NMCB 53

DA NANG EAST

DEC. '67 —— SEPT. '68

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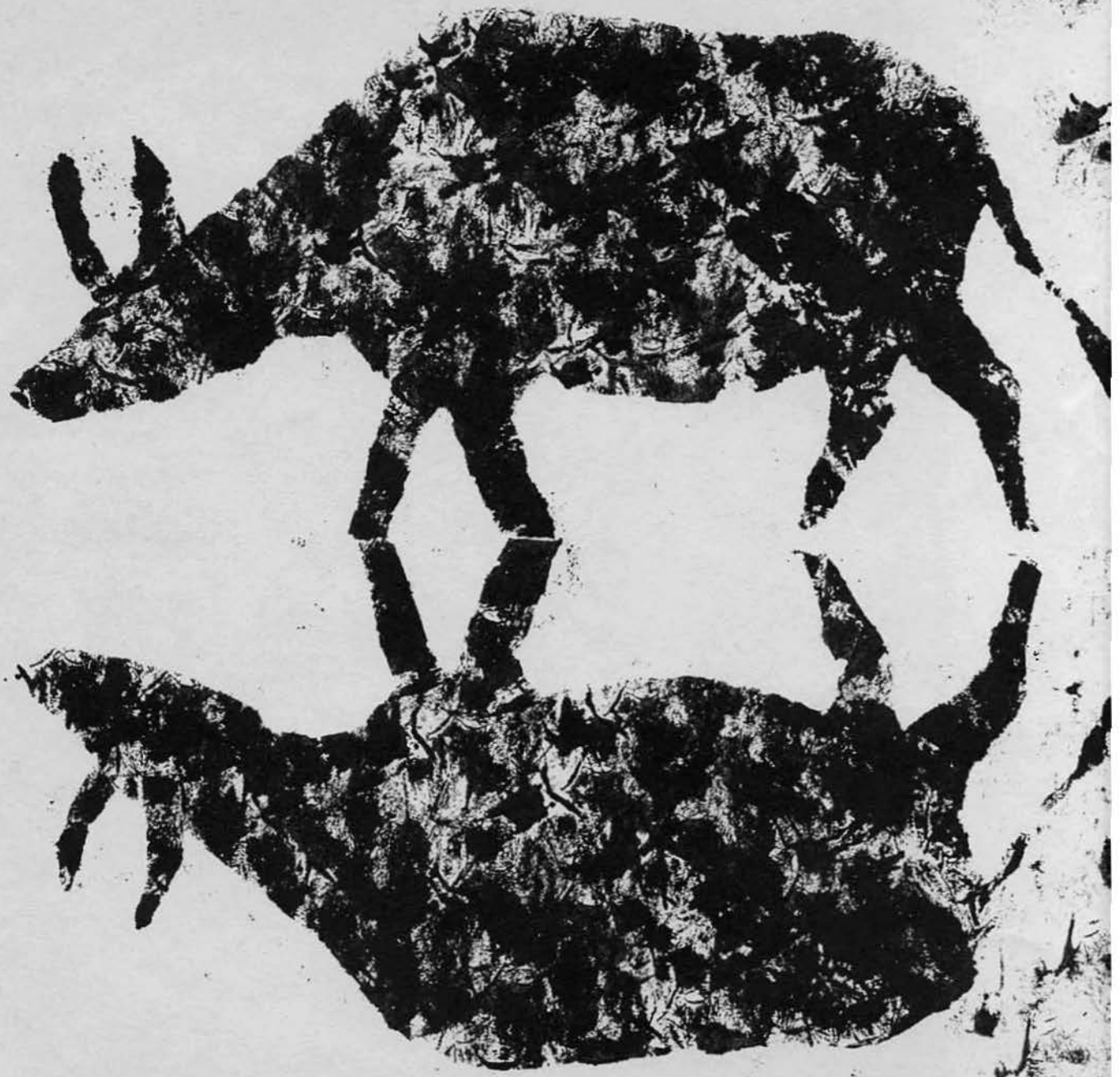
Public Affairs Office
U. S. Naval Mobile Construction Battalion 9
FPO San Francisco, Calif. 96601



BUCS Percy E. Ivey JR. (BU-2)
NCTC Staff C.CO.

James Schmidt (BU-2)
MCB 53 - 68-69 - 'D' CO.

EQCM George E. Tallman (EO2)
RVN 1968 "A" Co. 8th RMCR, Phila, Pa. June 24, 1990
RD#1 Box 22
Tower City, Pa. 17980

BUCN Don Butler "D" CO
6 Craig St JAN 67-NOV 69
Berwick Me 03901

Paul Glasson
Box 584
Alumni Pane NY
12018

H CO - MCO
518-473-5400

Prologue

R.A. Bowers

Nothing could please me more than to write the prologue to MCB FIFTY-THREE's first cruisebook, a book that tells its story from its recommissioning on 30 June 1967 to its return from Vietnam in late September 1968. A great deal happened during this sixteen month period, as FIFTY-THREE organized, trained, and deployed. This book will serve as a reminder for all those who participated, both in Vietnam and at home, of the many facets of battalion activity so easily forgotten with the passage of time.

FIFTY-THREE took its place on the line with other Seabees in-country, and it soon became apparent that all hands had risen to the challenge of construction under combat conditions. No task was too difficult; no deadline too short. FIFTY-THREE became a by-word throughout the I Corps. Customers and supervisors recognized its responsiveness. FIFTY-THREE received more than its share of urgent jobs which added spice to the hearty diet of work sought and consumed by its crews. Details served with distinction not only in the Da Nang area, but also at Khe Sanh, Ca Lu, Quang Tri, Nam Hoa, A Shau, Hoi An, and Tra Bong, in support of the Marines and the Army.

FIFTY-THREE has carried on the proud tradition of its WW II predecessor, and as this phase of its history draws to a close, and as we start to prepare once more to redeploy, let me add again my personal thanks to each and every member, whose devotion to duty, to command, to our Navy and Country is unsurpassed.

The History

On December 22, 1942, the year after the Japanese bombing of Pearl Harbor, United States Naval Construction Battalion 53 was commissioned at the Naval Training Center, Camp Allen, Norfolk, Virginia, with Lieutenant Commander Phillip J. Riley, CEC, USNR, as Officer in Charge.

It was transferred to the Advance Base Depot at Davisville, Rhode Island and underwent advanced technical training to prepare for overseas duty.

In the middle of January, 1943, the battalion was divided into two sections: one section, departed from Davisville, later arrived in Casablanca, Morocco, and was combined with a section of Naval Construction Battalion 17 to form Naval Construction Battalion 120.

The section of the 53rd Battalion remaining at Davisville constituted the battalion for the time being. On February 11, Lieutenant Commander Roy M. Harris, CEC, USNR, was appointed Officer in Charge of the 53rd Battalion and the following day led his new command to North Carolina. There they acquired additional men from newly formed training companies. The 53rd Battalion, now at half strength entrained for San Diego. When it arrived in San Diego, more officers and enlisted men were assigned to the battalion. At the same time, the battalion itself was assigned to the First Marine Amphibious Corps. This assignment marked the beginning of a long association and battle-proven friendship with the United States Marine Corps.

Thus, after a hectic four months of shifting personnel and station hopping, the men of the 53rd Battalion embarked for Noumea, New Caledonia.

The battalion's first assignment on New Caledonia was the construction of three Marine Corps camps, each housing 2,000 men. The camps were completed in record time. The battalion then turned to constructing an airfield needed by the Marines. The airfield required a parking area of 180,000 square feet and supporting facilities. The battalion leveled the field, surfaced it with nickel ore slag, and covered it with Irvine mesh. The battalion drained nearby Lake Gaettege to prepare the level bottom for future camp sites. In between these construction assignments, the battalion underwent "certain special Marine training" to prepare themselves for combat operations.

On October 7, 1943, after six months of intensive labor and training, the 53rd Battalion embarked with the First Marine Amphibious Corps for the Solomon Islands. Arriving at Guadalcanal, the Seabees of the 53rd Battalion underwent intensive jungle warfare training. Beginning on October 13 and continuing through December 1, nine echelons of the battalion sailed to join the invasion of Bougainville expedition and one detachment sailed to Vella Lavella. A rear echelon was left behind at Guadalcanal. Also assigned to the Bougainville expedition were Seabees of the 25th, 71st, and 75th Construction Battalions.

On D-Day, November 1, 1943, at 4 minutes past H-hour, the first elements of the 53rd Construction Battalion hit the beach of Bougainville at Empress Augusta Bay with the first assault wave at Bougainville, 244 Seabees and eight officers of the 53rd Battalion, with a bulldozer, went in with the Second Raider Battalion and acted as the shore party for the unloading of the *USS George Clymer.* Though under enemy small arms fire, the detachment completed the work on the afternoon of D-Day.

With the second wave of the Third Raider Battalion, 74 Seabees, two officers, and a bulldozer of the 53rd Battalion, landed on the beach of the offshore Puruata Island, and accompanied by an artillery battery of the combat troops, the Seabees helped the Marines secure their position, and then remained with them for eight days.

One officer and 56 men of the 53rd Construction Battalion went ashore in the second assault wave and acted as the shore party for ten days, unloading supplies and bulldozing defense positions.

One enlisted man, one officer, and a bulldozer of the 53rd Battalion were started on the construction of bridges and a pioneer road along the Piva Trail. The men worked without equipment for the first six days of the invasion. With the arrival of construction equipment, the battalion pushed the road through the thick swamp and expanded operations.

By the close of the assault stage of the invasion, the battalion had built three airfields: a bomber strip 6,000 feet long and 250 feet wide and two fighter strips each 4,000 feet long and 200 feet wide. It also built amost four miles of road through the thickest jungle swamp to be countered.

Meanwhile, the detachment sent to Vella Lavella on October 18 set up two sawmills and operated them for over two months, in which time it produced one-and-a-half-million board feet of lumber from native jungle trees. The lumber was urgently needed for bridge timbering.

The echelons from both operations returned to Guadalcanal. From January to May the men of the battalion received more Marine combat training and built themselves a camp. Other construction during this period on Guadalcanal included a 1,500-man camp for Marines, five miles of coral-surfaced road, three timber bridges, and a timber pile dock 400 feet long by 50 feet wide.

On February 17, 1944, Commander Edward M. Denbo relieved Commander Roy M. Harris as Officer in Charge of the battalion. In May, the battalion was restored to full strength as a regular construction battalion with the addition of a fourth company.

On June 1, 1944, the 53rd Battalion was attached to the First Marine Provisional Bridge of the Third Amphibious Corps for the assault on Guam in the Mariana Islands. The battalion left a rear echelon of two officers and 79 men on Guadalcanal and embarked on two transports for the invasion. Two special beach parties of volunteers were assigned to assist landing operations on D-Day, July 21, 1944. One officer and 17 enlisted men equipped with tractors went ashore at four minutes past H-hour to help the Marines unload Sherman tanks from mechanized landing craft and tank landing ships. Three of the tanks sank into bomb craters on the ocean bottom, but the detachment managed to salvage two of the tanks in two hours while under intense enemy mortar and small arms fire.

A second beach party of five enlisted men operated a crane mounted on a pontoon barge anchored off Agat Beach to unload ammunition and gasoline. This group landed five hours after the main assault and worked continuously for five days to unload the critical supplies. The barge and the men were under counterfire and artillery barrage. A tank landing ship berthed next to the crane was hit by an artillery shell during the unloading.

The remainder of the battalion went ashore three days later.

Shortly after the Guam invasion, Lieutenant Commander Charles A. Thompson, the battalion Executive Officer, became Officer in Charge of the battalion.

Commander John P. MacBean, CEC, USNR, took command on May 13, 1945, and was in turn succeeded by Commander John D. Burky, CEC, USN, on November 1, 1945. Commander Burky remained with the battalion as Commanding Officer until it was decommissioned.

The battalion stayed on Guam for 15 months and participated in rebuilding the island facilities destroyed during the battle with the Japanese. The battalion built a highway 12 miles long and 56 feet wide. The highway was based with coral and surfaced with asphalt. In addition, it built six miles of highway 45 feet wide, and six miles of highway 32 feet wide. For the three road construction jobs, the battalion moved 800,000 cubic yards of earth and made hill cuts to 92 feet deep. The tremendous work done on the highways by the battalion was reported in the Engineering News Record by Commodore William O. Hiltabidle.

Materials and equipment for the project arrived from Port Hueneme and Pearl Harbor. The battalion unloaded the mountain of supplies arriving on tank landing ships by blasting pathways through the coral under the surf and running the craft up on the beaches.

The main construction projects of the battalion was the erection of several 90-foot high towers and protective steel huts for housing the instruments used to record the atomic blast data. The Seabees also built the recreational facilities for the 35,000 men engaged in the testing program, such as baseball fields, basketball courts, tennis courts, and an archery range.

The first Bikini blast, Test Baker, was detonated on July 1, and by then the Seabees had met programmed building schedules.

With the completion of the Bikini atom bomb tests, the battalion was inactivated on Bikini Atoll on August 3, 1946, after 38 months of continuous overseas duty. Many of the officers and men in the inactivated battalion returned to the United States for separation from the Navy. The remaining officers and men were assigned to the newly activated Naval Construction Battalion Detachment 1156. This detachment then performed cleanup and restoration duties on Bikini.

