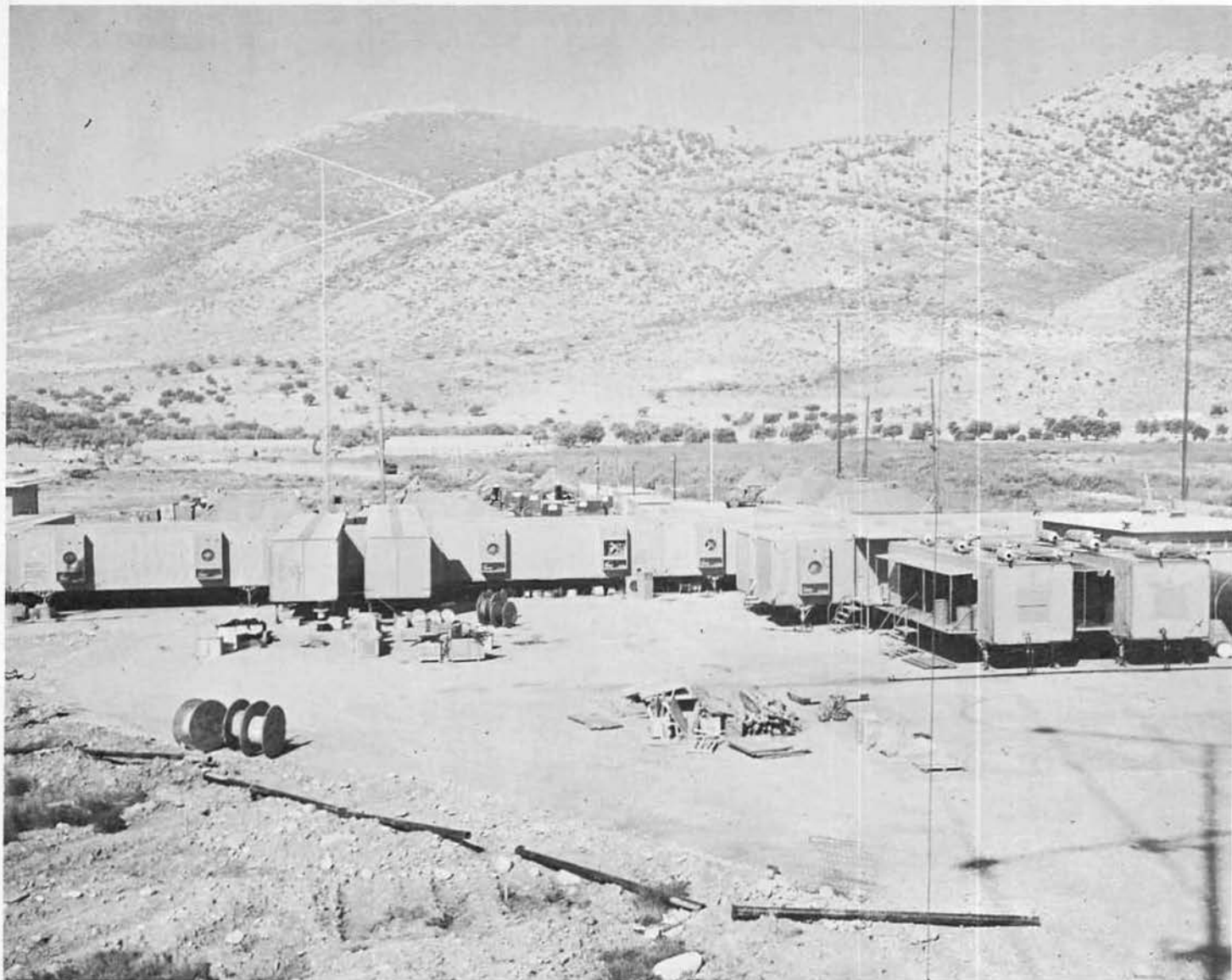


There, take that you big bully.



First Aid after the battle of Marathon.





They look like trains, but where are the tracks? These mobile vans came thousands of miles across the Atlantic, up tortuous roads through Athens, to the site, where they went together to form NAVCOMMSTA, GREECE.



Guadalcanal could never have been this confused even during the War.

CHIEF OF STAFF VISITS THE PROJECT



It'll be the fanciest "bomb shelter" in Greece, sir.



That's strange; the dials all read zero! CDR John M. DANIELS inspects generator building while touring the jobsite. Left to right: CDR John M. DANIELS, LCDR Richard J. BIEDERMAN, and LT (j.g.) Thomas P. QUINN, project officer.



How do you tell the tourists from the natives?



CDR Joseph GRANTHAM is made an honorary SEA BEE by LCDR BIEDERMAN at the 75 per cent completion party.

