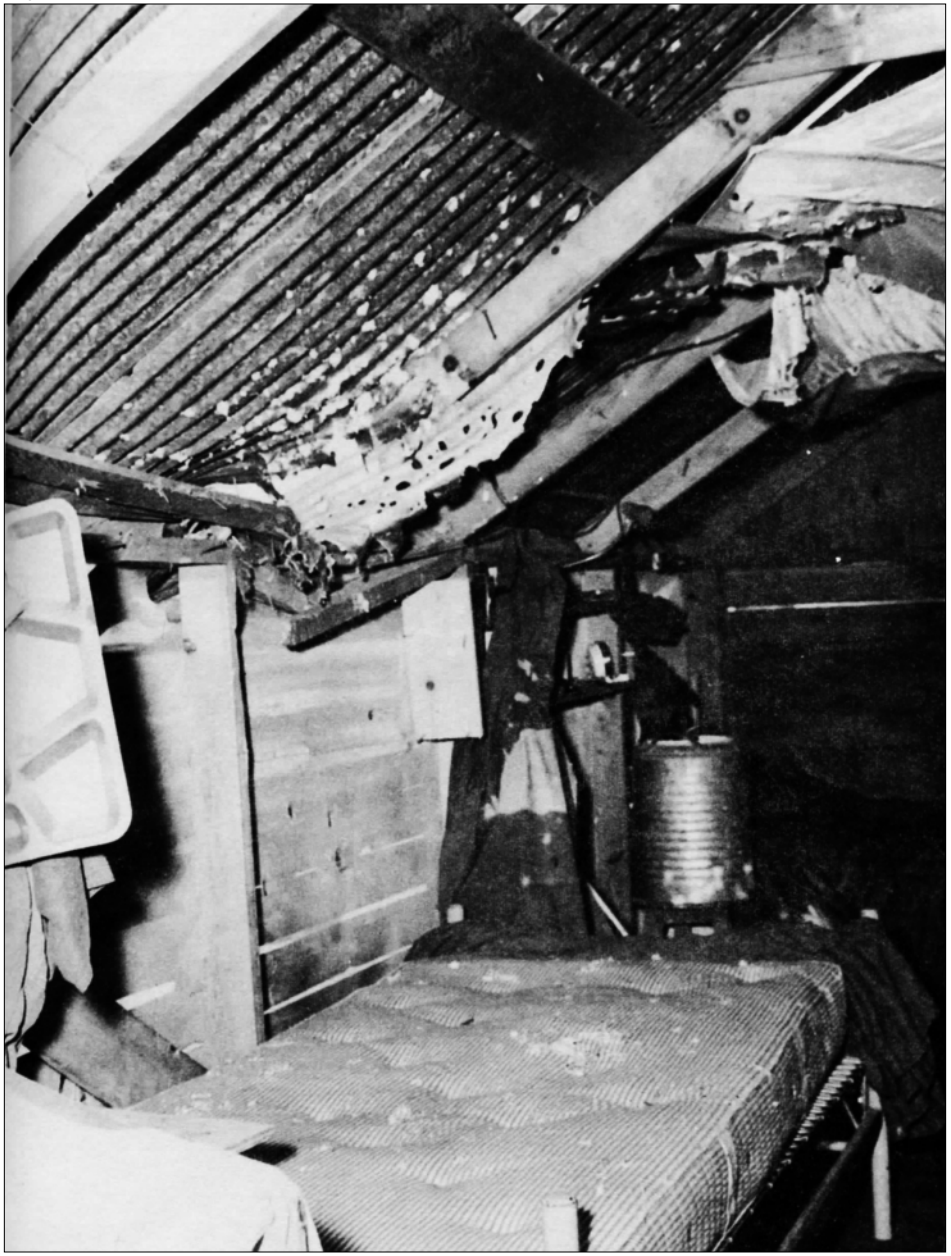
Seabees Under Fire

MCB-121's BUL3 S.H. Robinson; BUL3 T. Wilkerson; CN M.F. Kirk; and SA T.P. Eatmon, received Purple Hearts for injuries received during a mortar attack on 01 September 1967. CEW3 C.E. Snyder received a Letter of Commendation for his prompt action in alerting Camp Campbell. *-from MCB-121 Deployment Completion Report '67-'68*



Damage sustained by a Delta Company hut during the 01 September mortar attack on MCB-121's Camp Campbell *-from MCB-121 Deployment Completion Report '67-'68*

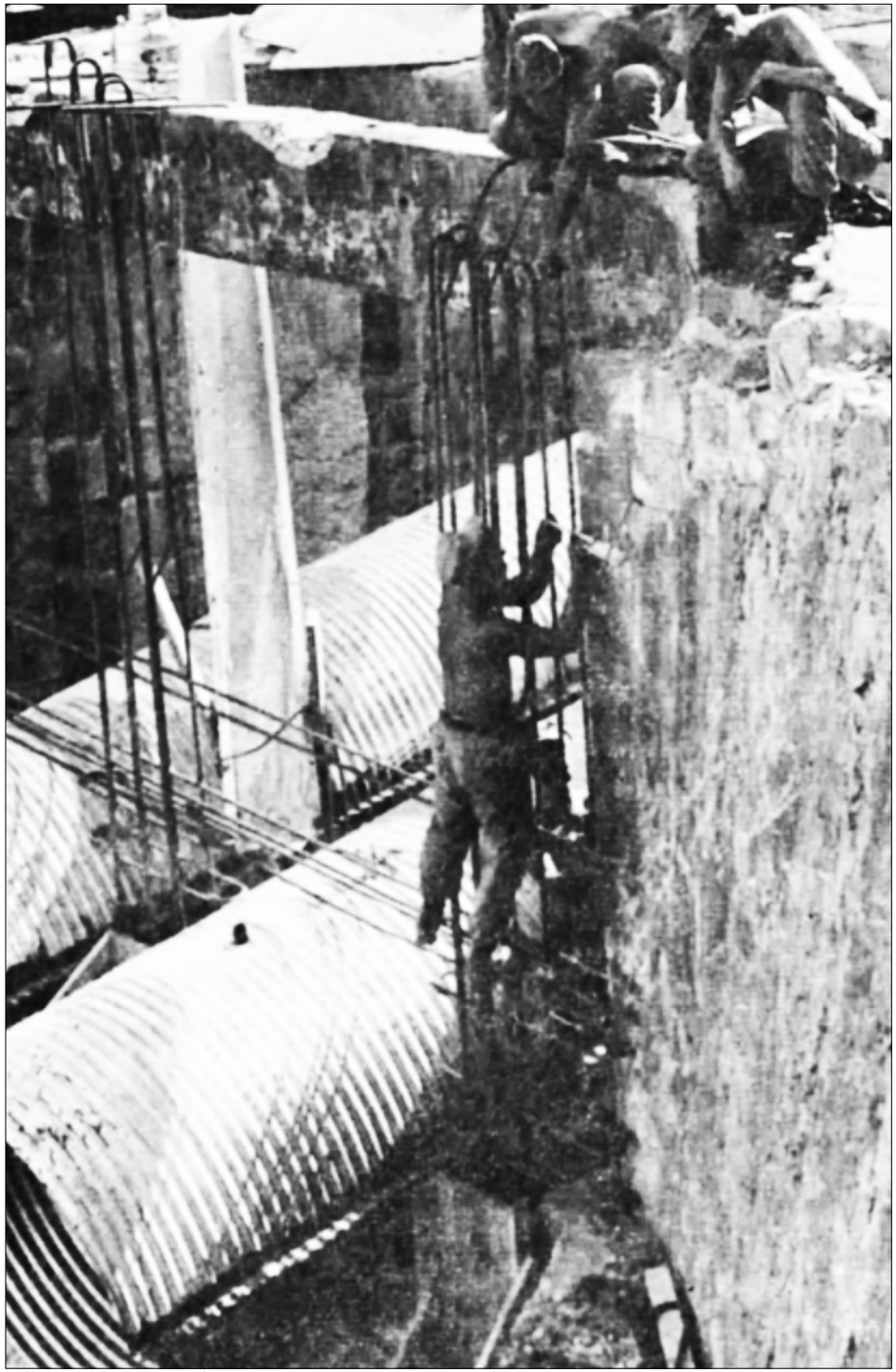
Hai Van Pass

MCB-1's work on the road over the Hai Van Pass consumed 3 months during the 1967 deployment. The major effort from 1 June until 1 September consisted of hand clearing the culverts and ditches along the entire sector of responsibility. Three major bridges were rebuilt during this period: #6, 8, and 12. The work on Bridge 6 consisted of a wall to retain the bridge abutment and the installation of a double knee brace to make the bridge capable of 60 ton traffic. Bridges 8 and 12 had both been destroyed by enemy action and were replaced by installing two 48" culverts and reinforced concrete retaining walls. Bridge #12 was able to be by-passed during construction but bridge #8 had to be constructed beneath tactical bridging to allow a continuous flow of traffic. It was necessary to use a 16S mixer for the culverts on these and all but one subsequent bridge due to the risk involved with running the old transit mixers across the floating pontoon bridge or the ferry at Nam-O and the long, hard climb to bridge sites on the pass.

Concurrent with the bridge and ditch work, patching was started and the large pot-holes were re-surfaced over the entire length of road to bridge #30 at Thon An Cu Dong. The patching crews then started working back from bridge #30 and patched all holes to the vicinity of Bridge #20' then starting again on the south side, complete patching and sealing was accomplished from the bottom of the mountain to Hai Van Pass.

-from MCB-1 Deployment Completion Report '67

Road patching through the Hai Van Pass *-from MCB-1 Cruisebook '67*



Placing rebar on Bridge 12 *-from MCB-1 Deployment Completion Report '67*

CBMU-301 Security

There were five stages of alert CBMU-301 went into depending upon the situation. Condition White meant that an enemy attack was improbable. This condition was the lowest and was set thirty minutes after sunrise. Thirty minutes before sunset, Condition Yellow was set. When this was set it meant that an enemy attack is probable. Both White and Yellow meant that conditions were normal.

Condition Blue was set whenever mortar, artillery and/or rocket rounds were coming in or were expected. All personnel were to take cover. If an enemy attack was expected within 72 hours Condition Orange was set.

The highest condition that could be set was Red. It meant that an enemy attach was occurring or expected within three hours. When Condition Red was set, all personnel went to their fighting trenches and the base was on 100% alert.

CBMU-301 and whichever MCB was based at Dong Ha at the time shared responsibility of the Base perimeter south of 301's camp. 301 personnel were considered TAD to the MCB when on security duty. At night on the lines, 25% alert was maintained.

Daily patrols were sent out to reconnoiter the area south of camp. Although most of the incoming rounds were aimed at strategic base targets, some did land near or within CBMU-301's camp. *-from CBMU-301 Cruisebook '67-'68*

Seabees from CBMU-301 and MCB-5 on a joint patrol outside 'the wire' at the Dong Ha Combat Base *-from CBMU-301 Cruisebook '67-'68*

Bad Day at Dong Ha

-story by Robert Pearson

At Dong Ha, five miles below the DMZ, the Seabees of MCB-11 lived through the worst ammunition disaster in history when the enemy launched a 140-mm rocket attack and blew up 20,000 tons of ammunition on the afternoon of September 3.

Elements of the Viet Cong combined with North Vietnamese People's Army rocket companies, infiltrated within 10 miles of Dong Ha and bombarded the town in a harassing action designed to disrupt the national elections being held that day.

In addition to Army and Marine artillery and infantry units guarding the area, Marine Air Group 16 operated a landing strip in conjunction with the Air Force just outside of the town. Three hundred yards southeast of the airstrip, MCB-11 was encamped. Concentrated between the Seabees and the air strip was a fuel dump holding 40,000 gallons of AvGas and an ammunition dump containing 20,000 tons of explosives — C-4 plastic explosive, artillery shells and sundry types of ammunition.

MCB-11 had been deployed at Dong Ha since April and the men suspected the enemy would attempt something spectacular to detract from the elections, but just what the Viet Cong had up their pajama sleeves was unknown.

At 1400 the first rockets came screaming in, their tail vanes making the peculiar high pitched whistle so familiar to fighting men in Vietnam. The first two shells dropped with deadly accuracy into the AvGas dump. The fuel blew up with a roar and sent a long black column of smoke into the sky. The NVA used the smoke column as a mark to range in on the ammo dump and the Seabee camp.

History's Biggest

One rocket battery "walked" a train of explosions across the Seabee camp while another battery slammed missiles into the ammunition. The ammo dump took several hits, then blew up. The men rattled around in their mortar holes helplessly as succeeding shock waves shook the camp. The 20,000 tons of ammunition continued to explode during the next eight hours.

For the record, it was the biggest ammunition disaster in history. In 1917 a munitions ship blew up with 11,000 tons of ammo in Halifax; in April 1944, a ship with 270 tons of explosives blew up in Bombay, India, and caused great damage and loss of life; in Port Chicago, California, on July 17, 1944, the SS E. A. Bryan with 5,000 tons of ammunition blew up and killed 323 civilians and Navy seamen.

At Dong Ha, the ammunition tonnage was four times greater than the Port Chicago disaster — yet, miraculously, not one man was killed by the blast. All subsequent casualties resulted from enemy fire.

By the time the ammo dump erupted, most of the Seabees and Marines had made it to their dugouts. However, many men of MCB-11 remained above ground, dodging smoking hot artillery shells raining down from the ammunition dump explosions, as they carried wounded comrades to the battalion aid station.

Leading Chief Petty Officer Ed Hanby remembers the first effects of the bombardment. "The rockets came in, two of them, and hit the AvGas which exploded all over the place. Then two more rockets or artillery shells hit the ammunition dump and it started to 'cook off.' Dud shells and smoking live ones were falling all through the camp. The rockets started to hit our camp and that is when we began having casualties."

Seabee Casualties

Two days before the September 3 attack, the North Vietnamese rockets and 152 mm artillery had hit the Seabee camp with devastating accuracy. The first rocket struck the hut of Builder Richard Sheets and Constructionman Richard Wager. Wager was killed as he dived toward his mortar hole trap door in the floor of the hut. Sheets was peppered with shrapnel and burned from the blast. He survived to return to the battalion a month later after treatment on the Naval Hospital Ship Repose.

Five other Seabees died and many were wounded in the first few bursts of the rocket barrage. The North Vietnamese were firing the 140mm Russian made rockets and 152mm artillery shells from camouflaged vantage points above Dong Ha.

The 140mm rocket, as described by Chief Engineering Aid Quinton W. Willis of Preston, Kentucky, is " . . . eight inches in diameter and five feet long. The warhead is 85 pounds of

-from MCB-11 Cruisebook '67

high explosive with an impact fuse of bronze metal. They are very accurate and dependable. There has never been a dud 140 mm rocket that we know of —we only have knowledge of them from some captured from the Viet Cong."