The 53rd Construction Battalion also built the first asphaltic concrete plant on Guam, and the necessary aggregate production facilities including quarry, primary and secondary crushing plants, a rotary dryer and hot asphalt heating and mixing plants. It built the 10,000-foot by 250-foot bomber strip on the Northwest Field to accommodate the B-29s of the Army Air Corps for their raids on the Japanese homeland.

The battalion also built other noteworthy facilities on Guam: a black fuel oil tank farm of 27 tanks with a total capacity of 450,000 barrels, the camp and administration area of the island, a concrete and sheet dam and three and one-half miles of 12-inch pipe line to service the Agat Water Supply area, a two-story timber building, an aviation gasoline tank farm with four 10,000-barrell capacity tanks, an eight-mile road project connecting the villages of Agat and Umstac. In addition, the battalion also laid one and one-half million square feet of asphalt paving for taxiways, parking areas, and airstrips, and assisted another battalion in the construction of four aviation gasoline tanks on another tank farm.

The battalion also included the only Seabee demolition squad on the island, composed of a chief petty officer and thirteen Seabees. This squad cleared all roads, bridges, and campsites by defusing land mines and unexploded shells before the entry of work parties.

By September, 1945, the last of the original members of the battalion had been sent back to the United States under the rotation and demobilization programs.

By the end of 1945, the battalion's work on Guam was nearly completed and the battalion was scheduled for inactivation on March 1, 1946. However, this inactivation date was later set aside, because the battalion was assigned to participate in Operation Crossroads at Bikini Atoll in the Marshall Islands. Operation Crossroads was the Department of Defense's first large-scale atomic weapons research testing program.

On March 8, 1946 the battalion sailed for the Marshall Islands. It arrived at Bikini on March 13 and transferred to the assault transport *USS St. Croix,* which was anchored in the Atoll lagoon, and the ship was the battalion headquarters during the entire Bikini operation.

From Noumea to Guadalcanal to Bougainville to Guam, they built through some of the thickest action of World War II, with such famous names as the Second Raider Battalion, U.S. Marine Corps, and the Third Raider Battalion, U.S. Marine Corps.

When the chips were down, NMCB-53 was there - Fighting and Building - Anything, Anywhere, Anytime, Under Any Conditions. After the dust settled and Japan surrendered, NMCB-53 moved to Bikini Atoll to provide support for Test Baker. On August 3, 1946, NMCB-53 was granted shore duty and decommissioned. The "Action Battalion" deserved a rest.

On June 30, 1967, with the action boiling up in RVN the Marines again called on the "Action Battalion" for support. Recommissioned and trained at CBC, Davisville, Rhode Island and Marine Corps Base, Hadnot Point, New River, North Carolina, the Battalion embarked on January 18, 1968, for Da Nang, Vietnam, for duty in support of the Third Marine Amphibious Force.

And so the parallel continues from training to advance training to deployment areas, NMCB-53's first and second tours follow the same pattern, support of the Marine Amphibious Forces. Thus the motto of the "Action Battalion" evolved: "We build Anything, Anywhere, Anytime, Under Any Conditions: If you don't have the Material, We Make It! If you don't have the Real Estate, We Take It!"

COMMANDING OFFICERS OF NMCB FIFTY-THREE

LCDR PHILIP J. RILEY, CEC, USNR

22 Dec 1942 - 11 Feb 1943

LCDR ROY M. HARRIS, CEC, USNR

11 Feb 1943 - 17 Feb 1944

CDR EDWARD M. DENBO, CEC, USNR

17 Feb 1944 - 25 Aug 1944

LCDR CHARLES A. THOMPSON, CEC, USNR

25 Aug 1944 - 13 May 1945

CDR JOHN P. MACBEAN, CEC, USNR

13 May 1945 - 1 Nov 1945

CDR JOHN D. BURKY, CEC, USN

1 Nov 1945 - 3 Aug 1946

CDR R.A. BOWERS, CEC, USN

30 June 1967 -

Commanding Officer

Commander R.A. Bowers, CEC, USN

Commander Bowers, a native of Harrisburg, Pennsylvania, received both his Bachelor's and Master's degrees from Yale University. Since his commissioning in 1952 through the Officer Candidate School, Newport, Rhode Island, Commander Bowers has served at: Mobile Construction Battalion (Special) in Antarctica as Operations Officer; NSA Lemoore, California, as Assistant Resident Officer in Charge of Construction; Bureau of Yards and Docks as Military Construction Program Manager; Bureau of Naval Personnel in the Military Personnel Plans and Policies Division; Allied Forces Northern Europe in Oslo, Norway. Commander Bowers reported to Mobile Construction Battalion FIFTY-THREE from the Naval War College, Newport, Rhode Island.

Executive Officer

Lt. Commander R.H. Knauf, CEC, USN

LCDR Knauf, a native of Binghamton, New York, graduated from the U.S. Naval Academy in 1957 and was commissioned an Ensign in the Navy Line. After serving three years aboard a destroyer, LCDR Knauf attended Rensselaer Polytechnic Institute under the Navy Post Graduate Program where he received a Bachelor of Science degree in Civil Engineering in 1961. Upon graduation his designator was changed to Civil Engineer Corps.

His assignment as a CEC Officer included service as Assistant Resident Officer in Charge of Construction, Newark Air Force Base, Heath, Ohio; Resident Officer in Charge of Construction, Civil Works Contracts, North American Aviation Corporation, Columbus, Ohio; Engineering Coordination Officer, East Central Division, Naval Facilities Engineering Command, Philadelphia, Pa; Public Works Officer, Naval Auxiliary Air Station, Fallon, Nevada. He reported to Mobile Construction Battalion FIFTY-THREE as Executive Officer in May 1967.