OFFICERS' PARTIES



At the party for COMBLANT are: LCDR BIEDERMAN, Mr. VIGDERMAN of the Embassy, COMMODORE HEAMAN, Mrs. VIGDERMAN, and CAPT HOLMES of JUSMAAG.



Another strictly unposed shot.



Only one in our group used CREST. Left to right: ENS Ronald J. STARR, LT Roy E. SHORT, ENS Nathaniel A. TOWLE, LCDR Richard J. BIEDERMAN, LT John C. SWEENEY, LTJG Warren N. SMITH, LTJG Kenneth A. VAUGHN, LTJG Thomas P. QUINN, LT Kenneth J. VASILIK, and LT Morris HOHENBERG.



NO, Captain, you can't have the land!



Let's twist again like we did last summer.

A DAY'S WORK



0700 : SLAB POURED



0900 : PREFAB COLUMNS AND BENTS



1100 : ERECT STRUCTURE



1300 : INSTALL EQUIPMENT



1400 : PLACE SIDING



1600 : BOLT ON ROOF AND ATTACHMENTS



1700 : BUILDING COMPLETE



A DAY'S WORK!

MARATHON, Greece — Navy Mobile Construction Battalion 6 is hard at work on the plains of Marathon, working in conditions that some Seabees have compared with MCB-6's time on Guadalcanal during World War II.

Skipped by Lt. Comdr. R. J. Biederman, the Seabees are building an elaborate communications facility here. More than 100 major antennas, 11 support buildings and complete road and utility systems are included in the new communications station.

The concept of mobility is incorporated in the station since the heart of the complex — the transmitters and receivers — is housed in portable trailer vans. Some 50 of these vans linked together. The 11 buildings are of prefabricated, semi-permanent construction, further carrying out the theme of mobility.

AT CHRISTMAS TIME 1962, some 20 years after the Seabees of MCB-6 built and fought on Guadalcanal, an advanced party landed in Greece to begin on-site preparations for the main battalion.

Supplemented by additional men in January 1963, their camp with its minimum comforts took shape. The familiar 16 x 32-foot squad tents were erected. Portable water distillation units were snaked through the swamp to the beach where they commenced the endless task of providing the only potable water; diesel generators were positioned at key locations, and the necessary tent camp power and water distribution systems laid out.

Early showers were adequate, using swamp water heated in the shower trailer assemblies. A basic tent camp was ready to shelter and feed the 333 officers and men of the full battalion on their arrival in February 1963. Europe's worst winter in many years "aided" in the training of MCB-6, providing icy winds and snow to insure that the use of sleeping bags and foul weather gear were properly and thoroughly understood. The mud and rain which followed taught valuable lessons to those who learned to operate equipment on paved surfaces or to build on firm ground. Tent camp erection and living was no joy, but the men of MCB-6 took it as part of the game and carried on to perform their mission in the highest traditions of the Seabees.

...ideal training con
...its equipm

SEABEES BUILD RADIO GREECE



a box — a laundry, and, of course, a beer hall. Package boilers soon replaced the "Number 10 can on the stove" as the source of hot water.

LAND PROCUREMENT delays also added a challenge to the three per

At this writing the Seabees are approaching completion of this vital project. While the work itself has been all-important, there has been another very worthwhile contribution to our country made by the Seabees of MCB-6 in their dealings with the people of

torical significance of the project itself which is, ironically enough, adjacent to the ruins of the villa of the ancient Greek civil engineer, Herodotus Atticus.