The launching platforms for the enemy rockets are simple affairs: two 2x6 boards about ten feet long are nailed together to form a "V". The launchers are laid on the ground and wooden wedges are placed under the boards. The rocket is placed in the "V" trough and the rocket is ranged by moving the wedges to the proper positions. The accuracy of the rocket fire indicated that Viet Cong artillery spotters had infiltrated the area around the camp and called in the ranges to the enemy batteries. The NVA rocketeers bombarded the Seabee camp and the MAG 16 compound for several hours.

Evil Speakers

Enemy loudspeakers hidden in the rice paddies around Dong Ha lent an incongruous note to the happenings during the election period. After the ammunition dump had blown up, the Viet Cong via the speakers accused the American forces of launching a B-52 air raid against Dong Ha. This bit of propaganda backfired on the enemy for the villagers were quite aware of the true nature of the explosions. The metallic chatter from the loudspeakers gave the nights a nightmarish quality.

Acts of heroism performed by the men of MCB-11 were so numerous, they almost became routine. BUC William H. Neal and SWF2 Joseph H. Wood ran through the enemy barrage to rescue BUCN Sheets who was standing in the blazing wreckage of his hut, riddled with shrapnel and his clothes on fire. The men put the fire out and carried Sheets three hundred yards to the aid station through the shells raining down from the explosions. These two men also assisted two other Seabees who had been mortally wounded.

-from MCB-11 Cruisebook '67

PN3 William E. Andre and DT2 Michael D. Nelson saved the life of BUH3 Robert A. Martindale who had been blown out of his hut by the blast. Though seriously wounded, BUHCN Edward J Stier, aided by BUH3 George C. Dorman scrambled through the smashed huts to assist in the removal of dead and wounded men. LT(jg) Robert Cahill, Delta Company commander was slightly wounded while aiding other wounded men to safety.

UTP2 F. E. Beckett and SF1 Stanley Loziol were welding up holes in the water tank when a round landed near them and blew out the tires on their welder.

Pickup Service

The men of MCB-11 performed numerous acts of heroism during the September 3 rocket attack—one of the most outstanding was that of BU2 Floyd J. Pratt who rescued 30 Marines trapped in the burning Ammunition Supply Point.

Pratt tells it as: "We were finishing a concrete pour just outside the rear area of the camp. The rounds came in and set off the ammunition which began exploding loudly. We completed the concrete work, then got back into our truck and headed for the back gate. A Marine sergeant stopped me by the back gate and asked if I could drive the truck into the ASP to rescue some Marines. So I did."

Pratt drove his truck into the thick of the exploding ammunition and 30 Marines piled aboard from where they had been trapped in mortar holes. Pratt got the men out in quick time. Another Marine Sergeant asked Pratt if he would return to the ammunition depot and rescue some wounded Marines supposedly trapped in a bunker. Pratt drove his truck back into the inferno and reached the bunker. Ammunition was going off all around his truck and whizzing pieces of shrapnel bounced off the truck cab and body. Pratt's last trip proved fruitless—all the Marines had been evacuated minutes before his arrival. Pratt calmly drove his battered truck back to his company area.

The last elements of MCB-11 were flown into Point Mugu Naval Air Station on December 6, completing the battalion's second deployment. Not all of the men of the battalion came back, nine will remain in Vietnam forever, killed in action by Viet Cong and North Vietnamese regular army attacks at Khe Sanh and Dong Ha.

Used with permission from Navy Civil Engineer Magazine

Compiler's note-the Dong Ha Ammo Dump was hit again on 26 February 1968 with equally disastrous results. MCB-5 was the Seabee battalion on-site.

Seabees from CBMU-301 take up defensive positions following the enemy rocket attack

-from CBMU-301 Cruisebook '67-'68

Seabees Under Fire

Beginning with the Dong Ha ASP explosion, September started out as a dangerous month for the Seabees working in I Corps.

MCB-4's CECN W.S. Shinsato and CE3 K.D. George were wounded at Con Thien during an enemy mortar attack. An MCB-6 bulldozer was damaged on Route 1 by a Viet Cong road mine. Luchily, no injuries resulted.

MCB-4's BU3 C.R. Coughlin and EO2 T.W. Wiggins was wounded at Liberty Bridge. Petty Officer Wiggins wa driving an MRS scraper when it detonated a mine.

Throughout the day on 05 September, the Dong Ha Combat Base experienced four daytime artillery attacks. The CBMU-301 Operations Office was destroyed by enemy artillery. Many files, records, and publications were lost or destroyed At MCB-11's base camp, 8 men were wounded during the day of attacks.

On 06 September, MCB-71's SW3 Thierry and CN Miller from Delta Company were injured by bomb fragments when an A-4 Skyhawk aircraft lost a 500 pound bomb on takeoff at Chu Lai. An MCB-6 crane, driven by EO2 A.D. Christie, was totally destroyed on Route 1 at Bridge 13 just south of Chu Lai by a Viet Cong satchel charge. No injuries resulted.

A portion of Liberty Bridge was destroyed by an underwater charge, however, the MCB-4 bridge crew had the bridge open for use in 32 hours.

An MCB-1 trash truck hit a land mine in the trash dump one mile north of Camp Haskins. Three men received Purple Hearts for minor injuries.

MCB-3 personnel and equipment which were bivouacked with 3rd Marine Engineer Battalion, 3 miles west of Gia Le Combat Base on Rt 546 came under mortar and small arms attack. No friendly casualties were sustained, however, an MCB-3 grader was damaged by mortar fire.

Due to increased Viet Cong activity in the immediate area, MCB-3 personnel manned their sector of the Gia Le Combat Base defensive perimeter each night with extra alertness.

If the first few days of the month were an indicator, difficult and stressful days and nights seemed to be on the horizon.

Seabee Cited for Heroism

The heroic action of Seabee Equipment Operator 3C John V. Stanger was credited with saving the life of an Armed Forces policeman attempting to make an arrest.

Stanger and Seabee Builder 3C Salvatore Scola were returning to the U.S. Naval Mobile Construction Battalion 7 Batch Plant when they witnessed a knife attack on the policeman and went to his aid. The attacker turned on Stanger, who used his rifle butt to ward off the attack but was stabbed in the back.

When more Armed Forces police arrived and the attacker was subdued, Stanger was taken to the Naval Support Activity Hospital.

In a letter of appreciation from the 3rd M.P. Battalion at Da Nang, Lt. Col. C.H. Sullivan highly praised Stanger. "Your heroic conduct saved the life of a patrolman and has gained you the highest respect of this unit. Your conduct not only reflects favorably upon you but further displays the "Can Do" attitude of your famed organization, the Seabees."

Fallen Seabee

EO1 James E. Lightfoot

EO1 James E. Lightfoot, MCB-7, died 08 September 1967 in Quang Nam Province. Petty Officer Lightfoot is listed on "The Wall" at 26E 036 and is buried at Rosewood Memorial Park, Virginia Beach, VA.

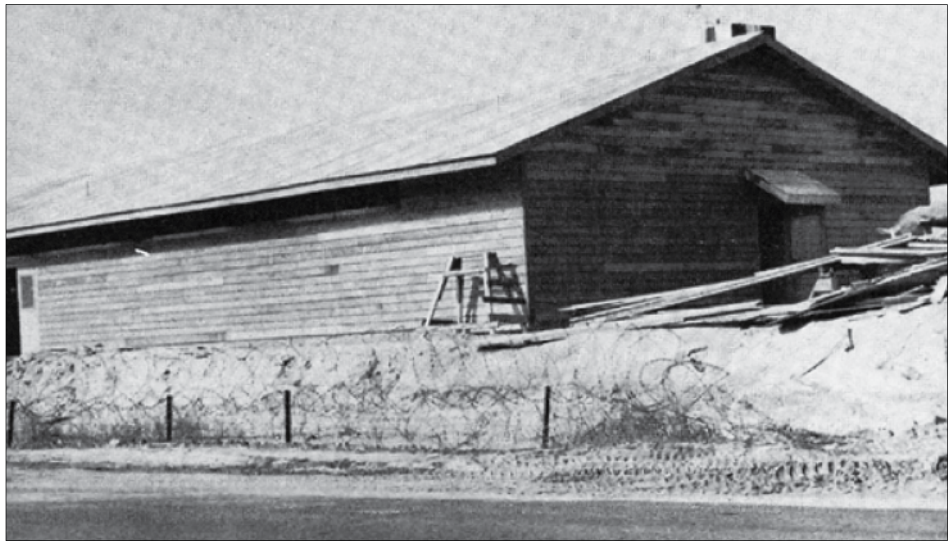
At 4 p.m., on September 8, 1967, Equipment Operator First Class James E. Lightfoot was struck in the head by a large rock fragment, which shot high into the air while supervising blasting operations at the MCB-7 rock quarry, In the Republic of Vietnam. This tragic accident defied explanation in the terms we normally understand accidents, it cannot be attributed to carelessness or unsafe practices. Petty Officer Lightfoot was extremely safety conscious and insisted that his crew be likewise. Tragically, rock blasting is unpredictable and rock fragments can sometimes do the unaccountable as a result of fractures and fissures within the rock itself. Petty Officer Lightfoot was held in highest esteem and respect by the officers and men of MCB SEVEN, both personally and professionally. *-from MCB-7 Cruisebook '67-'68*

A bridge for the Col Co Road *-from MCB-3 Cruisebook '67-'68*

212th Aviation Battalion

Late in the deployment MCB 133 had the opportunity to start the development of the 212 Aviation Battalion cantonment area at the Marble Mountain Airfield complex. A 500 man galley and support buildings were completed while site development and planning was initiated for the overall cantonment area. MCB 133 laid over 25,000 square yards of M8A1 matting for a material-in-place value of $406,120 in a twenty day period. The speed with which MCB 133 responded on this project was hailed by all parties involved because of the imminent arrival of the Battalion's urgently needed aircraft.

-from MCB-133 Deployment Completion Report '67



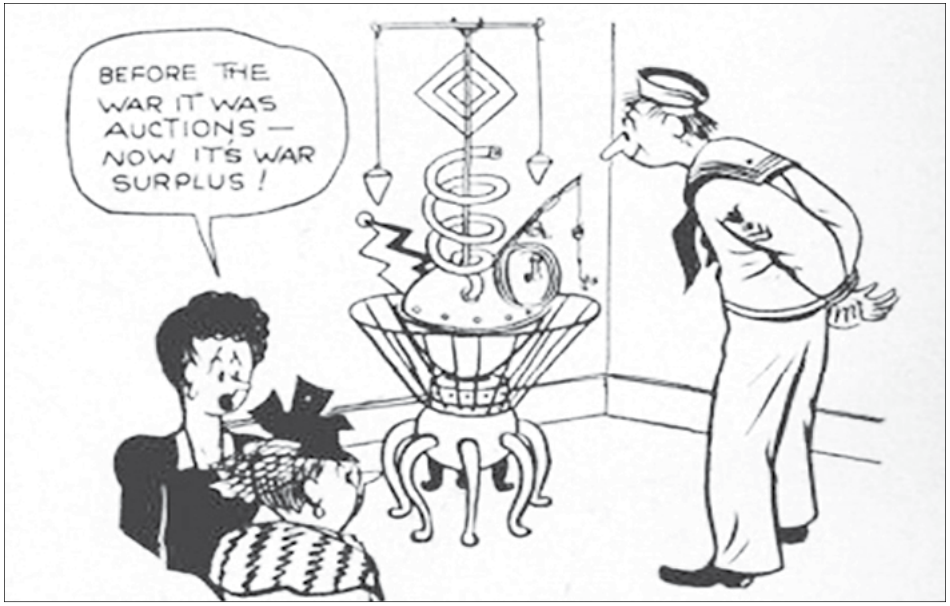
500-man galley for the 212th Aviation Battalion

-from MCB-133 Deployment Completion Report '67

MCB-133 Seabees worked at a feverous pace to install the M8A1 matting at the 212th Aviation complex *-from MCB-133 Deployment Completion Report '67*

Seabee Humor

To date no one has signed affidavits confirming this tale, but it could be because it involves a Seabee with a lot of gadgets. When he returned from overseas his wife, having read so much about Seabees, suggested he build her a washing machine. So he dumped countless surplus property contraptions in the middle of the living room and began can-doing. His wife thought it was a depth charge, but she tossed some clothes into it and waited. The family pooch was the first to evacuate, staggering onto the lawn, there flopped making strange noises. Two days later, when the neighbors decided to investigate the celebration, they found the Seabee and his missus sprawled on the floor squeezing the drippings of soaking clothes into gaping mouths. Said the Seabee to his visitors as he handed them some wet shirts: *"Have a drink. Made a shtill. Musht be my subconscious."* ***-from All Hands Magazine November 1945***



Red Beach (Camp Haskins) *-from MCB-1 Cruisebook '67*

Site 'X'

In mid September, Seabees and their Marine security force were tasked with constructing an alternate air field where nothing (militarily) had existed before. The urgent work order was issued because the Dong Ha Combat base, and airfield, a mere 10 miles to the north, was being subjected to a daily and deadly bombardment of enemy artillery attacks originating from across the DMZ in North Vietnam.

The location of "Site X" was out of range of the North Vietnamese guns along National Route 1 and the west bank of the Thach Han River near Quang Tri City.

At 0930H on 14 September, B Company, 1/4 Marines moved to the Nam Hoa Bridge and departed via convoy to the construction site near Quang Tri, to provide security for the construction of the C-130 capable airstrip by a hastily assembled men and equipment from 9 different Mobile Construction Battalions. The plan to build the new airstrip on the sandy soil had been a closely held secret. Until the moment the men arrived by convoy, they had been told only that they were being deployed to "Site X".

Overall command of the project was assigned to MCB-3's Commanding Officer, Commander Richard L. Foley. His second in command and field superintendant was Lieutenant Commander William N. Ahrens.

MCB-7 initially deployed four men to "Site X" but within a week 7's contribution of men reached 32. MCB-11 commenced providing supply, material handling, personnel embarkation and equipment support for the Site "X" construction program at Quang Tri. MCB-133 deployed a Detail of 32 men to the Dong Ha alternate airfield, Site X at Quang Tri under the command of EOCS Eberlin.

John McMahon, MCB-7, recalls "I remember the first night at Site-X. We lived under our shelter halves with practically no perimeter defense positions. Concertina wire was laid along Route 1 for quite a distance but when we woke up the next morning and learned that the wire had been cut in many places it was very disconcerting! We never know why we weren't attacked in force that night. Maybe the VC just didn't have the assets to hit us, however, Route 1 was mined in several spots and we couldn't put vehicles out on the road until the Marines had conducted a thorough sweep."