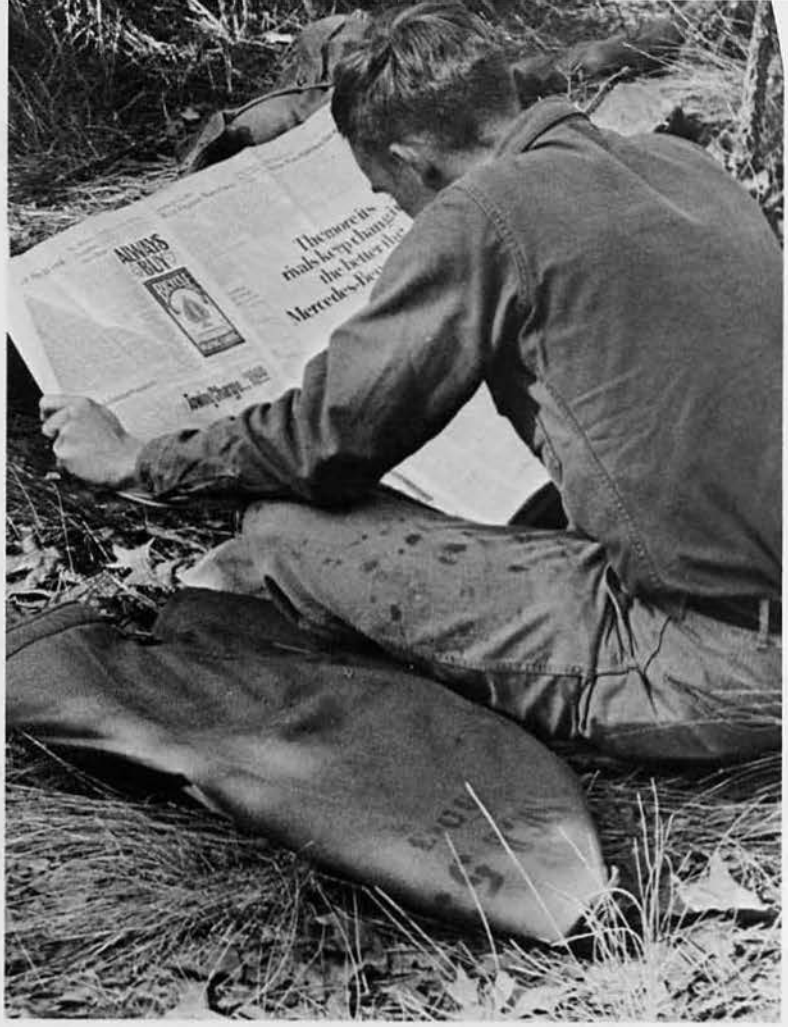
COMMISSIONING of 53

NAVAL MOBILE
BATTAL

NAVAL MOBILE CONSTRU
NO. 53

96-26556
MCA 53

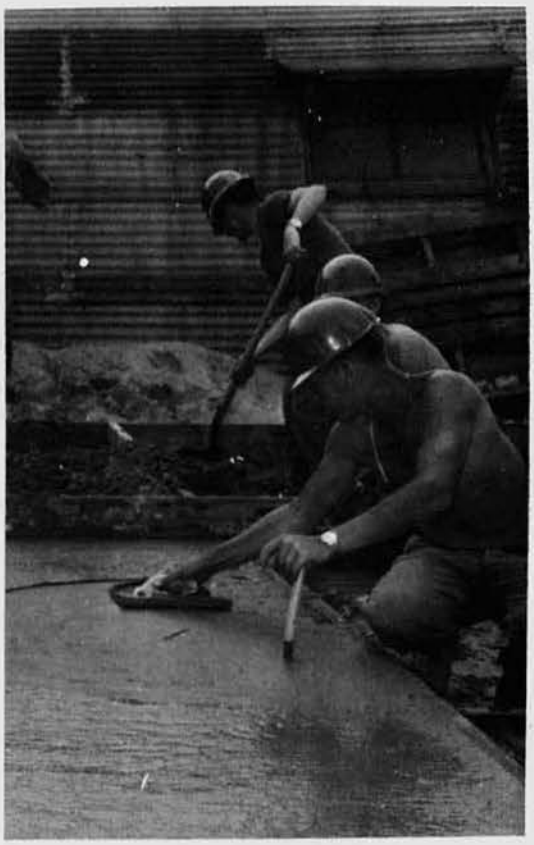
MILITARY & PROFESSIONAL TRAINING

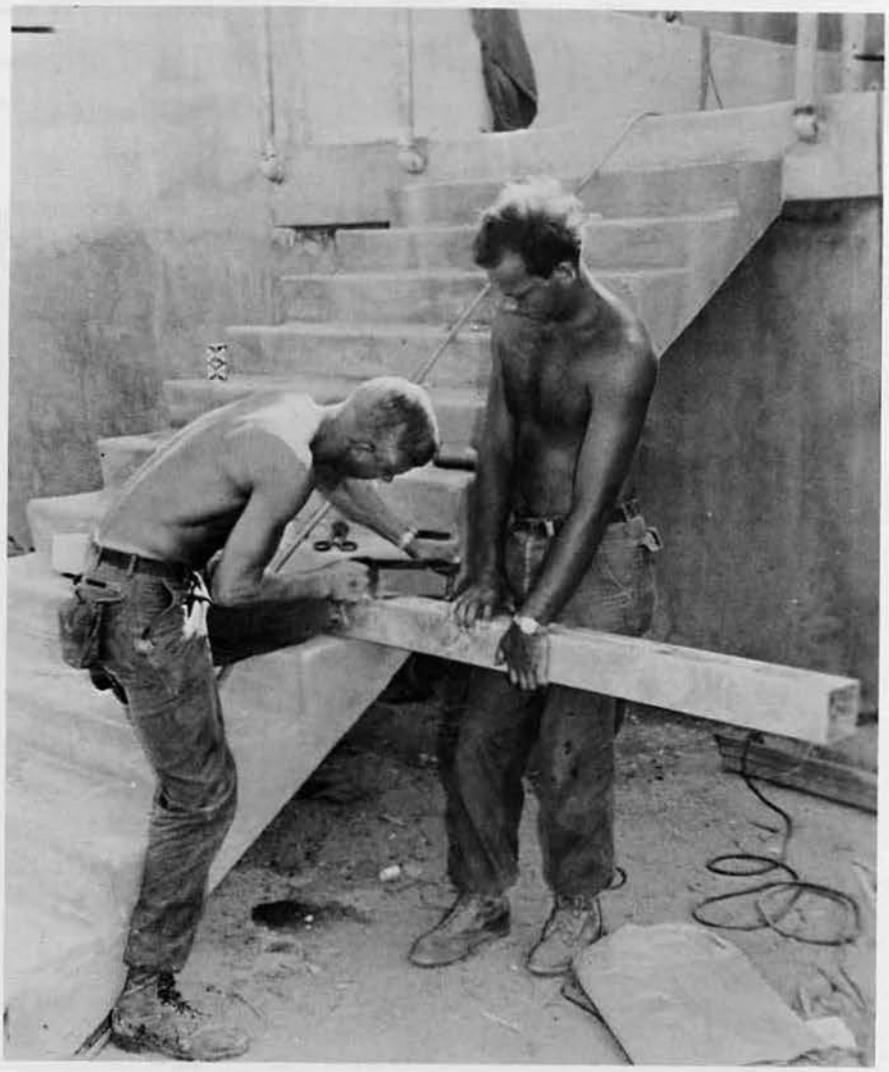

ALWAYS
READY

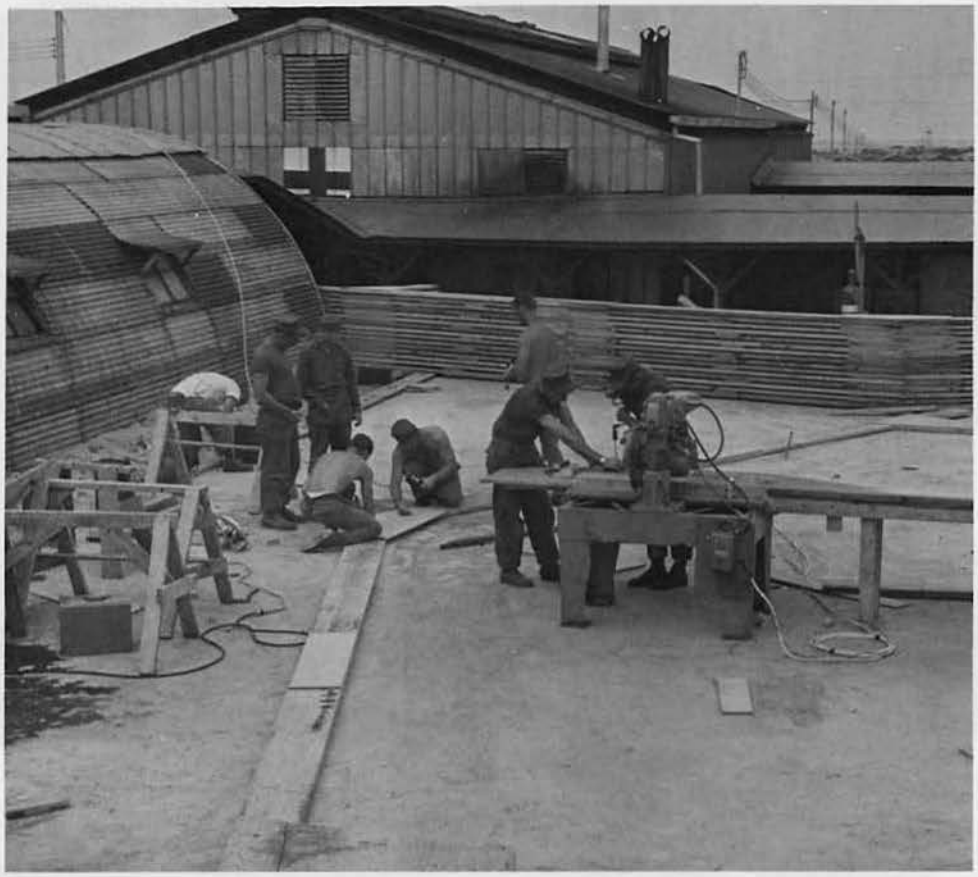
THE FINAL MOMENTS

My Heart Belongs to Daddy