As a fitting tribute to Seal here, a bronze plaque is presently affixed to

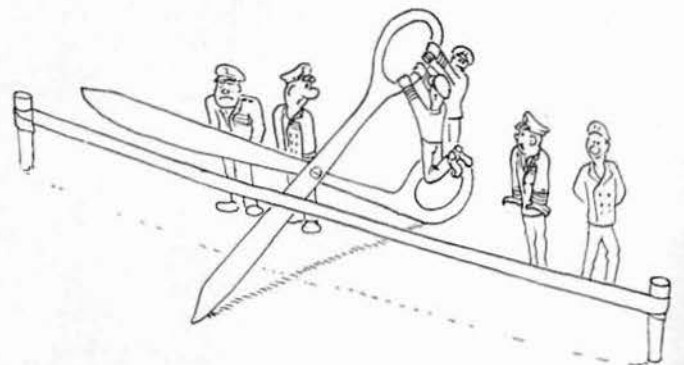


DEDICATION CEREMONY

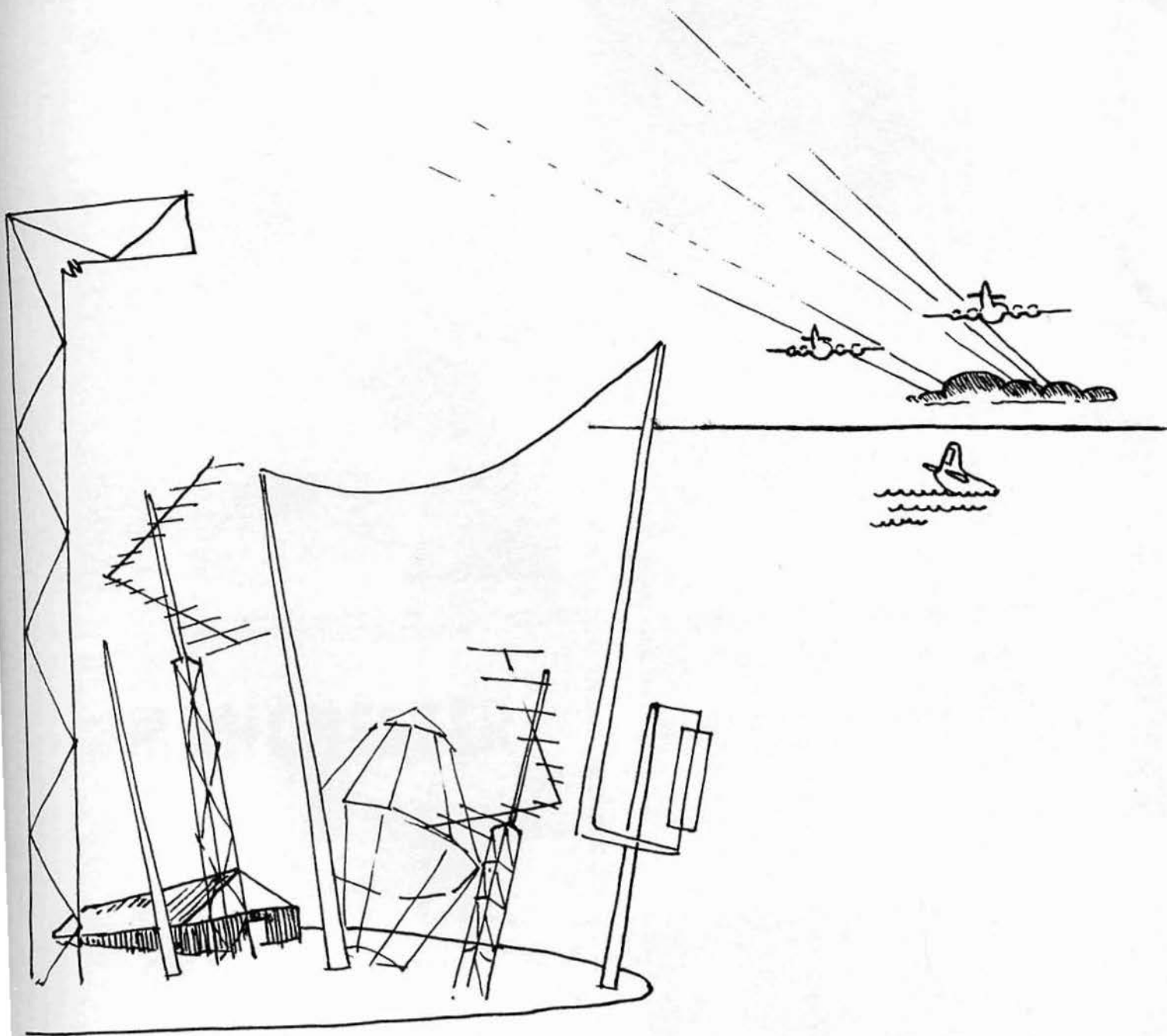


SOME TRADE! An MCB Six plaque and one communication station for a piece of brass!

ADM Corradi, Chief of BuDocks (on left) cuts ribbon.



One COMMSTA, gift-wrapped. Don't open until 1 Dec.



As the sun and MCB Six settle in the west NAVCOMMSTA settles in an undisclosed area in the east.

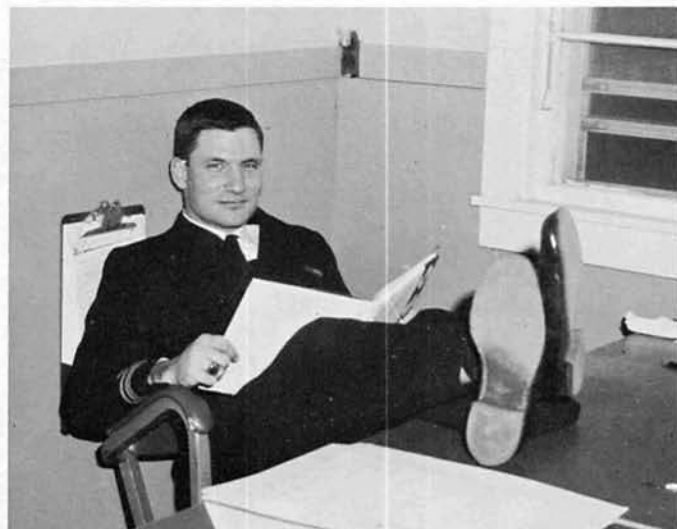
CRUISE BOOK STAFF



Buddy Bee Draftsman.