"We had two man shelters tent type shelters (rudimentary at best) at the time. One night, early in the project about 2130-2200, we (MCB-7 guys) were clustered around my shelter and the one next to mine. We were 'shooting' the breeze when we heard the slithery sound from the south. It took a couple of seconds to figure out what it was... Everyone yelled 'INCOMING" and all of us dove into the shelter interiors. There were about five guys in mine and probably six in the adjoining shelter. After we were tucked in, it seemed like an eternity until we heard and felt the loud THUMP-THUMP of the rounds hitting the sand within 5-15 feet of our shelters. It was the quietest I have ever experienced as we w-a-i-t-e-d for a potential cook-off explosion. We crawled out after a couple of the longest minutes ever. One guy had a broken nose from contact with an errant knee, but other than that we were all right. We found one round that night and the other one in the daylight. It was then that we learned that the ARVN arty in Quang Tri city had been slightly off target (ya think?). Welcome to Site X!"

"By Nov. 30th, all MCB-7 personnel had returned to the main body. I was the only guy from 7 who remained at Site X after our guys returned....I was the only one who knew how to run the TRC-75 radio jeep."

Seabees began arriving at Site X and immediately began building a camp while local Vietnamese began relocating the nearly 11,000 graves located on the construction site. Soon after, the Seabees christened themselves the "Ghost Battalion" because of the former inhabitants.

-from MCB-3 Cruisebook '67-'68

Seabee Team 1009 departed their site at Vinh Long, Vinh Long Province after being relieved by Team 1011

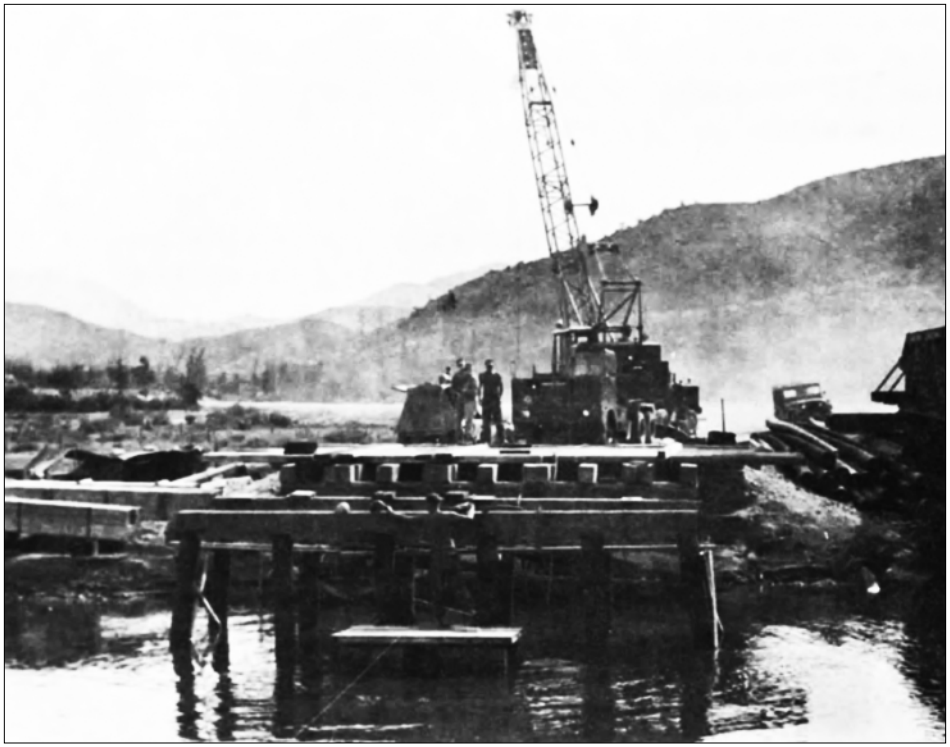
Seabee Team 1011

Kim Lien Bridge

After the Kim Lien bridge was destroyed, MCB-1 began planning for a 126 foot wood pile structure and construction of Bridge #1 began on 16 July 1967. Because the 7th Engineers had placed a tactical section on the old abutments the new bridge was necessarily located downstream.

The requirement for new abutments was not significant since those existing needed extensive repair. The necessary piling was driven with a drop-hammer borrowed from the 7th Engineer Battalion.

The Kim Lieu Bridge after enemy demolition *-from MCB-1 Deployment Completion Report '67*



Construction of bridge piers at Kim Lieu *-from MCB-1 Deployment Completion Report '67*

The bents were spaced at different intervals to eliminate a difficulty in materials existing at that time. The bridge was completed and opened to traffic on 15 September 1967. Shortly afterwards the ARVN forces guarding the bridge were overrun, but for some unknown reason the bridge was not destroyed. To help protect MCB-1's two month investment in the bridge, two timber bunkers were constructed with left-over material.

-from MCB-1 Deployment Completion Report '67

Rebuilding Dong Ha Combat Base

MCB-11 was involved in several reconstruction projects around the Dong Ha Combat Base following the 3 September explosion at the ASP.

The Battalion rebuilt 25 tin roof huts and 3 4-hole heads for the Marine Shore Party Battalion, 80 tin roof huts, a 500 man messhall, and 10 4-hole heads in the MAG-16 area, 5 tin roof huts in the Hospital area, and 20 tin roof huts within the Camp Barnes area.

-from MCB-11 Deployment Completion Report '67

Seabees Under Fire

The Marine Security Force at the MCB-3 quarry site (Camp Coker) engaged an estimated VC battalion. Marines used 81mm mortars, 106 recoilless rifles, automatic weapons and called in supporting fire from gunships and 155mm howitzers located at Gia Le Combat Base. An airburst from a 155mm howitzer showered the MCB-3 cantonment with shrapnel, however, there were no friendly casualties of property damage.

-from MCB-3 Deployment Completion Report '67-'68

Site 'X' Continued

Even with heavy rain occurring almost daily, by Sunday 17 September, a temporary helicopter land pad was nearly complete and visitors were received to asses the progress of the work thus far.

Captain J.M. Hill, COM32NCR, Col. Dick, Commanding Officer of the Fourth Marines were on the first helos at land at would eventually become the Quang Tri Combat Base.

A second company of Marines arrived to supplement the perimeter security force. They were needed as the construction limits was continually expanding. The single concertina (barbed wire) wire barrier was continually found to be cut each morning as the new day's sun rose.

The local Vietnamese who were tasked with locating and removing the many grave sites within the new base perimeter worked tirelessly since they were only given seven days to complete the process.

Meanwhile, 2,500 feet of airstrip had been cleared and drainage ditches were being located. Proper drainage of the site was critical in the early stage of construction as truck after truck became mired in the sandy soil and mud. Dozers and Rough Terrain Fork lifts and their operators were the heros day in and day out as they worked tirelessly to keep the vehicles moving.

Convoys from Dong ha and Phu Bai with much needed men and material began arriving with some regularity. The most dependably convoy route was from Phu Bai. Even though Dong Ha was a mere 10 miles or less from the work site, the enemy was active in blowing bridges during the nights which greatly reduced the supply effort from the North. A convoy from MCB-121's base camp arrived carrying 60 bundles of PSP (Perforated Steel Plank) and

Site-X clearing of grave sites in progress. The eastern perimeter of the construction site was located alongside the Thanh Han River *-from MCB-1 Cruisebook '67*

A helo pad for visiting dignitaries *-from MCB-1 Cruisebook '67*

Unloading a convoy of material. Convoys arrived daily from either Dong Ha or Phu Bai
-from MCB-1 Cruisebook '67

Approaching final grade on the runway. Soil cement and matting next
-from MCB-1 Cruisebook '67

other materials. Also received was a "Ghost Battalion" flag made at Camp Campbell: Skull and Crossbones!

As the last of the grave sites were cleared, grading for a Galley was begun with the Builders ready to form and pour the concrete deck. Hootches (barracks) also were being laid out and erection starting. Five decks in various stages of completion.

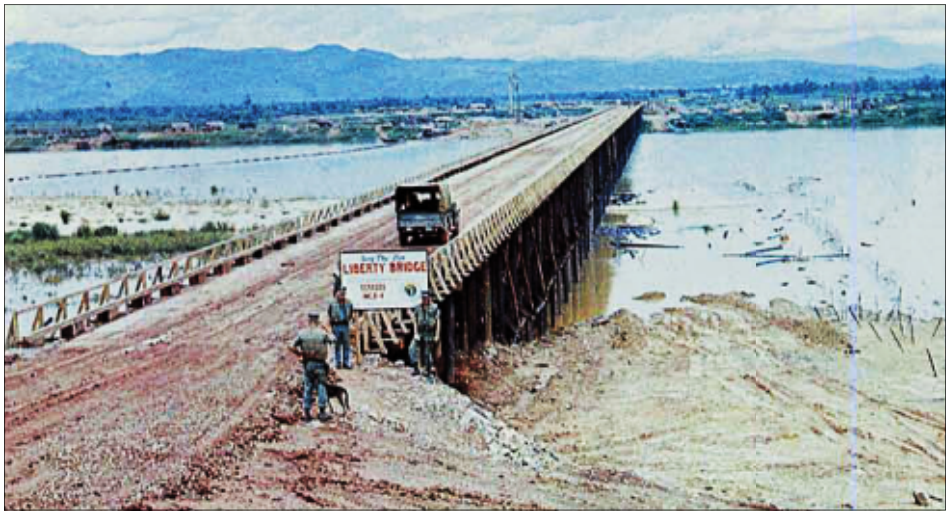
Morale was high, even with the soaking rain both day and night and steady diet of C-Rations.

The Ghost Battalion flag flying over Site-X honoring both the composite crew assembled from several battalions and in honor of the thousands of former inhabitants who had occupied the former graves.
-from MCB-1 Cruisebook '67

Liberty Bridge

Dedication ceremonies were held 19 September at Liberty Bridge. Driving the final spike as guest of honor was LGEN Lam, ARVN, CGI Corps. Attending were LGEN Cushman, CG IIIMAF, RADM Bartlett, COM3NCB, MGEN Nickerson, III MAF, MGEN Robertson, CG 1st MARDIV, RADM Lacy, COMNSA Da Nang, BGEN Lahuf, 1st MARDIV.

-from MCB-4 Deployment Completion Report '67



Liberty Bridge-the longest timber bridge in Vietnam , 35 miles south-west of Da Nang at 2,040 feet
-from MCB-4 Cruisebook '67

Driving the last spike at Liberty Bridge
-from MCB-4 Cruisebook '67

Seabee Team 1108

Seabee Team 1108 was awarded the Meritorious Unit Commendation by CNO (Chief of Naval Operations) for meritorious service while conducting civic action work in support of the Revolutionary Development Program in Binh Duong Province from 12 April 67 to 18 September 67. During this period, Seabee Team 1108 carried out the construction of public support facilities and the training of local Vietnamese in construction skills

Tan My POL farm *-from MCB-3 Deployment Completion Report '67-'68*

Tan My POL

MCB-3's Detail Storm Yankee was established, consisting of 1 officer and 29 enlisted men, to construct a 105,000 barrel tank farm at Tan My.

It was found that the foundation was the most important part of the tank from an erection standpoint. A good foundation was absolutely necessary to provide long lasting, well sealed tanks, and aided in expediting the erection phase.

The procedure used by the MCB-3 tank crew in sandy soil was to first pour a reinforced concrete ring 12" thick and 2 feet deep with a diameter 10 feet greater than the diameter of the tank. After sufficient curing, the sand in the center was water compacted and a 2 ½" minus rock fill was hauled in and compacted with a vibrator roller, resulting in a hard flat and level area 10 inches higher than the level of the concrete ring. On the top of this area a layer of sand was then added and hand raked to grade from 3 ½ inches in the center to ½ inch at the outer edge. The sand layer had two purposes: it provided a pocket for the bolt channels and was a centering force when the tank settled.

MCB-3 erected tanks of two different vintages. The 'new' tanks with a 1962 or more recent packing date, and the reclaimed, "Korean War" tanks, with a 1952 packing date; the latter required extensive retooling, reshaping and brute force to fit. With the old tanks, a check of the gaskets needed to be made to see if they had deteriorated. The bolts usually were too weak and needed to be replaced, at least those used on the bottom plates.

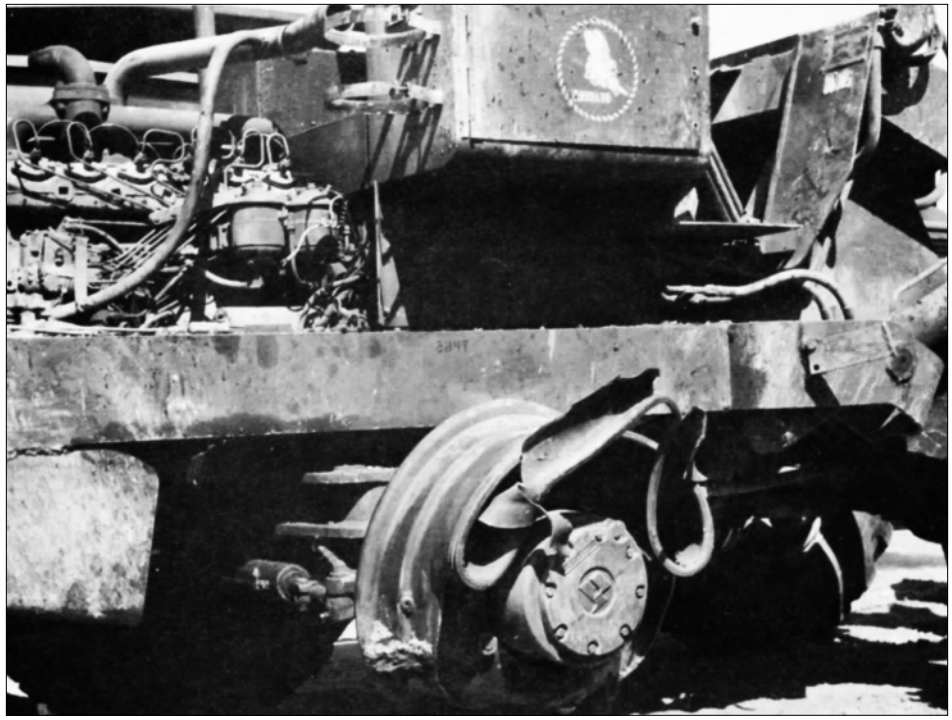
If a tank were older than five years, the epoxy was dried out and unusable. Difficulty was encountered in obtaining epoxy in Vietnam. Eight gallons of epoxy were needed per 3,000 bbl and 20 gallons per 10,000 bbl tank. *-from MCB-3 Deployment Completion Report '67-'68*

Seabees Under Fire

Several pieces of equipment were damaged by land mines during MCB-3's deployment. 5-ton military dump trucks most frequently received front wheel damage. Normally the tire, wheel and hub were blown off with damage to steering rams, steering gears, and front axle housings. *-from MCB-3 Deployment Completion Report '67-'68*

Mine damage to a dump truck on Route 1 *-from MCB-3 Deployment Completion Report '67-'68*

Mine damage to a Refueler on Route 1 *-from MCB-3 Deployment Completion Report '67-'68*



Mine damage to a Front End Loader on Col Co Road
-from MCB-3 Deployment Completion Report '67-'68

Mine damage to an MCB-3 jeep on its way to 1st cavalry Division
-from MCB-3 Deployment Completion Report '67-'68

Chu Lai Runway Maintenance

MCB 71 was tasked with a standing work order to keep in operation the original SATS (Short Airfield for Tactical Support) expeditionary runway, the SATS crosswind runway, and related taxiways and aprons.