70-FOOT ROLLOVER







DEWALT

NAVY
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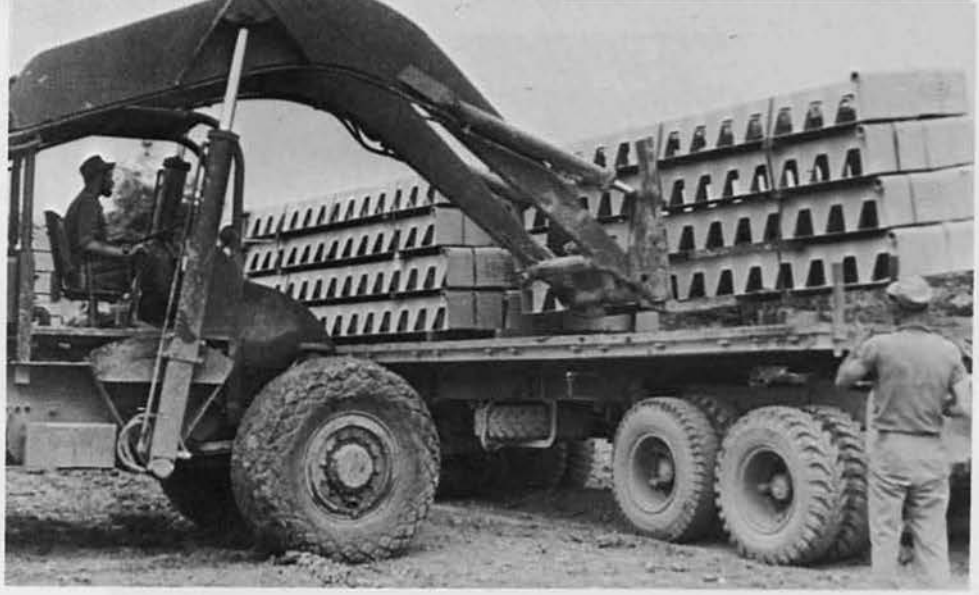
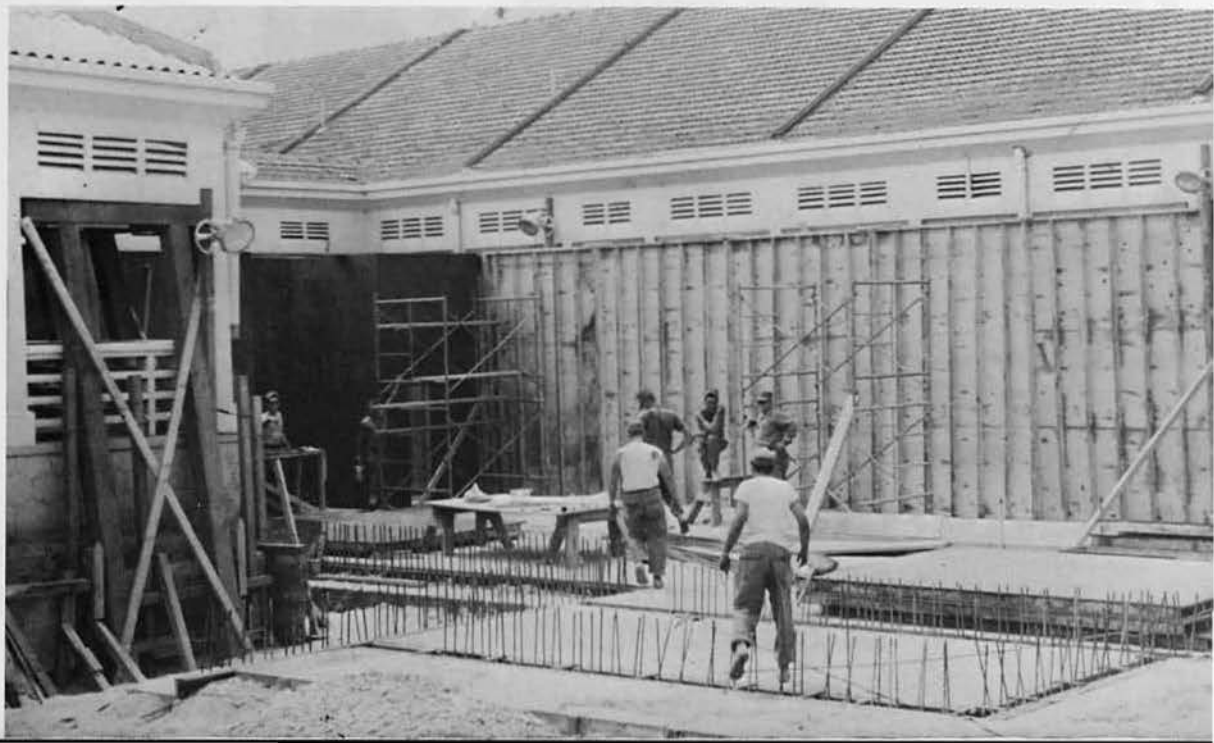
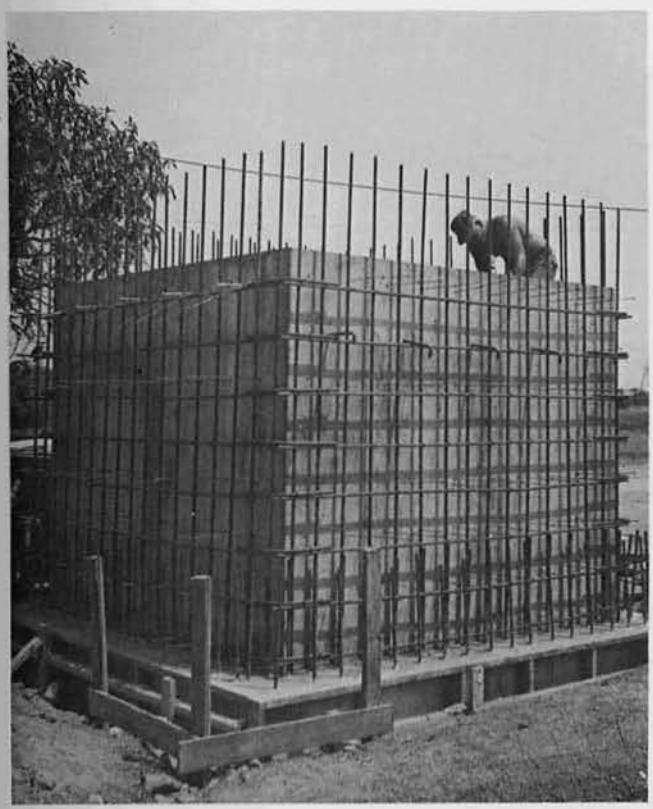
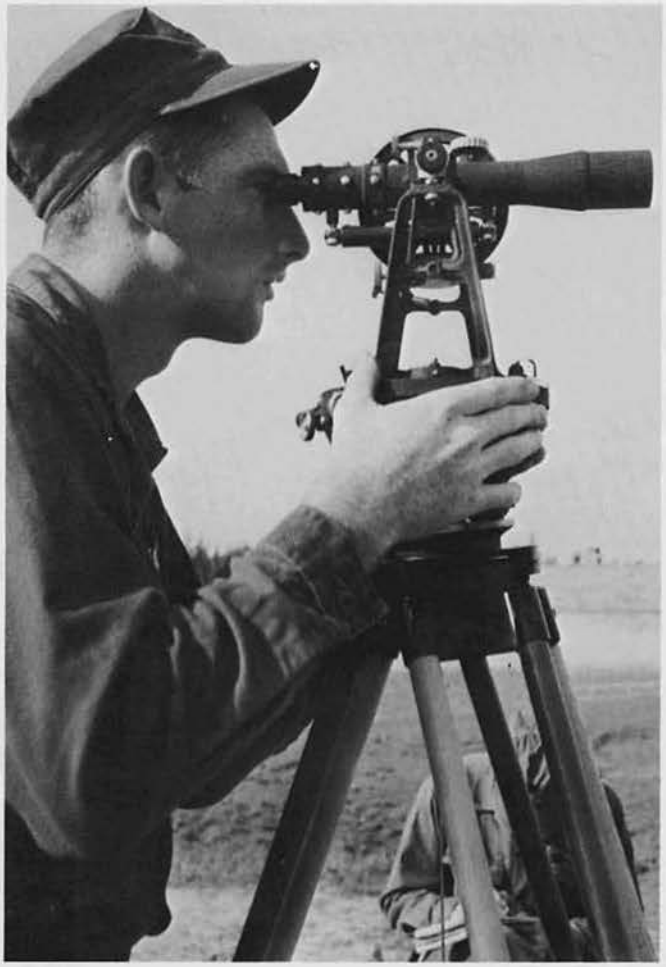
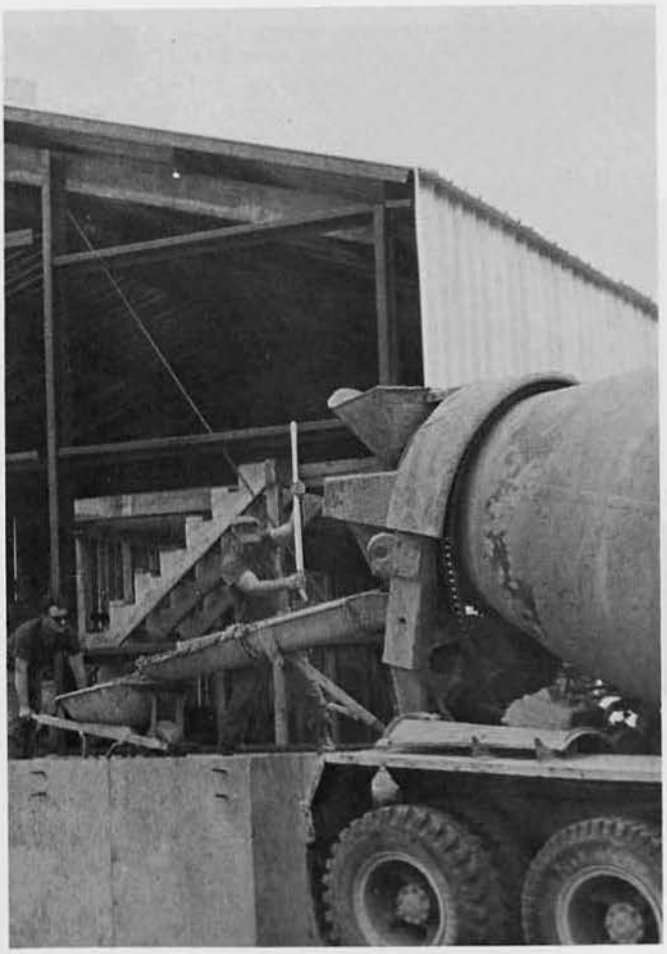
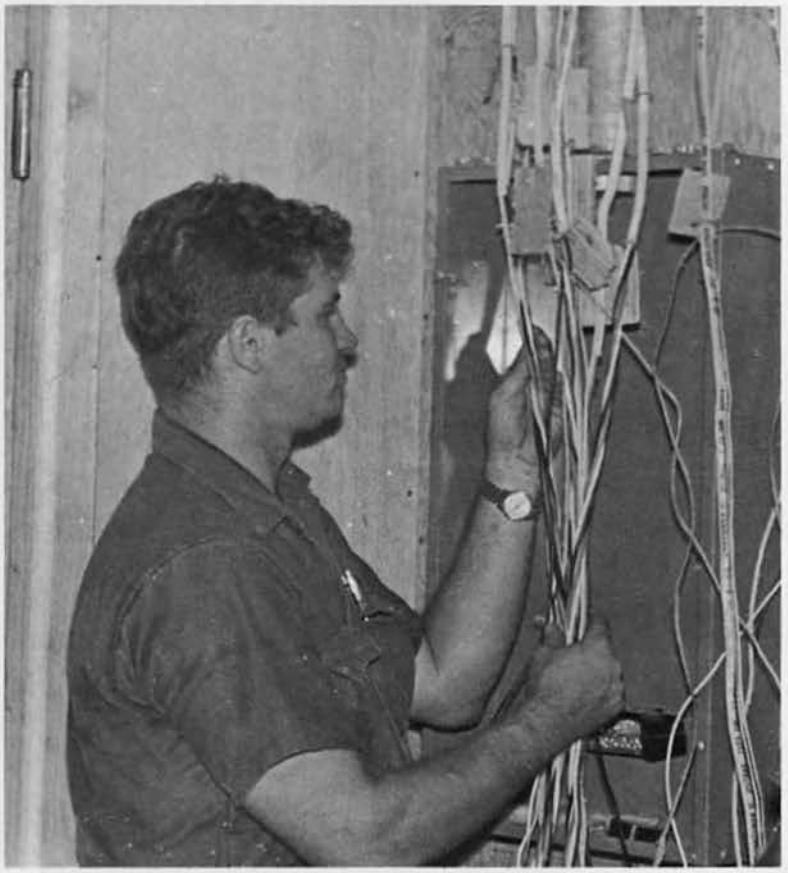