Richard A. WAYMEYER, CN
Layout Editor



LTJG Nathaniel A. TOWLE, CEC, USN
Public Information Officer



Andrew R. AMENT, CN
Copy Editor



Ronald C. REED, CN
Typist

Credit To:

LTJG. Thomas P. QUINN, CEC, USN
Artist

Larry D. KITSON, YN2
Typist

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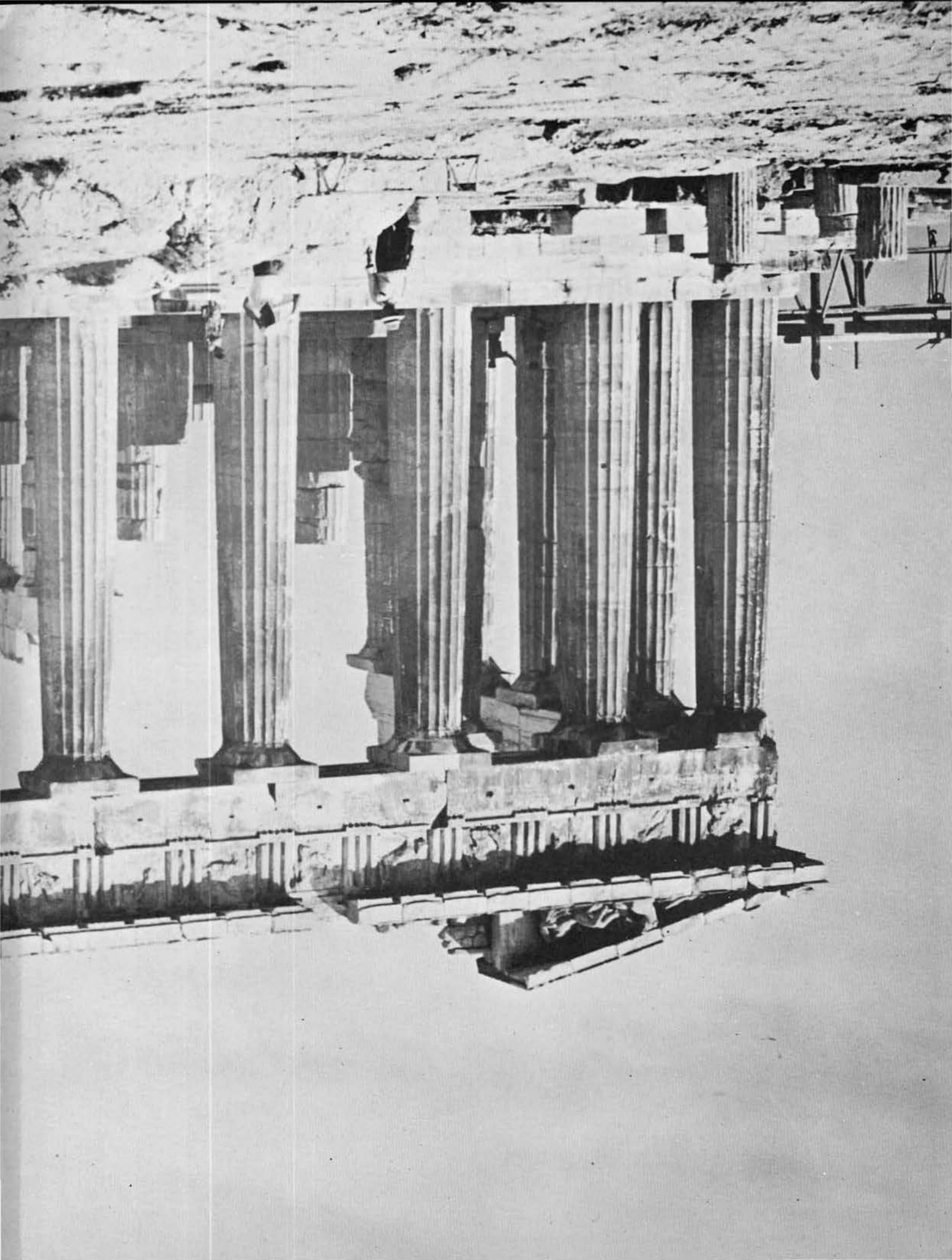
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