An unprecedented program of preventive maintenance was initiated whereby MCB 71 staff engineering personnel accompanied flight operations personnel on a weekly inspection of all the SATS facilities to search for impending repairs. This served to:

(1) Catch repair requirements before they became serious or of major proportions.

(2) Permitted mutual scheduling so as to minimize interruptions to flight operations and to battalion construction schedules.

This program was effective in accomplishing repairs to the following types damages:

(1) Pot-holes caused by breakage of protective membrane, and subsequent pumping of subgrade.

(2) Progressive erosion from shoulders.

Saw cutting the concrete at the Chu Lai West Runway

-from MCB-71 Deployment Completion Report '67

Using a jack hammer to break up the concrete at the Chu Lai West Runway

-from MCB-71 Deployment Completion Report '67

(3) Matting migration and buckling.

(4) Replacement of filler plates, spaces, etc.

Emergency repairs were frequently required so a steelworker crew, although perhaps working on a new construction assignment, was always prepared to commence repairs within 20 minutes of damage.

Typical of the damages repaired in the category are:

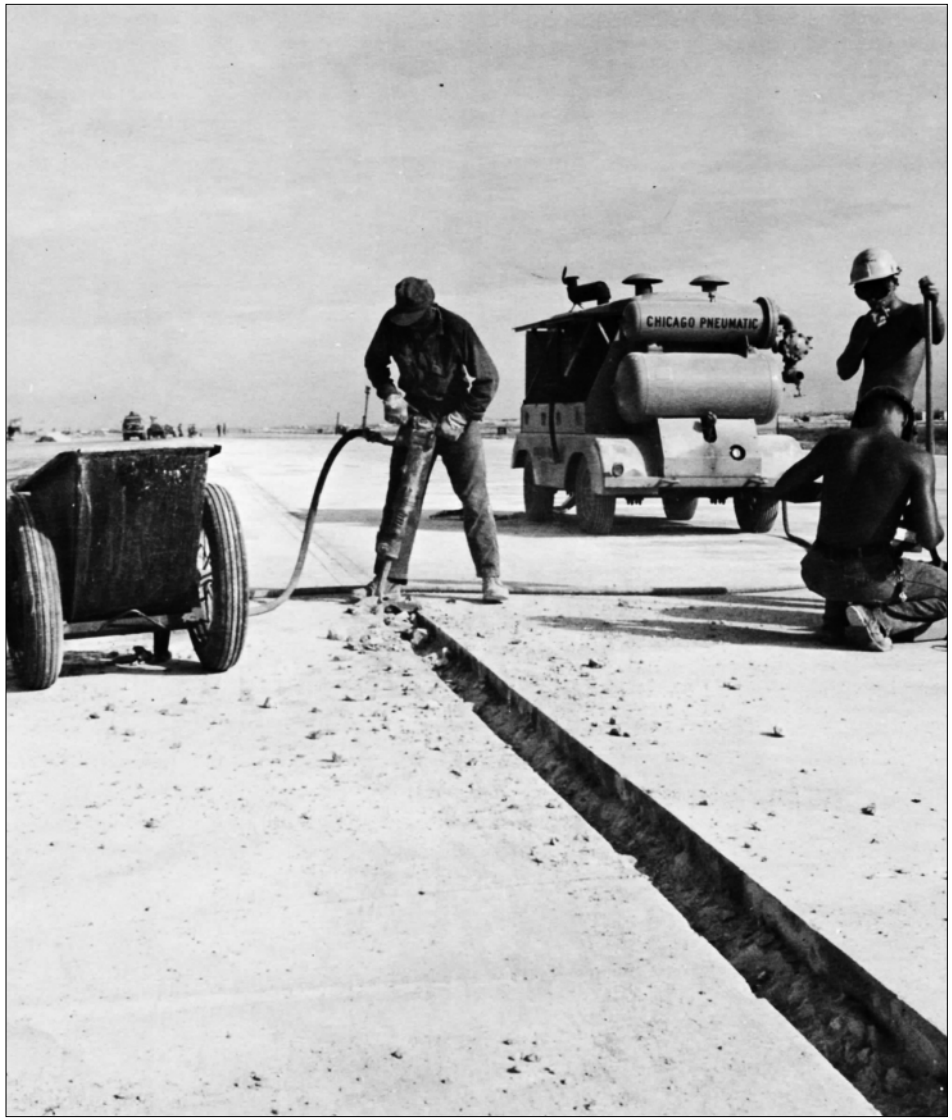
(1) Runway end ripped up by tailhook of aircraft landing short.

(2) Tailhooks slicing and chipping runway.

(3) Crash landings on runway.

(4) Bombs dropped and detonated in launching and recovering.

The most commonly made repair was to the failing soil cement subgrade. When an area failed, the matting was removed, the loose material graded out, the area returned to grade with compacted clean 1 1/2" concrete aggregate, and the matting replaced. This repair could be made to the 90' wide runways, including all operations, at the rate of 10' per hour with a optimum sized crew. The concrete aggregate acted in effect as a French drain and no subsequent subgrade repairs were necessary where this method had been utilized. The Chu Lai



SATS complex contained 2,343,000 square feet. Over MCB-71's deployment, repairs were made to over 400,000 square feet, (the equivalent to one-half the original expeditionary runway), at the expense of 1767 direct labor mandays.

In addition to the SATS runway maintenance, MCB 71 was tasked with making repairs to the main Chu Lai West concrete runway in September when center-line deterioration caused spalling and cracking. Assigned a time frame of 22 days to saw and jack-hammer out a 7" wide by 4" deep chase the length of the 10,000' runway, apply epoxy, and grout in the chase with a zero slump mix one entire construction company was turned to on the project in two 12 hour shifts per day. Working against demanding job specifications and under the duress of having imposed an outage on a major combat airfield, the job was completed in 18 days, 4 days ahead of schedule. *-from MCB-71 Deployment Completion Report '67*

NSA Hospital Nurse's Quarters

MCB-7 began work on the Nurses' Quarters in July and by the first of August they "were ready for occupancy. Concrete slabs were poured, ribs erected and the outside covering put on. Three of the six quonset huts had eight 8 foot by 12 foot rooms, each with an air conditioner and three windows. Because of the curved surface of the quonsets, the window frames required considerable skill to build.

The Nurses' Quarters featured an inside head, a lounge with exquisite brickwork, covered walkways to keep the hair-do in place, sidewalks to stay out of the mud and culverts to carry water away from the huts.

Commander Mary F. Cannon, Nurse Corps, praised MCB-7 for work in completing the Nurses' Quarters. CDR Cannon was the senior Navy Nurse in Da Nang. "I certainly didn't expect such comfortable and cozy quarters," stated CDR Cannon.

-from MCB-7 Cruisebook '67-'68

Commander Mary Cannon, Nurse Corps, about to inspect the newly build Nurse Quarters at NSA Station Hospital, Da Nang East *-from MCB-7 Cruisebook '67-'68*

National Defense Ribbon

Site 'X' Continued

On 20 September, two convoys arrived at Site X. One from Phu Bai and one from Dong Ha, both carrying essential construction supplies. Most of the material stock on site had been exhausted and prior to the convoy arrivals most of the work carried on was sandbagging and the stringing of perimeter wire. Also arriveing on the convoy were the first beer and soft drinks which was issued to the men that evening. Needless to say, morale spiked up and off the charts. CS1 Hervey set up field range and made first real coffee.

Visitors were arriving more frequently and on the 20th they included Adm. Bartlett and Commodore Hill, Gen. Anderson, MAW 1, Gen. Metzger, and Col. Dick (Fourth Marines).

142 men from MCB-10 Alpha Company began arriving to replace present A Company from MCBs 1,7,133,and 3.

When my detail (MCB-10 X-ray) flew in from Okinawa our job was to lay out 110lb cement bags, someone followed with an axe to cut open the bags and then another group would dump the bags. I wonder why I have bad back. My platoon also worked on Quang Tri bridge, replacing timber on it at night. When we arrived there was only about 12 buildings that had built on the west side of camp for the Marines. Because most of detail was made of BU & SW rates, besides helping with the airstrip we had to build more structures for the Marines. We stayed with them until rest of MCB-10 start to show up in next two months. The Seabee camp was temporary, a giant tent city. Even the mass hall was a tent.

Warren Taylor MCB-10 '67-'68

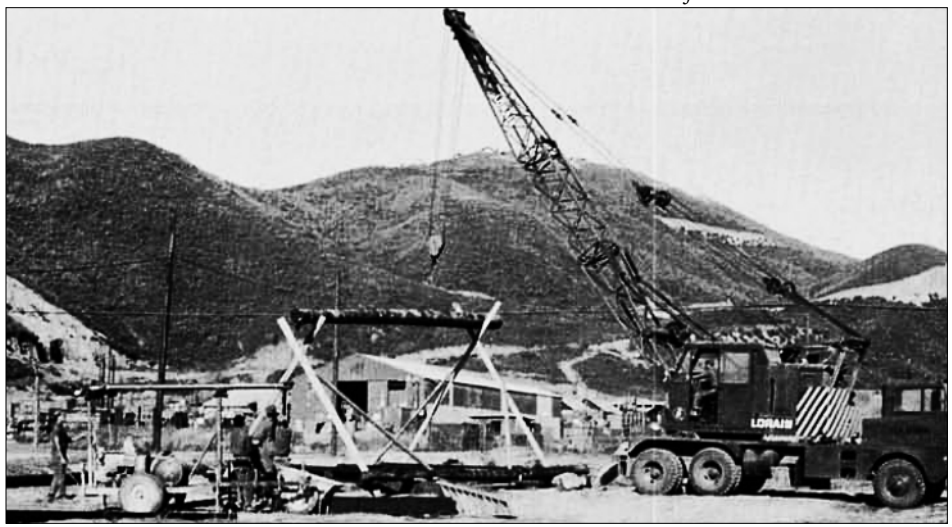
Local Vietnamese farmers alongside the Site X perimeter bordering the Thach Han River
-from MCB-10 Cruisebook '67-'68

A quarter of a million bags of cement were placed and broken for the runway, helo pad, and parking apron at Site X
-from MCB-10 Cruisebook '67-'68

Local Vietnamese workers fill and load sandbags near the Site X perimeter
-from MCB-10 Cruisebook '67-'68

Timber Observation Towers

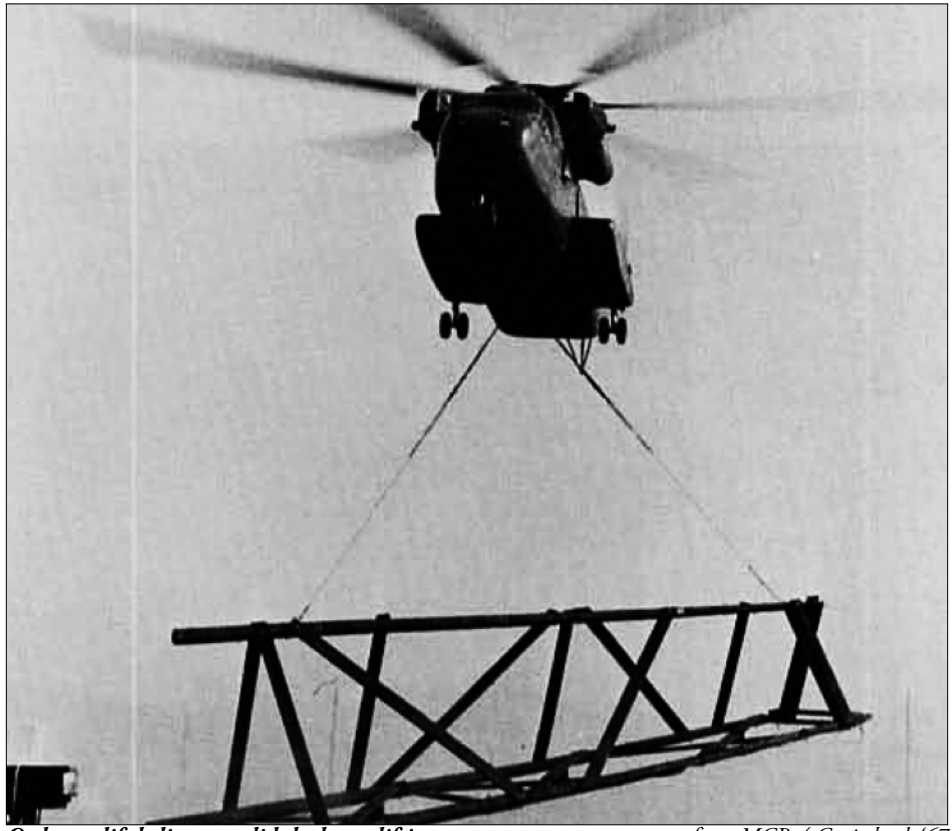
During MCB-4's deployment to Da Nang, the battalion completed several timber observation towers which were built at Camp Hoover and delivered to the erection sites in a variety of ways. After the towers were delivered, the enclosure which sat atop the tower, were fabricated on site. *-from MCB-4 Cruisebook '67*



A timber observation tower is begun at Camp Hoover *-from MCB-4 Cruisebook '67*

When construction sites were located near main roads, low boy tractor trailers delivered the towers *-from MCB-4 Cruisebook '67*

Where construction sites were located in remote areas, Army 'Sky Cranes" did the heavy lifting *-from MCB-4 Cruisebook '67*



Or heavy lift helicopters did the brute lifting *-from MCB-4 Cruisebook '67*

Long Hung Catholic Church-Quang Tri

Long Hung Catholic Church, located at Quang Tri City, 1967 *-photo by Ray Cruz CBMU-301*

-photo by Terry Lukanic MCB-74

Long Hung Catholic Church, 2015 *-photo by Terry Lukanic MCB-74*

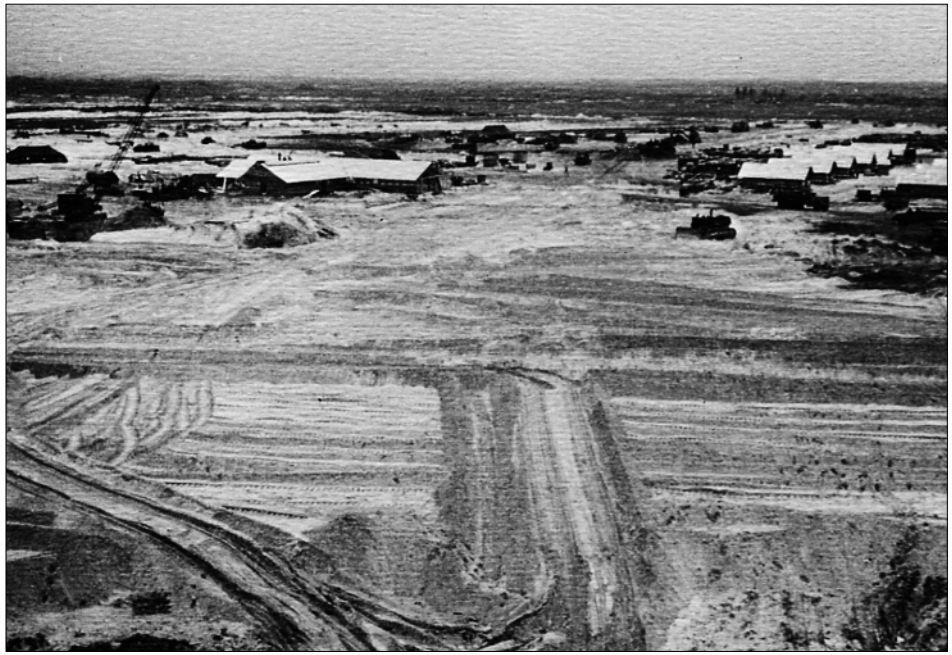
Long Hung Catholic Church, 2015 *-photo by Terry Lukanic MCB-74*

Seabees Under Fire

On the night of the 21st, Site X was hit with two rounds of friendly fire. ARVN 105 (105mm artillery) illumination (flare) canisters were inadvertently mis-fired but fortunately no one was injured.