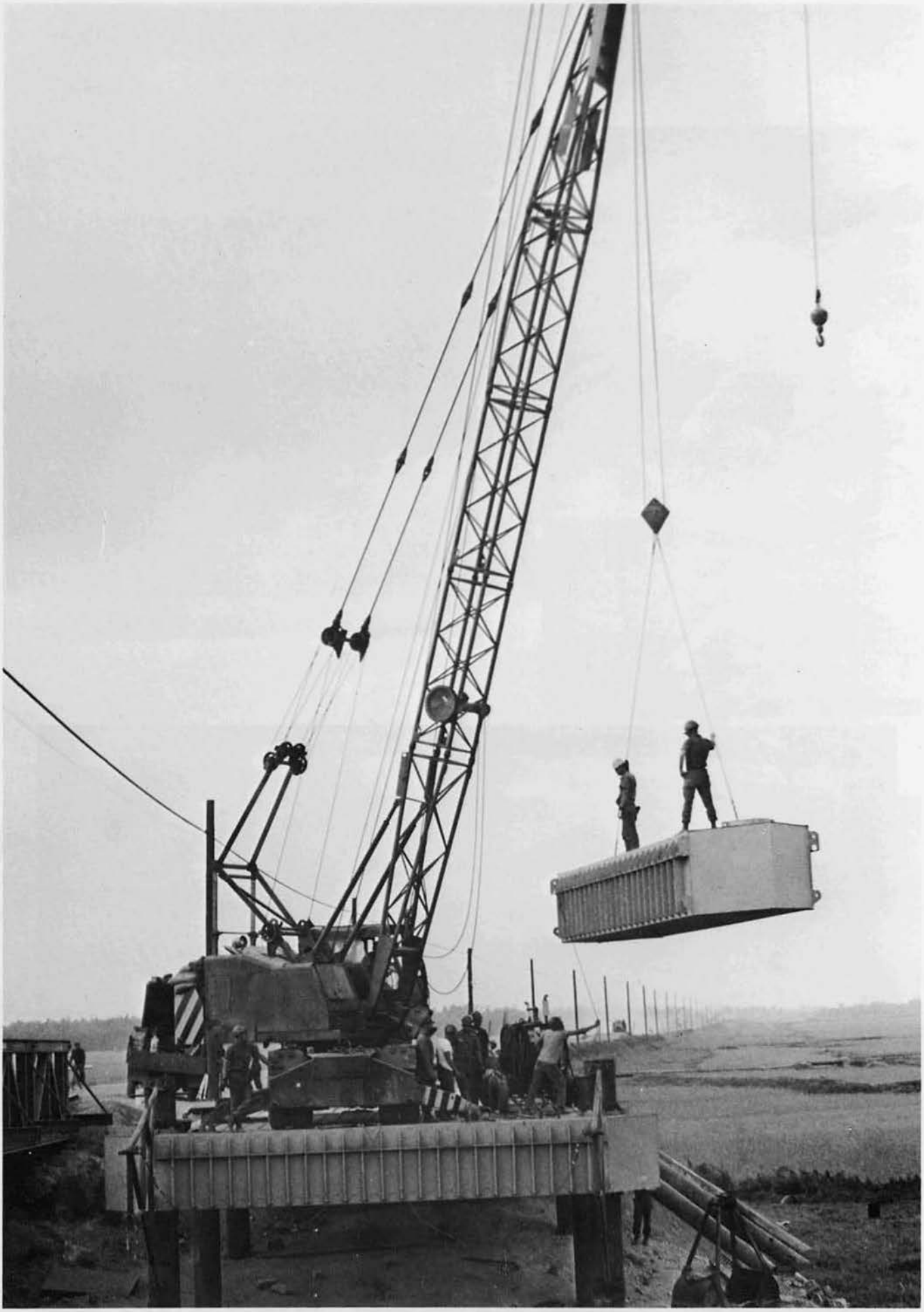




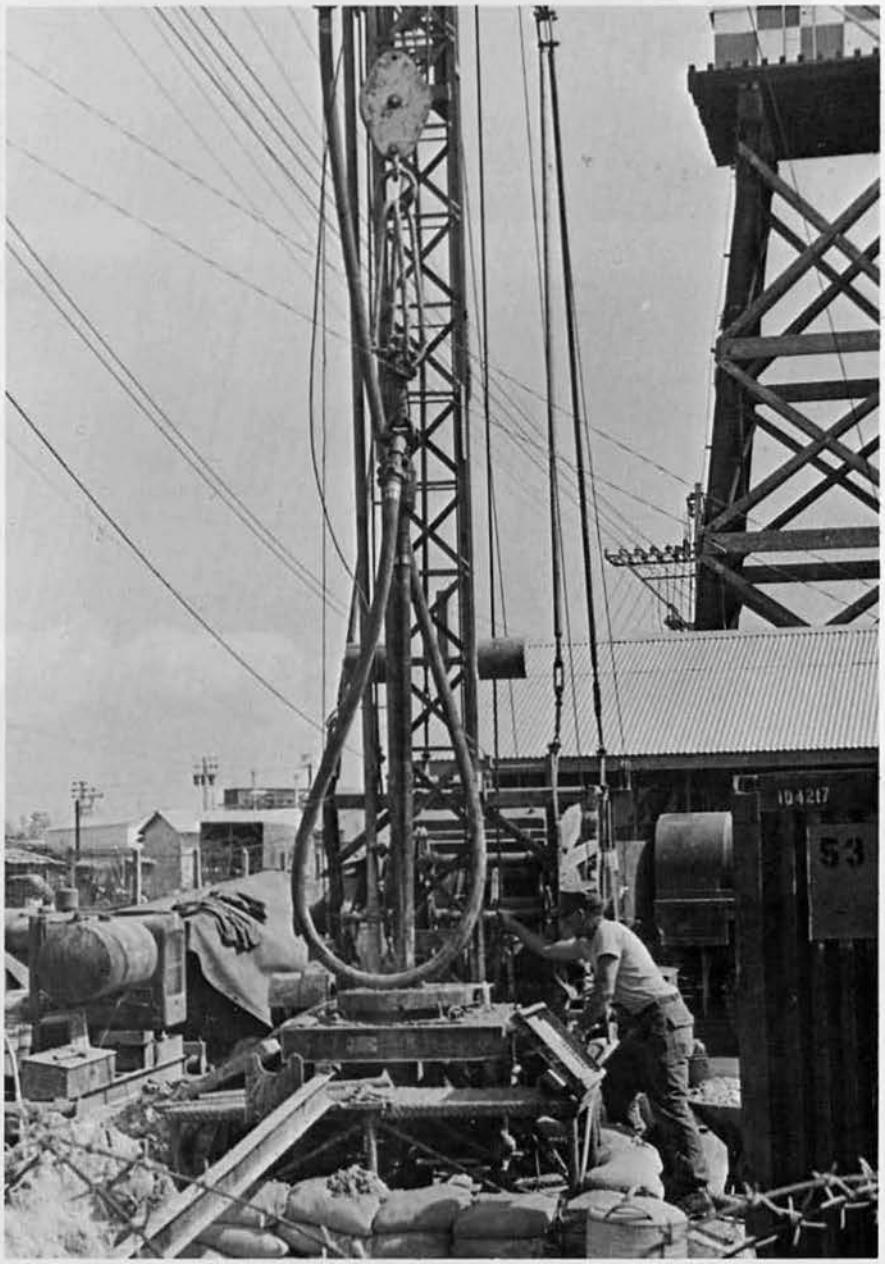








RIDGE RUNNER


53

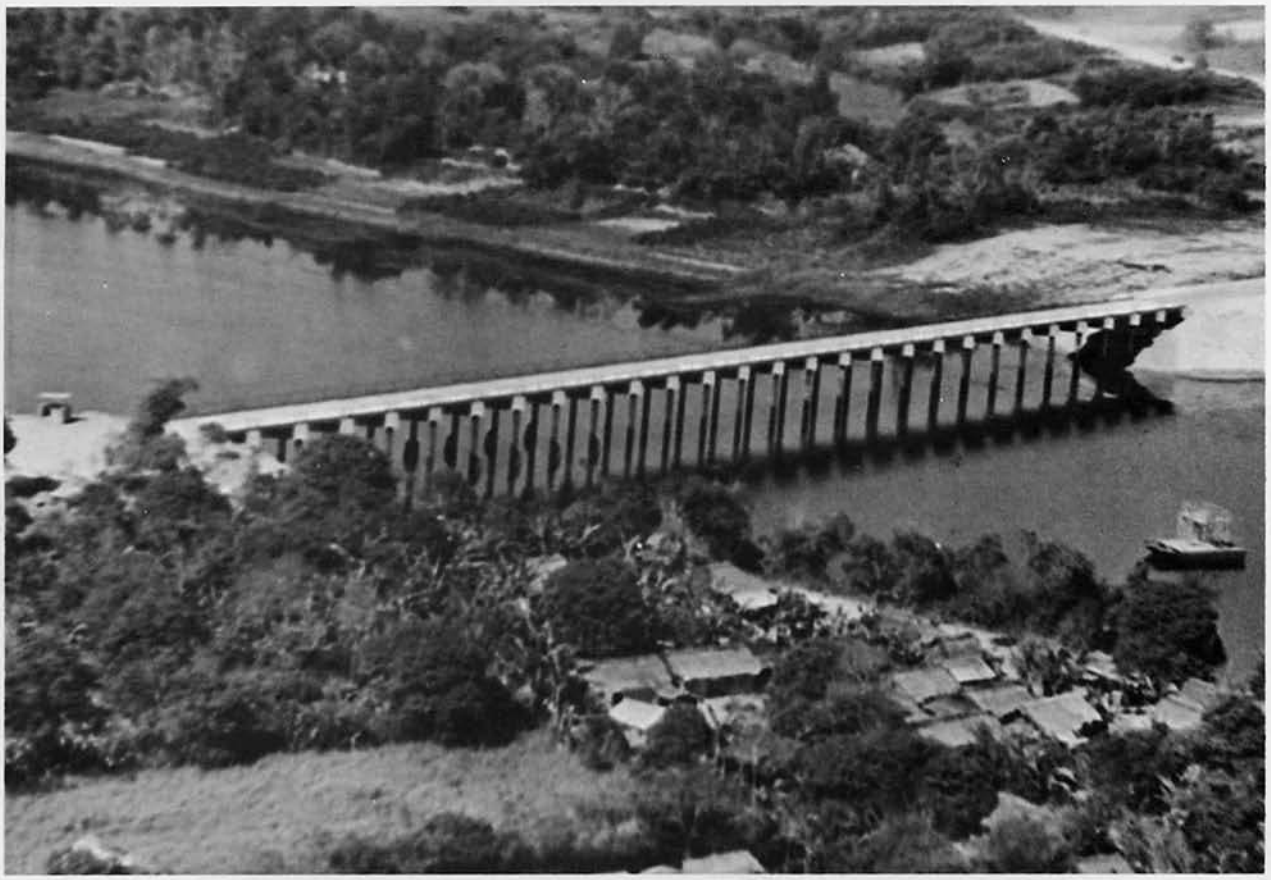
HAVE
RIG
WILL
DIG
HALLARD
FOLK
JAMES

NAM HOA

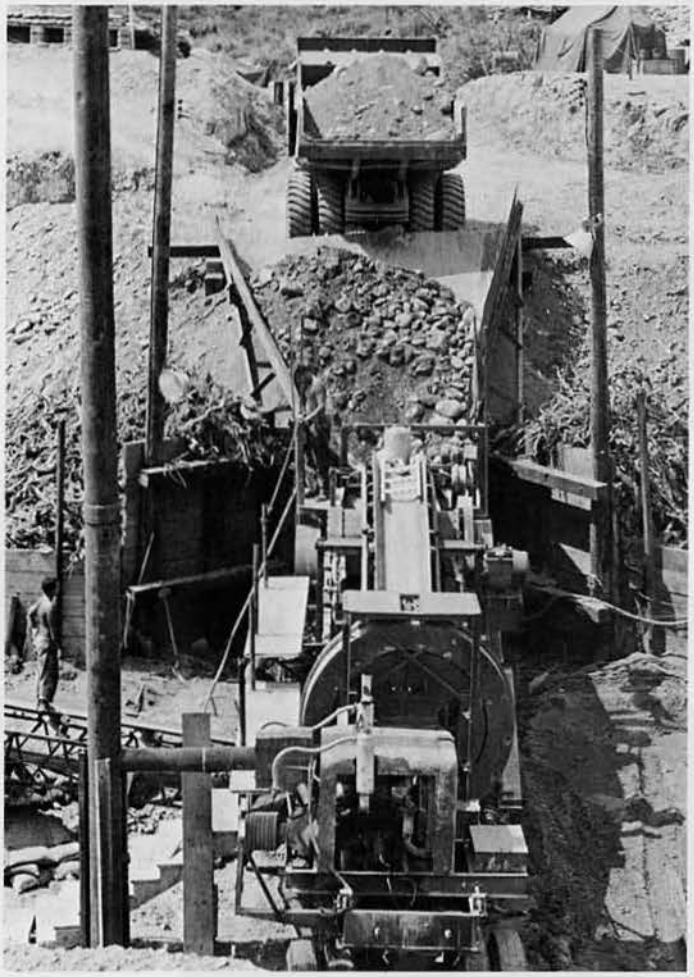
Twenty seven men under the command of Lieutenant (junior grade) C.W. Horton worked for 43 days to construct the bridge. The men had to build and defend their construction camp while working. Unseasonal heavy rains and intense heat at the bridge site did not prevent the Seabees from finishing the Ammi Bridge in record time.

The bridge is on Route 547 which is the main supply route for the fire support bases just east of the A Shau Valley.

The steel structure known as an Ammi Bridge is a unique deviation from conventional bridge construction. The bridge is completely prefabricated and designed to be installed in modules of 20 feet yet is unrestricted as to its overall length. This is only the second such structure erected in Vietnam. The bridge rises 21 feet above the river and spans the river depths up to 37 feet.

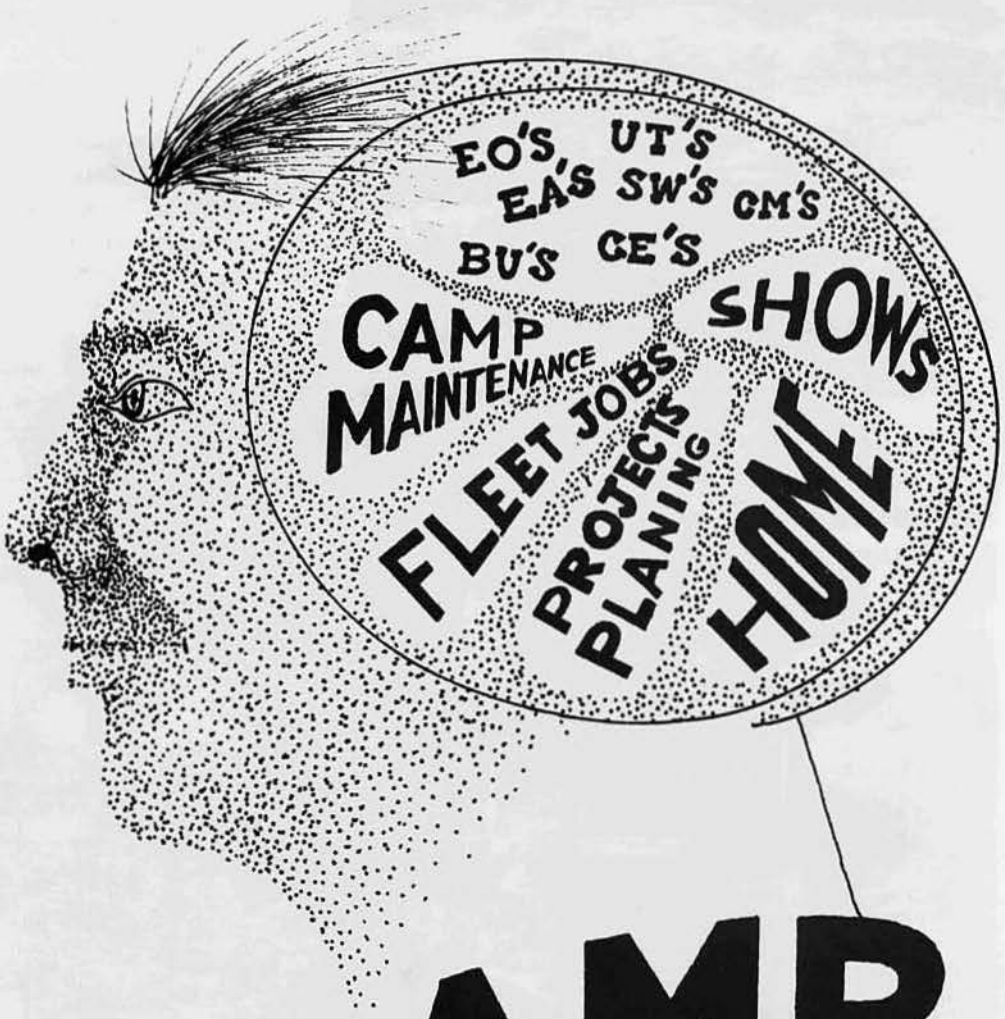


CA LU



A detachment of MCB-53 Seabees spent the last three months of the battalion's deployment at Ca Lu, a rock crusher site approximately six miles from the DMZ. Headed by Ltjg Don MacCaferri, the detachment stockpiled crushed rock to be used for urgent work in the area.

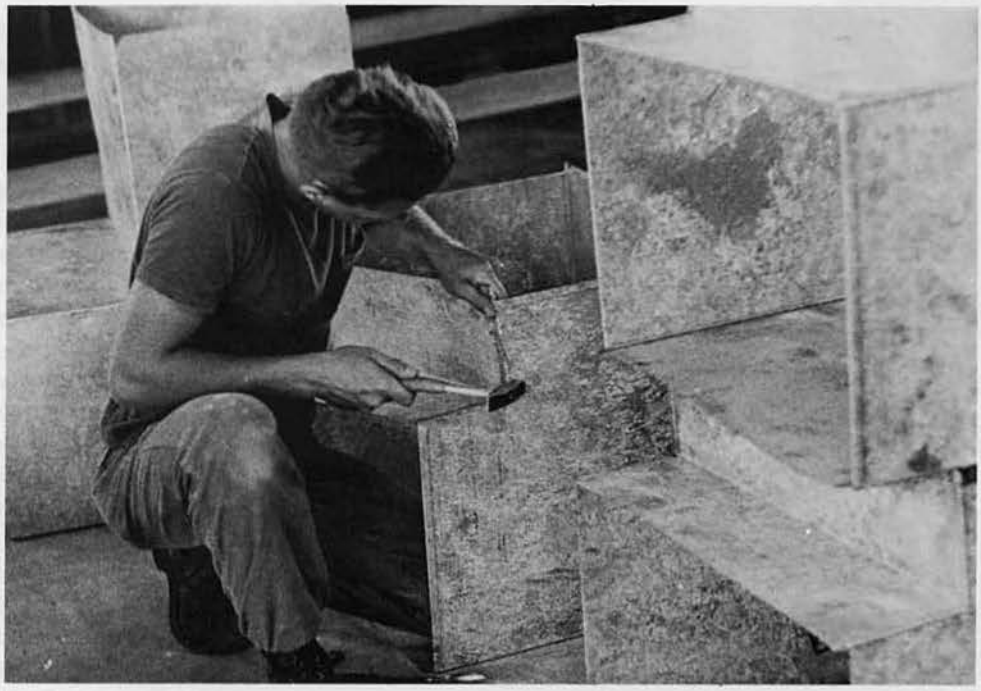
INSIDE



CAMP ADENIR

Camp Adenir was home to the men of MCB-53 while the battalion was in DaNang East. The camp is located on a sand ridge that overlooks the Song Han River, which flows from the mountains situated to the south and southwest of DaNang and empties into DaNang Bay.

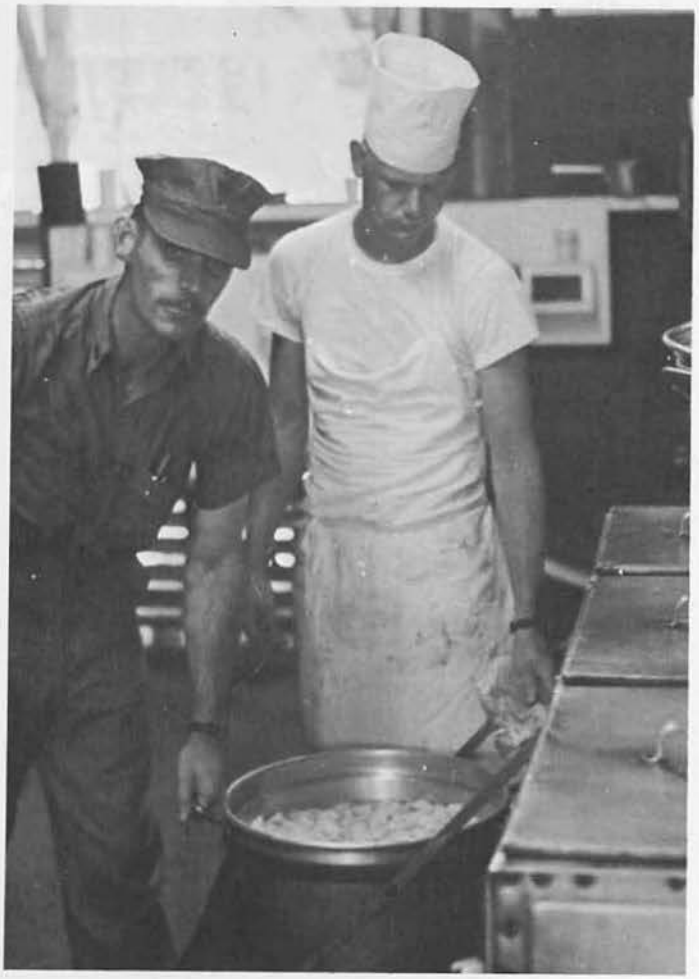
Much battalion work was done in camp, since not all Seabees have the glamorous jobs of driving heavy equipment or building various type structures in record time. There were the mechanics who had to keep the equipment in operating condition so it could meet the heavy demand of construction in Vietnam. Then there were the commissary men who fed the hungry Seabees and the medical and dental personnel who kept them healthy. Probably two of the most unglamorous and yet necessary jobs were the trash detail and mess cooking. The Seabees were paid, clothed, and given tools by the supply department. The Administration and Personnel departments handled the mountains of paper work that is required for 750 Seabees. Operations found jobs for the battalion and Training made sure the men were trained to do those jobs. Then there were the men on security who stood guard at night to prevent Charlie from making any unannounced visits.



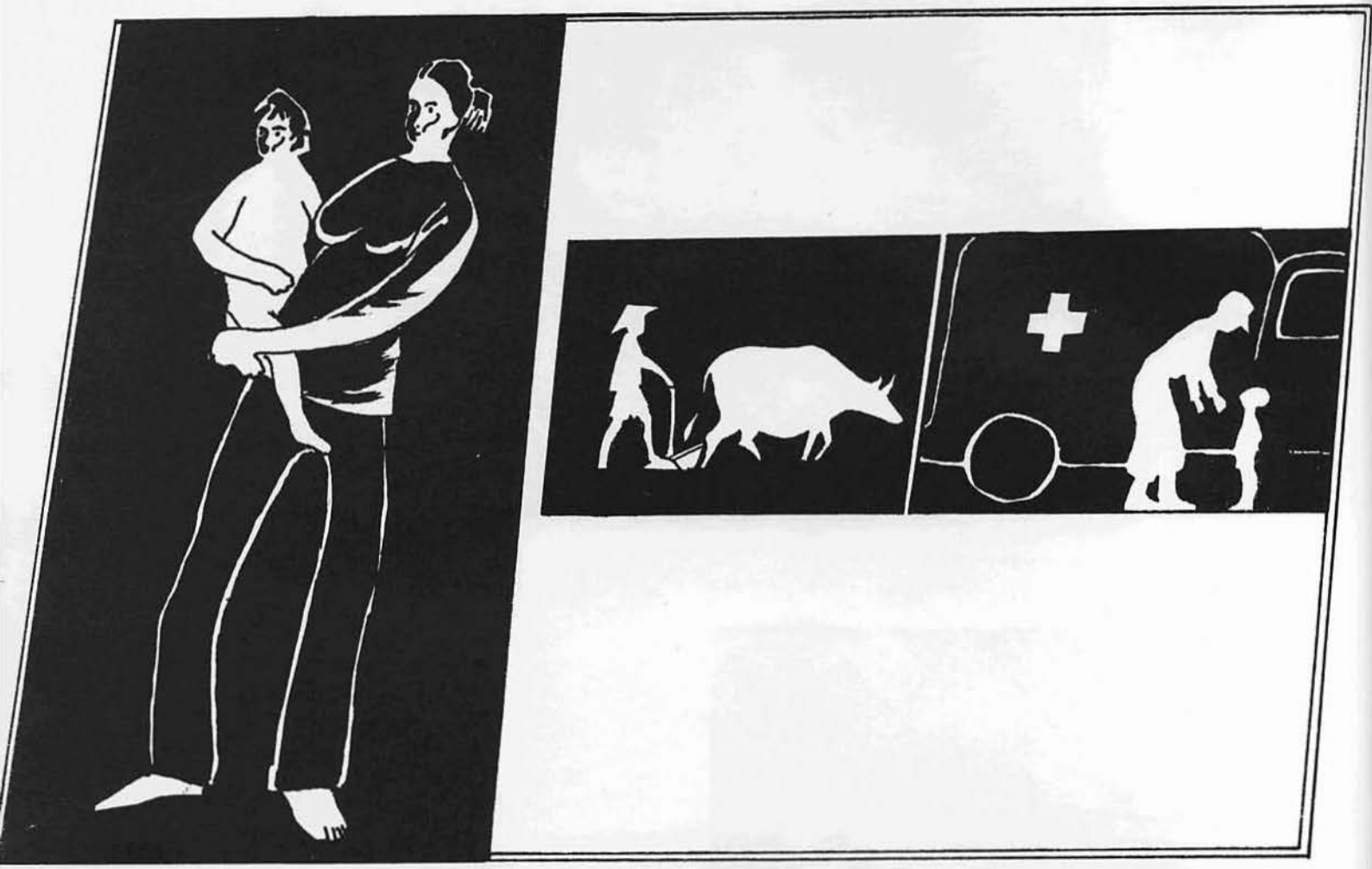
PRAY FOR SLACK

Mack

COUNTY BLACKSMITH
AND
WHEELWRIGHT
MJ KEYS FROM
DUMFRIES, VA.
NO PATRONAGE
FROM YANKEES

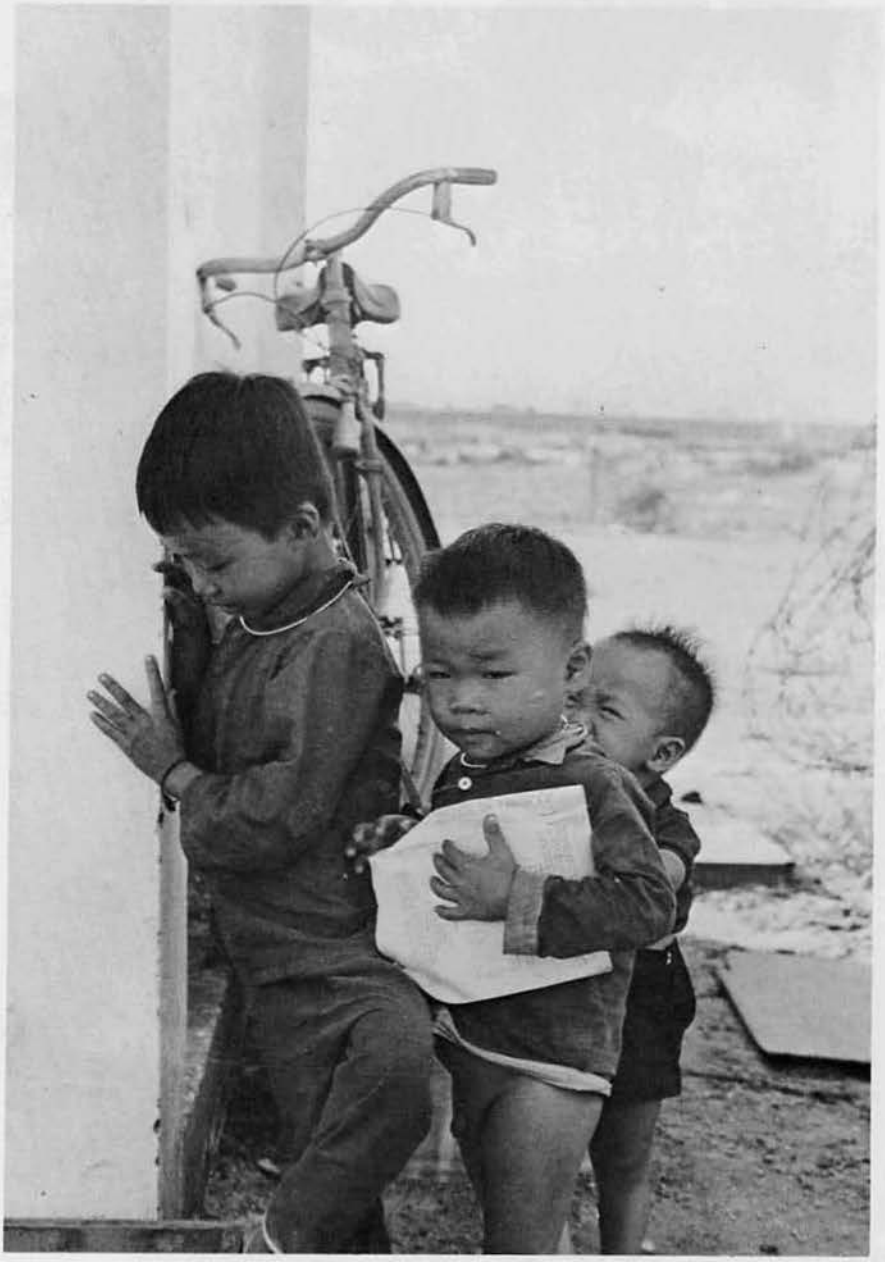


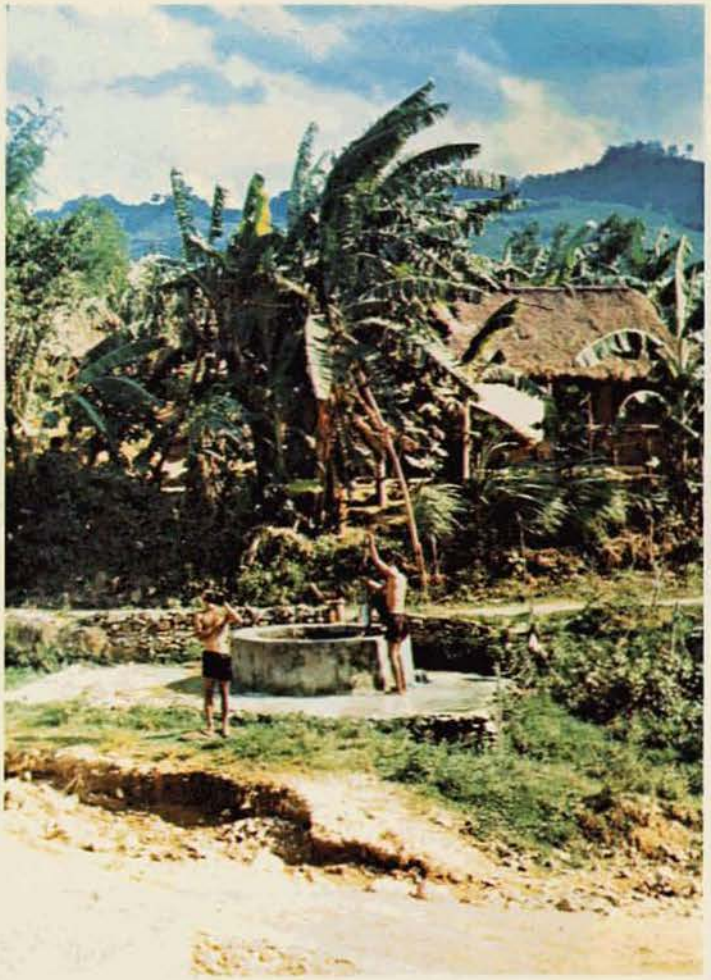
VODKA
VODKA



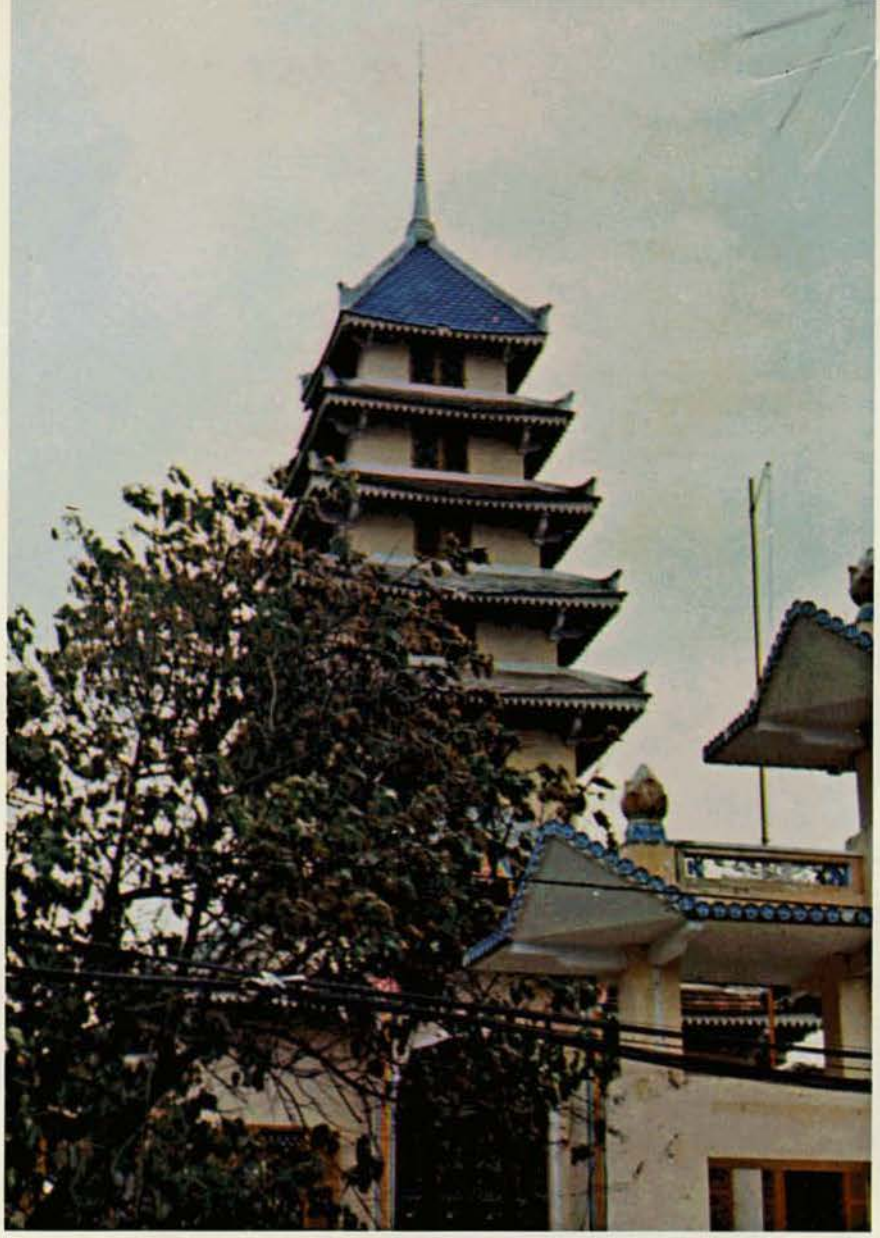
CIVIC ACTION

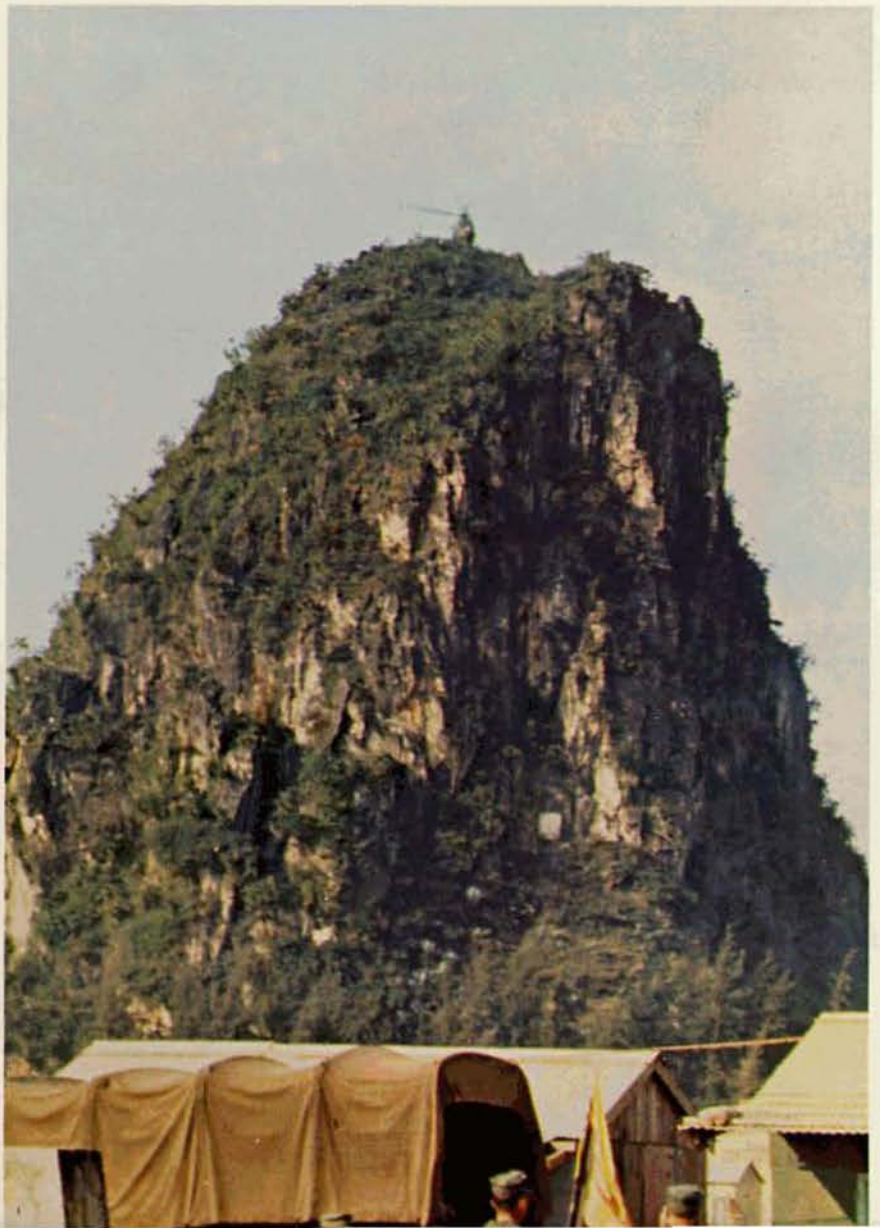
CƠ SỞ TẠM
HỘI-THÁNH TIN-LÀNH
EVANGELICAL PROTESTANT CHURCH

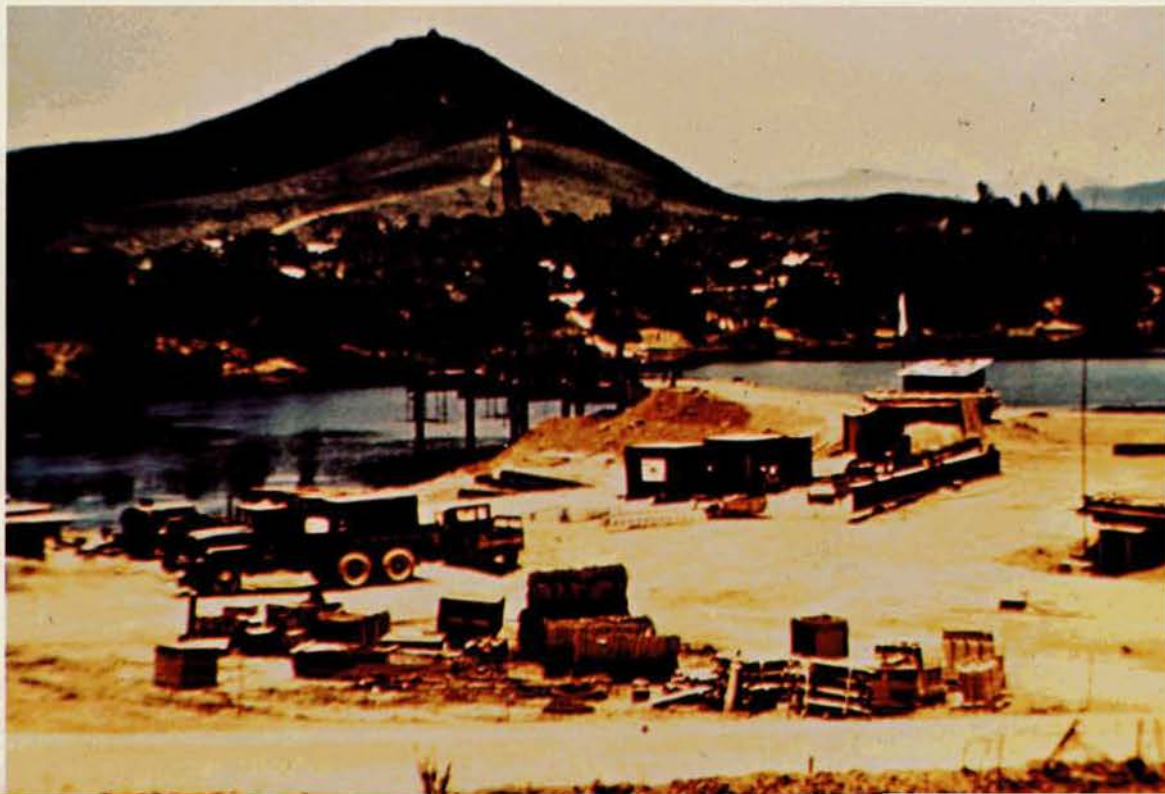


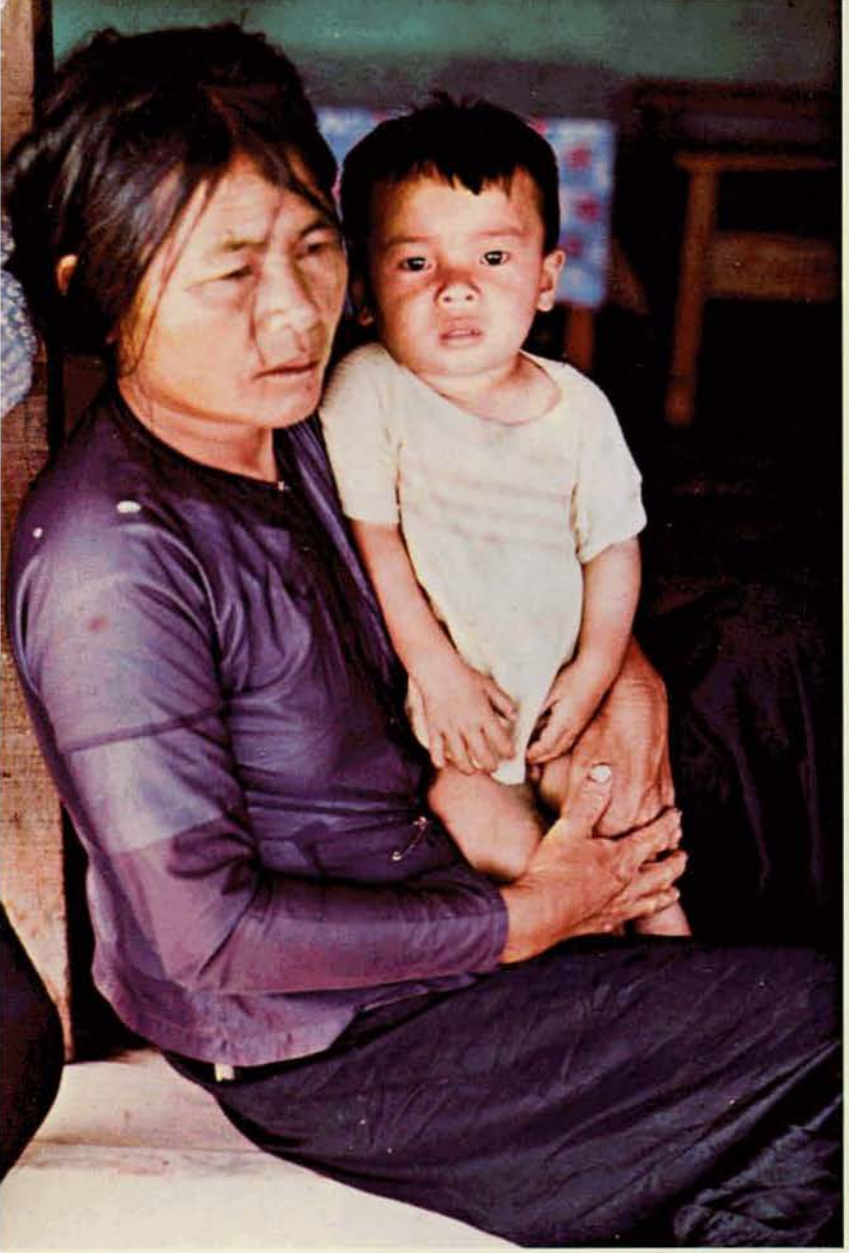


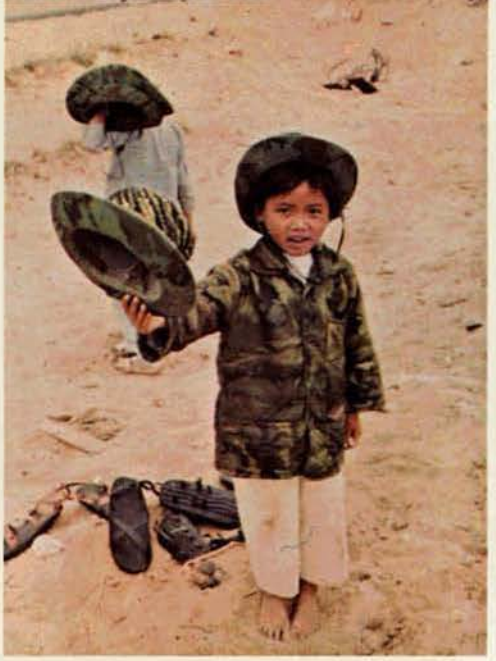
BOMBAY
PH RMACI

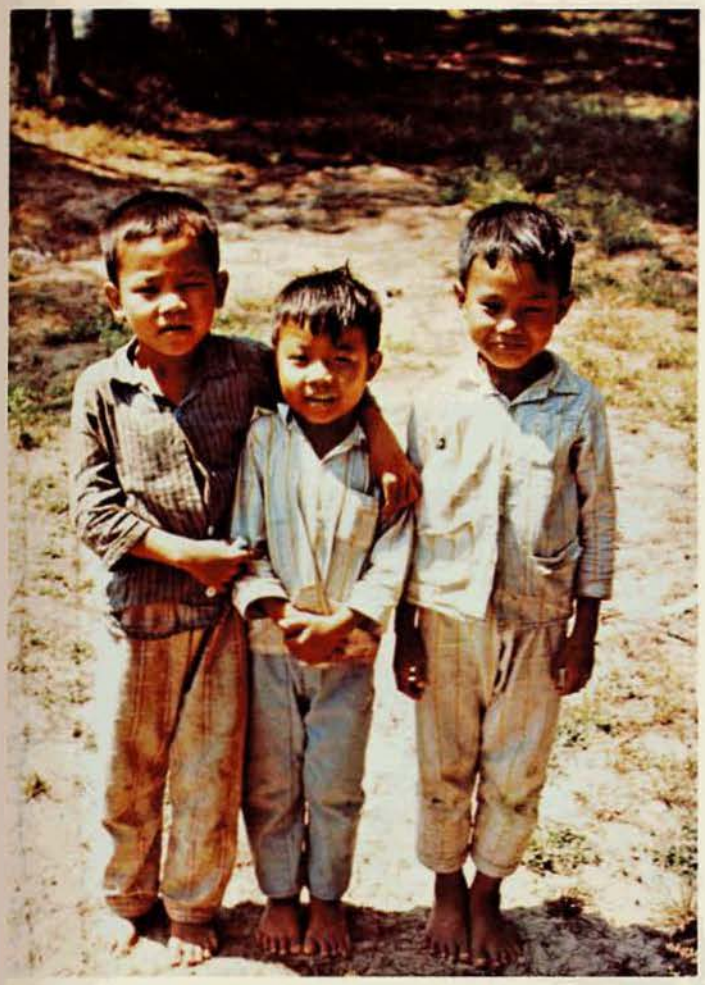


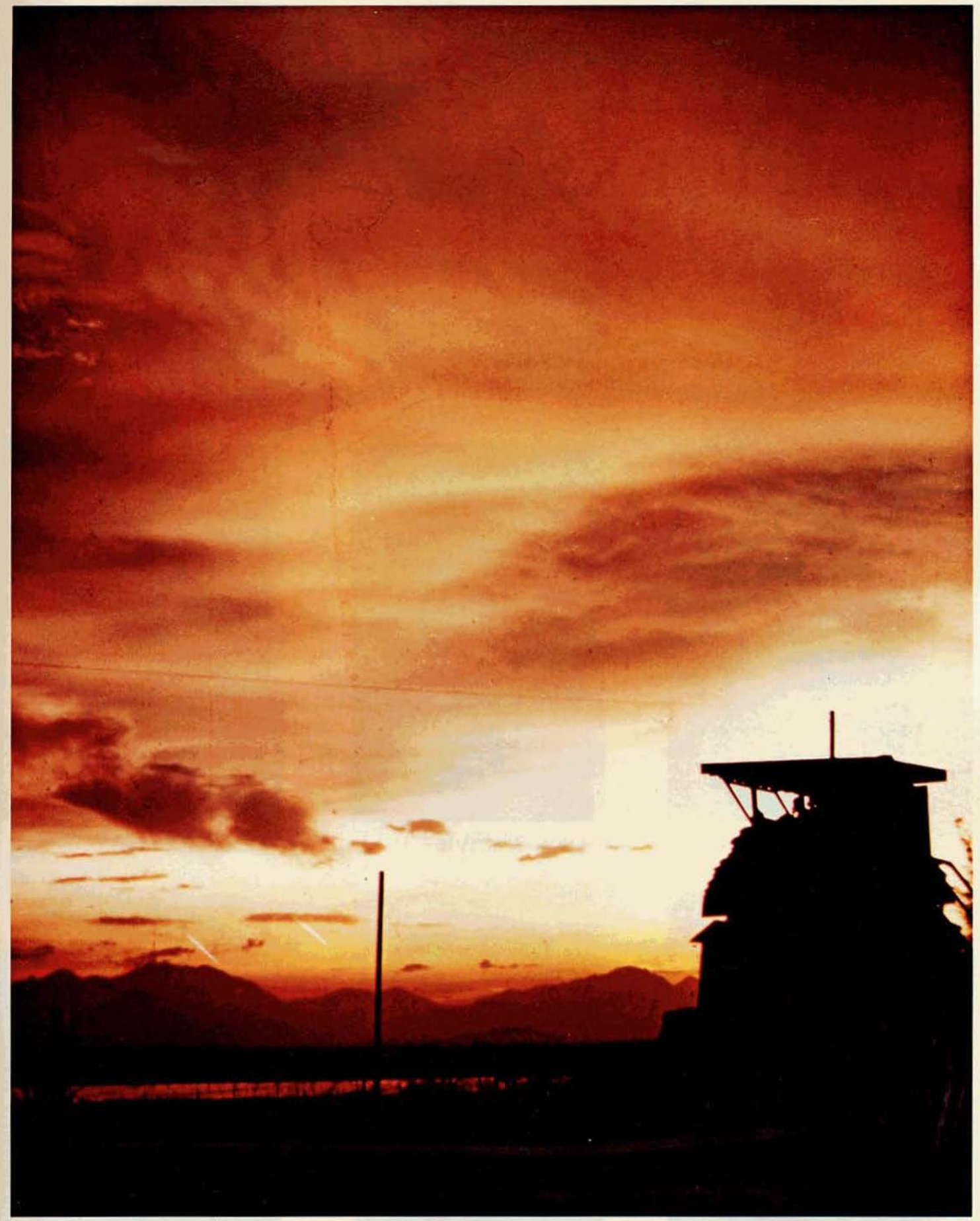












BATTALION OFFICERS

LCDR. D.L. FORNEY

LCDR. J.A. LYTLE

LCDR. W.M. IVIE

LT. D.A. MOLLOY

LT. D.J. RUSHFORTH

LT. J.B. GREEN

LT. B.L. RUNBERG

LT. W.E. JOHNSON

LT. P.P. MADDEN

LTJG. E.P. FUCILE

LTJG C.W. HORTON

LTJG. L.M. SMITH

LTJG. H.L. MOORE

LTJG D.J. MACKINNON

LTJG. A.J. MASSE

LTJG. C.W. ANDERSON

LTJG. M.A. WERNER

LTJG. B.L. CRAIN

ENS. S.T. SPENCER

ENS. H. GORIN

BATTALION CHIEFS

EQCM THARP

CMCS BOWDEN

EOCS DANA

BUCS DEXHEIMER

GY/SGT MARTINEZ

CMC BAILEY

CSC BROWN

BUC BURGESS

SWC CALDER

BUC DAVIS

SWC GARCIA

YNC HASLERUD

SKC HEALEY

EAC HENTHORN

CMC JEFFERSON

HMC JONES

CEC LAVIN

CMC MAKI

EOC McKENZIE

BUC NAPIER

SWC RAFFIN

EOC SUTTON

BUC TAYLOR

CMC TIDMORE

EOC WIDOWSKI

UTC WILLIAMS

ALPHA COMPANY

EO1 ABBOTT
CMA2 ALLMAN
CMHCN ASHMUN
EO3 ATKINSON

CMA3 BALDWIN
CMA3 BALL
EO3 BALLARD
CMHCN BARNETTE

EOCN BECKMAN
EO2 BERNIER
EO2 BILAK
MR3 BODNER

CM1 BORCK
EO3 BOSEMER
CM2 BOURKE
CMA2 BROWN

CMCN BROWN
EO3 BRYANT
EO3 BULLIS
CN BURNIGHT

EO2 BUSH
CMCN CAMILO
CMH3 CASE
CMH3 CENDROWSKI

EO3 CHAPPELL
EO2 CLEMMONS
EO3 COFRANCISCO
EO3 CRUM

EO2 CURRENT
CM3 CUTTING
EO3 DAVIS
CM3 DAVIS

EO3 DAY
EO1 DELONG
EO2 DELONG
CMA3 DERENS

CMCN DONALDSON
EO2 DRINKWINE
EO2 DUNBAR
EO2 DUNLAP

EO3 DUPALO
EO2 EDWARDS
CMH2 ELDER
EO1 ELMORE

EO3 FAGAN
EO3 FAIRBANKS
EO3 FOLK
EO2 FRISBEE

CMH2 GEASLER
CMHCN GIRTS
EO3 GLYNN