Enemy action at the site remained light, however, word was received from MACV that local VC forces have requested 1 VC main force unit to infiltrate into Quang Tri area. Mission of this unit is to attack Quang Tri Air Strip. All Marine security forces were placed on alert.

Gen. Hockmuth and Gen. Westmoreland are given a tour of Site X (Quang Tri Combat Base) by Cdr. Foley, Capt. Hill, and Lcdr. Ahrens *-from MCB-3 Cruisebook '67-'68*



Aerial view of Site X under construction *-from MCB-1 Cruisebook '67*

Phu Bai Combat Base came under mortar attack. Camp Campbell received approximately 80 rounds of 82mm mortar, with four MCB-121 Seabees slightly wounded.

Camp Cambell's mortar pits were generally uncovered prior to the September attack which injured several MCB-121 Seabees. Within the next forty-eight hours all mortar pits were covered using PSP with at least two layers of sandbags.

-from MCB-121 Deployment Completion Report '67-'68

Due to increased Viet Cong activity in the immediate area, MCB-3 personnel manned their sector of the Gia Le Combat Base defensive perimeter each night through 04 September.

-fom MCB-3 Deployment Completion Report '67-'68

On September 1st, Seabee Team 0701's Compound and adjacent military compounds came under 60mm mortar attack in Khanh Hoa Province. Minor damage occurred to team shops and equipment. Two unexploded rounds in the camp compound were detonated in place. There were no Seabee casualties. *-from Seabee Team Deployment Completion Report*

Directly Procurred Petty Officers

The phrases which best describe the DPPO (Dirctly Procurred Petty Officer) and its Petty Officers as they related to MCB-4 are: "An outstanding success"… We couldn't have done it without them… "There are a lot more good ones than bad ones".

MCB-4 finished its 1967 deployment to Da Nang with 25% of its Group VIII (Seabee Rates) Petty Officers having been obtained through the Direct Procurement Program.

The MCB-4 Operations Department owes to its Directly Procured Petty Officers any successes achieved in planning and estimating, architectural and landscape design, bridge and road surveying, soils testing, and preparation of shop drawings. The education, competence and experience of Operations personnel were impressive to say the least. And if the Department's personnel records were perused, it would appear that a baccalaureate or associate degree were a prerequisite to entering the Department.

In Alpha Company, DPPO's again provided some of the deployment's outstanding performances. Directly Procured Petty Officers provided the backbone at many detached sites, with some DPPO's becoming detached site specialists. These included one trouble shooter who made the rounds of detached construction sites for eight months, repairing and maintaining equipment. Another outstanding Petty Officer was recommended by the Army's Special Forces for the Soldier's Medal for risking his life to save residents of Lang Vei, a Montagnard Village, when it came under accidental bombing attack. Another DPPO was the best bluetop grader operator of the deployment.

In Bravo Company, the techni-abilities of the CE and UT DPPO's were surpassed only by their leadership capabilities. One of the Bravo Company DPPO's received the Bronze Star for heroism in repelling the enemy at Con Thien.

Charlie and Delta Companies boasted platoon and squad leaders who readily dispelled the old worry, "They may know their rate, but can they lead men?" Besides their fine leadership traits, these men possessed superb talents which showed up in the quality of the finish work at the III MAF Theater, Bowling Alley, Gymnasium, Library and the Duc Sieu Roof in Saigon as a lasting tribute to their skills.

Never has a recruiting program had such unquestionable proof of success.

-from MCB-4 Deployment Completion Report '67

The Last of the Glamor Characters

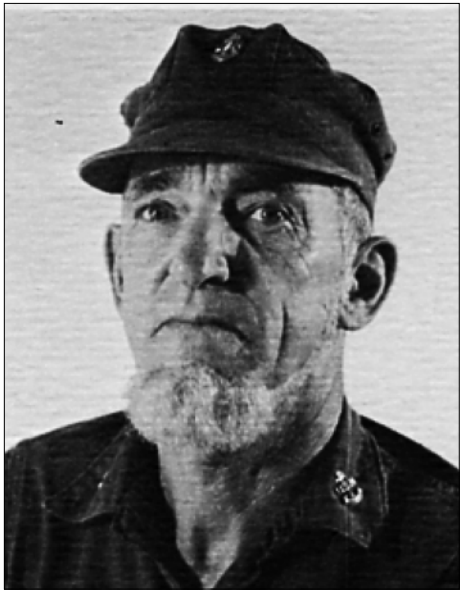
byMGYSGT John Frye

DA NANG, Vietnam— "The big boom is 'Boom-Boom'," explained one Marine to another as an explosion rocked the Vietnamese environs around Da Nang.

It wasn't incoming artillery, as any Marine with more than a week in-country knew. It was the handiwork of Elbert J. "Boom-Boom" Schloesser, BUC, USN, blasting out another mountain road or trench line.

And Boom-Boom's bark is almost as loud as his boom. The Seabee Chief may be the last of the flamboyant military characters who went out of style with Lou Diamond.

Without a blush or a stutter he'll admit to being (1) the world's richest Seabee (2) the best demolitions man in the naval service (3) a great athlete (4) a celebrated bon vivant and world traveler.



BUC Schloesser, MCB-1

Schloesser's worldly wealth is mainly in art— especially in four paintings which he inherited and which are worth well over a million. He owns two of the 44 painted by Philip Woverman—"The Hay Harvest" and "The Falconer," the latter cataloged at $600,000. His two masterpieces by Peter Brughel the Elder have been in the Schloesser family since 1525.

In 38 years of active duty the Boomer has made the rounds since leaving Woodland, Calif. He was a Marine from 1929-33. "A private in the rear ranks and an old China hand," he says.

Schloesser was a gunnery instructor at Pearl Harbor when the bombs dropped, Dec. 7, 1941.

His frogman exploits took place in the islands. He knew John F. Kennedy on Tulagi and was on Guam to welcome the Marines six days before their landing.

He was shot in the leg on Saipan and hit again in the Philippines, which hospitalized him for 13 months because of a broken back. Among his many decorations are the Silver Star and Bronze Star.

In 1963 he took SEAL training, but claims he was too ornery. Since then he's stayed with explosives and now heads a 20-man demolition crew which regularly practices its trade around Da Nang.

This is his second tour in Vietnam. Last year he worked chiefly on civic action projects.

Boom-Boom is a two-handicap golfer, a judo instructor, a former welterweight fighter and a boxing coach. "No one made the squad unless he could lick me," he says.

He owns property in five states and has visions of investing $500,000 in a California golf course.

Lois, Mrs. S. of 21 years, is at home in Cranston, R.I., and according to the Chief, "She's the prettiest thing since lace panties."

They have six children. The oldest boy shows promise as a distance runner and a married daughter recently made Boom a granddad.

In addition, Schloesser's a "foster father" for seven Vietnamese children he's financing through school here.

With sprightly humor and a bouncing style, the 57-year-old with the Lincolnesque beard, says he might retire "pretty soon." ***Used with permission from Stars & Stripes Copyright 1967***

I was working as a blasting crew member of Chief 'Boom-Boom' on the island of Antigua, '55 & '56 with MCB-6. The Battalion was refurbishing an old Brit camp from WWII. It was a joke with B-B to let a helper get the nitro on their hands and perhaps rub their forehead or eyes and cause a real 'Cranium Busting- headache, and I can vouch for truth of that. B-B was approached with a problem of removing several reinforced concrete pillars in the basement of the old administration building. The Chief made a statement to the Skipper that he could cut them off, "clean as a whistle". With much preparation of boring holes, packing and tamping explosives and packing it all in with sandbags...when the explosive fired, it blew the Battalion photo lab completely out of the basement! *UTCS John Wilborn*

I went through SERE in Coronado with Boom, then deployed to NSA Saigon for a year with him. Awesome Seabee! Visited him a couple of times at his home in Arbuckle, CA. Hellava golfer. His NSA tour was spent at Warehouse 1. He 'adopted' an orphanage run by the nuns and spent a lot of effort bettering their existence. I did a couple of small electrical jobs there for him when I was back in Nha Be waiting for my next job. Two funny stories about Boom. He walked into the chiefs lounge in the CPO barracks, in Davisville, one night when I was on duty as one of the base MAA's and had stopped by there to check on things. There was an ensign [someone's guest] sitting at the bar. The 'butterbar' hadn't been to the barber shop in a while and Boom walked up behind him and told him to leave the bar immediately and not return until he was squared away.

The XO at the SERE school called him into his office just before we graduated (Apr-70). Boom was in the habit of not wearing his ribbons. The XO told him to go get into 'proper uniform' and put his ribbons on his khakis. Boom went back to the barracks, grabbed his box of ribbons/medals and took them back to the XO's office, dumped them out on the desk and ask the XO to sort through them and pick out the ones he wanted Boom to wear. XO, not knowing who he was messing with, then told Boom that he had to shave his beard. Boom's reply... "*XO, you got to be shitting me!"* to which the XO replied that he was not in the habit of shitting CPO's. Boom replied... "*Well you are shitting this one."* Boom picked the XO's phone and dialed AUTOVON, his last base up at Oakland. He direct dialed the Admiral there, explained what the Lcdr XO was wanting him to do. He then handed the phone to the XO who promptly got his ass eaten off by the admiral, who had given Boom express permission to wear his beard due to a skin problem. The XO just sat there saying Yes Admiral, No Admiral, etc. XO hung the phone up, looked at Boom and said "*Get the hell out of my office."*

'Boom Boom' retired after the NSA Saigon tour. One of the most colorful, enigmatic, saltiest persons it has ever been my honor to know in this lifetime. "Boom Boom" Schloesser passed away February 6, 2002 at around 7:00 pm from kidney failure. He was 93 years old.

John McMahon

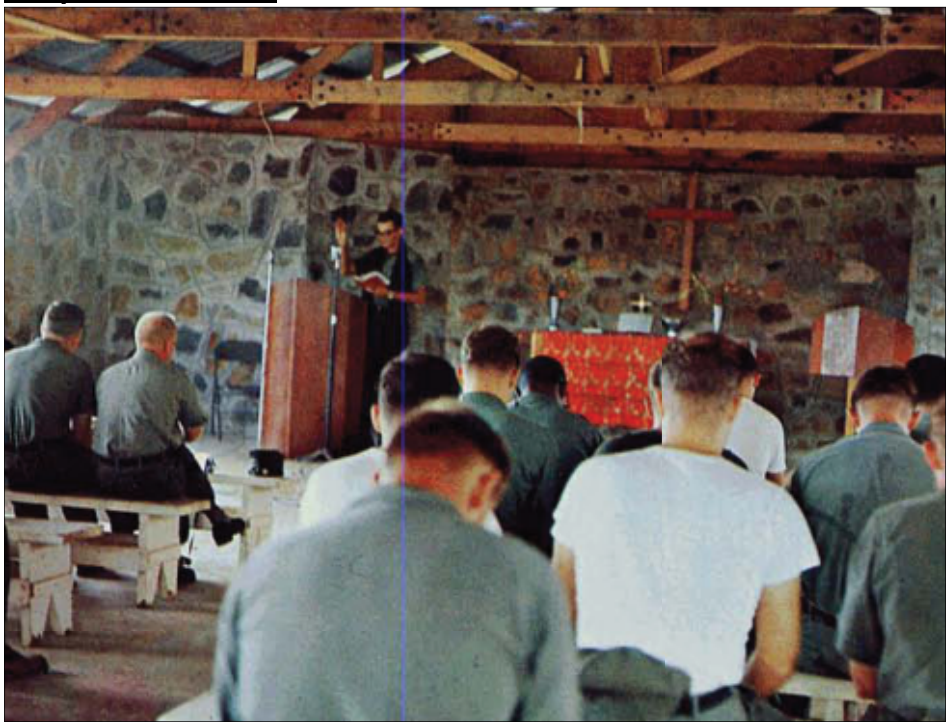
Mid-Deployment Celebration

On September 24, MCB-7 held its mid-deployment celebration. Besides having the day off and "sleeping in," SEVEN'S men enjoyed free refreshments at the clubs, volleyball, pinochle and horseshoe tournaments, a tug-of-war, and in the evening a USO show. The day proved to be a wonderful change of pace and was thoroughly enjoyed by all.

-from MCB-7 Cruisebook '67-'68

A day off from the daily routine was a welcome change *-from MCB-7 Cruisebook '67-68*

Chapel Dedications



The Camp Hoover Chapel, which had been re-built by the men of MCB-4's Bravo and Delta companies with local stone masons, was dedicated on 24 September 1967 by the MCB-4 Chaplain.

-from MCB-4 Cruisebook '67

The 3rd Marine Division Chapel, built by MCB-3, based at Phu Bai, was dedicated in memory of the late Major General Hockmuth, Commanding General, Third Marine Division.

-from MCB-3 Deployment Completion Report '67-68

Monsoon Troubles

Dong Ha 1967 early Monsoon season. I was attached to the Security Platoon of MCB 11 at the time and part of our responsibilities was riding shotgun on convoys. One particular day, just as the Monsoon had started, just south of Dong Ha, maybe 1-2 miles a small Army tank left the road and headed SW across the rice paddies. It soon found itself stuck up to the top of the tracks.

The convoy had stopped while a repair was being made to a wash out and we watched as a larger tank started across the paddies to help the smaller tank and as it started to help pull the stranded tank out, it also slowly started to sink and smartly it stopped drilling itself any deeper.

The convoy continued on to it's destination and on our return from Quang Tri we came upon a tank retriever in the paddies, slowly sinking, however, it managed to extract itself and return to the road. With the help of an EO on a D8 bulldozer, a cable from the tank retriever was hauled out to the large tank which was then pulled back to the road.

Now there was a tank retriever and the larger tank blocking the road along with the D8 dozer. The tanker guys began 'jawing' with the EO who abruptly walked off, giving them the #10 GI salute. He drove D8 around the traffic and reloaded it on a flat bed trailer. The 'tankers' had
asked first if the EO would retrieve the small tank and he said *NO!* They then ordered him to retrieve it since they outranked him...his reply was *Hell NO*! End of story except that the small tank remained in place until the end of the Monsoon season. ***Ray Cruz-CBMU-301***

Route 1 Upgrade

Upgrading the 660 foot bridge #30 required MCB-1 moving a detail of 1 officer and 52 men to the previous camp site at Thon An Cu Dong. Materials were moved to the site and work began on 14 August 1967.

MCB-1's encampment at Thon An Cu Dong *-from MCB-1 Cruisebook '67*

An MCB-1 convoy enroute to Thon An Cu Dong *-from MCB-1 Cruisebook '67*

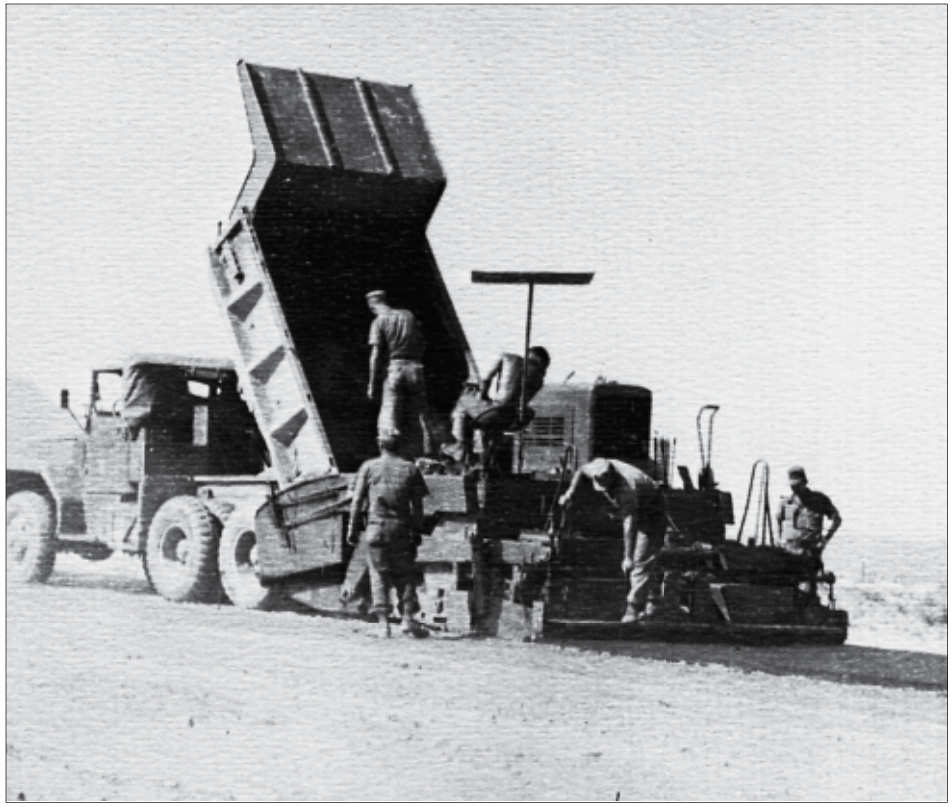
The work consisted of 8 wide flange beams welded in place beneath the bridge to provide the additional stringers required to bring the bridge to a 53 ton capacity. The width of the bridge did not allow space for a welding machine on the bridge. The 7th Engineers loaned four of their critically required pontoon sections to use as two work platforms beneath the bridge. By using two crews, each on a separate section, the bridge was completed on 25 September 1967.

Pontoon work platforms borrowed from the Marine Corps 7th Engineers
-from MCB-1 Cruisebook '67

A third crew was concurrently employed to place eight rows of new 2x10 treadway on top of the bridge. While not repairing destroyed bridges and culverts a continuous upgrading of bridges and patching and sealing the road was accomplished. Nineteen bridges required upgrading. A majority of those were brought to a Class 60 status by placing 12 inch x 12 inch knees or posts at the midspan. Many required reinforced concrete pads for anchoring the braces and several required extensive abutment repair to insure stability.

Totally separate from the work on the pass, the road from Camp Haskins entrance to the check point at Kim Lien was upgraded. The section from Camp Haskins to the CAP Unit and from Nam-O to the Nam-O bridge was paved with two inches os asphalt placed on an improved 18 inch road rock base. Since no asphalt mix was available immediately after the completion of this section, the road from the Nam-O bridge to the check point was delayed. Afterwards the pontoon bridge was washed out preventing paving until RMK replaced the old Nam-O bridge spans. When the bridge was re-opened asphalt was again not available. The remaining section was ready to be paved; the elevation had been raised approximately one foot with road rock and required only finish grading and resealing just prior to paving operations.

Bridge #26 (originally replaced with steel I-beams) was blown a second time and replaced by four 24" culverts which subsequently washed out during a severe monsoon rain. After washing out, two 36" culverts were added on top of the 24" culverts still in place and reinforced concrete headwalls were placed on each side. *-from MCB-1 Deployment Completion Report '67*

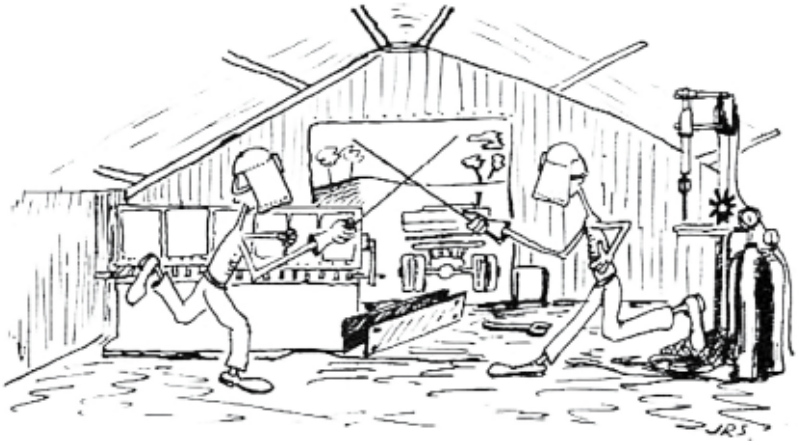


MCB-1's paving crew on Route 1 *-from MCB-1 Cruisebook '67*

Bo De School

MCB-4 completed a Civic Action project at the Bo De School, Da Nang. The school was a project begun by MCB-10 in November 1966. MCB-4's contribution to the project was three 26'x21' classrooms which together with MCB-10's increment, yielded a 144' x 21' structure housing five classrooms and an office. Construction incorporated a concrete foundation and slab, cement-laterite block walls and partitions, reinforced concrete columns and bond beams, 2x6 trusses and corrugated metal roofing. Work at times was stopped for non-availability of material from Civic Action resources, but the project was ultimately completed in September 1967. *-from MCB-4 Deployment Completion Report '67*

Block walls rising at the Bo De School in Da Nang *-from MCB-4 Cruisebook '67*



Route 1 Security Over the Hai Van Pass

The rough, steep and overgrown terrain on Hai Van Mountain was especially conducive to ambushes, mining, and sniper activity. The activity, while extremely difficult to control, was reduced by methods developed by MCB-1 as work on the road progressed.

Efforts to establish patterns of the Viet Cong's activity only proved that nothing could be assumed. The Viet Cong utilized land mines, snipers, claymore mines, as well as ambushes with rockets, small arms and grenades. The most frequent action occurred between Bridges #10 and 12 on the South side of the pass and at Bridges #18 and 26 on the North side. Crews working in these locations were subject to immediate attacks and could not overlook the same result at other locations.

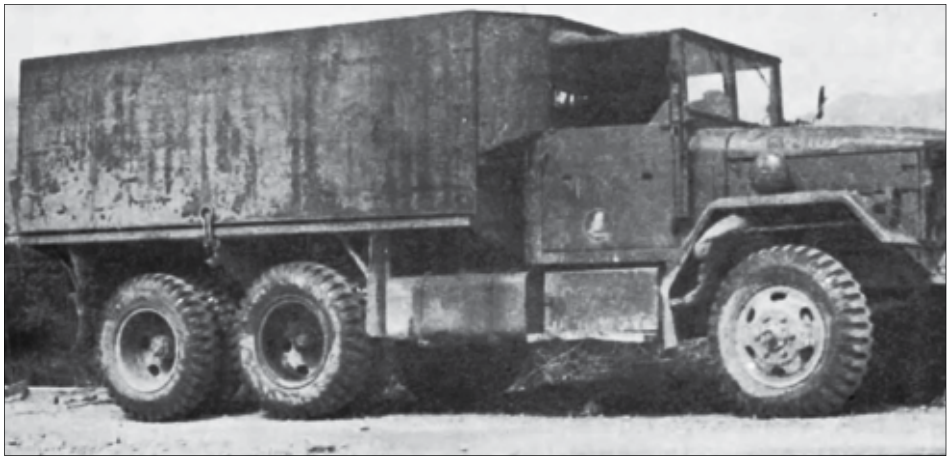
The most common attack was from a sniper located in rocks 200 to 300 yards above the road. However, the probability of sniping from below the road was also high. CN Blair Starkey was killed by a sniper shot through his flak jacket from below the road while another sniper was firing from above the road on 28 August 1967. The most effective weapon available to combat snipers was the M-79 grenade launcher.

Since snipers were seldom seen, the M-79 was used at suspected locations. The 60mm mortar, when available, worked better because the killing radius was larger and the higher shell arc was more effective against snipers hidden behind large boulders. Once crews were working at a site it was necessary to station a security guard consistently away from the crew to return sniper fire from selected cover. The guard was cautioned to expect booby traps set out by the ARVN, as well as, the Viet Cong. It was common practice for the ARVN troops to rig a complex of traps in any area except the road; the Marines were prohibited from leaving traps in any location that could not be observed.

The second most common attack and the most dangerous was the claymore mines and rocket rounds rigged to act as claymores. The mines were command detonated from 25 to 75 yards away. Frequently, the mines were followed by rockets, automatic weapons, grenades and small arms. The most common target was a vehicle with six or more men in the rear and traveling slowly. Ambushes occurred on several occasions after Vietnamese civilians flagged the truck down just before the "kill zone". This was done to obtain the slow rate of truck speed which would improve the chances of damage by a command detonated mine. It was necessary to instruct drivers not to stop as the result of any action initiated by Vietnamese or what appeared to be ARVN forces. All men in moving vehicles were required to wear flak jackets and helmets. The trucks used frequently on the hill were armored to stop claymore fragments. The armor was ½" steel plate backed up by two layers of 2x12 planking. Removable ½" steel plates were placed to cover all but about 6" of the door openings.

Secondary mines and booby traps were used against work crews at the sites of recently blown bridges, and the work sites were frequently mined. To offset the effectiveness of these tactics, a site was never approached directly. Although often requiring the personal supervision of the Company Commander, the approach to all jobs was varied. Trucks were stopped well back from the site and a systematic sweeping above and below the site was conducted to spot communication wire for command detonated mines; then the site was searched for mines and bobby traps before work was started. As often as possible a mine sweep team from the 1st or 7th Engineer Battalion was borrowed to check the work sites with mine detectors.

In general, any information tending to allow relaxation on Route 1 was not dependable. Occasionally, the Viet Cong departed from their tendency to hit vehicles loaded with personnel. Three separate vehicles with only a driver aboard were attacked. On one occasion a Chieu Hoi had defected and stated that the Viet Cong in the Hai Van area had made a 16 day march back into the mountains to re-supply. A review of past actions indicated a 14 to 18 day interval between major attacks. This information seemed to suggest the likelihood of an attack every 18 days a likely scenario. *-from MCB-1 Deployment Completion Report '67*



An example of an armored truck used for Route 1 convoys through the Hai Van Pass as designed by MCB-1 *-from MCB-1 Deployment Completion Report '67*

CBMU-301 constructed a 16'x32' wood frame building with concrete slab for use as a laundry. By late September, the installation of seven household washers and seven household dryers was completed *-from CBMU-301 Deployment Completion Report '67-'68*

Seabees Under Fire

Between 26 and 29 September the Dong Ha Combat Base went into condition Red fourteen times. A total of 35 "Purple Heart" medals and 31 "Letters of Commendation" were awarded to MCB-11 Seabees for battle injuries and performance in September. Construction was nearly halted in September because of the many enemy rocket and artillery attacks. One of MCB-11's major tasks during September was to support Project X-Ray. It involved the construction of an airfield at Quang Tri, located on national Route One just south of Dong Ha. Support consisted of receiving and transporting the majority of personnel, materials, and equipment between Dong Ha and the site. *-from MCB-11 Deployment Completion Report '67*

An MCB-11 Seabee being MEDEVACed after a mine blast *-from MCB-11 Cruisebook '67*

Captain's Mast

I arrived at Phu Bai, (RVN) Republic of Vietnam for 9 months of duty in Vietnam by C-130 transport plane from Okinawa. I was assigned to Detail INDIA to construct 2 story barracks and large administration building for (MAG-16) Marine Air Group-16. Marine Medium Helicopter (HMM-364)

Tiger Beer:

We were finishing the corrugated sheet metal on the second story roof when someone passed out quart sized bottles of warm Vietnamese Tiger Beer on a hot day. Let's just say it took me a while to figure out how to get down off the roof.

Skinning a Snake

One day at Phu Bai I was kneeling down skinning a snake and tacking the snake skin on a board. I heard someone behind me say, "*What are you doing Seabee?"* Without looking up I replied, "*What does it look like I'm doing? I'm tanning a snake skin."* Then as I looked up I saw Battalion Commander Bartley standing there. Jumping to my feet I saluted and said, *"Skinning a snake, Sir,"* at which time he said, *"Carry on Seabee."* I kept thinking that I hope he doesn't remember me, and what the heck is he doing on a remote location? I got to meet him again at a Captain's Mast.....Let's just say he was stern but fair.