EO1 GOODKNIGHT

SWE3 GUILLORY
EO2 HARDIGREE
EO2 HARRIS
EO3 HASTINGS

CM1 HAVENS
CMH3 HAYES
EO3 HICKS
EO3 HOLLINGSWORTH

EOCN HOUGHTALING
CMH2 HURT
CMHCN HYLAND
CM2 ILIFF

CMH3 JACKSON
EO1 JAMES
EO3 JOHNSON
CM1 JONES

EO1 JONES
CM2 KALMBACHER
CMH3 KARASEK
CM1 KASSER

CN KILBER
EO2 KINSMAN
EO2 KINTER
EO3 KOZA

CMH3 KYLE
CMACN LABORDE
EOCN LACASSE
EO2 LACKLAND

CMACA LANTIER
EO3 LEE
EO3 LIDGARD
CM2 LINDBLOM

CMACA LINKERT
EO3 LOSEE
EO1 LOUGHRIDGE
CM3 MAIER

CMH3 MALO
EO3 MANION
EO3 MANSTREAM
EO3 MATTESON

EO1 MATTHEWS
EOCN McCOY
CN McGRAW
EO3 McMAHAN

CMCN McMICHAEL
MR1 MERRELL
EOCN MEYER
EO2 MILTON

EO3 MOORE
EO3 NELON
EO3 NOLEN
EO2 O'DANIEL

EO2 OLIVER
EO1 OSWALT
EO3 PATTERSON
EO2 PIERCE

EO2 PINKSTON
CMA3 PLOOF
CMHCN POKLADNIK
CM3 POLLARD

EO3 PRUSAK
CMA3 RENTSCHLER
EOCA RISBERG
EOCN ROBERTS

SN ROBINSON
CMACN RODGERS
EO2 ROWLAND
CM3 SAALE

CN SANBORN
EO3 SCHADE
CMA3 SCHROEDER
EOH3 SCHUNK

CMH3 SCHUSTER
EO2 SEFTON
CMH3 SHARK
EO2 SMITH

EOCN W. C. SMITH
EOCN W. P. SMITH
CMCN SOUTH
CMA2 STEPHENS

CM3 STEFFENS
EO3 STOVER
EO2 STRAWBRIDGE
EO2 TALLMAN

EO2 TARDIFF
EO3 TESTA
MR3 THOMPSON
EO3 TRAMMELL

CMH2 VALCICH
EO2 VAN ESS
EO2 VEGA
SFM3 VOGEL

EO3 WAGAMAN
EOCN WEBB
EO3 WEST
EO2 WILSON

CM3 WISEMAN
CM3 WHEELER
EO3 WHEELER
CMA3 WHITWORTH

EO3 WOERNLEY
EO3 YOUNG
CMACN ZEMLER
EO3 ZIMMERMAN

BRAVO COMPANY

UT3 ADAMS
SN ALDERSON
CE1 BAKER
CE2 BARTONE

CE2 BERNARD
SW3 BOYER
CE2 BROOKS
CE2 BURCH

CE3 BURTON
CE2 CARLSON
CE3 CARTER
UTBCN COIFFI

UT1 COLE
UT2 COX
CE3 CRAWFORD
UT3 CUNNINGHAM

CECN CURTIS
CE3 DIEZ
UT3 DOYLE
UT3 FERNALD

CE2 FORSYTHE
UT1 GREENE
UT2 HAYNIE
CE2 HELM

CE3 HUFTILL
UT3 HUTCHINSON
UT2 JACKSON
SW1 JACKSON

UT2 LIKENS
CE3 LUNDGREN
CE3 MAGYAR
UT2 MAZEIKA

UT2 MILLHORN
CE2 MILLS
CE2 MOXLEY
CE2 NEWLAND

UTW3 O'KEEFE
BU3 PETERS
CE2 PIGG
UT3 PLAUCE

CE2 RIEKER
BU2 RISELL
CE2 RODDA
CE2 SCHEER

CE2 SCRUGGS
UT3 SINKO
CECN SMYTHE
CE3 SOUER

UT2 SPARKMAN
CE2 TAGGART
CE2 TANSLEY
SF2 THOMPSON

BU3 THOMPSON
UT2 THORBURN
UT2 TIBBS
UT2 VICK

UT3 WATSON
CE2 WELLES
SN WELLINGTON
CE2 WREN

CHARLIE COMPANY

CN ABELL
SW2 ANDERSON
BU3 BARDEN
BU2 BARLOW

CN BOYNE
CN BUSH
BU2 BUSONIC
BU3 BYERS

BU1 CARAWAY
CN DALTON
CN DOORN
BU2 DRAKE

BU1 FLORIAN
BU2 GOHMERT
BU2 GARDEN
CN HORVATH

BU3 JACKSON
BUCN JOHNSON
SW3 JOHNSON
CN JORGENSON

BU3 KAPPLER
CN KELLY

BUCN KIRKPATRICK
BU3 LEASHER
BU2 MATTLIN
BU2 McCOY

BU2 McINTYRE
CN MILLER
BU2 MUSOLF
CN NEDRAB

BUCN NOGGLE
BU1 OGLESBY
BU1 OUSLEY
BU3 PEADON

BU2 PSZENNY
BU3 ROBINSON
BU3 SMITH
CN ZWAKENBERG

BU3 TEAGUE
BU3 TOWNSEND
CN UZZARDO
CN WALKER

CN STEPHENS

BU3 WEBER

DELTA COMPANY

CN AVOURIS
BU3 AYERS
BU3 BARNETTE
SW2 BOGUE

BU3 BRANNELLY
SW3 BRIDGERS
BU3 BURKE
SWE2 CHEIRRETT

CN COLLINS
BU3 COONS
BU3 CORLEW
CN CUSHMAN

SW3 DELANEY
SW2 DELGADO
BU3 DITZLER
CN EICKENBERG

BU1 FAJARDO
BU2 FITZGERALD
BU1 FLOCKTON
SW3 GARRETT

CN GAUGH
CN GLAGOLA
CN GOODBALLET
SW2 GROON

CN GUY
BU1 HAMM
SW2 HANOS
BU3 JONES

CN KENEZUROFF
CN KUNICK
CN KUZMINSKI
BU3 LEE

CN LINK
CN LYVERS
BU3 McCARLEY
BU3 McINTOSH

SW3 MICKLOS
BU3 MOSALL
CN NAUGLER
CN NEAL

BU3 RASMUSSEN
BU2 REMSEN
BU2 ROLOFF
BU2 RUFFNER

BU3 RUSSELL
BU2 SAMSON
BU3 SCHILLING
BU3 SCHMIDT

SW3 SCKAPICH
SW3 SHAFFER
BU2 SPRAYBERRY
BU3 STANTS

CN STUDER
CN TOMPKINS
BU2 TYLER
BU3 WAITE

SW3 WARD
BU3 WHEELER

HEADQUARTERS COMPANY

YN3 AILEY
HM3 ALLEN
EA3 AUSTIN
EAD3 BACKLUND

EA2 BERUBE
HM3 BILLMAN
EAD3 BOURKE
YN2 BRIDGERS

ETNSN BUTTS
EAD3 CASINO
EA3 CAUSBY
SN CHIARAUALLOTTI

SN COLON
CS3 COPE
UTW2 COPELAND
DK2 CORMIER

YN3 DALE
HM2 DAVIS
HN DICKENSON
EAS2 DUTTON

PNSN ERBECK
EA2 FAHRINGER
EAD3 FITZGERALD
CSSA FORRESTER

CSSN FRAZIER
YN1 FULLER
SN FUNK
DT2 GARVEY

EAD2 GEORGE
PN2 HAUG
SN HEARD
CS1 HILL

CMCN HOLMES
SN HUTCHINS
GMGSN JENNINGS
PC2 KELLOGG

TN LADRILLONO
SK3 LUNDY
EAD3 MITZEL
EAD3 NICHOLS

CS3 NICKLIEN

EAD3 PALMER
CEW3 O'BRIEN
HM3 PARKER
HM3 RAHME

GMG1 REED
CSSN ROSS
EAD3 RYAN
SN SMITH

YN3 SMITH
EA3 SNOW
SN SPIRITO
EAD2 SPRUELL

EA3 SUTTON
SN VAN DYKE
DK2 WELCH
PH3 WESTHUSING

HM2 WHITE
YN3 WILLARD
BU1 WOOD
SN YARNALL

SN YOUNG