There was nothing hard about building two story barracks or skinning snakes. The Marines had a tougher job flying around in those CH46 helicopters. ***John O'Brien MCB-10***

MCB-121 Alpha Company protecting a road crew with a truck mounted M-60
-photo courtesy of U.S. Navy Seabee Museum

ARVN Ammunition Supply Point

The VNAF (Vietnam Air Force) and ARVN (Army of the Repubic of Vietnam) Ammo Facility located on a 1,600,000 square foot area of marshy, mine-laden land in the Da Nang area was created to store 2.5 million pounds of explosives.

The site required movement of over 1 million cubic yards of material of which about 350 thousand required a 4 1/2 mile haul from the borrow pit.

The 25 pads were treated with a seven layer sandwich of rock, sand, and asphalt. The U-shaped berms were 50' at the base and were 12' to 18' high.

Fifteen structures-varying from segregated storage and administrative area to maintenance buildings dotted the project. The whole project was completed including lighting and security fence in about 5 months. The vast drainage system was about 85% complete on return of MCB 133 to CONUS. *-from MCB-133 Deployment Completion Report '67*

VNAF/ARVN Ammo Facility at Da Nang *-from MCB-133 Deployment Completion Report '67*

Top: MCB-133 borrow pit-Middle: VNAF/ARVN ammo facility-Lower: building a protective berm
-from MCB-133 Cruisebook'67

Fallen Seabee

EON2 Dale R. Berg

EON2 Dale Berg, MCB-3, died 29 September 1967 at Phu Bai after being struck by an earth moving vehicle while supervising the night crew at the helicopter hanger project for Marine Air Group 16. Petty Officer Berg is listed on "The Wall" at 27E 027 and is buried at East Otto, New York

Detail Hotel/Golf

MCB-10 detached 1 officer and 43 men(Detail Hotel) to Cua Viet to construct a cantonment, a rigid frame building, a security lighting system, and erosion control for an LCU/LST ramp. The cantonment consisted of 146 SEA huts, a 500-man messhall and the water and electrical distribution systems. All construction was completed without problems with the exception of the water distribution system and the security lighting system, which were not completed due to the unavailability of materials.

Two factors which slowed progress were that all concrete, approximately 500 cubic yards, had to be placed using a 14s concrete mixer which had only a one-quarter yard capacity, and the second was the fact that Cua Viet was within artillery range of the DMZ, and there was heavy enemy movement in the area. Cua Viet was subject to mortar, artillery and rocket attacks at anytime, day or night, which meant that the Detail frequently had to man the lines with the Marines.

MCB-10's Detail Golf departed Gia Le by air to Dong Ha and by truck to Camp J.J. Carroll to begin construction of cantonment projects for the Marines.

-from MCB-10 Deployment Completion Report'67-'68

Installing corrugated roofing at Camp J.J. Carroll *-from MCB-10 Cruisebook '67-'68*

The draft of approximately 100 personnel for NSA Da Nang four weeks prior to the MCB-9's deployment to the Republic of Vietnam required the reforming of company organizations. In the withdrawing of these personnel, gaps were created in the working/military organizations which nullified the crew relationships established in crew and military training. This transfer of personnel also resulted in an unexpected large increase in the normally heavy administrative workload preceding mount-out.

-from MCB-9 Deployment Completion Report'67-'68

MCB-4 Da Nang Horizontal Work

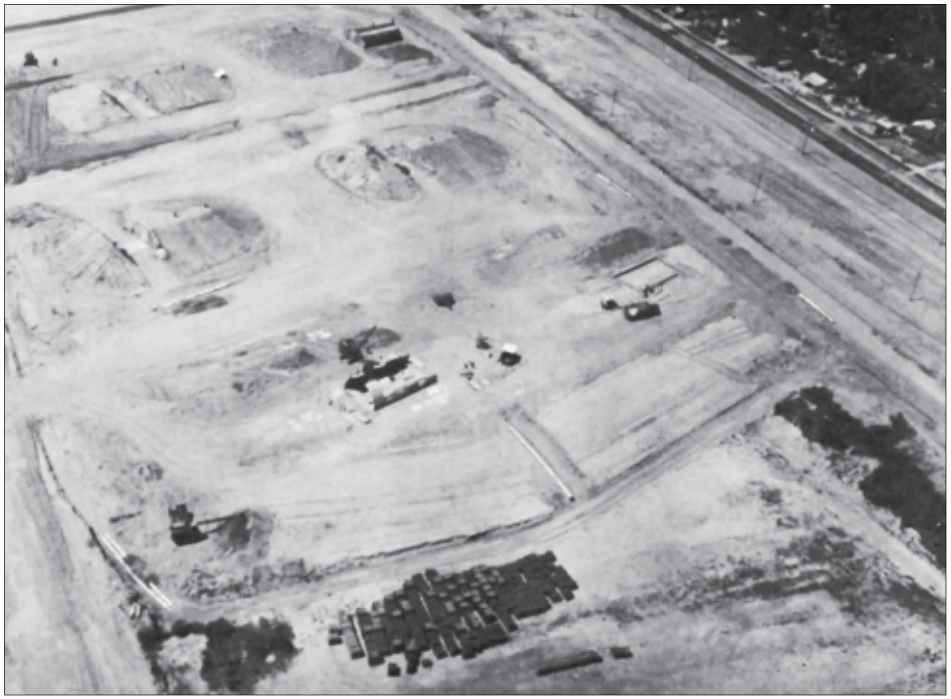
In addition to MCB-4's work at detached sites, the work in the quarry and that at Freedom Hill, MCB-4 completed many challenging horizontal construction projects in the Da Nang area during its 1967 deployment.

The majority of MCB-4's road work in the Da Nang area was performed on routes 3, 3B, 6, and 8. These roads were rebuilt and shaped, and the latter two were resurfaced. More than a mile of Route 541 was rebuilt and readied for paving but was not paved for lack of hot mix. A new half-mile long entrance road was built from Route 5 to the Hieu Duc District Headquarters, and a 1250 ft. road was built from Route 3 to the new III MAF Transient Center. Near deployment's end, rains and poor drainage took their toll on Route 1B, and significant effort was expended filling holes and patching with cold mix, especially in the vicinity of the "Dogpatch" intersection with Route 3.

The MCB-4 paving crew *-from MCB-4 Cruisebook '67*

MCB-4's largest single project of airfield paving was the construction of a 33,000 sq. yd. blacktop parking apron with concrete access taxiway. The area in which this apron was constructed was the spoil area for the construction of the Da Nang Air Base runway and taxiway in 1966. Consequently, thousands of cubic yards of existing land had to be excavated and replaced with rock and clean fill to eliminate the high vegetation content in the soil. The top 10 inches of fill was clean sand compatible with a soil cementing operation and excavation of 1.1 miles of ditch was required to provide drainage for the area. After soil cementing the entire area, a 2" asphalt lift was placed and rolled. A second apron much smaller in size was also constructed at the Air Base. After soil cementing was completed, the second apron was not blacktopped but was shot with liquid asphalt and cured. Other projects in this category were a road network and drainage system constructed for the MAG 11 Ready Issue Ammunition pad and the patching and resurfacing with hot mix of the 1st Marine Division's 100'x300' helicopter pad.

A large, 150,000 cu. yd., land reclamation and fill project was assigned to MCB-4 in July 1967. An extensive swampy area near the Golden Gate USO was to be filled-in to accommodate new and relocated MAG 11 facilities. The first fill area (77,000 cu. yds.) was scheduled



First Marine Air Wing magazine *-from MCB-4 Deployment Completion Report '67*

for an August 15 completion to meet operation commitments. By hauling and compacting at the rate of 2500 cu. yds. per day, the scheduled completion date was met. A new drainage channel was also constructed to handle stream flow through the reclaimed swamp, and another 17,000 cu. yds. of fill was placed by the end of September. A similar project of much smaller magnitude (7,000 cu. yds.) was completed in the ASP-1 area for use as an ammunition reworking area. A third and even smaller project of this type was the construction of the Camp Hoover helo pad in the rice paddy area across Route 3B from the Camp's main gate. This project, including compaction, sealant and PSP matting, was completed in three days.

MCB-4 completed a project at the First Marine Air Wing Magazine area. The battalion's portion of the project included the construction of five 25'x50' bunkers, their backfilling and compaction, the building of baffle berms and the construction of 2.7 miles of roads in the area. A complete drainage plan was prepared, and ditches, culverts and drainage slopes constructed. Other miscellaneous horizontal work was the rocking, grading and compacting of a 2,000 sq. yd. area at the Commercial Pier, construction of sandbag, and later earth-filled-barrel berms at NSA Package POL, and the rebuilding of berms for NSA Bulk POL.

-from MCB-4 Deployment Completion Report'67

MCB-4 Da Nang Vertcal Work

Within the Da Nang area, MCB-4's vertical construction ran the gamut from the ever present "tin roofed strongback" (TRSB) to a rather unique segregation cell block for the III MAF brig which included interior paneling of PSP matting and a feature which allowed all cell doors to be unlocked simultaneously in case of fire. The work was diverse, the customers many, and the work sites were spread throughout the Da Nang Combat Base with the majority of work in the vicinity of the Air Base. The sponsor customer was the Naval Support

Activity, Da Nang, for many jobs where the user customer was a Marine activity, and NSA in those cases normally provided construction drawings and materials.

MCB-4 Builders (BU) erecting another "hootch" for the Marines *-from MCB-4 Cruisebook'67*

For the 11th Marines, MCB-4 construction included a 40'x96' Butler building and 12 TRSB's for the headquarters unit, a cantonment of 15 TRSB's and a modified 500 man galley for 3/11 and another modified 500 man galley for B/1/11.

MCB-4 completed for 1st Marine Air Wing, an ammo storage facility complex with the erection and earth covering of four 25'x50' underground bunkers.

MCB-4 Steelworkers (SW) erecting a series of pre-engineered metal buildings
-from MCB-4 Cruisebook'67

For III MAF, MCB-4 constructed 20 TRSB's and extensions to the mess hall and terminal building at the airfield transient center. RMK facilities in Da Nang West were modified as the first phase of a new transient center, a segregation cell block and 4000 l.f. of chain link fence were constructed at the brig, and a Butler building and 20'x87' shed extensions were added at the Post Office.

For 1st Motor Transport battalion, MCB-4 constructed a 40'x96' Butler supply warehouse and the well pump, steel storage tank and timber tower of a water supply system.

At MWSG-17 (Marine Wing Support Group), MCB-4's work included a 3600 sq. ft. slab, 5 TRSB's, a 40'x80' rigid frame wood storage building, two high-bay 40'x105' equipment maintenance shops, two 40'x96' Butler buildings, and 60% of a 32'x52' wood frame barber shop/PX building.

For 1st Medical Battalion, MCB-4 erected two PX type quonset huts on 2' high concrete walls and finished as air conditioned operating rooms with a connecting covered walkway, and a 20'x64' ward and a 20'x40' wood frame X-Ray building.

For NSA (Naval Support Activity), MCB-4 replaced a bridge on Trung Nu Vuong with 3-60" culverts with concrete head and wing walls, the VQ-1 BOQ (Bachelor Officer Quarters) was repaired and three two-story BEQ's (Bachelor Enlisted Quarters) were torn down and reconstructed after the July rocket attack, more than 800 twelve-foot concrete fence posts were precast for the Package POL (Petroleum-Oil-Lubricant) Farm, and piles were

A Butler Building and a 20'X87' shed extension were added to the III MAF Post Office in Da Nang by MCB-4 *-from MCB-4 Deployment Completion Report '67*

Concrete fence posts at the MCB-4 pre-cast yard at Camp Hoover *-from MCB-4 Cruisebook '67*

driven and capped for box culvert extensions to widen the highway near the bulk fuel farm.

At MACVSOG MCB-4 constructed a Butler building as a warehouse and a Pascoe billeting facility was constructed with four suites of completely furnished rooms.

MCB-4 constructed a standard 500-man galley for the Marines Bulk Fuel Company, a reinforced concrete vault for the Air Force, twenty-two TRSB's for 1st FSR (Force Support Regiment), a heavy timber control bunker for MASS 2, six TRSB's for Marine interpreter teams, and an FSI (Force Structure Increase) cantonment with mess hall, personnel building, laundry facility and shallow well for the 467th Regional Forces Company.

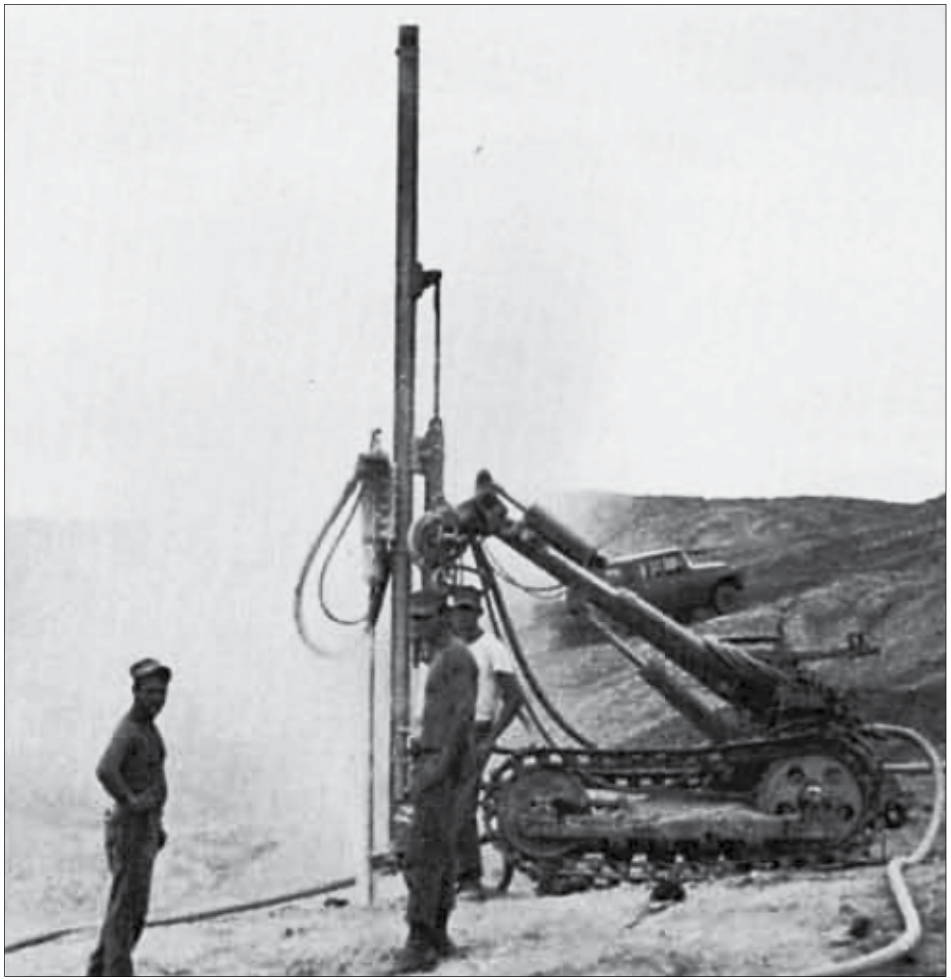
Exterior sheathing was completed and all interior partitions and paneling installed for the Army Communications Building. Partitions and counters were added in the Air Force PX and a three classroom building was completed at the Bo De School.

One partially blown span of a converted concrete railroad bridge was razed and replaced with a timber structure.

Other small and miscellaneous jobs were completed in the Da Nang area throughout MCB-4's 1967 deployment which saw a good workload and meaningful backlog at all times. The diversity of type and location of jobs made for an interesting, challenging, and productive tour. *-from MCB-4 Deployment Completion Report'67*

MCB-4 Quarry/Crusher Operations

This round-the-clock endeavor accounted for the time of 70 men from MCB-4 for the entire 1967 deployment. Early in the deployment, a development program was initiated to provide five working faces in the MCB-4 quarry and to improve the drainage and stabilize the areas used for crusher and batch plant operations. The program was pursued fully until May when the RMK crusher yard and quarry were added to the MCB-4 rock production resources, and a gradual phasing out of the older quarry and crusher areas began. All overburden removal



Drilling blast holes at the MCB-4 Quarry *-from MCB-4 Cruisebook '67*

at the MCB-4 quarry was stopped and resources were shifted to the RMK quarry where a three face quarry development program began. At that same time, forty Marines from 7th Engineers were TAD'd to and berthed at MCB-4 to augment the quarry/crusher force. The number was reduced to thirty about three weeks later and remained at that level through the deployment. Quarrying continued in the MCB-4 area until all usable rock on the existing quarry floor had been blasted and hauled to the crushers. Quarrying ceased in that area in late June when, coincidentally, one of the 75-ton Eagle crushers (primary only) was removed from service and shipped to CONUS for overhaul.

Later, an exposed ledge of about 1000 cu. yds. was blasted and crushed to take advantage of a previously stripped section. At turnover time, the only operations being carried out in the old MCB-4 area were production of ¾" chip and 1 ½" to ¾" aggregate with a 75 ton Eagle crusher, aggregate stockpiling, and concrete batching.

At the end of the deployment, the RMK quarry area had been developed into three working faces with one face providing clean, hard rock, one providing soft rock, and the top providing very dirty rock. The two 100-ton Universal rock crushers were in full operation (after

Loading blasted rock for the trip to the crusher *-from MCB-4 Cruisebook '67*

months of difficulty in obtaining parts through transfer from RMK) and were providing 2 ½" road rock, and 1 ½" to ¾" and ¾" rock in both utility and concrete aggregate grades. Separate stockpiles were maintained for utility or dirty rock and for concrete aggregate grades in each size.

MCB-4's rock production during the 1967 deployment exceeded that of any of the other Vietnam deployed battalions. Rock output during the deployment was at times distributed so widely that it was used by five Construction Battalions and one Engineer Battalion, was being shipped to Dong Ha and Phu Bai, and was being used for aggregate for concrete batched for NSA and the Air Force as well. Little by little, Hill 327 was chopped away and distributed around the countryside.

Concrete batching is worthy of little comment because of the light demand for concrete in the relatively built-up areas of the Da Nang Combat Base. MCB-4's batching was a part time operation and was done frequently for NSA, and later, for the Air Force. This form of mutual assistance provided MCB-4 with the use of NSA and Air Force transit mixers when extra equipment was needed for large pours. *-from MCB-4 Deployment Completion Report'67*

Camp Hoover Improvements

MCB-4 was fortunate to have moved into what was no doubt the best Seabee camp in-country, and the process of gradual improvement of facilities continued during the deployment so that Camp Hoover continued to carry its time-earned reputation.

The first order of business in the berthing areas was to increase the shower facilities for the enlisted men. A third shower building was constructed to increase the number of shower heads from 28 to 42, and a new shower building was built in the CPO area. Later in the deployment, shower extensions were built on each of 5 BOQ's, and the EM showers were re-piped to provide separate controls for hot and cold water at the sinks. Five new barracks huts, each accommodating ten men, were also added to the berthing area.

Late in the deployment, a septic tank and leach field were installed in Officer's Country to handle sewage from planned future toilet facilities in the BOQ area.

The space between the separate Administration and Personnel huts was closed in and roofed over and the huts were combined to form one large office for these functions. The MAA (Master at Arms) hut was given an extension to provide a counter and space to conduct watch organization and MAA business. The C Company office had an extension constructed and converted the adjoining former D Company office into a tool room, while D Company built a new and separate office and tool room. An extension was also built onto the A Company office to provide suitable space for the Company Commander and his assistant.

Storage and issue facilities were improved with the construction of a lean-to along each side of the project material warehouse, and a covered storage rack for tires near the repair parts warehouse. A concrete pad was installed for the storage of equipment attachments, and areas of the A Company yard was stabilized with rock to provide suitable vehicle parking during the monsoon season. Related drainage improvements in the A Company yard also permitted relocation of the gas pumps to a more convenient location and allowed sections of the parking and traffic areas to be used as an excellent drill field for battalion formations.

A lighted volleyball court was added with the light poles also serving to illuminate the stage patio of the EM Club, and a lighted, concrete basketball court was built. After termites and heavy rains had teamed up to collapse the Vietnamese designed chapel, a new structure with partial stone walls, timber trusses and a corrugated metal roof was constructed on the same slab. In the Mess Hall, roof exhaust fans were installed over galley cooking equipment, and circulating fans were added to the dining areas.

A general improvement was achieved in several of the berthing huts and in most of the office spaces when polystyrene foam flare cases were installed as insulation between rafters. The material was available without cost at the Da Nang Air Base, and its installation eliminated all radiant heat from the underside of the corrugated metal roofing and reduced the convected heat as well.

A much needed change took place in May, 1967, when two 200kw Caterpiller diesel-generator units were installed to replace three 100kw units as the Camp's power generation source. Reverse current relays were added in early August to allow paralleling the units without fear of motoring.

-from MCB-4 Deployment Completion Report'67

Seabees Help Viets Help Themselves

Da Nang, Vietnam (PAO)— A compact unit of 13 men worked to assist engineering problems of the South Vietnamese.

The men formed Seabee Team 0701 and were selected from the different skills in Naval Construction Battalion 7.

Deployed near Nha Trang, Team 0701 is built a bridge with the help of volunteer trainees from the Dhu Cap village and supplies from the various forces in the Nha Trang area.

Training the villagers was Builder lst Class Charles Donovan. His trainees dug and formed the bridge foundations, freeing other team members for work on other projects.

Country roads were bad all over Vietnam and Equipment Operator 2nd Class Ronald Christensen and Equipment Operator 1st Class Karl Wise logged many hours in the Austin-Western grader on the back roads near Dien Khanh.

Involved in an active MED-CAP program in conjunction with CIDC medics from neighboring Camp Trung Dung was Hospital Corpsman 2nd Class Woodrow Sullivan. During a several month period they treated over 1,000 patients in hamlets throughout Dien Khanh district.

In addition, Sullivan assisted Special Forces medics with the night time treatment of wounded Vietnamese soldiers.

Team 0701's front yard was used for an emergency landing zone by helicopters performing medial evacuations. The improvised landing field was illuminated with security flood-lights.

The reaction of the Vietnamese people to the assistance was proven daily by the friendly greetings which the Seabees received as they met Vietnamese trainees. The men were often presented with gifts of food and beverages. ***Used with permission from Stars & Stripes***

Seabee Team 0309 members Stalker and Imholf showing trainees the fine art of cement finishing
-from MCB-3 Cruisebook '67-'68

Softball at Camp Haskins *-from MCB-1 Cruisebook '67*

CBMU-301 Det. Bravo personnel pouring a concrete slab for an underground bunker at Khe Sanh
-from CBMU-301 Cruisebook '67-'68

September 1967 Comes to an End

Elements of the Naval Construction Forces in Vietnam sustained numerous mortar and artillery attacks during the month. As a result of the attacks, 23 Seabees were wounded. During a second enemy attack on Dong ha on 5 September, eight Seabees were wounded when several artillery rounds impacted near the MCB-11 galley. On 6 September, two Seabees from MCB-71 were wounded by shrapnel from a bomb that inadvertently dropped from an aircraft during it's takeoff from the Chu Lai airfield. On 28 September, another of the month's numerous attacks on the Dong Ha combat base resulted in four Seabees from MCB-11 being injured. A task force composed of elements of several MCBs deployed in Vietnam was sent to Site "X" on 15 September to begin construction of an alternate airfield for Dong Ha. The airfield, located about six miles south of Dong Ha, was a priority project that was required as an operational facility before the northeast monsoon season. The runway, which had a useable completion date on 1 November, was to be 3,500 feet long and would have a C-130 capability. It was to be constructed of AM-2 matting laid over an 8 inch-thick soil cement base.

The urgent requirement that the airfield be operational by 1 November necessitated the temporary assignment of 150 men of the alert battalion, MCB-10 from Okinawa to Vietnam.

The completed airbase included a 20,000 square yard parking apron, a 90,000 square yard helicopter facility with bin type revetments, a 500 man cantonment, bulk POL storage, an ammunition supply point, and miscellaneous infantry and aircraft facilities.

In the preceding eight months the amount of effort expended toward combat support construction had greatly increased. In January 1967, the percentage of total direct labor for this type of construction was approximately two percent, while in September it had risen to sixteen percent of the direct labor expended in the Site "X" project. The increase in effort by the naval construction forces to support the tactical requirements of the Marine units resulted in the extension of the beneficial occupancy dates of some projects. At the Dong Ha combat base, MCB-11 was constructing facilities for the Force Logistic Support Unit and by month's end had completed five of 11 rigid frame buildings and a 500-man galley. They also poured the deck for a maintenance Quonset and the base fire station. Among other projects completed by MCB-11 were a 250-man galley and 10 of 20 rigid frame buildings for the Third Marine Division. The MCB-11 crew which was upgrading Route 1, completed repairing and seal coating between Quang Tri and Camp Evans and then shifted to the section of road between Dong Ha and Site "X" to repair damage caused by heavy traffic to the airfield. MCB-11's detail at Lang Vei Special Forces Camp completed two underground supply buildings and poured foundations for two bunkers.

MCB-3, at Gia Le combat base, completed the 23,000 square yard parking apron for the 131st Army Aviation Company, 1 500-man galley for the 3rd Anti-Tank Battalion, and a 120-foot by 150-foot aircraft hanger for MAG 16. The Seabees of MCB-3 also completed a 75-foot timber bridge on Col Co Road and poured the slab for the Hue AFTV station.

MCB-121, working from the Phu bai combat base, continued general upgrading of Route 1 between Phu bai and Phu Loc. They completed a 250-man galley and continued work on 41 hootches at the Tan My cantonment. Construction also continued on a 83-hootch and a 138-hootch cantonment plus a 500-man galley for the Third Marine Division.

At the Da Nang Air Base, MCB-133 completed the ARVN/VNAF ammunition storage facility which consisted of hau;ling and placing nearly 500,000 cubic yards of earth. A NAVSUPPACT storage building and the Marble Mountain POL tank farm office, both of which were 40-foot by 100-foot wooden buildings, were also completed. MCB-133 also continued construction of the large complex of berms for the Ammunition Supply Point One (ASP-1) area, a parking apron consisting of 25,000 square yards of M8A1 matting and a 500-man galley for the First Logistical Command.

MCB-7 completed work on the women's quarters at the NAVSUPPACT Da Nang Hospital. Also completed were a technical stores warehouse for the U.S. Army STRATCOM, a BOQ at the NAVSUPPACT hospital, a salvage equipment storage building at the Service Craft Repair facility, and the exchange at the China Beach Recreation Area. The first increment of the barracks rehabilitation at Camp Tien Sha had been completed and work was continuing on the remainder. At the NAVSUPPACT hospital work was in progress on an 80-man enlisted barracks and haed, a pre-operating room, two armory buildings, a new generator shed, a medical ward (11- 20-foot by 48-foot buildings), and additions to the sewer system. A double bituminous treatment had been applied to 6,200 feet of road on Monkey Mountain. Other projects that were in progress included grading and drainage work in the NAVSUPPACT Public Works complex, a shops stores building at the Service Craft Repair Facility, and 244,000 square feet of soil cement hardstand in the NAVSUPPACT covered storage area. By month's end, MCB-4 had nearly completed the Hill 327 recreation facilities and had finished construction of the Liberty Bridge. During the month, MCB-4 was relieved by MCB-9 who began a 500-man galley for the Marines at Hill 10 and a fire station for the First Marine Air Wing at Da Nang.

MCB-1 completed construction of 10 bridges on Route 1 in Hai van Pass and continued to repair the surface of the road and the ditches. They continued to expand and upgrade the Happy Valley Quarry and also continued to work on open and covered storage sites for the Force Logistic Command (FLC) at Red Beach.

MCB-74's detail at Phu Loc completed 10 of 28 culverts, finished the bridge south of Phu Loc and began removing the damaged concrete bridge at Nouc Ngot, while continuing to cold patch and recondition the road. They also continued constructing the remaining four increments of Ammunition Supply Point Two and 32,000 square feet of covered storage for FLC. A 5,000-man amphitheater for the First Marine Division was completed by MCB-71 at Chu Lai. They also completed extensive emergency repairs to the west runway at the Chu Lai Air Base. This project involved over 30,000 feet of concrete sawing and regrouting. Center line lights for the runway were installed at the time the runway repairs were made. Other MCB-71 projects included a Korean Army medical facility south of Chu Lai and troop cantonment construction for both the U.S. Army at Duc Pho and the Vietnamese Army near Quang Hai.

Also at Chu Lai, MCB-6 completed the dairy plant which was capable of manufacturing most milk products for NAVSUPPACT Da Nang. MCB-6 expended a major effort on the upgrading of Route 1 south of Chu Lai. This project consisted of hauling over 15,000 cubic yards of rock, replacing culverts, and installing headwalls. A 120-foot timber trestle bridge was also completed on Route 1 north of Binh Son. Work was also in progress to provide additional operational facilities for the First marine Air Wing. MCB-6 also had a work detail at Tam Ky, north of Chu Lai, working on a hospital addition and construction cantonment facilities for the Vietnamese Army rifle companies.

In September the number of chaplains assigned to U.S. naval Forces, Vietnam was 25: four catholic and 21 Protestant tasked with seerving approximately 6,000 personnel at 15 locati ons.

-from U.S. Naval Forces, Vietnam Monthly Historical Summary